

AGENDA

Meeting	Neighbour Consultation St Philips Christian College State Significant Development Application
Date	Thursday 25 August 2022, 11am
Venue	St Philips Christian College Cessnock and Zoom Meeting
Attendees	David Price – St Philips Christian Education Foundation Matt Connett – Principal St Philips Christian College Cessnock Rebecca Johnston – Director Barr Planning Chris Piper – Principal Civil Engineer Northrop Engineering Ross Wilson – Resident Neil McGuigan – Resident Peter Barnes – Resident Jaqueline Slater – Resident

PURPOSE

To provide neighbours with feedback from the applicant on the issues raised in submissions and to share information on proposed changes to the project.

Agenda Item		Presenter
1	Welcome and Introductions	David
2	Project Overview and Process to date	Rebecca
3	Summary of Submissions received and neighbour key concerns	Rebecca
4	Project response to submissions: - Intersection options - Engagement with TfNSW	Chris Rebecca
5	Wrap up and Next steps	Rebecca

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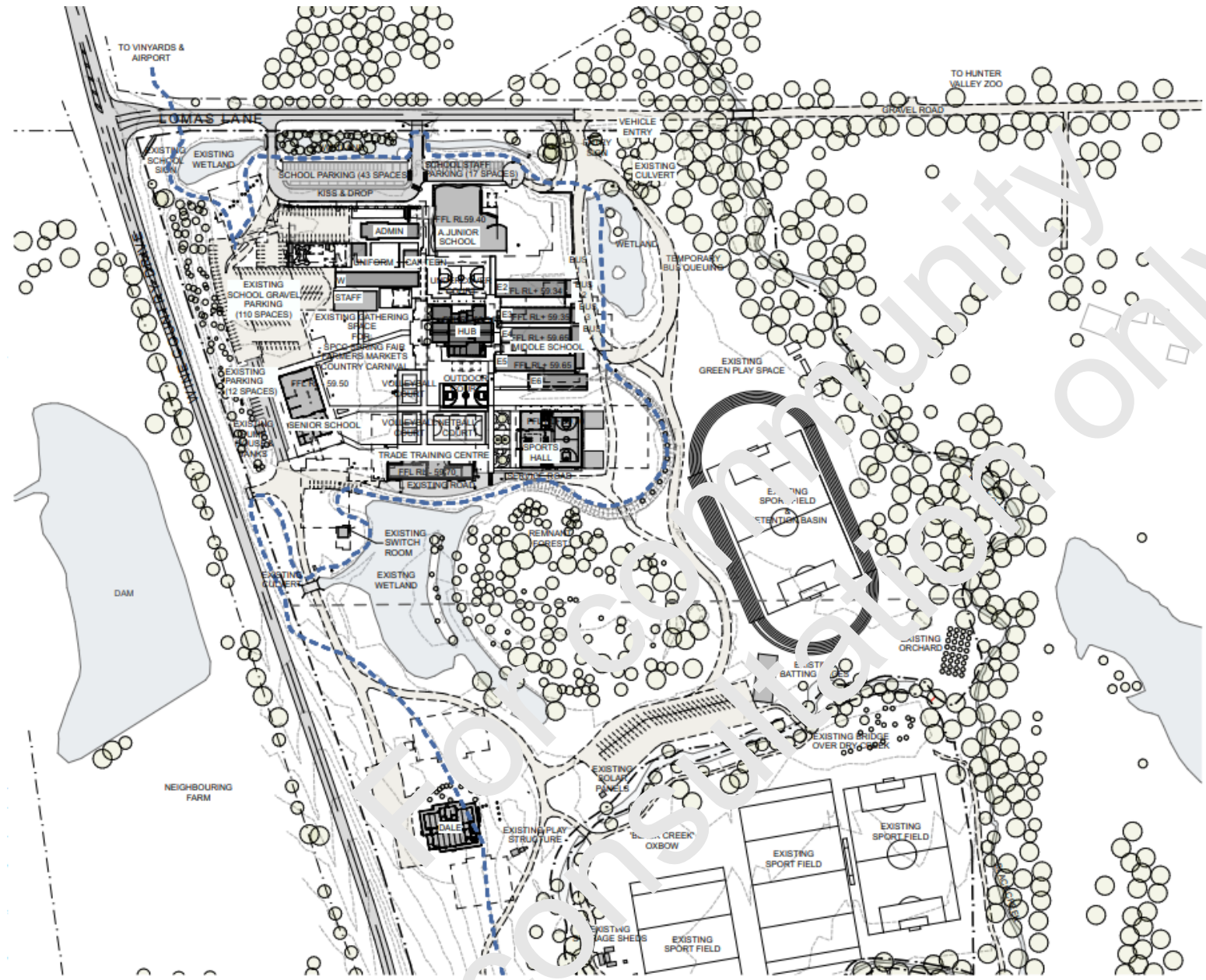
Agenda

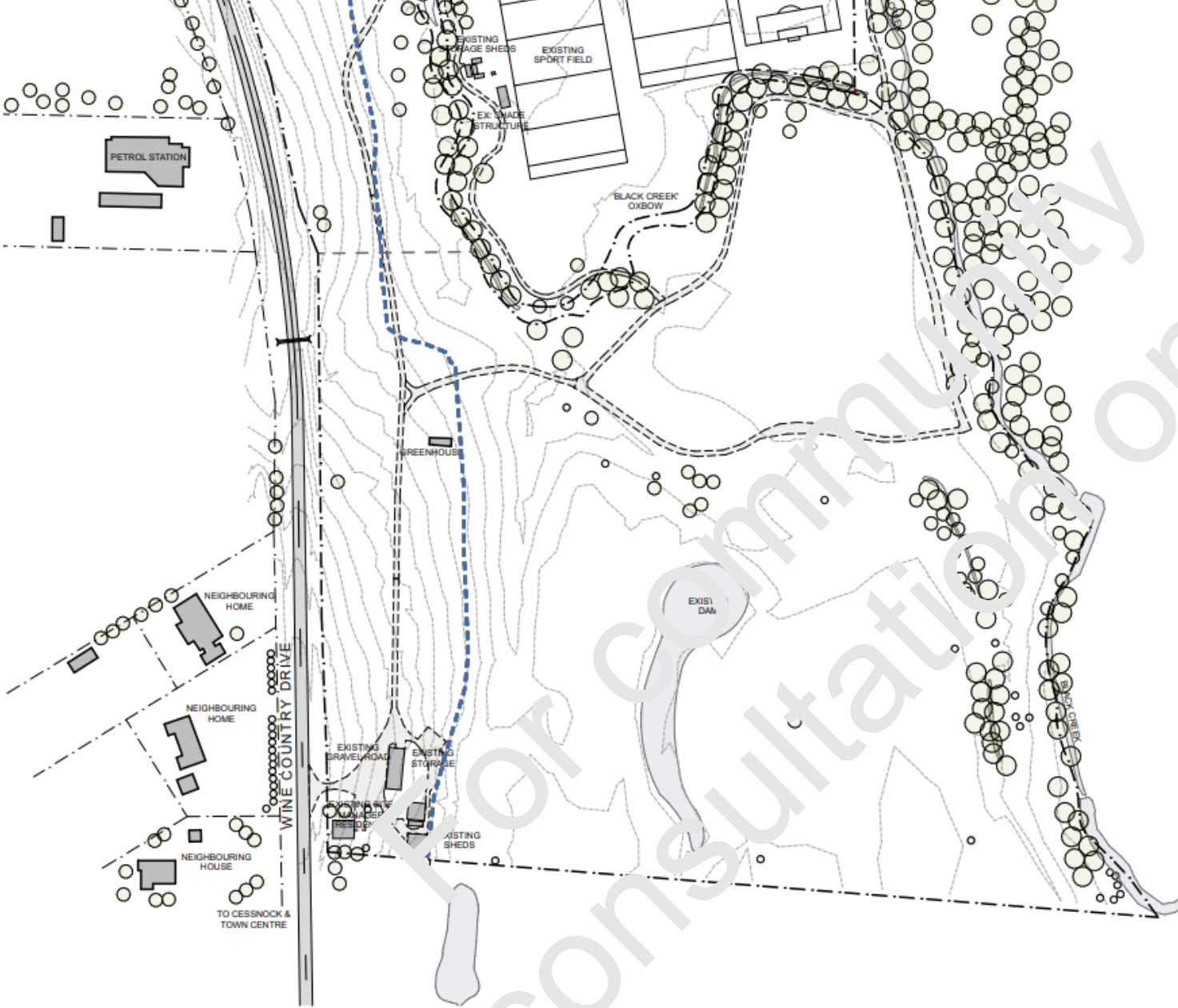
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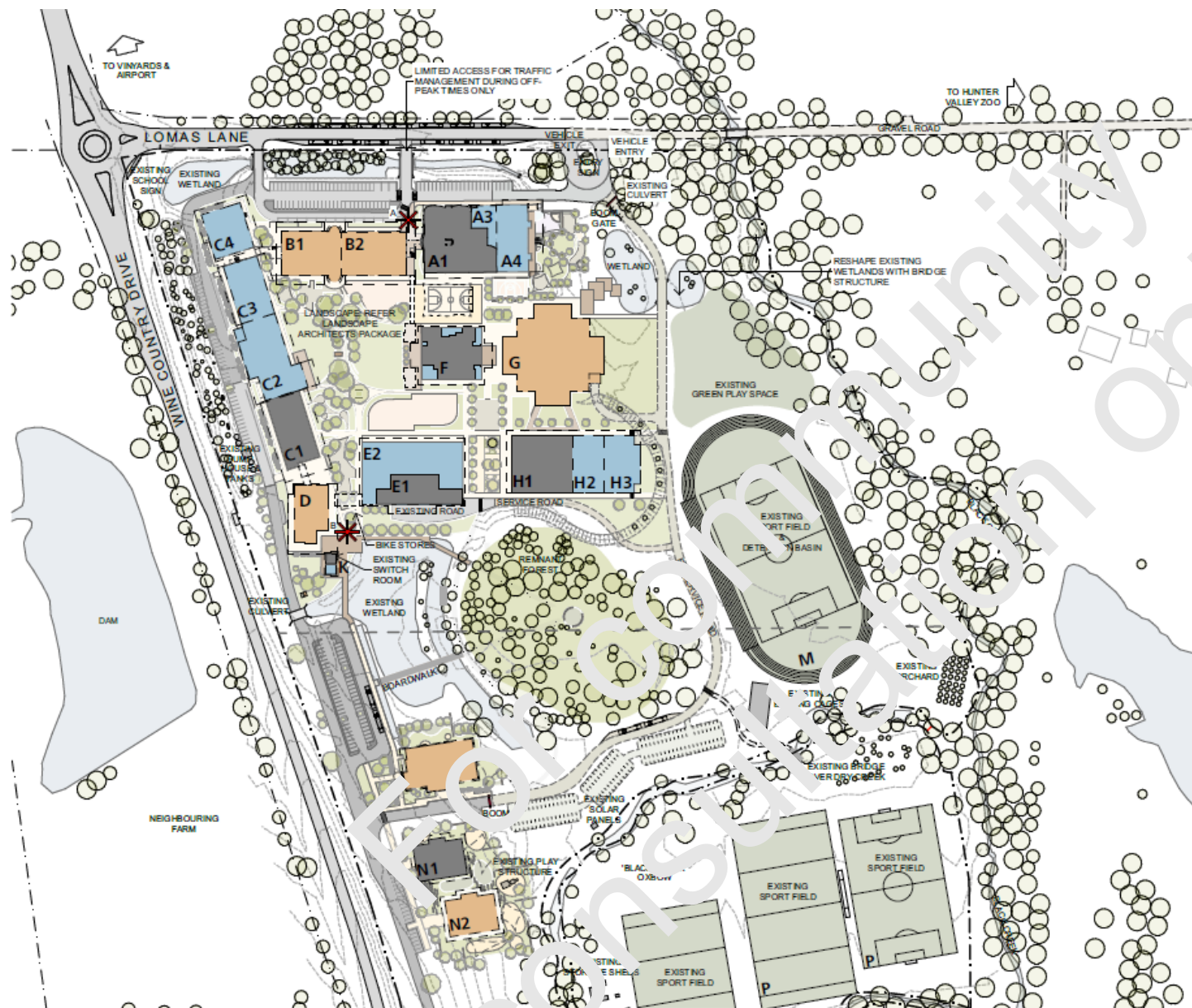
1. Dimensions are in millimetres unless otherwise shown.
 2. Work to given dimensions, do not scale from drawing.
 3. Check all dimensions on site prior to construction and fabrication.
 4. Bring any discrepancies to the attention of the proprietor & architect.

LEGEND

	EXISTING BUILDINGS		EXISTING WATER BODY
	SITE BOUNDARY		EXISTING ROAD NETWORK & PARKING
	LOT BOUNDARY		EXISTING PATHWAYS
	EXISTING TREES		GRAVEL ROAD / OVERFLOW CAR PARKING







1. Dimensions are in millimetres unless otherwise stated.
2. Work to ground dimensions, but not to face dimensions.

3. Check all dimensions on the plan for construction and verification.
4. Work to ground dimensions, but not to face dimensions.

LEGEND

EXISTING BUILDINGS	EXISTING WATER BODY
SITE BOUNDARY	EXISTING ROAD NETWORK & PARKING
LOT BOUNDARY	GRAVEL ROAD / OVERFLOW CAR PARKING
EXISTING TREES	FOOTPATHS / BUSH TRACKS
PROPOSED NEW BUILDING	PROPOSED ALTERATIONS & ADDITIONS TO EXISTING BUILDINGS
PROPOSED ROAD NETWORK & PARKING	PROPOSED PATHWAYS
MA ENTRY	ROOM GATE / CONTROLLED ACCESS
A: 40R / MIDDLE SCHOOL	
B: SENIOR SCHOOL	

EXISTING BUILDING KEY

- A1 - EXISTING JUNIOR SCHOOL
- C1 - EXISTING SENIOR SCHOOL
- E1 - EXISTING TRADE TRAINING CENTRE
- F - EXISTING CANTEN / CAFE HUB
- H1 - EXISTING SPORTS HALL
- K - EXISTING SWITCH ROOM
- N1 - EXISTING DALE SPECIAL SCHOOL
- P - EXISTING SPORTS FIELDS
- Q - EXISTING SHEDS
- R - EXISTING HOUSE

PROPOSED PROJECT SCOPE

THE FOLLOWING PROJECT STAGES ARE WITHIN THE STATE SIGNIFICANT DEVELOPMENT (SSD) APPLICATION:

- A3 - JUNIOR SCHOOL ALTERATIONS & ADDITIONS
- A4 - JUNIOR SCHOOL ALTERATIONS & ADDITIONS
- B1 - MIDDLE SCHOOL
- B2 - MIDDLE SCHOOL
- C2 - SENIOR SCHOOL ADDITION
- C3 - SENIOR SCHOOL ADDITION
- C4 - LIBRARY / CHAPEL ADDITION
- D - ADMIN & WELCOME CENTRE
- E2 - TRADE TRAINING CENTRE ALTERATIONS & ADDITIONS
- F - CANTEN / CAFE HUB ALTERATIONS & ADDITIONS
- G - PERFORMING ARTS CENTRE
- H2 - SPORTS HALL ADDITION
- H3 - SPORTS HALL ADDITION
- J - NARNIA EARLY LEARNING CENTRE
- K - WELCOME CENTRE
- N2 - DALE SPECIAL SCHOOL
- O - AQUATIC CENTRE
- Q - WASTE MANAGEMENT DEPOT



1. Check all dimensions on the plan to match the site plan.
2. Check all dimensions on the plan to match the site plan.
3. Check all dimensions on the plan to match the site plan.
4. Check all dimensions on the plan to match the site plan.

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SITE BOUNDARY	EXISTING ROAD NETWORK & PARKING
LOT BOUNDARY	GRAVEL ROAD / OVERFLOW CAR PARKING
EXISTING TREES	FOOTPATHS / BUSH TRACKS
PROPOSED NEW BUILDINGS	PROPOSED ALTERATIONS & ADDITIONS TO EXISTING BUILDINGS
PROPOSED ROAD NETWORK & PARKING	PROPOSED PATHWAYS
MAIN ENTRY A: JUNIOR / MIDDLE SCHOOL B: SENIOR SCHOOL	BOOM GATE / CONTROLLED ACCESS

EXISTING BUILDING KEY

- A1 - EXISTING JUNIOR SCHOOL
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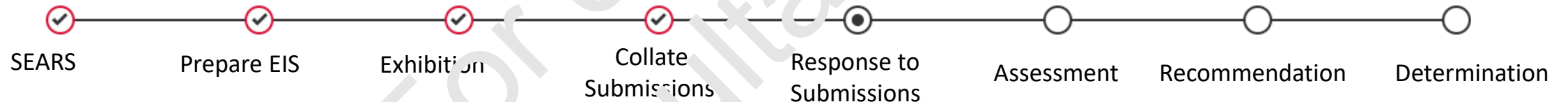
Where are we in the process?

Application Number SSD-10360337

Assessment Type State Significant Development

Development Type Educational establishments

Current Status: Response to Submissions

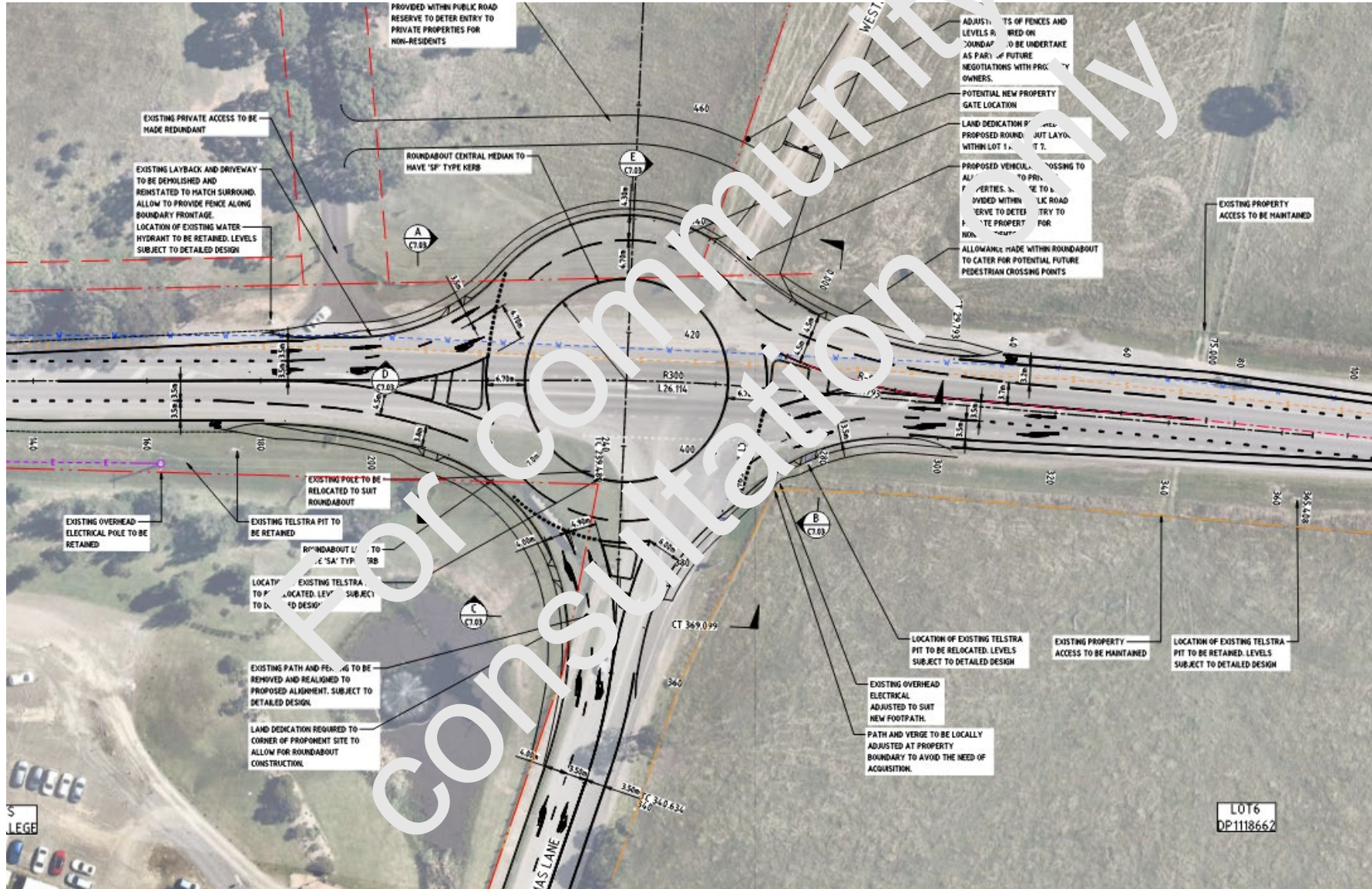


Source: www.planningportal.nsw.gov.au/major-projects/projects/alterations-and-additions-st-philips-christian-college-cessnock-campus

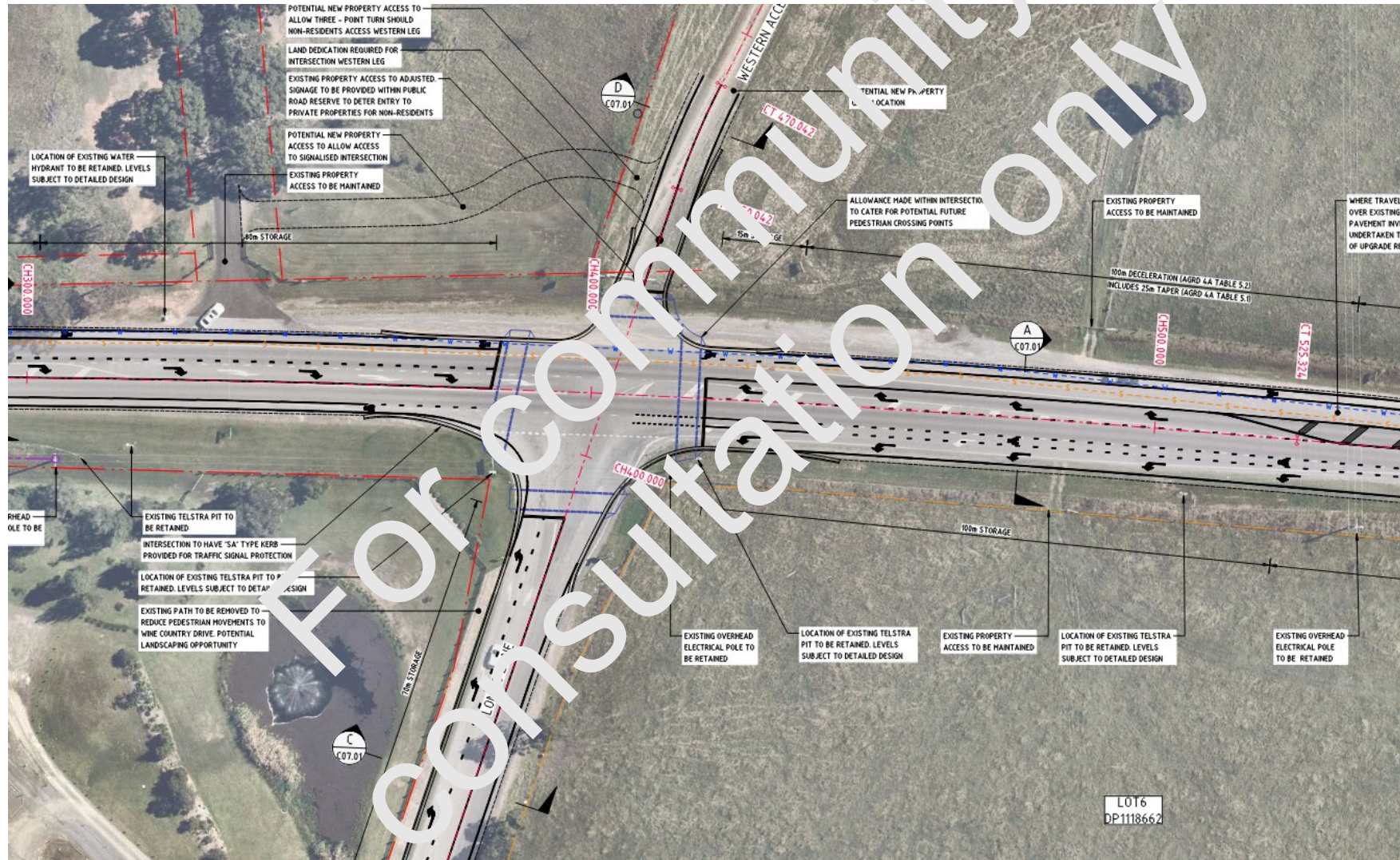
Issue raised in submissions

- Accessing adjoining property is dangerous during busy pick and drop off times
- Access requirement for lots on the western side of Wine Country Drive not considered
- The speed limit of 80km is dangerously affecting the safe access or egress
- Object to roundabout at Lomas Lane/Wine Country Drive as will negatively impact property access and safety
- Inconsistent with the rural character of the area and ongoing farming activity

Options Considered - Roundabout



Options Considered - Signalised



Wrap Up

Neighbour Consultation Meeting Notes

Date	25.08.2022	Time	11.00 am	Location	SS Boardroom
Chairperson	David Price		Note Taker	Renee Balcombe	
Attendees	David Price – Director Infrastructure St Philips Christian Education Foundation Matt Connett – Principal St Philips Christian College Cessnock Rebecca Johnston – Barr Planning Chris Piper – Northrop Engineering Ross Wilson, Neil McGuigan, Jacqueline Slater – representing residents at No.s 307 – 311 Wine Country Drive, Nulkaba				
Apologies	Peter Barnes				

Item	Action
- David welcome everyone to the meeting and introduced participants - Rebecca presented a high level overview of the proposal, noting that SSD is a category of DA due to the capital investment value and is assessed by Department of Planning, not Cessnock Council. - Neil asked what the height of the buildings would be. Rebecca advised that they would be 2 stories. - Neil advised that issues with lighting in the past and request that new buildings ensure that lights don't shine up and lots of quick growing trees to help shelter us from the light. - Ross asked if the mound could be extended past the building with additional trees. Rebecca advised that the Landscaping Plan proposes additional screening and that external lighting must meet Australian Standards and not impact on neighbours. - Matt advised that at any stage, if there are similar issues would work cooperatively with you. Neil confirmed that the school had been responsive and worked quickly in the past.	Link to Landscaping Plan to be made available
- Rebecca provided a summary of the SSD process and the current response to submissions stages - Ross asked how far has the RMS been involved in discussions on the access issues? Rebecca advised that there has been a long history of engagement with Cessnock Council and TfNSW /RMS. In preparing the EIS, the applicant was requirement was to consult with Council and the TfNSW regarding traffic. Once lodged Council and TfNSW have provided their responses and the project team are now working through responding to their issues. - A summary of issues raised in resident submissions was presented These included:	

• Access requirement for lots on the western side of Wine Country Drive not considered • The speed limit of 80km is dangerously affecting the safe access or egress • Object to roundabout at Lomas Lane/Wine Country Drive as will negatively impact property access and safety • Inconsistent with the rural character of the area and ongoing farming activity • Ross added that accessing adjoining properties is dangerous turning right into our drive at any time and that access into my driveway is not just residential but business which is totally reliant on access. • Neil advised that my property could be converted into another cellar door as well as adjoining properties. The number of people turning into these properties is only going to increase not decrease. • Jacqueline was keen to explore having the possibility of turning straight into our drive from the roundabout.	
In response to residents concerns and issued raised by TfNSW and Council, the project team have been exploring different design options for the Lomas Lane / Wine Country Drive intersection. These were presented to the meeting: Roundabout • Chris advised that TfNSW gave us the requirements for the roundabout. Taking into consideration the road speed and the vehicles. (Wine Country Drive is a B-double Haul Route) and other design requirements. This has meant that the roundabout has to be a certain diameter with dual lanes, resulting in the large roundabout requiring land acquisition on the north side on Wine Country Drive. The designers have tried to minimise impact on adjoining land with more sitting on St Philip's property. The design indicates a 4th leg of the roundabout and access provision for adjoining neighbours. • Jacqueline – With that access I would definitely be open to that and would need to discuss with neighbours. Commercially I think it improves access. • Neil asked if the speed limit was to be reduced? Matt advised that the school would like this. Rebecca advised that at this stage TfNSW are not open to changing this. • Jacqueline – concern turning left into resident access when coming from the south. Feel's like an afterthought. • Neil – residents would need large and quality signage as well as for the existing cellar door / commercial uses. • Jacqueline – Might need landscaping and signage to make it look pretty. • Neil suggested the possibility of a right turning lane into the residents property, just after the roundabout into his property? Chris advised that this not likely to be permitted given proximity to roundabout. • Rebecca advised that there is a separate process for construction of road infrastructure – the WAD (Works Authorisation Deed) process, which is the legal agreement between the developer and government. The	

process of negotiation and land acquisition is a future task. This is the start of the conversation with neighbours and is not a predetermined outcome.

A modification to this option was discussed where the 4th leg of the roundabout could be shifted south to be centrally located on Lot 1, with a shared access for the residents and the adjoining lot to the north, to consolidate functionality. This option would close the existing property access.

The overall feedback from the residents for this modified option was supported, with the following comments made:

- Jacqueline – would want the turning lane in to our land, to look the same, not an afterthought.
- Neil - A more centralised 4th leg would mean you haven't gone past the entrance and need to come back. The current 4th leg looks a bit agricultural, and an afterthought, needs signage, landscaping, to look fantastic, put the tree's in and make it look like a major access.

Signalised

- Chris advised that this option simplifies the intersection and still creates a dedicate Western access and dedicated right turn lane. TfNSW are considering this option.
- Neil asked about the cost of option 1 and option 2? Chris advised that the construction cost is comparable. Roundabout, there is significantly more cost due to requirements to be concrete. David advised that the indicative cost is approx. \$3million and emphasised this is why we are committed to resolve them because we need to provide safe access for the whole community and our students.
- Jacqueline asked if there will there be a pedestrian crossing? Chris advised that allowances for pedestrian crossings for both the roundabout and lights are considered.
- Neil commented that this option would be louder / increase noise.
- Jacqueline asked if the signalisation and crossing, would automatically bring the speed down due to being outside a school? Chris advised that this is not automatic given it is a main road.
- David suggested that the lights favouring Wine Country Drive would always be green unless it was triggered by traffic on either side of the intersection.

In response to the signalised option the residents did note that this would allow for a signalised right turn lane into their property however this option was not considered as favourably as a roundabout, requesting that if there is an upgrade to the intersection then it should be designed to be a positive for the residents not a negative.

Other Matters

- Ross asked about the forecast for traffic on the weekend? Rebecca advised that the school make their facilities available to community groups. Pokolbin Rugby, Parkrun which will continue. The southern access

will service the sports fields and Aquatic Centre and will facilitate better access to this part of the site. • Neil asked about the timing on this road upgrade? Rebecca advised that it will be linked to student increase number. The SSDA proposes Wine Country Drive South be done first, to limit construction impact and the Lomas Lane intersection linked to Stage 2. TfNSW have asked for the upgrades of both intersection to be completed at Stage 1. The exact staging is still to be determined. • Ross commented that TfNSW have previously not been in favour of an additional access onto Wine Country Drive. Rebecca advised that they are supportive of the current proposed arrangement. • Jacqueline asked if there are targets for student numbers over time? Rebecca advised that the staging of student increases is in the EIS. • Neil asked why can't the roundabout go down the southern end? Rebecca advised that this had been discussed in the past when the service station was being developed, however it was not supported by TfNSW. In order to not have to upgrade Lomas Lane, we would then need to redesign how the traffic access was provided through the school with the majority being through the southern entrance. This is not possible as the majority of the site is concentrated near Lomas Lane, there are also other constraints such as flooding.	
• Rebecca – If you have any other questions, please get in touch with David. • Jacqueline – requested minutes from today's meeting? Rebecca advised that the notes would be provided. • David summed up and thanked everyone for their time. Matt thanked Ross, Jacque and Neil for their time and the opportunity to meet you and look forward to future opportunities.	Copies of Slide Pack and Notes to be provided, however it was noted that the two options have been provided to TfNSW but no feedback to date.

Cessnock Community Consultation Meeting
Friday 26 August 2022 – 11:05am – 12:05pm
St Philip's Christian Education Foundation Office, Warabrook

Attendees:

- Matt Connett – SPCC Cessnock
- David Price – St Philip's Christian Education Foundation
- Rebecca Johnston – Barr Planning
- Gemma Wood – Northrop
- Carl Baker
- Kate Speare
- Rachel Hall (Note Taker)

Notes:

- David welcomed everyone to the meeting and made introductions
- Kate provided context to Carl and Kate's involvement.
 - George McInnes is the owner of the land which is a working family farm. This has been in the family since 1886. George has authorised Carl as his nephew to participate in conversations around this and take back information to George for decision making.
 - Kate is Carl's sister-in-law and supporting him and providing advice to him through this process.
 - The family has no objection to the school and is supportive of what the school is trying to do but they do want to protect the site access. They advised that if safety and access concerns were addressed, they will be happy to remove the objection.
- Rebecca provided a high level summary of the proposed application and explained that this is an opportunity for discussion on the EIS and addressing concerns raised in submissions.
- Rebecca advised that there have been 5 submissions from the community, 1 in support and 4 raising issues of concern. Key issues raised so far
 - Accessing adjoining property is dangerous during busy pick up and drop off times.
 - Access requirements for lots on western side of Wine Country Drive.
 - The speed limit of 80km (this is a shared concern between residents and the school).
 - Objection to the round-about.
 - Inconsistent with the rural character of the area and ongoing farming activity.
- The McInnes' concerns are in regards to the proposed roundabout intersection
 - The family's intent is that the farm remains as a working farm into the future.
 - They currently have unrestricted access from the site and is concerned they will be restricted to left in and left out access.
 - Their only issues are with the round-about
 - Safety concerns for students, community and adjacent owners.
 - Access concerns to and from the McInnes property.
 - In regard to the bus indented lane on Lomas Lane, they have no objection provided that there is no impact on George's private land.

- Rebecca advised that the current SSD application proposes a roundabout however other options were considered including seagull intersections, different access points and signalling.
In response to issues raised by Council, TfNSW and adjoining residents the applicant has proceeded with some further design work for two intersection treatment options –
 - (i) Concept design for roundabout
 - (ii) signalised intersection.
- Gemma presented the design of the proposed roundabout which addresses design requirements as specified by TfNSW (speed limit, B-double access, dedicated through lane, and minimum diameter size). This design includes a 4th leg to the roundabout to provide access to Georges property.
- Kate addressed why they particularly think that the proposed roundabout access is unworkable.
 - The current design does not have clear and safe left turn access for trucks including cattle trucks into the property (in an 80km zone).
 - Access to the right hand turn out of the driveway would potentially be difficult or impossible due to proposed concrete median strip
- Gemma advised that the roundabout has been designed for B-double access which should include the ability for cattle trucks to turn around, however swept paths could be looked at from the property.
- A modification to this option was discussed where the 4th leg of the roundabout could be shifted south to be centrally located on Lot 1, with a shared access for the residents and the adjoining lot to the north, to consolidate functionality. This modified option had support from other adjoining neighbours if the 4th leg was able to be more defined and include a left turn arrows / sign etc.
- Kate and Carl requested drawings to be able to consider this and that the design would need to take into account farm vehicle use. Suggesting this approach might be supported as it could improve both the left turn and right turn issues. Swept paths would address the left issue but not the right turn.
- The option for a signalised four-legged intersection was then discussed:
 - Gemma advised that this simplifies the intersection, with smaller impact and minimal land acquisition.
 - This option still has dedicated access to George's lot. Change in traffic signals to provide access out of George's lot (and the school access) would be triggered by not cyclic.
 - Further design would address the need a median strip and road width may increase.
- Kate advised that the signals would resolve their safety and access issues but may create two new issues (i) cost for client and (ii) impact on rural character (however, this is not a significant concern for the McInnes').
 - David advised that the indicative costing about the same
 - Rebecca noted that rural character was also an impact for the roundabout and the required scale.

- A modified version of the signalised option was also discussed with the position of the intersection shifted onto the lot to the south providing access to both opposite properties. Kate suggested that the option that did not require land acquisition would be favourable. Kate advised that they would again need to take this away and consider. Detailed drawings would assist this. Carl's preference for safety would be the signals.
- Rebecca advised that in terms of the process going forward:
 - Resident feedback will be recorded and form part of our response to submissions
 - Continued discussion with TfNSW in regards to preferred options. Preference from the school is that the signalised option be accepted.
 - Kate advised that whilst they can't commit to what solution would work if we came to a place traffic signals were supported; they could also consider if George would be willing to make a further submission as to why he would support the signals.
- Kate and Carl appreciated that the submission was being taken seriously and appreciated the time to meet with SPCC to discuss further.
- Action from this meeting
 - Copy of notes to be provided to Kate and Carl
 - Additional drawings of proposed modified roundabout and signalised options to be developed and further discussed with George and family.