

19 July 2017



Modification Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Natasha Harras

Additional Response
S75w Modification Application – MP07-0147 (MOD 4)
Relating to North Cooranbong Concept Approval

Dear Natasha,

Reference is made to Johnson Property Group's (JPG's) s75w application (MOD 4) seeking modification of the North Cooranbong Concept Plan (MP07-0147) to include a local road connection (adding the relevant land into the concept plan) to replace a local road connection shown over land not covered by the concept plan (as generally documented in ADW Johnson Environmental Assessment Report dated October 2016).

The Department (DPE) has discussed the connectivity, permeability and traffic considerations for future residents in the southern area of the urban release area and identified that providing only one road connection to Lot 2 DP 825266 (Dabson) in the concept plan (as proposed by Mod 4) would unlikely be acceptable on those grounds.

Noting this, JPG are of the view that a second road connection to the north of Lot 2 would be appropriate to achieve the urban structure connectivity outcomes sought by DPE. That can provide a linkage for future residents of Lot 2 (Dabson) onto the road that directly connects to the urban release area key activity nodes (being the local centre, the school site and the primary community and recreation facilities) located further to the north-west. Connectivity for future residents of Lot 2 (Dabson) southwards to link to Freemans Drive, Cooranbong and beyond, is satisfied by connection to Alton Road (as maintained in the Concept Plan). A third road connection southwards from Lot 2 (Dabson) is not required to achieve urban structure connectivity outcomes.

Additionally, JPG are of the view that the future residents of their southern lands (Twine and Thomson) are provided appropriate urban structure connectivity southwards, and also to the north-west to the key activity nodes (local centre, school site and primary community and recreation facilities) via the new road link, and do not need to rely on an additional link directly northwards to Lot 2 (Dabson). Internal roads and layouts of Twine and Thomson are intended to connect to the new road link.

A connectivity sketch (overlaid on the concept plan proposal) is provided overpage as **Figure 1**, to illustrate this.

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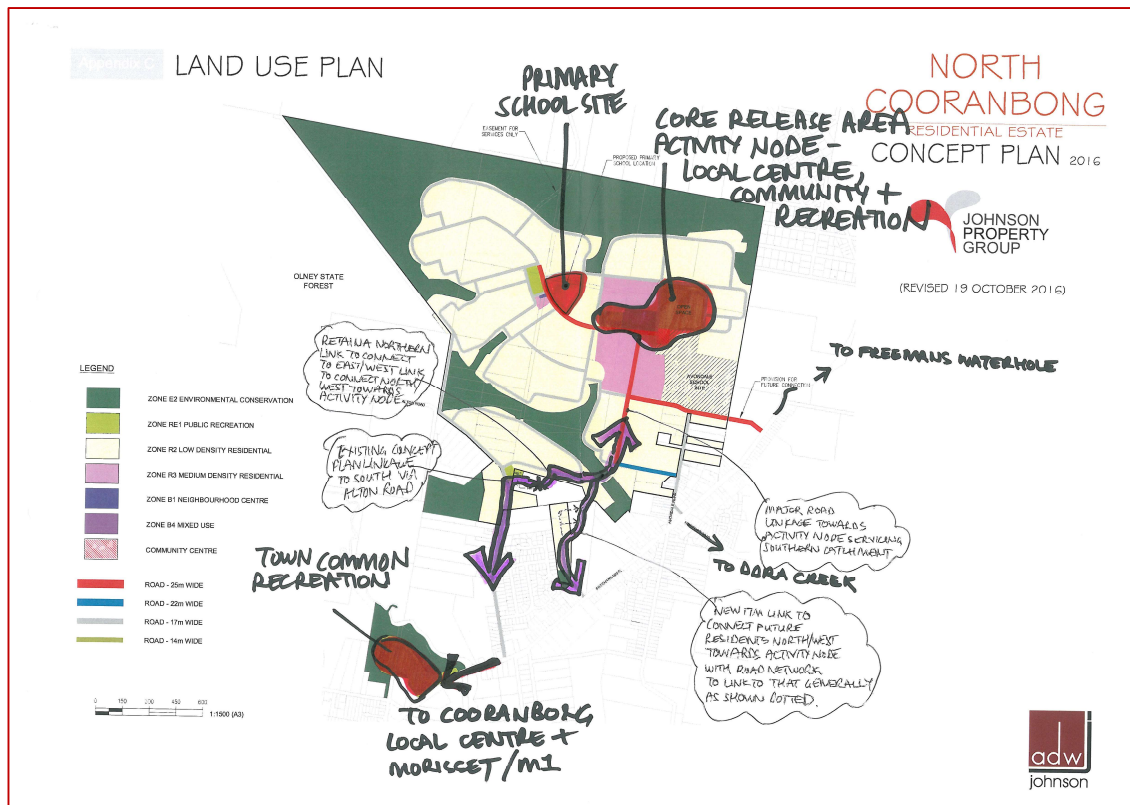


Figure 1 Broad Urban Structure Connectivity (with second road connection to north of Dabson)

The 17m wide roads that provide the connectivity referenced above (and which exclude any roads within the Dabson Lot 2 that are not bound by the concept approval or to be 17m wide) include 2.5m wide shared footpath/cycleways (refer those relevant to this consideration as marked in Figure 2 below). These paths connect future residents to parks and activity nodes internal to the urban release area (URA).



Figure 2 Pedestrian Connectivity

The future residents of the southern JPG lands (Twine/Thomson) can access the local park south via that road network, without the need to connect north through Lot 2 (Dabson). Figure 3 provides approximate travel distance for that connectivity (from the most distant future residents in the south) and some travel distances in other parts of the URA (that have received development consent). This reveals that the travel distances are comparable to those approved elsewhere in the URA and therefore should readily be acceptable from an urban structure and connectivity perspective.

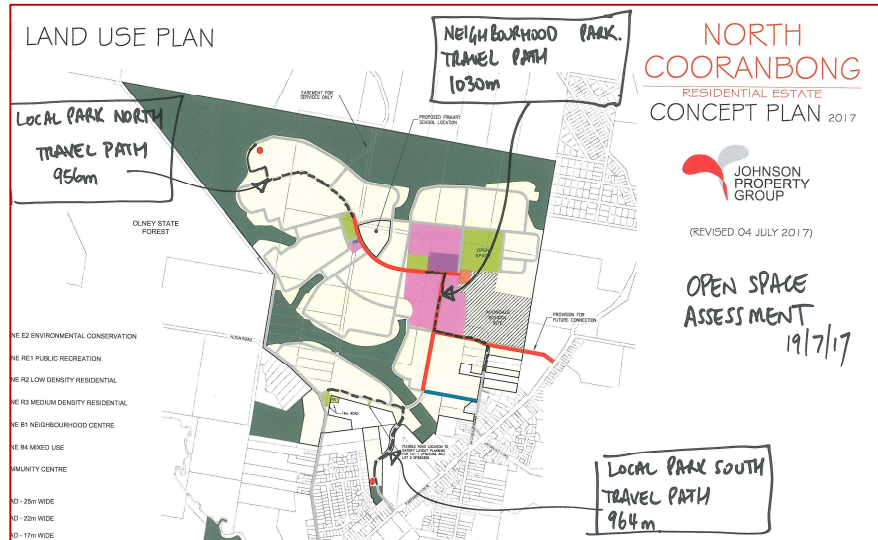


Figure 3 Travel Distance Comparison to parks in URA

The suitability of the proposed connecting road link (through Thomson land) has been demonstrated. There is no overriding traffic or URA urban structure reason that would justify the provision of a complete second connecting road link (to north and south of Dabson), as outlined above. It is considered that the amenity of future residents of Dabson (Lot 2) is improved by not having a complete connecting link north/south through their land, as there is a risk that this could become a sub-standard 'rat run'.

JPG accepts that there is adequate justification however for a road link to be provided to the north of Dabson land to achieve two purposes, firstly, to improve connection of future residents of Dabson land through to the north-west and the main activity nodes of the URA, and as a consequence, to enable future residents of a Dabson development to have two connection points to the wider area. This second connection achieves the outcomes identified by the Department relating to urban structure, connectivity and traffic at concept plan level. JPG would accept a condition requiring the concept plan to make provision for a road to the northern boundary of Lot 2 (Dabson). Ideally, any such condition should provide for flexibility in the specific final location along the common boundary to satisfy layout planning by both parties.

Should you wish to discuss the contents of this correspondence please do not hesitate to contact me on 0408 991 888 or email bryang@johnsonpropertygroup.com.au.

Yours sincerely
Johnson Property Group

Bryan Garland
Development Director