

MEETING AGENDA & MINUTES

Meeting:	Burra Park – HBB & TfNSW		
Date:	Thursday 7 December 2023		
Time:	10:30am		
Venue:	Microsoft teams		
Attendees:			
George Locke (HBB)	Kurt Beckhaus (HBB)	George Henien (HBB)	
Brett Morrison (TfNSW)	Louise Moran (TfNSW)	Muriel Maher (TfNSW)	Simon Haycock (Arcadis)
Bailey Byrnes (Arcadis)	Andrew Shields (Arcadis)	Larissa Hughes (Arcadis)	
Apologies:			

NO.	Item
1.0	<u>General</u>
1.1	- The group performed a welcome to country and acknowledged the traditional custodians of the Burra Park land. - George Locke introduced HBB and UniSuper and provided project context. - Simon Haycock introduced the masterplan and discussed the Elizabeth Drive intersection.
2.0	<u>TfNSW Comments on Intersection</u>
2.1	- The TfNSW letter to BHL dated 18th April 2023 itemises all the issues raised by TfNSW at the time. - TfNSW provided the following advice on the intersection. - o Burra Park estate intersection is too close to the M12 intersection and needs to be relocated further West. - o TfNSW currently does not have design or funding for the Burra Park intersection and it would be the developer's responsibility to deliver this, with due consideration/coordination with the ultimate TfNSW Elizabeth Drive Upgrade design. - o There was concern that the first internal estate roundabout north of Elizabeth Drive was too close to the Elizabeth Drive intersection and needs to change into a signalised intersection.

NO.	Item
	○ The second roundabout north of Elizabeth Drive was unnecessarily located in the ENZ zone. ○ East west road to move further north so that there is adequate travel distance from Elizabeth Drive to internal signalised intersection. ○ Possible to have flexibility from the Aerotropolis Precinct Plan (APP) road network. ○ TfNSW said further changes to road network will need to be supported by traffic modelling before TfNSW can provide further comments on masterplan design. ○ The second access point on Elizabeth Drive is not supported by TfNSW unless it can be supported by traffic modelling. ○ Single access point on Elizabeth Drive is unlikely to service the estate however it is all subject to modelling. TfNSW prefers to see the entire estate concept and not in stages. Show the intersection to service the entirety of the estate both north and south. A holistic approach is preferred.
3.0	<u>TfNSW Broader Planning Comments</u>
3.1	- The wider transport master plan for the Elizabeth Drive/Luddenham Rd area is still being developed between TfNSW and Department of Planning. - Traffic modelling will need to include M7/M12 access to understand queue lengths (and position of intersection into the site). - TfNSW will need to review functional layouts for any signalised design proposed for Elizabeth Drive to ensure it fits with the ultimate upgrade works. Some concerns raised by TfNSW with the interface with adjoining Sydney Water works in relation to traffic signals infrastructure. - Any future connection to Luddenham Road will need to be set further back from Elizabeth Drive – these connections haven't been signed off by TfNSW (despite being in the Aerotropolis plans). Ultimately, the delivery of any road connection here will be reliant on private property access/consent. - TfNSW will consult with their internal modelling team to provide HB&B/Arcadis any updates relevant for the development site. - Separated cycle ways and bus lanes for movements into the estate to be reviewed. - There is a bus stop on Elizabeth Drive which will need to be incorporated into the design - There would have to be a Luddenham Road connection. The point currently shown will not be accepted and it will have to move further north away from Elizabeth Drive around the bend on Luddenham Road. - General comment about limiting road crossings along ENZ corridor.

NO.	Item
4.0	<u>Action Items</u>
4.1	Brett to provide - ME2 model/plot to Bailey for modelling showing future. - Broad design constraints based on an intersection design yet to be reviewed. Interested in meeting with Sydney water to accommodate an access point. - o Acknowledged deceleration lanes could be a problem.

MEETING AGENDA & MINUTES

Meeting:	Burra Park – HBB, TfNSW & Urbis		
Date:	Wednesday 31 January 2024		
Time:	10:30am		
Venue:	Microsoft teams		
Attendees:			
George Locke (HBB)	Kurt Beckhaus (HBB)	George Henien (HBB)	
Brett Morrison (TfNSW)	Brendan Pegg (TfNSW)	Laura Van Putten (TfNSW)	Louise Moran (TfNSW)
Muriel Maher (TfNSW)	Ada Zou (TfNSW)	Samia Sedra (TfNSW)	Simon Haycock (Arcadis)
Maria Swallow (TfNSW)	Mark Barrett (TfNSW)	Peta Smith (TfNSW)	Andrew Shields (Arcadis)
Larissa Hughes (Arcadis)	Christophe Charkos (Urbis)	Belinda Thomas (Urbis)	
APOLOGIES:			

NO.	Item
1.0	<u>General</u>
1.1	- Introductions. - George Locke gave introduction to the progress HBB have made on the masterplan and road network. -
2.0	<u>TfNSW Comments on Masterplan</u>
2.1	- HBB presented most current masterplan and outline differences to the original BHL masterplan. - TfNSW comment that the Luddenham Road connection will be 1km further north to where it is shown on HBB masterplan, however, don't have details on exact location.
3.0	<u>Elizabeth Drive Intersection</u>
3.1	- TfNSW comment that the need to have the estate intersection further West of the M12 onramp as was originally shown on the BHL masterplan, has not changed. - TfNSW concerned on future road capacity and long-term development and how it reacts with the M12 and other intersections in the Aerotropolis. TfNSW concerned about retro fitting roads if Sydney Water has already installed water main services.

NO.	Item
	- TfNSW comment that the slip lane is too short. - TfNSW concerned about the intersection going into the Endeavour Energy zone sub-station, opposite the Burra Park estate intersection. The intersection to the EE site will be a left in left out access only. - Action – TfNSW to send Arcadis CAD files for the Luddenham Road intersection. - TfNSW comment that aligning the intersection correctly is most important to understanding if the intersection is viable or not. Comment that the interim solution will be viable, their concern is the future impact. - Design speed will be 90kmph based on an 80kmph speed limit. - Summary – HBB & Arcadis need to provide more detail on intersection location so TfNSW can assess how the road widening would impact the Sydney Water treated water main on Elizabeth Drive.