



13 April 2022

TfNSW Reference: Syd21/00845
Council ref: 23/2016/PLP

Mr Michael Edgar
General Manager
The Hills Shire Council
PO Box 7064
Norwest 2153

Attention: Nicholas Carlton

Dear Mr Edgar,

**FURTHER PUBLIC AGENCY CONSULTATION – PLANNING PROPOSAL 21-27
DERRIWONG ROAD AND 618-626 OLD NORTHERN ROAD, DURAL**

I refer to The Hills Shire Council's letter of 10 March 2022 seeking advice from TfNSW following the meeting of 16 February 2022 and the proponent's latest alternative options for a bypass road corridor through their land at Derriwong Road and Old Northern Road, Dural.

TfNSW reiterates previous advice that Strategic Planning documents such as Future Transport Strategy 2056, NSW Infrastructure Strategy 2018-2038, Greater Sydney Region Plan, Central City District Plan and TfNSW Road Network Plans have not identified a strategic merit / need for a regional bypass road connecting Annangrove Road to Old Northern Road. In the absence of any plans and/or funding, TfNSW is not in a position to commit to a corridor alignment, future reservation and/or delivery of a road corridor (at significant cost).

It is noted that Council is seeking the views of TfNSW on the bypass road corridor options submitted by the Proponent and in particular the following questions:

- The appropriate corridor reservation width necessary for the road to function as a bypass, having regard to potential future traffic volumes;
- The proposed corridor alignment options, including commentary from SINSW with respect to the relationship between the proposed corridors and Dural Public School (it is noted that Transport for NSW PO Box K659 HAYMARKET NSW 2000 Our Ref: 23/2016/PLP "Option 2" submitted by the Proponent appears to be reliant on the corridor traversing land currently owned by Department of Education in order to provide connection through to Old Northern Road); and
- Proposed points of intersection to Old Northern Road, having regard to safety, engineering and potential design responses. While it is acknowledged that TfNSW may not consider that the appropriate warrants have been met at this time, Council

Transport for NSW

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would require confidence that in the future, there are no other barriers to TfNSW being in a position to grant the appropriate approvals for connection of the bypass corridor to Old Northern Road at one of the proposed locations.

Should Council wish to pursue this proposed new road corridor further as a local road bypass, TfNSW provides comment for each of the above questions at **TAB A** for Council's consideration.

Thank you for the opportunity to provide further advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, Tricia Zapanta would be pleased to receive your email via development.sydney@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Pete Mann', with a large circular flourish at the beginning.

Pete Mann
A/ Senior Manager, Strategic Land Use
Land Use, Network & Place Planning, Greater Sydney

Attachment A:

Detailed comments on Planning Proposal for 21-27 Derriwong Road and 618 – 626 Old Northern Road, Dural – future local bypass road alignment options (April 2021).

TfNSW's comments in relation to Council's request for advice on future local bypass road alignment options are as follows:

1. Appropriate corridor reservation width necessary for the road to function as a bypass, having regard to potential future traffic volumes

As Council would appreciate, should Council pursue the option to reserve a corridor for a future local bypass road, several studies would need to be undertaken to Council's satisfaction to identify and protect a future road corridor including width and alignment. These studies would include but not limited to the following:

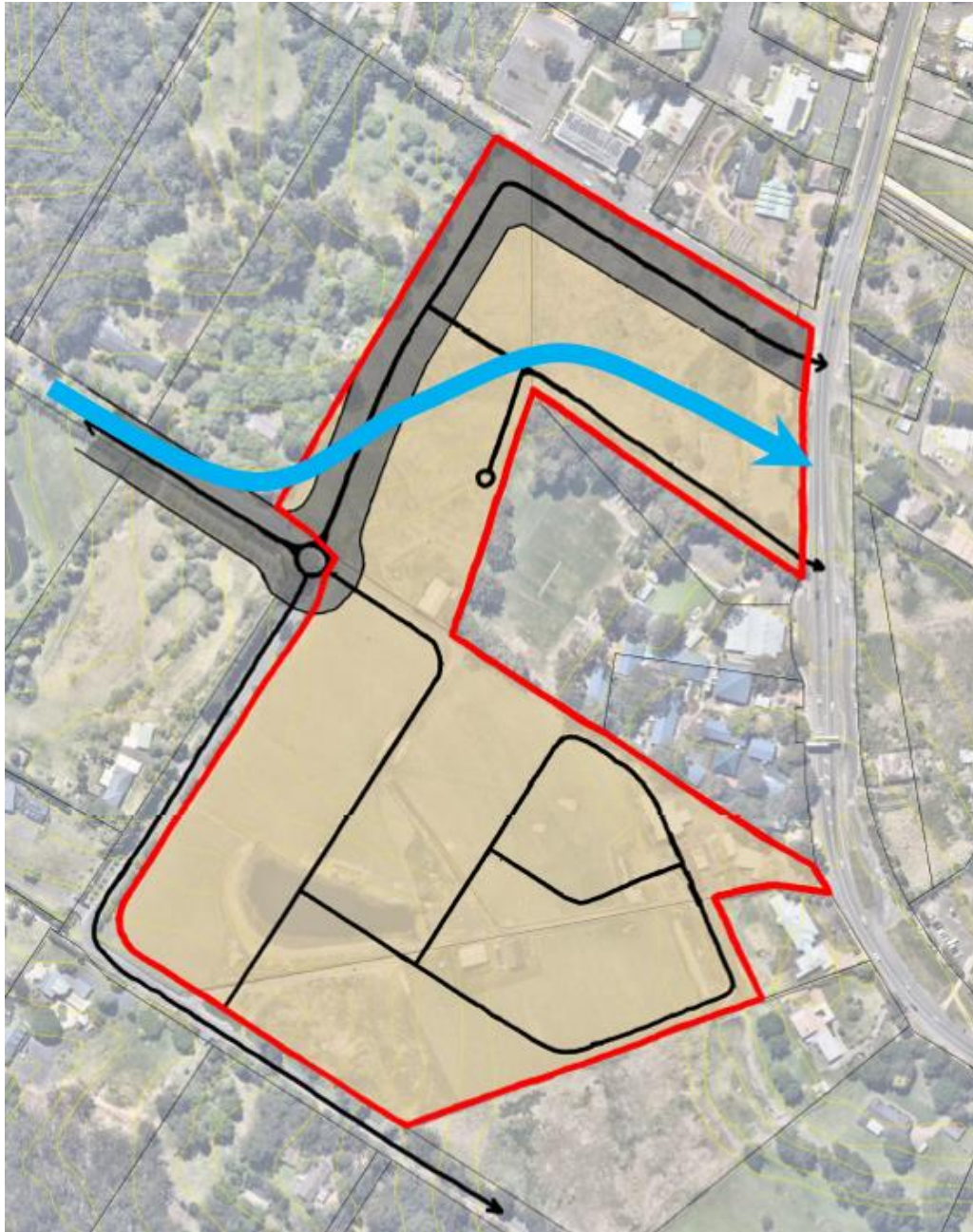
- Traffic studies (TfNSW notes that several traffic studies have already been undertaken by Council but gaps in the traffic analysis were previously identified by TfNSW as outlined in email correspondence dated 4 February 2022).
- Strategic road design plans overlayed on survey plan to identify extent of land take, construction space, integration with adjoining properties (both sides) and design to accommodate land contours (i.e. batters, bridge structures, culverts etc).
- Strategic level scoping report to identify any potential environmental constraints.
- It is noted that whilst this planning proposal is for 101 residential lots only, there is significant potential scope for further housing growth in this part of Dural. In this regard, Council in determining corridor width, alignment and connection of a future local bypass road to Old Northern Road should also consider the cumulative traffic impacts of additional development uplift planned for this part of Dural.

2. Proposed corridor alignment options

TfNSW has identified the following potential issues with the two alignment options proposed by the proponent:

- Option 1 – road geometry constraints and potential access and safety issues due to close proximity to the Bivianos Restaurant driveway.
- Option 2 – potential constraints to the future road widening of Old Northern Road due to the proximity of the existing pedestrian bridge. In addition, there may be safety issues due to vehicular conflict/interactions with the egress at the DOPU zone (southbound).

Council should give consideration to investigating a third alignment option as per the sketch provided below, which may require internal local roads to be readjusted. This option provides improved sight distances on both approaches to the local bypass road intersection in addition to offering a better opportunity to widen Old Northern Road, if required.



Additional matters to consider include:

- A traffic and transport assessment and traffic volumes are requested to properly assess the feasibility of any option.
- Provision of traffic signals is subject to Traffic Control Signal (TCS) warrants being met in accordance with the Traffic Signal Design Guide.
- Should (TCS) be warranted and proposed as part of the local bypass road corridor at Old Northern Road, the proponent is to liaise with the Hornsby Shire Council.
- Turning paths of the design vehicles are required to determine the road geometry, lane widths and intersection layouts.
- Widening of Old Northern Road will also likely be necessary to accommodate for an optimal ultimate layout for traffic signals.

- Left-in / left-out access arrangements for all other side roads off Old Northern Road should be considered if a set of traffic signals are provided. TfNSW preference is to reduce the number of connections to Old Northern Road.
- The proponent is requested to investigate the relocation of the existing Drop-off and Pick up (DOPU) zone adjacent to the southbound carriageway on Old Northern Road into the local side roads. There is a history of drivers undertaking unsafe and illegal vehicle movements along this section of Old Northern Road.

Given the advice above, TfNSW advises Council (consistent with email advice provided to DPIE dated 4 March 2022) that prior to public exhibition of the amended planning proposal (extended as determined by DPIE), a traffic assessment in relation to the site's traffic impacts to the surrounding transport network, the future local bypass road connection to Old Northern Road and its interface / connection with the school should be undertaken by the proponent. This should be supported by additional transport analysis of the cumulative traffic impacts of future development uplift identified in a precinct-scale Structure Plan (undertaken by Council) to determine if the future local bypass road connection to Old Northern Road is appropriate to accommodate the full extent of future development uplift planned for this area of Dural.

TfNSW is of the view that additional transport investigations are required prior to the amended planning proposal going on public exhibition as traffic studies submitted to date have focused on the regional bypass road. This investigation should address the transport issues outlined above noting that SINSW has expressed similar concerns in relation to a bypass road in close proximity to the school and has requested additional analysis to determine future road safety impacts.