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The Hills Shire Council
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Dear Nicholas,

DERRIWONG ROAD-OLD NORTHERN ROAD PLANNING PROPOSAL | RESPONSE TO RFI

This letter is submitted as a revision to and is to be read as part of the ongoing consideration of the Derriwong Road - Old Northern Road Planning Proposal (**the Planning Proposal**) – reference 23/2016/PLP. This letter has been prepared in response to The Hills Shire Council (**the Council**) request dated 04 December 2020 for additional information to be submitted in support of the Planning Proposal.

It is noted that on 26 November 2020 the proponent of the Planning Proposal confirmed to the Council that they acknowledge the advice received from the Independent Planning Commission (**IPC**) dated 04 September 2020. The proponent noted their acceptance and support of the preparation of an amended Planning Proposal by the Council which pursues the rezoning of the 'Northern Site' only.

As such, this letter is submitted to provide additional information in support of the Planning Proposal, which has been amended to apply to the 'Northern Site' only. For clarity we note that the site the subject of the Planning Proposal now comprises 618 and 626 Old Northern Road and 21 and 27 Derriwong Road, Dural.

As noted in the letter dated 04 December 2020, Council is willing to consider revisions to the Planning Proposal on their merits. This requires the lodgement of additional information, which will be reported to Council for consideration in support of the Planning Proposal as sought to be amended. This letter outlines the proponent's response to the request for additional information.

1. REGIONAL TRAFFIC GENERATION

The Planning Proposal for the Northern Site will result in a reduction of traffic generation compared to the original planning proposal (181 dwellings reduced to 99 dwellings, to a maximum of 101 dwellings permitted in the Northern Site), while it retains the overall suite of public benefits offered. **Attachment A** is advice received from the project traffic engineer, AECOM, which outlines the likely traffic generation of the reduced yield, and the benefits of the proposed drop-off zone on both the surrounding road network and road safety generally.

This assessment provided by AECOM notes that the amended Planning Proposal will result in a maximum 88 traffic movements in the PM peak, and 85 traffic movements in the AM peak. The PM peak hour (3:15pm to 4:15pm) is expected to result in the maximum demand on the road network, combining both the proposed development traffic and background network traffic growth.

As outlined in **Attachment A**, an assessment was undertaken for the future year 2026 to estimate the level of increased traffic at intersections in the study area due to the addition of traffic resulting from future development on the Northern Site. AECOM have estimated that the traffic flow will increase on the Old Northern Road in the PM peak by approximately 1% as a result of the development of the Northern Site. This is a nominal increase in traffic and is not expected to result in any significant adverse impacts on the local area network and would typically be less than daily variation in peak hour traffic.

In order to understand potential traffic impacts resulting from the amended Planning Proposal without intersection upgrades in place, a high-level intersection assessment was undertaken. Existing year 2020 and future year 2026 traffic was projected from the 2015 traffic counts based on background traffic growth trends over the past five years taken from the data of two permanent traffic counters installed by TfNSW in the vicinity of the site.

The above assessment notes that the addition of development traffic is expected to cause minimal impacts on the study area intersections during the future year 2026, with less a 3% or less increase in average delays at the intersections.

As such, the proposed addition of development traffic into the surrounding road network is unlikely to cause any adverse impact on traffic flows or delays at key intersections. Further it is acknowledged that the IPC in their recommendation on the Planning Proposal noted that the Planning Proposal is likely to have minimum impact on the local and regional road network and is unlikely to trigger the need for improvements to the State road network. Notwithstanding, the amended Planning Proposal includes improvements to the road network by the provision of additional road infrastructure.

In addition to providing a reservation for a future regional road through the site, the Planning Proposal facilitates the delivery of a drop-off zone adjacent to the public school which provides a significant benefit to the operation of the surrounding road network in the locality that should not be undervalued as described below.

- There is an existing problem of buses blocking or partially blocking the vehicle carriageway of Old Northern Road, through insufficient layover length and collocation of existing parking and drop-off zones. This causes traffic to cross the unbroken lines on the crest of a hill, on a bend in front of Dural Primary School. This is a significant safety risk that the proponent and the Council are trying to mitigate and eliminate. This is an outcome welcomed and supported by the school P&C.

- The proposed new drop-off zone (on the site) for the public school will enable functional bus parking and layover on both sides of Old Northern Road, unimpeded by school drop-off and vehicle parking. This will facilitate the safe transit of bus passengers as well as remove a traffic block on a key arterial road.
- By removing these drop-off vehicles from Old Northern Road, the impact of bus layovers on the traffic flow on the carriageway is mitigated. There are also safety benefits of removing drop-off of children from Old Northern Road relating to children disembarking cars in the unmade verge of a heavily trafficked road, vehicles crossing solid lines to overtake, and so forth.
- In order to access the new drop-off zone, cars will enter a new local or regional road adjacent to the school via a new controlled intersection to be delivered as part of the proposed Public Benefit Offer, as generally illustrated in the Northern Precinct Masterplan submitted with the Planning Proposal. The detailed design of this intersection and functionality of the drop-off zone will be subject of a future detailed development application to be submitted to the Council. The proponent will work with the Council to ensure that the layout and design of the future subdivision and intersections facilitate the Council's proposed Annangrove Road by-pass to the west of the site

As such, the amended Planning Proposal responds to the concerns of the Department of Planning Infrastructure and Environment (**DPIE**), offers significant community benefits and the opportunity to enhance the capacity of the road network in both the short and medium term, and will result in minimal negative impacts on the surrounding road network in the short-term. The IPC recommendation on the Planning Proposal noted that the local and regional public benefits associated with the Planning Proposal are significant and generally offset and improve the Planning Proposal's impact on local and regional service infrastructure.

2. PRECEDENT

The amended Planning Proposal will not set a precedent for broadscale rezoning of land zoned RU6 Transition within The Hills Shire local government area (**LGA**) or elsewhere within the Metropolitan Rural Area of Greater Sydney as it reflects a unique set of circumstances described below.

- The surrounding character of the locality is best described as peri-urban in nature, as it does not represent a pristine rural locality with high agricultural value or function. The surrounding properties include a number of urban land uses including retail and business premises, low density residential premises, and educational establishments.
- The Planning Proposal as amended does not represent a large, significant urban development changing the character of a rural location or a structural shift to an urban growth boundary. The Planning Proposal, which is best characterised as a low scale Planning Proposal, forms a logical extension of existing urban precincts as contemplated in the Central District Plan and in circumstances where the area is characterised by a significant mix of urban type uses.
- As confirmed by the IPC in their recommendation on the Planning Proposal, the Northern Site is generally contiguous with the Dural Neighbourhood Village and if developed would provide additional housing, choice, and affordability and would likely support the Dural Neighbourhood Village Centre with access to jobs and services.
- The site is therefore well suited to provide a minor extension of an existing local centre bookended between the Round Corner Local Centre and the Dural Neighbourhood Centre, a circumstance that is unlikely to be duplicated in other areas of the Metropolitan Rural Area of Greater Sydney.
- Further, the boundaries of the extent to which the Round Corner and Dural Neighbourhood centres could be logically extended is also limited in nature. Specifically, the geographic boundaries of the site are limited to the east by Old Northern Road, to the north by the Dural Neighbourhood Centre, and to the west by environmental features including steep topography and vegetation buffers to fire prone land. Further, water bodies and topography limit expansion of the site to the south west.
- The proposed R2 Low Density Residential zoning and minimum lot sizes will provide a scale of development which is aligned with the existing surrounding context, noted by the precedent of smaller lot sizes within the RU5 Village zoned land to the immediate north east of the site, and of the R2 Low Density Residential and R3 Medium Density Residential zoned land to the south and south west of the site.
- Any further expansion of the proposed R2 Low Density Residential zoning would therefore be reasonably limited to land to the immediate south east of the site, between the site and the Round Corner Local Centre and Dural Business Park. Any future planning proposal for this land would be required to demonstrate site-specific and strategic merit and in accordance with the Council's resolved position that new residential zoned land is to be delivered at no-cost to Government.
- The Public Benefit Offer outlines the significant public benefits to be delivered by the Planning Proposal, including infrastructure upgrades at Old Northern Road, upgrades to services for the local public school adjacent to the site, and the delivery of a regional road corridor which are unique to the proposal. As noted by the IPC in their recommendation on the Planning Proposal, the delivery of these public benefits would result in positive social and economic outcomes and further supports the case that the Northern Site should be investigated for inclusion in a future Council housing strategy.

- The extent of public benefits offered through the Public Benefit Offer are extensive for the scale of development facilitated by the amended Planning Proposal (101 dwellings). The suite of public benefits are unlikely to be duplicated at a large scale anywhere else in The Hills LGA nor in the Metropolitan Rural Area of Greater Sydney, given they are site-specific, are currently required by the existing local community, and are not otherwise funded by government. As concluded by the IPC in their recommendation on the Planning Proposal, these public benefits are significant and generally offset and improve the Planning Proposal's impact on local and regional service infrastructure.

As such, the amended Planning Proposal does not create an undesirable precedent of rezoning RU6 Transition zoned land within the LGA to urban uses, as there are limited opportunities geographically and for proposals that can deliver equivalent public benefits as the current proposal.

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3. RESPONSE TO IPC MATTERS FOR CONSIDERATION

In the letter dated 04 December 2020, the Council has requested a response to the issues that were raised by the IPC within its assessment that underpinned the IPC's conclusion that the Planning Proposal should not proceed at this time past Gateway. Following the structure of the IPC recommendation, the following sections provide a detailed response to each of the issues considered by the IPC.

3.1. STRATEGIC MERIT

3.1.1. Planning for a City Supported by Infrastructure

Planning Priority C1 of the Central City District Plan is underpinned by the notion of delivering the right infrastructure, in the right location, at the right time. It responds to objectives of *A Metropolis of Three Cities* that infrastructure use is optimised, that infrastructure aligns with growth, and that infrastructure adapts to meet future needs. Planning Priority C1 states that aligning land use and infrastructure planning will maximise the use of existing infrastructure.

While the site is not identified in an area contemplated for additional urban development within the District Plan or the Local Strategic Planning Statement, the amended Planning Proposal has considered the need to prioritise and align investment in infrastructure and residential growth.

In reviewing the Planning Proposal, the IPC agreed that the Planning Proposal is likely to have minimal impact on the local and regional road network and is unlikely to trigger the need for improvements to the State road network. By proposing a reduced yield in the amended Planning Proposal, this conclusion remains valid for ongoing consideration. This position was also supported by the Council which during the Gateway Review application expressed views that the reservation of a 32-metre wide road corridor between Old Northern Road and Derriwong Road to be used as a bypass of Round Corner local centre is a key reason for pursuing the Planning Proposal. This road reservation is maintained in the amended Planning Proposal for the Northern Site only.

Both the Proponent and the Council support the local and regional public benefits associated with the Planning Proposal, which are maintained for the Northern Site, and the IPC considered that these public benefits are significant and would generally offset and improve the Planning Proposal's impact on local and regional service infrastructure.

Notwithstanding the IPC's positive conclusion regarding this matter, the following additional information regarding the consistency of the amended Planning Proposal with Planning Priority C1 of the Central City District Plan is provided to Council for consideration:

- The Planning Proposal maximises the use of existing infrastructure sustainably by co-locating housing in proximity to existing infrastructure and supporting the longevity of that infrastructure (e.g. sewerage upgrades, patrons for health facilities). The site is located between two local centres, in walking distance to public transport, local shops, restaurants, a medical centre, a pharmacy, a primary school, a secondary school, a business park with multiple business and retail premises, recreation space, and community centres.
- The amended Planning Proposal which seeks to permit low density residential dwellings within an area of high accessibility to existing cultural, health, transport, and social infrastructure is entirely appropriate and supports the priority to maximise the use of existing infrastructure. Permitting

residential dwellings on the site will maximise the use of this infrastructure, and in the case of retail and business premises that provide services to the local community, improve their long-term viability.

- Planning Priority C1 states that planning decisions need to support new infrastructure in each city – including cultural, education, health, community and water infrastructure – to fairly balance population growth with infrastructure investment. Decisions are required to equitably enhance local opportunities, inclusion, and connection to services.
- The amended Planning Proposal will deliver infrastructure that is specifically required by the existing local community and enhances local opportunities, inclusion, and connection to services. Specifically, the public benefit offer proposes a sewerage connection to the Dural public school, currently unfunded by the school or the NSW Department of Education. This benefit removes a potential health and safety hazard to the school and access to and useability of open space within the school site.
- The amended Planning Proposal delivers new public open space (4,000sqm) fronting Old Northern Road directly adjacent to the Dural public school which would be available to both the school as well as the broader community given its location immediately adjacent to the Dural neighbourhood centre. The Public Benefit Offer also proposes improvements to the local road network around the public school which will facilitate a future bypass of The Round Corner local centre, incorporate a new drop-off and pick-up zone for the public school to alleviate road congestion along Old Northern Road, provide for installation of traffic lights enabling improved traffic distribution north and south in the absence of a longer-term solution to perceived insufficiencies with the regional road network.
- The amended Planning Proposal delivers opportunities for the existing community and future residents to be connected to local services and infrastructure. The low-density residential development will be accompanied by the provision of or augmentation to water, sewerage, and electricity services to meet the needs of the proposed 101 allotments which will also provide equitable access to services for the existing community.
- Planning Priority C1 notes that by balancing population growth with infrastructure investment, infrastructure provision can move from a focus on network-based services to a place-based service approach. The new infrastructure facilitated by the Planning Proposal is directly supported by place-based planning, strengthening the role of the local centres within the community, and providing infrastructure to improve the amenity of and liveability in the locality.
- The amended Planning Proposal will deliver population growth supported by new infrastructure investment not only to meet demands from the proposed development, but to equitably enhance the amenity, services, and infrastructure within the existing community. This infrastructure investment is specific to the place the subject of the Planning Proposal and is aligned to support the proposed growth.
- Further, it is noted that the Public Benefit Offer that accompanies the Planning Proposal includes the contribution to a longer-term solution to road infrastructure challenges in the District by dedicating part of an east to west connection (known as the Annangrove Road Bypass) at the request of the Council, as the first stage of a long-term strategic road corridor to alleviate existing and future traffic from the north-west growth centre to Sydney's Eastern City. The first stage of this road corridor is to be provided through the site by the proponent at no cost to government in lieu of a likely future land acquisition requirement to deliver this corridor. The design and location of the

corridor can be detailed in the preparation of a site-specific development control plan for the Northern site following the exhibition of the amended Planning Proposal.

The amended Planning Proposal offers infrastructure provision not only to support the existing local community but also offers new infrastructure provision to improve local connectivity and to forward plan for long-term growth within the District. As such the amended Planning Proposal is supportable against Planning Priority C1 of the Central City District Plan notwithstanding the site is not located within an identified urban growth area.

3.1.2. Managing Rural Areas

Under Planning Priority C18 of the Central City District Plan, *Better Managing Rural Areas*, there are two actions that Council are required to consider in land use planning:

- Maintain or enhance the values of the Metropolitan Rural Area (MRA) using place-based planning to deliver targeted environmental, social and economic outcomes; and
- Limit urban development to within the Urban Area.

The Central City District Plan at Planning Priority C18 notes that planning for local centres within the MRA is required to be 'design-led place-based planning' to ensure the appropriate management of the local environmental, social and economic values of the land, maximise the productive use of land, and incentivise biodiversity protection for remnant vegetation.

As evidenced through the Cardno Urban Capability Assessment and the technical assessments submitted with the Planning Proposal, the site is physically and environmentally capable of accommodating low density housing including consideration of bushfire protection, protection of ecology and biodiversity, and consideration of slope, geotechnical and potential contamination constraints.

When considering the actual identity, character and function of the land surrounding the site, it is not appropriate to characterise the locality as having a 'rural character' nor as 'viable agricultural land'. The existing urban uses within close proximity of the site, including the Dural public school, precludes the use of the site for economically viable agricultural uses. Further, more intensive rural and agricultural operations in nearby rural zones are already restricted by the existence of schools, residential dwellings (including heritage-listed dwellings), and commercial businesses in the locality.

Further, the amended Planning Proposal would promote the viability of the rural village and nearby Round Corner local centre and partially contribute to the resolution of some regional infrastructure issues, through the reservation of part of a future arterial bypass road connection from Annangrove Road to Old Northern Road and New Line Road.

As such, the application of 'place-based planning' should prevail, and a strategic planning solution for the site be considered. The amended Planning Proposal meets this objective, by proposing a scale of development that can deliver significant public benefits, in a low density configuration that is commensurate with surrounding residential areas and is not in conflict with a desired transition to and retention of the viable agricultural rural lands north of Dural.

3.1.3. Providing Housing, Choice and Affordability, with Access to Jobs and Services

Planning Priority C5 of the Central City District Plan responds to *A Metropolis of Three Cities* objectives to deliver greater housing supply and housing that is more diverse and affordable. Planning Priority C5 seeks new housing to be delivered in the right places that are supported by or coordinated with infrastructure, to meet demand for different housing types, tenure, price points, preferred locations and design.

In considering the Planning Proposal the IPC noted that the Northern Site is generally contiguous with the Dural Neighbourhood Village, and the development of the site is likely to support the centre with access to jobs and services. The IPC further noted it can be argued that the Planning Proposal is consistent with Priority C5 of the Central City District Plan, and the IPC considers that there is merit in investigating its inclusion in a future Council housing strategy.

Further to this conclusion by the IPC, the following additional rationale is provided to the Council to support the inclusion of the Northern Site within a future housing strategy and specifically to support the amended Planning Proposal:

- The amended Planning Proposal is to permit new low-density residential dwellings on the site which is supported by infrastructure. Notwithstanding the existing land use zoning, the character of the locality is peri-urban which supports a range of land uses including large lot rural residential and local service uses. The site's physical characteristics make it suitable to support low density residential development that is able to maximise use of existing infrastructure.
- The amended Planning Proposal will deliver new housing that meets demand for different housing types, price points, and preferred locations to that available in the immediate locality or that which is being delivered in the primarily medium and high density development precincts in the LGA. The Central City District Plan states that while persons per household and household sizes are set to reduce, households comprised of couples with children will remain the highest proportion of households in the District.
- Within the Dural locality and within release precincts in the District, there is a plurality of new development between large houses on large lifestyles lots, and high density residential dwellings near new metro stations. While each of these dwelling types may be appropriate in their context, there remains a demand for smaller residential allotments for residents desiring a low density lifestyle, that can be delivered in a more affordable manner to suit the demographic trends noted in the Central City District Plan.
- Dural is referenced within the Central City District Plan as being a key housing preference market area for the District. While across the District and Metropolitan Area housing targets are purported to be able to be met within existing 'urban boundaries', the challenge of delivering suitable, affordable housing cannot be considered to be resolved.
- The proposed R2 Low Density Residential zoning and minimum lot sizes will provide a scale of development which is aligned with the existing surrounding context, noted by the precedent of smaller lot sizes within the RU5 Village zoned land to the immediate north east of the site, and of the R2 Low Density Residential and R3 Medium Density Residential zoned land to the south and south west of the site.

- Due to the site location on the urban fringe, access to broader jobs and services within the Sydney basin is readily accessible. As such the location of the future housing is consistent with Planning Priority C5 to deliver the right housing in the right locations.
- It is further noted that the Central City District Plan states that “*Councils are in the best position to investigate and confirm which parts of their local government areas are suited to additional medium density opportunities.*”
- While low-density residential is proposed in lieu of medium-density on the site given the overall character of the Dural and Round Corner local centres, it would follow that the Council is in the best position to confirm which parts of the LGA are suited to the form of development proposed (low density detached dwellings) under the amended Planning Proposal. The Central City District Plan notes that the varied housing markets within the District mean that providing supply in one market demand area may not satisfy demand in another. As such, meeting local housing needs within this local housing market is appropriate and consistent with the Central City District Plan, and has been considered in the Council resolution of 9 July 2019.

It is noted that guidance contained within the Central City District Plan states that as part of the investigations for the inclusion of new infill housing Councils should consider:

- *transitional areas between urban renewal precincts and existing neighbourhoods*

The site is located between two existing neighbourhoods that each feature urban land uses and R2 Low Density Residential zoned land. The scale of future development on the site, being for low density residential housing maintains a transition from the business and R3 Medium Density Residential zoning to the south and towards the rural character that is further north of the Dural neighbourhood centre.

- *residential land around local centres where links for walking and cycling help promote a healthy lifestyle*

The site the subject of the Planning Proposal is located within walking distance of a number of local services and proposed infrastructure including new open space as outlined earlier, promoting a healthy lifestyle in proximity to existing local centres.

- *areas with good proximity to regional transport where more intensive urban renewal is not suitable due to challenging topography or other characteristics*

The site has a gentle slope away from Old Northern Road which will provide topographic interest and an outlook to the mountains beyond in any future residential subdivision. The site does not have any physical characteristics that would make it unsuitable for the low density residential development proposed. The maximum yield of 101 dwellings can be supported by the local infrastructure, without undermining the low density and transitioning to rural character of the local area.

- *lower density parts of suburban Greater Sydney undergoing replacement of older housing stock*

Not relevant to this Planning Proposal.

- *areas with existing social housing that could benefit from urban renewal and which provide good access to transport and jobs.*

Not relevant to this Planning Proposal.

The amended Planning Proposal provides a logical outcome to deliver new housing supply, choice, and affordability within a readily accessible area that accommodates jobs and services that can support various demographic groups. For these reasons and those above the Planning Proposal is consistent with the Planning Priority 5 of the Central City District Plan.

3.2. SITE SPECIFIC MERIT

3.2.1. Social

When reviewing the Planning Proposal, the IPC considered that the delivery of the public benefits associated with the proposal would result in a positive and economic outcome, that furthers the support of the case that the site (in particular the Northern Site), should be investigated for inclusion in a future Council housing strategy.

As such the Council are encouraged to consider the rezoning of the Northern Site for residential purposes, where a Public Benefit Offer is provided to secure the public benefits nominated for the Northern Site, including:

- Excise of approximately (subject to survey detail) 9,900sqm of land area from the site and dedication to the Council for the purposes of a new regional road with a 32m wide road reserve.
- Excise of approximately (subject to survey detail) 3,364sqm of land area from the site and dedication to the Council for an additional drop-off/pick-up parking facility to service the adjacent Dural Public School.
- Connection of the northern site and the adjacent Dural Public School to the existing Sewerage Pumping Station via a pressure sewerage system as indicatively proposed within 'Old Northern Road, Dural – Precinct 1 Sewerage and Water Supply Strategy', prepared by ARUP, dated 21 December 2017. No upgrades are required to the potable water supply to service the Planning Proposal, or the sewage pumping station and pressure main on the northern site.
- Dedication of approximately 4,000sqm land area within the northern site to the Council for the purpose of local open space. Alternatively, local developer contributions will be payable to the Council as per the relevant local developer contributions plan at the time of the approval of relevant development application for the purposes of local open space.
- Construction of the civil works required to deliver the new regional road including but not limited to footpaths, landscape islands, kerb and gutter, asphalt roads, line markings, and road and street signage.
- Construction of a signalised intersection at the eastern boundary of the site and Old Northern Road.

3.2.2. Section 9.1 Directions

When reviewing the Planning Proposal, the IPC concluded that any inconsistencies identified by the DPIE associated with the Planning Proposal may not be insurmountable and that if the Planning Proposal were to proceed, best practice and site-specific design would be able to mitigate the inconsistencies.

As such, site-specific outcomes for bushfire protection, heritage conservation, and built form character could be guided through the preparation of a site-specific Development Control Plan.

3.2.3. Agricultural Viability

When reviewing the Planning Proposal, the IPC concluded that especially given the proliferation of multiple land-uses along Old Northern Road, that the Planning Proposal is unlikely to result in significant land use conflicts and that potential impacts could be minimised through site-specific design as proposed.

As such, site-specific outcomes for land use conflict management could be guided through the preparation of a site-specific Development Control Plan.

3.2.4. Views and Vistas

When reviewing the Planning Proposal, the IPC concluded that with site-specific design and planning, the potential impact of the Planning Proposal on the views and vistas of existing residents and from Old Northern Road can largely be mitigated.

As such, site-specific outcomes for scenic quality and amenity protection could be guided through the preparation of a site-specific Development Control Plan.

3.2.5. Local Road Network

When reviewing the Planning Proposal, the IPC acknowledged the data prepared by AECOM (**Attachment A**) which identified a declining trend in weekday PM peak hour traffic at an average rate of 5.1% per annum on Old Northern Road, and 0.15% per annum on New Line Road. The IPC further accepted that should the operation of the broader road network be over capacity, that this be related to broad urban growth around Dural and not resulting from the site.

The IPC therefore accepted that the benefits and opportunities for enhancing network capacity offered by the Planning Proposal, and which remains in the amended Planning Proposal, including the bypass reservation, road widening, and improved drop off / pick up areas for Dural public school warrant further investigation.

3.3. CONCLUSION

In reviewing the Planning Proposal, the IPC found that the Planning Proposal, and in particular the Northern Site which is now to be pursued within the amended Planning Proposal, has considerable site-specific merit as:

- It would secure a key contribution to Council's Round Corner bypass;
- It would provide several key economic and social improvements by delivering local infrastructure improvements helping the school and the local community;
- The capability of the subject land to be used for agricultural pursuits is compromised by the proliferation of uses in the area and along Old Northern Road;
- The Northern Site is contiguous with the Dural Neighbourhood Village and if developed would provide additional housing, choice, and affordability and would support the Dural Neighbourhood Village Centre with access to jobs and services;

- Any impacts to views and vistas can be overcome with site-specific design and planning; and
- The development of the Northern Site is unlikely to have a significant impact on the local and regional road network.

As such, the amended Planning Proposal demonstrates clear site-specific merit. This conclusion has been supported throughout the ongoing consideration of the Planning Proposal and as such should be considered clear by the Council. The Council can confidently conclude that the amended Planning Proposal has site-specific merit and is worthy of consideration for inclusion within a relevant local housing Strategy.

With regards to strategic merit the IPC notes that the site is not located within an area clearly delineated for additional regional development within the State, regional or local strategic plans and as such cannot be found to have strategic merit. The IPC also acknowledged the location of the site within the MRA, and the relevant objectives relating to the MRA relating to rural character and limiting residential growth around rural villages. This however can be remedied by the appropriate inclusion of the site within the local housing strategy, in accordance with the IPC recommendation.

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4. RESOLUTION OF DETAILED DESIGN MATTERS

Within the letter dated 04 December 2020 the Council has requested resolution of issues previously identified within Council's resolution and the Council Officer Assessment Report from the Council meeting on 09 July 2019. Each of these items are addressed in the following sections.

4.1. MINIMUM LOT SIZES

The suggested increase in the proposed minimum lot sizes at key locations was recommended by the Council to soften the impact of the development on the Old Northern Road ridgeline and enable a better visual transition between the development and surrounding rural land. It is noted that the Southern Site had a greater interface with the Old Northern Road ridgeline than the Northern Site.

The residential subdivision included within the Planning Proposal is indicative only and will be further developed prior to the lodgement of a development application for the subdivision of the Northern Site.

Furthermore, site-specific outcomes for the future subdivision will be guided through the preparation of a site-specific Development Control Plan. The proponent will prepare a site-specific Development Control Plan following the issue of a Gateway Determination and prior to the finalisation of the Planning Proposal which will provide the Council multiple opportunities to provide further comment on the specific subdivision pattern of the Northern Site.

4.2. ACCESS ARRANGEMENTS

The indicative subdivision proposed for the Northern Site within the Planning Proposal included residential allotments with direct access from the proposed 32m wide road reserve through the site. Queries have been raised by the Council as to the suitability of the proposed access arrangements for single dwellings from a regional road reserve. Further consideration is also to be given as to the location and function of a 'drop-off / pick up zone' to be access via the signalised intersection at Old Northern Road and this new road connection through the site.

Noting that the residential subdivision included within the Planning Proposal is indicative only, site-specific outcomes for a future subdivision will be guided through the preparation of a site-specific Development Control Plan. This plan will secure the location of the proposed regional road reserve through the site and will guide specific residential access arrangements from this and other internal roads to be delivered through the site. The Proponent will prepare a site-specific Development Control Plan following the issue of Gateway Determination and prior to the finalisation of the Planning Proposal.

4.3. INFRASTRUCTURE SERVICING

The Planning Proposal has demonstrated that existing infrastructure can with augmentation if required support the proposed residential development on the site, at no cost to the Council. This is documented in the following assessments which accompanied the Planning Proposal as follows:

- **Sewerage and water:** *Sewerage and Water Supply Strategy*, ARUP, Rev 2, 21 December 2017
- **Stormwater:** *Stormwater Management Strategy*, ARUP, Rev 1, 22 December 2017
- **Traffic and Transport:** *Traffic Impact Assessment*, AECOM, Rev F, 22 November 2016 and *Traffic Advice on Revised Planning Proposal*, AECOM, 19 March 2020

- **Electrical and Gas Supply:** *Engineering Advice Note – Services Connections Feasibility, Arup, 11 October 2016*
- **Communications:** *Engineering Advice Note – Services Connections Feasibility, Arup, 11 October 2016*

It is noted that within the Council's Dural Urban Capacity and Capability Assessment prepared by Cardno that existing infrastructure could not be readily augmented for large scale rezoning of land within Dural, however capacity did exist in the infrastructure networks other than transport infrastructure (addressed in Section 1) that could be augmented for minor additional residential growth, as presented in the amended Planning Proposal for 101 new dwellings.

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5. CONCLUSION

This letter is submitted as a revision to and is to be read as part of the ongoing consideration of the Derriwong Road - Old Northern Road Planning Proposal. This letter provides a response to the Council request dated 04 December 2020 for additional information to be submitted in support of an amended Planning Proposal for the Northern Site only.

This letter provides additional justification and assessment of the amended Planning Proposal against the matters raised by the IPC in their advice dated 04 September 2020, in addition to matter raised by the DPIE in the letter dated 08 November 2020, and the original Council resolution on the Planning Proposal of 09 July 2019.

We recommend that the Council support the inclusion of the site as suitable for low-density housing within the Local Housing Strategy, and further support the resubmission of the amended Planning Proposal to the DPIE for Gateway Determination.

Should you have any questions regarding this additional information, please do not hesitate to contact Ashleigh Ryan at aryan@urbis.com.au, or the undersigned.

Kind regards,

A handwritten signature in black ink, appearing to read "Clare Brown".

Clare Brown
Director
+61 2 8233 7678
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Attachment A – Traffic Advice on Revised Planning Proposal, prepared by AECOM (19 March 2020)

19 March 2020

Ms Catherine Van Laeren
A/ Executive Director
Department of Planning, Industry, and Environment
via email: Catherine.VanLaeren@planning.nsw.gov.au

Dear Catherine,

**PLANNING PROPOSAL | DERRIWONG ROAD & OLD NORTHERN ROAD, DURAL
(PP_2019_THILL_005_00)**

1.0 Background

AECOM was commissioned by Urbis to prepare a Traffic Impact Assessment (TIA) to support the above proposed development in the Dural area. The TIA was prepared to describe the likely impacts of the vehicular trips generated by the Dural development on the surrounding local road network.

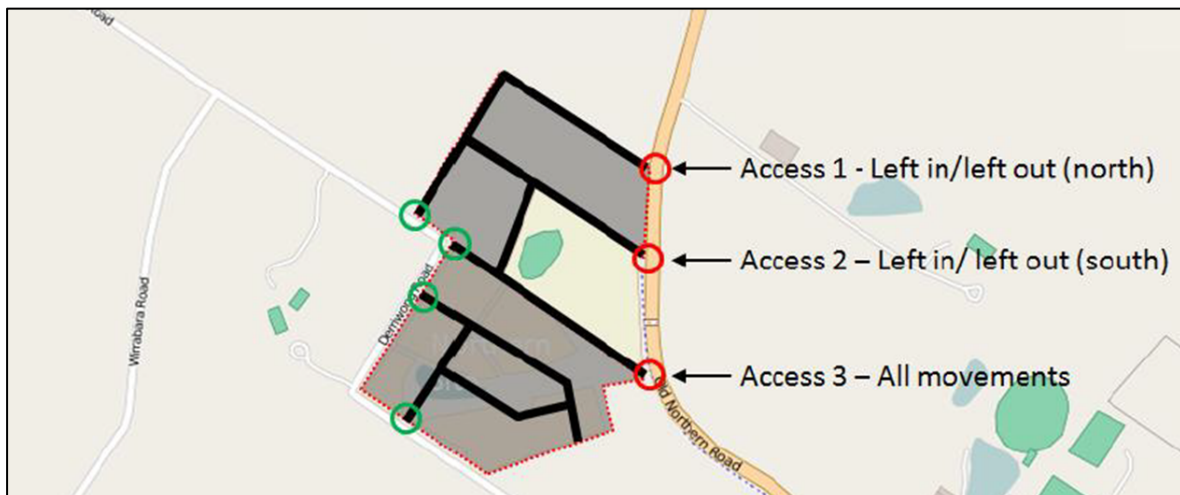
We understand that the Department of Planning, Industry and Environment (DPIE) have raised concerns regarding the general lack of road infrastructure in the area and sought road upgrades to progress the development. It is further understood that an updated Planning Proposal was submitted by the proponent for consideration, which describes a reduced development yield compared to the original proposal, while retaining the overall suite of public benefits.

In order to support the revised Planning Proposal, AECOM have undertaken a high-level review of the updated development to identify the impacts on the surrounding road network and potential wider benefits being offered.

2.0 Project context

It is understood that based upon consultations held between the proponent, DPIE and Transport for New South Wales (TfNSW, formerly Roads and Maritime), the proponent has now decided to request a Conditional Gateway Determination on its revised planning proposal. This will enable the delivery of the Northern Site, which is located between Derriwong Road and Old Northern Road as presented in Figure 1. The Northern Site is proposed to have three access points onto the Old Northern Road and four access points onto Derriwong Road. The updated Planning Proposal describes a reduced development yield compared to the original proposal, by reducing the overall number of dwellings to 99 from 181.

Figure 1 Proposed development – Northern site



3.0 Existing site conditions

Site observations indicated that the bus bays do not comply with current design guidance and have insufficient width and length. As a result, buses stopped in the bus zone partially block the carriageway of Old Northern Road. Traffic passing buses then uses the chevron area next to the bus zone (located on a curve) in front of Dural Primary School. This arrangement represents a significant safety risk to the road users. The proponent’s development seeks to eliminate this risk. It is also noted that this road improvement within the proposal is supported by the Council and school P&C.

4.0 Project benefits and infrastructure improvements

The updated Planning Proposal provides four significant areas of benefit to the community and also responds to the concerns raised by DPIE:

- The proposed new drop-off zone (on the site) for the public school will now enable bus parking and layover on both sides of Old Northern Road, unimpeded by school drop-off and vehicle parking. This will facilitate the safe transit of bus passengers as well as alleviate a traffic bottleneck on the Old Northern Road. The relocation of the drop-off facility for children from Old Northern Road also helps improve safety for children by allowing drop-off activity away from an arterial road.
- The new drop-off zone will be accessed using a new signalised intersection, which will be delivered by the proponent as part of the updated Planning Proposal. This allows a safer and more efficient movement for cars accessing the drop-off area, compared to the existing arrangements. The detailed design of this intersection and functionality of the drop-off zone will be subject of the detailed development application.
- The updated Planning Proposal dedicates approx. 9,900m² of land to the Hills Shire Council for a future Regional Road (Annangrove Rd Bypass), with a 32m wide road reserve to provide a future link from Annangrove Road to Old Northern Road. This is expected to assist with the traffic operations and augment road capacity in the area.
- The updated Planning Proposal also includes the construction of a signalised intersection at the eastern boundary of the site and Old Northern Road (Access 3 as presented in Figure 1). This will allow safe movements for the vehicles accessing the Northern Site through this access.

5.0 Traffic generation

Based on the updated planning proposal, the traffic generation from the development is expected to reduce significantly compared to the TIA. A summary of traffic generation based on original and revised Planning Proposal are presented in Table 1. The revised traffic generation is expected to be 45% lower than the estimates reported in the TIA.

Table 1 Traffic generation

Scenario	Dwellings	Traffic Generation	
		AM Peak	PM peak
Original (as per TIA dated 17-Nov-2016)	181	156	161
Revised (Urbis letter dated 05-Feb-2020)	99	85	88
		Difference	-73 (-45%)

The PM peak hour (3:15 to 4:15pm) is expected to offer the maximum demand on the road network, combining both development traffic and background network traffic. An assessment was undertaken for the future year 2026, to estimate the level of increased traffic at intersections in the study area due to the addition of development traffic. It is estimated that the traffic flow increases on the Old Northern Road in the PM peak hour by about 1%. This is a nominal increase in traffic and is generally not expected to result in any significant adverse impacts on the local area network and would typically be less than daily variation in peak hour traffic.

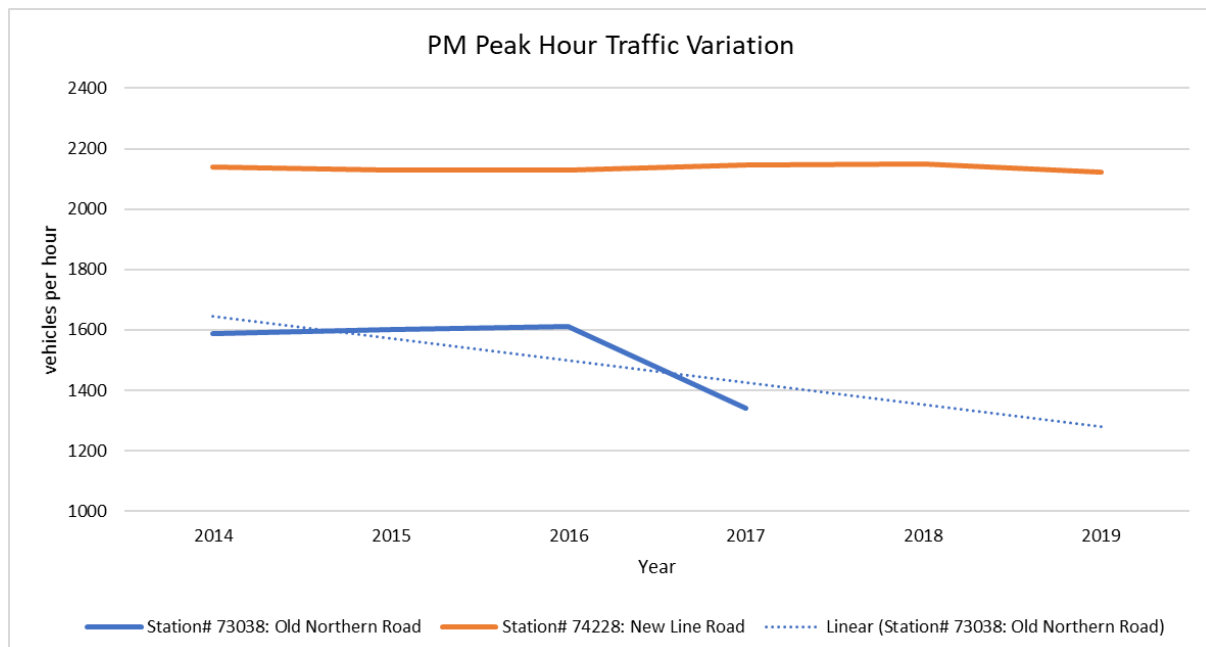
6.0 Background traffic growth

There are two permanent traffic counters, installed by TfNSW, in the vicinity of the proposed development site as follows:

- Station #73038: Old Northern Road, near Malabar Road, Round Corner
- Station #74228: New Line Road, east of Purchase Road, Cherrybrook

The average weekday PM peak hour traffic flow pattern at these two permanent counters over the last five years were reviewed to understand the changes in traffic flow and is presented in Figure 2.

Figure 2 Average weekday PM peak hour traffic profile



It is observed that average weekday PM peak hour traffic at the Old Northern Road site is showing a declining trend at an average rate of 5.1% per year (indicated by the trendline shown in blue dots). The New Line Road site on the other hand is following a relatively flat profile for the last four years but is expected to go downwards at an average rate of 0.15% per year.

7.0 Traffic impacts

In order to understand potential traffic impacts without intersection upgrades in place, a high-level intersection assessment was undertaken considering the updated Planning Proposal. The future year 2026 traffic models for the PM peak hour at the intersections along Old Northern Road was taken from the TIA assessments. Existing year 2020 and future year 2026 traffic was projected from the 2015 traffic counts based on traffic growths detailed in Section 6.0. Revised development traffic as per Section 5.0 was then added for the future year 2026 to assess the impacts. These were modelled for

the future base case 2026 without development and with revised development traffic. Intersection layouts were maintained as per existing to determine the future impacts without any road upgrades.

The assessments were undertaken only for the PM peak hour and are presented in Table 2.

Table 2 Intersection performance – PM peak hour

Intersection	Without intersection upgrades (PM peak hour)			
	Existing delay 2020 (seconds)	Future year 2026 base (seconds)	Future year 2026 with revised development traffic (seconds)	Change in delay
Old Northern Rd/Derriwong Rd	71	35	36	+3%
Old Northern Rd/New Line Road	19	16	16	-
Old Northern Rd/Vineys Road	81	33	34	+3%

Note: Growth rates as per historical trends used to obtain projected future traffic

The assessments suggest that addition of development traffic is expected to cause minimal impacts on the study area intersections during the future year 2026, with less a 3% or less increase in average delays at the intersections.

8.0 Summary

Based on the above assessment undertaken for the updated Planning Proposal, the outcomes for the surrounding road network are summarised as follows:

- The additional road infrastructure described in section 4 above provides four significant areas of benefit to the community and also responds to the concerns raised by DPIE.
- The updated Planning Proposal has proposed a reduced development yield compared to the original proposal by reducing the overall number of dwellings to 99 instead of 181. The revised traffic generation is expected to be 45% lower than the estimates reported in the TIA.
- A range of infrastructure improvements as described in Section 4.0 offering a range of benefits including enhanced road safety, additional network capacity and improved performance.
- The average increase in traffic along Old Northern Road arising from the development during the PM peak hour is expected to be about 1% of the future background traffic. This is well within the average daily peak hour traffic variation.
- It is observed that average weekday PM peak hour traffic at the Old Northern Road site is showing a declining trend at an average rate of 5.1% per year. The New Line Road site on the other hand is following a relatively flat profile for the last four years but is expected to go downwards at an average rate of 0.15% per year. This suggests that the future background traffic during the PM peak hour is expected to be lower than the existing conditions.
- The assessments indicate that addition of development traffic is expected to cause minimal impacts on the study area intersections during the future year 2026, with a 3% of less increase in average delays at the intersections.

In view of the above, it is concluded that the updated Planning Proposal responds to the concerns of DPIE, offers significant benefits and opportunities for enhancing capacity of the road network and cause minimal negative impacts on the surrounding road network.

We seek the support of DPIE to proceed with issuing a Conditional Gateway Approval based on the assessments outlined in this letter.

Yours Sincerely

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