

Consultation Outcomes Report

State Significant Development Application
SSD 10360337

for alterations and additions to
St Philip's Christian College, Cessnock

Prepared by Barr Planning

for St Philip's Christian Education Foundation

March 2025



Barr Planning acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present and all Aboriginal and Torres Strait Islander peoples today, through considerate and respectful approaches to our work, and seeking to facilitate a balance between the transformation of land and the preservation of the natural and cultural environment.

'Connection' by Aboriginal Artist, Lauren Freestone

Document Control

Title:	Consultation Outcomes Report, Cessnock
Address:	10 Lomas Lane and 210 Wine Country Drive, Nulkaba
Job No.	16NEW0010
Client:	St Phillips Christian Education Foundation

Document Issue

Issue	Date	Prepared by	Reviewed by
Draft 1	26/09/2024	Katrina Walker Jack Loughan	Rebecca Johnston
Client Issue	26/02/2025		David Price
Final	28/02/2025		Rebecca Johnston
Final 1.1	17/03/2025`	Katrina Walker	Rebecca Johnston

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1 Introduction

This Consultation Outcomes Report has been prepared on behalf of St Philip's Christian Education Foundation Limited (SPCEF) and accompanies State Significant Development Application (SSD 10360337) (SSDA) for alterations and additions to St Philip's Christian College (SPCC), Cessnock (The Project). The Consultation Outcomes Report captures the key sentiments and issues raised during the community consultation process regarding the intersection upgrade of Wine Country Drive and Lomas Lane.

The Project seeks the approval for alterations and additions to the existing school along with associated infrastructure, located at 10 Lomas Lane, Nulkaba. The Project will facilitate the school's growth over the next 20 to 30 years, and proposes an increase in student and staff population to 1,732 and 221 respectively.

The SSDA was exhibited for a third period in July 2024. The details of the exhibitions are summarised below.

- Public exhibition was held between 17 February 2022 to 16 March 2022, inclusive.
- The SSD Amendment Report and Response to Submissions Report along with associated technical reports submitted in response to submissions were placed on public exhibition between Tuesday 15 November 2022 to Monday 28 November 2022, inclusive.
- A second SSD Amendment Report and Response to Submissions Report along with associated technical reports in response to the submissions received from the second public exhibition, and were placed on exhibition between Wednesday 5 June 2025 to Tuesday 2 July 2024, inclusive.

This Consultation Outcomes Report details the consultation held with neighbours and subsequent outcomes which as part of the preparation of the response to submission raised during the public exhibitions detailed above.

2 Post Public Exhibition 1

The first public exhibition was held between 17 February 2022 to 16 March 2022. During the public exhibition of the SSDA five submissions were received from community members. Of the five community submissions, one was in support and four raised issues.

A summary of the issues raised in the resident submissions were:

- Access requirement for the properties 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 proposed roundabout at Lomas Lane/Wine Country Drive, as it would negatively impact property access and safety
- Inconsistent with the rural character of the area and ongoing farming activity

2.1 Consultation

In response, the applicant conducted further consultation with the neighbours who provided a submission to the SSDA, as outlined in the below table.

Table 1 Consultation Details

Property	Residents	Date	Venue
305 – 311 Wine Country Drive	▪ Ross Wilson ▪ Neil McGuigan ▪ Jaqueline Slater Peter Barnes was invited to attend, however was an apology.	Wednesday 25 August 2022, 11am	SPCC Cessnock and on Teams
313 Wine Country Drive	▪ Carl Baker / McGinnus ▪ Kate Speare Representing the owner	Thursday 26 August 2022, 11am	SPCEF Offices, Warabrook

On going informal verbal consultation with neighbours regarding the proposed intersection upgrade.

2.2 Purpose of Consultation

The purpose of the consultation was to listen to the resident's concerns and inform the residents of the proposed intersection design options.

The residents were provided with the following documentation at the meeting:

- Agenda
- Information slideshow including intersection design options
 - Roundabout designed in accordance with Transport for NSW requirements
 - Signalised intersection with fourth leg (west) access to 313 Wine Country Drive (Lot 7 DP 137214)

A copy of the collateral is provided in Appendix A.

2.3 Consultation Outcomes

The following response summarises the outcomes of the meetings held between St Philip's Christian College and the adjoining residents.

Meeting 25 August 2022

General matters

Link to masterplans to the residents was to be made available for residents to understand the level of proposed landscaping to screen buildings from public view.

Roundabout

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 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.

Conclusion of meeting

- A request for minutes from the meeting was made by the residents. A copy of the minutes and slide pack were provided on 7 September 2022 and acknowledgement of receipt of these minutes was provided by the residents on the same day.

Meeting 26 August 2022

Safety and 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.

Roundabout

- 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.

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 [No. 305], 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. A request for drawings was made to consider this option.

Signalised intersection

- Kate advised that the signals would resolve their safety and access issues but may create two new issues
 - cost for client and
 - impact on rural character (however, this is not a significant concern for the McInnes')
- 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 and their preference for safety would be the signals.

Conclusion

- 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 as required.

A copy of the meeting notes was provided on 7 September 2022. Comments and changes to the notes were provided by the resident on 8 September 2022. The revised minutes were issued on 17 October 2022 and accepted by the resident on 18 October 2022. Notification was provided on 1 November 2022 that the roundabout design was not proceeding.

Subsequent to the meeting held 25 August 2022, SPCEF received a phone call from Mr. McGuigan on 15 September 2022. A subsequent email was received on 18 October 2022 which was responded to by SPCEF on 18 October 2022. The correspondence from the resident raised the following matters:

- Lack of transparency in information provided
- An easement to the property was an unacceptable outcome

- Diminished access to residents properties should not be an outcome of the upgrade of the entrance to St Philip's. Any upgrade to their entrance should be done on their land.

Meeting minutes detailing the consultation and further correspondence are provided in Appendix B.

2.4 Alterations to Project Design

To implement the recommendations made by TfNSW for the roundabout design, the amended design resulted in a significant increase to the size and scale of the roundabout. Consequently, the roundabout footprint encroached onto adjoining private land, requiring acquisition to facilitate the intersection upgrade.

Given the residents' concern surrounding adequate access to property as a result of the intersection upgrade an alternative solution was considered and presented to the community through the Amendment Report and Response to Submission #1.

Considering the public submissions and the land acquisition constraints, the signalised intersection was deemed an appropriate solution to resolve traffic congestion and safe movement of traffic from both the school and private property. This alternate solution was supported by Cessnock City Council.

3 Post Public Exhibition 2

The exhibition of the Response to Submissions #1 and Design Amendment was held between 15 November 2022 to 28 November 2022. During the second public exhibition of the SSDA four submissions were received from community members. Of the four local community submissions, three were outside of the notification period.

A summary of the issues raised in the resident submissions were:

- Residents were largely concerned about diminished access to their properties.
- Residents supported the signalised intersection provided right-hand access into their property can be achieved.
- Community members raised traffic lights would result in traffic flow disruptions for daily commutes.
- The community raised that a roundabout should be sufficient to the traffic congestion twice a day.

3.1 Consultation

The applicant conducted further consultation with the neighbours who provided a submission to the Response to Submission #1 and the Amended Design for the SSDA.

Table 2 Consultation Details

Property	Residents	Date	Venue
305 – 311 Wine Country Drive	▪ Ross Wilson ▪ Neil McGuigan ▪ Jaqueline Slater ▪ Peter Barnes	2 June 2023, 3pm	SPCC Cessnock and on Teams

3.2 Purpose of Consultation

The purpose of the consultation was to provide neighbours with feedback from the applicant on the issues raised in submissions and to share information on proposed changes to the project.

The residents were provided with the following documentation:

- Agenda
- High Level Road Safety Review prepared by Stantec dated 31 March 2023.

A copy of the collateral is provided in Appendix C.

3.3 Consultation Outcomes

The following response summarises the outcomes of the meetings held between St Philip's Christian College and the adjoining residents discussing the High Level Road Safety Review prepared by Stantec:

- There be an acknowledgement in the report that the reference to the property No. 305 Wine Country Drive should be No.305, 307, 309 and 311 Wine Country Drive, representing the four properties that are accessed by the single driveway. the four properties consist of:
 - Three residences.
 - Three vineyards.
 - One Cellar door that relies on tourist traffic.
- [School Principle] Matt Connett advised that there were a number of vehicle “near misses” at the intersection of Lomas Lane and Wine Country Dr recorded on the school register.
- It be noted that the traffic survey was only undertaken during the AM and PM peak when the residents intentionally do not leave the property, therefore it is not an accurate representation of the traffic that accesses the four properties.
- It be noted that the report was described a ‘desktop review only’ (pp 2). It was queried whether anyone had actually attended the site and undertook the survey in person.
- It be noted that the existing and likely future congestion caused by the school development, especially the right hand turn queue into Lomas Lane, will have an ongoing impact on access to the four properties, especially during school pick up and drop off.
- That a dedicated south bound right hand turn lane into the 305, 307,309 and 311, be constructed as part of the intersection upgrade. The residents expressed concern regarding the safety of vehicles turning right into the property, particularly for farm traffic (tractors, trucks) and tourists accessing the cellar door.
- It was agreed that a decrease in the speed limit along Wine Country Drive is desirable by both the residents and SPCC. However, it was also noted that TfNSW in their submission response did not support a reduction in speed along Wine Country Drive.
- Residents asked about the post determination process. Rebecca [Johnston] advised that after the application was determined by DPE, the developer will be required to enter into a Works Authorisation Deed (WAD) with TfNSW prior to any road works occurring on Wine Country Drive. The developer is responsible for all costs associated with the road works and administration for the WAD. The WAD process also requires liaison with the community concerning the project. This requirement will be set out in the WAD and is the responsibility of the Developer.

A copy of the formal meeting minutes is provided in Appendix D.

The minutes of the meeting were issued to residents on 4 June 2023. The residents provided collective feedback on the minutes. The minutes were updated to reflect some of the feedback on 19 June 2023. The residents acknowledged that the meeting minutes were a fair and accurate reflection of the meeting on 10 July 2023.

3.4 Alterations to Project Design

There were no Project Design Alterations made resulting from the consultation held with the residents.

4 Post Public Exhibition 3

The exhibition of the Response to Submissions #2 and Design Amendment was held between 5 June 2024 to 2 July 2024. During the third public exhibition of the SSDA 13 submission were received from public agencies and two submissions were received from community members.

A summary of the issues raised in the resident submission were:

- The proposed upgrade to accessing Lomas Lane from Wine Country Drive does not take into consideration the safe right of entry to a number of the surrounding properties
- Neither proposed upgrades take into consideration the access requirement to the four lots on the western side of Wine Country Drive.
- Neither of the two proposals have considered safe access or egress into the easement and as such are not adequate for the residents and businesses that are and could develop on the lots nominated

4.1 Consultation

In response to the exhibition of the Amended Design TfNSW identified four key matters as follows:

1. The proposed amendment to staging require the intersection works to be completed in Stage 1 was supported.
3. All road works on the classified road (Wine Country Drive) would need to be designed and constructed to the Austroads guidelines, Australian Standards and TfNSW Supplements.
4. The developer would be required to enter into a WAD agreement.

These items are noted and can form conditions of the development consent.

Item 2 of the TfNSW Submission related to the strategic design of intersection specifically that the design include a median to the south. This would restrict access to the existing driveway at 305-311 Wine Country Drive to left in and left out movements only.

In response to the required design changes required by TfNSW, the Applicant has investigated two further alternate design options to facilitate access to 305 – 311 wine Country Drive via the signalised intersection, to facilitate right hand turn in and right turn out for the properties.

Further consultation with the neighbours who provided a submission to the Response to Submission #1 and the Amended Design for the SSDA, was conducted to present these options.

Table 3 Consultation Details

Property	Residents	Date	Venue
305 – 311 Wine Country Drive	- Ross Wilson - Neil McGuigan - Peter Barnes Jaqueline Slater was invited to attend (in person or on zoom) but was not able to do so.	26 November 2024, 10.30am	St Philip's Christian College, Cessnock
313 Wine Country Drive	Carl Baker	26 November 2024, 9am	St Philip's Christian College

4.2 Purpose of Consultation

The purpose of the consultation was to present to the neighbours the two further alternate design options to facilitate access to 305 – 311 wine Country Drive, as well as 313 Wine Country Drive via the signalised intersection.

At the meeting the residents were presented with the following documentation:

- Design Option 1 – Current proposed design) Signalised intersection with fourth leg access to 313 Wine Country Drive, Nulkaba
- Design Option 2 – Signalised intersection with fourth leg access straddling the boundary of 313 and 305 Wine Country Drive, Nulkaba
- Design Option 3 – Signalised intersection with fourth leg access to 305 Wine Country Drive, Nulkaba

The residents were provided with the following documentation prior to the meeting:

- Agenda
- Information slideshow including intersection design options

A copy of the collateral is provided in Appendix E.

4.3 Consultation Outcomes

The following response summarises the outcomes of the meetings held between St Philip's Christian College and the adjoining residents.

4.3.1 Meeting 26 November 2024, 9am with representative of 313 Wine Country Drive

- Each option was discussed with the merit and benefit of each. Mr Baker sought clarification of the ownership of future driveways / access ways, previously indicated on initial plans.
- It was clarified that the new intersection works would only encompass the existing road reserve i.e. to the property boundary. No intersection works are proposed on private land.
- Mr Baker noted that the potential legal costs to register a right of access, and construction costs for new access driveways to achieve Options 2 and 3 were a potential issue for No. 313.
- David Price advised that any proposed works to construct additional driveways etc, or create rights of access are not the subject of the current SSDA. However, the Applicant (St Philip's) was supportive of a separate discussion with land owners with regard to any commercial arrangements.
- Mr Baker commented that lack of certainty over continued access for No. 313 if Option 3 was pursued, was of concern.
- The Project Team advised that upon Project Approval, the detailed design of the intersection is the subject of the WAD process with TfNSW. A WAD agreement is entered into after the DA has been approved and generally prior to the consent authority issuing a construction certificate for the development. The developer and TfNSW must agree on the scope of works before the Deed can be finalised. This process includes consultation with affected landowners.

Conclusion

The following outlines the actions arising from the consultation.

1. Draft minutes of the meeting would be issued to participants for review prior to being finalised.
2. Mr Baker would discuss the options with the owner of No. 313.
3. Feedback on option preference in writing was requested by 20 December 2024
4. It was advised that following receipt of feedback from all neighbours. The applicant would make a decision as to the proposed configuration of the 4th leg to include in the application and submit to DPHI as part of the Response to Submission package. This is intended to be submitted in early 2025. The neighbours will be informed of the outcome of the consultation at the time of submission.

4.3.2 Meeting 26 November at 10.30am with representative of 307,309 and 311 Wine Country Drive

Discussion

- It was noted that Option 3 would provide more useable land for No. 313.
- It was noted that the existing and potential operations of the current vineyards/winery and cellar door would require an access road capable of withstanding the turning movements of a semi-trailer and dog, with suitable pavement, turning circle etc., at considerable cost. This would potentially need to be concrete etc.

- The residents queried who would be responsible for the arrangements for the legal expenses of creating rights of access, construction and maintenance of a new access driveway. It was confirmed that the maintenance arrangements for the current driveway were an informal agreement between the residents.
 - It was clarified that the new intersection works would only encompass the existing road reserve i.e. to the property boundary. No intersection works are proposed on private land.
 - David Price advised that any proposed works to construct additional driveways etc, or create rights of access are not the subject of the current SSDA. However, the Applicant (St Philips) was supportive of a separate discussion with land owners with regard to any commercial arrangements.
- The Project Team advised that they had met with representative of 313 and presented the same options, and requested feedback on their preference.
- It was noted that the owner of No. 305 who would have to provide reciprocal rights of access to No. 307, 309, 311 and 311 (in the case of Option 2 and 3) was not represented at the meeting.
- Advised that the requirements of the existing commercial cellar door business needs to be considered – bus access, signage etc.
- The requirements of potential future commercial business should also be considered.
- Council's plans to construct a shared pedestrian / cycle way were discussed.
- It was agreed by all that despite any future works, there is a current need for a reduction in the speed limit from 80 kilometres in this location, especially given that the current Earnest Hill Sign directs vehicles into the site when travelling south and provides potentially dangerous situation.
 - It was agreed that the school would continue efforts to petition the Local Member etc.
- The mechanism to create an easement was discussed including the need for a subdivision and development application requiring landowners consent and the associated costs, was discussed.
 - It was confirmed that this was a separate exercise and does not form part of the current SSDA.
- The Project Team advised that upon Project Approval, the detailed design of the intersection is the subject of the WAD process with TfNSW. A WAD agreement is entered into after the DA has been approved and generally prior to the consent authority issuing a construction certificate for the development. The developer and TfNSW must agree on the scope of works before the Deed can be finalised. This process include consultation with affected landowners.
- It was questioned if two sets of lights or a staggered intersection could be designed to access the corner of Lot 305 to Lomas Lane, with a long right turn lane.
 - The Project Team's engineer advised that the required traffic numbers to warrant having a dedicated intersection to that driveway would not likely be sufficient.

Conclusion

The following outlines the actions arising from the consultation.

1. Draft minutes and the link to the recording of the meeting would be issued to participants for review prior to being finalised.
2. Feedback on option preference in writing was requested by 20 December 2024
3. It was advised that following receipt of feedback from all neighbours. The applicant would make a decision as to the proposed configuration of the 4th leg to include in the application, and submit to DPHI as part of the Response to Submission package. This is intended to be submitted in early 2025. The neighbours will be informed of the outcome of the consultation at the time of submission.

A copy of the formal meeting minutes is provided in Appendix F.

4.4 Agreement to Consultation Meeting Minutes

The minutes of the meeting were issued to residents on 13 December 2024.

The representative of 313 Wine Country Drive, Carl Baker acknowledged that the meeting minutes were a fair and accurate reflection of the meeting via email dated 14 December 2024. The response provided noted the following:

'While he was ok with options 1 and 2, the main issues he has is in relation to:

- legal liability issues in relation to accidents on property used as a right of way for the vineyards.*
- construction and development costs of the driveways/road and moving if the fence etc.'*

A copy of the correspondence is provided in Appendix G.

The residents of 305-311 Wine Country Drive acknowledged the correspondence via email dated 31 December 2024 and requested further time to provide their preferred design option due to work commitments. To assist in their discussion, they requested further information detailed below:

1. *What compensation is the school proposing for resuming part of the land on block 305? (The quantum of compensation is a matter for the owners of 305 and the school, but as a group we seek confirmation that there will be compensation).*
2. *Will the school confirm that they will be responsible for the execution, all the council and legal costs associated with achieving new easements and right of access through block 305 onto the current easement?*
3. *Will the school confirm that they will be responsible for all costs incurred in the construction of the road and maintenance (for a period of 5 years) and that the road will be of an agreed sealed standard capable of carrying semi-trailers and B Double trucks?*
4. *To reduce the risk of a catastrophic accident and to provide safe traffic transition, will the school include in their development submission to the RMS the need for a slip lane on the*

western side of Wine Country Dr, to the present entrance into the four properties and through to the proposed crossroad lights?

5. *Will the school confirm that they will negotiate with the RMS to ensure appropriate signage for the current commercial operation and confirm an allowance for signage for any future commercial activities?*

St Philip's Christian Education Foundation responded on 29 January 2025

The final feedback was received from the residents of 313 Wine Country Drive on 25 February 2025 preferred Design Option 1 and open to Option 2.

The final collective feedback from the residents of 305-311 Wine Country Drive was received on 10 February 2025 identifying their preferred Design Option 3.

A copy of the correspondence is provided in Appendix H.

On 11 March 2025 email correspondence to the applicant was received from one of the owners on behalf of the owners of 305, 307 and 313 Wine Country Drive confirming their collective agreement to Option 3 being the preferred option. Individual emails from each of the property owners confirmed this position. A copy of the correspondence is provided in Appendix I.

Accordingly, the fourth leg of the proposed intersection is now proposed to be relocated to the south of the previously proposed location which fronted Lot 7, DP 13721, 313 Wine Country Drive. Option 3 proposed the fourth leg of the intersection to front Lot 1, DP 1012687, 305 Wine Country Drive.

The landowners have advised that the owner of Lot 305 has agreed to provide an easement and right of carriageway to Lots 307, 309, 311 and 313 to be able to access and utilise the fourth intersection leg. It is understood the landowners are collectively working towards a legally binding agreement for the provision of access.

5 Next Steps

Resulting from the outcomes of the consultation held with 305-311 and 313 Wine Country Drive, the Project Team consider that Option 3 provides the best access arrangement to the impacted properties and resolves the access concerns raised by all residents. Any future design matter of the intersection will be managed through the WAD process and associated consultation.

No further consultation is required as part of the SSD Application, as all stakeholders are in agreeance with the intersection arrangement provided under Option 3

Appendix A – Consultation Collateral (August 2022)

Appendix B – Meeting Minutes (August 2022)

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

AGENDA

Meeting	Neighbour Consultation St Philips Christian College State Significant Development Application
Date	Friday 26 August 2022, 11am
Venue	St Philips Christian Education Foundation Office 30 Warabrook Boulevard Warabrook
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 Carl Baker / McGinnus - Neighbour

PURPOSE

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1	Welcome and Introductions	David
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5	Wrap up and Next steps	Rebecca

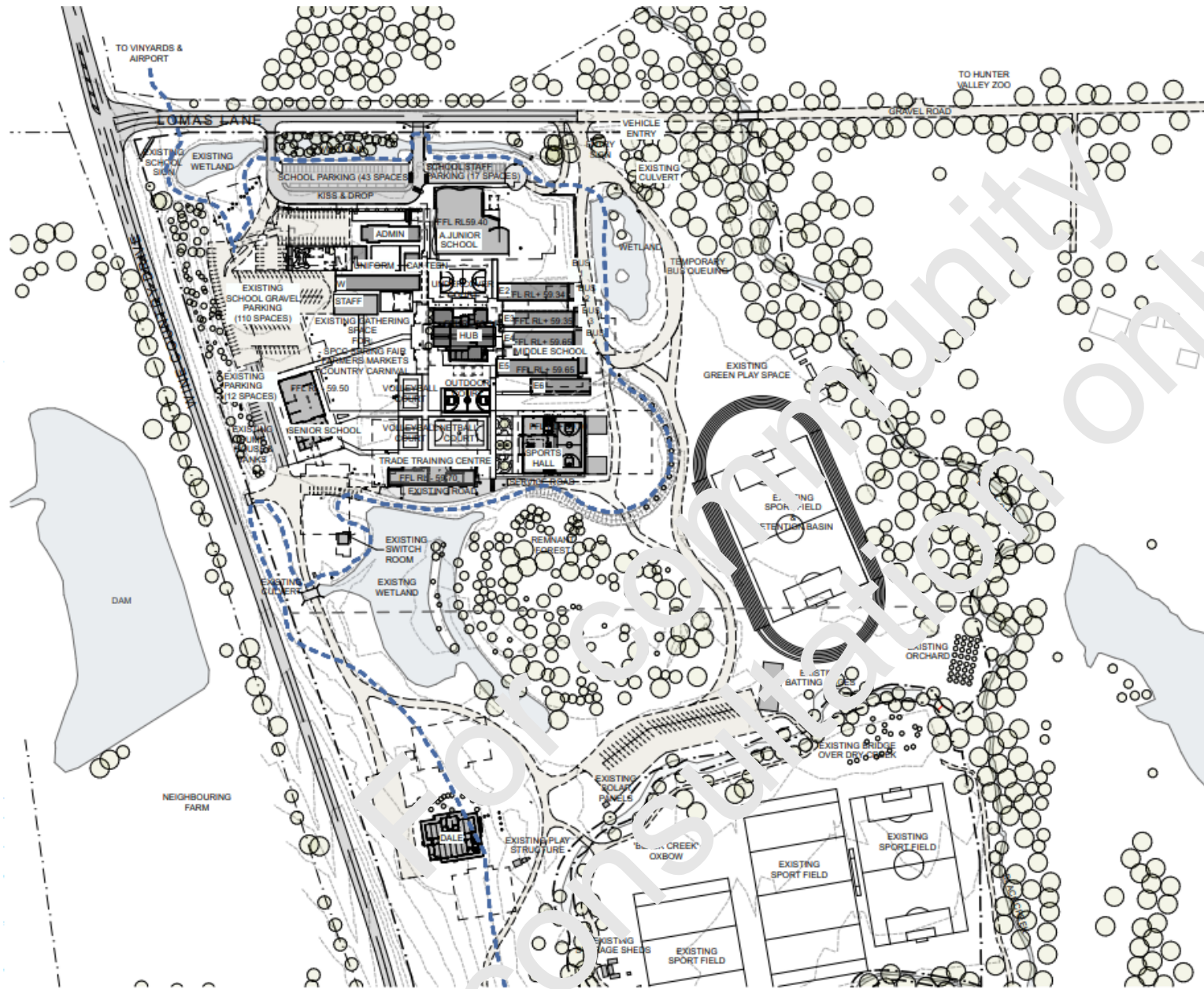
Neighbour Consultation St Philips Christian College Cessnock State Significant Development Application

Thursday 25 August 2022

Friday 26 August 2022

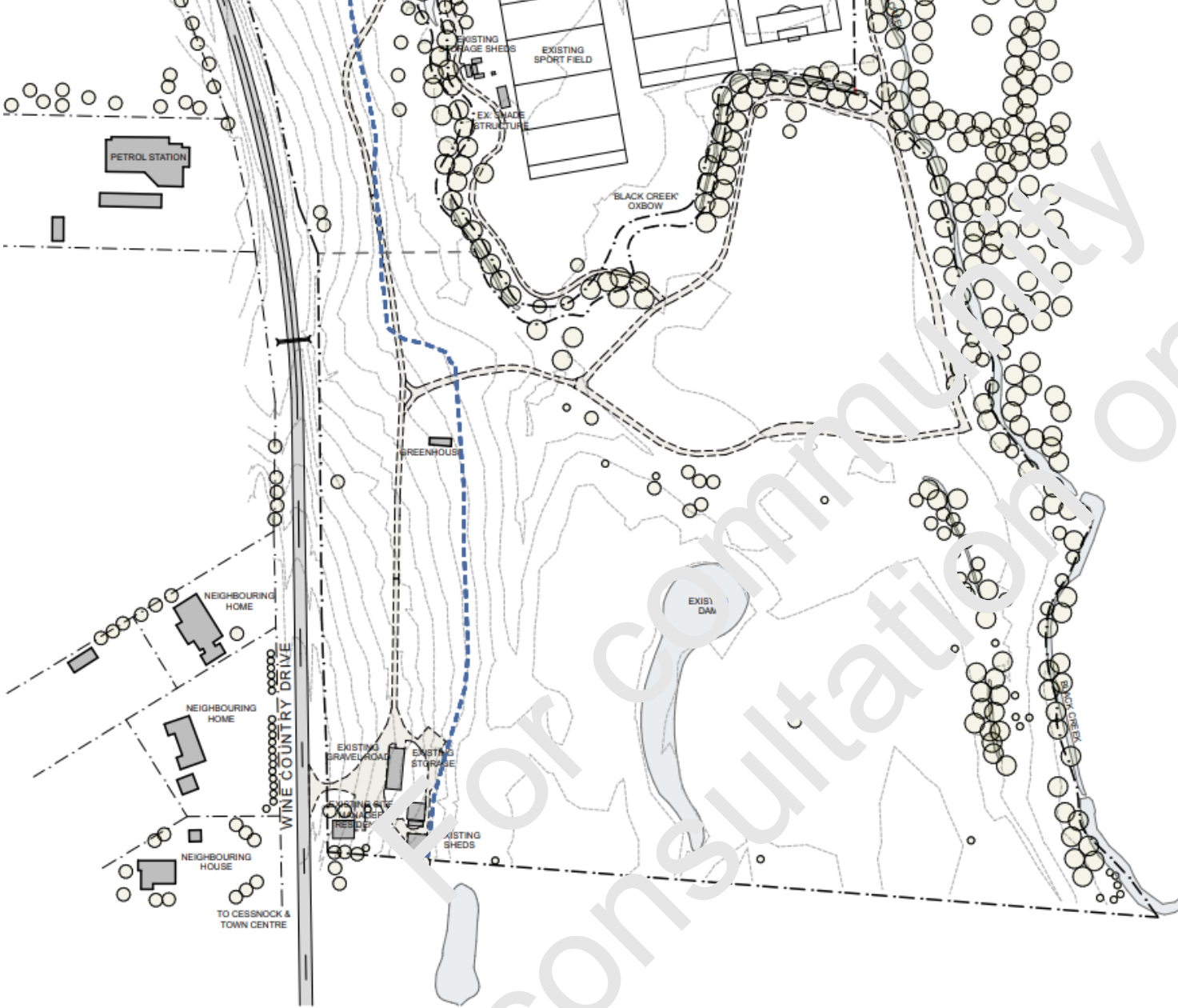
Agenda

1. Welcome and Introductions
2. Project Overview and Process to date
3. Summary of Submissions received and neighbour key concerns
4. Project response to submissions:
 - Intersections options
 - Engagement with TfNSW
5. Wrap up and Next steps



LEGEND

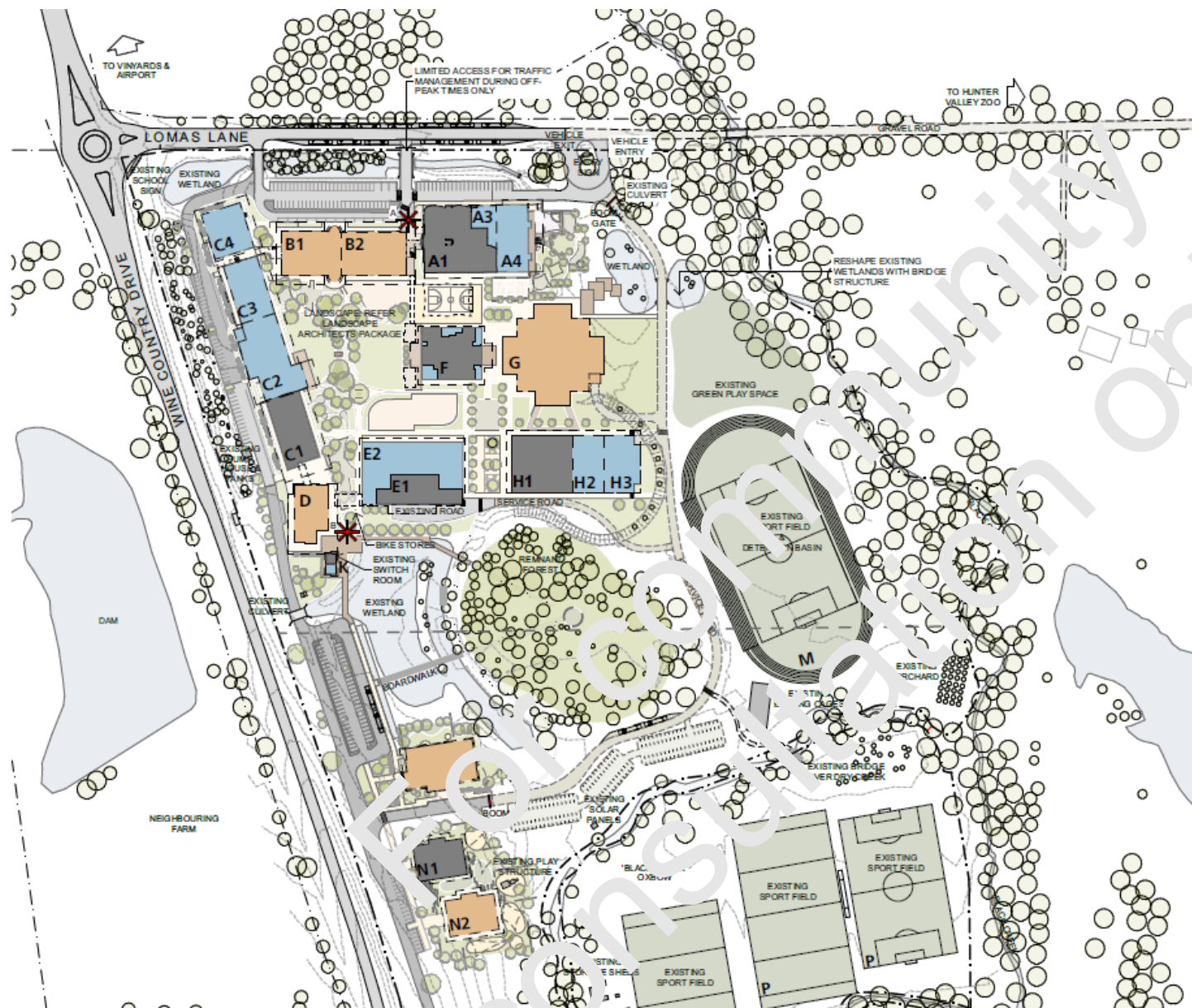
	EXISTING BUILDINGS		EXISTING WATER BODY
	SITE BOUNDARY		EXISTING ROAD NETWORK & PARKING
	LOT BOUNDARY		EXISTING PATHWAYS
	EXISTING TREES		GRAVEL ROAD / OVERFLOW CAR PARKING



1. Dimensions are in millimetres unless otherwise 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.

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 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
- 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

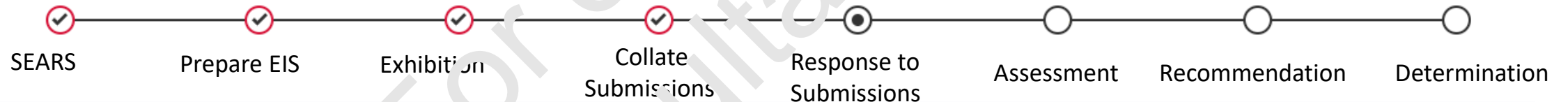
Where are we in the process?

Application Number SSD-10360337

Assessment Type State Significant Development

Development Type Educational establishments

Current Status: Response to Submissions

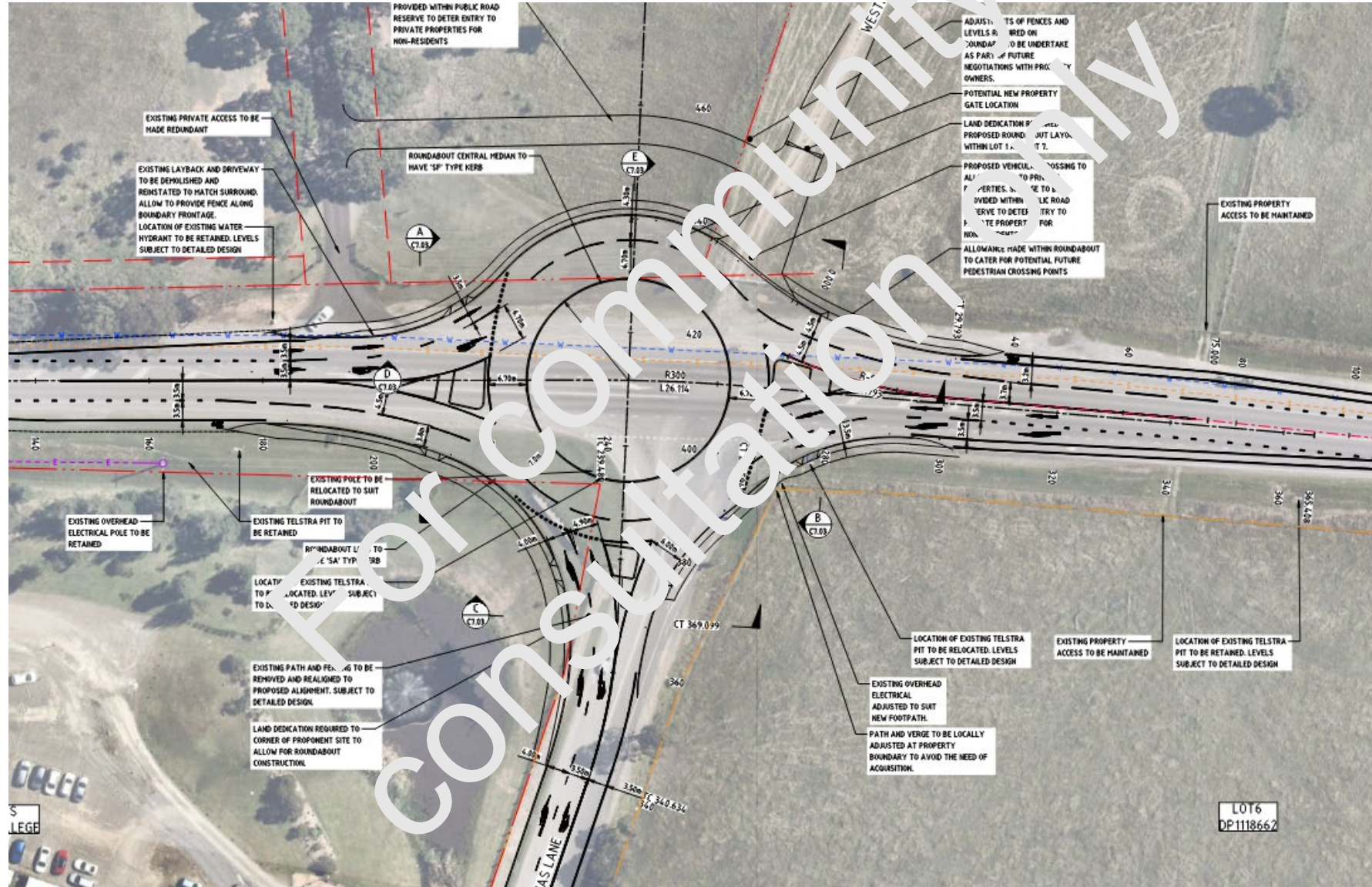


Source: www.planningportal.nsw.gov.au/major-projects/projects/alterations-and-additions-st-philips-christian-college-cessnock-campus

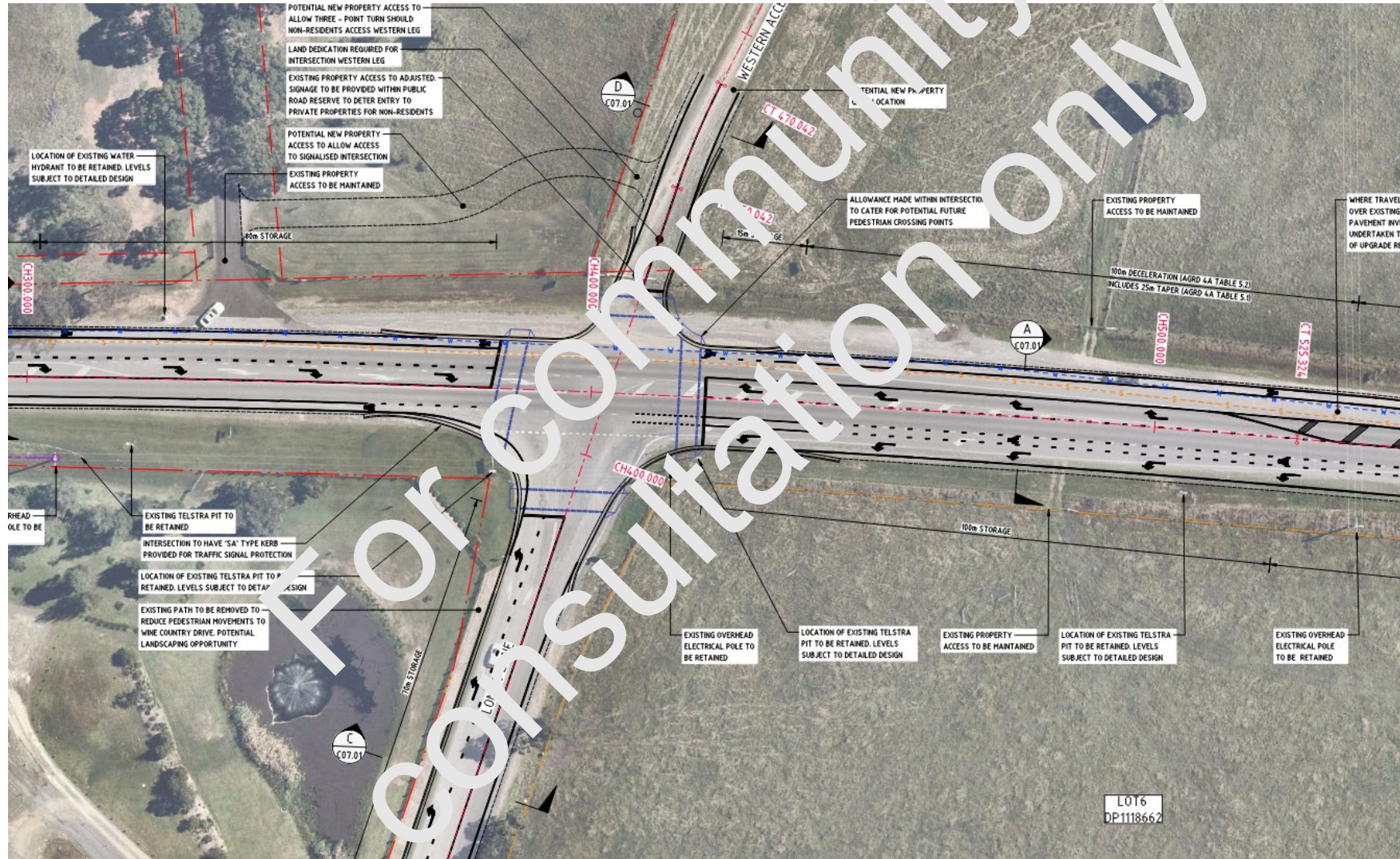
Issue raised in submissions

- 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 left in and left out access at the moment.
 - 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.
 - May need a median strip and the width would 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 as required.

Appendix C – Consultation Collateral (June 2023)

AGENDA

Meeting	Neighbour Consultation # 2 St Philips Christian College State Significant Development Application
Date	Friday 2 nd June 1:30pm – 2:30pm
Venue	St Philips Christian College Cessnock St Philips 10 Lomas Lane, Nulkaba
Attendees	David Price – St Philips Christian Education Foundation Matt Connett – Principal St Philips Christian College Cessnock Rebecca Johnston – Director Barr Planning 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.

Information Provided for Discussion:

- High Level Road Safety Review prepared by Stantec dated 31 March 2023

Agenda Item		Presenter
1	Welcome	David
2	Review Minutes of Consultation #1 Summary of work progressed since last Consultation Meeting	Rebecca
3	- Discussion High Level Road Safety Review - Stantec - Other Matters	Neighbours
5	Wrap up and Next steps	Rebecca

Appendix D – Meeting Minutes (June 2023)

Minutes – Updated 19 June 2023

Meeting	Neighbour Consultation # 2 St Philips Christian College State Significant Development Application
Date	Friday 2 nd June 2023. 3pm
Venue	St Philips Christian College Cessnock 10 Lomas Lane, Nulkaba
Attendees	David Price – St Philips Christian Education Foundation Matt Connett – Principal St Philips Christian College Cessnock Rebecca Johnston – Director Barr Planning 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.

Information Provided for Discussion:

- High Level Road Safety Review prepared by Stantec dated 31 March 2023

Note:

- These minutes were issued to residents on 4 June 2023.
- The residents provided collective feedback on and these minutes have been updated to reflect some of the feedback on 19 June 2023.

Minutes	
1	Welcome – David welcomed everyone to the meeting and thanked them for their participation
2	Summary of work – Rebecca presented a summary of work progressed since last Consultation Meeting 26/08/2022 Resident Consultation meeting 01/11/2023 Response to Submissions Report and Amended design lodged 15/11/2022 – 28/11/2022 Amended Design Exhibited There were a total (13) submissions received from individuals in the local community. Four (4) if these were formal written letters. Of the submission 2 supported the proposal including the signals, 10 objected to a range of matters regarding the proposal, some specific to the

	intersection, others to the development in general, 2 submissions neither objected or supported but provided comments. 30/11/2022 • Cessnock Council provided a submission supporting traffic signals DPE issued a Request for Response to Issues, including • Flood modelling, updating the Flood Impact Assessment and Flood Emergency Management Plan • Staging Plan and details • Internal pickup and drop off areas December 2022 – May 2023 The Applicant and Project Team working to address issues. • In response to issues raised in submission from neighbours Stantec was engaged in early 2023, to prepare an assessment of the potential impact on safety and operation of the existing property access arrangements for 305-311 and 313 Wine Country Drive. • It should be noted that this assessment was undertaken by different traffic consultants within Stantec who had not previously worked on the project.
3	Group Discussion High Level Road Safety Review prepared by Stantec In discussing the report, the residents requested the following: • there be an acknowledgement in the report that the reference to the property No. 305 Wine Country Drive should be No.305, 307, 309 and 311 Wine Country Drive, representing the four properties that are accessed by the single driveway. the four properties consist of: ○ Three residences. ○ Three vineyards. ○ One Cellar door that relies on tourist traffic. • Matt Connett advised that there were a number of vehicle “near misses” at the intersection of Lomas Lane and Wine Country Dr recorded on the school register. • It be noted that the traffic survey was only undertaken during the AM and PM peak when the residents intentionally do not leave the property, therefore it is not an accurate representation of the traffic that accesses the four properties. • It be noted that the report was described a ‘desktop review only’ (pp 2). It was queried whether anyone had actually attended the site and undertook the survey in person. • It be noted that the existing and likely future congestion caused by the school development, especially the right hand turn queue into Lomas Lane, will have an ongoing impact on access to the four properties, especially during school pick up and

	drop off. • That a dedicated south bound right hand turn lane into the 305, 307, 309 and 311, be constructed as part of the intersection upgrade. The residents expressed concern regarding the safety of vehicles turning right into the property, particularly for farm traffic (tractors, trucks) and tourists accessing the cellar door. • It was agreed that a decrease in the speed limit along Wine Country Drive is desirable by both the residents and SPCC. However, it was also noted that TfNSW in their submission response did not support a reduction in speed along Wine Country Drive. • Residents asked about the post determination process. Rebecca advised that after the application was determined by DPE, the developer will be required to enter into a Works Authorisation Deed (WAD) with TfNSW prior to any road works occurring on Wine Country Drive. The developer is responsible for all costs associated with the road works and administration for the WAD. The WAD process also requires liaison with the community concerning the project. This requirement will be set out in the WAD and is the responsibility of the Developer.
4	Next Steps • Minutes of meeting to be provided to participants. • Project team will follow up the queries regarding the Stantec Road Safety Review and will communicate these to the residents. • Project Team will communicate the final proposed traffic design to be submitted to DPE, prior to submission. • Project Team will continue to communicate with residents throughout the project, including beyond any Project Approval issued by DPE.

Appendix E – Consultation Collateral (November 2024)

AGENDA

- Meeting** Neighbour Consultation #3
St Philips Christian College State Significant Development Application
- Date** Tuesday 26 November 2024
- Venue** St Philips Christian College Cessnock
St Philips 10 Lomas Lane, Nulkaba

PURPOSE

To provide neighbors with update on progress of project and opportunity to discuss options for intersection design.

Item		
1.	Welcome	David Price
2.	Summary of work progressed since last Consultation Meeting	Rebecca Johnston
3.	Presentation of Options	Chris Piper
4.	- Discussion of options - Other matters	All
5.	Wrap up and Next steps	Rebecca Johnston

Information Provided for Discussion:

- Wine Country Drive and Lomas Lane Intersection Options 1 - 3

Appendix F – Meeting Minutes (November 2024)

MINUTES

MEETING	Neighbour Consultation # 3 St Philips Christian College State Significant Development Application
TIME	10:30am – 11:30am
DATE	Tuesday 26 November 2024
VENUE	Senior School Board Room St Philips Christian College Cessnock 10 Lomas Lane, Nulkaba
ATTENDEES	David Price – Director Infrastructure Development St Philips Christian Education Foundation Rebecca Johnston – Director Bar Planning Chris Piper – Principal Engineer Northrop Residents representing the four properties at 305, 307, 309, and 311 Wine Country Drive Neil McGuigan Ross Wilson Peter Barnes Jacqueline Slater to be represented by Gordon via Zoom Link - (Invited but did not attend)

PURPOSE

To provide neighbors with update on progress of project and opportunity to discuss options for intersection design.

Item		
1.	David welcomed everyone to the meeting and thanked the residents for their participation and attendance. It was confirmed that a recording of the meeting via zoom would be made with the agreement of everyone present. Peter provided some opening remarks on behalf of the residents. These are summarised below: - It has been 18 months since the group last met. At end of the previous meeting, it was requested that a right hand turn in bay on Wine Country Drive and a right hand turn out of the shared driveway serving all four properties to provide for south bound travel be provided. - It was articulated that this was felt to be a simple and cost effective solution.	David Price

Item	
- Upon examining the proposed design exhibited in July 2024 they were disappointed to discover that this had not been provided. The Project Team advised that: - The residents request for a southbound right hand turn lanes from Wine Country Drive into their driveway was considered and documented in the Response to Submissions Report dated May 2024. - Consideration for a dual centre turning lane (combined northbound and southbound right turn lane) is only suitable for areas where turning volumes are low, multiple driveways exist and in the absence of a single dominant turn. - The existing northbound right turn lane services a public road and is congested in peak periods. Conversely, the right turn volumes into the 305-311 Wine Country Drive driveway are low. In this regard, a dual centre turning lane is not suitable in this location. - A High Level Road Safety Review was completed by Stantec. This report determined that the current level of access to the properties 305-311 Wine Country Drive is not materially affected by the provision of the signalised intersection, and that safe and reasonable access to these properties is maintained. - Given the proposed signalised intersection is not identified to materially affect the access to these properties and the existing traffic conditions, the proposal submitted was considered appropriate to manage the future traffic impacts. - The right turn bay into Lomas Lane is fixed based on the queue length for the required turning capacity. - It was also noted that the second access into the school from Wine Country Drive located further south would provide for some of the morning peak right turn into the school and also left turn in to access the Early Learning Centre etc., would accommodate some of the traffic turning into Lomas Lane. - The response from TfNSW (see response below) did not support the Projects Teams safety assessment 'and requires a central raised median which will restrict right turn in and right turn out access to the properties. Hence the additional options for the 4th leg of the intersection to try and assist with access to 305, 307, 309, and 311 Wine Country Drive.	
2. A summary of work progressed since last Consultation Meeting with representatives of 305, 307, 309 and 311 Wine Country Drive, on 2 June 2023, as below:	Rebecca Johnston

Item		
▪ A second SSD Amendment Report and Response to Submissions Report along with associated technical reports in response to the submissions was lodged with DPHI on 27 May 2024. ▪ This information packages were placed on exhibition (Third exhibition) between Wednesday 5 June 2024 to Tuesday 2 July 2024, inclusive. ▪ Advice received from TfNSW stated that <i>With the proposed layout retaining the existing vehicular access arrangements on the western side of Wine Country Drive (WCD), DPHI's attention is directed to the need to potentially provide a concrete median restricting vehicle movements from the existing Ernest Hill Winery, to left in / left out only to manage safety issues at the new intersection. The previous design showed relocation of the winery access through private land to the 4th leg of the traffic signals, which is also a private property access. A formal right-of-way would be needed to facilitate such an access arrangement. It is unclear what consultation / agreement has been undertaken with the adjacent landowners regarding impact to their land and accesses as part of this proposal. Noting the developer is responsible for consultation and resolution of these issues, TfNSW is unable to provide in principle acceptance to the design at this time and it would be appreciated if DPHI could ensure these matters are resolved as part of the assessment process.</i> In response to the required design changes required by TfNSW to provide a concrete median restricting vehicle movements to left-in / left-out only, the Applicant has investigated two further alternate design options to facilitate access to 305 – 311 wine Country Drive via the signalised intersection. These options were provided to the neighbours prior to the meeting.	3. Presentation of Options Option 1: Fourth leg of intersection wholly located on Lot 7 (313 Wine Country Drive). Current Design as exhibited This option allows for the continuation of the current access arrangement for 313 to Wine Country Drive, with no additional works or change required. This option would also provide an opportunity for 305-311 to achieve access to Wine Country Drive via a right of access over to 313 to utilise the 4th leg driveway extension from the signalised intersection. This would require the agreement of 313 to create a right of access over their land, and construction of a suitable vehicle access. The land ownership would be retained by 313.	Project Team

Item	
Option 2: Fourth leg of intersection straddles Lot 1 (No. 305 – 311 Wine Country Drive) and Lot 7 (313 Wine Country Drive). This option allows for a shared access to Wine Country Drive for 313 and, 305-311 utilising the 4th leg driveway extension from the signalised intersection. This would require the agreement of 313 and 305, 307, 309 and 311 to create reciprocal rights of access over each parcel of land, and the construction of a suitable shared vehicle access. This option would require the agreement and co-operation of all landowners. Option 3: Fourth leg of intersection wholly located on Lot 1 (No. 305) This option allows for the creation of a new access to Wine Country Drive for 305 (Lot 1), and the potential for access for 307, 309 and 311 via a right of access over Lot 1. This would require the construction of a new vehicle access. This option would also provide an opportunity for 313 to achieve access to Wine Country Drive via a right of access over to 305 to utilise the 4th leg driveway extension from the signalised intersection, and construction of a suitable vehicle access. The land ownership would be retained by 305.	
4. The options were discussed generally with the following points raised by residents: ▪ It was noted that Option 3 would provide more useable land for No. 313. ▪ It was noted that the existing and potential operations of the current vineyards/winery and cellar door would require an access road capable of withstanding the turning movements of a semi-trailer and dog, with suitable pavement, turning circle etc., at considerable cost. This would potentially need to be concrete etc. ▪ The residents queried who would be responsible for the arrangements for the legal expenses of creating rights of access, construction and maintenance of a new access driveway. It was confirmed that the maintenance arrangements for the current driveway were an informal agreement between the residents. ○ It was clarified that the new intersection works would only encompassed the existing road reserve i.e. to the property boundary. No intersection works are proposed on private land. ○ David Price advised that any proposed works to construct additional driveways etc., or create rights of access are not the subject of the current SSDA. However, the Applicant (St Philips) was supportive of a separate discussion with land owners with regard to any commercial arrangements.	All

Item	
▪ The Project Team advised that they had met with representative of 313 and presented the same options, and requested feedback on their preference. ▪ It was noted that the owner of No. 305 who would have to provide reciprocal rights of access to No. 307, 309, 311 and 313 (in the case of Option 2 and 3) was not represented at the meeting. ▪ Advised that the requirements of the existing commercial cellar door business needs to be considered – bus access, signage etc. ▪ The requirements of potential future commercial business should also be considered. ▪ Council's plans to construct a shared pedestrian / cycle way were discussed. ▪ It was agreed by all that despite any future works, there is a current need for a reduction in the speed limit from 80kilmetres in tis location, especially given that the current Earnest Hill Sign directs vehicle s into the site when travelling south and provides potentially dangerous situation. ○ It was agreed that the school would continue efforts to petition the Local Member etc. ▪ The mechanism to create a easement was discussed including the need for a subdivision and development application requiring land owners consent and the associated costs, was discussed. It was confirmed that this was a separate exercise and does not form part of the current SSDA. ▪ Should the project review approval the next step is to commence the detailed design of the intersection is the subject of the WAD process with TfNSW. A WAD agreement is entered into after the DA has been approved and generally prior to the consent authority issuing a construction certificate for the development. The developer and Transport must agree on the scope of works before the Deed can be finalised. This process include consultation with affected land owners. ▪ The Project Team advised that upon Project Approval, the detailed design of the intersection is the subject of the WAD process with TfNSW. A WAD agreement is entered into after the DA has been approved and generally prior to the consent authority issuing a construction certificate for the development. The developer and Transport must agree on the scope of works before the Deed can be finalised. This process include consultation with affected land owners. ▪ It was question if two sets of lights or a staggered intersection could be designed to access the corner of Lot 305 to Lomas Lane, with a long right turn lane. ○ The Project Team's engineer advised that the required traffic numbers to warrant having a dedicated intersection to that driveway would not likely be sufficient.	
5. The following next steps were outlined: 1. Draft minutes and the link to the recording of the meeting would be issued to	Rebecca Johnston

Item
participants for review prior to being finalised. - Feedback on option preference in writing was requested by 20 December 2024 - It was advised that following receipt of feedback from all neighbours. The applicant would make a decision as to the proposed configuration of the 4th leg to include in the application, and submit to DPHI as part of the Response to Submission package. This is intended to be submitted in early 2025. The neighbours will be informed of the outcome of the consultation at the time of submission. - DPHI would determine whether further public exhibition of the project is required.to team by Christmas

DRAFT

MINUTES

MEETING Neighbour Consultation # 3
St Philips Christian College State Significant Development Application

TIME 9am – 10am

DATE Tuesday 26 November 2024

VENUE Junior School Board Room
St Philips Christian College Cessnock
10 Lomas Lane, Nulkaba

ATTENDEES David Price – Director Infrastructure Development St Philips Christian Education Foundation
Rebecca Johnston – Director Barr Planning
Chris Piper – Principal Engineer Northrop
Carl Baker – representing 315 Wine Country Drive

PURPOSE

To provide neighbors with update on progress of project and opportunity to discuss options for intersection design.

Item		
1.	Welcome	David Price
2.	A summary of work progressed since last Consultation Meeting with representatives of 313 Wine Country Drive including Mr Baker, on 26 August 2022 as below: - The SSD Amendment Report and Response to Submissions Report along with associated technical reports was submitted in response to submissions to DPHI on 10 November 2022 - This was placed on public exhibition between Tuesday 15 November 2022 to Monday 28 November 2022 (second exhibition), inclusive. - A second SSD Amendment Report and Response to Submissions Report along with associated technical reports in response to the submissions was lodged with DPHI on 27 May 2024. - This information packages were placed on exhibition (Third exhibition) between Wednesday 5 June 2024 to Tuesday 2 July 2024, inclusive. - Advice received from TfNSW stated that	Rebecca Johnston

Item		
3.	Presentation of Options Option 1: Fourth leg of intersection wholly located on Lot 7 (313 Wine Country Drive). Current Design as exhibited This option allows for the continuation of the current access arrangement for 313 to Wine Country Drive, with no additional works or change required. This option would also provide an opportunity for 305-311 to achieve access to Wine Country Drive via a right of access over to 313 to utilise the 4th leg driveway extension from the signalised intersection. This would require the agreement of 313 to create a right of access over their land, and construction of a suitable vehicle access. The land ownership would be retained by 313. Option 2: Fourth leg of intersection straddles Lot 1 (No. 305 – 311 Wine Country Drive) and Lot 7 (313 Wine Country Drive). This option allows for a shared access to Wine Country Drive for 313 and, 305-311 utilising the 4th leg driveway extension from the signalised intersection. This would require the agreement of 313 and 305, 307, 309 and 311 to create	Project Team

Item		
	reciprocal rights of access over each parcel of land, and the construction of a suitable shared vehicle access. This option would require the agreement and co-operation of all landowners. Option 3: Fourth leg of intersection wholly located on Lot 1 (No. 305) This option allows for the creation of a new access to Wine Country Drive for 305 (Lot 1), and the potential for access for 307, 309 and 311 via a right of access over Lot 1. This would require the construction of a new vehicle access. This option would also provide an opportunity for 313 to achieve access to Wine Country Drive via a right of access over to 305 to utilise the 4th leg driveway extension from the signalised intersection, and construction of a suitable vehicle access. The land ownership would be retained by 305.	
4.	Discussion ▪ Each option was discussed with the merit and benefit of each. ▪ Mr Baker sought clarification of the ownership of future driveways / access ways, previously indicated on initial plans. ○ It was clarified that the new intersection works would only encompassed the existing road reserve i.e. to the property boundary. No intersection works are proposed on private land. ▪ Mr Baker noted that the potential legal costs to register a right of access, and construction costs for new access driveways to archive Option 2 and 3 were a potential issue for No. 313. ○ David Price advised that any proposed works to construct additional driveways etc, or create rights of access are not the subject of the current SSDA. However, the Applicant (St Philips) was supportive of a separate discussion with land owners with regard to any commercial arrangements. ▪ Mr Baker commented that lack of certainty over continued access for No. 313 if Option 3 was pursued, was of concern. ▪ The Project Team advised that upon Project Approval, the detailed design of the intersection is the subject of the WAD process with TfNSW. A WAD agreement is entered into after the DA has been approved and generally prior to the consent authority issuing a construction certificate for the development. The developer and Transport must agree on the scope of works before the Deed can be finalised. This process include consultation with affected land owners.	All
5.	The following next steps were outlined: 1. Draft minutes of the meeting would be issued to participants for review prior	Rebecca Johnston

Item
to being finalised. 2. Mr Baker would discuss the options with the owner of No. 313 . 3. Feedback on option preference in writing was requested by 20 December 2024 4. It was advised that following receipt of feedback from all neighbours. The applicant would make a decision as to the proposed configuration of the 4th leg to include in the application, and submit to DPHI as part of the Response to Submission package. This is intended to be submitted in early 2025. The neighbours will be informed of the outcome of the consultation at the time of submission. 5. DPHI would determine whether further public exhibition of the project is required.

DRAFT

Appendix G – Resident Correspondence (December 2024 – January 2025)

From: [David Price](#)
To: [Ross Wilson](#); [Neil McGuigan](#); jacquieslater1@gmail.com; pbarnes@dazuna.com.au
Cc: [Matt Connett](#)
Subject: [External email] Meeting Minutes - Neighbour Meeting: State Significant Development Application for alterations and additions to St Philips Christian College Cessnock
Date: Tuesday, 6 June 2023 6:49:30 AM
Attachments: [image001.png](#)
[230602 Minutes Community Consultation #2 SSDA SPCC.pdf](#)

Dear Jacquie, Peter, Neil and Ross

Thank you for your time last Friday in discussing and providing your feedback with particular reference to the proposed intersection upgrade at Wine Country Drive and Lomas Lane.

Please find attached minutes from the meeting. We'll consider the minutes accepted if we don't hear back from you by the end of this week (close of business this coming Friday, June 9th 2023). If you do have any further comments or feedback can I please ask that you provide these by this date.

In the meantime we'll be making contact with our engineer and traffic consult to address the matters raised by you in the meeting. Once we have updated reports or comments from these parties we'll inform you of the outcome.

Please do not hesitate to reach out if you have further questions or require clarity on any matter.

Regards
David Price



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Appendix H – SPCEF Correspondence (December 2024 – January 2025)

From: [David Price](#)
To: [Jaqueline Slater](#); [Ross Wilson](#); [pbarnes@dazuna.com.au](#); [Neil McGuigan](#); [Carl Baker](#)
Subject: [External email] St Philip's Christian College Cessnock - SSD-10360337 - Signalised Intersection | Response to Neighbours
Date: Thursday, 27 February 2025 11:43:28 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[socioo_c6153131-f4a9-4631-b32e-c1a997159272.png](#)
[email-signature_v1_socials_fb_5624b97f-a73e-407e-850a-664b4dfb74f.png](#)
[email-signature_v1_socials_linkedin_90bf1a42-ae21-430b-83ec-4bcb7525acfe.png](#)
[email_central-banner_7ca46792-a146-4186-ba1b-3a67bc9fb9ff.png](#)
Importance: High

Hi Jacquie, Ross, Peter, Neil and Carl

I would like to thank you for participating and engaging with St Philip's to work towards an outcome for the intersection at Wine Country Dr and Lomas Lane.

St Philip's is now in a position to lodge their Response to Submissions [RTS] to the Department of Planning, Housing and Infrastructure [the Department]. Taking into account an array of factors including feedback from neighbours, St Philip's has formed the view that the best outcome is to put forward [Option 1](#) to the Department for consideration. This is for the following reasons:

- Creates a greater alignment with the existing intersection to Lomas Lane and
- Provides access for Lot 313, whilst maintaining left in/out for Lots 305, 307, 309 and 311. Should the 4th leg of the intersection be located on Lot 305 [Option 3] then Lot 313 is at risk of losing access to their property should landowners not agree to provide access to a registered easement benefiting Lot 313 on Lot 305.

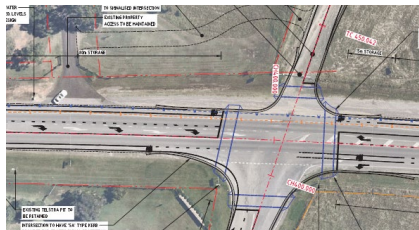


Figure 1 - Option 1 - 4th leg on Lot 313

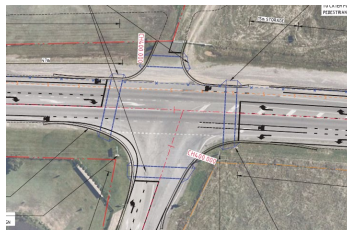
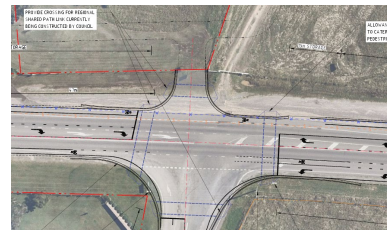


Figure 2 - Option 2 - 4th leg straddles boundary of Lots 305 & 313



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Appendix I – Email Correspondence from Residents March 2025 Confirming Preferred Option 3 Intersection Arrangement

From: Neil McGuigan [REDACTED]
Sent: Tuesday, 11 March 2025 2:16 PM
To: David Price [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Response to St Philip's School

Dear David,

Thank you for your email of the 27th of February 2025. We appreciate the continued communication involving lots 305,307,309,311 and 313 Wine Country Drive Nulkaba in trying to provide a community-based plan to be presented to the Department of Planning, Housing and Infrastructure. After your email all parties have been able to review the school's position, and we would like to share the outcomes of our correspondence:

1. The owners of lot 305 have agreed to provide an easement and right of carriageway to lots 307,309,311 and 313 and will provide a legally binding document of confirmation. The document providing lot 313 access to lot 305 is being formulated at present and when executed the owners of lot 313 are comfortable to move forward with their neighbours.
2. The owners of Lot 305, 307,309, 311 and 313 prefer Option 3 for access to our properties. In your communication of the 27th of February that recommended Option 1 we were a little surprised by the comment that Option 1 "creates a greater alignment to the intersection to Lomas Lane" as this has not been raised before, and even if it is the case, it does not reflect the traffic flows into the properties and arguably diminishes the ability to construct the access road into lots 305,307,309 and 311 closer to Wine Country Drive.
3. That the slip lane we have asked for on numerous occasions from the south of Wine Country Dr into lots 305,307,309 and 311 be incorporated into the submission.

As a result of the discussions between all affected parties we disagree with the conclusions in the email of the 27th of February 2025 and advise that the neighbours of St Philip's Christian School are aligned in selecting Option 3 (with the inclusion of a slip lane) to be put forward to the Department of Planning, Housing and Infrastructure.

Regards,
Jacquie Slater

Peter Barnes
Ross Wilson
Neil McGuigan
Carl Baker

From: David Price [REDACTED]
Sent: Wednesday, 12 February 2025 11:46 AM
To: Neil McGuigan [REDACTED]
[REDACTED]

Subject: RE: Response to St Philip's School

Hi All

Thank you for your response. We acknowledge your feedback thus far.

In regard to your comments, the school wants to ensure that all parties are consulted and engaged through this process.

We note that your preference is Option 3. We also advise that the Department of Planning, Housing and Infrastructure [DPHI], and Transport for NSW [TfNSW] will make the final decision on the location of the intersection legs, including the leg that provides access to Lots 305, 307, 309, 311 and 313.

I do note that Lot 313 has provided us their feedback and they have selected Option 1 as their preferred option.

For clarity the following will need to be provided by Lot 305 and / or Lot 313, dependant on which design is approved by TfNSW and DPHI.

1. Option 1 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309 and 311. Additionally, Lot 313 would need to provide consent for the creation of an easement on their property that benefits Lots 305, 307, 309 and 311 to enable these lots to gain access to the 4th leg of the proposed intersection
2. Option 3 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309, 311 and 313 to gain access to the 4th leg of the proposed intersection

We will provide your feedback as well as that of Lot 313 to the DPHI.

In regard to next steps, we'll now work towards the development of an appropriate agreement that can be considered by all parties.

Please do not hesitate to reach out should you have further questions at this time.

Kind Regards

	David Price Director of Infrastructure Development CENTRAL OFFICE [REDACTED] spcc.nsw.edu.au	 <image003.png> @StPhilipsChristianEducationFoundation	
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From: Neil McGuigan [REDACTED]
Sent: Monday, 10 February 2025 4:50 PM
To: David Price [REDACTED]
[REDACTED]

Subject: Response to St Philip's School

Dear David,

Thank you for reviewing our correspondence regarding the proposed carriageway options into Lots 305, 307, 309, and 311 Wine Country Drive and for your comprehensive review. After a number of discussions, the owners of the four Lots have agreed on the following:

We are pleased to have received such a positive response, which indicates to us that the school recognises that by increasing the number of students will create difficulties for us in accessing and egressing our Lots, and we are encouraged that the school recognises this and has responded accordingly.

Regarding the issues:

1. The best option for us is Option 3, with the suggestion that the new sealed road is placed as close as possible to the fence line on the eastern side of Lot 305, as long as the road radius from the traffic light allows for turning articulated vehicles. The reason for the suggestion is twofold:
 1. It will minimise the loss of land to Lot 305.
 2. Access will be easily seen from the road and therefore less confusing to potential customers accessing current and possible future retail activities.
1. We have agreed to move forward to a MOU to support the school in obtaining an easement and the establishment of an appropriately designed sealed road from our current easement through Lot 305 to the proposed traffic lights. All parties will give the school consent to negotiate on their behalf. All costs associated in achieving this will be covered by the school.
2. As part of the MOU the school will support a slip road coming from the south and oppose a concrete barrier on Wine Country Drive. As part of the Works Authorisation Deed the school will ask for appropriate signage into the commercial sites.

As advised previously your neighbours are supportive of the expansion of the school and wish you every success. We will work with the school in achieving the outcome that has been requested, but at the same time we must ensure that we all have safe access to our properties, protect the valuation of our land and not be exposed to any capital expense. It is gratifying to see that the school has recognised this and has proposed a way forward that goes a long way in meeting all parties' requirements.

Please advise the next steps at your convenience.

Kindest Regards,

Jacqui Slater, Ross Wilson, Peter Barnes, Neil McGuigan

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From: [Jacqueline Slater](#)
To: [David Price](#)
Subject: Re: Response to St Philip's School
Date: Friday, 14 March 2025 11:21:59 AM

Dear David,
I am confirming that I am in agreement with the email to you dated 11th March 2025 as included below.
Kind regards
Jacquie Slater
Sent from my iPhone

On 13 Mar 2025, at 5:40 pm, David Price [REDACTED] wrote:

Dear Jacquie

Please disregard my previous email as I incorrectly referred to your property details. See below amendment to email. Please respond to this email.

SPCEF has received the below correspondence from Mr. N McGuigan on behalf of all land owners at 305, 307, 309, 311 and 313 Wine Country Drive, Nulkaba.

As the designate representative of 305 Wine Country Drive [Lot 1 / DP 1012687], can you please respond to this email confirming that 305 is in agreement with the correspondence below dated 11 March 2025?

Should all parties confirm in writing their acceptance of this, SPCEF will advise an amendment to the Department of Planning, Housing and Infrastructure to nominate Option 3 as the preferred access for the 4th leg of the proposed signalised intersection.

<image001.png>

Figure 1 - Option 1 - 4th leg on Lot 313

<image002.png>

Figure 2- Option 2 - 4th leg straddles
boundary of Lots 305 & 313

<image003.png>

Figure 3 - Option 3 - 4th leg on Lot 305

The design of the intersection as per option 3 will be in accordance with that approved by TfNSW.

To ensure this matter can be moved forward can you please reply to this email, confirming your acceptance of correspondence below no later than close of business [COB] Friday 14 March 2025.

Please do not hesitate to reach out to me should you require further information.

Kind Regards
David Price

<image004.png>	David Price Director of Infrastructure Development CENTRAL OFFICE [REDACTED] spcc.nsw.edu.au	<image005.png> <image006.png> @StPhilipsChristianEducationFoundation	<image007.png>
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From: Neil McGuigan [REDACTED]
Sent: Tuesday, 11 March 2025 2:16 PM
To: David Price [REDACTED]
[REDACTED]
[REDACTED]
Subject: Response to St Philip's School

Dear David,

Thank you for your email of the 27th of February 2025. We appreciate the continued communication involving lots 305,307,309,311 and 313 Wine Country Drive Nulkaba in trying to provide a community-based plan to be presented to the Department of Planning, Housing and Infrastructure. After your email all parties have been able to review the school's position, and we would like to share the outcomes of our correspondence:

1. The owners of lot 305 have agreed to provide an easement and right of carriageway to lots

307,309,311 and 313 and will provide a legally binding document of confirmation. The document providing lot 313 access to lot 305 is being formulated at present and when executed the owners of lot 313 are comfortable to move forward with their neighbours.

2. The owners of Lot 305, 307,309, 311 and 313 prefer Option 3 for access to our properties. In your communication of the 27th of February that recommended Option 1 we were a little surprised by the comment that Option 1 “creates a greater alignment to the intersection to Lomas Lane” as this has not been raised before, and even if it is the case, it does not reflect the traffic flows into the properties and arguably diminishes the ability to construct the access road into lots 305,307,309 and 311 closer to Wine Country Drive.
3. That the slip lane we have asked for on numerous occasions from the south of Wine Country Dr into lots 305,307,309 and 311 be incorporated into the submission.

As a result of the discussions between all affected parties we disagree with the conclusions in the email of the 27th of February 2025 and advise that the neighbours of St Philip's Christian School are aligned in selecting Option 3 (with the inclusion of a slip lane) to be put forward to the Department of Planning, Housing and Infrastructure.

Regards,
Jacquie Slater
Peter Barnes
Ross Wilson
Neil McGuigan
Carl Baker

From: David Price [REDACTED]
Sent: Wednesday, 12 February 2025 11:46 AM
To: Neil McGuigan [REDACTED]
[REDACTED]

Subject: RE: Response to St Philip's School

Hi All

Thank you for your response. We acknowledge your feedback thus far.

In regard to your comments, the school wants to ensure that all parties are consulted and engaged through this process.

We note that your preference is Option 3. We also advise that the Department of Planning, Housing and Infrastructure (DPHI), and Transport for NSW (TfNSW) will make the final decision on the location of the intersection legs, including the leg that provides access to Lots 305, 307, 309, 311 and 313.

I do note that Lot 313 has provided us their feedback and they have selected Option 1 as their preferred option.

For clarity the following will need to be provided by Lot 305 and / or Lot 313, dependant on which design is approved by TfNSW and DPHI.

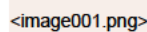
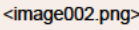
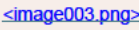
1. Option 1 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309 and 311. Additionally, Lot 313 would need to provide consent for the creation of an easement on their property that benefits Lots 305, 307, 309 and 311 to enable these lots to gain access to the 4th leg of the proposed intersection
2. Option 3 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309, 311 and 313 to gain access to the 4th leg of the proposed intersection

We will provide your feedback as well as that of Lot 313 to the DPHI.

In regard to next steps, we'll now work towards the development of an appropriate agreement that can be considered by all parties.

Please do not hesitate to reach out should you have further questions at this time.

Kind Regards

	David Price Director of Infrastructure Development CENTRAL OFFICE [REDACTED]	 <image002.png>  <image003.png> @StPhilipsChristianEducationFoundation	 <image004.png>
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From: Neil McGuigan
Sent: Monday, 10 February 2025 4:50 PM
To: David Price

Subject: Response to St Philip's School

Dear David,

Thank you for reviewing our correspondence regarding the proposed carriageway options into Lots 305, 307, 309, and 311 Wine Country Drive and for your comprehensive review. After a number of discussions, the owners of the four Lots have agreed on the following:

We are pleased to have received such a positive response, which indicates to us that the school recognises that by increasing the number of students will create difficulties for us in accessing and egressing our Lots, and we are encouraged that the school recognises this and has responded accordingly.

Regarding the issues:

1. The best option for us is Option 3, with the suggestion that the new sealed road is placed as close as possible to the fence line on the eastern side of Lot 305, as long as the road radius from the traffic light allows for turning articulated vehicles. The reason for the suggestion is twofold:
 - 1. It will minimise the loss of land to Lot 305.
 - 2. Access will be easily seen from the road and therefore less confusing to potential customers accessing current and possible future retail activities.
1. We have agreed to move forward to a MOU to support the school in obtaining an easement and the establishment of an appropriately designed sealed road from our current easement through Lot 305 to the proposed traffic lights. All parties will give the school consent to negotiate on their behalf. All costs associated in achieving this will be covered by the school.
2. As part of the MOU the school will support a slip road coming from the south and oppose a concrete barrier on Wine Country Drive. As part of the Works Authorisation Deed the school will ask for appropriate signage into the commercial sites.

As advised previously your neighbours are supportive of the expansion of the school and wish you every success. We will work with the school in achieving the outcome that has been requested, but at the same time we must ensure that we all have safe access to our properties, protect the valuation of our land and not be exposed to any capital expense. It is gratifying to see that the school has recognised this and has proposed a way forward that goes a long way in meeting all parties' requirements. Please advise the next steps at your convenience.

Kindest Regards,

Jacqui Slater, Ross Wilson, Peter Barnes, Neil McGuigan

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From: [REDACTED]
To: [David Price](#)
Subject: Re: Response to St Philip's School
Date: Friday, 14 March 2025 7:48:59 AM

Dear David,

Thank you for your note regarding the correspondence concerning the location of the fourth leg of the proposed signalised intersection of Wine Country Drive and Lomas Lane.
I confirm my support and agreement to the Option 3 proposal outlined in the letter to the School forwarded by Neil McGuigan.

Please let me know if any further details are required.

Kind regards,
Peter Barnes.

Sent from my iPad

On 13 Mar 2025, at 5:42 pm, David Price <david.price@spcc.nsw.edu.au> wrote:

Dear Peter

Please disregard my previous email as I incorrectly referred to your property details. See below amendment to email.
Please respond to this email.

SPCEF has received the below correspondence from Mr. N McGuigan on behalf of all land owners at 305, 307, 309, 311 and 313 Wine Country Drive, Nulkaba.

As the designate representative of 309 Wine Country Drive [Lot 3 / DP 1012687], can you please respond to this email confirming that 309 is in agreement with the correspondence below dated 11 March 2025?

Should all parties confirm in writing their acceptance of this, SPCEF will advise an amendment to the Department of Planning, Housing and Infrastructure to nominate Option 3 as the preferred access for the 4th leg of the proposed signalised intersection.

<image001.png>

Figure 1 - Option 1 - 4th leg on Lot 313

<image002.png>

Figure 2- Option 2 - 4th leg straddles
boundary of Lots 305 & 313

<image003.png>

Figure 3 - Option 3 - 4th leg on Lot 305

The design of the intersection as per option 3 will be in accordance with that approved by TfNSW.

To ensure this matter can be moved forward can you please urgently reply to this email, confirming your acceptance of correspondence below no later than close of business [COB] Friday 14 March 2025.

Please do not hesitate to reach out to me should you require further information.

Kind Regards
David Price

<image004.png>	David Price Director of Infrastructure Development CENTRAL OFFICE [REDACTED] spcc.nsw.edu.au	<image005.png> <image006.png> @StPhilipsChristianEducationFoundation	<image007.png>
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From: Neil McGuigan [REDACTED]
Sent: Tuesday, 11 March 2025 2:16 PM
To: David Price [REDACTED]
[REDACTED]
[REDACTED]
Subject: Response to St Philip's School

Dear David,

Thank you for your email of the 27th of February 2025. We appreciate the continued communication involving lots 305,307,309,311 and 313 Wine Country Drive Nulkaba in trying to

provide a community-based plan to be presented to the Department of Planning, Housing and Infrastructure. After your email all parties have been able to review the school's position, and we would like to share the outcomes of our correspondence:

1. The owners of lot 305 have agreed to provide an easement and right of carriageway to lots 307,309,311 and 313 and will provide a legally binding document of confirmation. The document providing lot 313 access to lot 305 is being formulated at present and when executed the owners of lot 313 are comfortable to move forward with their neighbours.
2. The owners of Lot 305, 307,309, 311 and 313 prefer Option 3 for access to our properties. In your communication of the 27th of February that recommended Option 1 we were a little surprised by the comment that Option 1 "creates a greater alignment to the intersection to Lomas Lane" as this has not been raised before, and even if it is the case, it does not reflect the traffic flows into the properties and arguably diminishes the ability to construct the access road into lots 305,307,309 and 311 closer to Wine Country Drive.
3. That the slip lane we have asked for on numerous occasions from the south of Wine Country Dr into lots 305,307,309 and 311 be incorporated into the submission.

As a result of the discussions between all affected parties we disagree with the conclusions in the email of the 27th of February 2025 and advise that the neighbours of St Philip's Christian School are aligned in selecting Option 3 (with the inclusion of a slip lane) to be put forward to the Department of Planning, Housing and Infrastructure.

Regards,
Jacquie Slater
Peter Barnes
Ross Wilson
Neil McGuigan
Carl Baker

From: David Price [REDACTED]
Sent: Wednesday, 12 February 2025 11:46 AM
To: Neil McGuigan [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Response to St Philip's School

Hi All

Thank you for your response. We acknowledge your feedback thus far.

In regard to your comments, the school wants to ensure that all parties are consulted and engaged through this process.

We note that your preference is Option 3. We also advise that the Department of Planning, Housing and Infrastructure [DPHI], and Transport for NSW [TfNSW] will make the final decision on the location of the intersection legs, including the leg that provides access to Lots 305, 307, 309, 311 and 313.

I do note that Lot 313 has provided us their feedback and they have selected Option 1 as their preferred option.

For clarity the following will need to be provided by Lot 305 and / or Lot 313, dependant on which design is approved by TfNSW and DPHI.

1. Option 1 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309 and 311. Additionally, Lot 313 would need to provide consent for the creation of an easement on their property that benefits Lots 305, 307, 309 and 311 to enable these lots to gain access to the 4th leg of the proposed intersection
2. Option 3 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309, 311 and 313 to gain access to the 4th leg of the proposed intersection

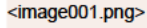
We will provide your feedback as well as that of Lot 313 to the DPHI.

In regard to next steps, we'll now work towards the development of an appropriate agreement that can be considered by all parties.

Please do not hesitate to reach out should you have further questions at this time.

Kind Regards

<image004.png>



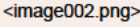
David Price

Director of Infrastructure Development

CENTRAL OFFICE



spcc.nsw.edu.au



[@StPhilipsChristianEducationFoundation](#)

From: Neil McGuigan 
Sent: Monday, 10 February 2025 4:50 PM
To: David Price 


Subject: Response to St Philip's School

Dear David,

Thank you for reviewing our correspondence regarding the proposed carriageway options into Lots 305, 307, 309, and 311 Wine Country Drive and for your comprehensive review. After a number of discussions, the owners of the four Lots have agreed on the following:

We are pleased to have received such a positive response, which indicates to us that the school recognises that by increasing the number of students will create difficulties for us in accessing and egressing our Lots, and we are encouraged that the school recognises this and has responded accordingly.

Regarding the issues:

1. The best option for us is Option 3, with the suggestion that the new sealed road is placed as close as possible to the fence line on the eastern side of Lot 305, as long as the road radius from the traffic light allows for turning articulated vehicles. The reason for the suggestion is twofold:

<!--[if !supportLists]-->1. <!--[endif]-->It will minimise the loss of land to Lot 305.

<!--[if !supportLists]-->2. <!--[endif]-->Access will be easily seen from the road and therefore less confusing to potential customers accessing current and possible future retail activities.
1. We have agreed to move forward to a MOU to support the school in obtaining an easement and the establishment of an appropriately designed sealed road from our current easement through Lot 305 to the proposed traffic lights. All parties will give the school consent to negotiate on their behalf. All costs associated in achieving this will be covered by the school.
2. As part of the MOU the school will support a slip road coming from the south and oppose a concrete barrier on Wine Country Drive. As part of the Works Authorisation Deed the school will ask for appropriate signage into the commercial sites.

As advised previously your neighbours are supportive of the expansion of the school and wish you every success. We will work with the school in achieving the outcome that has been requested, but at the same time we must ensure that we all have safe access to our properties, protect the valuation of our land and not be exposed to any capital expense. It is gratifying to see that the school has recognised this and has proposed a way forward that goes a long way in meeting all parties' requirements. Please advise the next steps at your convenience.

Kindest Regards,

Jacqui Slater, Ross Wilson, Peter Barnes, Neil McGuigan

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From: Ross Wilson
To: David Price
Cc: Neil McGuigan; Peter Barnes; jacq >> Jacqueline Slater; Carl Baker
Subject: Re: FW: Response to St Philip's School
Date: Friday, 14 March 2025 10:09:18 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png

Dear David,
I am confirming that I am in agreement with the email to you dated 11th March 2025 as included below.
Regards
Ross Wilson
307 Wine Country Drive (Lot 2 / DP 1012687)

On 13/03/2025 5:43 pm, David Price wrote:

Dear Ross

Please disregard my previous email as I incorrectly referred to your property details. See below amendment to email. Please respond to this email.

SPCEF has received the below correspondence from Mr. N McGuigan on behalf of all land owners at 305, 307, 309, 311 and 313 Wine Country Drive, Nulkaba.

As the designate representative of 307 Wine Country Drive [Lot 2 / DP 1012687], can you please respond to this email confirming that 307 is in agreement with the correspondence below dated 11 March 2025?

Should all parties confirm in writing their acceptance of this, SPCEF will advise an amendment to the Department of Planning, Housing and Infrastructure to nominate Option 3 as the preferred access for the 4th leg of the proposed signalised intersection.



Figure 1 - Option 1 - 4th leg on Lot 313



Figure 2- Option 2 - 4th leg straddles boundary of Lots 305 & 313



Figure 3 - Option 3 - 4th leg on Lot 305

The design of the intersection as per option 3 will be in accordance with that approved by TfNSW.

To ensure this matter can be moved forward can you please urgently reply to this email, confirming your acceptance of correspondence below no later than **close of business [COB] Friday 14 March 2025**.

Please do not hesitate to reach out to me should you require further information.

Kind Regards
David Price



From: Neil McGuigan [REDACTED]
Sent: Tuesday, 11 March 2025 2:16 PM
To: David Price [REDACTED]
Subject: Response to St Philip's School

Dear David,

Thank you for your email of the 27th of February 2025. We appreciate the continued communication involving lots 305,307,309,311 and 313 Wine Country Drive Nulkaba in trying to provide a community-based plan to be presented to the Department of Planning, Housing and Infrastructure. After your email all parties have been able to review the school's position, and we would like to share the outcomes of our correspondence:

1. The owners of lot 305 have agreed to provide an easement and right of carriageway to lots 307,309,311 and 313 and will provide a legally binding document of confirmation. The document providing lot 313 access to lot 305 is being formulated at present and when executed the owners of lot 313 are comfortable to move

forward with their neighbours.

2. The owners of Lot 305, 307,309, 311 and 313 prefer Option 3 for access to our properties. In your communication of the 27th of February that recommended Option 1 we were a little surprised by the comment that Option 1 “creates a greater alignment to the intersection to Lomas Lane” as this has not been raised before, and even if it is the case, it does not reflect the traffic flows into the properties and arguably diminishes the ability to construct the access road into lots 305,307,309 and 311 closer to Wine Country Drive.
3. That the slip lane we have asked for on numerous occasions from the south of Wine Country Dr into lots 305,307,309 and 311 be incorporated into the submission.

As a result of the discussions between all affected parties we disagree with the conclusions in the email of the 27th of February 2025 and advise that the neighbours of St Philip's Christian School are aligned in selecting Option 3 (with the inclusion of a slip lane) to be put forward to the Department of Planning, Housing and Infrastructure.

Regards,
Jacquie Slater
Peter Barnes
Ross Wilson
Neil McGuigan
Carl Baker

From: David Price [REDACTED]
Sent: Wednesday, 12 February 2025 11:46 AM
To: Neil McGuigan [REDACTED]
[REDACTED]

Subject: RE: Response to St Philip's School

Hi All

Thank you for your response. We acknowledge your feedback thus far.

In regard to your comments, the school wants to ensure that all parties are consulted and engaged through this process.

We note that your preference is Option 3. We also advise that the Department of Planning, Housing and Infrastructure [DPHI], and Transport for NSW [TfNSW] will make the final decision on the location of the intersection legs, including the leg that provides access to Lots 305, 307, 309, 311 and 313.

I do note that Lot 313 has provided us their feedback and they have selected Option 1 as their preferred option.

For clarity the following will need to be provided by Lot 305 and / or Lot 313, dependant on which design is approved by TfNSW and DPHI.

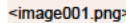
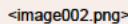
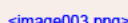
1. Option 1 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309 and 311.
Additionally, Lot 313 would need to provide consent for the creation of an easement on their property that benefits Lots 305, 307, 309 and 311 to enable these lots to gain access to the 4th leg of the proposed intersection
2. Option 3 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309, 311 and 313 to gain access to the 4th leg of the proposed intersection

We will provide your feedback as well as that of Lot 313 to the DPHI.

In regard to next steps, we'll now work towards the development of an appropriate agreement that can be considered by all parties.

Please do not hesitate to reach out should you have further questions at this time.

Kind Regards

 David Price Director of Infrastructure Development CENTRAL OFFICE [REDACTED] spcc.nsw.edu.au	  @StPhilipsChristianEducationFoundation	
---	---	---

From: Neil McGuigan [REDACTED]
Sent: Monday, 10 February 2025 4:50 PM
To: David Price [REDACTED]
[REDACTED]

Subject: Response to St Philip's School

Dear David,

Thank you for reviewing our correspondence regarding the proposed carriageway options into Lots 305, 307, 309, and 311 Wine Country Drive and for your comprehensive review. After a

number of discussions, the owners of the four Lots have agreed on the following:

We are pleased to have received such a positive response, which indicates to us that the school recognises that by increasing the number of students will create difficulties for us in accessing and egressing our Lots, and we are encouraged that the school recognises this and has responded accordingly.

Regarding the issues:

1. The best option for us is Option 3, with the suggestion that the new sealed road is placed as close as possible to the fence line on the eastern side of Lot 305, as long as the road radius from the traffic light allows for turning articulated vehicles. The reason for the suggestion is twofold:
1. It will minimise the loss of land to Lot 305.
2. Access will be easily seen from the road and therefore less confusing to potential customers accessing current and possible future retail activities.
1. We have agreed to move forward to a MOU to support the school in obtaining an easement and the establishment of an appropriately designed sealed road from our current easement through Lot 305 to the proposed traffic lights. All parties will give the school consent to negotiate on their behalf. All costs associated in achieving this will be covered by the school.
2. As part of the MOU the school will support a slip road coming from the south and oppose a concrete barrier on Wine Country Drive. As part of the Works Authorisation Deed the school will ask for appropriate signage into the commercial sites.

As advised previously your neighbours are supportive of the expansion of the school and wish you every success. We will work with the school in achieving the outcome that has been requested, but at the same time we must ensure that we all have safe access to our properties, protect the valuation of our land and not be exposed to any capital expense. It is gratifying to see that the school has recognised this and has proposed a way forward that goes a long way in meeting all parties' requirements.

Please advise the next steps at your convenience.

Kindest Regards,

Jacqui Slater, Ross Wilson, Peter Barnes, Neil McGuigan

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Ross Wilson

From: [Neil McGuigan](#)
To: [Ross Wilson](#); [David Price](#)
Cc: [Peter Barnes](#); [jacq >> Jacqueline Slater](#); [Carl Baker](#)
Subject: Re: Response to St Philip's School
Date: Friday, 14 March 2025 1:33:16 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

David,

Thank you for supporting Option 3 as agreed by your neighbours.
However, I cannot see that a slip lane has been provided for as we have requested.
Have I missed something?
Regards,
Neil McGuigan

From: Ross Wilson [REDACTED]
Sent: Friday, March 14, 2025 10:08:37 AM
To: David Price [REDACTED]
[REDACTED]
Subject: Re: FW: Response to St Philip's School

Dear David,
I am confirming that I am in agreement with the email to you dated 11th March 2025 as included below.
Regards
Ross Wilson
307 Wine Country Drive (Lot 2 / DP 1012687)

On 13/03/2025 5:43 pm, David Price wrote:

Dear Ross

Please disregard my previous email as I incorrectly referred to your property details. See below amendment to email. Please respond to this email.

SPCEF has received the below correspondence from Mr. N McGuigan on behalf of all land owners at 305, 307, 309, 311 and 313 Wine Country Drive, Nulkaba.

As the designate representative of 307 Wine Country Drive [Lot 2 / DP 1012687], can you please respond to this email confirming that 307 is in agreement with the correspondence below dated 11 March 2025?

Should all parties confirm in writing their acceptance of this, SPCEF will advise an amendment to the Department of Planning, Housing and Infrastructure to nominate Option 3 as the preferred access for the 4th leg of the proposed signalised intersection.

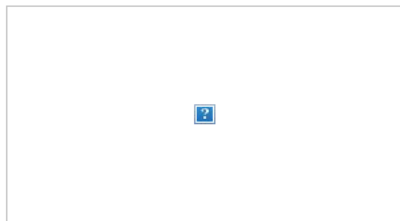


Figure 1 - Option 1 - 4th leg on Lot 313



Figure 2 - Option 2 - 4th leg straddles boundary of Lots 305 & 313

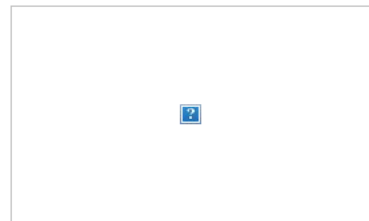


Figure 3 - Option 3 - 4th leg on Lot 305

The design of the intersection as per option 3 will be in accordance with that approved by TfNSW.

To ensure this matter can be moved forward can you please urgently reply to this email, confirming your acceptance of correspondence below no later than close of business [COB] Friday 14 March 2025.

Please do not hesitate to reach out to me should you require further information.

Kind Regards
David Price



David Price
Director of Infrastructure Development

CENTRAL OFFICE
[REDACTED]
spcc.nsw.edu.au



@StPhilipsChristianEducationFoundation



From: Neil McGuigan [REDACTED]
Sent: Tuesday, 11 March 2025 2:16 PM
To: David Price [REDACTED]
[REDACTED]

Subject: Response to St Philip's School

Dear David,

Thank you for your email of the 27th of February 2025. We appreciate the continued communication involving lots 305,307,309,311 and 313 Wine Country Drive Nulkaba in trying to provide a community-based plan to be presented to the Department of Planning, Housing and Infrastructure. After your email all parties have been able to review the school's position, and we would like to share the outcomes of our correspondence:

1. The owners of lot 305 have agreed to provide an easement and right of carriageway to lots 307,309,311 and 313 and will provide a legally binding document of confirmation. The document providing lot 313 access to lot 305 is being formulated at present and when executed the owners of lot 313 are comfortable to move forward with their neighbours.
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3. That the slip lane we have asked for on numerous occasions from the south of Wine Country Dr into lots 305,307,309 and 311 be incorporated into the submission.

As a result of the discussions between all affected parties we disagree with the conclusions in the email of the 27th of February 2025 and advise that the neighbours of St Philip's Christian School are aligned in selecting Option 3 (with the inclusion of a slip lane) to be put forward to the Department of Planning, Housing and Infrastructure.

Regards,
Jacquie Slater
Peter Barnes
Ross Wilson
Neil McGuigan
Carl Baker

From: David Price [REDACTED]
Sent: Wednesday, 12 February 2025 11:46 AM
To: Neil McGuigan [REDACTED]
[REDACTED]

Subject: RE: Response to St Philip's School

Hi All

Thank you for your response. We acknowledge your feedback thus far.

In regard to your comments, the school wants to ensure that all parties are consulted and engaged through this process.

We note that your preference is Option 3. We also advise that the Department of Planning, Housing and Infrastructure [DPHI], and Transport for NSW [TfNSW] will make the final decision on the location of the intersection legs, including the leg that provides access to Lots 305, 307, 309, 311 and 313.

I do note that Lot 313 has provided us their feedback and they have selected Option 1 as their preferred option.

For clarity the following will need to be provided by Lot 305 and / or Lot 313, dependant on which design is approved by TfNSW and DPHI.

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We will provide your feedback as well as that of Lot 313 to the DPHI.

In regard to next steps, we'll now work towards the development of an appropriate agreement that can be considered by all parties.

Please do not hesitate to reach out should you have further questions at this time.

Kind Regards



From: Neil McGuigan [redacted]
Sent: Monday, 10 February 2025 4:50 PM
To: David Price [redacted]
Subject: Response to St Philip's School

Dear David,

Thank you for reviewing our correspondence regarding the proposed carriageway options into Lots 305, 307, 309, and 311 Wine Country Drive and for your comprehensive review. After a number of discussions, the owners of the four Lots have agreed on the following:

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Regarding the issues:

1. The best option for us is Option 3, with the suggestion that the new sealed road is placed as close as possible to the fence line on the eastern side of Lot 305, as long as the road radius from the traffic light allows for turning articulated vehicles. The reason for the suggestion is twofold:
 1. It will minimise the loss of land to Lot 305.
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1. We have agreed to move forward to a MOU to support the school in obtaining an easement and the establishment of an appropriately designed sealed road from our current easement through Lot 305 to the proposed traffic lights. All parties will give the school consent to negotiate on their behalf. All costs associated in achieving this will be covered by the school.
2. As part of the MOU the school will support a slip road coming from the south and oppose a concrete barrier on Wine Country Drive. As part of the Works Authorisation Deed the school will ask for appropriate signage into the commercial sites.

As advised previously your neighbours are supportive of the expansion of the school and wish you every success. We will work with the school in achieving the outcome that has been requested, but at the same time we must ensure that we all have safe access to our properties, protect the valuation of our land and not be exposed to any capital expense. It is gratifying to see that the school has recognised this and has proposed a way forward that goes a long way in meeting all parties' requirements.

Please advise the next steps at your convenience.

Kindest Regards,

Jacqui Slater, Ross Wilson, Peter Barnes, Neil McGuigan

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Ross Wilson



From: [Carl Baker](#)
To: [Ross Wilson](#)
Cc: [David Price](#); [Neil McGuigan](#); [Peter Barnes](#); [jacq >> Jacqueline Slater](#)
Subject: Re: FW: Response to St Philip's School
Date: Friday, 14 March 2025 1:37:36 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Dear All

We, Lot 313 are in the same position as previous and have been discussed / disclosed to everyone.

We, in theory, support the request for option 3, however, this was only to be formally supported to the school / department of planning once we had a Right of Way signed. I have forwarded this onto Jacque for review and signing. This was completed by our solicitor by way of a "Deed for Agreement for Right of Carriageway" as well as a "Section 88B Instrument".

Until then we have remained firm that we have to use Option 1 or 2 to ensure 313 still has access and can not be land locked.

Thank you for your understanding

Carl

Kind Regards,

CARL BAKER
Director | BComm | CA

Know someone who needs help with accounting? Send them my details.



Address Unit 5/12B Teramby Road (PO Box 314) Nelson Bay NSW 2315
Phone [REDACTED]
Mobile [REDACTED]
Email [REDACTED]

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On Fri, 14 Mar 2025 at 10:09, Ross Wilson [REDACTED] wrote:

Dear David,
I am confirming that I am in agreement with the email to you dated 11th March 2025 as included below.
Regards
Ross Wilson
307 Wine Country Drive (Lot 2 / DP 1012687)

On 13/03/2025 5:43 pm, David Price wrote:

Dear Ross

Please disregard my previous email as I incorrectly referred to your property details. See below amendment to email. Please respond to this email.

SPCEF has received the below correspondence from Mr. N McGuigan on behalf of all land owners at 305, 307, 309, 311 and 313 Wine Country Drive, Nulkaba.

As the designate representative of 307 Wine Country Drive [Lot 2 / DP 1012687], can you please respond to this email confirming that 307 is in agreement with the correspondence below dated 11 March 2025?

Should all parties confirm in writing their acceptance of this, SPCEF will advise an amendment to the Department of Planning, Housing and Infrastructure to nominate Option 3 as the preferred access for the 4th leg of the proposed signalised intersection.



Figure 1 - Option 1 - 4th leg on Lot 313



Figure 2- Option 2 - 4th leg straddles boundary of Lots 305 & 313



Figure 3 - Option 3 - 4th leg on Lot 305

The design of the intersection as per option 3 will be in accordance with that approved by TfNSW.

To ensure this matter can be moved forward can you please urgently reply to this email, confirming your acceptance of correspondence below no later than close of business (COB) Friday 14 March 2025.

Please do not hesitate to reach out to me should you require further information.

Kind Regards

David Price



From: Neil McGuigan [REDACTED]

Sent: Tuesday, 11 March 2025 2:16 PM

To: David Price [REDACTED]

[REDACTED]

Subject: Response to St Philip's School

Dear David,

Thank you for your email of the 27th of February 2025. We appreciate the continued communication involving lots 305,307,309,311 and 313 Wine Country Drive Nulkaba in trying to provide a community-based plan to be presented to the Department of Planning, Housing and Infrastructure. After your email all parties have been able to review the school's position, and we would like to share the outcomes of our correspondence:

1. The owners of lot 305 have agreed to provide an easement and right of carriageway to lots 307,309,311 and 313 and will provide a legally binding document of confirmation. The document providing lot 313 access to lot 305 is being formulated at present and when executed the owners of lot 313 are comfortable to move forward with their neighbours.
2. The owners of Lot 305, 307,309, 311 and 313 prefer Option 3 for access to our properties. In your communication of the 27th of February that recommended Option 1 we were a little surprised by the comment that Option 1 "creates a greater alignment to the intersection to Lomas Lane" as this has not been raised before, and even if it is the case, it does not reflect the traffic flows into the properties and arguably diminishes the ability to construct the access road into lots 305,307,309 and 311 closer to Wine Country Drive.
3. That the slip lane we have asked for on numerous occasions from the south of Wine Country Dr into lots 305,307,309 and 311 be incorporated into the submission.

As a result of the discussions between all affected parties we disagree with the conclusions in the email of the 27th of February 2025 and advise that the neighbours of St Philip's Christian School are aligned in selecting Option 3 (with the inclusion of a slip lane) to be put forward to the Department of Planning, Housing and Infrastructure.

Regards,

Jacquie Slater
Peter Barnes
Ross Wilson
Neil McGuigan
Carl Baker

From: David Price [REDACTED]
Sent: Wednesday, 12 February 2025 11:46 AM
To: Neil McGuigan [REDACTED]
[REDACTED]
Subject: RE: Response to St Philip's School

Hi All

Thank you for your response. We acknowledge your feedback thus far.

In regard to your comments, the school wants to ensure that all parties are consulted and engaged through this process.

We note that your preference is Option 3. We also advise that the Department of Planning, Housing and Infrastructure [DPHI], and Transport for NSW [TfNSW] will make the final decision on the location of the intersection legs, including the leg that provides access to Lots 305, 307, 309, 311 and 313.

I do note that Lot 313 has provided us their feedback and they have selected Option 1 as their preferred option.

For clarity the following will need to be provided by Lot 305 and / or Lot 313, dependant on which design is approved by TfNSW and DPHI.

1. Option 1 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309 and 311. Additionally, Lot 313 would need to provide consent for the creation of an easement on their property that benefits Lots 305, 307, 309 and 311 to enable these lots to gain access to the 4th leg of the proposed intersection
2. Option 3 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309, 311 and 313 to gain access to the 4th leg of the proposed intersection

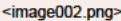
We will provide your feedback as well as that of Lot 313 to the DPHI.

In regard to next steps, we'll now work towards the development of an appropriate agreement that can be considered by all parties.

Please do not hesitate to reach out should you have further questions at this time.

Kind Regards


David Price
Director of Infrastructure Development
CENTRAL OFFICE
[REDACTED]
dpcc.nsw.edu.au



[@StPhilipsChristianEducationFoundation](#)



From: Neil McGuigan [REDACTED]
Sent: Monday, 10 February 2025 4:50 PM

To: David Price [REDACTED]
[REDACTED]
[REDACTED]

Subject: Response to St Philip's School

Dear David,

Thank you for reviewing our correspondence regarding the proposed carriageway options into Lots 305, 307, 309, and 311 Wine Country Drive and for your comprehensive review. After a number of discussions, the owners of the four Lots have agreed on the following:

We are pleased to have received such a positive response, which indicates to us that the school recognises that by increasing the number of students will create difficulties for us in accessing and egressing our Lots, and we are encouraged that the school recognises this and has responded accordingly.

Regarding the issues:

1. The best option for us is Option 3, with the suggestion that the new sealed road is placed as close as possible to the fence line on the eastern side of Lot 305, as long as the road radius from the traffic light allows for turning articulated vehicles. The reason for the suggestion is twofold:
 1. It will minimise the loss of land to Lot 305.
 2. Access will be easily seen from the road and therefore less confusing to potential customers accessing current and possible future retail activities.
1. We have agreed to move forward to a MOU to support the school in obtaining an easement and the establishment of an appropriately designed sealed road from our current easement through Lot 305 to the proposed traffic lights. All parties will give the school consent to negotiate on their behalf. All costs associated in achieving this will be covered by the school.
2. As part of the MOU the school will support a slip road coming from the south and oppose a concrete barrier on Wine Country Drive. As part of the Works Authorisation Deed the school will ask for appropriate signage into the commercial sites.

As advised previously your neighbours are supportive of the expansion of the school and wish you every success. We will work with the school in achieving the outcome that has been requested, but at the same time we must ensure that we all have safe access to our properties, protect the valuation of our land and not be exposed to any capital expense. It is gratifying to see that the school has recognised this and has proposed a way forward that goes a long way in meeting all parties' requirements.

Please advise the next steps at your convenience.

Kindest Regards,

Jacqui Slater, Ross Wilson, Peter Barnes, Neil McGuigan

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Ross Wilson



From: [Ross Wilson](#)
To: [Carl Baker](#)
Cc: [David Price](#); [Neil McGuigan](#); [Peter Barnes](#); [jacq >> Jacqueline Slater](#)
Subject: Re: FW: Response to St Philip's School
Date: Friday, 14 March 2025 2:16:10 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Hi Carl,
I have spoken with Jacque today and she is endeavoring to have Gordon sign the papers today.
She will SMS you when the papers are signed and hopefully you can respond to David regarding acceptance of option 3.
Is this sufficient to allay your concerns?
Regards
Ross

On 14/03/2025 1:36 pm, Carl Baker wrote:

Dear All

We, Lot 313 are in the same position as previous and have been discussed / disclosed to everyone.

We, in theory, support the request for option 3, however, this was only to be formally supported to the school / department of planning once we had a Right of Way signed. I have forwarded this onto Jacque for review and signing. This was completed by our solicitor by way of a "Deed for Agreement for Right of Carriageway" as well as a "Section 88B Instrument".

Until then we have remained firm that we have to use Option 1 or 2 to ensure 313 still has access and can not be land locked.

Thank you for your understanding

Carl

Kind Regards,

CARL BAKER
Director | BComm | CA

Know someone who needs help with accounting? Send them my details.



Address Unit 5/12B Teramby Road (PO Box 314) Nelson Bay NSW 2315
Phone [REDACTED]
Mobile [REDACTED]
Email [REDACTED]

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On Fri, 14 Mar 2025 at 10:09, Ross Wilson [REDACTED] wrote:

Dear David,
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Regards
Ross Wilson
307 Wine Country Drive (Lot 2 / DP 1012687)

On 13/03/2025 5:43 pm, David Price wrote:

Dear Ross

Please disregard my previous email as I incorrectly referred to your property details. See below amendment to email. Please respond to this email.

SPCEF has received the below correspondence from Mr. N McGuigan on behalf of all land owners at 305, 307, 309, 311 and 313 Wine Country Drive, Nulkaba.

As the designate representative of 307 Wine Country Drive [Lot 2 / DP 1012687], can you please respond to this email confirming that 307 is in agreement with the correspondence below dated 11 March 2025?

Should all parties confirm in writing their acceptance of this, SPCEF will advise an amendment to the Department of Planning, Housing and Infrastructure to nominate Option 3 as the preferred access for the 4th leg of the proposed signalised intersection.



Figure 1 - Option 1 - 4th leg on Lot 313



Figure 2- Option 2 - 4th leg straddles boundary of Lots 305 & 313



Figure 3 - Option 3 - 4th leg on Lot 305

The design of the intersection as per option 3 will be in accordance with that approved by TfNSW.

To ensure this matter can be moved forward can you please urgently reply to this email, confirming your acceptance of correspondence below no later than close of business [COB] Friday 14 March 2025.

Please do not hesitate to reach out to me should you require further information.

Kind Regards

David Price



From: Neil McGuigan [redacted]
Sent: Tuesday, 11 March 2025 2:16 PM
To: David Price [redacted]
Subject: Response to St Philip's School

Dear David,

Thank you for your email of the 27th of February 2025. We appreciate the continued communication involving lots 305,307,309,311 and 313 Wine Country Drive Nulkaba in trying to provide a community-based plan to be presented to the Department of Planning, Housing and Infrastructure. After your email all parties have been able to review the school's position, and we would like to share the outcomes of our correspondence:

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2. The owners of Lot 305, 307,309, 311 and 313 prefer Option 3 for access to our properties. In your communication of the 27th of February that recommended Option 1 we were a little surprised by the comment that Option 1 "creates a greater alignment to the intersection to Lomas Lane" as this has not been raised before, and even if it is the case, it does not reflect the traffic flows into the properties and arguably diminishes the ability to construct the access road into lots 305,307,309 and 311 closer to Wine Country Drive.
3. That the slip lane we have asked for on numerous occasions from the south of Wine Country Dr into lots 305,307,309 and 311 be incorporated into the submission.

As a result of the discussions between all affected parties we disagree with the conclusions in the email of the 27th of February 2025 and advise that the neighbours of St Philip's Christian School are aligned in selecting Option 3 (with the inclusion of a slip lane) to be put forward to the Department of Planning, Housing and Infrastructure.

Regards,

Jacquie Slater

Peter Barnes
Ross Wilson
Neil McGuigan
Carl Baker

From: David Price [REDACTED]
Sent: Wednesday, 12 February 2025 11:46 AM
To: Neil McGuigan [REDACTED]
[REDACTED]
Subject: RE: Response to St Philip's School

Hi All

Thank you for your response. We acknowledge your feedback thus far.

In regard to your comments, the school wants to ensure that all parties are consulted and engaged through this process.

We note that your preference is Option 3. We also advise that the Department of Planning, Housing and Infrastructure [DPHI], and Transport for NSW [TfNSW] will make the final decision on the location of the intersection legs, including the leg that provides access to Lots 305, 307, 309, 311 and 313.

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For clarity the following will need to be provided by Lot 305 and / or Lot 313, dependant on which design is approved by TfNSW and DPHI.

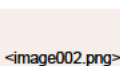
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2. Option 3 – Lot 305 will need to provide consent to the creation of an easement that benefits Lots 307, 309, 311 and 313 to gain access to the 4th leg of the proposed intersection

We will provide your feedback as well as that of Lot 313 to the DPHI.

In regard to next steps, we'll now work towards the development of an appropriate agreement that can be considered by all parties.

Please do not hesitate to reach out should you have further questions at this time.

Kind Regards

 David Price Director of Infrastructure Development CENTRAL OFFICE [REDACTED] spcc.nsw.edu.au	  @StPhilipsChristianEducationFoundation	
--	---	---

From: Neil McGuigan [REDACTED]
Sent: Monday, 10 February 2025 4:50 PM
To: David Price [REDACTED]
[REDACTED]
Subject: Response to St Philip's School

Dear David,

Thank you for reviewing our correspondence regarding the proposed carriageway options into Lots 305, 307, 309, and 311 Wine Country Drive and for your comprehensive review. After a number of discussions, the owners of the four Lots have agreed on the following:

We are pleased to have received such a positive response, which indicates to us that the school recognises that by increasing the number of students will create difficulties for us in accessing and egressing our Lots, and we are encouraged that the school recognises this and has responded accordingly.

Regarding the issues:

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1. We have agreed to move forward to a MOU to support the school in obtaining an easement and the establishment of an appropriately designed sealed road from our current easement through Lot 305 to the proposed traffic lights. All parties will give the school consent to negotiate on their behalf. All costs associated in achieving this will be covered by the school.
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Please advise the next steps at your convenience.

Kindest Regards,

Jacqui Slater, Ross Wilson, Peter Barnes, Neil McGuigan

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Ross Wilson [REDACTED]