



**Transport
for NSW**

22 June 2020

TfNSW Reference: SYD20/00620/01

Council Reference: S12120 / 2020/061207

Mr Peter Conroy
General Manager
Hawkesbury City Council
366 George Street
Windsor NSW 2756

Attention: Colleen Haron and Andrew Kearns – Strategic Planning

Dear Mr Conroy,

**PLANNING PROPOSAL TO AMEND THE MINIMUM LOT SIZE - 2 INVERARY DRIVE
KURMOND**

Transport for NSW (TfNSW) advises that legislation to bring Roads and Maritime Services and TfNSW together as one organisation came into effect on 1 December 2019 so we can deliver more integrated transport services across modes and better outcomes to customers and communities across NSW.

We appreciate the opportunity to comment on the above proposal which Council referred to us by correspondence dated 26 May 2020, and advise that this letter represents the views of the new TfNSW organisation.

It is noted that the planning proposal seeks to amend planning controls within Hawkesbury Local Environmental Plan 2012 (HLEP 2012) for the subject site, to facilitate large lot residential development. This entails a change to the Minimum Lot Size Development Standard from 10 hectares to 2,000m² and a further lot of 2 hectares relating to the riparian corridor within the RU1 Primary Production zone.

TfNSW provides advisory comments at **TAB A** for Council's consideration.

Thank you for the opportunity to provide advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, Amanda Broderick would be pleased to take your call on phone 8849 2391 or email: development.sydney@transport.nsw.gov.au

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Cheramie Marsden'.

Cheramie Marsden
Senior Manager Strategic Land Use
Land Use, Networks & Development, Greater Sydney

Transport for NSW

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TAB A: Detailed Comments

TfNSW provides the following advisory comments for Council's consideration:

Site Specific Development Control Plan (DCP)

The Planning Proposal seeks to gain access to Bells Line of Road via the neighbouring property 396 Bells Line of Road, which was approved under DA 0332/16. The access point was designed to facilitate the development at both 396 Bells Line of Road and 2 Inverary Drive, Kurmond with a total of 62 vehicle movements being accounted for. As such TfNSW has no objections to the vehicle access point for this proposed development, however, we do note that the cumulative impacts of growth in the area could have potential safety impacts particularly on the right turn movement from the site heading westbound towards the Kurmond town centre. No additional site access is proposed as a part of this planning proposal with all access being to the classified road network.

Additional right turn movements from the minor road to Bells Line of Road, combined with growth in through traffic on Bells Line of Road, is likely to result in increasing delays for motorists attempting to make a right turn out from the subdivision, which can lead to high risk gap acceptance and associated safety risks.

Noting the growing number of planning proposals of this nature, and the probability that adjoining properties may seek similar amendments to the LEP for residential subdivisions, in this instance a site specific DCP is recommended for Council's consideration to identify and future proof an alternate local road connection to Slopes Road or Silks Road via adjoining properties. The provision of a Right of Carriageway in favour of the adjoining allotments (Lot 6 DP3598 and Lot 24 DP DP3598) could be considered in future DA subdivision plans which could ultimately be reciprocated to connect the subject site to the local road network if these adjoining allotments were to be redeveloped in future.

This would then allow for the right turn out at Bells Line of Road to be restricted in the future should this become a significant road safety concern.

Further to the above, as the access intersection is designed for a maximum of 62 residential properties it is recommended Council considers a site specific clause in the LEP to limit the number of residences that can be developed on the subject site.

Future Access Strategy

TfNSW recommends that that Council develop a future access strategy for the Kurmond area which could be included as a 'local road network' in the DCP to ensure the provision of future local road connections to Kurmond Road, Silks Road and Slopes Road for future development as the area grows.

TfNSW has previously recommended this strategy to ensure a cohesive approach to future small lot subdivision applications and reduce the need for additional connections to the classified road network. This would result in longer term network safety and efficiency benefits by providing a rationalised hierarchy of streets, with controlled access points to Bells Line of Road in appropriate locations, and with better connectivity (including for pedestrians and cyclists).

It is also in keeping with the point raised by the Sydney Western City Planning Panel in February 2018 which was that the ordered provision and improvement of infrastructure that may be needed to support the intensification of development within the investigation area should be considered when its extent of future development is determined, noting the broader land use planning for the area needs to occur and inform this approach.

Contributions to Local Infrastructure

Council may wish to consider the need for a funding mechanism (e.g. S.7.11 Local Contribution Plan) to obtain equitable developer contributions towards the local and regional road network to support growth in Kurmond and the Hawkesbury LGA as envisaged in Hawkesbury Community Strategic Plan 2013-2032 and the Hawkesbury Residential Land Strategy 2011.