



New South Wales Government  
Independent Planning Commission

# **Gateway Determination Review Request for Derriwong Road and Old Northern Road, Dural**

## **Gateway Determination Advice Report**

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# 1 INTRODUCTION

1. On 3 August 2020, the NSW Independent Planning Commission (**Commission**) received a referral from the NSW Department of Planning, Industry and Environment (**Department**) seeking advice pursuant to section 2.9(1)(c) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**).
2. The request for advice relates to a Planning Proposal (the **Planning Proposal**) and Gateway Determination (the Gateway Determination) for land known as 584, 586, 590, 600, 600A, 602, 606, 618 and 626 Old Northern Road and 7, 11, 21 and 27 Derriwong Road, Dural (the **Site**) within The Hills Shire Council Local Government Area (**LGA**).
3. On 19 May 2016, the Proponent lodged the Planning Proposal with The Hills Shire Council (**Council**) seeking to amend The Hills Shire Council LEP 2019 (**HLEP**) to:
  - rezone the Site from RU6 Transitional Zone to a mixture of R2 Low Density Residential, RE1 Private Recreation, and RE2 Public Recreation;
  - include a site-specific clause in Schedule 1 permitting Seniors Housing, Health Services Facility and ancillary retail associated with the Health Services Facility;
  - amend the maximum height of buildings from 10m to a mixture of 9m and 12m and insert a new site-specific provision within Clause 4.3A to permit the land subject to the 9m maximum building height control to be redeveloped up to 12m in height where development is for the purposes of Seniors Housing; and
  - amend the minimum lot size standard from 2ha to 700m<sup>2</sup>.
4. On 13 December 2016, Council resolved that the Planning Proposal be held in abeyance until further investigations relating to urban capacity in Dural were finalised.
5. On 26 July 2019, Council submitted the Planning Proposal to the Department which included additional amendments to the HLEP Land Zone Map, Height of Building Map, Minimum Lot Size Map and the introduction of a local provision for land at Derriwong Road and Old Northern Road, Dural.
6. On 19 April 2020, the delegate for the Minister for Planning and Public Spaces' (**Minister**) issued a Gateway Determination that the Planning Proposal did not have strategic or site-specific merit and should not proceed.
7. On 29 May 2020, Dural Land Holdings Pty Ltd (**Proponent**) wrote to the Department requesting a review of the Gateway Determination.
8. The matter was referred by the Department (as the Minister's delegate) to the Commission for advice. The letter accompanying the referral requested that the Commission "*review the planning proposal and prepare advice concerning the merits of the review request. The advice should include a clear and concise recommendation to the Minister's delegate confirming whether, in its opinion, the Gateway determination issued on 19 April 2020 should be overturned and given a Gateway to proceed or not.*"
9. Mr Peter Duncan AM, the then Acting Chair of the Commission, nominated Chris Wilson (Chair) and Soo-Tee Cheong to constitute the Commission Panel to review the Gateway determination and provide the advice as requested.

## 1.1 Site and Locality

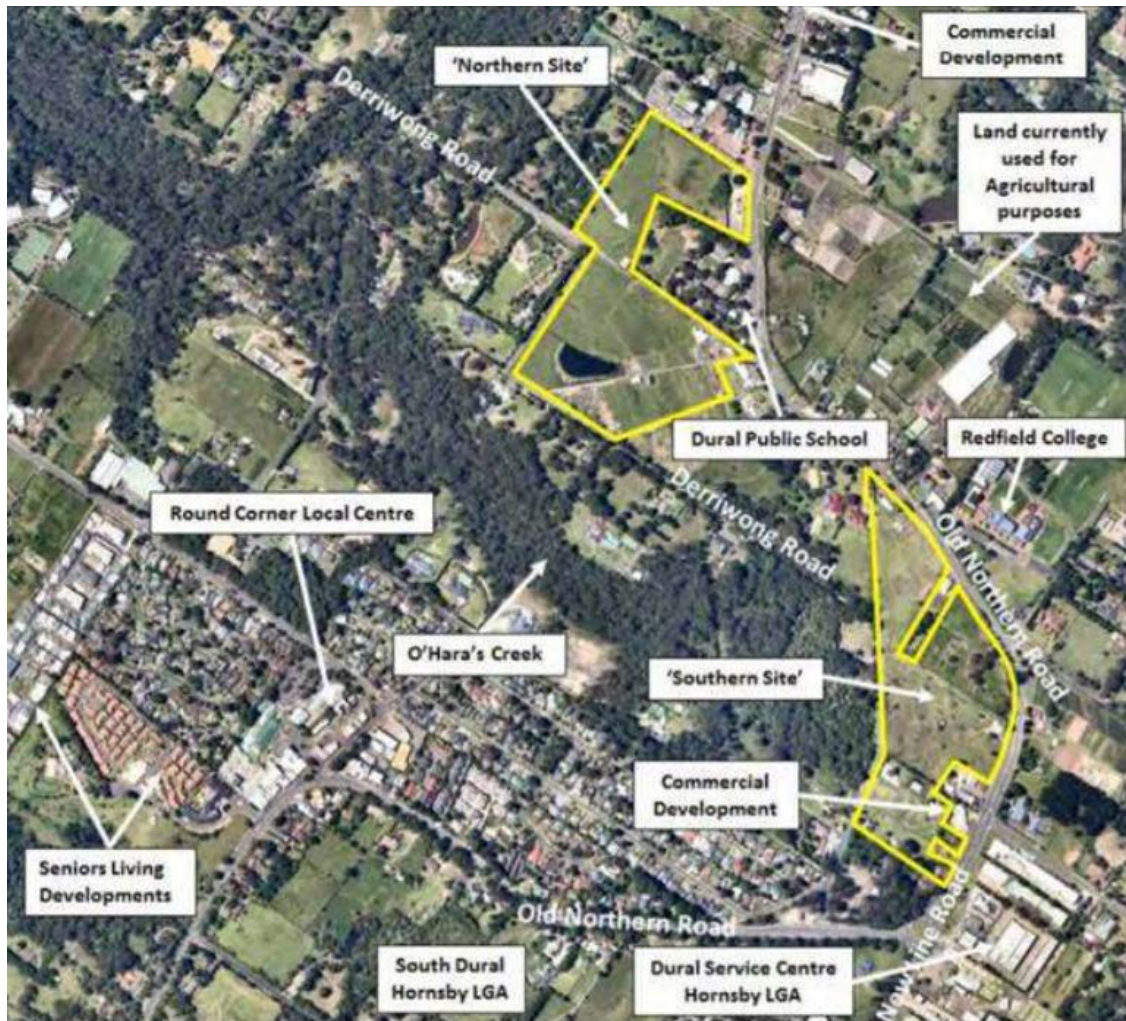
10. The 'Site' for the purposes of this Advice Report is defined as 584, 586, 590, 600, 600A, 602, 606, 618 and 626 Old Northern Road and 7, 11, 21 and 27 Derriwong Road, Dural (Lot 1 DP 660184, Lot 11 DP 866560, Lot D DP 38097, Lot 11 and 101 DP 713628, Lot 1 DP 656036, Lot 1 DP 73652, Lot X DP 501233, Lot 2 DP 541329, Lot 12 DP 866560, Lot 2 DP 567995 and Lot 9 DP 237576).

11. The Department's Gateway Determination Report (**Department's Gateway Report**), dated 19 April 2020, states:

*These sites [Northern Site & Southern Site] are located north of Round Corner, Dural Town Centre and south of the Dural Rural Village, in a peri-urban area that is defined by a mix of urban and rural characteristics. The land is surrounded by large rural properties, Dural Public School, Redfield College and various commercial uses. Land in the broader locality is presently being used for agricultural uses (particularly within the bordering Hornsby LGA).*

12. The location of the Site is illustrated in Figure 1 below.

*Figure 1 – Land Subject to the Planning Proposal (Source: Department's Gateway Report)*



## 1.2 The Planning Proposal

13. The Department's Gateway Review Justification Assessment (**Department's Assessment**), dated 3 August 2020 which accompanied the Department's referral to the Commission states:

*The planning proposal seeks to facilitate the delivery of 181 residential lots, a day surgery/medical centre with a café, community centre/indoor recreation facility, seniors housing in the form of a residential aged care facility and independent living units, and a public park.*

*The intended overall outcome is to facilitate the redevelopment of the site to accommodate a mix of residential typologies and increased range of permissible land uses.*



### 1.3 History of the Planning Proposal and Gateway Determination

14. Table 1 below provides an overview of the key steps in the consideration of the Planning Proposal.

*Table 1 - History of the Planning Proposal and Gateway Determination*

Date	Event
19 May 2016	The Planning Proposal is lodged with The Hills Shire Council.
28 June 2016	The Council resolved to undertake a land use study for the Dural Round Corner Precinct in partnership with Hornsby Council to determine the capacity and capability of the broader Dural area for additional urban development.
13 December 2016	The Council resolved that the Planning Proposal be held in abeyance until the wider Dural area investigations were finalised.
10 February 2017	The Proponent lodged a rezoning review with the Sydney West Central Planning Panel ( <b>Planning Panel</b> ) on the basis that Council had failed to indicate its support 90 days after the Planning Proposal was lodged.
11 April 2017	Council allocated funding for Phase 1 of the 'Dural Urban Capability and Capacity Assessment'.
20 April 2017	The Planning Panel considered the rezoning and determined that it should not proceed as it did not demonstrate strategic merit, particularly given that implications for the urban-rural interface remained unresolved.
26 March 2018	In response to the findings of the 'Dural Urban Capability and Capacity Assessment', Council resolved that planning proposals for the Dural area should not proceed unless they can deliver local and regional infrastructure upgrades at no cost to Council.
19 June 2019	Council referred the Planning Proposal to the Planning Panel recommending that it be forwarded to the Department for Gateway Determination. The Sydney West Central Planning Panel recommended the Planning Proposal not proceed to gateway for a number of reasons, including that it demonstrates a lack of strategic merit.
9 July 2019	Council resolved that the proposal should be submitted to the Department for Gateway assessment to determine State Government agency views on the merits of the proposal.
26 July 2019	The Planning Proposal and a request for a Gateway determination were sent to the Department.
20 December 2019	The Proponent provided unsolicited Senior Counsel's advice and requested that the advice be considered as part of the assessment of the proposal.
5 February 2020	The Proponent also requested that the Department consider issuing a conditional Gateway Determination for the Northern Site only if the Department had residual concerns relating to Planning Proposal's impact on the local or regional road network.
19 April 2020	The Department issued a Gateway Determination that the Planning Proposal lacked strategic and site-specific merit and should not proceed.
29 May 2020	The Proponent lodged a request to review the Gateway Determination.
3 August 2020	The Commission received the Department's request to review the Gateway Determination.

### 1.4 The Gateway Determination

15. The Minister's delegate determined that the Planning Proposal should not proceed for the following reasons:
- *The proposal does not give effect to the Central City District Plan, in particular:*
    - *Priority 1 Planning for a City Supported by Infrastructure;*
    - *Priority 5 Providing housing supply, choice and affordability, with access to jobs and services;*
    - *Priority 18 Better managing rural areas;*

- *The proposal contains unresolved inconsistencies with the Section 9.1 Directions 1.2 Rural Zones, 2.3 Heritage Conservation, 3.1 Residential Zones, 4.4 Planning for Bushfire Protection, and 6.3 Site Specific Provisions;*
- *There are no plans or funding to increase capacity on the surrounding road network to facilitate this proposal; and*
- *The proposal does not adequately demonstrate the site has no potential to accommodate agricultural uses under its current zoning and land use conflict will not arise as a result*

## 1.5 The Proponent's Position

16. The Proponent states that the Planning Proposal gives effect to the Central City District Plan (**District Plan**) as it:
  - *delivers population growth aligned with new infrastructure investment while supporting the plan's priority to maximise use of existing infrastructure;*
  - *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; and*
  - *offers a place-based planning solution by proposing a scale of development that can deliver significant public benefits, in a density that is commensurate with surrounding local areas and is not in conflict with a desired transition to rural lands north of Dural.*
17. The Proponent states that the Section 9.1 inconsistencies are justifiable in the circumstances and that the Planning Proposal accords with the objectives and actions contained within the District Plan.
18. The Proponent states that the Planning Proposal does not rely upon plans or funding to increase capacity on the surrounding road network, instead citing a traffic report produced by AECOM which identified negligible impact on the road network and key intersections compared to background traffic.
19. The Proponent considers that the Planning Proposal will provide more affordable allotments while maintaining Dural's character; achieve a high level of design excellence; and include a number of public benefits including:
  - The reservation of a 32-metre wide road corridor between Old Northern Road and Derriwong Road which to form the eastern end of a potential bypass of Round Corner village centre;
  - sewerage system upgrades in the immediate locality around the site enabling the removal of septic systems from the playground of the adjacent Dural Public School;
  - road widening to enable safer drop-off and pick-up of students at Dural Public School;
  - the dedication of local open space; and
  - the construction of a signalised traffic intersection on Old Northern Road.
20. The Proponent also considers that the Planning Proposal is consistent with the findings of the Dural Urban Capacity and Capability Assessment which should have informed the preparation of the Council's Local Strategic Planning Statement (**LSPS**). The Proponent considers that the Assessment identifies the Site as **suitable** for future urban development.

## 1.6 The Council's Position

21. As set out in paragraphs 3-5, in 2017 Council commissioned the Urban Capability and Capacity Assessment for the Dural locality in response to a number of rezoning requests around Dural including the subject Planning Proposal. The Assessment found that the Site had capacity and capability for urban development but was constrained by the need for major regional infrastructure provision.
22. Upon consideration of the Urban Capability and Capacity Assessment, Council resolved to discontinue progression of the Planning Proposal unless the Proponent could demonstrate the delivery of local and regional infrastructure at no cost to Council.
23. However, in 2019 Council resolved that the Planning Proposal should be submitted for Gateway assessment to determine State Government agency views on the merits of the proposal. Council considered that the Planning Proposal should proceed through Gateway given the contribution it would make to both regional and local infrastructure provision.
24. Specifically, Council supports the reservation of a 32-metre wide road corridor between Old Northern Road and Derriwong Road which would form the eastern end of a proposed bypass of Round Corner village centre. Council considers that the delivery of the reservation will provide impetus for the delivery of the bypass.
25. Council considers that State Government investment in regional roads in the Dural locality is already necessary to address existing issues. Therefore, Council finds that it may be appropriate for State Government to review its assumptions around the timing of infrastructure investment and the need to start securing a corridor for a future bypass, something which the Planning Proposal can offer.
26. Council also supports the local public benefits that the Planning proposal would deliver being local sewerage system upgrades which would enable the removal of septic systems from Dural Public School; road widening to enable safer drop-off and pick-up of students at Dural Public School; and the dedication of local open space.
27. The Department's Assessment summary of Council's Letter to the Department dated 1 July 2020 states:

*"Council was satisfied that on balance, the planning proposal has adequate strategic merit to progress to Gateway determination, noting the benefits of strengthening rural villages and ensuring that these areas grow with rural communities. Council identifies that the interface with agricultural development is a key matter for consideration and provides that a solution may be to investigate larger lots sizes on the periphery of the subject sites and along the Old Northern Road ridgeline."*

## 1.7 The Department's Position

28. The Department found that the Planning Proposal lacked strategic or site-specific merit, as it would not give effect to the District Plan, particularly as it relates to infrastructure, housing supply, choice and affordability, and management of rural areas.
29. In particular, the Planning Proposal is considered inconsistent with the objectives of the District Plan which clearly delineates the urban and rural areas of the region and identifies where significant urban growth should occur. Those areas contemplated for urban development and housing include existing urban areas and release areas within the Northwest Growth Area.
30. The Department also noted that this strategic approach is supported by Future Transport 2056 which enables the State to prioritise and align investment in transport with growth areas and planned precincts. The focus of the District Plan therefore is to ensure existing and identified urban investigation areas for future housing are aligned with transport expenditure.

31. The Department also noted that the Planning Proposal was located in the Metropolitan Rural Area (**MRA**) which discourages significant urban development. The District Plan does contemplate that rural villages could have some limited growth to ensure they thrive. The Department confirmed in its meeting with the Commission that background growth for rural villages in the MRA would be approximately 1.5% per annum and not at the scale envisaged in the Planning Proposal.
32. The Department found that the Planning Proposal did not adequately demonstrate that the Site lacked the potential to accommodate agricultural uses under its current zoning, and that the extension of urban areas in the location would not further conflict with or undermine agricultural uses and rural activities in the area.
33. The Department also found that the Planning Proposal is inconsistent with the Section 9.1 Directions issued by the Minister for Planning and Public Spaces. These included Directions 1.2 Rural Zones, 2.3 Heritage Conservation, 3.1 Residential Zones, 4.4 Planning for Bushfire Protection and 6.3 Site-Specific Provisions. The Department did however acknowledge that these inconsistencies could have been conditioned if the Planning Proposal had demonstrated strategic merit.
34. The Department identified some local benefits, including the sewerage system upgrades in the immediate locality, road widening to enable safer drop-off and pick-up of students at Dural Public School, and provision of local open space. However, the Department concluded that the Planning Proposal does not make a sufficient contribution toward improving State infrastructure, as the site in isolation cannot adequately secure the scale of improvement required in the road network to accommodate proposed development.

## 2 THE COMMISSION'S CONSIDERATION

### 2.1 The Commission's Meetings

35. As part of its review, the Commission met with representatives of key stakeholders as set out in Table 2. All meetings and the site inspection notes were made available on the Commission's website.

*Table 2 – Commission's Meetings*

Meeting	Date of Meeting	Transcript/Notes Available on
Site Inspection	11 August 2020	13 August 2020
Proponent	12 August 2020	19 August 2020
Council	12 August 2020	19 August 2020
Department	13 August 2020	19 August 2020

## 2.2 Material considered by the Commission

36. In this review, the Commission has carefully considered the following material (**material**):
- the Original Planning Proposal and associated attachments, dated 19 May 2016;
  - Urban Capability and Capacity Assessment of the Dural Locality (**Urban Capability and Capacity Assessment**) prepared for Council, dated 15 March 2019;
  - The Central City District Plan, dated 2018;
  - Council report and resolution, dated 26 March 2019;
  - the Hills Shire Council Local Planning Panel minutes and recommendation, dated 19 June 2019;
  - Council's report and resolution, dated 9 July 2019;
  - the Planning Proposal and accompanying cover letter submitted to the Department dated 26 July 2019;
  - the Department's Gateway determination and accompanying Gateway Report, dated 19 April 2020;
  - Council's Draft Housing Strategy, dated 22 October 2019;
  - Council's Rural Strategy, dated October 2019;
  - Council's Local Strategic Planning Statement (**LSPS**), dated 6 March 2020;
  - Derriwong & Old Northern Road, Dural, Bushfire Strategic Study, dated 28 May 2020;
  - The Proponent's Gateway review request cover letter and application form, dated 29 May 2020;
  - Council's letter to the Department regarding the Gateway Determination review request, dated 29 May 2020;
  - Council's letter to the Department with regard to the preparation of the Department's Gateway Review Justification Assessment, dated 1 July 2020;
  - the Department's Assessment, accompanying the Department's referral dated 3 August 2020;
  - Additional material submitted by the Proponent dated 17 June 2020;
  - Additional material submitted by the Department at the request of the Commission, dated 24 August 2020.

## 2.3 Strategic Merit

### *Planning for a City Supported by Infrastructure*

37. The Commission accepts the Department's view that the Planning Proposal is inconsistent with key strategic objectives outlined in both the District Plan and the LSPS. Whilst acknowledging that the Planning Proposal preceded these strategic plans, both the District Plan and the LSPS clearly delineate those areas contemplated for additional urban development being within the Northwest Growth Area and existing urban centres. The Commission also accepts that this strategic approach enables the State to prioritise and align investment in transport with growth areas and planned precincts.
38. The Commission notes that there is a point of contention in relation to the infrastructure capacity requirements between the Department, Proponent and Council. The Department advises that there are no current plans or funding to increase the surrounding State road network, and consequently, the Planning Proposal is therefore inconsistent with Priority C1 of the Central City District Plan: Planning for a City Supported by Infrastructure.
39. The Commission acknowledges that the Urban Capability and Capacity Assessment prepared for Council found that the investigation area (Dural) including the Site has physical capacity for limited urban development but is constrained by the need for regional infrastructure provision. This is inconsistent with the Proponents claim that the Urban Capability and Capacity Assessment found that the site was **suitable** for urban development as envisaged by the Planning Proposal.



40. However, the Commission agrees 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. This is also supported by Council which views the reservation of a 32-metre wide road corridor between Old Northern Road and Derriwong Road for its identified bypass of Round Corner village centre as a key reason for pursuing the Planning Proposal.
41. Both the Proponent and Council support the local and regional public benefits associated with the Planning Proposal, benefits which the Department acknowledges. The Commission considers that these public benefits are significant and generally offset and improve the Planning Proposal's impact on local and regional service infrastructure.

### *Managing Rural Areas*

42. The Commission acknowledges that the District Plan does not envisage that significant urban development occur in the MRA. The District Plan states in 'Priority C18: Better Managing Rural Areas' that:

*"Ongoing planning and management of rural towns and villages will need to respond to local demand for growth, the character of the town or village and the surrounding landscape and rural activities. Rural and bushland towns and villages will not play a role in meeting regional or district-scale demand for residential growth."*

43. In its meeting with the Commission, the Department confirmed that while rural villages like Dural require growth to enhance their vibrancy, this growth should be limited (1.5%) to ensure that the environmental, social and economic values of such rural villages are protected and enhanced.
44. Similarly, the Hills LSPS does not envisage urban development within the vicinity of Round Corner, or the Dural Neighbourhood Centre given the direction provided by the District Plan regarding the preservation of rural land within the MRA.
45. The Commission notes that this position is also reflected in Council's Draft Housing Strategy 2019 which states:

*"The projected number of new dwellings exceeds the targets established for the Shire in the Central City District Plan. We do not intend to accelerate or rezone additional land for residential uses above what is either currently zoned or strategically identified, unless exemplary development and community outcomes can be achieved."*

46. The Commission also notes that the HLEP lists the objectives of the RU6 Transition Zone as:
  - To protect and maintain land that provides a transition between rural and other land uses of varying intensities or environmental sensitivities.
  - To minimise conflict between land uses within this zone and land uses within adjoining zones.
  - To encourage innovative and sustainable tourist development, sustainable agriculture and the provision of farm produce directly to the public.
47. Based on the above, the Commission accepts that rural towns such as Dural are not intended to support regional or district-scale demand for residential growth, and that any future residential development should maintain or enhance the rural character of Dural and the Metropolitan Rural Area.

### *Providing Housing, Choice and Affordability, with Access to Jobs and Services*

48. The Commission notes that the Planning Proposal is located between two existing villages which would provide some access to jobs and services. The Site, particularly 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.

49. It can be argued that the Planning Proposal is consistent with Priority 5 of the District Plan, *Providing housing supply, choice and affordability, with access to jobs and services*. The priority aims to provide greater housing supply and diversity and affordability through well designed, well located housing and a variety of housing stock to suit all stages of life. Despite not being identified in the Hills Draft Housing Strategy 2019 for residential uses, the Commission considers that there is merit in investigating its inclusion in a future Council housing strategy, particularly the Northern Site. This is discussed in more detail in paragraphs 50, 55, 70 & 71 below.

### Conclusion

50. The Commission notes that one of the Department's core functions is to implement the District Plans and ensure that local strategic planning statements are generally consistent. Consequently, the Commission accepts that given the strategic context of the Planning Proposal, the Department's Gateway Determination that the Planning Proposal lacks strategic merit was the right decision. While the Commission accepts that at this stage the Planning Proposal should not proceed, it does consider that the merits of including the Northern Site in a future housing strategy warrants investigation. This is discussed further below.

## 2.4 Site Specific Merit

### Social

51. A key reason for Council supporting the Planning Proposal relates to the dedication of the road corridor for the Round Corner bypass. The bypass would result in taking a significant amount of traffic away from the Round Corner village centre. This would likewise improve east-west movement within the region and result in positive social outcomes for Dural in general. The Commission also acknowledges the difficulty that councils have in getting traction with regional infrastructure such as the Round Corner bypass.
52. The sewerage system upgrade proposed in the immediate locality of the Site would also address a service capacity issue identified by the Urban Capability and Capacity Report. Dural Public School would benefit from this upgrade with the removal of septic systems beneath the playground.
53. Road widening to facilitate the potential bypass would also deliver an improved pick-up / drop-off area for Dural Public School, enabling parents to make safer turns in and out.
54. The Planning Proposal includes a section of the Northern Site to be dedicated as open space to Council. The Commission views this as important community infrastructure for the proposed development.
55. The Commission considers that the delivery of these public benefits would result in positive social and economic outcomes and further support the case that the Site, in particular the Northern Site, should be investigated for inclusion in a future Council housing strategy.

### Section 9.1 Directions

56. At the Commission's meeting with the Department, the Department cited the Section 9.1 inconsistencies as a further reason for declining to progress the Planning Proposal. The Department also stated that the inconsistencies may not be insurmountable and that they could potentially be addressed if the Planning Proposal had not lacked strategic merit.
57. The Commission acknowledges the Proponent's view that while departing from Section 9.1 Directions, the Planning Proposal is justifiable in the circumstances of the case and in accordance with the objectives and actions contained within the District Plan.
58. The Commission agrees that the inconsistencies 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.

### *Agricultural Viability*

59. The Commission acknowledges the Department's view that an insufficient amount of evidence was provided to show that the agricultural use of the land was ceased due to locational constraints or otherwise.
60. However, the Commission has formed the view, based on its Site Inspection and desktop analysis, that the Site's proximity to the village centres of Round Corner and Dural, other urban land uses, the Site's proximity to the Old Northern Road, and the size of allotments limit the agricultural potential of the land.
61. The Commission also notes the Proponent's view that more intensive agricultural uses aren't present in the immediate locality and that the Planning Proposal would not negatively impact sensitive land uses any more than the existing urban land uses south of the Site.
62. The Commission concludes, especially given the proliferation of multiple land-uses along the 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.

### *Views and Vistas*

63. The Commission acknowledges the landscape value of the Site with vistas looking towards the Blue Mountains. The Proponent has advised that due to the downward slope of the land towards the vista and through the strategic subdivision of larger lots and height control, the views and vistas can be maintained along Old Northern Road.
64. The Commission agrees 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.

### *Local Road Network*

65. The Commission acknowledges the data provided to the Department prepared by AECOM and referenced in the Proponent's Gateway review request which identifies 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.
66. The Commission also acknowledges the findings of the Urban Capability and Capacity Assessment, which identified the road network within the broader study area to be operating over capacity with the potential for further traffic generation as regional growth centres are developed. The Commission accepts however that this related to broad urban growth around Dural and not just the current Site.
67. The Commission accepts that the benefits and opportunities for enhancing network capacity provided by the Planning Proposal, particularly the Northern Site, specifically, the bypass reservation, the road widening, and improved drop off / pick up areas for Dural Public School warrant further investigation.

### 3 CONCLUSION: THE COMMISSION'S ADVICE

68. The Commission has undertaken a review of the Gateway determination as requested by the Department and provides the following advice on whether the Planning Proposal should proceed past Gateway.
69. Based on its consideration of the Material, the Commission finds that the Planning Proposal does not have strategic merit at this stage as:
- It is inconsistent with the locational housing objectives of State, regional and local strategic plans given it is not located in an area clearly delineated for additional urban development; and
  - It is inconsistent with the rural management objectives of State, regional and local strategic plans and environmental planning instruments which aim to maintain the rural character of the MRA and the rural areas of Dural by allowing limited residential growth around rural villages.
70. However, the Commission finds that the proposal has considerable site-specific merit, particularly the Northern Site as:
- It would secure a key contribution to Council's Round Corner bypass;
  - It would provide a number of key economic and social improvements by delivering local infrastructure improvements benefiting 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 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 view and vista impacts particularly on the Northern Site 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.
71. Accordingly, the Commission recommends that the Planning Proposal should not proceed past Gateway.
72. The Commission accepts that a Planning Proposal must demonstrate strategic merit before site specific merit warrants serious consideration. However, given the benefits associated with the Planning Proposal, the Commission recommends that the Site, in particular the Northern Site, be seriously considered for urban development and inclusion in the Central City District Plan when it is reviewed and updated in 2023, and that any subsequent update of Council's Local Strategic Planning Statement and Council's Housing Strategy reflect this position.



**Chris Wilson (Chair)**

Member of the Commission



**Soo-Tee Cheong**

Member of the Commission