

Eastern Creek Business Hub Stage 3 – Meeting with TfNSW on Infrastructure

Date	21/10/2021	Time	2:00pm – 2:40pm
Location	MS Teams		
Attendees	TfNSW attendees: <ul style="list-style-type: none">• Pahee Rathan• Malgy Coman• Neil Leitch• Daryl Ninham• David Leung• Dina Hanna• Peter Rusli• Tracey Page• Felix Liu Colston Budd Rogers & Kafes (CBRK) attendees: <ul style="list-style-type: none">• Tim Rogers Fraser's Property Australia (FPA) attendees: <ul style="list-style-type: none">• Matthew van Rijswijk• Raj Sharma• Angela Wang		

Meeting Minutes

1. FPA provided an overview of the Eastern Creek site, masterplan and proposed Stage 3 Concept Plan. Noting the planning pathway is 'Amending Concept Plan' with DPIE.
2. Tim Rogers (TR) noted that a response to the matters raised by TfNSW in its letter dated 7/9/21 had been provided to TfNSW by email on 18/10/21. TR then provided a summary of this response as set out below:
 - SIDRA modelling has been updated with 120 second cycle times.
 - As requested by TfNSW a scenario with Church Street being left in/left out was run. TR noted that this resulted in reduced performance of the RHRS/GG intersection. TR to provide electronic copy of SIDRA files.
 - The provision of traffic signals at Church Street, in addition to providing appropriate access to Eastern Creek Stage 3, would provide improved access to the Council playing fields and enhance pedestrian connectivity across RHRS. Council has advised that they support the traffic signals.
 - TR gave a summary of reasons for the change in distribution of traffic to/from the south.
 - The provision of a separate left turn deceleration lane has a greater impact on the sensitive land on the NE corner of the intersection of RHRS/Church Street.
 - The SIDRA modelling showed that the 95% back of queue can be accommodated by the proposed right turn bay into Church Street.

- While it is not considered necessary to ban right turn movements at the RHRS/Minchinbury Street intersection (due to separation from Church Street and low turning volumes), alternative access routes are available if right turns are banned.
- Proposed short turn bay into St Agnes Avenue is considered appropriate as turning volumes are low.
- The staged crossing on RHRS (northern side of Church Street) was provided to avoid an existing driveway on SW corner of St Agnes Avenue. SIDRA model was based on single crossing. It would appear that a single crossing could be provided.
- The SIDRA modelling showed that the 95% back of queue can be accommodated by the proposed left turn lane from RHRS into GWH.
- The SIDRA modelling showed that the 95% back of queue can be accommodated by the proposed right turn bays on GWH into RHRS.
- TR noted that provision of right turn access at Church Street would reduce the weave issue raised by TfNSW.

3. TfNSW have provided the following feedback:

- Acknowledged that the design principles and response provided by FPA / CBRK have been based on TfNSW feedback.
- Will review the SIDRA model (electronic file) and provide comments.
- Does not support right turn movements to/from St Agnes Avenue and Minchinbury Street (TfNSW reasons – too close to signals, safety of turning movements, conflicts with phasing). Concept design to be amended with median extended to prevent right turns.
- Pedestrian crossing on RHRS (north of Church Street) to be a single crossing – easier to provide with no right turn access to St Agnes Avenue.
- TfNSW, FPA and CBRK acknowledge that the current concept plan is to set out the design principals, while detailed design will be included at detailed SSDA stage.
- Left deceleration lane from RHRS to Church St:
 - TfNSW: would like to confirm that the design is not providing left decelerating lane.
 - CBRK / FPA: a left deceleration lane is not being provided, due to the parcel of Council land required for the lane is controlled by both Federal and State environmental policies imposed on vegetation removal.
 - CBRK proposes that as a mitigating solution, a high angle left turn slip lane to be investigated to reduce the impact of left turning traffic into ECQ Stage 3 on southbound traffic on RHRS.

4. Next Steps:

- 1) FPA / CBRK to update the Church Street/RHRS intersection design to show:
 - a) Single pedestrian crossing;
 - b) A left turn high angle slip lane;
 - c) Median extended to ban right turns to/from St Agnes Avenue & Minchinbury Street.

- 2) FPA / CBRK to consult Council on intersection design as required and identify alternative access routes (including a u-turn facility in Church Street to allow southbound access from RHRS into St Agnes Avenue – note this is provided by a turning head at the end of Church Street).
- 3) CBRK to update SIDRA modelling based on revised intersection design and then provide to TfNSW.
- 4) TfNSW to review model and provide comments.

There being no further business the meeting closed at 2:40pm.