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**RMS AND TfNSW CONSULTATION MEETING MINUTES
STATE SIGNIFICANT DEVELOPMENT (SSD) 9210
PROPOSED SAINTS PETER AND PAUL CHRISTIAN PRIMARY SCHOOL
17-19 KOVOVICH PLACE, CECIL PARK (LOT 2320 & 2321 DP 1223137)**

Meeting Time and Date: 1pm, 23 July 2018

Meeting Location: Transport for NSW Offices

Meeting Attendees:

- PMDL: Tim Williams
- McLaren Traffic: Tom Heal
- Willowtree Planning: Rachel Streeter
- RMS: Robert Rutledge, David Ballm, Mark Carruthers
- TfNSW: Ken Ho

Summary of Meeting Proceedings:

- The proposed 25m right-turn lane from Wallgrove Road to Kosovich Place is not supported by RMS, on the following basis:
 - Proximity of the intersection to the existing roundabout (Wallgrove Road and Villers Road), resulting in safety concerns. The proposed 25m length of the right-turn lane does not comply with Australian Standards as applicable to deceleration lanes on a State road with an 80km/h speed limit. These safety concerns persisted despite the following being clarified by the Project Traffic Engineer:
 - SIDRA Modelling demonstrates that the 25m right-turn lane would provide adequate storage for queued cars.
 - Owing to the proximity of the roundabout, traffic would be travelling at speeds much lower than 80km/h.
 - The current volume of traffic carried by Wallgrove Road was clarified to be much lower than the figures initially quoted by RMS. Current volumes are estimated at 838 northbound vehicles in the AM peak hours and 987 southbound vehicles in the PM peak hour.
 - Impact on Wallgrove Road.
- An alternative access option that was considered was a roundabout at the intersection of Wallgrove Road/Kosovich Place. The following matters were discussed:
 - A new roundabout would be in very close proximity/too close to the existing roundabout (Wallgrove Road and Villers Road).
 - This spatial proximity would impact on the operation of Wallgrove Road, with those impacts potentially being too great in light of the benefit relating to one (1) school only.
 - Land ownership would also form a key consideration, in light of the motorway road reserve being privately owned by Transurban. The amount of public land available within the road reserve and agreements/costs associated with using private-owned land would need to be considered upfront in association with any proposal involving a roundabout and/or realignment of Wallgrove Road. The road reserve also comprises a short embankment/gabion wall and drainage infrastructure.

STATE SIGNIFICANT DEVELOPMENT (SSD) 9210

Proposed Saints Peter and Paul Christian Primary School
17-19 Kosovich Place, Cecil Park (Lot 2320 & 2321 DP 1223137)

- If the land ownership issue could be resolved and this option was to be further pursued, RMS requested that a Concept Plan be provided for their initial review prior to any significant expenditure being made in relation to this option.
- Subject to the outcome of this initial review, RMS would then need to be provided with a Road Safety Audit and SIDRA modelling.
- Other options discussed focused on land to the west of Wallgrove Road:
 - It was noted that there is a wider tract of public land located to the west of Wallgrove Road (the use of which would avoid land ownership issues).
 - The ideal solution would be to build a new road extending from the existing roundabout and connecting at a point further west along Kosovich Place. This option is however generally precluded owing to the creek line.
 - The creation of a new intersection and road further south along Wallgrove Road (generally corresponding with the driveway linking 11-13 Kosovich Place to Wallgrove Road) could offer a solution. With respect to this option, the following was discussed:
 - The further the intersection was from the existing roundabout, the less problems.
 - A sufficiently-long right-turn deceleration lane could be provided.
 - It may be relevant to discuss with Western Sydney Parklands the option of developing such an intersection on part of their land. This could dually provide access to their future 'business use' on the site and resolve land ownership issues related to developing a new intersection. Whilst the creation of a new intersection/roundabout would impact on Wallgrove Road, RMS indicated they would most likely be supportive of such an option (their primary concern is safety, above general impacts on Wallgrove Road).
 - A Condition of Consent would require the new road to be a gazetted road (rather than an access road). This would allow for all 'school zones' to be located along the gazetted road rather than on Wallgrove Road. RMS' preference would be for school zones not to be located on Wallgrove Road given the impact this would cause to the operation of Wallgrove Road.
- For any option pursued, RMS indicated that a Concept Plan may be submitted for their preliminary review and advice, after which stage (and subject to their support), SIDRA modelling and a Road Safety Audit would be required.
- A Voluntary Planning Agreement (VPA) would not be required to be entered into with RMS to carry out the upgrade works. A Works Access Deed would form a condition of DA consent. RMS' preferred model for infrastructure upgrades is now 'third party delivery'.
- In relation to the intersection of Wallgrove Road/Elizabeth Drive, the following was discussed:
 - RMS noted that the proposed appeared to represent 'standard treatment' that would generally be supported.
 - The upgrade works would form a Condition of Consent, to be 'triggered' by a particular stage of the development or student numbers. The Project Team noted that the need for the upgrade works would be triggered when the capacity of the school reached 450-630 students, which would correspond with the final classroom stage of the masterplan.
- Further to the work carried out with the local bus operator (Transit Systems), RMS request that swept paths for buses in the Kosovich Place cul-de-sac are submitted with the DA.
- With respect to planned upgrades potentially affecting the site, RMS identified that a network plan for Wallgrove Road had not yet been developed, provision existed for the motorway to be expanded by one (1) more lane, and, as the M12 had not yet been announced, it would be at least five (5) years prior to it being delivered.
- RMS informed the Project Team that, once lodged, the DA would be assessed by a different team; the Western Precinct team. Prior to the meeting today, RMS had engaged in phone discussions with the West Precinct team.