

9 March 2016

Roads and Maritime Reference: SYD16/00280 (A11986015)  
Council Ref: LEP006/14

General Manager  
Hawkesbury City Council  
PO Box 146  
WINDSOR NSW 2756

Attention: Karu Wijayasinghe

Dear Sir/Madam,

**PLANNING PROPOSAL — 631 BELLS LINE OF ROAD, KURRAJONG, AMENDMENT TO HAWKESBURY LEP 2012**

Reference is made to Council's letter dated 18 February 2016, regarding the abovementioned planning proposal which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Section 56 of the *Environmental Planning and Assessment Act, 1979*.

Roads and Maritime has reviewed the information provided and has concerns with the cumulative impacts of the growing number of site specific planning proposals for rural residential developments in the subject locality, in the absence of a comprehensive traffic study to holistically assess the implications. In particular, Roads and Maritime raises concern with regard to the impacts at the intersections on Bells Line of Road. While the site specific planning proposals and subsequent subdivisions may not warrant road infrastructure upgrades when considered in isolation, the cumulative impacts of this development traffic over time can be substantial and require significant upgrades.

Roads and Maritime understands that Council is undertaking a broader investigation of the impacts of the Kurrajong and Kurmond Residential Development Investigation Area (Large Lot Residential), aimed at identifying future residential development yields and holistically investigating the impacts of the future growth in the area and infrastructure needs. Roads and Maritime would recommend that this investigation includes a Traffic Study to investigate impacts to the surrounding road network and individual intersections that are likely to be adversely impacted by the increase in traffic from these planning proposals. It is recommended that the subject planning proposal is placed on hold pending the completion of the broader investigations and development of associated developer contribution/funding mechanisms.

Roads and Maritime would be willing to provide advice and assistance to Council where possible in the development of the study and developer funding mechanism/s that would provide opportunity to collect contributions to fund local and State transport infrastructure improvements in the vicinity (Section 94/94A and/or VPAs or other agreements).

Notwithstanding the above, if Council supports the planning proposal proceeding in its current form (in isolation), Roads and Maritime would raise **no objection** to the planning proposal. Detailed comments are provided at **Attachment A** for Council's consideration.

If you have any questions in relation to the above matters, please contact the nominated Land Use Planner, Rachel Nicholson on phone 8849 2702 or [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

Yours sincerely,



Greg Flynn

**Manager Strategic Land Use  
Network and Safety Section**

## Attachment A – Detailed Comments

1. Roads and Maritime would raise no objection to the planning proposal on property grounds; however, the site is affected by a road proposal as shown in pink colour on the attached plan. Any future/proposed subdivision layout should show this land affected by road proposal as a separate lot.
2. It is noted that the planning proposal includes a concept plan for a future 10 lot subdivision, although it is noted that with the proposed minimum lot size of 4,000m<sup>2</sup>, up to approximately 30 lots could be developed out of the 12.55ha site. Any traffic impact study prepared for the Kurrajong and Kurmond Investigation Area should be based on the maximum yield. Assuming lower/low end yields may underestimate the potential traffic impacts.
3. As Council would be aware, Roads and Maritime's current access strategy is to limit conflict points on classified roads wherever possible. A condition on any future subdivision application for the site would be that direct vehicular access to Bells Line of Road is denied and the existing access closed, with vehicular access for subdivided lots to be obtained from the local roads. Roads and Maritime requests that site specific development controls are included in a Development Control Plan for the subject site to ensure that the future subdivision and access road layout provides all vehicular access to the site via the available local roads (Mason Lane/Old Bells Line of Road).
4. Further to the above, Roads and Maritime strongly supports development which will reduce car dependency and increase use of sustainable modes of travel including the use of buses, bicycles and walking. It is therefore recommended that the planning proposal supports, to the greatest extent possible, the aims and objectives of NSW *Long Term Transport Master Plan* and supporting modal plans; *Sydney's Cycling Future*, *Sydney's Walking Future*, and *Sydney's Bus Future*.

