

Office of the Independent Planning Commission  
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**Your Ref** -

**Our Ref** NCA/8/2019

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**18 January 2022**

ATTN: Ms Jane Anderson

**RE: APPLICANTS RESPONSE TO DRAFT CONDITIONS FOR THE WESTMEAD CATHOLIC COMMUNITY EDUCATION CAMPUS (2 DARCY ROAD, WESTMEAD)**

Council Staff have reviewed the Applicant's response letter to draft conditions letter, dated 16<sup>th</sup> December 2021 and would like to provide the following comments for the Commission's consideration:

**Conditions A10 and A12 – Staff and Student Numbers**

With regard to condition A12, the issue of apportionment of costs to upgrade the intersection of Darcy Road/Bridge Road/Coles has been raised. The applicant has suggested a, capped contribution of 1% of the development cost be made towards the upgrade of the intersection (if the upgrade is required as set out in other conditions).

Council raises concerns about this condition as detailed below. The information below starts with a general comment about funding of traffic and transport infrastructure in the precinct.

Development in this precinct is dominated by institutions, particularly State Government institutions such as the Department of Health, plus others such as Western Sydney University. This has led to a standard developer contributions plan for the precinct not being practical. Instead, traffic and transport infrastructure has been funded by other means. In the past this work has included the upgrade of Darcy Road in the 1990s, followed by the North West Transitway in the 2000s. Currently Parramatta Light Rail and West Metro are under construction. The Metro Station at Westmead will include an upgrade of part of Hawkesbury Road. A recent upgrade for the intersection of Mons Road and Darcy Road was funded as part of development at Westmead Hospital.

The proposed WCCEC will contribute to traffic at many intersections in the precinct. Traffic congestion at some of these intersections is a concern. Council is not seeking for a contribution to all these intersections as it is expected that other organisations will be responsible for addressing these works. The only intersection that Council is looking to WCCEP to directly contribute to is the Darcy Road/Bridge Road/Coles intersection (excluding driveways for the site or internal roads).

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The site on the southeast corner of Darcy Road/Bridge Road/Coles intersection (referred to as the 'Health site' going forward) currently has relatively low-density accommodation and is likely to be a future development site. As such, it is expected that it would contribute to traffic delays at the Darcy Road/Bridge Road/Coles intersection and should contribute to its upgrade. This site also contains land that could be used as part of the intersection upgrade.

The WCCEP and Health Site should fully fund the cost of upgrading the Darcy Road/Bridge Road/Coles intersection. An apportionment of the cost could be based on the volume of traffic from each site that is forecast to travel through the intersection in the AM and PM weekday peak hours (7:30am – 9:30am and 2:30pm – 6:00pm). The formula for the contribution for WCCEP would be as follows:

$$\frac{\text{WCCEP peak hours traffic volume}}{\text{WCCEP + Health site peak hours traffic volume}} \times \text{Cost of upgrade works}$$

Consideration should also be given to a scenario where the trigger for the intersection upgrade is reached before the Health Site develops. It is preferred that all the upgrade work be done at one time, so if the Health Site development is likely to occur in a reasonable period of time, then it is likely that Council would support a deferral of the work so that both development sites can contribute to a single solution to the works. However, if it is decided that the intersection upgrade cannot wait for the Health Site development then the works would need to be staged.

The matter would be complicated if the redevelopment of the Health site occurred without appropriate requirements to contribute to the intersection upgrade. However, Council would not support this.

The Health site also provides an opportunity to provide a vehicle connection between Bridge Road and the WCCEC primary school pick up and set down. Such a connection would reduce the WCCEC impact on the Darcy Road/Bridge Road/Coles intersection. The vehicle connection could be an internal road that is necessary for the Health site, with the only changes being a right of way for the school and construction of a link across the creek. However, at this stage there is no firm proposal for such a vehicular link. This option may reduce the works to upgrade the Darcy Road/Bridge Road/Coles intersection and reduce the overall costs for the two sites.

Regarding Condition A12 the applicant has objected to the requirement to undertake the works, noting that it may be more appropriate for Council and TfNSW to undertake some work items. Whilst Council is willing to remain part of the discussions, the applicant should continue to be responsible for the mitigation measures. A solution that purely involves a monetary contribution is not supported as other funding sources may not be available.

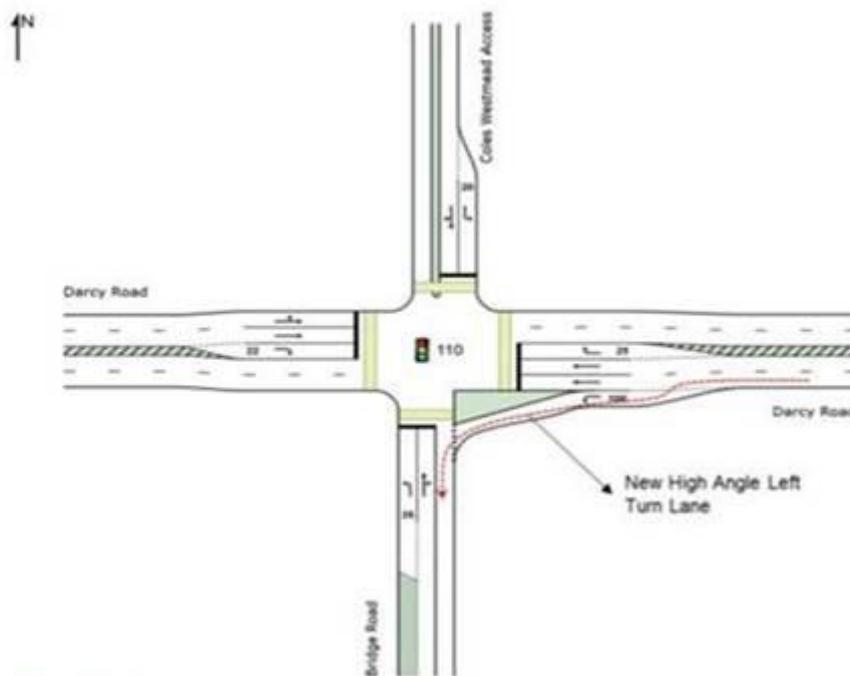
Regarding Condition A10 and A12, the applicant has suggested that the WCCEP needs to be identified as the primary contributing factor to the reduction of Level of Service in order for the applicant to address. Council does not support this suggestion and has put forward an alternative approach as detailed above. The suggestion by Council provides an equitable and fair approach to contributing to solutions for this intersection.

Part (k) of condition A10 states the following:

*(k) includes additional management/mitigation measures at the Darcy Road / Bridge Road / Coles Carpark intersection to optimise road safety in accordance with TfNSW, Austroads guidelines and Australian Standards (including upgrades if necessary), if the traffic assessment concludes that the performance of this intersection is worse than that predicted by the TAA, and the traffic generated by this development is a contributing factor to the LoS deterioration (due to the impact of development traffic flow through the intersection).*

Council raises concerns regarding the section that states ‘...if the traffic assessment concludes that the performance of this intersection is worse than that predicted by the TAA...’. The applicant has suggested that Level of Service of D should be targeted, which is a better standard than in the TAA. However, the applicant also suggests that others fund the majority of this work. This is not acceptable, and the intent of the condition should remain. Council is concerned that the specific scenario predicted in the TAA has not been identified. It is recommended that the 2033 AM and PM Do Minimum scenarios be specified as the target.

The TAA also includes a concept plan for upgrading the Darcy Road/Bridge Road/Coles intersection, which adds a westbound left turn lane (with high entry angle) to the existing intersection (see below). In addition to this proposal, it is likely that a 3<sup>rd</sup> northbound lane could be installed for the approach to the intersection (by road widening on the Health Site). Ideally the existing eastbound right turn lane could be lengthened, but it is not yet known if this is feasible. It is noted that the proposed condition requires further consultation with Council in relation to these plans



**Figure 7.1: Proposed High Angle Left Turn Lane at the Darcy Road / Bridge Road Intersection**

### **Conditions B1, E4 and F1 – Through Site Pedestrian Link**

Council is not supportive of the proposed changes to condition B1, E4 and F1 as the WCCEC will benefit from this through site link as it will encourage walking and reduce vehicle trips. It reduces the walking distance to and from Bridge Road by approximately 450m in each direction. Furthermore, Bridge Road could act as an overflow pick up/set down area if vehicle delays on the route to the school become excessive. Students would then walk along the link rather than being driven all the way into school.

The through site link is intended to be a reciprocal arrangement between the WCCEC and the Health Site. It would benefit both. The link would also provide the Health Site with a more direct access to Westmead Station, Light Rail, and North West Transitway (thereby encouraging active transport). It is practical to limit use of the link across the WCCEC to set hours such as 7am to 5pm school days. It is not practical to limit the link only to students/residents/employees/clients/customers of the future Health Site

development. Therefore, it is recommended that be available for the public, but only for hours that would be set in the conditions of consent for the WCCEC development.

It is understood that the condition may result in the need for a fence and gates that would separate the school oval from the car park and buildings.

**Conditions E5 and E35 – Open Space Provisions**

Council has no comment with the proposed changes to conditions E5 and E35 as these are mostly administrative edits.

**Condition E43 – Community Access to Recreation Facilities**

Council does not support the proposed deletion of condition E43 as the inclusion of this condition was a key part of Council removing their previous objection to the application. Council's draft Community Infrastructure Strategy (CIS) has identified a lack of sporting fields and active recreational facilities in the surrounding area, with existing Council facilities being at or near capacity.

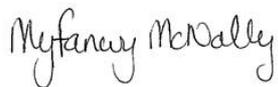
The provision of open space within the Westmead precinct is a high priority.

**Conclusion**

It is noted that this is the recommendation of Council officers and has not been endorsed at a Council meeting.

Council appreciates the opportunity to meet with the Planning Commission and appreciate the further consideration of our concerns in determining the application.

Yours sincerely



Myfanwy McNally  
**City Significant Development Manager**