

23 September 2019

Damien Pfeiffer
Department of Planning Industry and Environment
PO Box 58
DUBBO NSW 2830

Dear Damien

ORANGE LEP 2011 – AMENDMENT 13 ROSEDALE GARDENS – PP_2016_ORANG_002_01

Council advise that consultation with Government agencies as required by condition 5 of the Gateway determination has now concluded. Copies of agency submissions are attached.

Most agency responses have been either neutral or supportive of the proposal, subject to their respective guidelines and normal conditions. However, two responses (from the Rural Fire Service and Roads and Maritime Services) raise concerns with the proposal from their respective positions. These concerns are summarised below.

Rural Fire Service

RFS state that they require additional information to support the proposal, stating that the bushfire assessment provided by the proponent had not fully assessed the hazard influencing the proposal and wanting vegetation in the public open spaces, riparian corridors and any grassland hazard on adjacent lands to be assessed, and asset protection zones nominated. RFS also seek an amended bushfire assessment report to be provided that outlines compliance or deviation from *Planning for Bush Fire Protection 2006* and all requirements of clause 44 in the Rural Fires Regulation 2013.

Roads and Maritime Services

RMS provides a series of comments for Council as the Road Authority. Their advice centres on:

- The Northern Distributor Road (NDR), traffic flows to and from the North Orange shopping centre in Telopea Way.
- Reliance on a sole public access road (Leeds Parade).
- Performance of the signalised intersection at NDR and Telopea Way.
- Condition and safety of Leeds Parade from the NDR to the proposal site and potential need to upgrade or enhance Leeds Parade. Matters include existing geometry and speeds, narrow pavement widths, hazards within the roadside clear zone and absence of centre/edge lines and delineation devices. RMS would support extension of pedestrian/cyclist shared paths along Leeds Parade.

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Roads and Maritime Services (cont)

RMS note that the Traffic Impact Assessment (TIA) from 2016 relies on data from 2013 and has not considered more recent data from 2018 – stating that the findings are likely to underestimate the impacts of the proposal on traffic volumes and Level of Service (LOS). The more recent 2018 data is suggestive of the NDR between Leeds Parade and Clergate Road and the roundabout at Leeds Parade already reaching capacity during the AM and PM peaks at least in one direction at those times.

The TIA has presented impacts from both the proposal and recent developments from Bunnings and the highway service centre, which does not clarify the increase directly attributable to this proposal in isolation. Peak hourly periods of Bunnings, the service centre and this proposal may not coincide, altering the baseline volumes and potentially affecting assessment of impacts from this proposal.

RMS appear to question the TIA conclusion that the roundabout LOS would potentially improve due to more even distribution of traffic and suggest the TIA should be independently verified by a suitable SIDRA practitioner. Additionally, the TIA has not provided interim traffic scenarios for each stage of the proposal, nor has the TIA explained to what extent public transport is likely to be provided to the proposal and the potential take-up rate by residents.

Comment

With respect to these matters it should be noted that the planning proposal is for a rezoning and associated adjustment to the minimum lot size map only. Any actual subdivision of the land will still be required to be assessed via a development application process. The matters raised by RFS and RMS will need to be adequately addressed and responded to as part of that application.

There are several possible design responses to the issues raised by these agencies, particularly in terms of ingress/egress to the site. While Leeds Parade to the south is currently indicated as the access point, any DA assessment will be able to consider three westbound connections (Pearce Lane, a level crossing and an existing overpass bridge) as well as to eastbound connections (Pearce Lane and a potential connection through neighbouring land to the east that is identified in the existing strategy for potential residential development).



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Comment (cont)

Westbound connections have been suggested by RMS to alleviate traffic volumes at the NDR/Leeds Parade intersection and the NDR/Telopea Way intersection, as well as responding to Planning for Bushfire 2006 considerations. Any such connection will need to be subject to further discussions with John Holland Rail as part of the DA process.

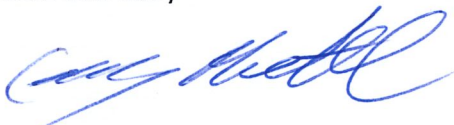
Bushfire considerations relate to a small area along the north-western edge of the site, which is not contiguous with other areas of vegetation. It is envisaged that the proposed subdivision will occur over a number of stages commencing with the southern Leeds Parade area, and that suitable conditions could be imposed in relation to any lots within, or in proximity to, the bushfire prone lands. It should also be noted that this area was cleared of vegetation prior to the planning proposal originally being lodged, and currently has juvenile acacia regrowth. The proposal is likely to seek to clear that vegetation again and convert the hazard area into residential lots.

Notwithstanding the concerns of RFS and RMS, it is requested that the proposal be allowed to proceed to public exhibition in the interest of transparency and openness. All agency responses will be included in the public exhibition documentation, allowing the public to gain an understanding of the full range of issues.

Allowing the public to review a planning proposal with some unresolved concerns can be viewed as true consultation, compared to proposals where all issues have been pre-determined before the public are able to review the documentation, which might be viewed as merely informing the public.

I look forward to your advice on proceeding to public exhibition.

Yours faithfully



Craig Mortell

SENIOR TOWN PLANNER

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