

25 August 2025

Mr Anthony Witherdin
Director
Key Sites & TOD Assessments
4 Parramatta Square, 12 Darcy Street
Parramatta, NSW 2124

Attention: Mr Anthony Witherdin
By submission: via the NSW Major Projects Planning Portal

Dear Mr Witherdin

**RE: Formal Objection to Proposed Residential Development SSD-80229956 at 16–30
Dawes Avenue, 2–10 Cadman Crescent and 4–8 Hughes Avenue, Castle Hill NSW 2154.**

We write as the Strata Managing Agents of SP 106632 (“Chateau” – 16 Middleton Avenue, Castle Hill) on behalf of the Chateau Strata Committee to submit this formal objection to the proposed apartment development.

This objection focusses on the traffic, parking and Infrastructure impacts in Appendix 19 – Traffic & Parking Assessment Ref 22141 dated 24 June 2025 (hereinafter referred to as “Appendix 19”) which have not been adequately addressed in the following sections of Appendix 19.

Section 8.7 Heavy Vehicle Access Route states:-

8.7 Heavy Vehicle Access Route

Heavy vehicle movements would be restricted to designated routes and confined to the arterial road network wherever feasible. In this regard, all heavy vehicles involved in the demolition, excavation, and construction works will access the site via Showground Road – left/right onto Carrington Road – left onto Middleton Avenue – left onto Dawes Avenue – right onto Hughes Avenue before heading either into the site access driveway/gates on Dawes Avenue and Cadman Crescent or the respective Works Zones along Dawes Avenue, Hughes Avenue, and Cadman Crescent site frontages.

Also the first paragraph of Section 8.4 Site Access and Loading states:-

8.4 Site Access and Loading

It is anticipated that during the demolition and excavation stages, there will be four designated site access gates/driveways to facilitate entry and exit (one midway along the Cadman Crescent frontage and three in Dawes Avenue at the eastern, midway, and western sections). Trucks will be able to enter and exit the site in a forward direction via the site access gates/driveways and will stand within the site to be loaded with material. These trucks will range from bogeys up to truck & dog trailers, which are typically up to 18.5m in length.

Consequently, the route of these heavy vehicle trucks with a range from bogeys up to truck & dog trailers, which are typically up to 18.5m in length will include a section of Middleton Avenue between the intersection with Carrington Road and the intersection with Dawes Avenue (hereinafter referred to as the "Middleton Avenue access").

Given the above, the first point is that no mention of the Middleton Avenue access in Section 2.6 Existing Road Network in Appendix 19.

The second point is that within the Middleton Avenue access a two-way traffic flow is permitted but more importantly on the eastern and western side of the road is a combination of either unrestricted kerbside parking and/or 4P restricted parking. On the presumption the Middleton Avenue access is a 9.6m wide carriageway and the fact that parking is fully utilised from circa 7.00 am on weekdays then only a total of 6.0m (3.0m each way) of carriageway will be available to two-way traffic. This is on the presumption the width of parked vehicles on each side of the carriageway is 1.80 metres. Therefore there is insufficient width for both heavy vehicle trucks (or a heavy vehicle truck and passenger vehicle) to pass each other safely without otherwise colliding with each other or with a parked vehicle.

The third point follows on from point two above, and it relates to turning circle needed by these heavy vehicle trucks (especially those with dog trailers) when turning left from Carrington Road into the Middleton Avenue access given firstly the width available (refer above) and secondly the safety of both adults and school children awaiting at bus stops located in the Middleton Avenue access very close to the intersection with Carrington Road. Further, turning circle concerns due to the lower 7.8m wide Dawes Avenue, Hughes Avenue and Cadman Crescent carriageway have not been addressed.

The fourth point relates Figure 2.5 and Figure 2.6 in Appendix 19 which were taken some time before 12 September 2022 and as such do not show the very much changed current on-street parking by residents, construction workers and commuters utilising the Hills Showground Metro. In this regard we draw your attention to Annexure A and Annexure B which were photos of the streetscape of Figure 2.5 in and Figure 2.6 respectively taken prior to 12 September 2022 and 07 August 2025.

Section 8.5 Construction Staff Parking states:-

8.5 Construction Staff Parking

At this stage of the project, the number of construction workers for the project is still unknown.

The fifth point is why a simple estimate cannot be provided at this stage?. May we suggest consider observing the current parking usage of construction workers contracted to Meriton site who park in Middleton Avenue, Fishburn Crescent and Sexton Avenue.

Section 8.5 Construction Staff Parking also states:-

8.5 Construction Staff Parking

During demolition and excavation, there will unlikely be any opportunity for on-site contractor parking.

The sixth point is quite simple – at present no on-street parking is available near the demolition and excavation site(s) in Hughes Avenue and Cadman Crescent. Refer Annexure C which were photos of the streetscape taken on 07 August 2025. Therefore Appendix 19 does not address where contractors will park their vehicles during the demolition and excavation stages.

Section 8.6 Heavy Vehicle Traffic Generation states:-

8.6 Heavy Vehicle Traffic Generation

At this stage of the project, a schedule of estimated truck movements is not yet known.

The seventh point is why a simple estimate cannot be provided at this stage. Thought should be given whether a suitably qualified person would be able to provide a reasonable estimate.

Section 8.6 Heavy Vehicle Traffic Generation also states:-

8.6 Heavy Vehicle Traffic Generation

Construction vehicle movements will also be minimised during peak hours, where possible.

The eighth point is that Appendix 19 does not address how these movements will be minimised during peak hours.

Section 8.6 Heavy Vehicle Traffic Generation also states:-

8.6 Heavy Vehicle Traffic Generation

In any event, the daily projected future traffic generation potential of the completed and occupied development is expected to be greater than the daily quantum of construction vehicle trips, such that there are not expected to be any unacceptable implications in terms of road network capacity during the construction process.

The ninth point is that although Appendix 19 somewhat addresses the volume of traffic it does not address the type of traffic and the accompanying noise which will be generated by these heavy vehicles used during the construction phase let alone how it will be minimised.

Failure to give due weight to these concerns will leave us with no alternative but to explore all legal remedies available to protect the interests of our residents.

Should you wish to discuss any of the Strata Committee's concerns further, please contact the undersigned on either (02) 9137 2320 or peter@thestratacollective.com.au.

Kind Regards,
The Strata Collective Pty Limited



Peter Domazetovski
Senior Strata Manager

ANNEXURE A

Figure 2.5 Streetview image along Dawes Avenue, looking east

12 September 2022 or prior



Figure 2.5 – Streetview Image along Dawes Ave, looking east (Source: Google Maps)

07 August 2025



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Figure 2.5 Streetview image along Dawes Avenue, looking east (Continued)

07 August 2025



ANNEXURE B

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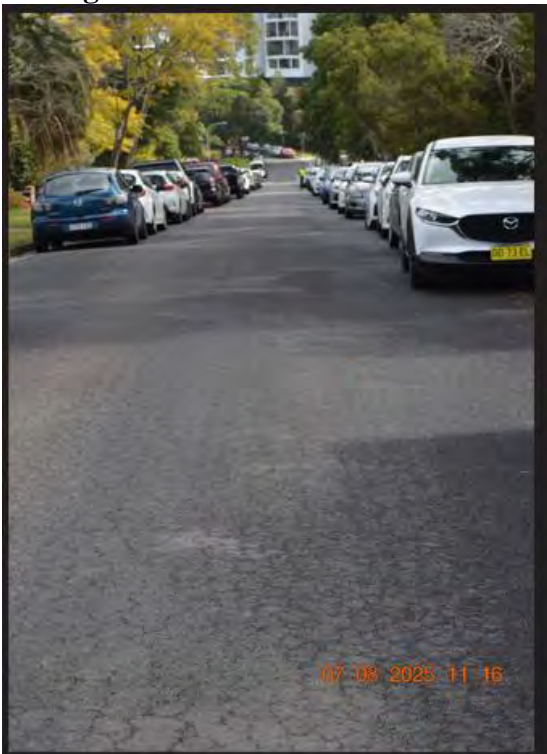
Figure 2.6 Streetview image along Dawes Avenue, looking north-west

12 September 2022 or prior



Figure 2.6 – Streetview Image along Dawes Ave, looking north-west (Source: Google Maps)

07 August 2025

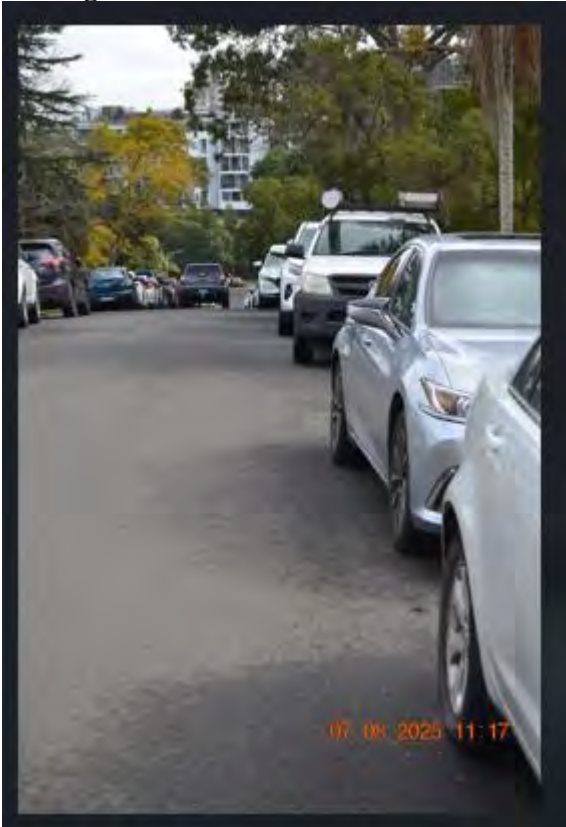


ANNEXURE B

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Figure 2.6 Streetview image along Dawes Avenue, looking north-west (Continued)

07 August 2025



ANNEXURE C

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Streetview image along Hughes Avenue (at the corner with Dawes Avenue), looking south



Streetview image along Hughes Avenue (near the corner with Cadman Crescent north), looking north



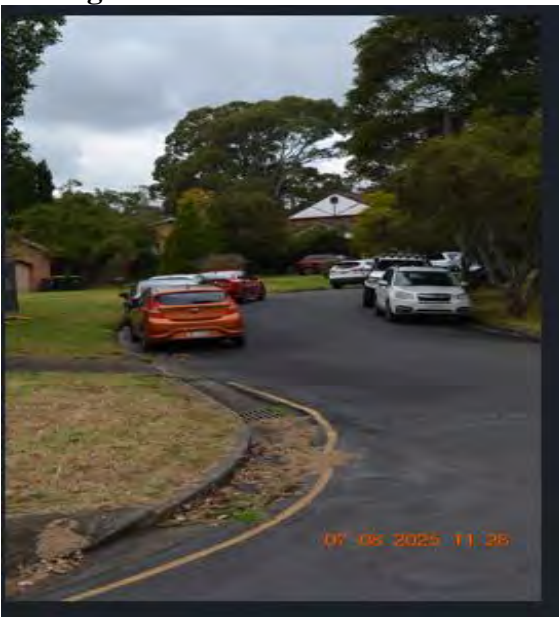
ANNEXURE C

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**Streetview image along Hughes Avenue (near the corner with Cadman Crescent north),
looking south**



**Streetview image along Cadman Crescent (near the corner with Hughes Avenue),
looking east**



ANNEXURE C

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Streetview image along Cadman Crescent, looking east

