

From: Cynthia Dugan

Sent: Wednesday, 17 December 2025 3:36 PM

To: Sanda Watts <swatts@thehills.nsw.gov.au>; 'annabel.turner@dpie.nsw.gov.au' <annabel.turner@dpie.nsw.gov.au>

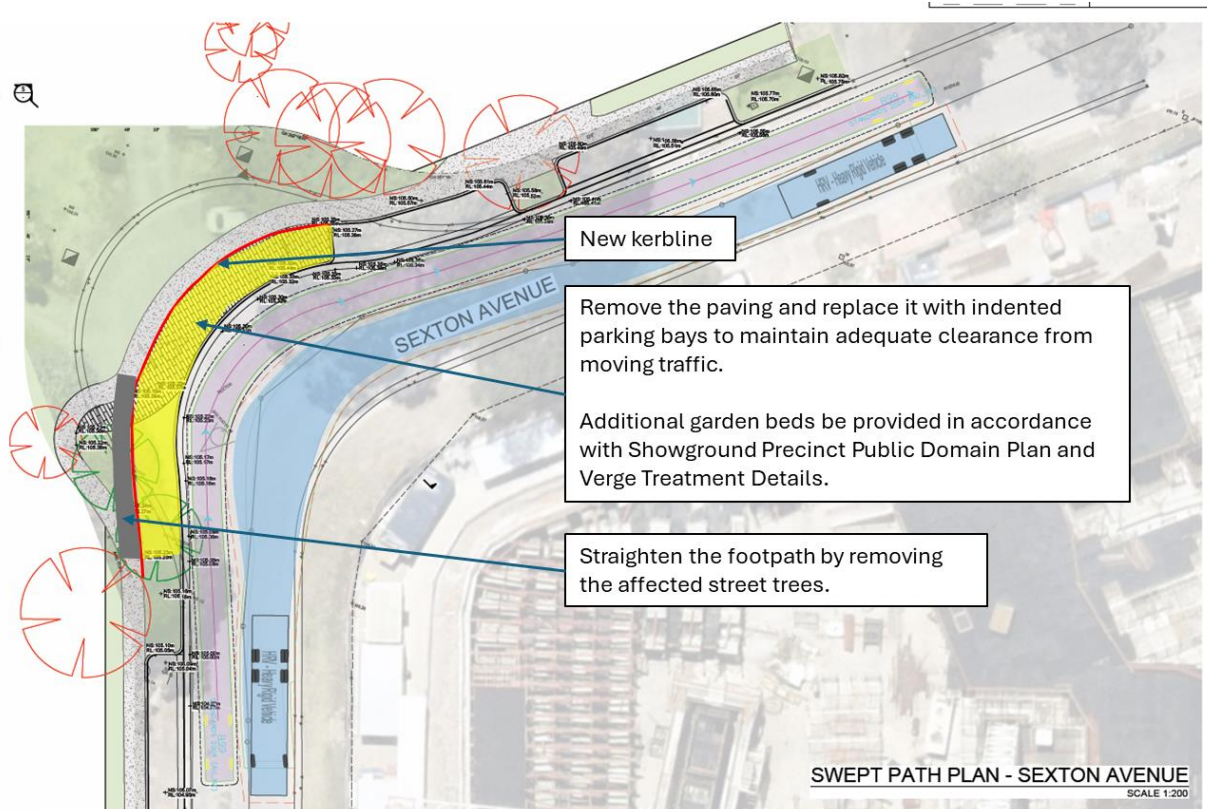
Cc: 'suzannah.byers@dpie.nsw.gov.au' <suzannah.byers@dpie.nsw.gov.au>

Subject: RE: Major Projects – New Request for Advice - Residential Flat Building - Carrington Rd, Castle Hill (SSD-83112728) (The Hills Shire)

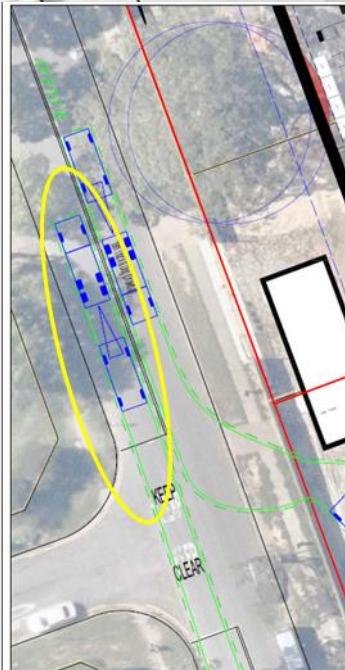
Hi Annabel,

Please find below comments from Council's Traffic Section:

- *The Traffic and Parking Impact Assessment report dated 5 September 2025 prepared by Varga Traffic, adopts vehicle trip rates of 0.19 and 0.53 from the TfNSW Guide to Transport Impact Assessment (GTIA) for the AM and PM peak hours, resulting in 82 vph and 64.7 vph respectively. However, GITA also recommends deriving vehicle trips using person trip rates and mode share. Using person trip rates of 0.66 and 0.56 per dwelling for the AM and PM peak hours, and a 38% car/commercial vehicle mode share, results in 285 and 242 person trips per hour, equating to approximately 108 and 92 vehicle trips. The TAIA should adopt these higher trip generation rates as a worst-case scenario and assess the amenity and safety impacts associated with pedestrian trips, which account for 177 and 150 walking trips (62% mode share) based on GITA.*
- *The proposal provides 740 off-street car parking spaces, exceeding the minimum SEPP requirement of 555.3 spaces. However, according to Council's DCP rates, 993.4 spaces are required.*
- *The Civil Engineering and Landscape Plans propose filling the redundant cul-de-sac in Sexton Avenue with landscaping, including a footpath and a "drop-off zone". The area appears to remain as Council land. As advised in the pre-lodgement traffic note, the applicant should consider acquiring the cul-de-sac, otherwise, any landscaping on Council road reserve must be easily maintainable by Council or maintained by the proponent in perpetuity. The proposed paved "drop-off zone" adjacent to the footpath is not supported due to insufficient clearance for vehicle swept paths along the bend. The indented parking lane should continue around the curve, with garden beds positioned in accordance with the Showground Precinct Public Domain Plan and Verge Treatment Details. The footpath alignment should be straightened, which will require removal of the affected street trees. Council's Landscape Team has advised that they raise no objection to the removal of the trees at this location. Refer to sketch below (indicative only).*



- Council's Traffic Team is currently reviewing the parking restrictions in this area to address commuter and construction related parking issues. Additional parking restriction signs may be required along the proposed indented parking bays. Accordingly, a condition should be included the development consent requiring the applicant to install additional parking restriction signage, subject to confirmation and approval by Council's Traffic Team, prior to the issue of Construction Certificate.*
- Additionally, the preliminary construction traffic management plan (CTMP) illustrates that construction heavy vehicles may encroach the kerbside parking lanes as shown in the diagrams below. Temporary parking restriction signage or temporary road occupancy permits may be required to maintain clearance for the heavy vehicle swept paths.*



- *Should the proposed development be approved, the following traffic conditions should be included in the development consent:*
 1. *A revised plan for the public domain works within the redundant cul-de-sac in Sexton Avenue must be submitted prior to the issue of Construction Certificate. The revised plan is to include additional indented parking bays, realignment of the footpath, and landscaping provisions that adequately address traffic, pedestrian, and landscaping requirements.*
 2. *Prior to the issue of Construction Certificate, the applicant must consult with Council's Traffic and Roads Management Team regarding any required parking restriction signage. If signage is required, a signage plan must be prepared and submitted as part of the Section 138 plans for Council approval. All approved signage must be installed by the applicant at no cost to Council.*

- Prior to the issue of Construction Certificate, the applicant must submit a Construction Traffic Management Plan (CTMP) in consultation with Council's Traffic and Roads Management Team regarding any required parking restrictions or Council permits. If signage is required, a signage plan must be prepared and submitted as part of the CTMP for Council approval, and all approved signage must be installed by the applicant at no cost to Council. Should any Council road reserve, including the roadway and footway, be occupied, a separate application for the relevant Council permits will be required.*

The Property and Engineering comments will be forwarded once received.

Regards,



Cynthia Dugan

Principal Coordinator Development Assessment

+61 2 9843-0334 | cdugan@thehills.nsw.gov.au

Administration Centre, 3 Columbia Court Norwest NSW
2153

PO Box 7064, NORWEST NSW 2153

www.thehills.nsw.gov.au

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