

26 November 2021

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Ms Karen Harragon
Director, Social and Infrastructure Assessments
Social and Infrastructure Assessments
Department of Planning, Industry and Environment
4 Parramatta Square
Parramatta NSW 2150

Attention – Aditi Coomar, Team Leader, School Infrastructure Assessments

Dear Karen,

ADDITIONAL INFORMATION
WESTMEAD CATHOLIC COMMUNITY SSD-10383

Following a review of the draft conditions of consent and after further consultation with the Department, additional information and clarifications are provided below in relation to the through-site pedestrian link and potential future upgrades of the Darcy Road / Bridge Road / Coles Carpark intersection.

Clarification of Internal Pedestrian Connections

Following consideration of the draft conditions of consent, and after further consultation with the landowners and project stakeholders, a review of the proposed and existing connections within the campus has been undertaken. The landowners are willing to provide a connection to a future Bridge Road link, as well as the previously agreed connection to Farmhouse Road within the WCC site. However, it is considered that a new cross-site link from the site's eastern boundary (at Farmhouse Road) to the site's western boundary is unnecessary, as it would duplicate existing connections that are available for students, staff and the broader WCC community.

The diagram over the page shows the proposed and existing connections. In summary:

- The Applicant is willing to provide a connection within the site, to a future Bridge Road link (shown in blue);
- The Applicant is willing to provide a connection to Farmhouse Road, as previously proposed and agreed with DPIE (shown in green); and
- There are existing connections within the campus which provide links for the WCC community (students, staff, CELC and Parish) (shown in yellow and pink).

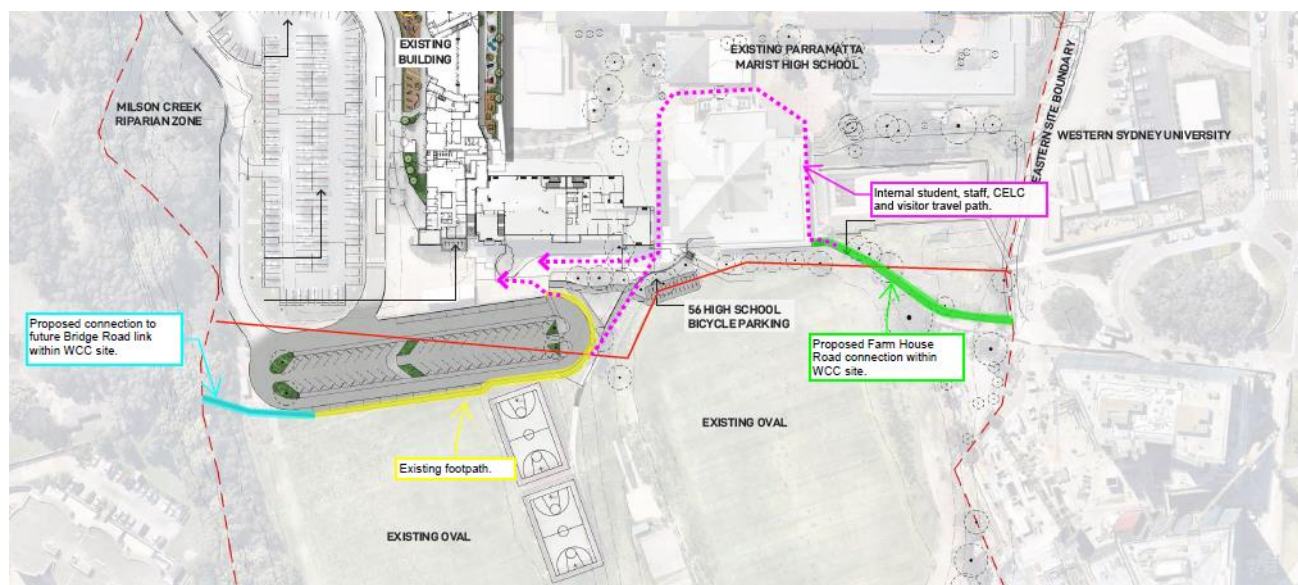
Further, we note that the landowners have advised that these proposed and existing connections are subject to the following parameters:

- The connections would be for use by the WCC students, staff, visitors and the broader WCC community only.
- The connections would not be publicly accessible as part of this application.
- There would be no easements created to facilitate any connections as part of this application.
- All connections would be located entirely within the WCC campus – no off-site connections would be provided, although CEDP and the landowners are willing to explore a connection between the site's western boundary and Bridge Road, to be provided by others, consistent with the draft conditions of consent.

There are no additional proposed footpaths or access ways outside of those identified in the diagram shown below and identified in the SSDA documents.

As part of future stages of the Masterplan, this link would be formalised into a public road with associated footpath(s). However, this cannot be implemented until security / fence lines are changed, which cannot occur until

the high schools are redeveloped. Therefore, CEDP is not in a position to provide any public access as part of this application, or any details of (or easements for) this future access at this stage.



Payment of a Monetary Contribution for Future Intersection Upgrades

The draft conditions were the first time that DPIE, TfNSW or Council suggested that CEDP should be responsible for carrying out upgrades to the Darcy Road / Bridge Road / Coles Carpark intersection. In response to the draft conditions of consent relating to the ongoing modelling and potential future upgrades of this intersection, CEDP has expressed a preference to pay an up-front monetary contribution towards the future upgrade works. Alternatively, CEDP has suggested an approach whereby the modelling requirements are reduced, and a contribution (commensurate with the development's impact on the intersection) is paid, if required. However, DPIE has advised that paying a contribution towards the upgrade is beyond the scope of the application as it has not been raised previously, and it is now too late in the process.

CEDP's key concerns with the Conditions A10 – A14, as originally drafted, are outlined below.

- The requirement for annual modelling is considered onerous. Over a period of 10 years, this modelling would cost in the order of \$500,000.
- The requirement for annual modelling is also considered unnecessary given that, following the completion of the new carpark and high schools drop off (subject to a separate early works DA), traffic impacts at this intersection will actually improve. The school's growth does not impact the operation of this intersection until closer to full capacity in 2033.
- It would not be possible to separate out the school's development traffic from background traffic at the intersection. Therefore, future studies at this junction would include changes within the network unrelated to the proposed development.
- It is unreasonable for CEDP to be solely responsible for future intersection upgrades when the school's impact on the intersection is limited. Further, the suggested timeframe to undertake any intersection upgrade works is unrealistic.
- The requirement to have the mitigation measures approved and completed within 6 months is unrealistic.
- CEDP wants to address any issues surrounding the operation of this intersection early, so that the School's growth is not limited by ongoing monitoring and negotiations around works to this intersection.

In response to these concerns, DPIE has agreed to reduce the modelling frequency to every 24 months. Condition A12 has also been amended to allow for an alternate method(s) of delivering traffic management/mitigation measures. Whilst these changes are appreciated, CEDP continues to raise concerns with Condition A12, in particular:

- The condition requires the works to be undertaken by the Applicant. This is unreasonable given that the proposed development has a minimal impact on the operation of the intersection.
- The works need to be carried out within 6 months of the traffic assessment being approved by the Secretary, unless an alternative timeframe is agreed with the Secretary.
- CEDP's contribution to any upgrade is uncapped. Again, given that the proposed development has a limited impact on the operation of this intersection, this is a concern for CEDP.

In response, CEDP has suggested that the requirements around timing for negotiation, approval and delivery of the works be extended and clarified. It is also suggested that CEDP's contribution be capped to align with the project's impact on the Darcy Road / Bridge Road / Coles Carpark intersection.

CEDP would be open to exploring other options to the drafting of these conditions, if CEDP's concerns can be addressed.

Please do not hesitate to contact me on the details below if you have any questions regarding this additional information.

Yours sincerely,



Kate Tudehope

Associate Director, Planning

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