

The Hills Shire Council Engineering Comments:

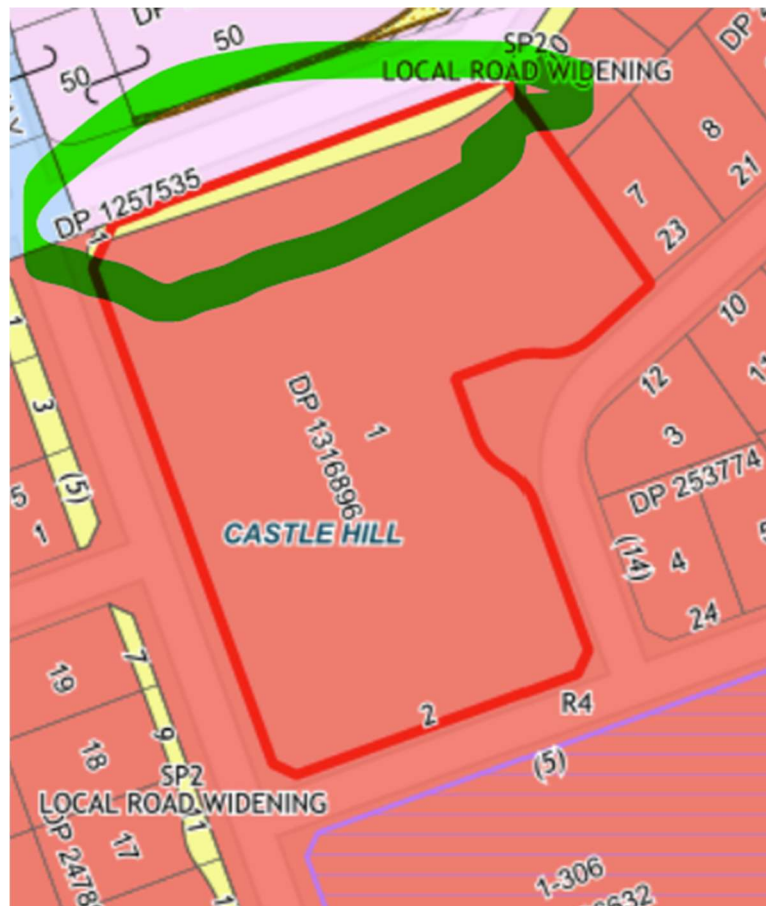
SSD 83112728 – Carrington, Fishburn and Sexton Ave

NSW govt Planning Website:

[Residential Flat Building - Carrington Rd, Castle Hill | Planning Portal - Department of Planning and Environment](#)

Road Widening and Dedication

1. The development fronts to four road frontages Carrington Road, Middleton Avenue, Fishburn Crescent and Sexton Avenue, all three roads except Middleton Avenue are subject to road widening.
2. A Subdivision Concept Plan is required detailing the amendments below:
 - (a) The Carrington Road widening consistent to the SP2 zone of the LEP must be identified as a separate lot for acquisition by council as part of Carrington Road upgrade works.



- (b) The 2m road widening across Fishburn Crescent and Sexton Avenue frontages must be designed to integrate with existing carriageway widths, constructed and dedicated at no cost to council as part of this application. An annotation regarding the 2m road dedication at no cost to council must be included in the Subdivision Plan.



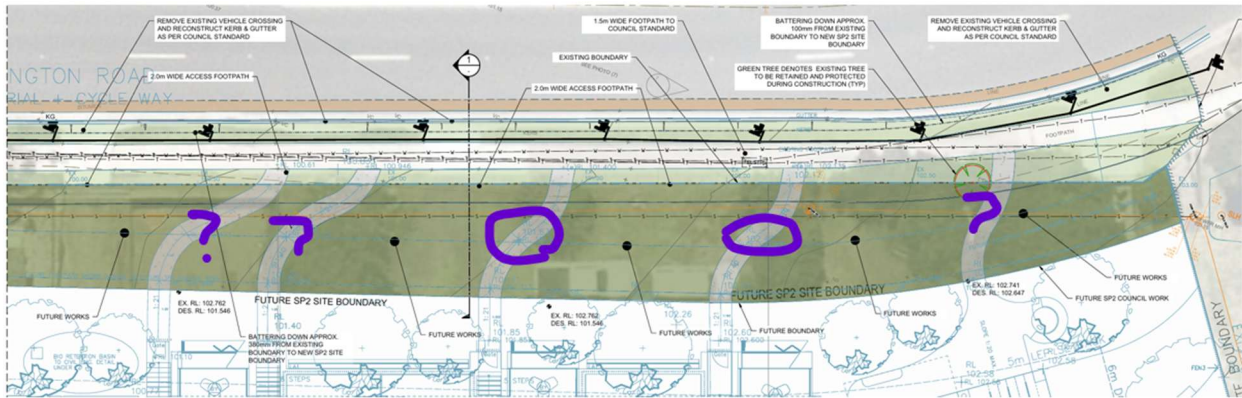
Figure 10 Local Street – Land Dedication Plan

Public Domain Works

The Road and Drainage Design prepared by SGC S&G Consultants Pty Ltd., has been reviewed. Amended set of drawings must address the following:

Carrington Road Upgrade

3. Council has commissioned a detailed design for Carrington Road upgrade works that needs to be used in preparing any activities proposed within the SP2 land identified for road widening as stated above. Council's Infrastructure Team (Katherine Munroe) shall be contacted for the progress and design update.
4. Until the ultimate upgrade works on Carrington Road is completed, the development must carry out Interim improvements to facilitate public activities including shared cycle and pedestrian path and footpath verge. Therefore, the SGC's design must be amended to detail the interim and ultimate activities separately.
5. Pedestrian footpath connections are shown on the plan (snip below); however, feasibility of such connections must be demonstrated for both Interim and Ultimate scenarios, providing longitudinal sections, existing and design levels to ensure the design compatibility.



6. Adequate cross-sections prepared at 5m intervals illustrating the full width of the road works extended to the site boundaries including any earth works must be detailed. The interim works shall be distinguished with separate colours against the ultimate design and construction referenced from council's design.

7. If the existing kerb is proposed to be replaced across the entire frontage the need for it must be further investigated and addressed.

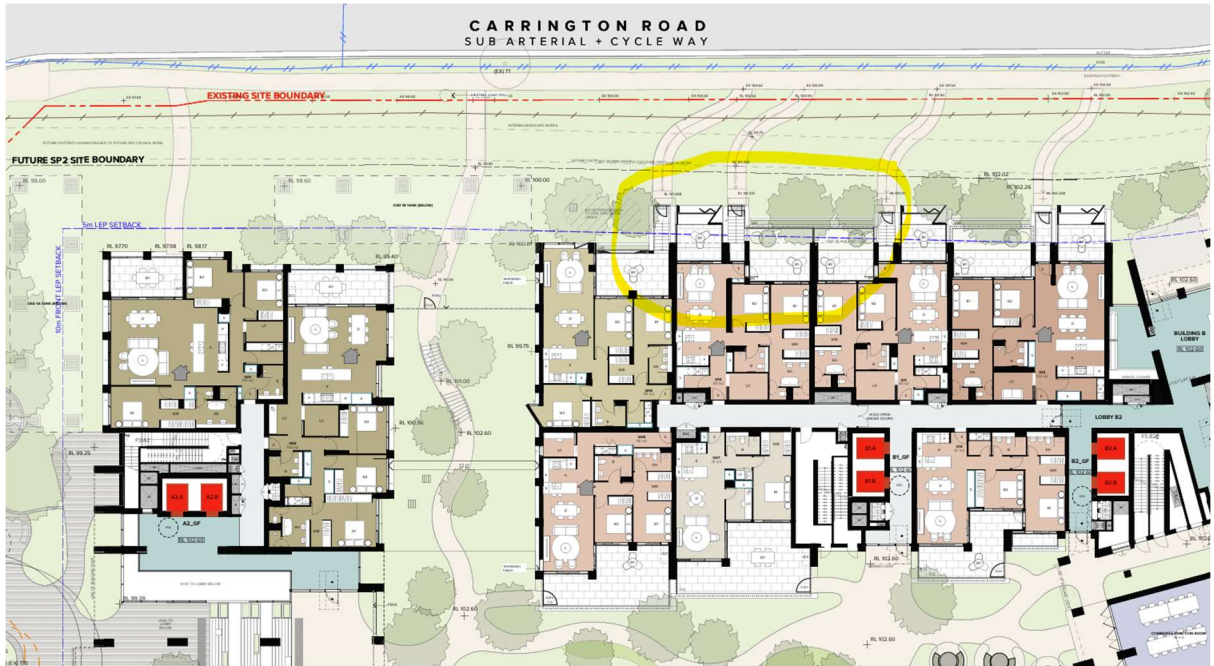
Council's Senior Design Engineer, Katherine Munroe who reviewed the development plans provided the following comments:

I've had a look at the interface between the architectural plans and the proposed design for Carrington Road.

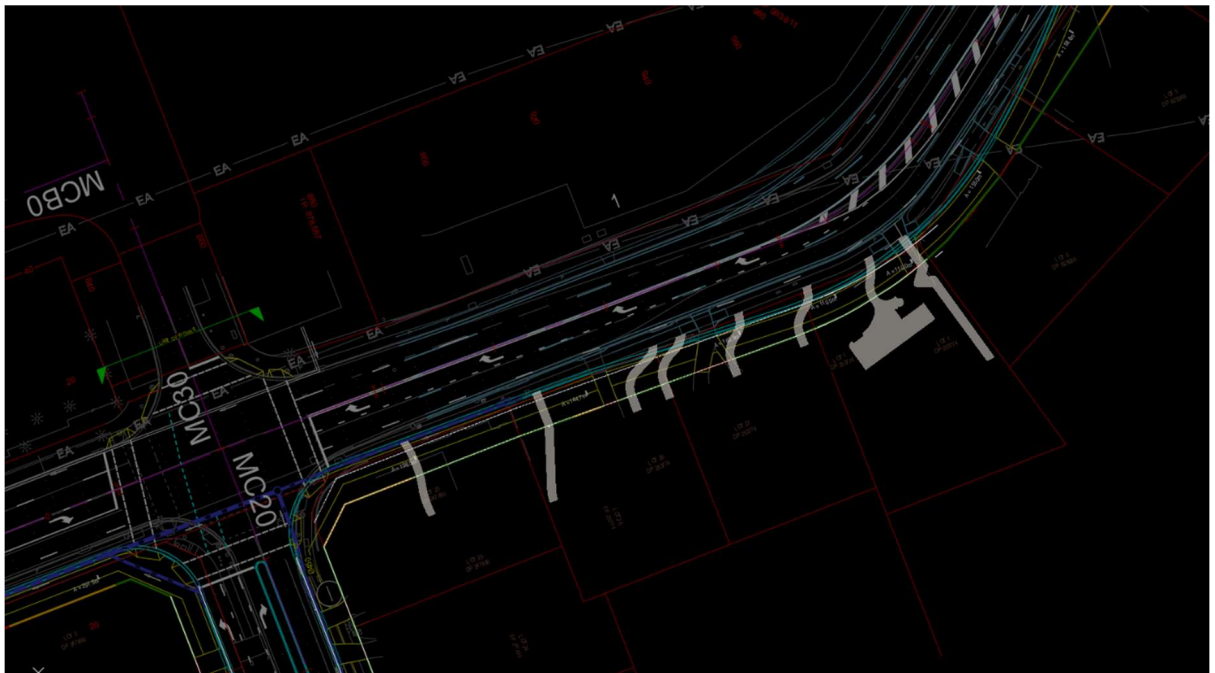
It appears that they have taken the SP2 boundary in Carrington Road into account so that's not an issue.

Possible issues are

- *The proposed ground floor units and their connection to Carrington Road. The units circled in yellow will be a bit higher than the road levels. When the time comes to upgrade Carrington Road Council may need to construct some sort of ramp (especially for disabled access). They seems to like winding paths – not sure if this relates to getting path slopes to work or if they think it is more visually appealing.*
- *The levels shown on pits for the OSD tank adjacent to Carrington Road appear to be higher than the proposed footpath levels at the boundary. Is that an issue?*



To assist with the Carrington Road frontage I have placed the proposed paths on the design plans (both existing and proposed are shown). For internal purposes I have attached the proposed road layout, long section and cross sections. The plans show proposed drainage but it would be reviewed when the 'for construction' plans are prepared.



Following on from internal discussions, the Carrington Road design has the kerb and gutter on the eastern side of Middleton Avenue moving 200mm to 250mm closer to the boundary. Ultimately its location will be decided by the future traffic signal design. There will be a median of some form in Middleton Avenue.

I have included a link to the showground precinct public domain plan that may could be of use.

<https://www.thehills.nsw.gov.au/files/assets/public/v/1/cms-docs/building/planning/public-domain-plan-showground-precinct-updated-january-2026.pdf>

Roundabout at the intersection of Middleton Avenue and Fishburn Crescent:

8. A roundabout at the intersection of Middleton Ave and Fishburn Crescent will be provided as per the Figure 8 of the DCP Part D Section 19 – Showground Station Precinct. The road design must include an overlay of council’s roundabout design to demonstrate that the existing road reserve at the intersection is adequate and no further road widening at the southern corner of the development is required to accommodate the roundabout and associated median.
9. Council’s Infrastructure Team (Tony Napoli) shall be contacted for design details relating to the roundabout. An overlay of the design must be presented on all relevant drawings.

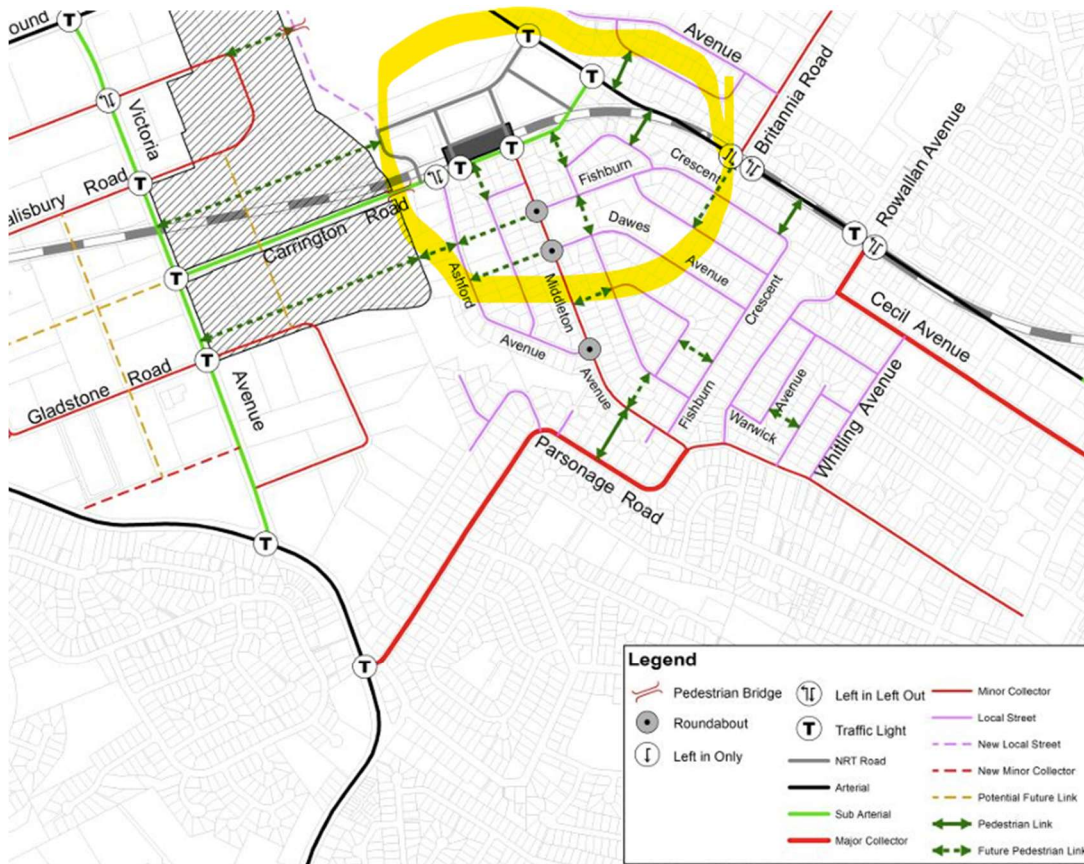
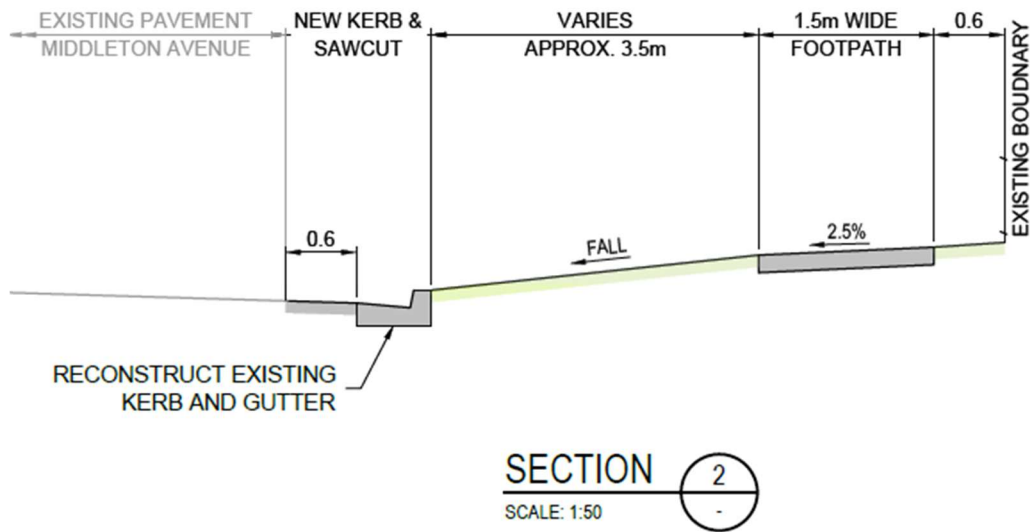


Figure 8 Indicative Street Network and Hierarchy
 within the Deferred Area will be subject to further Master Planning)

Middleton Avenue Upgrade:

10. Works proposed within Middleton Avenue, fronting the development will be upgraded to minor Collector Road standards as per the Figure 8 of the DCP when land acquired for road widening on the opposite side.



Fishburn Crescent and Sexton Avenue Upgrade

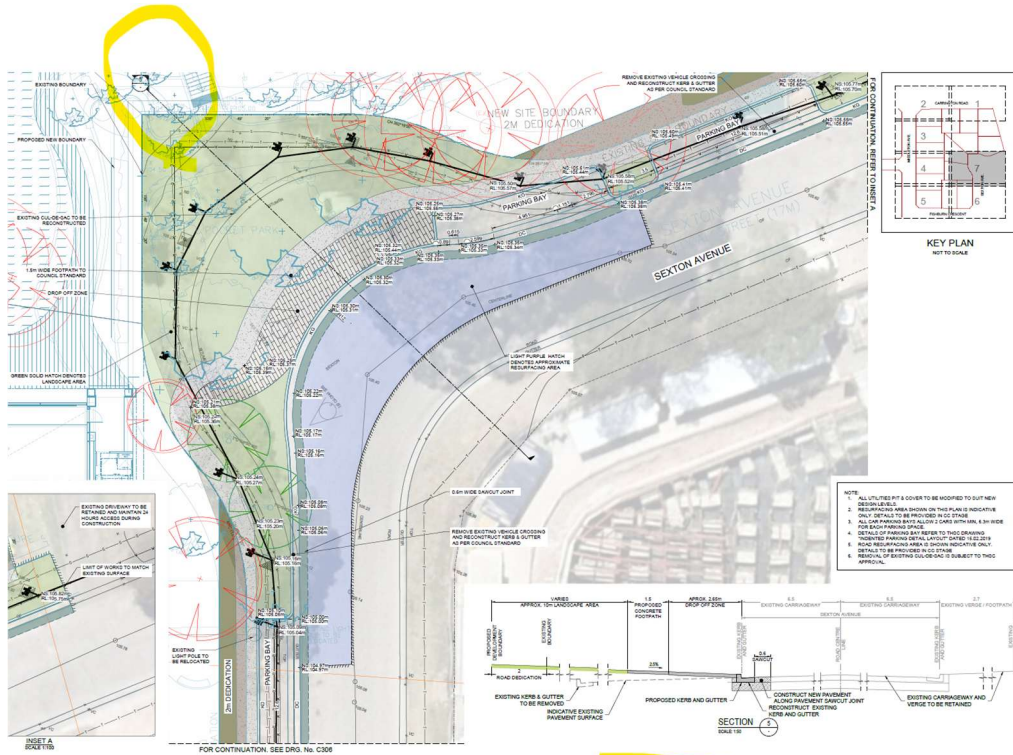
13. The proposed upgrade works on Fishburn Crescent and Sexton Avenue attempt to address the DCP Local Road design requirements including 2m wide road widening dedication. However, number of indented parking spaces provided within the road reserve is inadequate, hence does not improve public parking bays. The design must be amended to include additional parking bays.
14. The road design must incorporate adequate dimensions and design levels to ensure the design compliance.

Street Drainage

15. As the development is proposed within a consolidated lot fronting to multiple roads the external stormwater management must incorporate street drainage on Carrington Road, Middleton Avenue and Sexton Avenue extended to the upstream end and the downstream connections to existing pits.

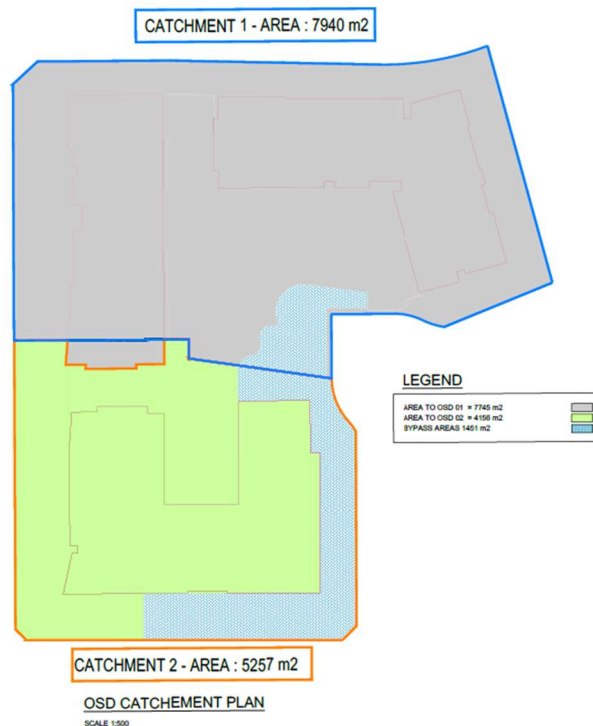
Advice to the Planner:

16. Refer to Traffic Comments relate to the design amendments required in this unused road reserve and swept path turning templates.

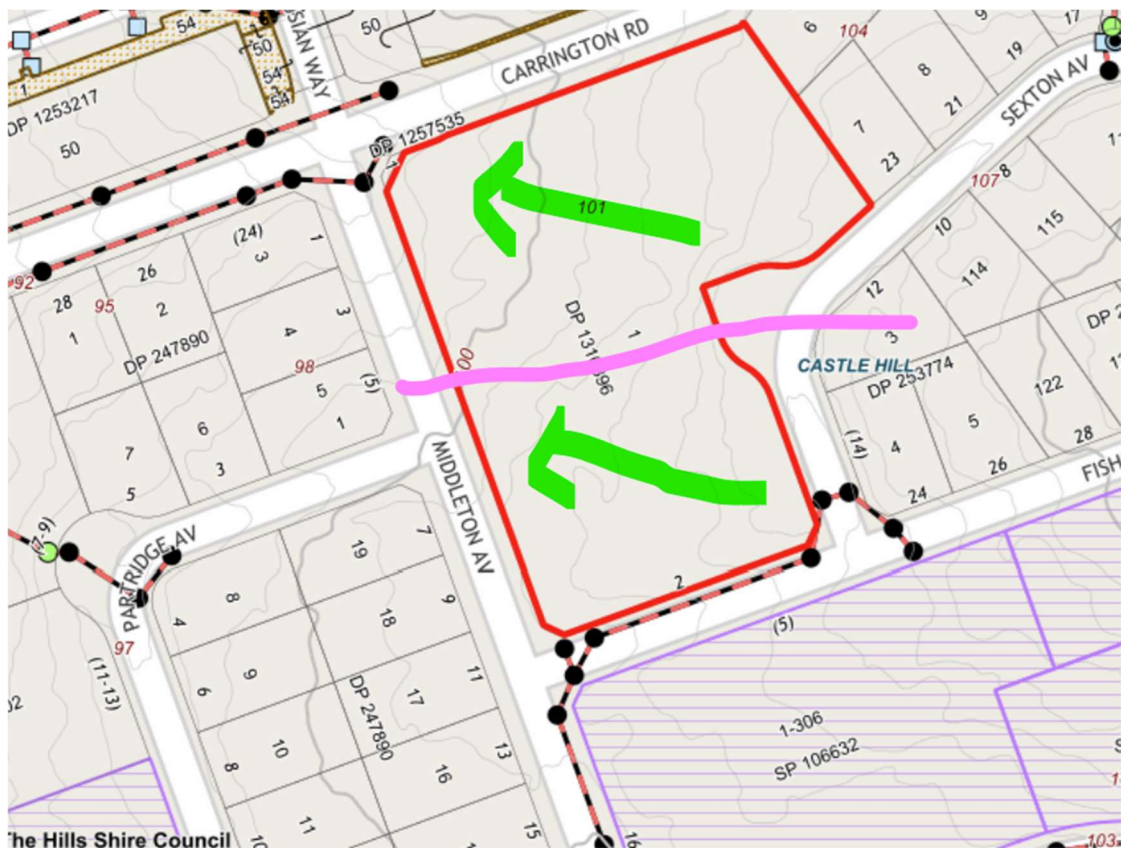


Site Stormwater Management

17. The Stormwater Concept Design drawings and associated report propose two OSD sub-catchments controlled by two OSD tanks. The OSD tank 1 has two separate chambers linked to achieve the required volume. However, the design integration of the two chambers named Volume 1 and Volume 2 have not been demonstrated with adequate design details including pipe sizes connecting the tanks, levels etc. Amended design documents must detail hydraulic integration of the two chambers.



18. Noting that some areas of the development bypass the OSD tanks. Therefore, the OSD design calculations must be amended using the actual sub-catchment areas as site areas and insert the bypass area at appropriate place to ensure the design calculations are true representations.
19. The Sub-Catchment 2 is proposed to be controlled by the OSD tank 02. However, the outlet pipe has been directed to a drainage pipe proposed across Middleton Avenue and Carrington Road intersection. As this catchment 02 does not belong to Carrington Road drainage network and the downstream drainage is not designed to accommodate this runoff, a separate kerb inlet pit and pipe extension must be provided to extend to the Patridge Avenue network.



Note: Please refer to the street drainage requirements detailed above.

20. The development proposes Rainwater Tanks and Water Quality Treatment measures to ensure the quality of discharge water. Soft copy of MUSIC model accompanied by sub-catchments relate to MUSIC model are required for review.

Please talk to me if you want to discuss any items.

Vidya Sivakumar
SENIOR SUBDIVISION ENGINEER