

Angela Hynes

From: Angela Hynes
Sent: Monday, 24 August 2020 4:23 PM
To: Angela Hynes
Subject: Dot points re Derriwong Road PP as requested

From: Cheramie Marsden [REDACTED]
Sent: Thursday, 17 October 2019 4:42 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Dot points re Derriwong Road PP as requested

As requested Gina – below are some dot points in relation to the PP for 618-626 Old Northern Road and 21-27 Derriwong Road Dural. Colin has not had the opportunity to have his input on the below but I know you were after this for this afternoon.

- The Federal Government has announced a (capped) \$10 million contribution to fund a major business case to investigate the potential to upgrade New Line Road to a four lane divided carriageway, with the NSW Government matching the \$10 million for the planning phase https://investment.infrastructure.gov.au/projects/ProjectDetails.aspx?Project_id=101262-19NSW-MRD. The focus is on the southern end (Cherrybrook) – not into Dural. Depending on the release of funds – concept design and final business case is roughly a three year timeframe.
- RMS has recently reviewed The Hills draft LSPS – and we note that Planning Priorities 4 and 7 particularly relate to the proposal given its location outside the Urban Growth Boundary and within the Metropolitan Rural Area – specifically: “Given the significant amount of existing zoned land and land identified for re-zoning for residential development, there is no identified need to convert employment, industrial, rural or environmental zoned land for residential uses. Implementation of an urban growth boundary will assist in limiting development to the existing urban area, and ensure the productive capacity and scenic characteristics of our rural area are protected” (p45)
- At the Health Check review for The Hills with the GSC, they highlighted that no residential rezonings would be considered outside the Urban Growth Boundary, and that the boundary itself in the District Plan should only be reviewed when the District Plan review occurs (e.g. 3 years time) – therefore the GSCs views should be sought.
- The strategic merit test must be met in relation to consistency with relevant strategic plans, s9.1 directions, relevant council strategies (including the draft LSPS)
- The issue of precedence resulting in additional similar rezonings and cumulative impacts needs careful consideration in the context of the above in terms of the location and proposed zoning change of the proposal.
- The Interim Guideline on Development near rail corridors and busy roads discusses sensitive land uses and busy roads – noting schools specifically should be sited to avoid noise and air quality impacts of busy roads.

I hope this assists.

Happy to discuss.

Kind regards

CHeramie