

## WESTMEAD CATHOLIC COMMUNITY – SSSA RESPONSE TO SUBMISSIONS CITY OF PARRAMATTA COUNCIL MEETING MINUTES Held via Videoconference on 24 July 2020 at 11:00AM

<b>Present:</b>	Jennifer Concato	City of Parramatta Council	JC
	Myfanwy McNally	City of Parramatta Council	MM
	Richard Searle	City of Parramatta Council	RS (CoPC)
	Amir Mousavi	City of Parramatta Council	AM
	Thomas Fernandez	City of Parramatta Council	TF
	David Doyle	Catholic Education Diocese of Parramatta	DD
	Santi Botross	TTPP	SB
	Kate Tudehope	Ethos Urban	KT
	Ry Stephen	WINIM Developments	RS (WIN)
	Jessica Duce	WINIM Developments	JD
<b>Distribution:</b>	All of the above		

**ALL RECIPIENTS OF THESE MINUTES MUST ADVISE AMENDMENTS WITHIN 48 HOURS OF RECEIPT.  
IF NO ADVICE IS RECEIVED, THESE NOTES ARE ACCEPTED AS ISSUED.**

ITEM	DESCRIPTION	ACTION	DATE
<b>1.0.</b>	<b>KEY ISSUES DISCUSSED</b>		
	<ul style="list-style-type: none"> <li>Westmead Catholic Community (WCC) – Existing &amp; Future Traffic Conditions</li> </ul>		
<b>2.0.</b>	<b>INTRODUCTION</b>		
2.1.	RS (WIN) initiated brief introductions and stated that the project teams intention is to work with Council to alleviate concerns and ultimately achieve the withdrawal of the objection to the WCC proposal.	Note	
<b>3.0.</b>	<b>COUNCIL QUERIES ADDRESSED</b>		
3.1.	<b>CoPC Query No.1: Explanation of 'out of school hours facility'</b>		
3.1.1.	RS (WIN) explained that Catholic Out of School Hours Care (COSHC) facilitates supervised before and after hours care for K-6 students during the school term. This enables parents to pick up / drop off their children earlier or later in the day i.e. between 6am and 6pm.	Note	
3.1.2.	RS (WIN) confirmed that the updated traffic modelling is based on forecast enrolment demand of 40 – 48% of K-6 students utilising the COSHC facilities.	Note	
3.1.3.	DD advised that some schools within the Diocese operate close to the above forecast enrolment, however it is assumed that the WCC will experience greater demand given the below; <ol style="list-style-type: none"> <li>Co-location with the Westmead Innovation District and associated job growth i.e. students attend school closer to parent's place of work</li> <li>Provision for early learning on the site i.e. primary aged child would be dropped off at the same time as the child attending the CELC.</li> <li>COSHC drives K-6 enrolment</li> </ol>	Note	
3.1.4.	RS (CoPC) noted that the COSHC and CELC services are beneficial for parents and may encourage further public transport use. RS (CoPC) suggested further data on existing schools operating with the COSHC would be beneficial.	Note	

- 3.2. **CoPC Query No.2 & 3:  
Existing queuing lengths in right turn bay & increase in PM peak in 2033 (as per Table 2)  
using existing main driveway shows an increase in volumes.**
- 3.2.1. JC and TF questioned the accuracy of the traffic reports account of the existing queuing lengths, stating that the existing conditions on site do not appear to be reflected in the report, especially with respect to the right hand turn into the Darcy Road site. Note
- 3.2.2. RS (CoPC) noted that Council have considered the option of extending the right turn bay into site to lengthen the queuing, however this would require land acquisition from either side of Darcy Road. Note
- 3.2.3. JC and RS (CoPC) noted Council have submitted design suggestions to DPIE which relate to surrounding external networks. RS (CoPC) to distribute. RS (CoPC) 31.7.20
- 3.2.4. RS (WIN) acknowledged that there are existing queuing issues and noted that the TAIA assumptions are based on traffic surveys completed to date. Note
- 3.2.5. RS (WIN) confirmed that a site inspection will be held with CoPC to review the above concerns relating to the existing queuing conditions. WIN to organise for next week. WIN 24.7.20
- 3.2.6. JC stated that CoPC don't make objections lightly and noted that in order for them to consider withdrawing their objection, it needs to be understood that the TAIA assumptions are correct and are reflective of the current conditions, noting the main concern is creating further negative impacts to the current traffic conditions. Note
- 3.2.7. DD highlighted that the school community is CEDP's priority and that all aspects of the proposal are set to improve the current situation. Note
- 3.2.8. DD noted that whilst CEDP intends to immediately and has in fact already begun reviewing and implementing aspects of the GTP, the current modelling assumes a 10% mode shift is progressively applied to the site between the opening year (2023) and the stabilisation year (2033). Note
- 3.2.9. DD noted that the TfNSW submission had suggested that the TAIA 10% mode shift target could be increased, however the RtS has maintained a level of conservatism by still targeting the 10% shift and highlighting further opportunity to target a mode shift of up to 30% if additional measures such as external infrastructure including bus routes are implemented for the wider precinct. RS (CoPC) agreed that 10% is a conservative modal shift. Note
- 3.2.10. RS (WIN) noted the proposal includes the early works car park which sees the split between the primary and the secondary school pickup / drop off zones. DD noted this car park is due to be completed circa 18 months prior to the completion of the primary school, meaning a significant improvement will be seen well before the delivery of the primary school. Note
- 3.2.11. RS (WIN) noted the abovementioned split will reduce the current load of the kiss and drop zone by up to 30-40% and will redirect all high school traffic to the other side of site thus also improving the right hand turn into site. Note
- 3.2.12. RS (WIN) noted that is within the control of the schools to police the split of the drop off zones between the high school and primary school students. DD affirmed that it will become school policy. Note
- 3.2.13. RS (CoPC) noted that the RtS addendum shows that the 2033 conditions are similar to existing, noting the 10% mode shift as a conservative target is beneficial, however the current Note

improvements rely on enrolment figures for the COSHC and redirected secondary pickup / drop off.

3.3. **CoPC Query No.4:**

**New road link from Bridge Road and/or extension of right turn bay into site.**

3.3.1. SB highlighted that the existing modelling does not consider the future internal road proposed under the masterplan. Note

3.3.2. RS (WIN) expanded on the above, noting the proposed masterplan for the site sees an east west road link, including a connection to Bridge Road through the site. RS (WIN) noted this is in alignment with the Westmead Innovation District Masterplan and will require coordination and discussion with external authorities given land acquisition requirements and the need to connect into other authority roads outside of the site. Note

3.3.3. RS (CoPC) acknowledged the benefits that this link would offer including permeability of the site and network efficiency in terms of east and west traffic movements. Noting this would remove the requirement to extend the right turn bay into site mentioned in note 3.2.2. Note

3.3.4. RS (WIN) reiterated that the current proposal responds to existing traffic issues and resolves them directly through the construction of a high schools drop off and parking (early works DA) and a combination of the Green Travel Plan (GTP) and COSHC within the constraints of the CEDP site. CEDP acknowledge future connections through site as per the Westmead Innovation District Masterplan and are willing to work with CoPC to undertake the required works within the CEDP site to facilitate pedestrian and/or vehicular connections once they are available beyond the CEDP site. Note

3.4. **CoPC Query No.5:**

**Council staff to review pick up/set down arrangements. While 233 students in 15 minutes is achievable on the site, it's appears to not be achievable under the current and proposed layout**

3.4.1. RS (CoPC) suggested that Council could provide traffic advice on how the existing pickup / drop off system is operating and possibly identify resolutions to internal queuing issues. All to review at next weeks meeting, noting CEDP are more than happy to take Councils advice onboard and implement solutions as soon as practicable. Note

3.4.2. RS (WIN) noted the current pickup operation utilises a numbering system, where parents display a number on the car dashboard for spotters (staff members) to call students to the pickup zone as their parents' approach. Note

3.5. **CoPC Query No.6:**

**Active management of pick up/set down including staggering times.**

3.5.1. DD noted that the current traffic modelling considers the existing variances in start times between the secondary and primary schools as well as the proposed CELC and COSHC facilities. However, there is currently no intention to implement further staggering as this would require extensive consultation and coordination with parents, staff, teachers, unions, students etc. Note

3.5.2. RS (CoPC) queried the finishing times for the high school to which DD advised that a select number of students participate in extra curricula activities which would see them leaving site after the usual finishing time and traffic peak. Note

- 3.5.3. RS (CoPC) queried the protocol for pickup / drop off of siblings in both high school and primary school, DD noted that this is considered in the TIA and that the modelling assumes the older student would be dropped at the primary school pickup / drop off zone. Noting 75% of seniors use public transport. Note
- 3.6. **CoPC Query No.7:  
Fence on Darcy Road and Student Behaviour on footpath.**
- 3.6.1. RS (WIN) noted the design for both the early works DA and the SSDA have specifically targeted student access to the site. The proposed designs remove the requirement for students to cross new and/ or existing driveways as new pedestrian access points are implemented in both proposals. Note
- 3.6.2. RS (CoPC) noted that Council is receiving community requests to install a fence line to the eastern edge of the site based on concerns for student safety as a result of misbehaviour. RS (CoPC) suggested the issue might be better addressed through behavioural management via the schools, with the fence to be reviewed as a medium term solution. Note
- 3.6.3. DD acknowledged the above and suggested the schools will address the behavioural issue as an immediate solution. Note
- 3.6.4. RS (CoPC) suggested that pedestrian access to Farmhouse Road would likely alleviate the need for additional fencing, subject to coordination with key stakeholders. Note
- 3.6.5. DD agreed and reiterated that the masterplan assumes a pedestrian link would run parallel with the east west road link to Bridge Road. Note

#### Meeting End

#### 4.0. POST MEETING NOTES – SITE INSPECTION COMPLETED 28 JULY 2020

- 4.1. CoPC, CEDP, TTPP and WINIM conducted a site meeting on 28 July 2020 to observe the operation of the existing drop off system and the existing queuing issues raised as a concern above. Observations commenced at 7:45AM and finished around 8:45AM.
- 4.2. The following observations and discussions are noted: Note
- RS (CoPC) reiterated that Council require further comfortability around the assumptions included in the TAIA and RtS pertaining to the existing queuing conditions before withdrawal of the objection can be progressed. RS (WIN) reiterated that the TAIA is based on surveys however if there is language that is misrepresenting current conditions observed it would be reviewed.
  - RS (CoPC) acknowledged that the AM queuing issues are predominantly due to the internal operation of the site and particularly the efficiency of the drop off system for the morning set down.
  - SB (TTPP) noted that the TAIA assumes an average AM and PM set down of 2 minutes per vehicle movement i.e. a 2 minute allowance for students to exit cars. RS (CoPC) agreed that this is conservative and suggested that the existing pickup / drop off area could become more efficient with immediate and temporary measures.
  - DD and RS (WIN) agreed and suggested this will be reviewed and discussed with the schools for early implementation.
  - RS (CoPC) reiterated that Council require further comfortability around the assumptions included in the TAIA and RtS pertaining to the existing queuing conditions before withdrawal of the objection can be progressed.
  - RS (CoPC) will advise if a second PM site inspection is required.

