

Council Reference: 12/2016/PLP

Ms. Megan Munari  
Principal Coordinator – Forward Planning  
The Hills Shire Council  
PO Box 7064  
Baulkham Hills BC NSW 2153

Attention: Bronwyn Inglis

Dear Ms. Munari

**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 15 December 2017 requesting Transport for NSW (TfNSW) comment on the additional information provided by Council and the Proponent.

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

The findings of the Castle Hill South Traffic Study (CHSTS) indicate that the proposed precinct-wide land use, as envisaged by Council, has been estimated to generate in the order of 2,700-3,200 vehicle trips during the morning and afternoon peak hours. Regional road capacity issues, including the worsening Level of Service on certain sections of roads and intersections, have been identified within the study. These issues would be further exacerbated as a result of the proposed land uses currently being considered within the Castle Hill North planning proposal. It is unclear whether this planning proposal has been considered within the CHSTS.

TfNSW has developed a mesoscopic modelling tool for the Sydney Metro North West Corridor that covers the Castle Hill CBD and the Planning Proposal area. Council may consider using this tool to assist in the preparation of any precinct-wide strategic study in collaboration with Transport agencies, which considers uplift from Castle Hill North and South. This would be the preferred method to assess the infrastructure requirements for any precinct-wide uplift.

The CHSTS identifies the need for signal controlled movements at the intersection of The Northern Road and Francis Street and provides a strategic traffic signal design. The following comments are provided on the proposed signalisation of the The Northern Road and Francis Street intersection:

- Any proposed traffic signals would be subject to Roads and Maritime approval.
- The proposed intersection works would need to be provided as works-in-kind.
- Several properties, including heritage and strata owned properties, may be impacted by land acquisition to accommodate the intersection design.
- Should there no longer be a need for the proposed intersection works due to improvements or changes in the road network undertaken by others, the monetary contribution should still be provided for other local traffic and infrastructure facilities deemed suitable by Council.

The above recognises that the timing for the monetary contribution is subject to DA approval and issue of construction and occupation certificates, which may not be progressed for some time.

The comments provided above are in addition to the comments provided in the initial submission (TfNSW Reference: CD17/10502).

If you require clarification of any comments provided, please contact Ken Ho, Transport Planner, via email at [ken.ho@transport.nsw.gov.au](mailto:ken.ho@transport.nsw.gov.au).

Yours sincerely



30/4/2018

Mark Ozinga

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

CD17/13880