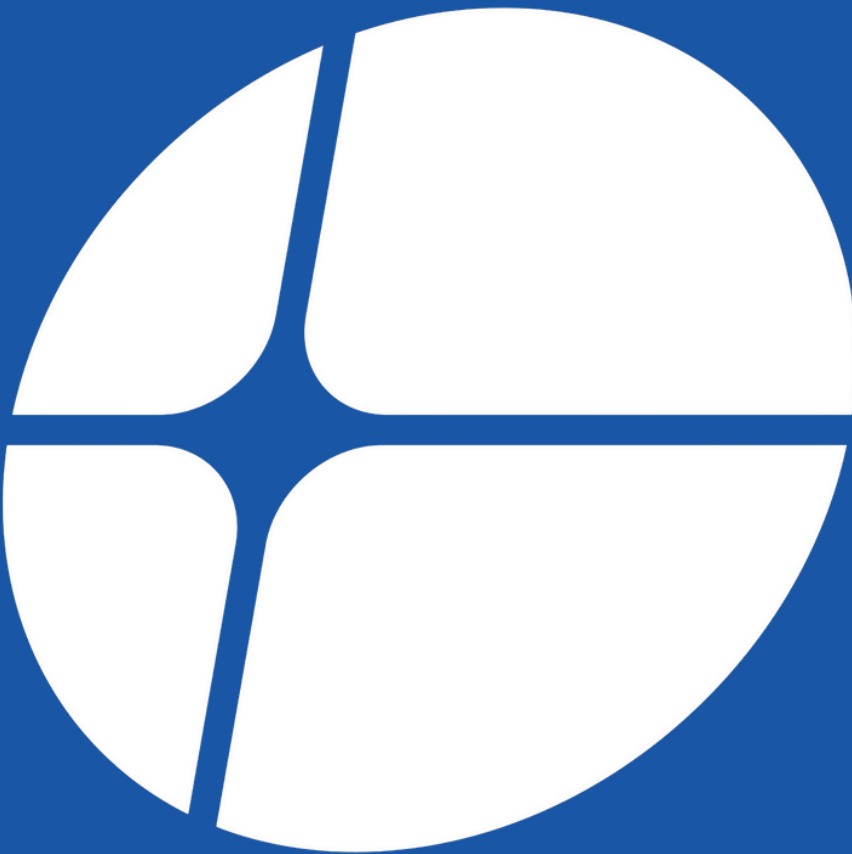


Planning Proposal

Dural Health Hub

675-685 Old Northern Road, Dural

Amendment to *Hornsby Local Environmental Plan 2013*



Prepared for JMJ Properties & Projects Pty Ltd

Submitted to Hornsby Shire Council

November 2025

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Abbreviations

Applicant	JMJ Properties & Projects Pty Ltd
APU	Additional Permitted Use
BC Act	<i>Biodiversity Conservation Act 2016</i>
BOS	Biodiversity Offsets Scheme
CBD	Central Business District
CEEC	Critically Endangered Ecological Community
CMP	Conservation Management Plan
Council	Hornsby Shire Council
DA	Development Application
DP	Deposited Plan
DPHI	Department of Planning, Housing and Infrastructure
EA	Economic Assessment
ECA	Ecological Constraints Assessment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPI	Environmental Planning Instrument
FSR	Floor Space Ratio
GFA	Gross Floor Area
HDCP 2024	<i>Hornsby Development Control Plan 2024</i>
HLEP 2013	<i>Hornsby Local Environmental Plan 2013</i>
HSF	Health Services Facility
LEP	Local Environmental Plan
LGA	Local Government Area
LoS	Level of Service
PCA	Preliminary Contamination Assessment
PTA	Preliminary Tree Assessment
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
Site	675 - 677, 679 - 681 and 683 - 685 Old Northern Road, Dural
TIA	Transport Impact Assessment
TfNSW	Transport for New South Wales
UDR	Urban Design Report
VPA	Voluntary Planning Agreement

Executive Summary

This Planning Proposal has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of *JMJ Properties & Projects Pty Ltd* (the Applicant), to support amendments to the *Hornsby Local Environmental Plan 2013* (HLEP 2013). The Planning Proposal relates to the land at 675 - 677, 679 - 681 and 683 - 685 Old Northern Road, Dural (site) in the Hornsby Shire Local Government Area (LGA).

The primary objective of the Planning Proposal is to enable a future development application (DA) for a *Health Services Facility* (HSF) on the site. Specifically, the Planning Proposal seeks to:

- amend Schedule 1 of the HLEP 2013 to include HSF as an Additional Permitted Use (APU) on the site
- introduce a new local provision in Part 6 of the HLEP 2013 to allow development consent for a HSF with a maximum building height of 15 metres (m) on the site

The future HSF, known as Dural Health Hub, will accommodate a mix of specialist and health services consistent with the land use definition under the HLEP 2013. Amending the HLEP 2013 to permit a HSF will facilitate the provision of essential services for the local community in accordance with State and local strategic planning objectives.

The site

The site encompasses a total area of approximately 5,186.7m² with a frontage of approximately 75m to Old Northern Road.

The site is located on the eastern side of Old Northern Road, approximately 120 metres south of the intersection with Kenthurst Road. Old Northern Road forms the LGA boundary with The Hills Shire LGA, located on the western side of this road.

The site is located approximately 6km north of Parramatta CBD, 7.5km west of Hornsby CBD and 35km northwest of Sydney CBD.

The site is not identified as having any items of heritage significance; however, adjoins a local heritage item (No. 347) pursuant to Schedule 5 of the HLEP 2013 to the south-west at 671–673 Old Northern Road, Dural.

The site is located within 6.1km of Castle Hill Metro Station. The site currently comprises low-density, freestanding residential dwellings on the site. Key points to note regarding the surroundings of the site include:

- existing Round Corner Town Centre is to the north.
- the Round Corner Expansion Site is immediately west of the site.
- seniors living, including the Thompson's Health Care's Dural House adjacent to the northeast.

Neither the site nor any land in its immediate vicinity is used for rural purposes, including agricultural land uses. Rather, the site is immediately adjacent to the Round Corner Town Centre, which is undergoing a significant transition and is now characterised by a range of urban uses and higher density built form.

Planning Proposal

The primary objective of the Planning Proposal is to enable a future DA for a HSF on the site. Specifically, the Planning Proposal seeks to:

- amend Schedule 1 of the HLEP 2013 to include HSF as an APU on the site
- introduce a new local provision in Part 6 of the HLEP 2013 to allow development consent for a HSF with a maximum building height of 15m on the site

For clarity, it is intended that the proposed height will not be applicable to any other land use on the site. Additionally, no changes are proposed to the existing RU2 Rural Landscape or SP2 Infrastructure zonings of the site.

Although the HSF definition is broad and can encompass a range of sub-uses, an Indicative Concept Design Option has been prepared by Cox Architecture (Appendix 1) to demonstrate one possible layout, land use arrangement, and built form to demonstrate how such a facility could be appropriately delivered on the site.

Strategic context

The Planning Proposal largely responds to a change in key government priorities and policies, including:

- Transport for NSW's (TfNSW) *Future Transport Strategy Towards 2061 (September 2022) (Future Transport Strategy)*, which advocates for 15-minute neighbourhoods providing day to day needs, including health services, locally
- NSW Health's *Future Health Report: Guiding the next decade of care in NSW 2022-2032 (Future Health Report)*, which advocates for the decentralising of health services away from the traditional hospital settings.

The Planning Proposal will facilitate the delivery of essential medical services to Greater Sydney's northern region, an area currently underserved and reliant on facilities in the that are located over 5km away from the site.

Additionally, the Planning Proposal has been prepared in consideration of the following strategic plans and policies prepared by the NSW State government and Hornsby Shire Council (Council):

- *Greater Sydney Region Plan – A Metropolis of Three Cities*
- *North City District Plan*
- *Hornsby Shire Local Strategic Planning Statement (LSPS) (2020)*
- *Hornsby Community Strategic Plan 2018-2029*
- *Hornsby Employment Lands Study*
- *Hornsby Rural Lands Strategy (2020)*
- *The Hills Shire LSPS (2020)*

The Planning Proposal demonstrates consistency with the relevant objectives and actions set out in the above-listed strategic plans and policies, particularly, the *Future Health Report* and the Committee for Sydney's *Raising Sydney's Care Factor Report* (October 2025), which both identify the urgent need for community-based health infrastructure and distributed care models to serve Sydney's ageing population. It is noted that Dural and The Hills region are among the fastest-ageing areas in Greater Sydney, with significant shortfalls in accessible outpatient and preventative health services. The Dural Health Hub directly addresses this need and provides 300 ongoing jobs strengthening the Round Corner Town Centre.

The Planning Proposal demonstrates consistency with the relevant objectives and actions set out above in the listed strategic plans and policies, and the Committee for *Raising Sydney's Care Factor Report*.

The strategic justification for the Planning Proposal and detailed consideration of the above-listed strategic plans and policies are discussed in Section 5.3.

Statutory context

The Planning Proposal has been prepared in accordance with the requirements of Clause 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and in consideration of the Department of Planning, Housing and Infrastructure (DPHI's) *Local Environmental Plan Making Guideline, August 2023* (LEP Making Guideline). The Planning Proposal is supported by technical information and investigations to justify the proposed amendments.

An assessment has also been undertaken against the relevant environmental planning instruments (EPIs) that apply to the site and Local Directions issued by the Minister for Planning and Public Spaces under section 9.1 of the EP&A Act. The Planning Proposal is consistent with the statutory controls, including the relevant EPIs and Local Directions.

Environmental, social and economic considerations

The Planning Proposal is accompanied by various technical reports and studies that assess the relevant environmental, social and economic issues related to the proposed amendments to the HLEP 2013, including the following:

- built form and urban design
- landscaping and arboricultural
- acoustic
- flora and fauna
- economic
- health demand and planning
- heritage
- traffic
- visual impact
- stormwater and sewage

The Planning Proposal is found to have a minimal and acceptable environmental impact and will provide net social and economic benefits for Dural and the wider Hornsby Shire LGA. These issues are discussed in further detail in Section 5.

Public benefits

In relation to public domain, the Planning Proposal is accompanied by a Public Benefit Offer Proposal which provides an outline of the items that the Applicant may include in a letter of offer to enter into a Voluntary Planning Agreement (VPA) with Council (Appendix 14). This Public Benefit Offer Proposal relates to key public benefits associated with the future redevelopment of the site, comprising of public domain and pedestrian accessibility works which will integrate with and complement recently approved public domain works associated with the Maronite Church at 669 Old Northern Road and the Round Corner Town Centre Expansion Site at 488-494 Old Northern Road.

This will help shape a more walkable town centre north of Franlee Road, supporting improved pedestrian connectivity and accessibility throughout the broader Round Corner Town Centre.

These outcomes directly align with Transport for NSW's Active Transport Strategy, which identifies a range of initiatives to strengthen regional 15-minute neighbourhoods. Relevantly, the Strategy highlights the need to *improve priority for walking trips in centres, towns and villages, such as reallocating road space to widen footpaths and providing more frequent and longer duration pedestrian crossing phases at traffic signals*. The proposal directly responds to this direction by enhancing walkability and reinforcing Round Corner Town Centre as a pedestrian-focused local centre.

In addition to this, the proposal will have significant positive social impacts as:

- The Planning Proposal will facilitate the future redevelopment of the site as a diversified HSF encompassing specialist and allied health services along with 23-hour hospital services, contributing to the availability of services within the area.
- The proposal will provide a HSF that will cater for the identified population growth and ageing demographic structure of Dural and the broader Hornsby Shire and The Hills Shire LGAs, facilitating residents to 'age in place'.
- The proposal will create synergistic benefits contributing to the trading potential of the wider Round Corner Town Centre through increased visitation and onsite employment, as well as neighbouring seniors living developments.
- The proposal will contribute to the urban renewal of Round Corner Town Centre as it supports the realisation of the economic, social and place making opportunities created by appropriately locating a HSF within the footprint of an existing town centre.
- It will provide an appropriate transition between the Round Corner Town Centre Expansion Site to the west and the semi-rural landscape to the east. The Planning Proposal is accompanied by a letter that outlines the items that the Proponent may include in a letter of offer to enter into a VPA (Appendix 14) The items which the Proponent may include in a letter of offer will provide key public benefits associated with the future redevelopment of the site, comprising of public domain and pedestrian accessibility works which will integrate with and complement recently approved public domain works associated with the Maronite Church at 669 Old Northern Road and the Round Corner Town Centre Expansion Site at 488-494 Old Northern Road.

- This will contribute to the creation of a walkable town centre north of Franlee Road and improved pedestrian connectivity and accessibility within the broader Round Corner Town Centre.
- The Planning Proposal will help establish Dural as a 15-minute neighbourhood providing day to day needs, including health services, locally, in accordance with TfNSW's *Future Transport Strategy*. By locating essential health services within the Dural community, the proposal will facilitate the reduction in travel times, improves service equity for older residents, and strengthens social cohesion.
- The Planning Proposal will facilitate equitable access to care, which is identified as a key determinant of social wellbeing in the Committee for Sydney's *Raising Sydney's Care Factor* (2025) Report.

Next steps

The Planning Proposal is submitted to Council. The intent is for Council to support the proposed amendments to the HLEP 2013 and refer the Planning Proposal (as the Planning Proposal authority) to DPHI for review and subsequent issue of a Gateway Determination.

Following the issue of a Gateway Determination, the Applicant will continue to liaise closely with Council while also commencing comprehensive consultations with DPHI, relevant State agencies and community stakeholders, prior to the formal public exhibition of the Planning Proposal.

Conclusion

The proposal seeks to enhance the site's strategic location within the proximity of the Round Corner Town Centre and to address the demand for health infrastructure in the area. The site is zoned RU2 Rural Landscape, however, due to its location and adjoining land uses it cannot achieve any meaningful rural land uses at the site. The redevelopment of the site will provide complementary land use to the Round Corner Town Centre and fill a gap in the existing health services.

The proposal will strengthen the local and regional economy, will contribute to the provision of health infrastructure, and provide much-needed service and employment opportunities in the fastest growing employment sector.

The Planning Proposal demonstrates consistency with the aims of the *Greater Sydney Region Plan* and *North District Plan*. In addition to this, the Planning Proposal is consistent with more recent key government objectives that address gaps identified in the existing state-level strategic plans. The proposed development supports the *Future Transport Strategy* and the *Future Health Report*. The HSF will contribute to the broader objectives of decentralising care away from major hospitals and foster the 15-minute neighbourhood to better serve the local community.

Given the strength of the strategic basis and clear public benefits, it is considered that a compelling case exists for Council, as the Planning Proposal Authority, to refer the Planning Proposal to DPHI for review and the issuing of a Gateway Determination.

1 Introduction

This Planning Proposal has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of *JMJ Properties & Projects Pty Ltd* (the Applicant), to support amendments to the *Hornsby Local Environmental Plan 2013* (HLEP 2013). The Planning Proposal relates to the land at 675 - 677, 679 - 681 and 683 - 685 Old Northern Road, Dural (site) in the Hornsby Local Government Area (LGA).

The primary objective of the Planning Proposal is to enable a future development application (DA) for a *Health Services Facility* (HSF) on the site. Specifically, the Planning Proposal seeks to:

- amend Schedule 1 of the HLEP 2013 to include HSF as an APU on the site
- introduce a new local provision in Part 6 of the HLEP 2013 to allow development consent for an HSF with a maximum building height of 15 metres on the site

For clarity, it is intended that the proposed height will not be applicable to any other land use on the site. Additionally, no changes are proposed to the existing RU2 Rural Landscape or SP2 Infrastructure zonings of the site.

Although the HSF definition is broad and can encompass a range of sub-uses, an Indicative Concept Design Option has been prepared by Cox Architecture (Appendix 1) to demonstrate one possible layout, land use arrangement, and built form to demonstrate how such a facility could be appropriately delivered on the site.

The future HSF, known as Dural Health Hub, will accommodate a mix of specialist and health services consistent with the land use definition under the HLEP 2013. Amending the HLEP 2013 to permit a HSF will facilitate the provision of essential services for the local community in accordance with State and local strategic planning objectives.

Specifically, the Planning Proposal:

- aligns with NSW Government's post-COVID priorities and policies, including Transport for NSW's (TfNSW) *Future Transport Strategy Towards 2061 (September 2022)* (*Future Transport Strategy*), which advocates for 15-minute neighbourhoods providing day to day needs, including health services, locally
- aligns with the NSW Health's *Future Health Report: Guiding the next decade of care in NSW 2022-2032* (*Future Health Report*), which advocates for the decentralising of health services away from the traditional hospital settings.

The Planning Proposal will facilitate the delivery of essential medical services to Greater Sydney's northern region, an area currently underserved and reliant on facilities in the that are located over 5km away from the site. The proposed Dural Health Hub could cater to 18% of the demand by 2045, as identified in Appendix 5. The Dural Health Hub will facilitate easy access to health care for an ageing population and supports the objectives of NSW Health's *Future Health Report* by facilitating improved patient care and the delivery of health services within communities that are more easily accessible, outside traditional hospital settings.

The Planning Proposal has been prepared in accordance with the requirements of Clause 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and in consideration of the Department of Planning, Housing and Infrastructure's (DPHI) *Local Environmental Plan Making Guideline*, August 2023 (LEP Making Guideline).

The Planning Proposal is supported by technical information and investigations to justify the proposed amendments, including an in-depth strategic health demand market analysis, including the state of existing public and private infrastructure of the area.

The Planning Proposal is submitted to Hornsby Shire Council (Council). The intent is for Council to support the proposed amendments to the HLEP 2013 and refer the Planning Proposal (as the Planning Proposal authority) to DPHI for review and subsequent issuing of a Gateway Determination.

1.1 Project Team

The project team formed to deliver the Planning Proposal is outlined in Table 2.

Discipline	Consultant
Project Management	9Springs
Urban Design	Cox Architecture
Planning	Keylan Consulting
Economic Impact	Atlas Economics
Heritage	Weir Phillips Heritage
Health Planning Strategic Demand Analysis	Health Projects International
Civil Engineering	CHRISP Consulting
Arboricultural	Urban Arbor
Ecology	Narla Environmental
Acoustic	Norrebro Design
Visual Impact	Architectus
Traffic	The Transport Planning Partnership (TPPP)
Landscaping	Taylor Brammer
Site Survey	Richard & Loftus

Table 1: Project Team

1.2 Report Structure

Section	Overview
Executive Summary	An overarching summary of the findings and conclusions of the assessment is contained within this proposal
1. Introduction	Introduction to the Planning Proposal
2. Case for Change	Summary of the strategic merit and benefits of the proposal
3. Site and locality	A description of the site, the context and an assessment of the opportunities and constraints presented by the site
4. Background	Relevant information to the previous Planning Proposal

Section	Overview
5. Statutory context	A detailed review of the proposal against relevant statutory planning legislation
6. Planning Proposal Assessment	This section addresses each of the matters outlined in the LEP Making Guideline
7. Conclusion	A concluding statement taking into account the assessment of the proposal and a recommended course of action with regard to the determination

Table 2: Report Structure

1.3 Application History

In April 2022, a Planning Proposal (PP/2/2022) was submitted to Council, seeking amendments to the HLEP 2013 to permit a HSF as an APU and increase the maximum building height from 10.5m to 15m.

On 25 May 2022, the Local Planning Panel advised that it did not support the progression of PP/2/2022 to Gateway Determination on the basis that it not satisfactorily meet the strategic and site-specific merit tests.

Following this, the Applicant submitted a Rezoning Review request. On 25 November 2022, the Sydney North Planning Panel (Strategic Planning Panel) determined that it did not support PP/2/2022.

Since this time, there has been a significant shift in NSW Government priorities and policies following COVID-19, that is not reflected in the existing planning framework. The Planning Proposal directly responds to this shift, as well as provides an improved urban design outcome and an expanded product to cater for demand.

The Applicant has also acquired the adjoining property at 675 – 677 Old Northern Road, Dural, which now forms part of the Planning Proposal and provides a greater site area and more design flexibility for the proposed HSF.

Importantly, the Planning Proposal addresses previous issues raised by Council in relation to PP/2/2022. Further details on the Case for Change are outlined in Section 2.

1.4 Consultation

1.4.1 Council

The Applicant and its project team have engaged with Council throughout the preparation of this Planning Proposal, which has assisted in the refinement of the proposed development controls that are proposed for the site.

On 7 May 2025, the Applicant and members of the project team met with Council staff and Councillors to present the preliminary indicative concept and engage in discussions regarding the resubmission of a Planning Proposal.

Following the meeting, on 14 May 2025, Council provided a list of documentation to be submitted with the Planning Proposal. This Planning Proposal has been prepared in accordance with this list.

The Applicant will continue to consult with Council following the lodgement of the Planning Proposal.

1.4.2 Stakeholders

The Planning Proposal has also been the subject of extensive consultation, including pre-lodgement consultation undertaken by the Proponent with a range of stakeholders.

Written support was received from each stakeholder, including Adventist HealthCare, Centuria Healthcare, Dural Chamber of Commerce, Maronite Church, Mind Connections Specialist Health Services, Thompson Health Care and landowners of neighbouring properties. Copies of these letters are provided at Appendix 16.

2 Case for Change

The Planning Proposal seeks to amend the HLEP 2013 to permit a HSF as an APU and to introduce a new local provision in Part 6 of the HLEP 2013 to allow development consent for a HSF with a maximum building height of 15 metres on the site. As noted, it is intended that the proposed height will not be applicable to any other land use on the site. Additionally, no changes are proposed to the existing RU2 Rural Landscape or SP2 Infrastructure zonings of the site.

This provides the opportunity to redevelop an underutilised site which would positively contribute to the emerging character and economic vitality of the Round Corner Town Centre. It would facilitate a suitably designed HSF that delivers an appropriate transition between the Round Corner Town Centre Expansion Site to the site's immediate west (up to 18m) and adjacent to the site an approved and operating residential care facility operated by Thompson Health Care, providing for 158 rooms.

The Planning Proposal clearly meets the Strategic Merit and Site-Specific Merit Assessment Criteria outlined in DPHI's LEP Making Guideline and demonstrates a strong case for change, as summarised below.

1. *The Planning Proposal responds to a shift in key Government priorities:*

DPHI's LEP Making Guideline states that strategic merit means a proposal aligns with the NSW strategic planning framework and government priorities. In assessing this, consideration should be given to the following (**bold** our emphasis):

- *whether the proposal gives effect to the relevant district plan; or*
- *demonstrates consistency with the relevant LSPS or strategy; or*
- ***responds to a change in circumstances that has not been recognised by the existing planning framework (i.e. Response to key Government priorities –Premier's Priorities, climate change, or a shift in government policy (e.g. NSW Government's Net Zero Plan; or Changes to population and demographic trends and associated needs such as housing or jobs).***

The proposal directly responds to a change in circumstances post the COVID-19 pandemic and the shift in NSW priorities and policies to provide accessible healthcare outside of the traditional hospital setting. This has not yet been recognised by the existing planning framework. There has been a notable shift in NSW Government priorities, particularly in relation to the delivery of health and transport infrastructure. These changes are articulated in NSW Health's *Future Health Report* and TfNSW's *Future Transport Strategy*.

The *NSW Future Health Report* outlines a fundamental transformation in how health services must be delivered to meet future challenges. It recognises that the performance and sustainability of NSW's health system will be compromised without reform to address rising demand, demographic shifts, and increasing health complexities.

Importantly, the report highlights that while a large proportion of patients are currently treated in hospital settings, the growing complexity and diversity of patient's health needs require a greater focus on integrated, community-based models of care.

This shift highlights the need to decentralise health services away from major hospitals and expand access to high-quality care within community settings. The Planning Proposal directly responds to this policy direction by facilitating the delivery of adaptable, community-based health infrastructure that supports integrated service provision and meets the growing needs of the population. The NSW Health *Future Health Strategic Framework* is provided in the Figure below.



Figure 1 NSW Health's Future Health Strategic Framework (Source: NSW Health)

This direction is reinforced by TfNSW's *Future Transport Strategy*, which promotes the concept of 15-minute neighbourhoods, as places where residents can conveniently access jobs, services, and healthcare within a short distance of their homes.

This concept seeks to improve liveability and equity by co-locating community infrastructure, health services, and transport connections. In doing so, it complements the *Future Health Report* by supporting the decentralisation of health services and enabling the creation of local and accessible health hubs that are available for the community.

Further support for these Government directions is provided in the Committee for Sydney's *Raising Sydney's Care Factor* (2025) Report, which advocates for a more connected and community-focused approach to health, social and aged care delivery.

The report highlights that Sydney's future resilience, productivity and liveability depend on embedding care and wellbeing within local communities rather than relying solely on centralised hospital models.

The report calls for the creation of local health and wellbeing hubs that integrate healthcare, preventative services and social support, particularly in areas where demand is increasing.

Overall, these NSW Government policy directions present a clear and compelling case for change. The current planning framework within the HLEP 2013, as it applies to the site, does not adequately reflect the growing demand for integrated, community-based health infrastructure. The Proposal responds directly to this services gap through site-specific LEP amendments that would facilitate the delivery of accessible, community health services that enhance the wellbeing of the Dural community.

2. *The Planning Proposal responds to existing and growing market demand for health services in Dural*

The population of Hornsby Shire LGA and the adjoining The Hills Shire LGA is ageing rapidly. ABS data indicates a higher proportion of residents aged over 65 reside in both LGAs, when compared with Greater Sydney. This cohort is projected to grow strongly into 2041. The table below outlines the predicted population growth for the Hornsby Shire and The Hills Shire LGAs when compared to the State.

Total Population				% Over 65		
Catchment	2024	2045	CAGR	2025	2045	Change
Hornsby Shire LGA	154,507	184,050	0.88%	19%	22%	+3%
The Hills Shire LGA	218,264	321,279	1.95%	14.6%	15.1%	+0.5%
NSW	8,573,758	10,520,932	1.03%	18%	21%	+3%

Table 3: Population change 2025 - 2045 (Source: Health Projects International)

Further, a supply analysis of the existing health services is included in the Health Planning Strategic Demand Analysis (Appendix 5). The analysis found that there are no day surgeries or hospitals within a 5km radius of the site, and none of these are located to the north of Dural (Figure 2). In addition to this, the supply analysis found that:

- *there will be an undersupply of acute inpatient day care / same day places in 2025 of 109 spaces, increasing to 552 by 2045*
- *there will be a current and growing requirement for renal dialysis places, increasing from 50 places in 2025 to 164 in 2045*
- *current undersupply of dedicated consulting suites for Specialist and Allied Health services in the broader catchment area presents a significant strategic opportunity to develop an integrated, co-located healthcare offering*
- *there is a notable deficiency in accessible medical imaging services within the immediate and surrounding catchment area of Dural*

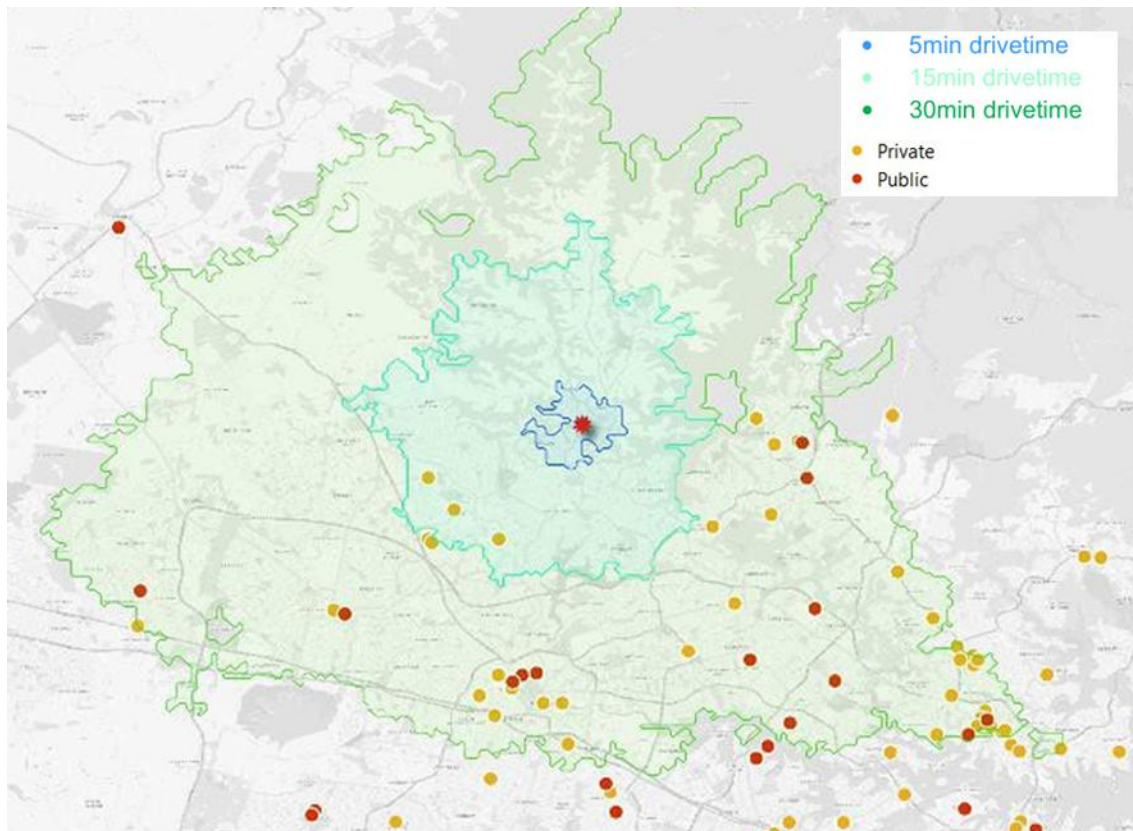


Figure 2: Supply Analysis of Private and Public Hospitals within a 30 minute radius of site (shown by red star) (Source: Health Projects International)

As noted, there is an identified shortfall in health infrastructure in Dural, with residents currently travelling 20-30 minutes to Castle Hill, Hornsby or Blacktown hospitals for many services, creating an inequitable healthcare system, particularly for senior residents who rely on public transport. For instance, travelling from Round Corner Town Centre to Hornsby Ku-ring-gai Hospital takes at least 1 hour and 15 minutes via two connecting buses and a train, resulting in a round trip of approximately 2.5 hours.

The site is strategically placed to co-locate with existing surrounding seniors housing facilities surrounding, including:

- Mountainview Retreat Retirement Village,
- Bupa Dural, and
- Thompson Health Care's Dural House.

The proposal responds to the predicted population growth and aims to capture the ageing demographic of both The Hills Shire and Hornsby Shire LGAs. The proposed location of this facility is situated on the fringe of higher population regions to the north of The Hills Shire suburbs and is well positioned to take advantage of new urban development towards the north and west of The Hills Shire LGA.

The Planning Proposal facilitates the site's potential to deliver the Dural Health Hub, a facility that directly addresses unmet health needs in the community, supports an ageing community, creates local employment and acts as a complementary use to the Round Corner Town Centre, while aligning with NSW Government policy directions to bring healthcare close to home. This proposal represents the opportunity to leverage a strategically located site for use that will deliver significant community benefit.

3. The Planning Proposal is consistent with the urban character of the surrounding locality, including the Round Corner Town Centre

As noted, the site is located directly opposite the Round Corner Town Centre Expansion Site identified as a 'gateway' under *The Hills Development Control Plan 2012* (THDCP 2012) permitted up to 14m and 18m.

A DA has recently been approved by The Hills Shire Council for a new shopping centre to be located at the Round Corner Town Centre Expansion Site. The new retail-led shopping centre will have three key anchors being a large Woolworths and ALDI supermarket, and a Dan Murphys liquor store. In addition to this, there will be a mix of speciality retailers, food and dining and ancillary medical and wellbeing uses, including a fitness and wellness centre. In addition to the new shopping centre the development will also deliver a new signalised all-ways intersection and roadwork upgrades at the intersection of Old Northern Road and Franlee Road.

This development will provide a multi-storey frontage facing Old Northern Road to the east with little setback, effectively extending the existing Round Corner Retail Precinct well past the site to the south.

Part B, Section 2.31 of THDCP 2021 recognises the entrance to the Round Corner Town Centre as providing a "gateway" to the established Round Corner Town Centre Retail Precinct through higher density building forms. Specifically, the DCP states:

There is opportunity for a well-designed "gateway" element to be established at the southern corner of the site, to provide a sense of arrival to the centre when approached from the south along Old Northern Road. Additionally, active uses including a focus on specialty retail is encouraged to ensure the development is inviting and addresses demand for specialty retailing within Round Corner. The incorporation of higher density residential uses as part of a mixed-use development on the southern portion of the B2 Local Centre zoned land is encouraged

A new controlled four-way intersection at the southern edge of the site will facilitate future access for the site and provide connectivity for possible future development of rural land to the west and into the centre. Bus facilities along the Old Northern Road frontage of the site will support the safety and movement of users travelling through the centre and assist in improving northbound traffic flow along this road. Provision of pedestrian connections will enhance accessibility and integrate the site with the existing commercial centre to the north.

OBJECTIVES

- (i) To provide a strong sense of arrival into Round Corner Town Centre.*
- (ii) To develop and promote a vibrant, integrated and mixed-use Town Centre that provides a broad range of retail and commercial uses to service the needs of the community.*
- (iii) To ensure that the development is active and inviting and emphasises the pedestrian where practical and possible.*

Given the site's location directly opposite the urbanised Round Corner Town Centre Expansion Site and surrounded by existing and approved urban development, it is logical and consistent to consider the site within the future urban context, as a HSF.

The Urban Design Report and Preliminary Indicative Concept Plan (Appendix 1) demonstrate the proposed development can be accommodated within a 15m height limit, providing an appropriate transition between the Round Corner Town Centre Expansion Site to the west and the vacant land owned by Thompson Health Care to the east. The Preliminary Indicative Landscape Design (Appendix 2) will incorporate native planting to integrate the built form with the natural environment, consistent with the objectives of the RU2 Rural Landscape zone.

4. The site's and locality's characteristics are incompatible with the RU2 Rural Landscape zone, and it is unable to support a viable rural or agricultural use

The characteristics of the site are inconsistent with the objectives and the intent of the RU2 Rural Landscape zone, as it cannot support a viable or sustainable rural or agricultural land use.

The site's surrounding characteristics are considered to reflect an urbanised environment, including the approved Round Corner Town Centre Expansion Site directly to the west of the site, which will enhance the mixed-use residential and retail. In addition to this, the site is surrounded by existing residential and commercial uses the north, east and south that given the site's size would not be capable of providing a reasonable barrier to the adjoining commercial and residential uses to provide an agricultural use.

The Economic Impact Assessment (Appendix 3) confirms the site's physical characteristics and lack of adequate buffers from adjoining residential and commercial uses render it unsuitable for agricultural land uses. Any intensification of agricultural uses on the site would result in a significant land use conflict with the surrounding residential, retail and commercial uses within the Town Centre. The report demonstrates the proposal will not negatively affect the Town Centre but will deliver benefits in conjunction with the existing care facilities in the area and contribute to the catchment through increased medical benefits and employment opportunities.

Given this and the absence of high scenic or landscape values, the site's existing and potential future uses do not have any rural or agricultural landscape value and are inconsistent with the RU2 zone's objectives.

As such, the proposal does not result in a foregone opportunity to develop the site as per permitted uses in the RU2 Rural Landscape zone, given the unlikelihood of the site being developed for these uses. Instead, it represents a logical and efficient use of underutilised land with a current surrounding context that is transitioning to an urban setting.

5. The Planning Proposal will offer significant public benefits

The Planning Proposal will also deliver significant public benefits, including:

- the provision of a HSF that will cater for the population growth and ageing demographic structure. Given the HSF will provide an agglomeration of private day surgery, medical and health services uses in addition to realisation of the economic, social and place-making opportunities created by locating a HSF within the proximity of the existing Town Centre.

- positive economic benefits for the Round Corner Town Centre through synergistic benefits with existing seniors housing operators and medical occupiers and contributing to the trading potential of the Town Centre through increased visitation and onsite employment
- economically, the proposal will deliver significant local benefits, including 300 ongoing jobs and support for the Round Corner Town Centre through increased local expenditure. The project is both commercially feasible and socially beneficial, aligning with State policy directions to strengthen regional and localised health capacity, create employment opportunities and bring healthcare closer to residents.
- the proposal is accommodated by a Public Benefit Offer Proposal (Appendix 14). The items which the Applicant may include in a letter of offer will provide key public benefits associated with the future redevelopment of the site, comprising of public domain and pedestrian accessibility works which will integrate with and complement recently approved public domain works associated with the Maronite Church at 669 Old Northern Road and the Round Corner Town Centre Expansion Site at 488-494 Old Northern Road. This will contribute to the creation of a walkable town centre north of Franlee Road and improved pedestrian connectivity and accessibility within the broader Round Corner Town Centre.

6. The Planning Proposal demonstrates site-specific merit

As noted, since the determination of PP/2/2022, the Applicant has acquired the adjoining property at 675 – 677 Old Northern Road, Dural, which now forms part of the Planning Proposal and provides a greater site area (increasing from 3,471m² to 5,186.7m²) and more design flexibility for the proposed HSF.

The inclusion of this property provides opportunities to optimize building layout and functionality, improving internal circulation, amenity placement, and orientation for natural light, ventilation, and privacy.

Additionally, this provides opportunities for greater deep soil planting, landscaping and canopy tree retention, contributing to improved streetscape and visual amenity. The additional space allows for green infrastructure, stormwater management, and sustainable design measures that support environmental outcomes and create a more sustainable and resilient development.

The increased site area facilitates safer and more accessible onsite circulation, with the potential for improved pedestrian and vehicle separation, accessible drop-off zones and an ambulance bay.

Overall, the Planning Proposal presents a clear and compelling case for change, demonstrating both strategic and site-specific merit. In addition to supporting the NSW Government's post-COVID priorities for localised service provision and improved access to health care for an ageing community.

The proposal is well-suited to the characteristics of the site, which is located within proximity to the Round Corner Town Centre, highly accessible by public transport with a bus stop located directly at the site connecting to the broader locality and surrounded by compatible urban development. The site is co-located by an existing residential care facility and offers a service in demand for the locality.

The scale and form of the proposal respond appropriately to the established and evolving character of the local centre, ensuring a land use outcome that reinforces the role and function of Round Corner as a Town Centre.

3 The site and locality

3.1 Site Description

The site is located in the suburb of Dural within the Hornsby Shire LGA. The site comprises three parcels of land, which are described in the Table 4 and shown in Figure 2.

Site address	Legal description	Site area
675 - 677 Old Northern Road, Dural	Lot 2/-/DP393694	1710.79m ²
679 - 681 Old Northern Road, Dural	Lot 3/-/DP395437	1772.03m ²
683 - 685 Old Northern Road, Dural	Lot 1/-/DP120004	1703.88m ²

Table 4: Site description

The site encompasses a total area of approximately 5,186.7m² with a frontage of approximately 75m to Old Northern Road.

The site is located on the eastern side of Old Northern Road, approximately 120 metres south of the intersection with Kenthurst Road. Old Northern Road forms the LGA boundary with The Hills Shire LGA, located on the western side of this road.

The site is located approximately 6km north of Parramatta CBD, 7.5km west of Hornsby CBD and 35km northwest of Sydney CBD.

Neither the site nor any land in its immediate vicinity is used for rural purposes, including agricultural land uses. Rather, the site is immediately adjacent to the Round Corner Town Centre, which is undergoing a significant transition and is now characterised by a range of urban uses and higher density built form. The surrounding site context is provided at Figure 4 and further described in Section 3.2.



Figure 3: Site Location (Source: Nearmap)

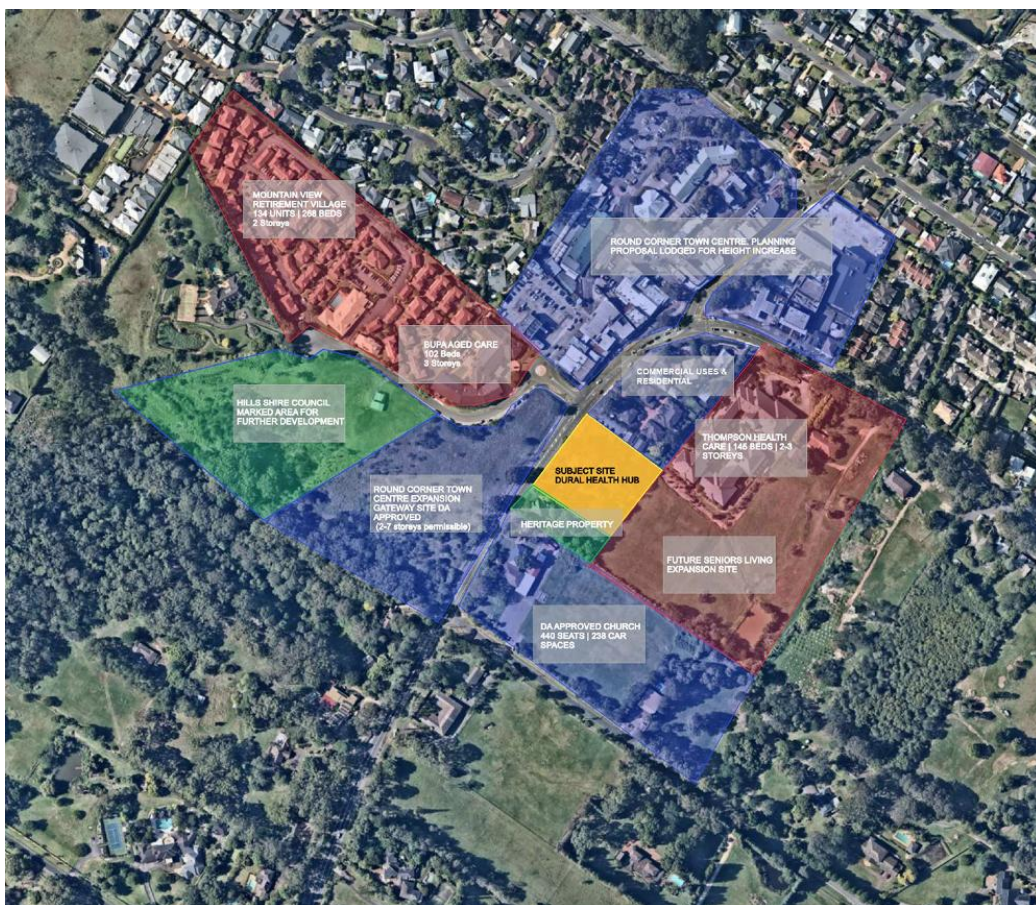


Figure 4: Surrounding Context (Source: JMJ Properties & Projects Pty Ltd)

3.1.1 Existing built form

Existing improvements on the site include three detached residential dwellings that vary in height from one to two storeys. The sites are outlined in Figures 5, 6 and 7.

An overview of each individual lot comprising the site is provided in Table 5.

Site address	Description
675-677 Old Northern Road, Dural	This property contains a single storey residential dwelling, including a garage. Vehicle access to the property is provided from Old Northern Road. Property includes onsite vegetation.
679-681 Old Northern Road, Dural	This property contains a two-storey residential dwelling. Vehicular access to this property is provided from Old Northern Road with a driveway providing access to a carport to the rear of the dwelling. Property includes onsite vegetation.
683-685 Old Northern Road, Dural	This property contains a single-storey dwelling. Vehicular access is provided directly from Old Northern Road with a driveway providing access to the existing carport in the front building setback. Property includes onsite vegetation.

Table 5: Site overview



Figure 5: 675-677 Old Northern Road viewed looking east from the opposite side of Old Northern Road (Source: Keylan)



Figure 6: 679-681 Old Northern Road, viewed east from the front of the property (Source: Keylan)



Figure 7: 683-685 Old Northern Road, viewed looking east from in front of the property (Source: Keylan)

3.1.2 Topography

A land survey prepared by Richard & Loftus Surveying Services accompanies the Planning Proposal and details the levels, contours, built improvements and retaining walls across the site (Appendix 12). This survey demonstrates that the site falls from the highest point on the western frontage along Old Northern Road to the east, with the north-eastern corner sloping the furthest away, by approximately 6.5m.



Figure 8: Survey Plan (Source: Richard & Loftus)

3.1.3 Hydrology

No mapped or unmapped watercourses, dams or soaks were identified within the site, as identified in the Flora and Fauna Assessment (FFA) prepared by Narla Environmental (Appendix 8).

3.1.4 Biodiversity and Vegetation

The Planning Proposal is accompanied by both an Arboricultural Impact Assessment (AIA) prepared by Urban Arbor (Appendix 7) and FFA prepared by Narla Environmental (Appendix 8).

The site contains a total of 42 trees, including Blue Gum High Forest and both Urban Native and Exotic vegetation communities.

A portion of the site has been mapped as containing Blue Gum High Forest. This area is predominantly located within 679 - 681 and 683 – 685 Old Northern Road, Dural, as shown in Figure 9. Narla Environmental (Appendix 8) have identified this vegetation community to be of poor condition which does not conform to the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) listed Blue Gum High Forest.

The remainder of the vegetation within the site consists of remnant canopy above a managed understorey of turf lawn and historically altered land common to an urban garden environment, which has been extensively cleared.

There was little fauna observed by Narla Environmental on the site. A small suite of native avian fauna species was identified within and surrounding the site during the site assessment.

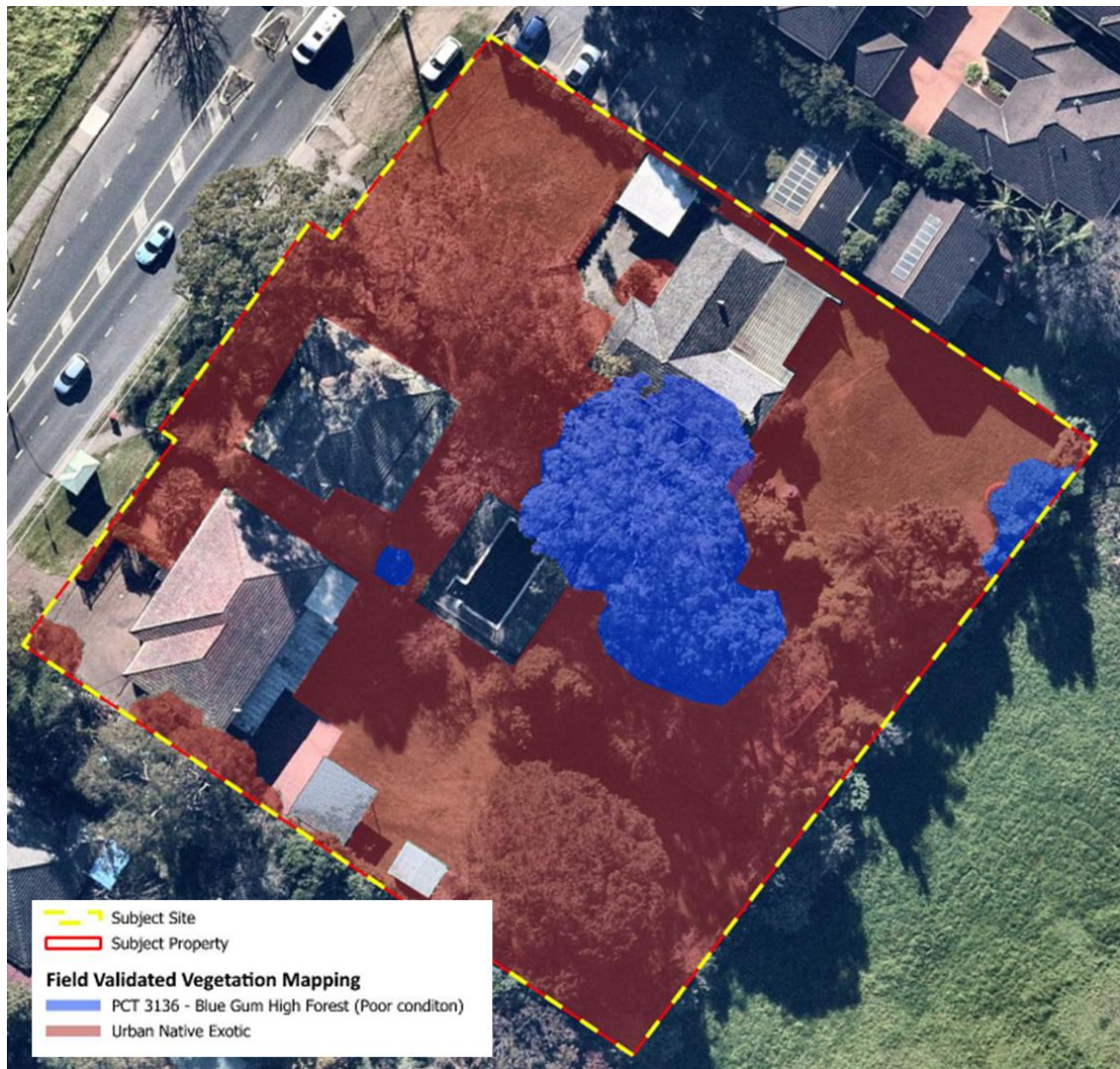


Figure 9: Field-validated vegetation communities within the site (Source: Narla Environmental)

3.1.5 Heritage

The site does not contain any heritage items, and it is not within a conservation area, as shown in Figure 21.

The Statement of Heritage Impact and Peer Review prepared by Weir Phillips Heritage is provided at Appendix 4. This report identifies that there are three local heritage items within the vicinity of the site. These include:

- Item No. 347 under the HLEP 2013 identified as a ‘House’ at 671–673 Old Northern Road. This item directly adjoins the site to the south-west.
- Item No. 448 under the HLEP 2013 identified as ‘Roadside Trees’, located approximately 120 metres to the north-east of the site.
- Item No. A12 under *The Hills Local Environmental Plan 2019* identified as ‘Old Northern Road’, located adjacent to the site on the western side of Old Northern Road within The Hills Shire LGA. This is an archaeological item.

3.1.6 Transport and Accessibility

Each of the existing residential properties is provided with direct vehicular access to Old Northern Road, which is a classified road. The speed limit on this road on approach to the site is 60km/hour.

A Traffic and Transport Assessment (TTA) has been prepared by The Transport Planning Partnership (TTPP) and is provided at Appendix 11. The TTA assesses the proposal’s impact on traffic generation, and transport requirements needed to support the proposed HSF.

The site is connected to the wider locality through a public transport network. There is a bus stop located directly in front of 675-677 Old Northern Road, providing services southbound. There is a bus stop located approximately 50m from 683-685 Old Northern Road, located at Round Corner Retail Precinct on the opposite side of Old Northern Road, providing services northbound.

A summary of the public transport services available to the site and frequencies is provided below:

Bus Service.	Route Description	Weekday Frequency	
		Peak	Off-Peak
604	Dural to Parramatta via Castle Hill	Every 30 mins	Every 60 mins
637	Glenorie to Castle Hill via Galston & Round Corner	Every 30 mins	Every 60 mins
638	Berowra to Pennant Hills or Castle Hill	Every 30-60 minutes	3 services
639	Marayla to Dural and Castle Hill	AM Peak: 1 service PM Peak: 4 services	2 services
641	Dural to Rouse Hill	AM Peak: 1 service PM Peak: 3 services	2 services
642X	Dural to City Wynyard (Express Service)	AM Peak: Every 10 mins PM Peak: Every 30 mins	Every 30 mins

Table 6 Bus Services (Source: TTPP)



Figure 10 Surrounding bus routes (Source: TfNSW Parramatta and the Hills District public transport network operator maps)

As demonstrated in the table and figure above, the locality surrounding the Round Corner Town Centre is well connected to Parramatta, Castle Hill and the Sydney CBD. However, it is poorly connected by public transport to the Hornsby Ku-ring-gai Hospital and Health Precinct and the planned Rouse Hill Public Hospital. Coupled with the undersupply of day surgeries and hospitals and the identified demand for such facilities in the locality, this further highlights the need for additional health infrastructure in the locality, consistent with the 30-minute city principle in the *Greater Sydney Region Plan* and TfNSW's *Future Transport Strategy*'s goal to deliver 15-minute neighbourhoods that promote active transport such as walking, cycling and public transport.

In addition, the Round Corner Town Centre Expansion Site includes a number of upgrades which will improve the accessibility of the site. These works include the widening of Old Northern Road to two lanes each way along the entire site frontage of 488-494 Old Northern Road, dedicated turn-in lane and a new signalised intersection at Old Northern Road and Franlee Road.

3.2 Surrounding Locality

The site is located immediately adjacent to, and within proximity of the established urban footprint of the Round Corner Town Centre, identified in Figure 11. Under The Hills Shire Local Strategic Planning Statement, *Hills Future 2036*, Round Corner is identified as a Town Centre, the third tier behind strategic and metropolitan centres.

The surrounding location is fully urbanised, with existing and approved residential, retail and commercial development on all sides. While the site is zoned RU2 Rural Landscape Zone under the HLEP 2013, the immediate locality no longer has a rural or agricultural function.

Round Corner is transitioning from a semi-rural environment to a mixed-use Town Centre providing residential, services and employment. The site benefits from its proximity to

the Town Centre's shops and services and is serviced by public transport routes that provide access to major centres including Castle Hill and Parramatta.



Figure 11 Surrounding Locality (Source: Nearmap)

The immediate surrounding context includes:

North

To the **north**, residential and commercial (Dural Veterinary Hospital) development is located at 687 – 689 and 691 – 693 Old Northern Road. Further to the north and north-east are one and two storey dwellings at 695, 697 and 699 Old Northern Road and the Round Corner Town Centre Retail Precinct.

The core of the Round Corner Town Centre retail precinct contains a mix of commercial land uses, including two supermarkets and associated at-grade car parking, speciality retailers, food and drink premises, and medical practices offering physiotherapy and chiropractic services. Buildings within the existing Round Corner Town Centre Retail Precinct are predominantly two storeys in height, however, controls allow for 12m (3-4 storeys). Photos at Figure 12 and Figure 13 below shows the Round Corner Town Centre.

Further north of Round Corner Town Centre is a service station (532 Old Northern Road, Dural) and low-density residential development. To the north-west of the site is the existing Round Corner Town Centre, with existing low-density residential to the west and east of that.

It is understood that a Planning Proposal encompassing a large proportion of the Round Corner Town Centre is being prepared, with a proposal for a multi-level shopping centre, with residential towers on top up to 18 storeys in height.



Figure 12 Corner of Stonelea Court and Old Northern Road (Source: Keylan)



Figure 13 View from opposite Round Corner Retail Precinct (691 Old Northern Road) (Source: Keylan)

South

To the **south**, there is a one to two storey residential dwelling at 675 – 677 Old Northern Road. This was previously used for permissible commercial purposes.

Further south at 669 Old Northern Road is the site of the approved (DA/1062/2020), yet to be constructed Maronite Church. Approval is for a 440-seat place of public worship and community facility.

Immediately adjoining the site to the south, at 671-673 Old Northern Road, is local heritage item No. 347 under the HLEP 2013 (Figure 21). Along the site's frontage also includes the bus stop servicing the site for traffic southbound on Old Northern Road (Figure 15).



Figure 14 671-673 Old Northern Road containing local heritage item No. 347 (Source: Keylan)



Figure 15 View from opposite 675-677 Old Northern Road with bus stop (Source: Keylan)

East

To the **north-east**, the site is adjacent to the Thompson Health Care residential care facility at 705-717 Old Northern Road. The Dural Health Hub will be a complementary use to these existing residences. The residential care facility comprises a part two and three-storey building with a basement car park (76 spaces). It provides 158 residential care suites along with support facilities including dining areas, lounge areas, courtyards, nurses' stations, therapy rooms, a chapel, a café and various other amenity and utility areas. Vehicle access to the site is provided from Old Northern Road. The existing residential care facility is shown in the figure below.



Figure 16 View from 717 Old Northern Road towards Thompson Health Care (Source: Keylan)

This development was approved by the NSW Land and Environment Court on 7 June 2018 and is now operational.

The site directly adjoins vacant land owned by Thompson Health Care to the immediate east.

West

The Round Corner Town Centre Expansion Site is located to the immediate west of the site on the opposite side of Old Northern Road. It is located within The Hills Shire LGA. The Town Centre Expansion Site is specifically recognised in *The Hills Development Control Plan 2012* as providing a “gateway” to the established Round Corner Town Centre through higher density building forms.

Planning Proposal 1/2013/PLP and 1/2016/PLP

The Round Corner Town Centre Expansion Site was rezoned from RU6 Rural Transition to B2 Local Centre and R3 Medium Density Residential under Planning Proposal 1/2013/PLP which was made on 11 July 2014.

In addition, Planning Proposal 1/2016/PLP (made on 23 March 2018) increased the maximum height of buildings from 10 metres to 14 metres and 18 metres, and introduced a FSR of 1.22:1.

Planning Proposal 1/2016/PLP included a concept design for a three-stage development comprising of:

- Stage 1 (DA approved): a 4,000m² retail/commercial building at the northern end of the site comprising of a supermarket, specialty stores, office suites, restaurant and central plaza area.
- Stage 2: 18 townhouses at the rear (west) of the development on the adjacent R3 Medium Density Residential zoned land.
- Stage 3: a residential flat building of up to five/seven storeys and ground floor retail uses on the southern portion of the site.

DA 979/2016/HB

On 20 October 2021, The Hills Shire Council approved Stage 1, which comprised a supermarket, various tenancies, basement parking and the provision of vehicular access from Stonelea Court. The key aspects of the approved development include the following:

The proposal involves construction of a three-storey retail and commercial centre with a ground floor supermarket and retail shops, level 1 commercial tenancies, and extensive basement facilities including loading docks and 148 car parking spaces. The development includes a central courtyard, new vehicular access ramps, a new signalised intersection and access road from Old Northern Road, associated road upgrades and bus interchange works. Site works include bulk earthworks, on-site detention infrastructure, and a drainage easement connecting stormwater to a neighbouring dam.

This application was modified on 19 October 2023 to include minor changes to the approved design scheme:

The proposal includes revisions to the approved design resulting in a net increase in parking from 176 to 215 spaces, including an increase in motorcycle bays from 4 to 9. A new parking level (P3) is added with 88 spaces, while reconfigurations of Levels P2 and P1 reduce their parking numbers by 7 and 12 spaces respectively. Commercial layouts on the ground and first floors have been redesigned, resulting in an overall reduction in commercial floor area from 4,006.62m² to 3,197.00m², with ground floor GFA increasing and first floor GFA significantly decreasing. Minor façade changes are proposed to reflect the internal layout revisions.

DA 1048/2024/HA

A DA has recently been approved by The Hills Shire Council for a new shopping centre to be located at the Town Centre Expansion Site. The new retail-led shopping centre will have three key anchors being a large Woolworths and ALDI supermarket and a Dan Murphys liquor store. In addition to this there will be a mix of specialty retailers, food and dining and ancillary medical and wellbeing uses including a fitness and wellness centre. In addition to the new shopping centre the development will also deliver a new signalised all-ways intersection and roadwork upgrades at the intersection of Old Northern Road and Franlee Road.

This development will provide a multi-storey frontage facing Old Northern Road to the east with little setback, effectively extending the existing Round Corner Retail Precinct well past the site to the south.

Further to the west is the Mountainview Retreat Retirement Village (135 Units), 2 storeys and Bupa Dural 102 beds, 3 storeys. Fronting the Old Northern Road is a bus stop servicing the retirement village with a connection going south down Old Northern Road. The Dural Health Hub will provide health services within walking distance of both seniors housing developments.



Figure 17 View from Stonelea Court, BupaDural Care site (Source: Keylan)

4 Statutory Context

The HLEP 2013 sets out the legislative framework for land use and development in the Hornsby Shire LGA through the application of land use zones and development controls.

The relevant land use zoning and development controls that currently apply to the site are outlined in Section 4.1. The proposed amendments that are sought as part of the Planning Proposal are described in Section 5.2.

4.1 Land Use Zone

The site currently comprises the following land use zones under the HLEP 2013:

- RU2 Rural Landscape
- SP2 Infrastructure (Road)

The RU2 Rural Landscape and SP2 Infrastructure objectives are included in the extracts below:

Zone RU2 Rural Landscape

Objectives of zone

- *To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.*
- *To maintain the rural landscape character of the land.*
- *To provide for a range of compatible land uses, including extensive agriculture.*
- *To encourage land uses that support primary industry and align with the rural character of the area, including agritourism and tourist and visitor accommodation.*
- *To ensure that development does not unreasonably increase the demand for public infrastructure, services or facilities.*

Zone SP2 Infrastructure

Objectives of zone

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

An extract of the zoning map is shown in the figure below.

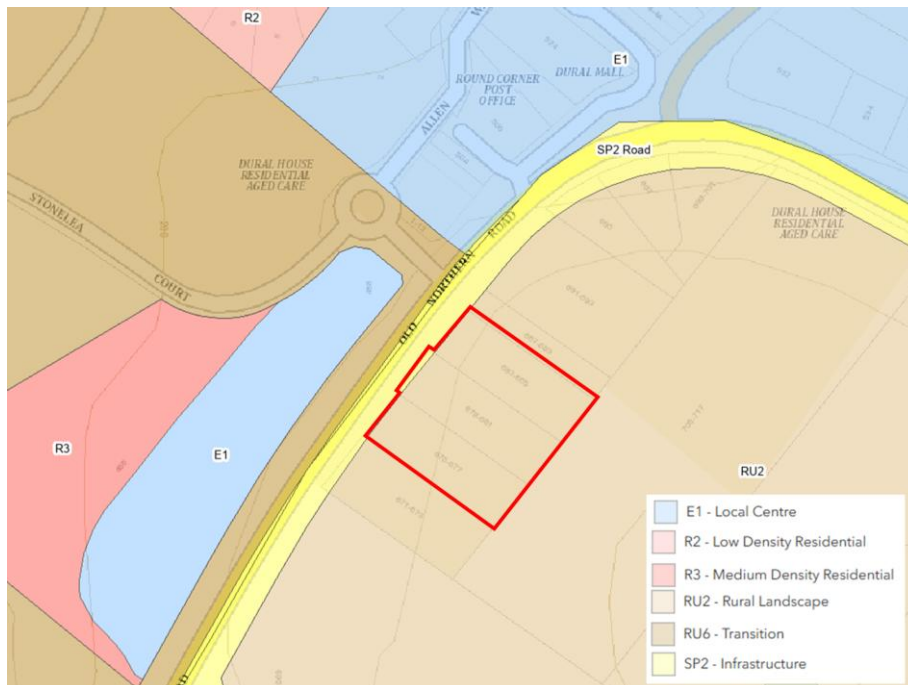


Figure 18 Land Use Zone Map (Source: ESpatial Viewer)

4.2 Height of Buildings

Clause 4.3 of the HLEP 2013 states that the maximum height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.

As shown in the figure below, the maximum permissible building height for the site is 10.5m.

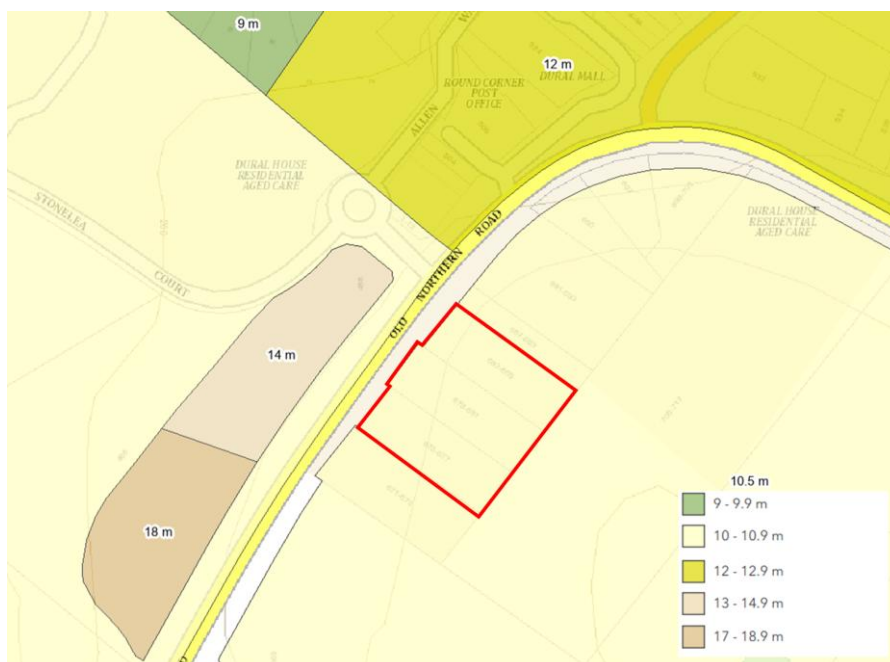


Figure 19 Height of Buildings Map (Source: ESpatial Viewer)

4.3 Floor Space Ratio

Clause 4.4 of the HLEP 2013 does not prescribe a maximum Floor Space Ratio (FSR) for the site.

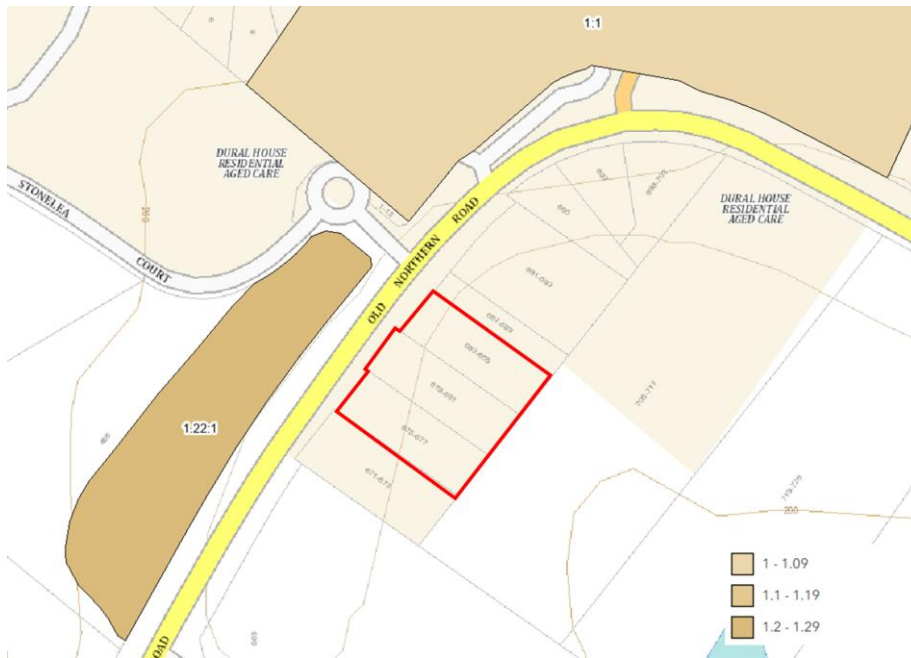


Figure 20: Floor Space Ratio Map (Source: ESpatial Viewer)

4.4 Heritage

The intent of Clause 5.10 is to conserve items and areas of heritage significance.

The site is not heritage listed, nor is it within a heritage conservation area. However, it is within the vicinity of the following items of local heritage significance, as illustrated in Figure 21 below:

- Item No. 347 under the HLEP 2013 identified as a 'House' at 671–673 Old Northern Road. This item directly adjoins the site to the south-west
- Item No. 448 under the HLEP 2013 identified as 'Roadside Trees', located approximately 120 metres to the north-east of the site
- Item No. A12 under *The Hills Local Environmental Plan 2019* (THLEP 2019) is identified as 'Old Northern Road', located opposite the site on the western side of the Old Northern Road within The Hills Shire LGA

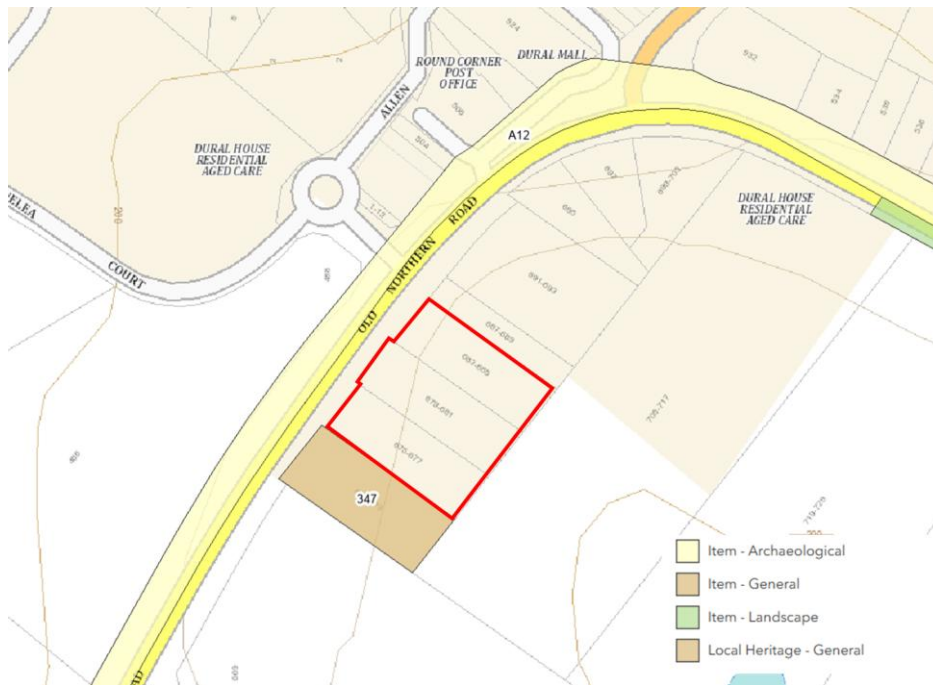


Figure 21 Heritage Map (Source: Espatial Viewer)

5 Planning Proposal Assessment

The Planning Proposal has been prepared in accordance with Clause 3.33(2) of the EP&A Act and DPHI's LEP Making Guide, which outline the required contents of a Planning Proposal. Accordingly, this Planning Proposal includes:

- a statement of the objectives or intended outcomes of the proposed instrument
- an explanation of the provisions that are to be included in the proposed instrument
- the justification for those objectives, outcomes and provisions and the process for their implementation, including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under section 9.1 of the EP&A Act
- details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument

5.1 Part 1: Objectives and Intended Outcomes

Objective

The primary objective of the Planning Proposal is to enable a future DA for a HSF that accommodates a mix of specialist and health services consistent with the land use definition under the HLEP 2013. Specifically, the Planning Proposal seeks to:

- amend Schedule 1 to include HSF as an APU on the site
- introduce a new local provision in Part 6 of the HLEP 2013 to allow development for the purposes of a HSF with a maximum building height of 15m on the site.

For clarity, it is intended that the proposed height will not be applicable to any other land use on the site.

Additionally, no changes are proposed to the existing RU2 Rural Landscape or SP2 Infrastructure zonings. Retaining the current zoning ensures the Planning Proposal remains singularly focused on enabling a HSF of up to 15m in height, rather than introducing a broader range of higher intensity uses that could result from a general rezoning or height increase.

Although the HSF definition is broad and can encompass a range of sub-uses, a Preliminary Indicative Concept Design Option has been prepared by Cox Architecture (Appendix 1) to indicate one possible layout, land use arrangement, and built form to demonstrate how such a facility could be appropriately delivered on the site.

Intended Outcomes

The intended outcomes of the Planning Proposal are to enable the future redevelopment of the site which provides a unique opportunity to:

- deliver a diversified HSF which provides an agglomeration of health services in one location

- address a gap in the market to support the existing needs of the local community and cater for future population growth
- provide a land use that supports the ageing population of Dural to age in place and promote walkability due to its location adjacent to the existing Round Corner Town Centre Retail Precinct and two bus stops
- to provide a land use and built form outcome that is compatible with the site's location within the eastern edge of the Round Corner Town Centre and within a locality undergoing significant urban expansion and transition including apartments and townhouses
- to support the locality with appropriate public domain infrastructure and pedestrian connectivity upgrades.

5.2 Part 2: Explanation of provisions

The objectives of this Planning Proposal are to be achieved by introducing a new provision into Schedule 1 APU of the HLEP 2013 to permit a HSF at the site, as well as inserting a new Local Provision into Part 6 of the HLEP 2013 to permit a height of building of 15m for the HSF. The recommended wording is outlined below:

Part 6 Additional Local Provisions

6.14 Health Services Facility at Dural

- (1) *This clause applies to land at 675-677, 679-681 and 683-685 Old Northern Road, Dural, being identified as Lot 2/-/DP393694, 3/-/DP395437 and 1/-/DP120004.*
- (2) *The maximum height of a building for the purposes of a Health Services Facility to which this clause applies is 15m.*

Schedule 1 Additional Permitted Uses

11 Use of certain land at 675-677, 679-681 and 683-685 Old Northern Road, Dural

- (1) *This clause applies to land at 675-677, 679-681 and 683-685 Old Northern Road, Dural, being identified as Lot 2/-/DP393694, 3/-/DP395437 and 1/-/DP120004.*
- (2) *Development for the purpose of a Health Services Facility is permitted with consent.*

5.3 Part 3: Justification

5.3.1 Section A: Need for a Planning Proposal

Is the Planning Proposal a result of an endorsed LSPS, strategic study or report?

The Planning Proposal is not a result of any endorsed strategic study. However, the Planning Proposal does align with the TfNSW *Future Transport Strategy*, NSW Health's *Future Health Report* and the Committee for Sydney's *Raising Sydney's Care Factor Report*, which confirm a clear and quantifiable need for new community-based health infrastructure.

The Health Planning Strategic Demand Analysis (Feasibility Report) (Appendix 5) demonstrates the sustained outflow of patients from Dural to Norwest and Hornsby for routine procedures and same-day care by meeting local demand through a mixed-service health hub, the proposal will reduce travel times, promote equitable access to care, and contribute to regional economic development through job creation and professional service clustering.

The Planning Proposal also aligns with several key goals and priorities outlined in following Council strategic documents:

- *Hornsby Shire Local Strategic Planning Statement (2020)*
- *Hornsby Community Strategic Plan 2018-2029*
- *Hornsby Employment Lands Study*
- *Hornsby Rural Lands Strategy (2020)*
- *The Hills Shire Local Strategic Planning Statement (2020)*
- *Towards Hills 2050 Community Strategic Plan*

The above-listed plans are addressed in further detail below.

Hornsby Shire Local Strategic Planning Statement

The *Hornsby Local Strategic Planning Statement (LSPS)* was finalised and published on the NSW Planning Portal in March 2020. The LSPS is a 20-year plan which sets out the Council's land use vision and planning priorities for the LGA and includes an Infrastructure Plan for the LGA.

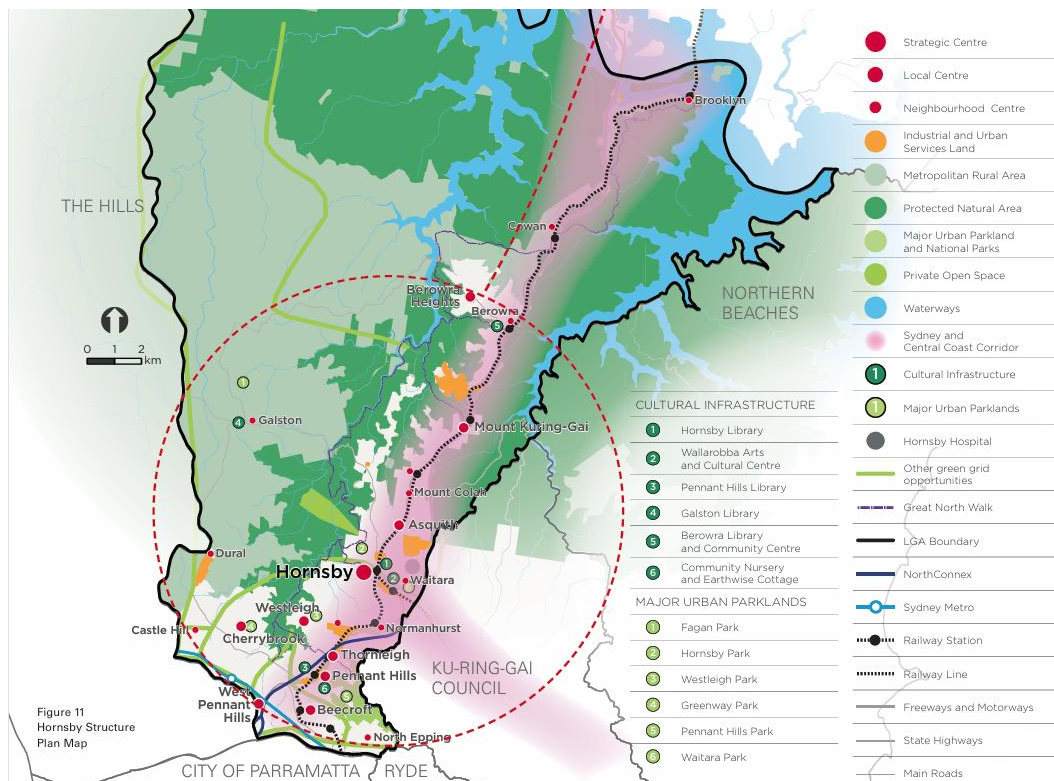


Figure 22 Infrastructure Map (Source: Hornsby Shire LSPS)

The LSPS identifies that the population aged over 85 is predicted to increase from 2.6% of the total population in 2016 to 3.5% in 2036, representing an estimated increase of 2,420 persons (Figure 23).

Age structure, Hornsby Shire 2016-2036

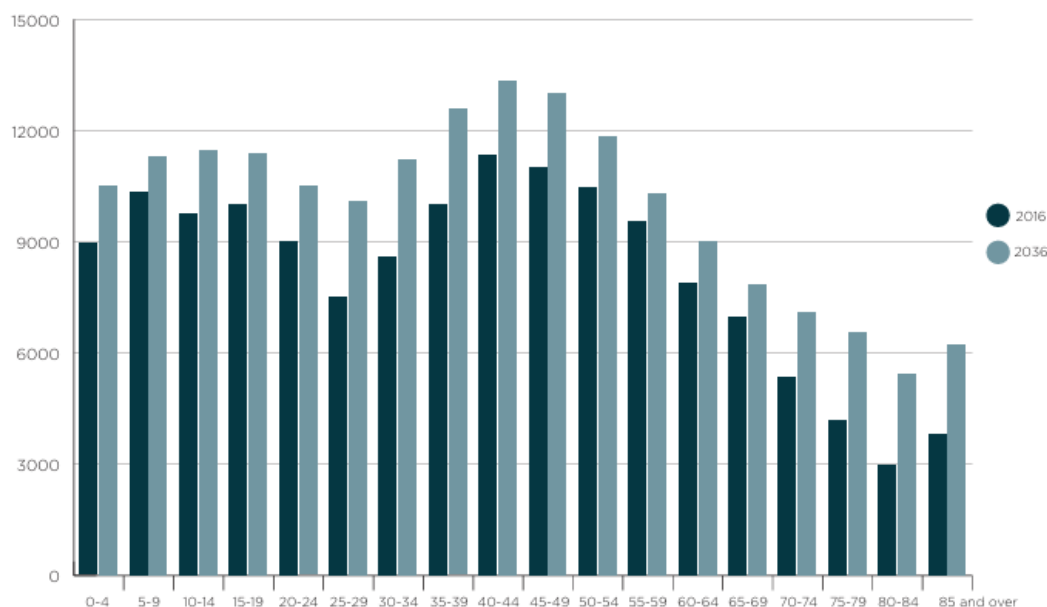


Figure 23 Age Structure (Source: Hornsby Shire LSPS)

The Hornsby Shire LSPS identifies key priorities associated with the themes of Liveable, Sustainable, Productive, and Collaborative. It is important to acknowledge, the LSPS was finalised prior to the release of NSW Health’s *Future Health Report*, which advocates for the decentralising of health services away from the traditional hospital setting. Notwithstanding, the Planning Proposal and associated HSF will align with the below priorities:

- *LP3: Supporting the development of community and cultural facilities that will adequately serve our current and future communities.*
- *LP5: Protecting, conserving and promoting our natural, built and cultural heritage.*
- *SP8: Maintaining and enhancing the environmental, economic and scenic values of the Metropolitan Rural Areas of Hornsby.*
- *PP1: Revitalisation of Town Centres throughout the shire.* [Noting alignment with this acknowledges that the Round Corner Town Centre is located in The Hills Shire.
- *PP5: Prioritising local employment opportunities and improvements to services, amenities, and infrastructure to support the future population.*
- *CP3: Delivering substantial improvements to the function, design and accessibility of State Infrastructure assets within town centres throughout the Shire.*

The Planning Proposal seeks to amend the HLEP 2013 to permit HSF at the site. This would enable future redevelopment in accordance with the priorities set out in the LSPS of Hornsby Shire and The Hills Shire. The HSF would contribute to the needs of the LGA by facilitating healthcare in an accessible location and would address the growing seniors population in the LGA.

(Note: given the site’s location on the LGA boundary with The Hills, The Hills Shire LSPS is also considered below).

Hornsby Shire Community Strategic Plan 2035

The *Hornsby Shire Community Strategic Plan 2018-2028* (Community Strategic Plan) establishes Council's vision and priorities for the LGA. The Community Strategic Plan addresses long-term social, environmental and economic goals for the LGA that have been developed following extensive community consultation and engagement.

The proposal is consistent with the key themes of the Community Strategic Plan as summarised below:

- **Liveable:** This theme predominantly relates to housing and improving community outcomes. The Planning Proposal relates to the future development of a HSF which will service the growing and ageing population of Dural, together with the wider community.
- **Sustainable:** The Planning Proposal responds to the theme through the provision of appropriate landscaping and incorporates ESD principles to ensure the future building better adapts to climate change and resilience.
- **Productive:** The Planning Proposal will provide an economic boost to Dural through investment and jobs. The proposal will provide positive economic impacts for the Round Corner Town Centre, facilitating the ongoing revitalisation of the area. This will have a flow-on effect for the Hornsby Shire LGA, given the health sector is one of the fastest-growing employment clusters.
- **Collaborative:** The Planning Proposal has been prepared in close consultation with Council. It will also be notified, enabling community feedback and the opportunity for the Applicant to appropriately respond to issues raised.

Hornsby Shire Council Employment Lands Study

The *Hornsby Employment Land Study* (2021) provides a strategic framework to guide and accommodate future employment growth within the Hornsby Shire. The study identifies key economic and employment trends in the context of the North District Plan and sets directions to support sustainable growth that will help achieve the district's employment targets. It is important to note; the *Hornsby Employment Land Study* (2021) predates the *Future Transport Strategy* and *Future Health Report* that highlight the need to decentralise health services from in-hospital care and provide health services within 15-minute neighbourhoods of centres.

The Planning Proposal aligns with the objectives and directions of the Employment Land Study as it:

- Facilitates the future redevelopment of the site in a manner consistent with the emerging character of Round Corner Town Centre, strengthening its role within the commercial centre. The Planning Proposal will facilitate greater employment opportunities within the Hornsby Shire LGA.
- Supports the delivery of a future HSF that addresses the growing and ageing population of the LGA and is one of the fastest-growing employment sectors identified in the Employment Lands Study.
- Supports the long-term supply of appropriately zoned land within Round Corner Town Centre to accommodate service-based employment uses.

- Provides an employment use that complements, rather than competes with, the role and function of the centre, maintaining Round Corner Town Centre's commercial focus.
- Delivers specialist health services within the Hornsby Shire LGA boosting local employment opportunities, as the operating HSF will provide 300 ongoing jobs.
- Delivers services and employment opportunities in a highly accessible local centre, ensuring that infrastructure and services are located close to residential catchments and transport networks, including public transport.
- Contributes to a sustainable and resilient local economy by diversifying the employment base and meeting identified health service needs in a manner that supports the LGA's long-term economic growth.

Hornsby Shire Rural Lands Strategy

The *Hornsby Shire Rural Lands Strategy 2022* (Rural Lands Strategy) provides key principles and recommendations for managing rural lands into the future and addresses obligations for rural lands prescribed by the State Government. It sets the direction for rural areas, informing the LSPS and controls of the HLEP 2013.

The Rural Lands Strategy addresses the themes of liveability, sustainability, productivity and infrastructure.

The site is identified within the *Rural Lands Strategy* as located within the Georges Creek area and reinforces the wide variety of land uses in the area, including retirement living and rural lifestyle properties.

The site is located in an area with a mixed-use residential, retail and commercial setting, located along a main road consistent with the character statement.

The land uses surrounding the site are inconsistent with the existing RU2 Rural Landscape zone objectives. The site, location and surrounding land uses limit this site to be utilised for agricultural purposes, given it could not provide a buffer to the surrounding commercial and residential sites. The site should be considered on the existing and future land uses surrounding it, with the Dural Health Hub integrating these land uses and aligning with the transition directly opposite the site for the Round Corner Town Centre Expansion Site.

Further, it is noted that Dural is identified as a rural village in the *Employment Lands Study*. The village is spread out along Old Northern Road, which intertwines with the E1 zone of The Hills Shire. The village has a mixture of lot sizes and has an interface with the area zone IN2 Light industrial that forms a business park. The *Employment Lands Strategy* have identified the opportunity to enhance the character of the village.

The Planning Proposal capitalises on its proximity to the Round Corner Town Centre Retail Precinct by providing a diverse land use that will enhance existing and future residential amenity.

The Hills Shire Local Strategic Planning Statement

The Hills Shire Local Strategic Planning Statement (The Hills LSPS) aims to guide future planning decisions as well as drive future land use planning and how population, housing and economic growth is managed in The Hills over the next 20 years.

The Hills LSPS is relevant to the Planning Proposal as the site is located on the LGA boundary between Hornsby Shire and The Hills Shire and is in close proximity to Round Corner, which is identified as a town centre in The Hills LSPS.

Round Corner's designation as a town centre rather than a rural village indicates it is a higher order centre capable of supporting a larger population catchment with a broader variety of land uses. The Greater Sydney Region Plan provides an overview of the relevant hierarchy of centres. This hierarchy is as follows:

- Metropolitan centres
- Strategic centres
- Local centres
- Rural towns and villages

The Planning Proposal responds to Planning Priority 10, which aims to provide social infrastructure and retail services (i.e. café and pharmacy) to meet residents' needs. This priority seeks to ensure that an adequate mix of social and retail infrastructure services is provided throughout the shire in order to meet the different needs of the growing ageing population.

The Region Plan also describes 'Local Centres' as follows:

Local centres are important for access to day-to-day goods and services. These centres create a strong sense of place within the local community. Local centres are collections of shops and health, civic or commercial services. Larger local centres, such as those anchored by a supermarket, can form the focus of a neighbourhood. Supermarket-based centres also provide local employment, accounting for close to 18 per cent of all Greater Sydney's jobs.

While local centres are diverse and vary in size (as measured by floor space), they play an important role in providing access to goods and services close to where people live. Increasing the level of residential development within walking distance of centres with a supermarket is a desirable liveability outcome.

The management of local centres is best considered at a local level. Developing a hierarchy within the classification of local centres should be informed by a place-based strategic planning process at a council level, including an assessment of how, broadly, the proposed hierarchy influences decision-making for commercial, retail and other uses.

As the site is located at the eastern edge of Round Corner, in an evolving and increasingly urbanised precinct, its planning should be coordinated with planning for the broader Round Corner Town Centre in The Hills Shire LGA. This includes consideration of and integration with the higher-density, mixed-use development occurring on the "gateway" Round Corner Town Centre Expansion Site immediately opposite the site.

Towards Hills 2050 Community Strategic Plan

The purpose of *Towards Hills 2050* is to bring the community aspirations for The Hills to life. The plan aims to clarify different roles in shaping the kind of place where we live and sets out the expectation residents should have of Council.

The proposal for the Dural Health Hub directly responds to long-term strategic vision established by the plan, that identifies the need to support a growing population through local services and enhances access to facilities.

Towards Hills 2050 outlines The Hills Shire is experiencing growth, and the requirements for well-located community services and infrastructure that allows residents to have their need met. The Dural Health Hub responds to this challenge set out for the LGA, given the site borders The Hills and Hornsby Shire LGAs as it will provide health services within proximity to the Round Corner Town Centre.

The proposal directly supports the strategic intent of the Community Strategic Plan by:

- ***Enhancing Liveability and Community Wellbeing (EL1)***
 - The proposed development will improve access to health services for Dural, Round Corner and surrounding locality. Reducing the need for residents, inclusive of the ageing population to travel outside of area for care. The proposal supports wellbeing and will reduce travel times of up to a 3-hour round trip for in hospital care
- ***Supporting Connected People and Places (CPP1, CPP2)***
 - The proposal would increase access to health services and reduce regional travel that supports the goal of allowing residents to live, work, receive care and participate in community life in their own neighbourhoods, while also meeting TfNSW's goal of delivering 15-minute neighbourhoods that promotes active transport
 - The site capitalises on established road networks and efficient and sustainable land uses aligned with Council's principles
 - The plan recognises the importance of balancing growth with investment in services and infrastructure. The Dural Health Hub will deliver community-serving infrastructure and ensure a gap in demand is managed
 - Health care and social assistance is recognised as one of the largest employment sectors in NSW. The proposal will generate critical growth in the industry and allow skilled professionals to work within and across both LGAs. The proposal supports the objectives of greater employment and jobs closer to where people live

Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. The proposed use is currently prohibited in the RU2 Rural Landscape zone, and therefore, the development of a HSF requires a Planning Proposal to make this use permissible, it is proposed to enable a HSF permissible via an APU applying to the site only, rather than a rezoning of the site or locality.

Additionally, the Planning Proposal includes a new clause under Part 6 Additional Local Provisions to introduce a maximum height of building of 15m only in relation to the development of a HSF on the site. These site-specific provisions are proposed, rather than a rezoning and associated general increase in maximum building height, in order to:

- Retain the existing zone of the site and avoid the rezoning of three lots that would have a different zone than the surrounding land in the Hornsby Shire LGA.
- Avoid the introduction of a standalone zone with a broader range of permissible uses than the surrounding locality, in order to maintain the existing and future desired character of the area. This will avoid setting an unwanted precedent within the LGA.
- Limit the proposed maximum height to the development purpose of the HSF on the site; this will not be a general height increase that applies to other forms of development on the site or the surrounding area.

Therefore, the Planning Proposal's amendments will not result in a precedent for similar development in the locality and will enable the utilisation of the site for a HSF. This will maximise the site's potential and align with the existing strategic planning of the *Future Health Report and Future Transport Strategy*, by reducing reliance on in hospital care and the implementation of the 15-minute neighbourhood.

5.3.2 Section B: Relationship to Strategic Planning Framework

Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal aims to give effect to the objectives and actions of the following metropolitan, district and other plans:

- *Greater Sydney Region Plan – A Metropolis of Three Cities*
- *North District Plan*

Noting, the *Greater Sydney Region Plan* and *North District Plan* were in place before the *Future Transport Strategy* and *Future Health Report*, not fully realising the impacts of the COVID-19 pandemic and the need to place health facilities closer to residents to reduce travel times and offer out of hospital care.

Greater Sydney Region Plan

The *Greater Sydney Region Plan* (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans.

The overriding vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of 3 unique but connected cities: an Eastern Harbour City, the Western Parkland City and the Central River City, with Greater Parramatta at its heart.

The Region Plan provides broad *Priorities and Actions* which focus on the following four key themes:

- *Infrastructure and collaboration*
- *Liveability*
- *Productivity*
- *Sustainability*

The Planning Proposal achieves these priorities and actions as outlined below:

- *Infrastructure and collaboration*: The proposal delivers health infrastructure in a location supported by existing and planned transport networks (Castle Hill Metro, Old Northern Road serviced by existing bus routes and active transport).
- *Liveability*: Provides accessible health care, supporting the ageing population and improving social outcomes.
- *Productivity*: Creates health sector employment and supports Round Corner Town Centre as a local centre.
- *Sustainability*: Redevelops an underutilised site with sustainable design, consistent with the Sustainable Buildings SEPP.

The site is strategically located to service the underrepresented area of Dural and provide a HSF within close proximity to the Round Corner Town Centre and surrounding seniors housing. This will ensure a complementary use, providing high levels of accessibility to health services for the surrounding residents and in a 15-minute radius of the Round Corner Town Centre.

There are a number of Directions and Objectives that are of relevance to the Proposal which are addressed below:

Objective	Comment	Consistency
Liveability		
<i>O7: Communities are healthy, resilient and socially connected</i>	The Planning Proposal achieves this objective by co-locating a HSF with transport and proximity to surrounding seniors housing.	Yes
<i>O12: Great places that bring people together</i>	• Objective 12 of the Region Plan is “Great places that bring people together”. ○ “Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by...Providing fine-grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centres.” • The proposal promotes this strategy by providing additional health services that will complement the Round Corner Town Centre Expansion Site and align with Figure 17.	Yes
<i>O13: Environmental heritage is identified, conserved and enhanced</i>	• The site does not contain heritage items. • However, the site is located adjacent to a heritage site identified as item 347.	Yes

Objective	Comment	Consistency
	The Planning Proposal will not negatively impact the adjacent heritage item.	
Productivity		
<i>O14: A Metropolis of Three Cities – integrated land use and transport create walkable and 30-minute cities</i>	- This objective outlines the relationship between connectivity and productivity and supports the creation of a '30-minute city' to ensure residents can access metropolitan centres within 30 minutes by public transport. - The Planning Proposal directly relates to this direction and TfNSW's <i>Future Transport Strategy</i>, including a 15-minute neighbourhood, by co-locating a HSF near a town centre and existing seniors housing. - The site is well serviced by existing bus routes, enabling residents of the wider Dural area convenient access to a HSF in a much closer location than currently available. Refer to Section 3.2.	Yes
<i>O21: Internationally competitive health, education, research and innovation precincts</i>	- This objective sets out the importance of access to quality care and identifies local centres requiring access to day-to-day goods and services. - The proposal is well placed to provide synergistic uses which complement the existing Round Corner Town Centre, allowing residents and visitors to have access to quality amenities.	Yes
Sustainability		
<i>O28: Scenic and cultural landscapes are protected Strategy 28.1</i>	The project is accompanied by a VIA (Appendix 10) which demonstrates that the project has no adverse impacts on views of scenic and cultural landscapes. The VIA is discussed further in this report at Section 5.	Yes
O29: Environmental, social and economic values in rural areas are protected and enhanced	- The site is situated in an urbanised precinct along an arterial road corridor. It is not used for rural or agricultural purposes or located adjacent to any agricultural land uses. - Additionally, it is considered the site has limited agricultural merit due to its constraints including its size, topography, location and adjoining land uses. - As such, the proposal will not compromise the values of the rural area in the Hornsby Shire LGA and will positively contribute to the environment, social and economic values of its immediately locality. - The proposal must be weighed against other provisions of the Plan relating to the provision of health infrastructure to cater for the ageing population.	Yes
O32: The Green Grid links parks, open spaces, bushland and	The PP is accompanied by a Public Benefit Offer Proposal with the intent to provide a	Yes

Objective	Comment	Consistency
walking and cycling paths	letter of offer and enter into a Voluntary Planning Agreement (VPA) with Council. The Public Benefit Offer Proposal proposes works to enhance the surrounding walkways and cycle paths, increasing accessibility to and from the surrounding areas, including the Round Corner Town Centre and Expansion Site.	

Table 7 Alignment with the Greater Sydney Regional Plan

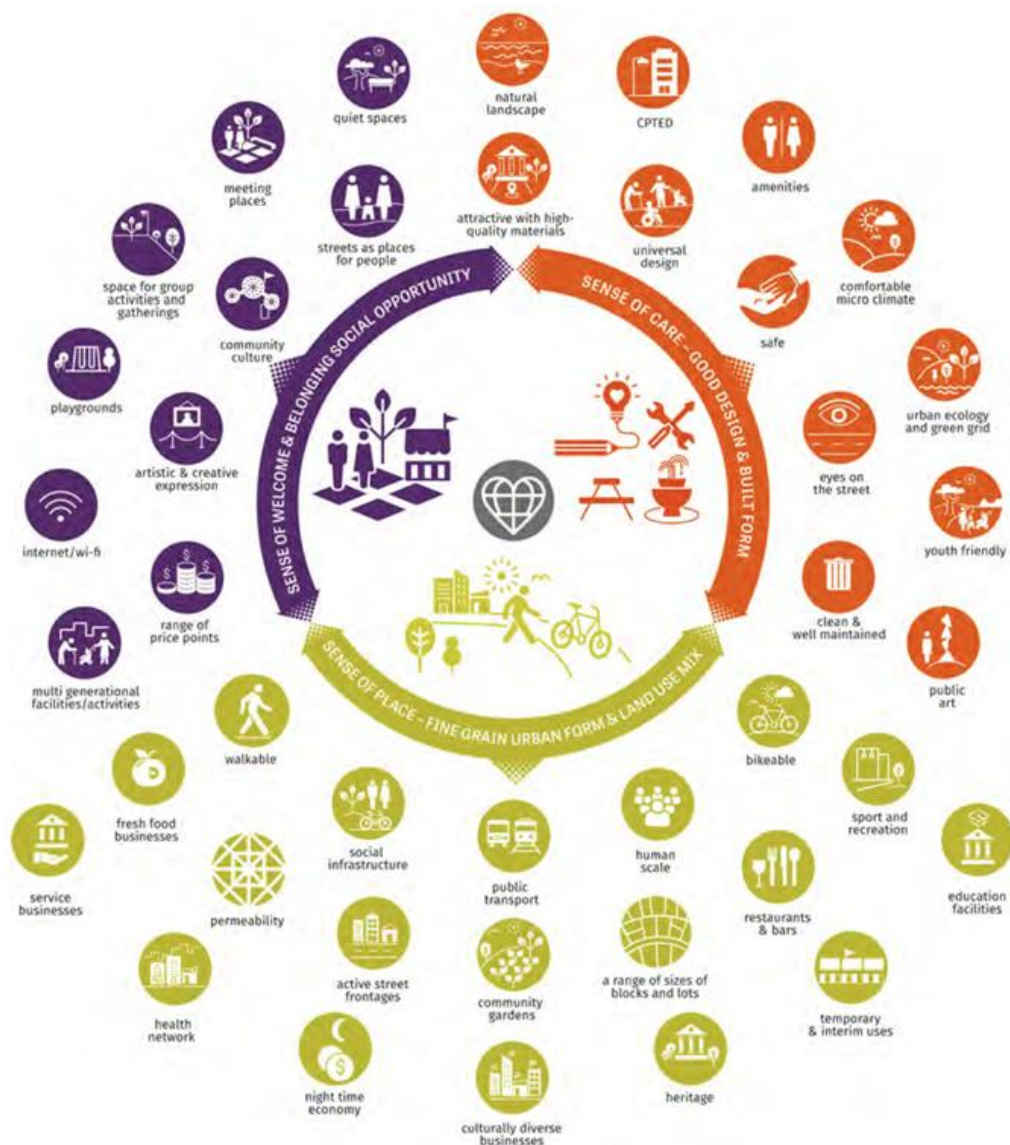


Figure 24 Elements of Great Places (Source: Greater Sydney Region Plan)

The Planning Proposal will align with the sense of place initiatives, delivering an improvement in walkability for surrounding residents and within the 15-minute neighbourhood outlined in the TfNSW *Future Transport Strategy*. The Planning Proposal will also improve the current shortfall facing the Dural area by delivering a new HSF, improving the health network for existing residents and reducing the dependence on hospitals.

North District Plan

The *North District Plan* (District Plan) was prepared by the Greater Sydney Commission (GSC) in March 2018. It provides the district-level framework to implement the goals and directions outlined in the Region Plan for the North District.

The Planning Proposal addresses the North District Plan and ensures that the relevant Planning Priorities are met. Specifically:

Direction	Comment	Consistency
Infrastructure and collaboration		
<i>N1: Planning for a city supported by infrastructure</i>	The proposal delivers critical local health infrastructure that meets the increasing demand from an ageing population, reduces travel times for medical services and supports access to healthcare across two LGAs.	Yes
<i>N2: Working through collaboration</i>	The proposal supports collaborative planning between Council, DPHI, NSW Health, TfNSW, consistent with the District Plans call for cross-boundary infrastructure planning and better health outcomes.	Yes
Liveability		
<i>N3: Providing services and social infrastructure to meet people's changing needs</i>	The proposed HSF co-locates medical services that directly respond to a demographic shift and supports NSW Health's policy for decentralised care.	Yes
<i>N4: Fostering healthy, creative, culturally rich and socially connected communities</i>	The proposal enables community-based health access and care, encouraging social connection within Dural locality and the proposed Round Corner Town Centre Expansion Site.	Yes
<i>N5: Providing housing supply, choice and affordability with access to jobs, services and public transport</i>	The proposal does not provide housing, however, co-locates a complementary use nearby seniors housing uses and aligns with the TfNSW's 15-minute neighbourhood goal for existing and future residents.	Yes
<i>N6: Creating and renewing great places and local centres, and respecting the district's heritage</i>	The Dural Health Hub, whilst not within the Round Corner Town Centre, will contribute to high-quality design, whilst respecting the adjacent heritage item and will be a part of the renewal of Round Corner.	Yes
Productivity		
<i>N9: Growing and investing in health and education precincts</i>	The proposal establishes a new health model that complements the existing seniors housing and medical uses nearby, aligning	Yes

Direction	Comment	Consistency
	with this objective to expand health infrastructure and create local employment opportunities.	
<i>N11: Retaining and managing industrial and urban services land</i>	The proposal maintains the employment focus at the site and repurposes the currently underutilised RU2 Rural Landscape land for a service-oriented health use without abandoning the zone.	Yes
<i>N12: Delivering integrated land use and transport planning and a 30-minute city</i>	The site's frontage to Old Northern Road and public transport access supports the 30-minute neighbourhood principles along with the 15-minute city in the <i>Future Transport Strategy</i> . It does so by reducing private vehicle dependence and ensuring equitable access for the local community and residents of the LGA.	Yes
<i>N13: Supporting growth of targeted industry sectors</i>	Health and wellbeing are identified as growth sectors; this proposal delivers facilities and skilled jobs in a sector critical to the regional economy and consistent with NSW's Health's cluster strategy.	Yes
<i>N14: Leveraging interregional transport connections</i>	The proposal is well serviced, given its location on the north-south corridor of Old Northern Road that links Dural to Castle Hill and Parramatta. These hubs are serviced by existing bus routes that link to other public transport options, enhancing accessibility for patients and staff.	Yes
Sustainability		
<i>N16: Protecting and enhancing bushland and biodiversity</i>	The proposal is accompanied by the Flora and Fauna Assessment in Appendix 8. This report highlights that the site's current vegetation is minimal and the Preliminary Indicative Concept Plan will retain and enhance existing landscaped areas, contributing to local biodiversity through native planting consistent with the objectives.	Yes
<i>N17: Protecting and enhancing scenic and cultural landscape</i>	The built form has been designed to maintain the low scale appearance of the area, including maintaining two storeys to Old Northern Road with a significant front setback, to respond to the natural slope at the site.	Yes
<i>N18: Better managing rural areas</i>	The proposal maintains the RU2 Rural Landscape zone and objectives. There are no current agricultural uses on the site or adjacent areas, and the proposal is compatible with the transition occurring in the surrounding area.	Yes
<i>N19: Increasing urban tree canopy and delivering Green Grid connections</i>	The Preliminary Indicative Concept Plan retains deep soil areas to achieve the target of 30%. These areas will be able to support larger trees and a healthy canopy. The indicative concept plan will retain trees within	Yes

Direction	Comment	Consistency
	the centre of the site and provide landscaped areas within the front setback to Old Northern Road.	
<i>N21: Reducing carbon emissions and managing energy, water and waste efficiency</i>	The proposal is accompanied by a Stormwater Management Plan (Appendix 6) and Sewage Plan (Appendix 13) that show the future DA is capable of complying.	Yes
<i>N22: Adapting to the impacts of urban and Climate Change</i>	The site is not flood-affected and will integrate adaptive design for heat mitigation, canopy coverage and material selection to ensure resilience.	Yes
Implementation		
<i>N23: Preparing local strategic planning statements informed by local strategic planning</i>	The proposal supports the implementation of the Hornsby Shire LSPS and Hornsby Community Strategic Plan 2035 by delivering health infrastructure and employment growth consistent with identified local priorities.	Yes

Table 8 Alignment to the North District Plan

In accordance with Clause 3.6(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), a review of the district plan must be conducted every 5 years. We understand that the District Plans are being reviewed and are expected to be publicly exhibited by the end of 2025.

Is the Planning Proposal consistent with a Council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

Yes. The Planning Proposal is consistent with the following local strategies prepared by Council:

- *Hornsby Shire LSPS (2020)*
- *The Hills Shire LSPS (2020)*

Given the site's location on the border of The Hill Shire LSPS, the Planning Proposal has considered the provisions and objectives outlined within the adjoining LGA.

The above-listed local strategies are addressed in detail in Section 5.3.1.

Strategic and site-specific merit

The strategic and site-specific merit test is outlined in DPHI's LEP Making Guide to assist proponents in justifying a Planning Proposal. An assessment against this test is provided in the table below.

Provision	Consistency
Strategic merit	
Does the proposal:	
<i>Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy; or</i>	The Planning Proposal has demonstrated alignment with the Greater Sydney Region Plan and North District Plan at Section 5.3.1.
<i>Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan; or</i>	The Planning Proposal has demonstrated consistency with the Hornsby Shire LSPS and aligns with many of the objectives set out in the LSPS. These are addressed in Section 5.3.2 of this report.
<i>Respond to a change in circumstances that has not been recognised by the existing planning framework</i>	The proposal directly responds to a change in circumstances that have not been recognised by the existing planning framework. There has been a shift in NSW Government priorities, particularly in relation to the delivery of health and transport infrastructure. These changes are articulated in NSW's <i>Health Future Health Report (2022)</i>, and TfNSW <i>Future Transport Strategy</i>. NSW Health's <i>Future Health Report (2022)</i> This report states that a fundamental transformation in health services must be delivered to meet future challenges. Importantly, the report highlights that a large portion of patients are currently treated through hospital settings. However, the complexity and diversity of patients' health needs require a greater focus on integrated, community-based models of care. This shift highlights the need to decentralise health services away from major hospitals and expand access to high-quality care within community settings. The Planning Proposal responds to this new policy direction by facilitating the delivery of a HSF that supports the growing and changing needs of the

Provision	Consistency
	population, including supporting residents to 'age in place'. <i>TfNSW's Future Transport Strategy</i> The <i>Future Transport Strategy</i> promotes the concept of 15-minute neighbourhoods as places where residents can conveniently access jobs, services, and healthcare within a short distance of their homes. This concept seeks to improve liveability and equity by co-locating community infrastructure, health services and transport connections. This complements the <i>Future Health Report</i> by supporting the decentralisation of health services and enabling the creation of local and accessible health hubs that are available for the community. <i>Committee for Sydney's Raising Sydney's Care Factor (2025)</i> While not NSW Government policy, the report advocates for a more connected and community-focused approach to health and seniors living. The report highlights that Sydney's future resilience, productivity and liveability depend on embedding care and wellbeing within local communities rather than relying on the traditional centralised hospital models. As identified in the EIA (Appendix 3) the Hornsby Shire Council recognises the importance of the care industry in driving employment growth, as identified in the Employment Lands Study. The Dural Health Hub will form partnerships with the health and social services industry. The proposal is strategically located opposite the Round Corner Town Centre Expansion Site. The Dural Health Hub will play a complementary and synergistic role to the future operation of the Expansion Site. The proposal will serve the needs of the local community and provide opportunities of employment in health and social services, whilst embedding and co-locating health services within the community.

Provision	Consistency
	Given the above, the current planning framework within the HLEP 2013 does not reflect the growing demand for integrated, community-based health infrastructure. The proposal responds to the gap by delivering accessible, community-health services that enhance the wellbeing of the Dural community.
Site specific merit Does the proposal give regard and assess impacts to:	
<i>The natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)</i>	There are no known site-specific environmental considerations identified in the Planning Proposal and supporting material that would preclude further consideration of the proposed HSF. Any relevant environmental considerations have been provided in Section 6.
<i>Existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates</i>	The proposal directly responds to the existing and approved uses by addressing the Mountain View Retreat Retirement Village (135 Units), Bupa Dural (102 Beds) and Thompson Health Care (145 Beds). With Thompson Health Care's Dural House set for expansion, the growing health care needs of the over-65s community can be met by the Dural Health Hub and offer surrounding residents accessible and reliable medical services.
<i>Services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision</i>	The site is well serviced by existing and future infrastructure, utilities and services. The Applicant proposes to deliver further benefits to the community through a VPA, including upgrades to the public domain and improved pedestrian connectivity within the Round Corner Town Centre.

Table 9 Strategic and site-specific merit test

Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?

- *NSW Future Transport Strategy*
- *Better Placed – An integrated design policy for the built environment of NSW*
- *Future Health (Guiding the next decade of care in NSW 2022-2032)*

NSW Future Transport Strategy

The *NSW Future Transport Strategy* was published in March 2018 and outlines the strategic direction for transport in NSW. It is an update of the 2012 Long Term Transport Master Plan for NSW.

The *Future Transport Strategy* focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities for the future. It emphasises technology-enabled mobility and its role in transforming the mass transit network.

The *NSW Future Transport Strategy* sets out a long-term vision for a transport system that supports thriving, sustainable communities across the state. A key organising principle within the strategy is the concept of the “15-minute neighbourhood”, which focuses on improving people’s ability to meet day-to-day needs, including health services, locally. These directions are not yet fully reflected in the current statutory and strategic planning framework, including the *Hornsby Shire Local Strategic Planning Statement*, the *Greater Sydney Region Plan*, and the *North District Plan*. The Planning Proposal is therefore aligned with emerging state-level policy, bridging the gap between the existing framework and future strategic directions.

The *Future Transport Strategy* defines 15-minute neighbourhoods as areas where residents can access local services such as healthcare, shopping, education, and recreation within a short walk or cycle from their homes. For transport, this involves prioritising placemaking and active transport that encourages walking and cycling. Health services are recognised as a vital part of this model, enabling residents to obtain essential care locally while decreasing reliance on longer car trips.

The proposal directly aligns with TfNSW’s *Active Transport Strategy*, which identifies a range of initiatives to strengthen regional 15-minute neighbourhoods. Relevantly, the Strategy highlights the need to improve priority for walking trips in centres, towns and villages, such as reallocating road space to widen footpaths and providing more frequent and longer duration pedestrian crossing phases at traffic signals. The proposal directly responds to this direction by enhancing walkability and reinforcing Round Corner Town Centre as a pedestrian-focused local centre.

The proposed HSF at the site directly supports this aim by integrating a crucial local service within the Dural community. Noting, that travelling from Round Corner Town Centre to Hornsby Ku-ring-gai Hospital takes at least 1 hour and 15 minutes via two connecting buses and a train, resulting in a round trip of approximately 2.5 hours.

The proposed HSF responds to demographic trends characterised by an ageing population by providing age-friendly infrastructure that minimises the need for long or complicated journeys to access medical care, thereby supporting both community wellbeing and the productivity of the broader community.

Given the recent impacts of the COVID-19 pandemic, the importance of accessible healthcare within neighbourhoods has been emphasised. The Round Corner Town Centre Expansion Site, whilst offering medical and wellbeing facilities, will be complemented by the operation of the HSF, strengthening the local economy and enhancing community resilience. Embedding a health service in a location accessible to residents supports both immediate needs and broader Hornsby Shire objectives.

The Hornsby Shire LSPS, *Greater Sydney Region Plan*, and *North District Plan* outline broad directions for growth and infrastructure, but do not fully incorporate the 15-minute neighbourhood concept as outlined in the *Future Transport Strategy*. The proposed land use under the Planning Proposal aligns with state priorities and supports the evolving policy framework for district development planning.

Overall, the proposed HSF advances the State's 15-minute neighbourhood vision through improving access to healthcare, reducing travel demand and reliance on private vehicles. It supports active and sustainable transport choices by locating health services near residents. Most importantly, the proposal will support the creation of an age-friendly and health-focused neighbourhood consistent with the State's long-term priorities.

Better Placed – An Integrated Design Policy for the Built Environment of NSW

Better Placed establishes a design framework for achieving healthy, inclusive and resilient environments that deliver social, environmental and economic value. It emphasises that good design is essential to achieving better health outcomes, liveability and community cohesion.

The Dural Health Hub strongly aligns with these principles by delivering a place-based health precinct that is legible, walkable and accessible, while also responding sensitively to its landscape and suburban context.

Specifically, the proposal delivers on the objectives set out in the *Better Placed* document in the following ways:

Objective	Response
A better fit	The proposal strengthens the evolving Round Corner Town Centre by introducing a contemporary health and wellbeing precinct that complements nearby retail, commercial, community and seniors housing uses. The proposal provides an appropriate transition between the activity along Old Northern Road and the surrounding lower-density residential areas, reinforcing Round Corner's Town Centre role.
Better performance and adaptability	The proposal's flexible configuration allows for evolving healthcare models – from general practice and allied health to diagnostic and wellness services, ensuring long-term viability and adaptability. This responds directly to <i>Better Placed's</i> emphasis on design that supports resilience, flexibility and future change.
Better for community	By embedding health services in proximity to a local centre, the proposal enables residents to access essential care without reliance on distant hospital campuses. This directly improves equity of access for older residents and those with limited mobility, while promoting connection through co-located uses and active pedestrian areas.
Better for people	The site's design will prioritise safety and human scale in addition to wayfinding and a welcoming environment for patients, carers and staff. These features reflect the <i>Better Placed</i> focus on creating inclusive environments that support wellbeing and belonging.

Table 10 Alignment to Better-Placed Objectives

The proposal demonstrates the role of a high-quality, contextual design in achieving NSW's objectives for a healthy built environment, delivering a community-based HSF.

Future Health: Guiding the Next Decade of Care in NSW 2022-2032

The *Future Health Report* sets out the NSW Government's ten-year vision to transform the way healthcare is delivered across the State. It calls for a more integrated, person-centred health system that delivers care closer to home, and emphasises prevention, wellbeing and collaboration with public and private sectors.

The Dural Health Hub directly responds to these objectives by providing a community-based facility that decentralises health delivery and strengthens access to care within The Hills Shire and Hornsby Shire corridor. The relevant objectives the proposal aligns with are considered within the table below:

Objective	Response
1. Patients and carers have positive experiences and outcomes that matter	
1.1 Partner with patients and communities to make decisions about their own care	the proposed HSF will promote communication between patients and staff, providing health services closer to residents and improving patient accessibility
1.3 Drive greater health literacy and access to information	the proposed HSF will provide residents with an alternative and more personable healthcare service compared to that of a hospital, increasing patient access to information
2. Safe care is delivered across all settings	
2.1. Deliver safe, high quality reliable care for patients in hospital and other settings	the proposal aligns with this objective as it aims to shift focus away from hospitals and provide care through a newer service model
2.2 Deliver more services in the home, community and virtual settings	the proposal provides for a HSF that improves access to healthcare for residents of Dural rural locality, improving patient outcomes
2.3 Connect with partners to deliver integrated care services	the future use of a HSF will encourage shared clinical accountability for patient outcomes, and support staff to work at their full potential and alleviate burnout
2.4 Strengthen equitable outcomes and access for rural, regional and priority populations	the proposal is situated in proximity to the Round Corner Town Centre and offers a compatible land use, that will improve accessibility and reduce the impacts currently facing residents in the rural parts of Dural i.e. cost, time and distance
2.5. Align infrastructure and service planning around the future care needs	the proposal provides flexible medical tenancies and future-ready infrastructure, supporting NSW Health's focus on adaptable, sustainable health delivery
3. People are healthy and well	
3.1 Prevent, prepare for, respond to and recover from public health threats	the Dural Health Hub supports preventative and early intervention

Objective	Response
	services, providing local capacity for patient care and public health response
3.2 Get the best start to life from conception through to age five	the proposal will provide for 23-hour hospital services encompassing specialist and allied health services, providing access to healthcare for all patients
3.3 Make progress towards zero suicides	the proposal is capable of providing services to help reduce the rate of suicide deaths in NSW to align with the report's target of 20%
3.4 Support healthy ageing, ensuring people can live more years in full health and independently at home	the proposal promotes active and independent ageing, being located near existing seniors housing and within the Hornsby Shire LGA, which currently has an ageing population. The proposal provides allied health facilities to support the ageing residents, ensuring they remain healthy and independent
3.5 close the gap by prioritising care and programs for Aboriginal People	the proposal is capable of aligning with the report's objectives of providing safe and high quality mainstream health services for Aboriginal People and communities
3.6 Support mental health and well-being for our whole community	the proposal is capable of providing mental health and wellbeing services to provide care for those who need it
3.7 Partner to address the social determinants of ill health	the proposed development is capable of providing care for the patient's whole person, including wellness and social health, rather than just curing disease. This addresses the complete physical, mental and social wellbeing of the patient
4. Our staff are engaged and well supported	
4.1 Build positive work environments that bring out the best in everyone	- the proposal will support safe, collaborative and inclusive workplaces. - the Dural Health Hub is well serviced by Old Northern Road and is well serviced by public transport options for staff to utilise
4.2 Strengthen diversity in our workforce and decision-making	the Dural Health Hub will promote workforce diversity and inclusion
4.3 Empower staff to work to their full potential around the future care needs	the Dural Health Hub will provide opportunities for staff to reach their full potential, reduce silos, promote collaboration and flexibility across disciplines.
4.4 Equip our people with the skills and capabilities to be an agile, responsive workforce	the HSF will offer digitally enabled service delivery or telehealth options
4.5 Attract and retain skilled people who put patients first	the HSF will enhance workforce attraction in Hornsby Shire and The Hills

Objective	Response
	Shire regions, contributing to sustainable health service delivery
4.6 Unlock the ingenuity of our staff to build work practices for the future	the HSF will support innovation and allow services to adapt to future needs and evolving models of care
5. Research and innovation, and digital advances inform service delivery	
5.1 Advance and translate research and innovation with institutions, industry partners and patients	the future development will facilitate research and partnerships, and foster relationships across disciplines
5.2 Ensure health data and information is high quality, integrated and utilised	the Health Service Facility will improve digital data systems and integration and utilise relevant IT platforms to ensure patient data safety and reliability
5.3 Enable targeted evidence-based healthcare through precision medicine	the future HSF will partner with NSW service providers, researchers and industry to form a part of the larger genomic data sharing landscape. The aim is to provide targeted healthcare that maximises outcomes for patients
5.4 Accelerate digital investments in systems, infrastructure, security and intelligence	the Dural Health Hub will support care delivery through digital care
6. The health system is managed sustainably	
6.1 Drive value-based healthcare that prioritises outcomes and collaboration	- the HSF will have a relationship and partnership with NSW Health to coordinate a 'one health system' approach to support patients and provide primary care - the HSF will utilise the Patient Reported Measures IT system
6.2 Commit to an environmentally sustainable footprint for future healthcare	any future DA for the proposed HSF will consider the impact of development on the environment and minimise carbon footprint and assist in meeting the Net Zero Plan
6.3 Adapt performance measurement and funding models to targeted outcomes	the HSF will focus on outcome-based performance to align with providing care to patients.
6.4 Align governance and leaders to support the system and deliver the outcomes of Future Health	The future HSF will collaborate with NSW Health and other providers to meet the desired outcomes of the <i>Future Health Report</i>

Table 11 Alignment with the Future Health Report

The proposed HSF key areas of alignment include:

- Decentralising healthcare delivery: Future Health identifies the need to move beyond hospital-based models to a distributed network of community health hubs. The Dural Health Hub delivers on this priority by offering integrated health care in a rural setting, improving health services locally, and reducing demand on hospitals and ensuring timely care is available.

- Promoting prevention and wellbeing: the proposal's integrated model combines medical, allied health and services to deliver holistic care that supports healthy ageing and in convenient, accessible locations. This reflects the *Future Health Report's* call for a system focused on improving people's health rather than just treating illness.
- Supporting equitable access, the north-west of Sydney is identified as an area with population growth and a rising proportion of older residents, yet with limited access to health infrastructure. The Dural Health Hub addresses this service gap by providing accessible, localised health facilities within the community, improving equity of access for residents in Dural, Galston, Glenorie and the broader The Hills Shire and Hornsby Shire LGAs.
- Building workforce and economic resilience, the *Future Health Report* emphasises that investment in community health infrastructure creates local employment and supports the care workforce. The Dural Health Hub contributes to this objective by providing new integrated healthcare spaces for medical and allied health, generating ongoing employment opportunities while retaining skills in the region.

The proposal, therefore, gives practical effect to NSW Health's vision of "delivering care beyond hospitals". It represents a forward-looking, community-based approach to health infrastructure that not only meets current needs but positions the north-western Sydney region for sustainable, equitable health outcomes over the next decade.

Raising Sydney's Care Factor (2025)

While not a NSW Government policy, it is worth noting the Committee for Sydney's *Raising Sydney's Care Factor* (2025) Report positions the care economy as one of Sydney's most important growth sectors and a core component of future city-shaping policy. The report emphasises the need to embed health and care infrastructure within local centres to improve accessibility, create jobs and support an ageing population.

The Dural Health Hub reflects these emerging policy priorities by providing a place-based model of care delivery in the north-west metropolitan area. The proposal's focus on decentralised, community-integrated healthcare is consistent with the report's recommendation to co-locate health services within the town centres and near transport corridors, improving both social outcomes and economic resilience. In this regard, the proposal demonstrates a strong alignment with evolving metropolitan and regional strategies that recognise care infrastructure as essential civic infrastructure, rather than a purely social service.

Is the Planning Proposal consistent with applicable SEPPs?

State Environmental Planning Policy (Biodiversity and Conservation) 2021

The *State Environmental Planning Policy (Biodiversity and Conservation) 2021* seeks to value, protect, conserve and manage the innate value and external benefits of NSW's natural environment and heritage.

Chapter 6 – Bushland in Urban Areas

Chapter 6 aims to protect and preserve bushland within urban areas.

The future HSF development on the site will require the removal of trees and vegetation. An Arboricultural Impact Assessment (AIA) and Flora and Fauna Assessment Report (FFA) have been provided at Appendices 6 and 7, to identify threatened species issues and identify and provide appropriate amelioration strategies to minimise adverse impacts resulting from each proposal.

The study confirms the site contains three existing residential dwellings and existing vegetation. The FFA report has considered the following:

- *Environment Protection and Biodiversity Conservation Act 1999*
- *Environmental Planning and Assessment Act 1979*
- *Biosecurity Act 2015*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 2 Coastal Management*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021 – Chapter 4 Koala Habitat Protection 2021*
- *Biodiversity Conservation Act 2016*
- *Hornsby Local Environmental Plan 2013, and*
- *Hornsby Development Control Plan 2024*

The FFA concludes through considering the guidelines for determining a significant impact under the Environmental Protection and Biodiversity Conservation Act, that the Planning Proposal and Preliminary Indicative Concept Plan for the study area are unlikely to have a significant impact on threatened flora and fauna species. Therefore, a referral to the Commonwealth will not be required. The FFA includes mitigation measures that will manage potential impacts and are included below.

In summary, the future development will require the removal of 74 trees and shrubs within the site. Approximately 0.4ha of vegetation may be required for removal within the development footprint. This comprises 0.34ha of Urban Native/Exotic vegetation and 0.06ha of native vegetation consisting of Blue Gum High Forest that is in poor condition.

To conclude, the AIA and FFA mitigation measures are included below:

FFA

- *Tree protections for retained trees,*
- *Sediment and erosion control measures to prevent stormwater pollution*
- *Additional survey undertaken by a qualified ecologist at DA stage*
- *Replace canopy species (Blue Gum High Forest) at a ratio of 1:1*
- *Future landscaping is to include >80% native species*

AIA

- *Tree Protection Plan (TPP), to show existing trees to be retained and protected during development*
- *Tree Protection Measures*
- *Protective fencing*
- *Ground Protection*
- *Temporary irrigation*
- *All landscaping works to consult Tree Protection Zones (TPZ) plans before development or removal of vegetation*

Given the findings of the above reports, the study area is unlikely to have a significant impact on flora and fauna species and therefore, further referral will not be required.

Chapter 9 – Hawkesbury-Nepean River

Chapter 9 applies to land within the Hawkesbury Nepean River Catchment including the Hornsby Shire LGA. The site is located within this catchment and therefore the chapter applies.

Chapter 9 provides for general planning considerations, specific planning considerations and recommended strategies to be taken into consideration by consent authorities in determining DAs. These generally relate to matters such as water quality, surface and groundwater flows, cultural heritage, flora and fauna, and scenic qualities within the catchment.

This Planning Proposal is supported by a range of technical studies addressing these issues and demonstrating that future development of the site for a HSF can be undertaken without adverse environmental impacts, consistent with Chapter 9.

State Environmental Planning Policy (Resilience and Hazards) 2021

The *State Environmental Planning Policy (Resilience and Hazards) 2021* seeks to reduce risk and build resilience in the face of natural hazards as well as development-related hazards.

Chapter 4 – Remediation of land

Chapter 4 applies to the State and states that where a DA is made concerning land that is contaminated, the consent authority must not grant consent unless:

- (a) it has considered whether the land is contaminated, and*
- (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

As per the findings of the previous Planning Proposal for the site, a contamination report was prepared by Geotechnique and found that the site was considered suitable for the proposed land use, specifically:

- The site not located within an investigation area within the meaning of the *Contaminated Land Management Act 1997*.
- No known land activities under the draft Contaminated Land Planning Guidelines have been known to be undertaken on the land.
- The land has been used for residential development for 50 years, with limited evidence to suggest that contamination has occurred.
- If contamination is found on the land, the site can be made suitable, subject to successful remediation and validation.

A contamination report will accompany any future DA at the site.

State Environmental Planning Policy (Transport and Infrastructure) 2021

The *State Environmental Planning Policy (Transport and Infrastructure) 2021* seeks to guide the provision of well-designed and located infrastructure, including transport.

Chapter 2 – Infrastructure

Chapter 2 aims to facilitate the effective delivery of infrastructure across the State. This includes identifying matters to be considered in the assessment of development adjacent to types of infrastructure development and providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.

Many of the provisions relate to development by the Crown and exempt development of certain development by or on behalf of the Crown, which is not relevant to the Planning Proposal.

It is also noted that Chapter 2, Part 2.3, Division 10 – HSF at Section 2.60(1) provides that development for the purpose of health services facilities may be carried out by any person with consent on land in a prescribed zone. However, as “prescribed zones” do not include the RU2 Rural Landscape zone, Section 2.60(1) does not apply to the site.

Chapter 2, Part 2.3, Division 17 contains provisions that, while not relevant to the Planning Proposal, would be considered at future DA stage:

- Section 2.118(2):
 - Stipulates that the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that, where practicable and safe, vehicular access to the land is provided by a road other than the classified road and the safety, efficiency and ongoing operation of the classified road will not be adversely affected.

- The site fronts Old Northern Road, which is a classified road, and the proposed HSF development includes vehicular access from Old Northern Road. It is noted that the site has no other street frontage, meaning that alternative vehicular access is not practicable. Whilst this issue is a matter for consideration at DA stage, a Traffic and Transport Assessment (Appendix 11) has been undertaken and concludes that the traffic generated by the HSF would generate 483 vehicle movements per hour in the weekday morning peak and 771 vehicle movements per hour in the afternoon peak based on a vehicle trip generation rate requested by TfNSW. This trip generation rate, based on a medical centre and not a HSF as demonstrated in the Preliminary Indicative Concept Plans, was requested by TfNSW and is not considered appropriate and should be considered as the worst case scenario. At the future DA stage, another traffic impact assessment should be prepared and assessed against specific land uses and sites with comparable traffic generation.
- Section 2.119:
 - Applies to development for several purposes, including hospitals (which fall under the definition of HSF) on land adjacent to a road corridor with an annual average daily traffic volume of more than 20,000. It states that before determining a relevant DA, the consent authority must take into consideration any relevant guidelines.
- Section 2.121:
 - Requires that DAs for certain traffic-generating development, as set out in Schedule 3 of the SEPP, be referred to TfNSW and that any submission from TfNSW be considered prior to the determination of the application.
 - The proposed HSF is below the threshold criteria for number of beds for a hospital development and the future DA will therefore not require referral to TfNSW under this section.

An assessment of the key traffic impacts is provided at Section 6.

Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 directions) or key government priority?

The Planning Proposal supports key government priorities as stated previously in Section 5.3.2 of this report. These directions relate to the *Future Transport Strategy* and the *Future Health Report*. The proposed development will decentralise healthcare, provide services closer to where people live, and reduce travel times for existing senior residents who currently rely on hospital-based care.

The Planning Proposal is consistent with the Directions issued by the Minister for Planning and Public Spaces under section 9.1(2) of the EP&A Act. The Directions that are relevant to the Planning Proposal are addressed in the below table.

Relevant Ministerial Direction	Consideration
Focus Area 1: Planning Systems	
<i>Direction 1.1 Implementation of Regional Plans</i>	This Direction applies to the relevant planning authority when preparing a Planning Proposal for land to which a Regional Plan has been released by the Minister of Planning.

Relevant Ministerial Direction	Consideration
	As addressed in this report, the Planning Proposal is consistent with the relevant Region Plans, refer section 5.3.2.
<i>Direction 1.2 Development of Aboriginal Land Council land</i>	N/A
<i>Direction 1.3 Approval and Referral Requirements</i>	N/A
<i>Direction 1.4 Site Specific Provisions</i>	The objective of the Direction is to discourage unnecessary restrictive site-specific planning controls. Given the Planning Proposal seeks to add an APU for a HSF and an Additional Local Provision under Part 6 to facilitate a HOB of 15m. Given these changes are required to facilitate the HSF, appropriate site-specific development provisions will be required. The proposed development has prepared a site-specific DCP to address the merit issues, given that the HDCP 2013 does not provide appropriate built form controls for a HSF at the site. It is noted that the Planning Proposal includes Preliminary Indicative Concept plans for the future proposed HSF on the site. The inclusion of these design plans is common practice for Planning Proposals that relate to changes in built form controls, as it provides clarity on the form envisaged under the new controls. The proposal shows that the development can be delivered in a positive way. The inconsistency with this direction is of minor significance. The inconsistency is considered relatively minor and justifiable, as it provides certainty on what the development will achieve on the site.
<i>Direction 1.4A Exclusion of Development Standards from Variation</i>	N/A
Focus Area 1: Planning Systems – Place-based (Direction 1.5 – 1.22)	N/A
Focus Area 2: Design and Place	N/A
Focus Area 3: Biodiversity and Conservation	
Direction 3.1 Conservation Zones	N/A
Direction 3.2: Heritage Conservation	The objective of 3.2 is to conserve items, areas, objects and places of environmental heritage of significant and Indigenous heritage significance. The site does not contain any heritage items nor is it located within a Heritage Conservation Area.

Relevant Ministerial Direction	Consideration
	It is noted an item of heritage significance known as item 347 is located directly south of the site and adjoins the boundary. Notwithstanding, a heritage assessment has been prepared and concludes that the proposal will not impact on the heritage significance of the nearby items.
Direction 3.3 Sydney Drinking Water Catchments	N/A
Direction 3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	N/A
Direction 3.5 Recreation Vehicle Areas	N/A
Direction 3.6 Strategic Conservation Planning	N/A
Direction 3.7 Public Bushland	N/A
Direction 3.8 Willandra Lakes Region	N/A
Direction 3.9 Sydney Harbour Foreshores and Waterways Area	N/A
Direction 3.10 Water Catchment Protection	N/A
Focus Area 4 – Resilience and Hazards	
Direction 4.1 Flooding	The site is not identified as being flood prone.
Direction 4.2 Coastal Management	N/A
Direction 4.3 Planning for Bushfire Protection	The site is not identified as being bushfire prone.
Direction 4.4 Remediation of Contaminated Land	The objective of this Direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered. The previous Planning Proposal was accompanied by a Preliminary Site Investigation that confirmed the site was suitable for the use, subject to the recommendations from the report's findings.
Direction 4.5 Acid Sulfate Soils	N/A
Direction 4.6 Mine Subsidence and Unstable Land	N/A
Focus Area 5 – Transport and Infrastructure	
Direction 5.1: Integrating Land Use and Transport	The objective of Direction 5.1 is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: - Improving access to housing, jobs and services by walking, cycling and public transport - Increasing the choice of available transport and reducing dependence on cars - Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car

Relevant Ministerial Direction	Consideration
	- Supporting the efficient and viable operation of public transport services - Providing for the efficient movement of freights Despite bus routes to Parramatta, Castle Hill and the Sydney CBD, the locality surrounding the Round Corner Town Centre is disconnected from the Hornsby Ku-ring gai Hospital and Health Precinct and the planned Rouse Hill Hospital and will remain so without sufficient improvement in public transport connections. The Planning Proposal provides a HSF that is within the catchment of local residences, that can be easily accessed by existing public transport services. This will enable residents to age in place, enhance walkability and diversity of employment and services in the broader Round Corner Town Centre and avoid long commutes to access health service facilities.
Direction 5.2 Reserving Land for Public Purposes	N/A
Direction 5.3 Development Near Regulated Airports and Defence Airfields	N/A
Direction 5.4 Shooting Ranges	N/A
Direction 5.5 High-Pressure Dangerous Goods Pipelines	N/A
Focus Area 6 – Housing	N/A
Focus Area 7 – Industry and Employment	
Direction 7.1: Business and Industrial Zones	The objective of Direction 7.1 is to: - encourage employment growth in suitable locations, - protect employment land in business and industrial zones, and - support the viability of identified centres Whilst the site is not within a business or industrial zone, it is situated on the eastern fringe of the Round Corner Town Centre and is located directly opposite the Round Corner Town Centre Expansion Site which is zoned E1 Local Centre. The Planning Proposal is consistent with this Direction as it: - relates to a site within the existing urban footprint of the Round Corner Town Centre and provides additional employment opportunities within the centre, specifically the Health Care and Social Assistance sector, the major employing industry of Hornsby Shire residents - assists in strengthening local employment retention rates whilst also providing opportunities for residents to work close to their homes,

Relevant Ministerial Direction	Consideration
	meeting the 30-minute city objectives of the Hornsby Shire and TfNSW's 15-minute neighbourhood goal. • will not result in the loss of any land zoned for business or industrial purposes • will not impact on the viability of the Round Corner Town Centre as additional medical facilities will derive synergistic benefits with existing seniors housing and medical occupiers, whilst contributing to the trading potential of the Round Corner Town Centre through increased visitation and onsite employment.
Direction 7.2 Reduction in non-hosted short-term rental accommodation period	N/A
Direction 7.3 Commercial and Retail Development along the Pacific Highway, North Coast	N/A
Focus Area 8: Resources and Energy	
Direction 8.1 Mining, Petroleum Production and Extractive Industries	N/A
Focus Area 9 – Primary Production	
Direction 9.1: Rural Zones	The objective of this Direction is to protect the agricultural production value of rural land. A Planning Proposal must: a) <i>not rezone land from a rural zone to a residential, employment, mixed use, SP4 Enterprise, SP5 Metropolitan Centre, W4 Working Waterfront, village or tourist zone.</i> b) <i>not contain provisions that will increase the permissible density of land within a rural zone (other than land within an existing town or village)</i> The Planning Proposal is consistent with this Direction as: • it does not rezone the site from the RU2 Rural Landscape zone • whilst it increases HOB controls it relates to a site that can complement the nearby Town Centre and is not inconsistent with its surrounding context Whilst the proposed APU will maintain the RU2 Rural Landscape zone, the proposed land use is not agricultural, and the HSF can be developed to be consistent with the underlying landscaped character of the area. Notwithstanding this, the site in its current form does not represent rural uses nor is it deemed suitable for

Relevant Ministerial Direction	Consideration
	rural uses including agricultural purposes given its physical characteristics and lack of buffer from adjacent residential and commercial uses. Accordingly, the proposal does not result in a foregone opportunity to develop the site as per permitted uses in the RU2 Rural Landscape zone, given the unlikelihood of the site being developed for these rural uses.
Direction 9.2 Rural Lands	The Planning Proposal has considered Direction 9.2 and aligns with objectives to facilitate economic use of rural lands, promote the social, economic and environmental welfare of the state and minimise land use conflict. As stated previously, the site is not used for agricultural production nor is the surrounding land.
Direction 9.3 Oyster Aquaculture	N/A
Direction 9.4 Farmland of State and Regional Significance on the NSW Far North Coast	N/A

Table 12 Alignment with Ministerial Directions

5.3.3 Section C: Environmental, Social and Economic Impact

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the Proposal?

Ecology

As previously stated, a FFA has been prepared by Narla Environmental and accompanies this Planning Proposal (Appendix 8). The FFA provides an assessment of any potential impacts associated with the future development of the site, as facilitated by this Planning Proposal, on terrestrial ecology (biodiversity), particularly threatened species, populations and ecological communities listed under the *Biodiversity Conservation Act 2016* (BC Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The Report finds that the Planning Proposal will facilitate a development that may result in the removal of approximately 27 trees and 3 groups of trees from within the site. A total of approximately 0.4ha of vegetation will be required for removal within the site. Of the vegetation to be removed within the site, 0.34ha is of Urban Native/Exotic vegetation, and 0.06ha is representative of BC Act listed Blue Gum High Forest (which is found to be in poor condition). Importantly, the Planning Proposal is not expected to impact on any BC Act or EPBC Act listed species.

Further, the Report found that the Planning Proposal was unlikely to significantly impact any threatened species habitat beyond the removal of a small amount of potential foraging habitat.

In light of this, the FFA concludes that the Planning Proposal and Preliminary Indicative Concept Plan is unlikely to have a significant impact on threatened flora and fauna species. Mitigation measures to manage potential impacts include tree protection for retained trees, sediment and erosion control measures to prevent stormwater pollution, and an additional survey undertaken by a qualified ecologist at the DA stage.

Tree Removal

An Arboricultural Impact Assessment (AIA) has been prepared by Urban Arbor (Appendix 7). The AIA identified and assessed a total of 42 individual trees, and five groups of trees were assessed within the site and 10m surrounding.

An overlay of the indicative ground floor plan and the existing trees is provided in the figure below:

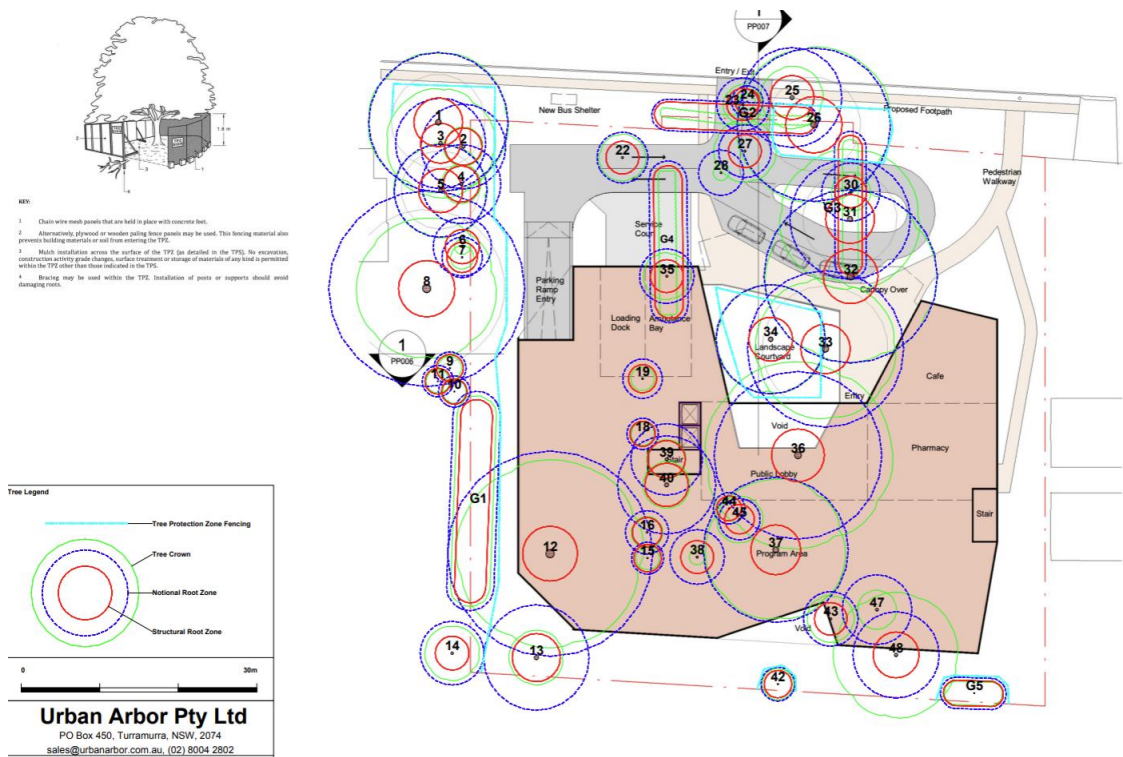


Figure 25: Indicative concept overlay (Source: Urban Arbor)

As shown in the figure above, 27 trees and 3 tree groups on the site are located within the likely footprint of the future development (as indicated in the Preliminary Indicative Concept Plan) and are recommended for removal.

Additionally, it is also noted that four street trees are located in the nature strip and impacted by the proposed driveway/footpath works; therefore, these are recommended for removal. The findings and recommendations of the AIA are shown in the table below:

Category	Quantity	Reason
Trees/groups recommended for removal	27 trees and 3 tree groups	Building footprint and notional root zones (NRZ) and/or structural root zones (SRZ) encroachment
Trees needing tree-sensitive design to retain	2 trees	Moderate NRZ impacts, viability dependent on method of construction
Trees to be retained with protection	13 trees and 2 tree groups	Minimal to no encroachment

Table 13 Retention/removal outcomes (Source: Urban Arbor)

Recommendations and mitigation measures

A Tree Protection Plan (TPP) is included within the AIA, and it shows the locations of the trees to be retained and the location of Tree Protection Zones (TPZ). All tree removal is only to be carried out by a qualified Arborist. The AIA also requires tree protection measures to be installed before construction begins. These include:

- Trunk and branch protection
- Protective fencing
- TPZ signage
- Mulch
- Ground protection
- Temporary irrigation
- Installation of scaffolding and hoarding
- Restriction on activities inside TPZ
- Root pruning

Where possible, all trees will be retained. To offset future tree removal, substantial planting at the site will be included at DA stage as illustrated in the Indicative Landscape Concept Plan (Appendix 2).

Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

In addition to the Flora and Fauna impacts, the Planning Proposal includes a detailed consideration of a range of relevant issues, which demonstrates that it will have minimal environmental impact and is an appropriate response to the site and its context. These issues include:

- built form, urban design and public domain
- landscaping
- visual impact
- acoustic
- heritage
- arboricultural and landscaping
- stormwater and sewage
- traffic and transport

Built form, urban design and public domain

An Preliminary Indicative Concept Plan has been prepared by Cox Architecture (Appendix 1). The Urban Design Report has been prepared for a Preliminary Indicative Concept Design Option to demonstrate one possible layout, land use arrangement, and built form to demonstrate that a HSF could be appropriately delivered onsite.

The Preliminary Indicative Concept Design comprises:

- a built form ranging from 2-4 storeys is proposed to reflect the change in the site's topography; however, it will present as a 2-storey development to Old Northern Road, facilitating a HSF, including:
 - retail uses (café) and pharmacy
 - consulting suites
 - day hospital, imaging, laboratory or diagnostics
 - lobby areas
- landscaping and courtyard
- servicing, loading and ambulance bay
- 3 storey basement car parking accommodating 168 spaces
- vehicular ingress and egress to Old Northern Road

The Preliminary Indicative Concept Plan and montage is shown in the figures below:



Figure 26 Preliminary Indicative Concept Layout (Source: Cox Architecture)



Figure 27: Artist's impression from Old Northern Road looking south east (Source: Cox Architecture)

As previously stated, the site is located within an area of existing and planned buildings of varying scale relating to the Round Corner Town Centre Expansion Site. The proposed development includes no changes to the existing RU2 Rural Landscape or SP2 Infrastructure land use zones. Retaining the current zoning ensures the proposal is focused on enabling a HSF up to 15m in height rather than introducing a broader range of higher intensity uses that could result from a general rezoning or height increase.

As illustrated in the Urban Design Report including the Preliminary Indicative Concept Plan prepared by Cox Architecture, the bulk and scale of a future HSF building on the site can be effectively broken down through design techniques, including the provision of appropriate landscaped setbacks, in particular:

- The concept design responds to the natural topography of the land, where the site falls approximately 9m from the high point in the west of the site to the low point in the east. This enables the future building to present as a 2-storey building when viewed from the street frontage of Old Northern Road, maintaining visual consistency with the current height control and the scale of developments on surrounding sites. The northeast building corner is to be one level lower, to respond to the height plane where the site falls away.
- The proposed height control is compatible with the immediately adjacent (west) Round Corner Town Centre Expansion Site at 488-494 Old Northern Road, which has maximum height controls at the site ranging from 14m to 18m and can incorporate apartments and townhouses (up to 7 storeys). The proposed 15m building height on the site provides an appropriate height transition from west to east.
- The Preliminary Indicative Concept Plan building envelope demonstrates appropriate front, side and rear setbacks that are consistent with the requirements of the HDCP

2024. This facilitates the inclusion of substantial landscape planting as shown in the Indicative Landscape Concept Plans (Appendix 2), enabling the development to respond to the surrounding environmental character, whilst also screening neighbouring properties to mitigate potential privacy impacts.

- The proposal will also provide key public benefits with the redevelopment of the site, comprising public domain and pedestrian accessibility works, connecting the Maronite Church to the south and the Round Corner Town Centre Expansion Site to the west. These links will create improved pedestrian connectivity and accessibility and create a walkable Town Centre. These are addressed below.
- The proposal incorporates a landscape framework that optimises canopy tree retention to Old Northern Road frontage as well as the site's edges when viewed from the public domain. Incorporating lower-level shrubs and groundcover plantings along with planting of Cumberland Plain Woodland species and natives, to create a rich biodiversity that aligns with the surrounding context.

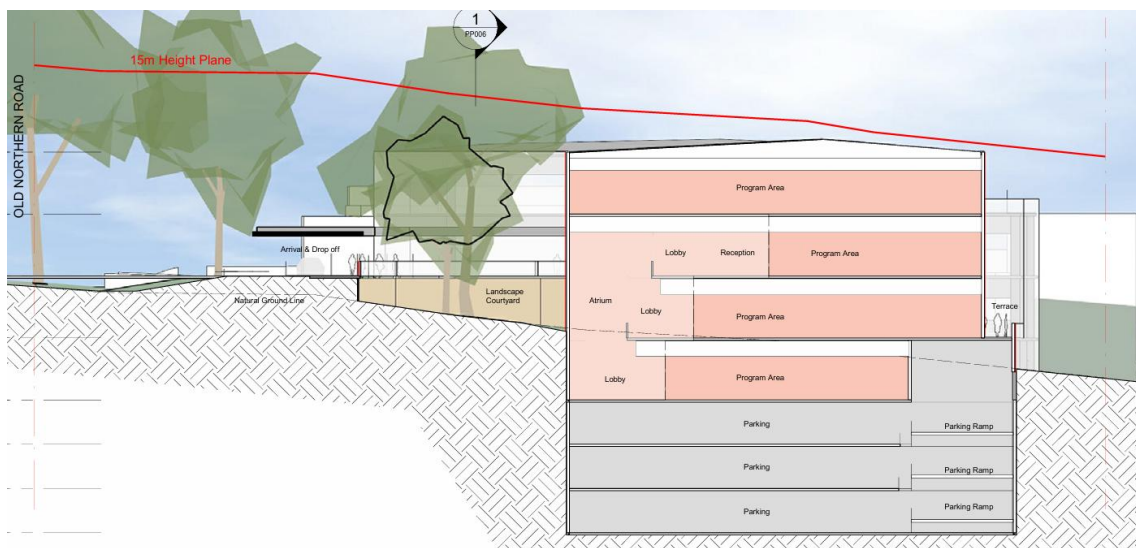


Figure 28 Proposed Section (North-South) (Source: Cox Architecture)

The Urban Design Report including Preliminary Indicative Concept Plans have provided a concept plan for the site to effectively deliver a HSF to provide amenities for the surrounding residents. The proposal responds to the existing topography at the site and incorporates key recommendations from the Visual Impact Assessment (Appendix 10) addressed at Section 5.3.3, which includes:

- *Established trees onsite to be retained where possible, along with new screening vegetation and deep soils is encouraged along Old Northern Road within front setback*
- *Screening vegetation should be provided along the side boundaries to mitigate privacy/overlooking issues*
- *The façade design, particularly fronting Old Northern Road should be high quality and designed to fit in with the surrounding context.*

These design elements have been incorporated into the Preliminary Indicative Concept Plans, demonstrating appropriate urban design at the site.

In addition to the Urban Design Report, a site-specific DCP has been prepared and accompanies the Planning Proposal (Appendix 13). The site-specific DCP establishes the desired future character, as well as specific objectives and controls for the future redevelopment of the site for a HSF.

Public domain works

In relation to public domain, the Planning Proposal is accompanied by a Public Benefit Offer Proposal which provides an outline of the items the Applicant may include in a letter of offer to enter into a VPA with Council (Appendix 14). This offer relates to key public benefits associated with the future redevelopment of the site, comprising of public domain and pedestrian accessibility works which will integrate with and complement recently approved public domain works associated the Maronite Church at 669 Old Northern Road and the Round Corner Town Centre Expansion Site at 488-494 Old Northern Road. This will contribute to the creation of a walkable town centre north of Franlee Road and improved pedestrian connectivity and accessibility within the broader Round Corner Town Centre.

Such works may include:

- the provision of a footpath along the site's frontage and footpath upgrades to improve accessibility, including via an accessible ramp (switch back formation) along the eastern side of the Round Corner Town Centre and Old Northern Road. This is to connect the existing signalised pedestrian crossing, at the intersection with Kenthurst Road and the approved pedestrian crossing, at the intersection with Franlee Road
- the potential for additional road works to complement the approved road widening works along Old Northern Road (The Hills Shire Ref No. 979/2016/HB) including the refurbishment of the pedestrian refuge island on Old Northern Road to improve pedestrian connectivity between the eastern and western sides of the Round Corner Town Centre, specifically the Round Corner Town Centre Expansion Site (488-494 Old Northern Road, Dural) and the recently approved Maronite Church (669 Old Northern Road)
- street planting along the eastern side of Old Northern Road between the site and the existing signalised pedestrian crossing, at the intersection with Kenthurst Road
- the provision of an improved bus shelter at the site's frontage

Visual impact

A Visual Impact Assessment (VIA) was prepared by Architectus and accompanies this Planning Proposal (Appendix 10). The VIA provides an assessment of the visual impacts of the Preliminary Indicative Concept Plan.

The methodology adopted by Architectus is based on the relevant planning principles for view assessment established by the NSW Land and Environment Court and experience in preparing Visual Impact Assessments for a variety of projects.

As shown in Figure 29, the VIA identifies the following key viewpoints and provides an assessment on each:

- View 1: 502 Old Northern Road / corner of Round Corner Town Centre shops

- View 2: Stonelea Court
- View 3: 488-494 Old Northern Road
- View 4: 548 Old Northern Road
- View 5: Franlee Road



Figure 29: Location of viewpoints (Source: Architectus)

The figures below provide an overview of the existing and indicative photomontage of the proposal.



Figure 30 Viewpoint 1 existing (Source: Architectus)



Figure 31 Viewpoint 1 proposed (Source: Architectus)



Figure 32 Viewpoint 2 existing (Source: Architectus)



Figure 33 Viewpoint 2 proposed (Source: Architectus)



Figure 34 Viewpoint 3 existing (Source: Architectus)



Figure 35 Viewpoint 3 proposed (Source: Architectus)



Figure 36 Viewpoint 4 existing (Source: Architectus)



Figure 37 Viewpoint 4 proposed (Source: Architectus)



Figure 38 Viewpoint 5 existing (Source: Architectus)



Figure 39 Viewpoint 5 proposed (Source: Architectus)

Each viewpoint was assessed based on the following criteria:

- *importance of the view, including:*
 - *any document that identifies the importance of the view*
 - *the number of viewers*
 - *the likely period of view*
 - *the distance to the proposal*
 - *the context of the viewer (i.e. static, dynamic, standing, sitting)*
 - *elements within this view (i.e. iconic water views, obstructions to the view)*
- *the view change*
 - *quantitative extent to which the view will be obstructed or have new elements inserted*
 - *whether any existing elements remain to be appreciated*
 - *any significance attached to the existing view*
 - *any change to whether the view is static or dynamic*

A summary of the VIA findings is provided in the table below:

View	Description	Importance of view	View Change	Overall significance of Visual Impact
1:	Looking south from 502 Old Northern Road	Moderate-High	Low-Moderate	Moderate
2	Looking south-east from Stonelea Court	Moderate	Low-Moderate	Low-Moderate
3	Looking north from 488-494 Old Northern Road	Low-Moderate	Low	Low
4	Looking south-west from 548 Old Northern Road	Low-Moderate	Negligible	Negligible
5	Looking north from Franlee Road	Low	Negligible	Negligible

Table 14 Summary of proposed viewpoints (Source: Architectus)

As outlined in Table 15, the most significant assessed view (View 1) within the Round Corner Town Centre is considered to experience a 'moderate' visual impact. While this view holds some importance due to high pedestrian activity and the likelihood of people spending short to moderate periods within the area, the proposal will be partly screened by existing mature trees and future landscaping along the site frontage.

The Preliminary Indicative Concept Design also reflects a significant front setback of 19m plus to mitigate this visual impact.

The VIA identifies a low–moderate visual impact for View 2 from the Round Corner Town Centre. Although the proposal will be noticeable, especially for cars leaving the centre, it does not obstruct any important visual features and is suitably scaled for its context. Much of the view will ultimately be filtered by the planned expansion of the future gateway site.

All other views are considered to have a low or negligible impact, including:

- View 3 - looking north, entering the Round Corner Town Centre, where the proposal's significant setback greatly reduces its visual impact.
- View 4 - looking southwest from the continuation of Old Northern Road east of Round Corner Town Centre, where the proposal is obscured by trees.
- View 5 - from Franlee Road, where the proposal will not be visible behind the Maronite Catholic Church.

The VIA concludes that the Planning Proposal will not have a significant impact on views from the surrounding context and is capable of providing a high-quality urban design response to its context.

The following recommendations are provided by the VIA:

- Established trees onsite to be retained where possible, and new screening vegetation and deep soil is encouraged along Old Northern Road within the front setback
- Screening vegetation should be provided along the side boundaries to mitigate any privacy/overlooking issues
- The façade design, particularly fronting Old Northern Road, should be high quality and designed to fit in with the surrounding context

Acoustic

An Acoustic Assessment was prepared by Norrebro Design (Appendix 9) to evaluate existing ambient noise levels and the potential acoustic environment associated with the future development of the site for the purposes of a HSF.

To understand the acoustic environment, Norrebro Design undertook both baseline unattended monitoring and attended measurements at 8 different locations to quantify prevailing acoustic conditions at and around the site. The figures below outline the monitor locations:



Figure 40 Operator attended measurement locations (Source: Norrebro Design)



Figure 41: Unattended noise logger location (Source: Norrebro Design)

The results of the measurements are outlined in the table below:

Location	LAeq (dBA)	L90 (dBA)	Remarks
Attended noise logger measurements			
1	68.8	67.9	Noise dominated by traffic
2	72.8	67.7	Noise dominated by traffic
3	67.3	61.0	Noise dominated by traffic
4	68.9	64.8	Noise dominated by traffic
5	50.1	47.4	Noise dominated by traffic. Some ambient noise
6	47.1	45.5	Noise dominated by ambient noise. Some traffic noise
7	51.8	51.4	Noise dominated by ambient noise (dog barks). Some traffic noise
8	47.9	44.9	Noise dominated by ambient noise. Traffic noise is audible occasionally

Table 15 Hand held survey results (Source: Norrebro Design)

Location	LAeq, Ambient Noise Levels			La90 Rating Background level			Notes
	Day	Evening	Night	Day	Evening	Night	
679 Old Northern Road Dural	61.5	57.4	50.8	53.0	45.4	34.3	No rainfall over the period

Table 16 Noise logger measurements results summary (Source: Norrebro Design)

The nearest affected residence is at 671-673 Old Northern Road, Dural, which shares a boundary with the site.

Based on the operator-attended measurements and the acoustic monitoring data measurements performed onsite, as detailed in Table 15 and Table 16 above, the amenity criteria is detailed in Table 17.

Location	Time	Descriptor	Amenity Noise	Development Emitted Noise
Residence – 671-673 Old Northern Road	0700 to 1800	Leq, 15min, day	50	58
	1800 to 2200	Leq, 15min, evening	45	50
	2200 to 0700	Leq, 15min, night	40	39

Table 17 Recommended maximum development emitted noise at the nearest affected residence (Source: Norrebro Design)

The Acoustic Assessment notes the two important aspects for noise egress control from the redevelopment towards the adjacent properties are mechanical services noise control and traffic noise control.

Based on the acoustic measurements onsite and review of the provided documentation, it is concluded that compliance can easily be achieved with the criteria, provided the recommendations made by Norrebro Design are implemented:

- *mechanical plant shall be selected or acoustically treated such that noise levels at the nearest affected residence do not exceed 40 dB(A) during the night-time period (if in use), 45 dB(A) in the evening (if in use) and 50 dB(A) during daytime operation*
- *provide speed limit signage (10km/h maximum speed) throughout the carpark and driveways*
- *install “Please Respect Our Neighbours by Keeping Vehicle Noise Down” or equivalent signage at the lobby and carpark exit*

Overall, the Acoustic Assessment confirms that the acoustic criteria stipulated in the relevant codes and guidelines can be met at the proposed location in terms of noise emissions towards adjacent properties. It was found that the existing noise levels were generally high, and any future mechanical plant can be acoustically treated to achieve compliance.

Heritage

A Statement of Heritage Impact and Peer Review Assessment (SOHI) prepared by Weir Philips Heritage (Appendix 4) accompanies this Planning Proposal.

As noted, the site has no heritage listed items, however, it is located in proximity to several heritage items listed under Schedule 5 of the HLEP 2013 and THLEP 2019 including:

- Inter-war dwelling at 671-673 Old Northern Road (Local item No.347)
- Roadside Trees along Old Northern Road (Local item No.448)
- Old Northern Road (Archaeological item A12, part of the Great North Road corridor)

The SOHI notes that the site sits within a rapidly urbanising corridor adjacent to the Round Corner Town Centre, where recent and approved developments (including Thompson Health Care, the approved Dural Village at the Round Corner Town Centre Expansion Site and the Maronite Church) have already transformed the local character from semi-rural to urban.

The SOHI further notes that the proposed introduction of a HSF use represents a functional and visual intensification, rather than a change that affects the heritage fabric of any nearby item. The adjoining Inter-War dwelling will remain on its separate allotment, physically unaltered. As such, the SOHI finds that the primary heritage consideration is therefore one of setting and character.

In this regard, the SOHI notes:

- *the semi-rural setting once associated with the heritage dwelling no longer exists.*
- *the area now presents as an urban edge adjoining a commercial precinct; and*
- *the proposed HSF use is consistent with this evolving context*

In light of this, the proposed HSF use is compatible with the site's current and future urban character, and it does not diminish the legibility or significance of the heritage item at 671–673 Old Northern Road.

In relation to the proposed building height (15m), Weir Phillips notes the increase is unlikely to exacerbate visual or contextual impacts on the adjoining heritage item, due to:

- *the slope of the site ensures the building reads as two storeys from Old Northern Road;*
- *the upper level can be stepped back, reducing visual dominance;*
- *the proposed land use is non-industrial and service-oriented, aligning with the surrounding community and health-related developments; and*
- *the adjoining heritage item will be visually buffered by the retention of existing dense vegetation, deep soil planting and landscaped areas as well as a 6m setback.*

The SOHI emphasises that the significance of the Inter-War dwelling derives from its architectural expression rather than its setting. The existing suburban and commercial surroundings have already diluted any strong landscape or curtilage relationship.

The proposed APU for a HSF will formalise and continue the ongoing transition of this section of Old Northern Road from residential to community and health-related uses, reinforcing the emerging built character of the Round Corner precinct. In this context, the proposal represents a compatible and positive contribution to the cohesive evolution of the local centre rather than an incompatible land use.

The Roadside Trees item (Item No. 448) remains unaffected by the proposed change of use or height control, being visually and physically separated from the site.

Overall, the assessment notes the Planning Proposal achieves an acceptable and balanced outcome and is appropriate from a heritage perspective and does not present any grounds to preclude the intended APU or height control.

Transport and Traffic

A Transport Impact Assessment (TIA) has been prepared by The Transport Planning Partnership (TTPP) and is provided at Appendix 11. The TIA assesses the proposal's impact on traffic generation, and transport requirements needed to support the proposed HSF.

Existing Conditions

The site is currently occupied by three residential dwellings, which are accessed via three separate vehicle crossovers to Old Northern Road.

The TIA describes the surrounding road network as:

- *Old Northern Road: a state arterial road providing a north-south link to the wider regions of Sydney's north. In the immediate vicinity of the site, the road is configured as a two-way road with two traffic lanes provided in each direction. The posted speed limit along Old Northern Road is 60km/h*
- *Franlee Road: a local no through road primarily catering to residents and the current childcare centre. Franlee Road is an undivided two-way road with a sealed pavement width of approximately 5.7m. There are no parking restrictions along both sides of the road. There is no posted speed limit on Franlee Road, therefore, the default speed limit on it is 50km/h*
- *Stonelea Court: is a local road that provides access to a retirement village (Mountainview Retreat Retirement Village), seniors housing (Bupa Dural) and Round Corner Town Centre Retail Precinct. It is a two-way road with one lane in either direction. Kerbside parking is only permitted for residents and visitors of the Mountainview Retreat Retirement Village. There is a sign posted speed limit of 25km/h.*

On 18 October 2025, TTPP undertook an intersection count to assess the existing traffic conditions. The following intersections are located within close proximity to the site:

- *Old Northern Road / Kenthurst Road (signal-controlled)*
- *Old Northern Road / Stonelea Court (priority-controlled)*
- *Old Northern Road / Franlee Road (priority-controlled)*

The peak hours of the above three intersections which are located close to the site are as follows:

- AM peak: 8:00am – 9:00am
- PM peak: 4:30pm – 5:30pm

As identified within the TIA, a pedestrian footpath is provided along the west side of Old Northern Road, with a refuge island located on Old Northern Road south of Stonelea Court providing a designated midblock crossing location. The Old Northern Road and Kenthurst Road signalised intersection has signalised pedestrian crossings on Kenthurst Road and Old Northern Road east approaches.

The site is well serviced by existing bus services along Old Northern Road, providing connections to Castle Hill, Parramatta, Pennant Hills and the Sydney CBD. The nearest bus stops are located 85m north of the site (northbound stop) and directly in front of the site (southbound stop).

Although the site is well connected to Castle Hill and Parramatta, public transport access to Hornsby Ku-ring-gai Hospital and the future Rouse Hill Hospital is limited. This further supports the strategic need for a localised health facility within Dural, consistent with the 30-minute city, and the North District Plan's Health precinct objectives and TfNSW's *Future Transport Strategy's* 15-minute neighbourhood goal.

The *Hornsby Shire Cycling Map 2008* (Figure 42) identifies that there are low to moderate difficulty cycling routes with off-road formed cycle paths along the western side of Old Northern Road in proximity to the site.

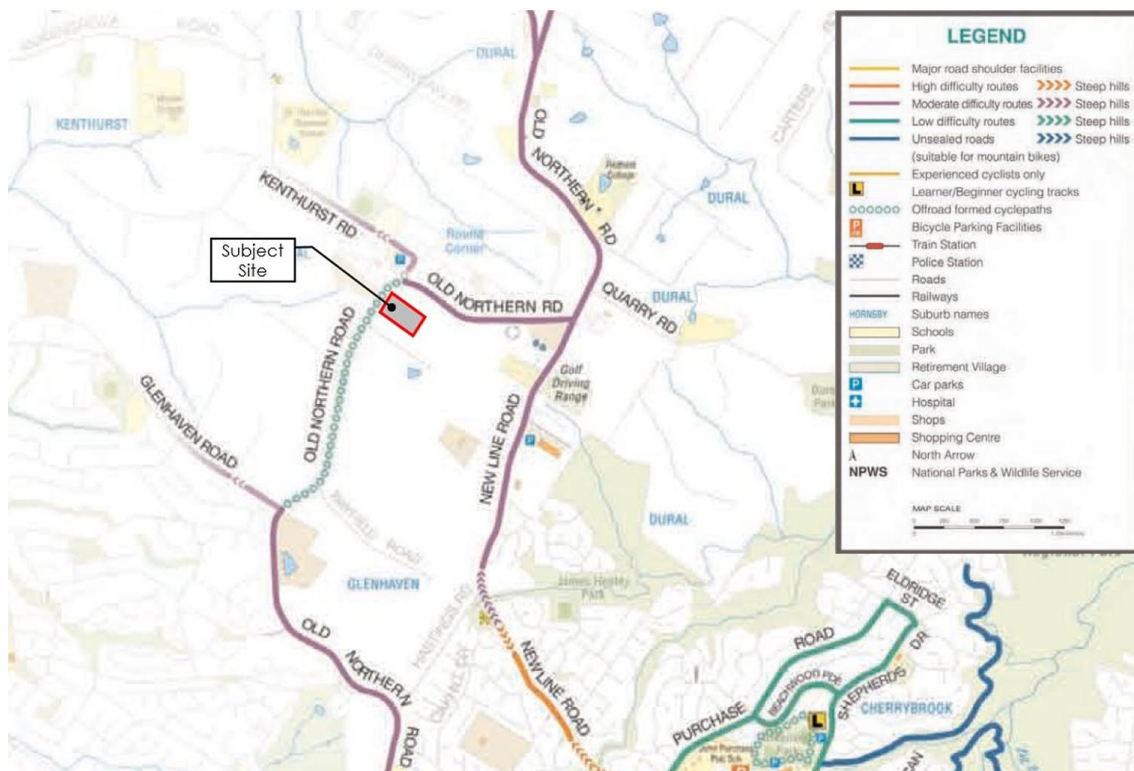


Figure 42 Hornsby Shire Cycling Map 2008 (Source: TTPP)

Access

In response to previous TfNSW feedback, the Preliminary Indicative Concept Plan proposes a single consolidated driveway to Old Northern Road, restricted to left-in and left-out movements.

The driveway has been designed to comply with AS2890.1:2004 with sufficient width for two-way car movements and service vehicles. The Preliminary Indicative Concept Plan access layout includes:

- a drop-off and pick-up area fronting Old Northern Road for patients and visitors
- a dedicated loading and ambulance bay adjoining building entry, and
- basement car parking accessed via the same frontage with ample internal circulation

The internal road network will allow forward entry and exit movements and accommodate up to an 8.8 medium rigid vehicle (MRV), suitable for required medical deliveries, waste collection and health service operations. Pedestrian connections are provided to the existing bus stop directly outside the site and to the pedestrian refuge island on Old Northern Road. These will be reinforced by a new footpath and verge works (subject to a letter of offer and ongoing discussion with Council and TfNSW).

Car Parking

The HDCP 2024 prescribes the following car parking rates that would be applicable to the type of land uses envisaged for the site:

Use	Parking Rate
Health consulting rooms	3 spaces per consulting room
Medical centres	4 spaces per consulting room
Business or office premises	1 space per 40m ² of GFA
Shops	1 space per 20m ² of GFA
Cafes or restaurants	15 spaces per 100m ² GFA plus 15 spaces per 100m ² of outdoor seating area

Table 18: Applicable car parking rates (Source: HDCP 2024)

As stated within the TIA, the following HDCP 2024 requirements will be considered as part of the future DA:

- *Car spaces that are available to visitors should be designed as User Class 3 spaces (2.6m x 5.4m long and 5.8m wide aisle) to comply with Australian Standards.*
- *For any car spaces designated specifically for staff (i.e. must be line-marked accordingly or segregated from visitor parking) these can be designed as User Class 1A spaces (2.4m wide x 5.4m long and 5.8m wide aisle).*
- *The HDCP requires a minimum accessible car parking space for a HSF to be provided at 3-4% of total car spaces.*
- *Motorcycle parking should be provided at a rate of one space per 50 car parking spaces.*
- *The HDCP does not specify bicycle requirements for a HSF. NSW Planning Guidelines for Walking and Cycling suggest that bicycle parking should be provided at 5-10% of staff for long-term staff parking and 5-10% of staff for short-term visitor parking for a HSF. Any future DA will consider the provision of bicycle parking.*

Traffic Generation

The traffic generation potential of the proposed planning control changes has been determined with reference to the *TfNSW Traffic Study of Medical Centres*, prepared by TEF Consulting.

As part of feedback received from TfNSW on the previous Planning Proposal for the site in 2022 and reiterated in recent upfront discussions with TfNSW in preparing this Planning Proposal, TfNSW requested that following trip generation rates derived from the nearby Dural Medical Centre surveyed by TfNSW be adopted for this traffic impact assessment:

- 7.7 trips per 100m² GFA (weekday AM Peak); and
- 12.3 trips per 100m² GFA (weekday PM Peak)

It is important to note, while these rates are considered conservative, they are not reflective of the mixed-use health services and specialist nature of the proposal as:

- the Dural Medical Centre comprises a GFA (235m²) that is 25 times smaller than the proposed indicative GFA (6,268m²).
- the sites surveyed by TfNSW (in the *Traffic Study of Medical Centres*), including Dural Medical Centre, are predominantly GP style medical centres, whereas the proposed HSF envisaged for the site would provide a broader range of services including consulting rooms, day hospital, imaging, laboratory and/ or diagnostics as well as ancillary pharmacy and café.
- the Dural Medical Centre site is an outlier in the data set, exhibiting significantly higher traffic generation rates, particularly during the weekday evening peak period, where the traffic generation rate is approximately double the average of the other Sydney sites.
- TfNSW acknowledges this significant difference and requested that it be considered nonetheless given the site and Dural Medical Centre locations.

While these rates are not considered to be representative of the HSF envisaged for the site, this traffic impact assessment has adopted the Dural Medical Centre rates as specifically requested by TfNSW and TTPP believe this represents an absolute worst case scenario if the full development was operating as a GP style medical centre with 125 consulting rooms each occupied by a GP.

Based on a GFA of 6,268m², the proposed HSF could generate approximately:

- 483 vehicle trips per hour (AM Peak)
- 771 vehicle trips per hour (PM Peak)

To put these numbers into perspective, this weekday afternoon peak hour traffic generation is the equivalent of eight vehicle trips per minute or a vehicle every eight seconds, which is excessive and why considered the absolute worst-case scenario.

Traffic impact - Intersection Operation

The modelling results for the surveyed conditions are shown in the tables below for the weekday AM and weekday PM peak hours.

The following scenarios have been prepared off the SIDRA modelling, a computer-based modelling package which calculates intersection performance.

- Scenario 1: surveyed existing conditions (2025)

- Scenario 2: 2036 future base case (includes background traffic and cumulative traffic from approved developments)
- Scenario 3: 2036 plus development traffic

Intersection	Scenario 1 (existing 2025 Conditions)		Scenario 2 (year 2036 base)		Scenario 3 (2036 + development)	
	Ave delay	LoS	Ave Delay	LoS	Ave Delay	LoS
Old Northern Road / Kenthurst Road (Traffic Signals)	35	C	30	C	55	D
Old Northern Road / Stonelea Court (Priority Controlled)	92	F	60	E	156	F
Old Northern Road / Franlee Road (existing priority controlled, future signalised)	47	D	31	C	44	D
Old Northern Road / New Line Road (Roundabout)	29	C	87	F	113	F
Old Northern Road / Glenhaven Road (Traffic Signals)	19	B	22	B	24	B

Table 19: SIDRA Modelling Results - Weekday AM Peak Hour (Source: TTPP)

Intersection	Scenario 1 (existing 2025 Conditions)		Scenario 2 (year 2036 base)		Scenario 3 (2036 + development)	
	Ave delay	LoS	Ave Delay	LoS	Ave Delay	LoS
Old Northern Road / Kenthurst Road (Traffic Signals)	26	B	20	B	50	D
Old Northern Road / Stonelea Court (Priority Controlled)	64	E	43	D	269	F
Old Northern Road / Franlee Road (existing priority controlled, future signalised)	34	C	51	D	91	F
Old Northern Road / New Line Road (Roundabout)	30	C	52	D	76	F
Old Northern Road / Glenhaven Road (Traffic Signals)	20	B	22	B	25	B

Table 20: SIDRA Modelling Results - Weekday PM Peak Hour (Source: TTPP)

The findings of the modelling for the Planning Proposal confirm the generation of 770 vehicle trips during the weekday afternoon peak hour, which would challenge the surrounding road network and would coincide with the operation and traffic generation of the town centre.

However, as stated above, this is the worst-case scenario modelling and does not reflect the operational intent of the HSF, which significantly differs from a GP-style medical centre.

Given this, the TIA recommends updated modelling will be required for any future DA when specific details of the HSF offerings are confirmed that would allow a more detailed traffic generation assessment to be completed. The detailed traffic generation assessment should consider the specific services proposed and possible surveys of comparable sites to have better representation of the possible traffic generation noting that the use of the Dural Medical Centre surveyed rates as required by TfNSW is considered an absolute worst-case scenario if the full development was operating as a GP style medical centre with 125 consulting rooms each occupied by a GP.

Development Traffic Distribution

The development traffic has been distributed to the surrounding network, as shown in the figure below.

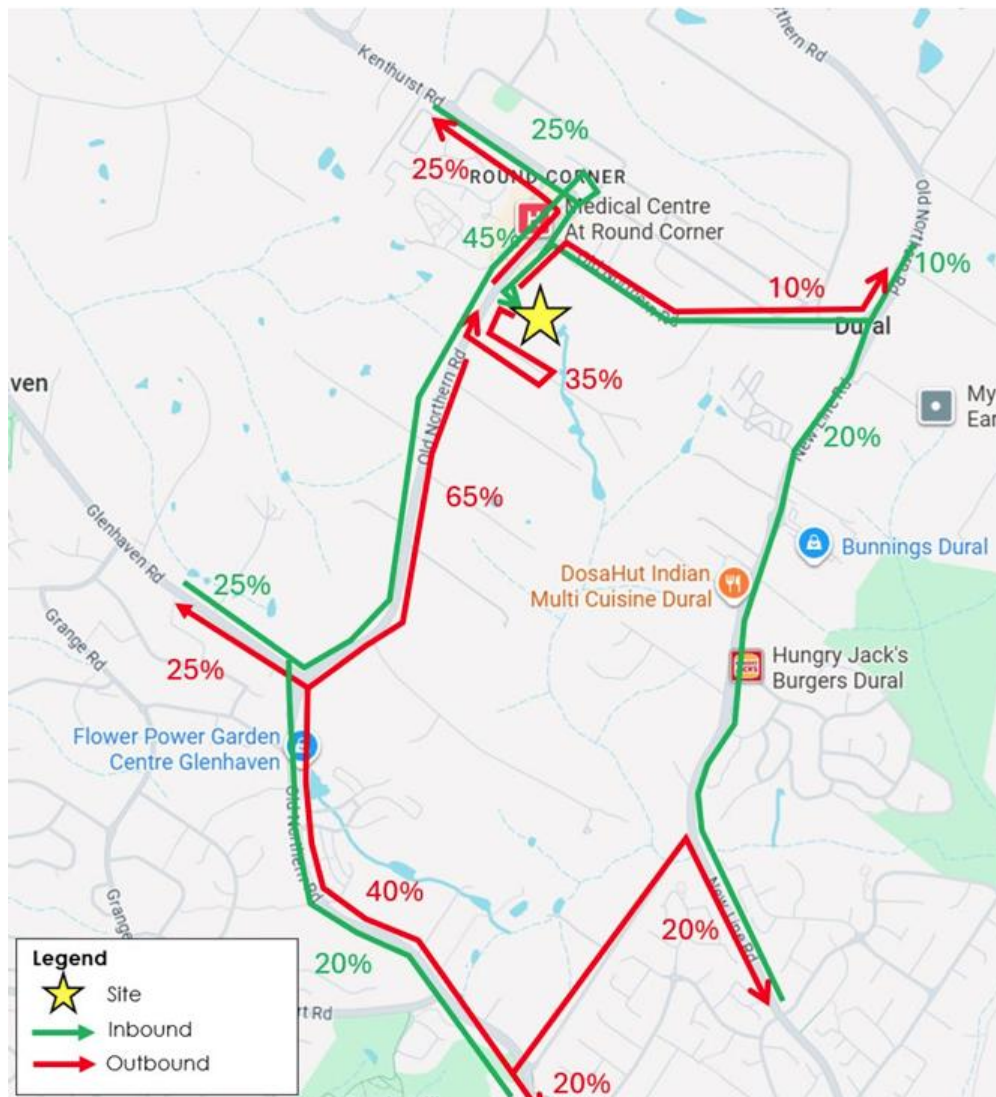


Figure 43 Development Traffic Distribution (Source: TTPP)

Visitors approaching from the north can access the site via a left turn. It is assumed approximately 35% of vehicles will turn left onto Franlee Road, perform a U-turn and head northbound.

This represents a worst-case scenario, as it is anticipated that some visitors will instead turn right at the future signalised intersection of Old Northern Road and Franlee Road and use the new roundabout within the approved Dural Village Dural Village at the Round Corner Town Centre Expansion Site to go northbound.

Visitors travelling from the south will use the roundabout on Kenthurst Road to perform a U-turn and then turn left into the site, while vehicles exiting the site will be able to turn left onto Old Northern Road to travel southbound.

Summary

Overall, TTPP's TIA details the assessment and implications of the proposed HSF onsite. The key findings of this report are below:

- Access to the site will be provided via a consolidated driveway on Old Northern Road, permitting left-in/left-out movements as requested by TfNSW as part of the previous planning proposal.
- The applicable HDCP 2024 parking and loading requirements have been documented and to be considered as part of a future DA.
- The Planning Proposal changes have the potential to generate 483 vehicle movements per hour in the weekday morning peak and 771 vehicle movements per hour in the afternoon peak based on the Dural Medical Centre traffic generation rates TfNSW requested be adopted.
- The vehicle trip generation rate requested to be used by TfNSW is not considered appropriate as it does not reflect the HSF proposed in the Preliminary Indicative Concept Plan and is an absolute worst-case scenario. Any future DA should consider the specific land uses proposed and compare them against other sites that show representation of traffic generation.
- The worst-case scenario modelling undertaken by TTPP found that, as a result of traffic increases in the area resulting from nearby approved developments, in addition to the worst-case development traffic, the LoS of some intersections in 2036 will be operating close to or above capacity.

As such, updated modelling will be required for any future DA when specific details of the HSF are confirmed which will allow for a more detailed traffic generation assessment to be completed.

Feasibility Study

The Planning Proposal is accompanied by a Health Planning Strategic Demand Analysis (Feasibility Report) prepared by Health Projects International (HPI) (Appendix 5). The report confirms a significant unmet need for private health services in Dural and the broader Hornsby Shire and The Hills Shire catchments. The study identifies no licensed hospitals within 5km of the site and no acute services to the north of Dural, resulting in a substantial outflow of patients to Hornsby and Norwest.

The Feasibility Study found:

- Population and Demand
 - The catchment is a high-growth area with an ageing population, with persons aged 65+ projected to increase significantly by 2045
 - Demand for same-day procedures is projected to rise sharply, with an undersupply of 109 places by 2025, growing to 552 by 2045
 - Demand modelling supports the addition of four new GP consultation rooms annually to meet growth in local healthcare utilisation
- Supply and Service Gaps
 - There are no same-day hospitals or surgical centres within 5km, and limited GP and allied health coverage
 - The analysis shows significant undersupply in acute, diagnostic, and outpatient services, with a need for integrated private healthcare facilities in the area
 - Existing competitors (Hornsby Ku-ring-gai, Norwest, Pennant Hills, Lakeview) are located beyond the primary catchment and largely serve a different population
- Strategic Alignment
 - The proposal aligns with NSW Health's *Future Health Report*, which supports decentralised, community-based care models and same-day surgical hubs
 - The proposal complements, not competes with, the planned Rouse Hill Public Hospital, which will focus on public, overnight, and emergency care
 - The Dural Health Hub supports the policy shift toward community-centred, multidisciplinary health precincts that deliver care closer to home
- Socioeconomic Context
 - The catchment LGAs (Hornsby Shire and The Hills Shire) are among the most socioeconomically advantaged in NSW, with high private health insurance coverage (approx. 67%) and strong capacity to support private healthcare services

The Feasibility Study supports the establishment of a multi-disciplinary HSF, including:

- Day surgery and operating theatres
- Short-stay surgical beds
- GP medical centre
- Specialist consulting suites
- Pathology collection and imaging
- Allied health services

The Dural Health Hub is feasible, strategically justified and community-responsive, addressing an identified service gap in healthcare provisions. It will provide high-quality, accessible health services, relieve pressure on the public hospital network, and align with State planning and health policy objectives, promoting decentralised and preventative care.

Stormwater Management Plan

A Stormwater Management Plan accompanies this Planning Proposal at Appendix 6. The plan demonstrates that the proposed development can be appropriately served by an onsite stormwater detention (OSD) system designed to maintain post-development flows to pre-development conditions.

Key elements include:

- *Provision of an on-site detention tank with a storage capacity of approximately 220m³, located along the southern boundary of the site.*
- *The drainage easement will be formalised at the Development Application stage under a Deed of Agreement with provision for confirmation under section 88K as per Council's advice dated (10/11/25), to connect into the existing stormwater basin located on the 705-717 Old Northern Roads property, along the undeveloped rear of the site.*

The concept stormwater plans demonstrate that runoff will be effectively managed onsite, meeting Council's stormwater quality requirements.

Sewage

A Sewage Management Plan accompanies this report in Appendix 13. This plan outlines the strategy for connecting the proposed HSF to existing Sydney Water infrastructure, with a new main connection and retention of existing mains adjoining the Thompson Health Care facility. The design demonstrates that the proposed development can be serviced by the existing sewer network without adverse effects on existing facilities.

Has the Planning Proposal adequately addressed any social and economic effects?

Economic Impact Assessment

An Economic Impact Assessment (EIA) has been prepared by Atlas Economics and is provided in Appendix 3. It demonstrates that the proposed Dural Health Hub will deliver significant economic benefits to the local and regional economy throughout the construction and operational phases of the development.

During the construction phase, the proposal is expected to generate substantial economic activity, supporting local employment and investment. The assessment in the EIA estimates that construction of the proposal will generate:

- \$57.7 million in economic output, including \$35 million in direct activity,
- \$18.7 million in contribution to gross regional product (GRP), including \$7.9 million directly,
- \$12.5 million in household income, \$6.7 million in direct wages and salaries, and
- The creation of approximately 119 full-time equivalent (FTE) jobs, including 49 FTE directly involved in construction activities

These figures demonstrate the proposal's immediate positive influence on local economic performance and construction sector employment within the Hornsby Shire LGA.

During the operational phase, the Dural Health Hub will generate enduring economic benefits associated with its ongoing operation, including:

- \$53 million in total annual output, including \$30.1 million in direct activity
- \$33.3 million annual contribution to gross domestic product (GDP), including \$20.8 million directly
- \$28.9 million in wages and salaries for local workers, including \$22.3 million in direct income, and
- Around 300 ongoing FTE jobs, of which 214 FTE will be located onsite

This level of sustained employment and economic output will make a significant contribution to Hornsby Shire's employment base, particularly within the health and social assistance sector, as stated previously, one of the area's fastest-growing industries.

Beyond the above quantified benefits, the proposal is strategically aligned with the objectives of the NSW Government and Council to strengthen the health and social service sector as a key driver of employment growth. The Dural Health Hub will:

- *Respond to unmet demand for day surgery, outpatient care, specialist consultation and medical imaging identified in the HPI feasibility study, addressing existing service undersupply in the region,*
- *Create local employment opportunities by contributing to providing skilled jobs within the LGA and from the region.*
- *Supporting integrated models of care consistent with the NSW Health Strategic Framework (2022 – 2032) by facilitating non-hospital-based and community-embedded services,*
- *Stimulate complementary activity in the Round Corner Town Centre, drawing visitation from a broader catchment and supporting local retail and businesses, and*
- *Complement development on the Round Corner Expansion Site, reinforcing the role of Dural as a vibrant, mixed-use Town Centre that provides a range of services.*
- *Responds to the rapid acceleration of the ageing population within the catchment area that's well beyond the state average (34% of residents projected to be 65 years and over by 2031)*

The EIA provided in Appendix 3 confirms the Dural Health Hub will deliver a net positive economic impact at both the local and regional levels. The proposal will provide construction employment, stimulate long-term economic activity and strengthen the local health services network without an adverse effect on existing commercial centres. In doing so, it will contribute directly to the realisation of State and local strategic planning objectives for employment growth, community health provision and economic resilience.

Social Impact Assessment

The proposal will have significant positive social impacts as:

- The Planning Proposal will facilitate the future redevelopment of the site as a diversified HSF encompassing specialist and allied health services along with 23-hour hospital services, contributing to the availability of services within the area.
- The proposal will provide a HSF that will cater for the identified population growth and ageing demographic structure of Dural and the broader Hornsby Shire and The Hills Shire LGAs, facilitating residents to 'age in place'.
- The proposal will create synergistic benefits contributing to the trading potential of the wider Round Corner Town Centre through increased visitation and onsite employment, as well as neighbouring seniors living developments.
- The proposal will contribute to the urban renewal of Round Corner Town Centre as it supports the realisation of the economic, social and place making opportunities created by appropriately locating a HSF within the footprint of an existing town centre.
- It will provide an appropriate transition between the Round Corner Town Centre Expansion Site to the west and the semi-rural landscape to the east. The Planning Proposal is accompanied by a Public Benefit Offer Proposal that outlines the items which the Applicant may include in a VPA. The Letter identifies these items will provide key public benefits associated with the future redevelopment of the site, comprising of public domain and pedestrian accessibility works which will integrate with and complement recently approved public domain works associated with the Maronite Church at 669 Old Northern Road and the Round Corner Town Centre Expansion Site at 488-494 Old Northern Road. This will contribute to the creation of a walkable town centre north of Franlee Road and improved pedestrian connectivity and accessibility within the broader Round Corner Town Centre.
- The Planning Proposal will help establish Dural as a 15-minute neighbourhood providing day to day needs, including health services, locally, in accordance with TfNSW's *Future Transport Strategy*. By locating essential health services within the Dural community, the proposal facilitates the reduction in travel times, improves service equity for older residents, and strengthens social cohesion.
- The Planning Proposal will facilitate equitable access to care, which is identified as a key determinant of social wellbeing in the Committee for Sydney's *Raising Sydney's Care Factor* (2025) Report.

5.3.4 Section D: Infrastructure

Is there adequate public infrastructure for the Planning Proposal?

Further development of the site will make use of existing public infrastructure and services, including connections to water, sewerage, electrical and telecommunication infrastructure. Nonetheless, these may need to be upgraded to service the proposal. These matters will be addressed in any relevant DA.

5.3.5 Section E: State and Commonwealth Interests

What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway Determination?

The Applicant has consulted with the Council and TfNSW prior to the lodgement of this proposal. Feedback provided during these stages has been incorporated into the Planning Proposal and discussed in Section 5.3.3 and the Traffic Impact Assessment prepared by TTPP (Appendix 11).

Consultation with Council and TfNSW will continue once the Planning Proposal has been referred for its review and subsequent issuing of a Gateway Determination. Consultation with other relevant State and Commonwealth public authorities will also be carried out at the Gateway Determination stage.

5.4 Part 4: Mapping

As the proposal only seeks amendments to the Additional Local Provisions and APU, no change to the HLEP 2013 mapping is proposed.

5.5 Part 5: Community Consultation

As noted in Section 1.4, the Applicant and project team have undertaken initial stakeholder consultation and copies of correspondence are provided at Appendix 14.

Public exhibition and further community consultation will take place following lodgement and a Gateway Determination. The Applicant will continue to consult with Council following the lodgement of the Planning Proposal.

5.6 Part 6: Project Timeline

The proposed project timeframe for the completion of the Planning Proposal is dependent on the nature of any additional information that may be required by Council and DPHI, including the need for agency and community consultation. The Applicant proposes to work in collaboration with Council, DPHI and other relevant agencies on a proposed project timeline.

The Planning Proposal is categorised as a standard Planning Proposal per DPHI's LEP Making Guideline. An indicative timeline is provided below.

Stage	Timeframes
Stage 1 – Pre-lodgement	50 days
Stage 2 – Planning Proposal	95 days
Stage 3 – Gateway Determination	25 days
Stage 4 – Post-Gateway	50 days
Stage 5 – Public Exhibition & Assessment	95 days
Stage 6 – Finalisation	55 days
Sub-total (DPHI target)	225 (working days)
Total	320 days

Table 21 Project Timeline

6 Conclusion

The Planning Proposal has been prepared in accordance with Clause 3.33 of the EP&A Act, as well as the DPHI's LEP Making Guideline and relevant Section 9.1 Directions. The Planning Proposal is supported by technical information and investigations to justify the proposed amendments to the HLEP 2013.

The Planning Proposal seeks to amend the HLEP 2013 to:

- amend Schedule 1 to include a HSF as an APU on the site
- introduce a new local provision in Part 6 of the HLEP 2013 to allow development for a HSF with a maximum building height of 15 metres on the site.

The future HSF will accommodate a mix of specialist and health services consistent with the land use definition under the HLEP 2013. Amending the HLEP 2013 to permit a HSF will facilitate the provision of essential services for the local community in accordance with State and local strategic objectives.

The proposal seeks to enhance the site's strategic location within the proximity of the Round Corner Town Centre and to address the demand for health infrastructure in the area. The site is zoned RU2 Rural Landscape, however, due to its location and adjoining land uses it cannot achieve any meaningful rural and/or agricultural land uses at the site. The redevelopment of the site will provide a complementary land use to the Round Corner Town Centre and fill a gap in the existing health services.

The proposal will strengthen the local and regional economy, will contribute to the provision of health infrastructure, and provide much-needed service and employment opportunities in the fastest growing employment sector.

The Planning Proposal demonstrates consistency with the aims of the *Greater Sydney Region Plan* and *North District Plan*. The Planning Proposal is consistent with key Government priorities and objectives that address gaps identified in the existing state-level strategic plans. The proposed HSF supports the *Future Transport Strategy* and NSW Health's *Future Health Report*. The HSF will contribute to the broader objectives of decentralising care away from major hospitals and foster the 15-minute neighbourhood to better serve the local community.

In accordance with the LEP Making Guidelines, the Planning Proposal is underpinned by a clear strategic rationale, as:

- it responds to emerging Government priorities and a change in circumstance not captured by the current planning framework
- it is consistent with the Committee for Sydney's *Raising Sydney's Care Factor* (2025), which advocates for co-located health and aged care services
- it meets demonstrated market demand for health services, as stated in the Economic Impact Assessment (Appendix 3) and Health Planning Strategic Demand Analysis (Feasibility Report) Appendix 5), which identify no day surgeries or hospitals within 5km of the site and a predicted undersupply of services from 2025-2045

- it complements the evolving mixed-use and commercial character of the surrounding urban environment, including the Round Corner Town Centre Expansion Site, where recent approvals have contributed to a more intensive built form
- the site and its context are no longer suited to the RU2 Rural Landscape zone, as the surrounding uses make it unable to support viable agricultural uses

The Planning Proposal also delivers notable public benefits, including:

- new health services for current and future residents of Dural, Round Corner, the wider Hornsby Shire and The Hills LGA's, to service the growing ageing population
- positive economic outcome for the Hornsby Shire, including an ongoing 300 jobs
- a development that is both commercially viable and socially beneficial, consistent with State and local priorities that strengthen the health system, expand employment opportunities and improve access to care from major hospital precincts, that are more accessible within communities and promote active transport.

Given the strength of the strategic merit, site specific merit and clear public benefits, it is considered that a compelling case exists for Council, as the Planning Proposal Authority, to refer the Planning Proposal to DPHI for review and the issuing of a Gateway Determination.