

22 January 2026  
Ref: 24136

Department of Planning, Housing and Infrastructure  
Locked Bag 5022  
PARRAMATTA NSW 2124

Attention: Nathan Stringer  
[nathan.stringer@planning.nsw.gov.au](mailto:nathan.stringer@planning.nsw.gov.au)

Dear Nathan,

**93-107 Cecil Avenue and 9-10 Roger Avenue, Castle Hill**  
**Demolition of Existing Structures and Construction of a New Mixed Use Development**  
**Green Travel Plan**

## INTRODUCTION

This revised Green Travel Plan (GTP) has been prepared to accompany an amended State Significant Development Application (SSDA) for submission to the Department of Planning, Housing and Infrastructure (DPHI).

In summary, the amended SSDA (SSD-78156221) involves the demolition of existing structures on the site and the construction of a new mixed use development in its place, comprising 610 residential units and 3,789m<sup>2</sup> of commercial/retail floor space.

Off-street car parking is proposed for a total of 793 spaces across a new multi-level basement, and compartmentalised in order to allow the staged construction, including break-through panels at selected locations. The amended SSDA also makes provision for 4 loading bays within the lower ground level, all capable of accommodating 12.5m long HRV trucks. Vehicular access to the site is proposed to be provided via a new entry/exit driveway located at the eastern end of the Cecil Avenue site frontage, and shared between all uses and all vehicles.

This plan aims to promote the use of alternative modes of transportation and incorporates comprehensive details on public transport routes and bicycle network plans for residents, staff/employees, and visitors of the development.

## GREEN TRAVEL PLAN DEFINITION AND REQUIREMENTS

A Green Travel Plan (GTP) is a strategic framework designed to promote and facilitate sustainable transportation methods, reducing reliance on private cars, especially single-occupancy trips. This plan includes a co-ordinated set of measures aimed at encouraging active transport modes such as walking, cycling, and public transit, yielding benefits such as improved personal health, reduced traffic congestion, lower pollution levels, and enhanced community connections. By setting specific travel mode share targets and implementing initiatives to monitor and encourage sustainable travel, a GTP supports environmental sustainability, healthier lifestyles, and more efficient management of transport demand for building occupants, customers, staff/employees, and visitors.

It should be noted that whilst CJTP is responsible for the preparation of this GTP, the actual implementation falls under the purview of other parties (e.g. nominated GTP co-ordinator).

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## GREEN TRAVEL PLAN OBJECTIVES

The primary objective of a Green Travel Plan is to encourage alternatives to private vehicle use for trips. Therefore, this Green Travel Plan is a package of initiatives aimed at reducing car travel, particularly single occupant car trips, to encourage greater use of public transport, walking, and cycling by residents, staff/employees, and visitors.

The essential elements applicable to this GTP include:

**Site audit and data collection:** A desktop audit has been undertaken in order to identify and document the existing issues and opportunities relevant to the site and its accessibility, particularly by sustainable forms of transport. Opportunities to improve amenity, incentivise non-private vehicle usage and remove barriers to the use of these sustainable transport modes are then dealt with under the site-specific measures later detailed in this report.

**Objectives and targets:** The goals associated with this GTP need to be defined as they set the direction and purpose of the travel plan. Targets must be specific, measurable, achievable, and timebound.

**Actions:** This GTP provides a strategy to facilitate a shift towards sustainable forms of transport and reduce private vehicle travel, with a large number of alternative sustainable options available.

**Promoting and marketing:** an information/welcome package will be provided upon occupation of the residency/tenancy, with a Transport Access Guide (TAG) included, informing the end users of the available sustainable forms of transport located in the vicinity of the site.

**Commitment of resources:** It is important to designate a GTP coordinator who will be responsible for monitoring, reviewing, and updating of the GTP over time. Additionally, this GTP acknowledges the need for funding to support its implementation, and identifies existing and additional resources required to successfully implement the plan.

**Governance Support:** The development of relationships between the Proponent and various stakeholders (such as Council and TfNSW) will assist in delivering improved transport options.

## GREEN TRAVEL PLAN BENEFITS

This Green Travel Plan encourages the use of transport modes that have a lower environmental impact, for example sustainable transport modes including walking, cycling, public transport and better management of car use. The use of sustainable modes of transport will provide a range of public benefits including:

- Improved personal health
- Improved community connectivity
- Reduced traffic congestion
- Reduced competition for car parking
- Reduced noise and air pollution
- Potential cost savings to residents, visitors and staff
- Help to attract and retain staff
- Contribute to corporate social responsibility and improve corporate image as an innovative and environmentally-aware organisation

- Help to appeal to a new generation of professionals who prioritise location and lifestyle over car ownership
- Increase potential market for the development by improving accessibility

## REFERENCES

In preparing this Green Travel Plan, references are made to the following key planning control documents:

- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Cycling Aspects of Austroads Guides
- Austroads, Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management
- NSW Government, A plan for Growing Sydney
- NSW Government, Greater Sydney Region Plan – A Metropolis of Three Cities
- NSW Government's Planning Guidelines for Walking & Cycling (December 2004)
- TfNSW, Future Transport Strategy
- TfNSW, Active Transport Strategy
- NSW Government's Practitioner's guide to Movement and Place 2022
- TfNSW, Future Transport Strategy 2056
- The Hills Development Control Plan 2012
- The Hills Local Environment Plan 2019
- The Hills Shire Council Local Strategic Planning Statement – Hills Future 2036 (LSPS)
- The Hills Shire Council Castle Hill Strategic Centre Precinct Plan (11 June 2024)
- The Hills Shire Bike Plan

## SUBJECT SITE

The subject site lies at the southern edge of the Castle Hill Strategic Centre, approximately 600m south-west of Castle Hill Metro station, and is located on the southern side of Cecil Avenue, opposite Terminus Street, extending through to Roger Avenue.

It has street frontages of approximately 161m in length to Cecil Avenue, 36m in length to Roger Avenue, and occupies a total area of approximately 17,623m<sup>2</sup>.

Presently, the site is occupied by 18 free-standing dwelling houses, including a number of battle-axe lots, all with off-street parking and accessed via respective driveways located off either Cecil Avenue or Roger Avenue.

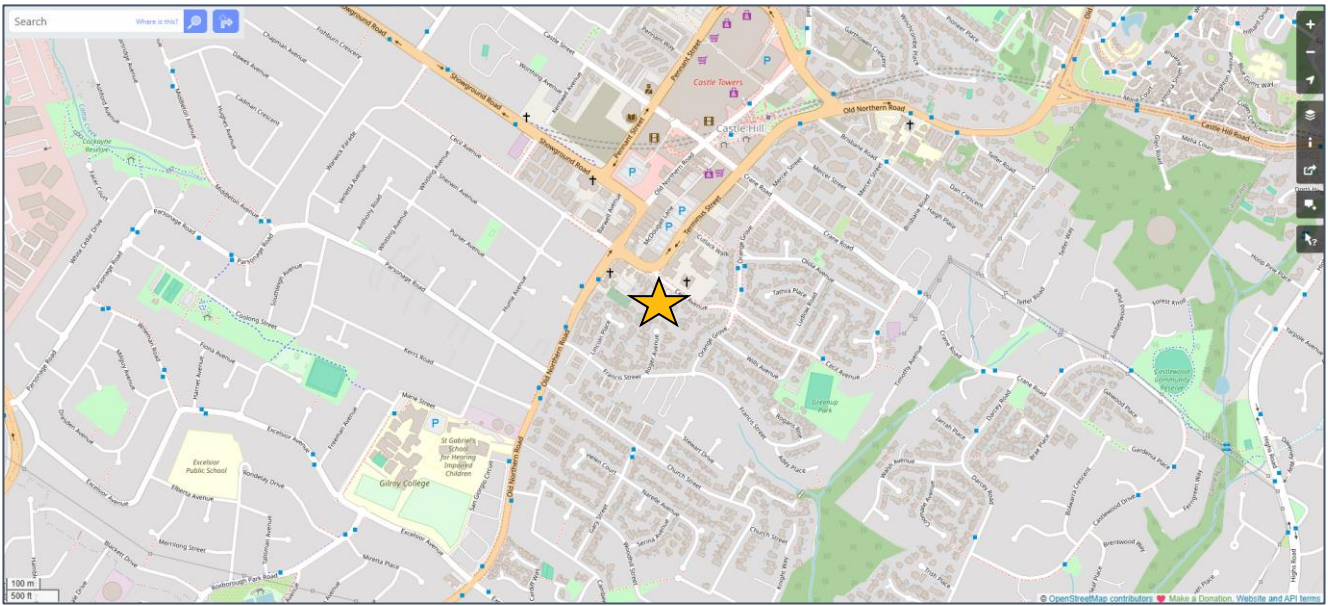


Figure 1 – Site Location (Source: OpenStreetMap)

A recent aerial image of the site and its surroundings is reproduced below, followed by a series of Streetview images on the following pages.



Figure 2 – Aerial view of the site location (Source: Neatmap)



Figure 3 – Streetview of Cecil Avenue site frontage, looking north-west (Source: Google Maps)



Figure 4 – Streetview of Cecil Avenue site frontage, looking south-east (Source: Google Maps)



Figure 5 – Streetview of Roger Avenue site frontage, looking north (Source: Google Maps)



Table 2 – Proposed SSDA Parking Allocation	
Land Use	Key parameters
Residential car parking	610 spaces
Visitor car parking	124 spaces
Commercial/retail car parking	59 spaces
<b>Total</b>	<b>793 spaces</b>
Residential bicycle parking	204 spaces
Visitor bicycle parking	62 spaces
Residential motorcycle parking	13 spaces
Commercial/retail bicycle parking	4 spaces
Commercial/retail motorcycle parking	2 spaces

Servicing and deliveries are proposed to be undertaken by a variety of commercial vehicles, ranging from vans, utilities and the like, up to and including 12.5m long HRV trucks. In this regard, the proposed amended SSDA makes provision for 4 loading bays within the lower ground level, comprising two in Stage 1 and two in Stage 2, all capable of accommodating 12.5m long HRV trucks.

Vehicular access to the loading dock and service area is proposed to be provided via a new entry/exit driveway located at the eastern end of the Cecil Avenue site frontage. The vehicular access and internal manoeuvring have been designed to allow all vehicles to enter and exit the site in a forward direction at all times.

## EXISTING PUBLIC TRANSPORT OPTIONS

### Rail Services

The existing public transport services available in the vicinity of the site are illustrated in Figure 7. Castle Hill Metro Station is located approximately 750m north of the site, which lies on the M1 Sydenham to Tallawong Line. Services operate every 4-5 minutes during peak periods and every 10 minutes during off-peak periods.

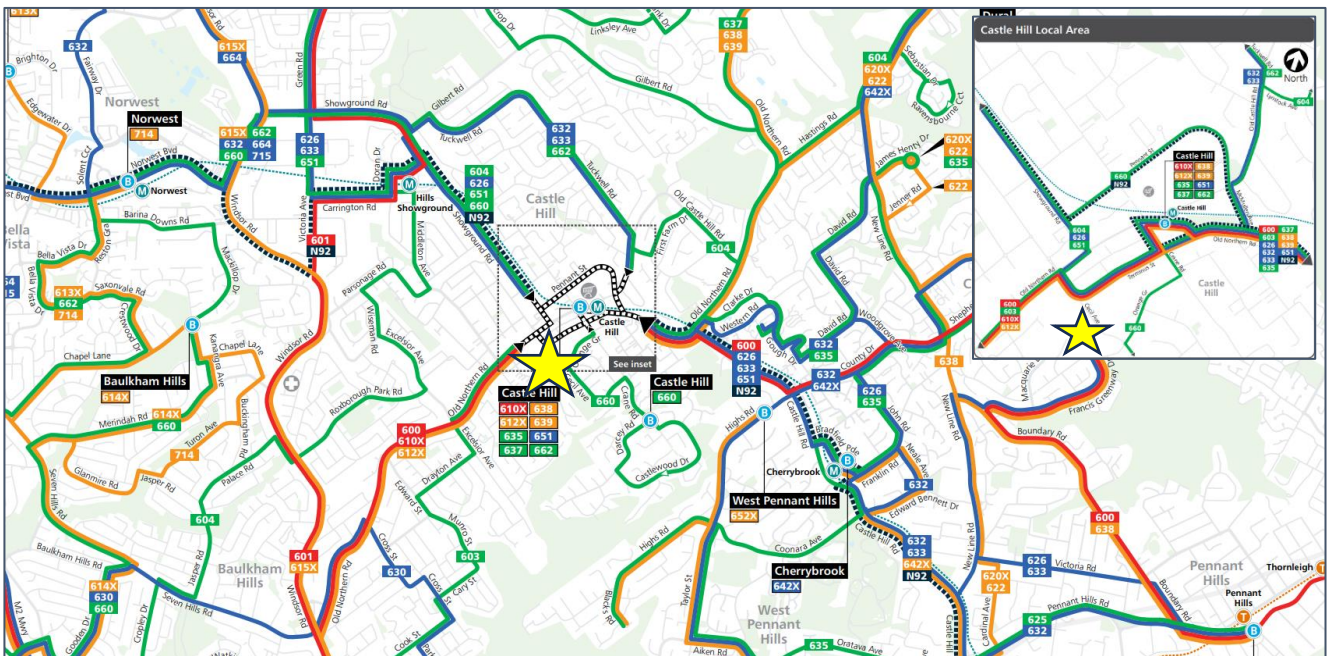


Figure 7 – Existing Public Transport Map (Source: Transport for NSW)

Research suggests that proximity to train services influence the travel mode choice for areas within 800m (approximately 10 minutes) of a train station. As such, the proposed development has excellent potential for future residents, visitors, staff and customers to utilise train for their trip to/from the site.

## Bus Services

The site is also located within 300m (approximately 4 minutes) walking distance to the nearest bus stop on Old Northern Road and serviced by the Routes 600, 603, 610X, and 612X. Another bus stop is located 350m (approximately 5 minutes) walking distance to/from the site on Orange Grove, which services Route 660.

A summary of these bus services, routes and their peak and off-peak services is provided in the table below. Further information on bus services can be found from the Transport for NSW website: <https://www.transportnsw.info>.

Table 3 – Nearby Bus Service (Peak and Off-peak services)				
Route	Route	Days Serviced	Peak	Off-peak
600	Hornsby to Parramatta	Mondays to Sundays	7-10 minutes	15 minutes
603	Parramatta to Rouse Hill Station via Glenhaven	Mondays to Sundays	15-20 minutes	1 hour
610X	Castle Hill to City QVB (Express Service)	Mondays to Sundays	10-15 minutes	30 minutes
612X	Castle Hill to North Sydney (Express Service)	Mondays to Fridays	5 minutes	10 minutes
660	Castlewood to Parramatta via Norwest	Mondays to Sundays	20-30 minutes	1 hour

Research suggests that proximity to bus services influence the travel mode choice for areas within 400m (approximately 5 minutes) of a bus stop. As such, the proposed development has excellent potential for future residents, visitors, staff and customers to utilise bus for their trip to/from the site.

## EXISTING ACTIVE TRANSPORT OPTIONS

### Pedestrian Access

In addition to the public transport services available in the vicinity of the site, there is also a good level of pedestrian connectivity, including safe and convenient footpaths to the abovementioned bus stops and Metro station. All existing footpaths in the surrounding area are of good quality, with appropriate widths and pram ramps provided at most intersections.

### Bicycle Network

The strategic bicycle network in the vicinity of the site is reproduced in the figure on the following page, taken from Council’s The Hills Shire Bike Plan. At a network-wide level, existing cycle routes in the LGA are limited. Notwithstanding, Council’s vision is to provide a high quality, connected walking and cycling network that enables residents, workers and visitors to choose active transport to move about the LGA and beyond.

The *Future Transport Strategy 2061* establishes a long-range vision for New South Wales’ transport system, emphasising safe, sustainable, integrated journeys and embedding active modes—walking, cycling and micromobility—into the core of planning and infrastructure. It frames outcomes such as “successful places for communities” and “connecting customers’ whole lives,” and prioritises multi-modal and low-carbon mobility.

Within that overarching strategy, the *Active Transport Strategy* acts as the dedicated arm to deliver walking, cycling and related mobility improvements over a five-year horizon. It draws directly from the Future Transport Strategy, setting targets such as doubling walking and cycling trips over 20 years, rolling out strategic cycleway corridors, enabling 15-minute neighbourhoods, and reassigning road space in favour of pedestrians and cyclists.

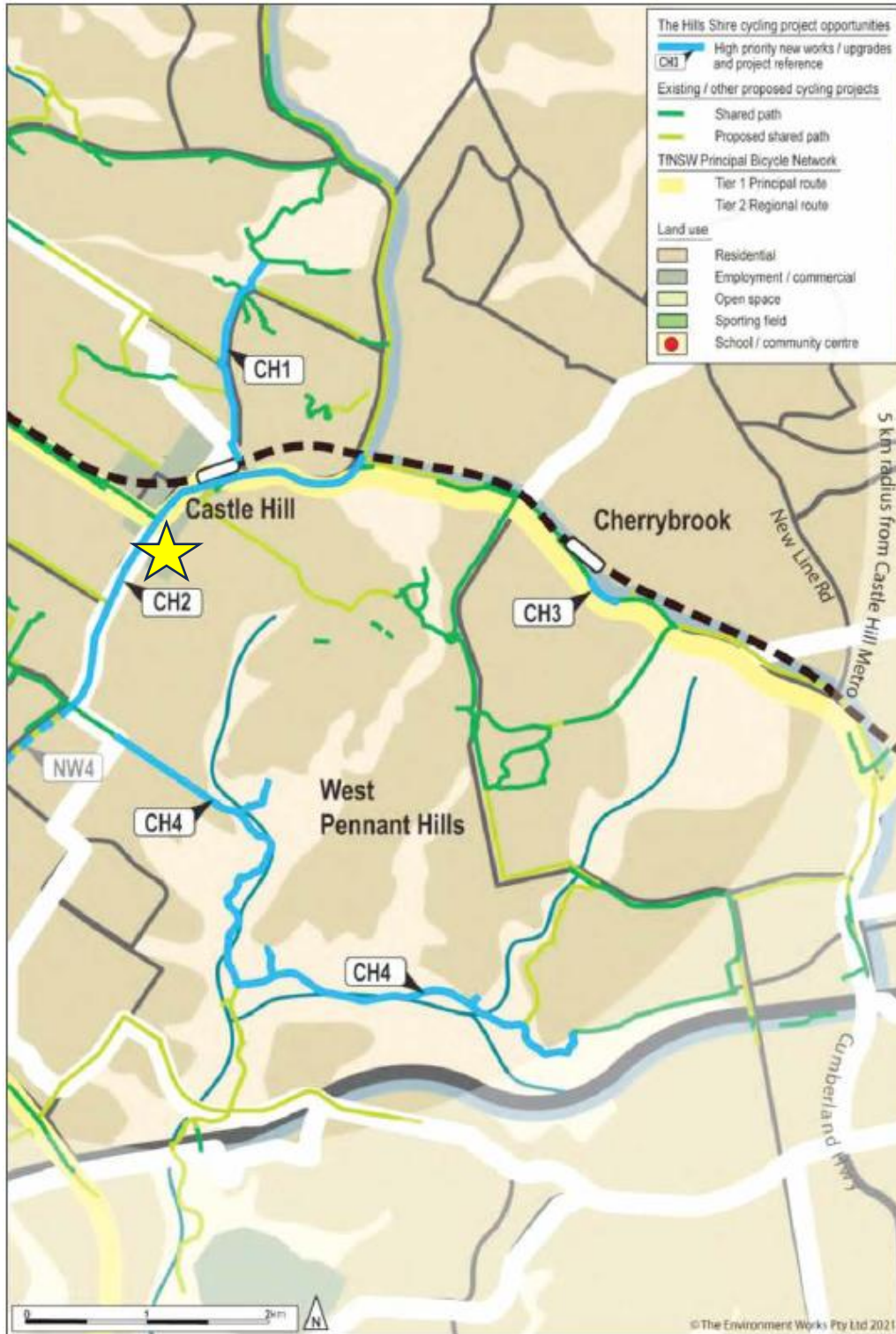


Figure 8 – Strategic cycling network for Castle Hill precinct (Source: The Hills Shire Bike Plan)

## CARPOOLING/RIDESHARING AND TAXI SERVICES

Apps like Uber, DiDi, Shebah, and GoCatch operate with fleets of drivers across the country – and could end up saving you money. It is important to note that prices can vary depending on high demand, waiting times or fuel price increases.

Uber, a globally recognized brand, has a strong presence in the city, offering a diverse range of ride options to cater to the city's transportation needs, making it a convenient choice for both locals and tourists.

Meanwhile, DiDi, an international entrant in the ridesharing market, and another prominent Indian ridesharing company, Ola, have become formidable competitors in The Hills Shire by providing competitive pricing and promotions, making it an attractive option for cost-conscious passengers.

Shebah offers a unique value proposition in The Hills Shire as an Australian ridesharing service exclusively for female passengers, providing a safe and comfortable alternative with female drivers, addressing the specific needs and preferences of a particular segment of the population.

Lastly, GoCatch, an established Australian ridesharing and taxi booking app, offers a comprehensive platform in The Hills Shire, allowing passengers to book traditional taxis or opt for ridesharing services, giving locals a trusted and reliable choice for their transportation needs.

In addition to ridesharing services, traditional taxis remain a significant part of the transportation landscape in The Hills Shire, providing passengers with an alternative means of getting around the city. Well-established taxi service, 13CABS, offers a diverse range of booking options, including phone calls, online bookings, the 13CABS app, SMS, and even fax for individuals with hearing and speech impairments, ensuring accessibility for a wide range of passengers.

**CAR SHARE SERVICES**

In addition to public and active transport options, car sharing is becoming increasingly popular in Sydney, and offers a convenient, affordable, and sustainable alternate transport option to owning/using private cars.

The locations of existing surrounding car share pods are shown in the figure below, indicating there are 2 existing pods located within a 400m radius of the site plus a further 1 existing pod located within an 800m radius of the site.

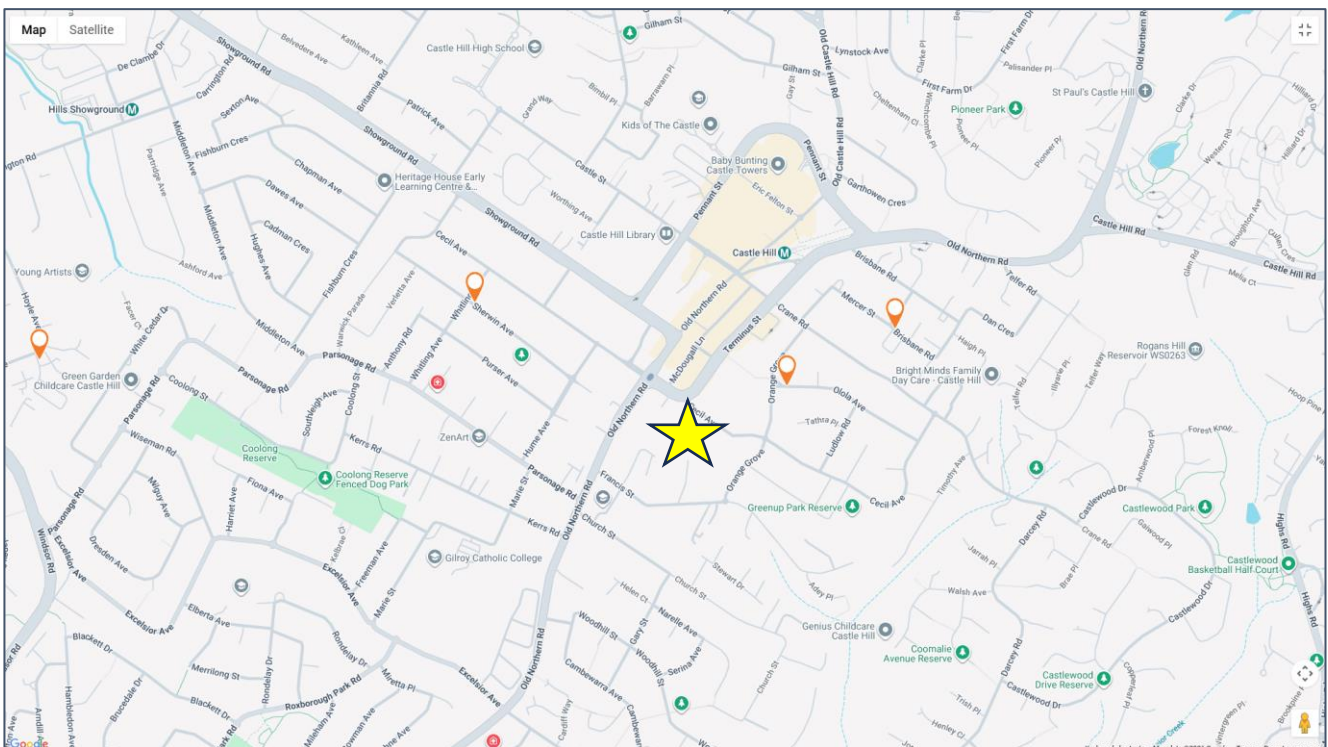


Figure 9 – Existing car share pod locations (Source: www.goget.com.au)

The Hills Shire Council supports design initiatives which support sustainable transport, including car sharing, because it encourages more sustainable travel habits by allowing a single vehicle to be used by a large number of people. This reduces road congestion and the competition for parking spaces, which ultimately benefits all road users.

Research undertaken by industry leaders, GoGet, indicates that in built up areas such as Kensington, each car share space can replace in the order of 10 private vehicles.

Data published by car share leading LGA, City of Sydney Council, indicates that almost 31,000 residents and businesses within the LGA have joined car share schemes, where members can book for a car online whenever they need one, and pick it up from one of the nearby car sharing “pods”. Car share users are charged by time and distance, at a rate set by each operator. Costs associated with fuel, vehicle maintenance and insurance are usually included in the operator’s hire fees which ranges from \$6 to \$13 per kilometre depending on the type of vehicle.

The subject site and proposed tenancies within it are therefore conveniently located to take advantage of these existing car share services, in accordance with Council’s planning objectives to encourage the greater use of sustainable modes of transport. For example, an employee within one of the future office tenancies may not have an on-site car space within the basement and therefore takes public transport to work. That employee may have a meeting they have to travel to, and a car share car may be the most convenient way to travel to that meeting.

## **EXISTING TRAVEL MODE SHARE**

In order to gain insights into the current traffic patterns of road users, it is essential to assess the mode share. This analysis provides valuable information about the predominant modes of transportation to work and identifies pivotal areas for intervention.

Census data from the Australian Bureau of Statistics (ABS) for both 2016 & 2021 have been obtained to understand the existing method of travel to work patterns of residents living within this pocket of Castle Hill.

The site lies within the 2016 ABS statistical area 1 (SA1) zone 1155605 and within the 2021 ABS SA1 zone 11501155605, as shown in the figure on the following page.

It is noteworthy that 2021 was marked by the COVID-19 pandemic, during which significant shifts in travel behaviour were observed among employed residents due to the widespread adoption of remote work. This is evident within the SA1 zone, where 43% of employed residents worked from home, highlighting the substantial impact of the pandemic on commuting patterns.

Car usage, whether as a driver or passenger, constituted 34% of the mode share, while public transport usage stood at 4%, likely due to health concerns and social distancing measures. Motorbikes/scooters were used by only 2% of residents, indicating a low uptake despite the potential for socially distanced travel. Additionally, 17% of residents used other methods of travel, showcasing the varied and adaptive nature of transportation choices during this unprecedented period.

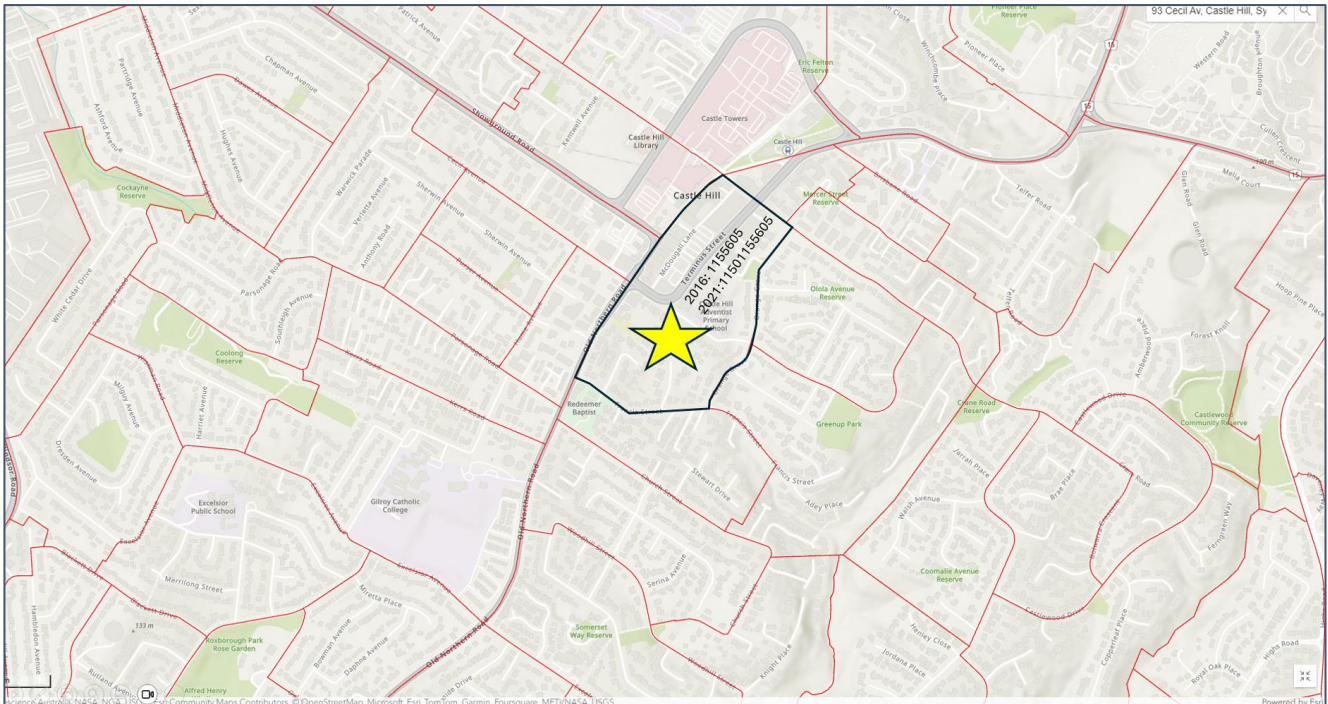


Figure 10 – Selected Zone – 2016 & 2021 Statistical Area Level 1 (Source: maps.abs.gov.au)

<b>Table 4 – Mode Share for Employed Residents on 2016 &amp; 2021 Census Day for SA1 Zone</b>		
<b>Method of Travel</b>	<b>Resident Mode Share - 2016</b>	<b>Resident Mode Share – 2021</b>
Car (as driver or passenger)	57%	34%
Public Transport	27%	4%
Motorbike/scooter	-	2%
Worked From Home	7%	43%
Other	9%	17%
<b>Total</b>	<b>100%</b>	<b>100%</b>

It is important to acknowledge that the 2021 Census data may not accurately reflect the current situation, as pandemic restrictions have since been lifted, and work arrangements have largely returned to a state resembling that of the pre-pandemic era. Notwithstanding, the pandemic demonstrated that working from home for many professionals is achievable in the long term, be it full-time or a “hybrid” approach, with some days in the office and some days from home. Consequently, the statistics shown in Table 4 may not be indicative of the present commuting patterns and should be interpreted in the context of the unique circumstances surrounding the pandemic.

**TRAVEL MODE TARGETS**

The aim of a GTP is to encourage a modal shift away from private vehicles by implementing measures that influence the travel patterns of residents and staff/employees living and working in the future development. The implementation of the GTP would be regularly monitored to ensure that the GTP is having the desired effect. The success of the GTP is measured by setting modal share targets and identifying the measures and actions that have the greatest impact.

The overall residential mode share targets for the proposal are summarised in Table 5.

<b>Table 5 – Target Mode Share for Residents</b>			
<b>Method of Travel</b>	<b>Resident Mode Share - 2016</b>	<b>Resident Mode Share – 2021</b>	<b>Resident Mode Share Target</b>
Car (as driver or passenger)	57%	34%	35%
Public Transport	27%	4%	35%
Motorbike/scooter	-	2%	2%
Worked From Home	7%	43%	18%
Other	9%	17%	10%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

## **INITIATIVES AND STRATEGIES TO PROMOTE SUSTAINABLE TRANSPORT**

The proposed development can significantly contribute to a greener, healthier, and more sustainable community while simultaneously reducing its environmental footprint through the implementation of this Green Travel Plan. The following specific actions have been identified to aid in achieving the targets outlined in the preceding section:

### **Compliance with Parking Provisions**

It is important to highlight that the parking provisions for residents, staff/employees, and visitors need to be complied with, through the parking spaces to be provided by the proposed development. This ensures that there will be adequate parking for the expected users.

### **Installation of Public Transport Routes**

Given the site's proximity to multiple public transport options, including buses and trains, public transport maps are planned to be installed on the development site. This will provide valuable information to residents, staff/employees, and visitors, enhancing their accessibility to these convenient transportation choices.

### **Installation of Bicycle Network Maps**

The installation of bicycle network maps aims to provide residents, staff/employees, and visitors with essential information about local cycling routes and infrastructure. This initiative contributes to the promotion of environment-friendly travel options and encourages the use of bicycles as a sustainable mode of transportation. The broader green travel plan emphasises reducing carbon emissions, alleviating traffic congestion, and promoting a healthier and more eco-friendly community.

### **Preparation of a Transport Access Guide**

In addition to the installation of on-site public transport and bicycle network maps, the recommendation for a Transport Access Guide is a valuable addition to the sustainable travel initiatives. This guide will serve as an informative resource on how to reach the site using low-energy forms of transport, such as public transport, walking, or cycling. The Transport Access Guide can take the form of a convenient map printed on the back of business cards or included with invitations. It will be distributed to residents, customers, and visitors of the site, offering practical and accessible information to promote eco-friendly transportation choices and enhance the overall green travel experience. Additionally, TAGs can be posted on noticeboards, front entrances, websites, social media, and other relevant platforms to ensure widespread accessibility and visibility, maximising their effectiveness in facilitating sustainable travel options.

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## Promotion of Carpooling/Ridesharing and Car Sharing

To reduce road congestion and promote sustainable transportation, this Green Travel Plan promotes carpooling and ridesharing through various initiatives. This may include designating carpool parking spaces for the staff, forming partnerships with ridesharing services to provide incentives, and developing a digital platform to connect users and foster a community of ridesharers. These efforts aim to decrease the number of vehicles on the road and encourage more efficient and environmentally conscious transportation options.

Additionally, this GTP emphasizes the promotion of car sharing. This may involve providing information on designated parking spaces for car sharing, making it more convenient for residents and employees to share rides.

## Monitoring and Review of Green Travel Plan

To ensure the plan's ongoing effectiveness, regular evaluations should be conducted by the nominated GTP coordinator, allowing for the adjustment of strategies as necessary. Data collection is a key component, involving the tracking of transportation modes utilised by residents, staff/employees, and visitors. Furthermore, the plan should focus on reviewing the tangible reductions in vehicle trips, fuel consumption, and emissions achieved through its implementation. It is crucial to promote transparency and accountability by publishing annual reports that highlight the plan's progress and its overall impact. This systematic approach to monitoring and reporting not only helps in gauging the plan's success but also allows for the fine-tuning of strategies to further enhance sustainable transportation practices and contribute to a greener, more eco-friendly environment.

## CONCLUSION

In summary, the proposal involves the demolition of existing structures on the site and the construction of a new mixed use development in its place, comprising 610 residential units and 3,789m<sup>2</sup> of commercial floor space.

This Green Travel Plan (GTP) has been prepared to promote alternative transportation methods for residents, staff/employees, and visitors of the proposed development. The GTP's objective is to reduce reliance on private cars and encourage the use of public transport, walking, and cycling. It includes initiatives such as promoting public transport options and cycling options, preparing a Transport Access Guide, and supporting carpooling/ridesharing and car sharing.

Furthermore, public transport maps and bicycle network maps are planned to be installed, facilitating information and accessibility to nearby transportation options. These sustainable travel strategies align with a broader green travel plan, aiming to reduce emissions, alleviate traffic congestion, and cultivate an eco-friendlier community while enhancing convenience for residents, staff/employees, and visitors.

Kind regards



Chris Palmer  
Director  
B.Eng (Civil), MAITPM

### Attachments:

1. Sydney Trains Network Map
2. Parramatta & the Hills District Public Transport Network Map
3. Transport Access Guide

# Sydney rail network

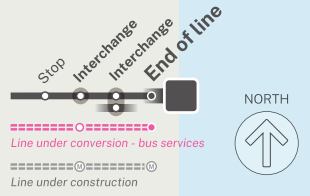


**T** Trains **M** Metro



## Sydney train and metro lines

- |  |  |  |  |  |
|--|--|--|--|--|
| <b>T1</b> North Shore & Western Line<br>North Shore<br>Western<br>Richmond | <b>T2</b> Leppington & Inner West Line<br>Leppington<br>Inner West<br>Leppington<br>City | <b>T3</b> Liverpool & Inner West Line<br>Liverpool<br>City | <b>T4</b> Eastern Suburbs & Illawarra Line<br>Eastern Suburbs<br>Illawarra<br>Cronulla | <b>T5</b> Cumberland Line<br>Leppington<br>Richmond                  |
| <b>T6</b> Lidcombe & Bankstown Line<br>Lidcombe<br>Bankstown               | <b>T7</b> Olympic Park Line<br>Olympic Park<br>Lidcombe                                  | <b>T8</b> Airport & South Line<br>Airport<br>South<br>City | <b>T9</b> Northern Line<br>Northern<br>Gordon  | <b>M1</b> Metro North West & Bankstown Line<br>Sydenham<br>Tallawong |



Check timetables and trip planners for train services and connections

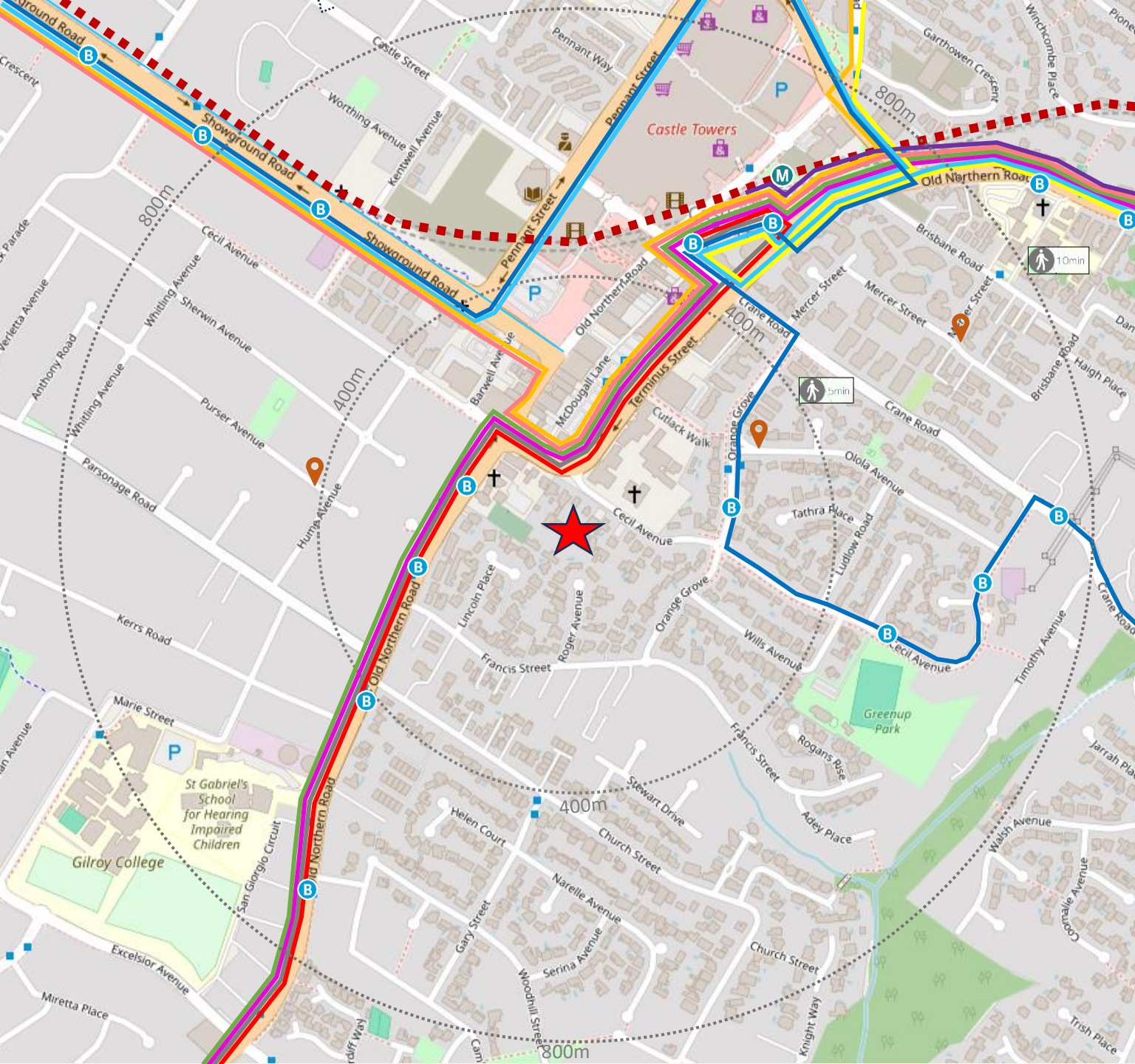
Visit [transportnsw.info](http://transportnsw.info)



# TRANSPORT ACCESS GUIDE

## PROPOSED MIXED USE DEVELOPMENT

93-107 Cecil Avenue & 9-10 Roger Avenue, Castle Hill



### LEGEND

- ★ Site
- 📍 Car share pod
- B Bus stop
- M Metro station
- M1 Metro North West & Bankstown Line
- Shared Path
- Route N92
- Route 600
- Route 603
- Route 604
- Route 610X
- Route 612X
- Route 626/651
- Route 632/633
- Route 635/637/638/639
- Route 660

### RIDESHARING / TAXI



Adult Opal card holders get a \$2 discount for every transfer between train, ferry, bus or light rail as part of one journey



**Public Transport Information**  
For detailed route maps, departure and arrival times and service information, please contact Transport Info on 131 500 or visit [www.transportnsw.info](http://www.transportnsw.info)

## METRO TRAIN

Route	Description	Days serviced	Peak	Off-peak
M1	Metro North West & Bankstown Line	Mondays to Sundays	4-5 mins	10 mins

## PUBLIC TRANSPORT BUSES

Route	Description	Days serviced	Peak	Off-peak
N92	Tallawong to City Town Hall (Night Service)	Mondays to Sundays	1 hour	1 hour
600	Hornsby to Parramatta	Mondays to Sundays	7-10 mins	15 mins
603	Parramatta to Rouse Hill Station via Glenhaven	Mondays to Sundays	15-20 mins	1 hour
604	Dural to Parramatta via Castle Hill	Mondays to Saturdays	30 mins	1 hour
610X	Castle Hill to City QVB (Express Service)	Mondays to Sundays	10-15 mins	30 mins
612X	Castle Hill to North Sydney (Express Service)	Mondays to Fridays	5 mins	10 mins
626	Kellyville to Pennant Hills via Cherrybrook	Mondays to Sundays	30 mins	1 hour
632	Rouse Hill Station to Pennant Hills via Norwest & Castle Hill	Mondays to Sundays	30 mins	1 hour
633	Rouse Hills to Pennant Hills via Kellyville & Castle Hill	Mondays to Sundays	30 mins	30mins
635	Castle Hill to Beecroft via West Pennant Hills	Mondays to Sundays	15-30 mins	1 hour
637	Glenorie to Castle Hill via Galston & Round Corner	Mondays to Sundays	30 mins	1-2 hours

Route	Description	Days serviced	Peak	Off-peak
638	Berowra Waters to Castle Hill or Pennant Hills	Mondays to Saturdays	20-25 mins	1-2 hours
639	Maraylya to Dural and Castle Hill via Kenthurst	Mondays to Saturdays	20 mins	1-2 hours
651	Rouse Hill Station to Epping via Castle Hill	Mondays to Sundays	30 mins	1 hour
660	Castlewood to Parramatta via Norwest	Mondays to Sundays	20-30 mins	1 hour