



1 July 2020

Catherine Van Laeren
Acting Executive Director,
Central River City and Western Parkland City
Greater Sydney, Place and Infrastructure
Department of Planning Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Our Ref: 23/2016/PLP
Your Ref: PP_2019_THILL_005_00

Dear Ms Van Laeren,

REVIEW OF GATEWAY DETERMINATION – DERRIWONG ROAD AND OLD NORTHERN ROAD, DURAL (23/2016/PLP)

I refer to recent correspondence from the Department of Planning, Industry and Environment which requests comments on a Gateway Review Request for the planning proposal applying to land at Derriwong Road and Old Northern Road, Dural.

This planning proposal seeks to amend The Hills Local Environmental Plan 2019 to facilitate a 181-lot residential subdivision. The matter was considered by Council on 9 July 2019 and a copy of the Report and Resolution are attached for your information (see Attachment 1).

The Department of Planning, Industry and Environment's Gateway Determination of 19 April 2020 determined that the proposal should not proceed for the following reasons:

- The proposal is inconsistent with the strategic planning framework, specifically the Central City District Plan in relation to protecting the Metropolitan Rural Area and minimising land use conflicts;
- There are unresolved inconsistencies with applicable Ministerial Directions;
- There are no plans or funding to increase capacity on the surrounding road network to facilitate the proposal. While there are some local benefits, the proposal makes an insufficient contribution toward improving State infrastructure as the site in isolation cannot adequately secure the scale of improvement required in the road network; and
- The proposal does not adequately demonstrate that the site has no potential to accommodate agricultural uses under its current zoning and or that land use conflict will not arise as a result.

Please be advised that Council has previously written to the Department with respect to this matter on 29 May 2020. This previous correspondence (Attachment 2) should be considered as part of Council's response to the Gateway Review Request, along with the following additional comments.

(a) Strategic Planning Framework

The strategic planning framework and applicable plans and policies (including the Greater Sydney Region Plan, Central City District Plan, Section 9.1 Ministerial Directions and Council's Local Strategic Planning Statement) articulate the importance of retaining rural land for productive agricultural purposes. The strategic planning framework also outlines the benefits of strengthening rural villages and ensuring that these areas grow with the rural communities.

The planning proposal provides for an expansion of Round Corner and enables a small amount of development to occur surrounding Dural Public School, close to the Dural neighbourhood village. The Proponent has submitted that the site has minimal capacity to accommodate agricultural uses, along with residential market analysis which identifies that the proposed development would be consistent with market trends and demand.

In considering the proposal strategically, the Council was satisfied that on balance, the proposal was an acceptable outcome with adequate strategic merit to progress to Gateway Determination, especially noting the ability for the proposal to contribute to the resolution of local and regional infrastructure issues (sewer at Dural Public School and reservation of part of a future arterial bypass road connection from Annangrove Road to Old Northern Road and New Line Road).

In relation to the sensitive interface with agricultural development, this matter was also considered by Council and the Section 3.34 Planning Proposal Report highlighted the need for further investigation with respect to larger lot sizes (in the order of 1,000m² to 2,000m² as a minimum) on the periphery of the subject sites and along the Old Northern Road ridgeline. Larger minimum lot sizes at these key locations would result in the retention of more vegetation, better integration into the surrounding rural character and a reduction of density and bulk along the ridgeline. Larger lots at the periphery of the development transitioning into the existing rural area would also reinforce the boundary of the centres (and the proposal).

It is acknowledged that the interface with agricultural development is a key matter for consideration however it was not deemed by Council to be a reason for not proceeding with the proposal, but rather, a matter which could be addressed further throughout the Gateway process.

(b) Alignment of Infrastructure with Growth

The Dural Urban Capacity and Capability Assessment (see Attachments 3 and 4) found that the current regional road network for east-west vehicle movement between the growing North West Growth Centre and the localities of Pennant Hills and Hornsby was at capacity in the Dural locality. Further delays are expected as planned development continues within the North West Growth Centre, unless upgrade works are undertaken to cater for increased demand.

The 2019/2020 Federal Budget allocated \$10 million towards a business case that would investigate the upgrade of New Line Road to a four lane divided carriageway. It is understood that the Australian Government's investment is expected to be on a 50/50 basis with the State Government. This indicates some movement at a Federal level towards securing the necessary upgrades to New Line Road and the preparation of a business case for the upgrade of this regional road is supported. Council has consistently advocated for regional traffic upgrades in the Dural locality and will continue to do so in accordance with the actions of The Hills Future 2036 Local Strategic Planning Statement.

Council has also consistently advocated for the reclassification of Annangrove Road from a sub-arterial road to an arterial road (transferring ownership to the State Government) and further exploration of a new arterial road link from Annangrove Road to Old Northern Road that

bypasses Round Corner. This would reduce congestion at Round Corner and improve the broader regional road network.

Government investment in regional roads at this location is already necessary to address existing issues and account for future growth that is yet to occur within the North West Growth Centre. Accordingly, it may be appropriate for State Government to review its assumptions around the timing of infrastructure investment in this area and carefully consider the need to start securing a corridor for a future bypass road.

The planning proposal and public benefit offer includes the opportunity to reserve a 32 metre wide road corridor on the southern boundary of Dural Public School, which could form part of a potential bypass road.

(c) Planning Proposal Package and Additional Information

It is noted that the Proponent has submitted additional information to the Department in support of the planning proposal at the Gateway Assessment stage. This includes *'Appendix C Material Submitted during Gateway Assessment'* and *'Appendix D Bushfire Strategic Study'*. This information did not form part of the original proposal considered by Council at its meeting of 9 July 2019 and has not been considered by Council.

Thank you for providing Council with an opportunity to comment on the proponent's Gateway Review Request. Should you have any queries or wish to discuss this matter further, please contact Nicholas Carlton, Manager Forward Planning on [REDACTED]

Yours sincerely



Nicholas Carlton
MANAGER – FORWARD PLANNING

Attachment 1: Council Report and Resolution, 9 July 2019

Attachment 2: Council Letter to Department of Planning, Industry and Environment, 29 May 2020

Attachment 3: Urban Capability and Capacity Assessment of the Dural Locality, 15 March 2019

Attachment 4: Council Report and Resolution, 26 March 2019

Attachment 5: Gateway Determination, 19 April 2020