

Council Reference: 12/2016/PLP

Kate Clinton
Senior Town Planner
The Hills Shire Council
PO Box 7064
Baulkham Hills BC NSW 2153

Attention: Bronwyn Inglis

Dear Ms Clinton

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

Thank you for your letter dated 23 August 2017 requesting Transport for NSW (TfNSW) comment on the above planning proposal.

Roads and Maritime Services (Roads and Maritime) will provide a separate response.

TfNSW has reviewed the Planning Proposal (PP), which seeks the following amendments to The Hills Shire Council Local Environmental Plan 2012 for the site:

- Rezoning the site to B4 Mixed Use;
- Removing the maximum height of buildings; and
- Applying a 'base' floor space ratio of 1:1 and an 'incentivised' floor space ratio of 3.5:1.

The PP is supported by a draft Voluntary Planning Agreement (VPA) which would provide:

- A public right of way easement for the benefit of the Council over the land connecting Cecil Avenue to Roger Avenue and the public plaza to Cecil Avenue
- Embellishment works within the easement area; and
- A monetary contribution to Council with an anticipated value of approximately \$15.5 million for expenditure on other local infrastructure as identified by Council, including open space, road infrastructure and community service facilities.

TfNSW comments on this PP have been provided in **TAB A** as attached.

If you require clarification of any issues raised above, please contact Ken Ho, Transport Planner, on [REDACTED] or via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



6/10/17

Mark Ozinga
**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

CD17/10502

TAB A – TfNSW Comments on Planning Proposal

Signalisation of Old Northern Road with Francis Street

Comments on the proposed traffic signals at Old Northern Road with Francis Street would be provided by Roads and Maritime.

Pedestrian Infrastructure

The proposed public right-of-way easement through the site would likely result in new pedestrian desire lines and may require additional pedestrian improvements. Council may wish to consider the following pedestrian infrastructure improvements having regard for the local infrastructure contributions associated with the rezoning of the site:

- A pedestrian refuge or raised pedestrian crossing along Cecil Avenue, which provides an extension of the internal pedestrian link through the site to/from the Castle Hill Centre; and
- Pedestrian footpaths along Roger Avenue connecting to existing footpaths on Francis Street.

The required improvements would be to support the north/south pedestrian desire line between residential developments to the south (including the site) and the Castle Hill Centre.

Bus Shelter Improvements

Future increase in residential/worker population as a result of the proposal would likely result in an increased demand for bus services. In particular, future bus users would likely use the closest bus stops along the Old Northern Road to the northwest of the site (TSN 2154115 and TSN 2154116). TfNSW requests that Council consider allocating local infrastructure contributions towards improving facilities at these stops including bus shelters to provide weather protection and improve amenity.

It is anticipated that these two bus stops would experience further demand should the Castle Hill Centre be further developed as per Council's plans.

Infrastructure Contributions

It is envisaged that the VPA offer would be used to fund "other local infrastructure as identified by Council." This would include infrastructure to support the development of the subject site and the potential signalisation of Old Northern Road, as described in the PP report.

Following further consultation with relevant stakeholders, a breakdown of the funds should be provided within the VPA. This would allow Council to determine the suitability of the contribution offer having regard for the road network improvements required to support the future development of the site.

Trip Generation Rates

Provisions have been within the draft DCP such that at least 8,025m² of GFA would be developed as retail/commercial uses on the site. The traffic assessment has assumed that the future development would consist of 8,000m² of commercial GFA and 810m² of retail GFA.

It is noted that the proposed planning controls could potentially result in a greater balance of retail floor space, which has higher traffic generating potential (as shown within the traffic assessment). In this regard, the assessment may underestimate the traffic generation potential of future development on the site. It is suggested that the commercial/retail floor space assumptions should be reviewed having regard for similar mixed-use developments within the Council LGA or nearby LGAs.

Car Parking Provisions

To encourage the use of existing and future public transport services (Sydney Metro Northwest), consideration should be given to amending Section 2.8(b) of Part D Section 21 of Council's draft DCP 2012 (draft DCP) such that *"...on-site carparking is provided in accordance with the following maximum rates: ..."*.

Further to the above, the draft DCP residential parking rates should be revised to the rates prescribed in the *Guide to Traffic Generating Developments (2002)* for high density residential flat buildings within Metropolitan sub-regional centres.

Prioritisation of the Castle Hill Precinct Plan

As stated within PP report, it is intended that there would be broader uplift within the Castle Hill Precinct (including Castle Hill North). This uplift would be supported by a detailed infrastructure master plan prepared by Council.

It is likely that any precinct-wide assessment would have implications on the feasibility and/or design of the proposed traffic signals.

Having regard for the above, Council should consider prioritising the preparation of a potential precinct rezoning and infrastructure plan prior to any further consideration of site-specific planning proposals within the Castle Hill Precinct. This plan would ideally also identify funding measures and include cost estimates to undertake any required infrastructure works.