

**Wahroonga Estate MP 07\_0166 MOD 6 and MP 10\_0070 MOD 7  
Amended Scope Modification**

**Ku-ring-gai Council submission**

Below are comments on the various headings in the submission by Memphis Strategic, which seeks to simultaneously modify both the Major Project Concept Approval MP 07\_0166 for the Wahroonga Estate (via the proposed Mod 6) and the Major Project Approval MP 10\_0070 issued for Staged Alterations and Additions to Sydney Adventist Hospital (via the proposed Mod 7).

The Kissing Point Road and The Comenarra Parkway intersection

Concepts of a preferred upgrade solution for this intersection were recently forwarded to Council for consideration (although the TTPA report was not provided to Council). The comment in the Memphis Strategic submission was that

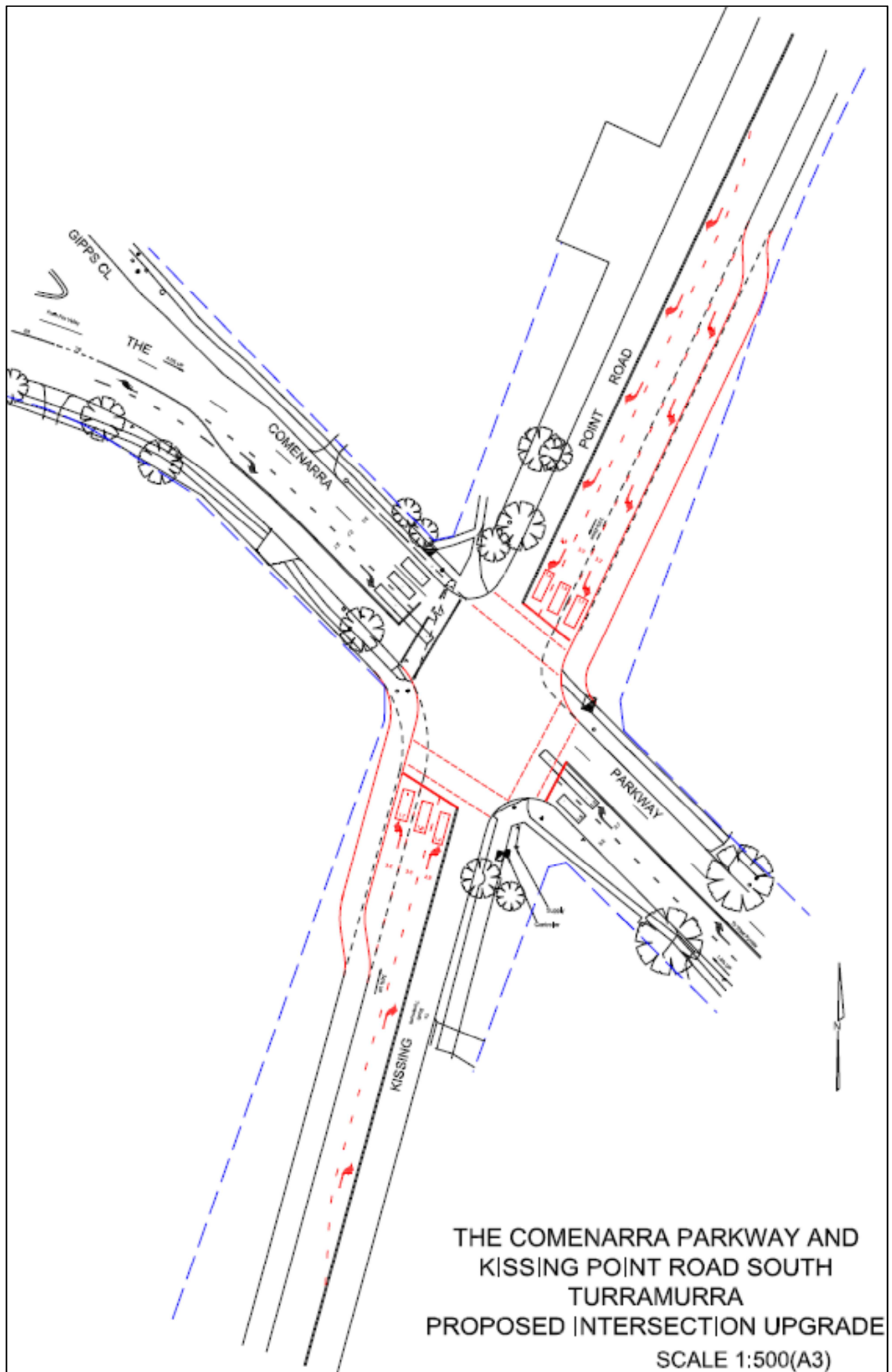
“Whilst the preferred upgrade proposal would reduce delays and queuing during peak periods it does not provide any improvement in the Level of Service (LOS) from ‘D’ rating. The LOS would be unlikely to improve unless both the slip lanes were introduced and approaches from The Comenarra Parkway unconstrained. This would represent a major upgrade to the intersection.”

While the preferred upgrade proposal apparently would not provide an improvement to the overall Level of Service of the intersection, the SIDRA modelling results in the TTPA report indicate benefits to the Kissing Point Road approaches in terms of reduced average delays and queue lengths:

		AM peak		PM peak	
Kissing Point Road		Avg delay (s)	Queue (m)	Avg delay (s)	Queue (m)
NE approach	existing	47.1	128.9	69.8	152.2
	<b>preferred</b>	<b>44.5</b>	<b>63.9</b>	<b>49.2</b>	<b>81.5</b>
SW approach	existing	71.4	165.3	63.3	85.9
	<b>preferred</b>	<b>43.8</b>	<b>78.0</b>	<b>53.9</b>	<b>52.8</b>

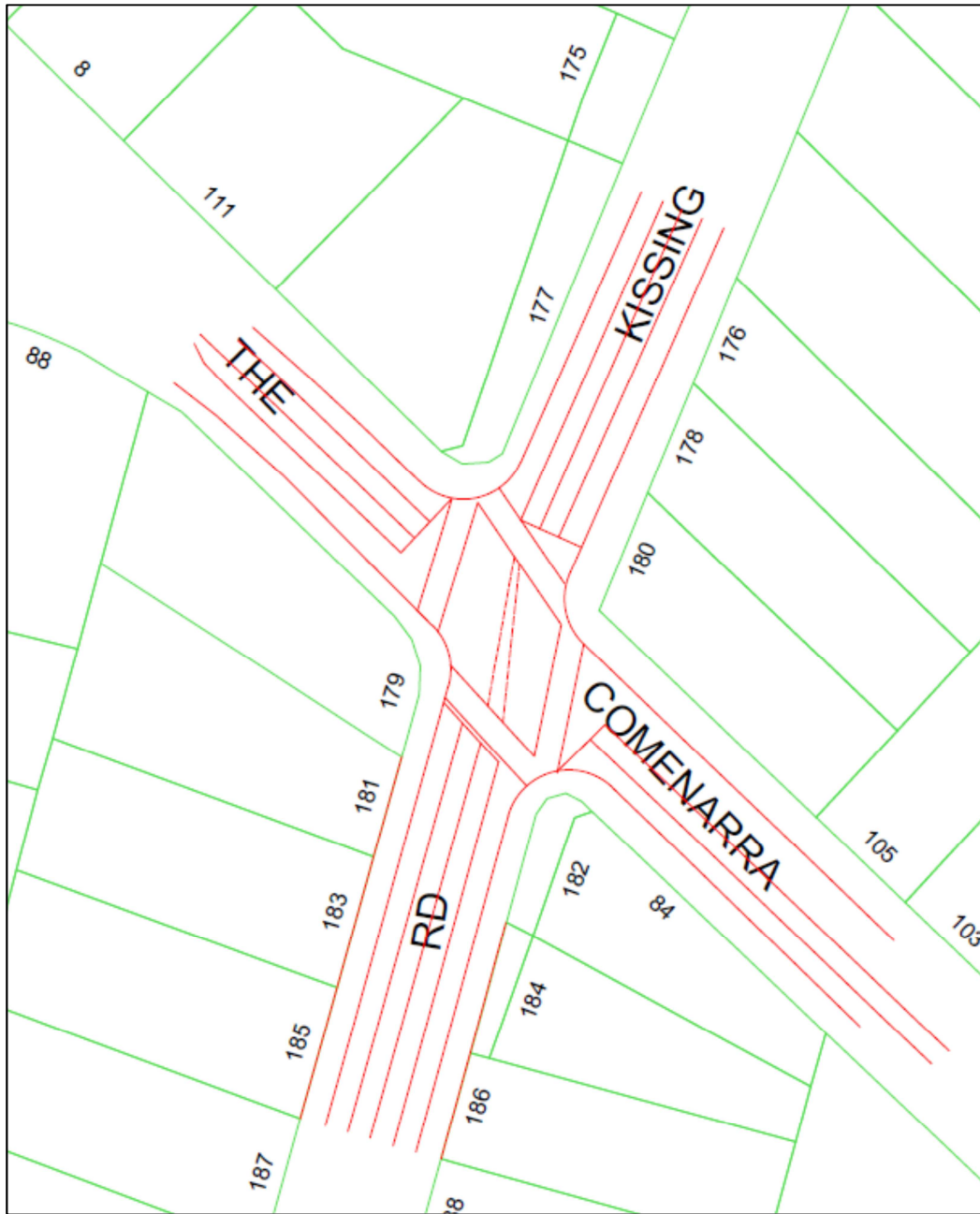
Reduced delays and queue lengths would have tangible benefits to the Turramurra community, particularly those residents living in South Turramurra, students and teachers of Turramurra Public School and South Turramurra High School, as well as users of the Canoon Road Recreation Area and the associated netball facilities.

Also, the preferred upgrade proposal and concept sketch (see below) shows the need for property acquisition at the north-eastern and south-western sides of the Kissing Point Road approaches to the intersection (in red).



THE COMENARRA PARKWAY AND  
KISSING POINT ROAD SOUTH  
TURRAMURRA  
PROPOSED INTERSECTION UPGRADE  
SCALE 1:500(A3)

Given, though, that the Kissing Point Road road reserve is 20m wide, 4 lanes on each leg (i.e. 3 approach lanes and 1 departure lane) could be accommodated without the need for acquisition. The Comenarra Parkway has a similar road reserve width and currently accommodates 4 lanes of traffic in the road carriageway. While this would require some utility adjustments (as would the preferred upgrade proposal), this would be less costly and more timely than the need to acquire property (see sketch below).



Therefore, there would still be merit in an upgrade of this intersection, and further discussion with the applicant is required as to the feasibility of accommodating the necessary traffic lanes within the existing Kissing Point Road road reserve, and the associated costs (vs the feasibility & costs of the preferred upgrade proposal incorporating land acquisition).

### The school intersection

Due to ongoing discussions between Council, the proponent and RMS regarding the configuration of the intersection, it is agreed that there are delays in the approval of the intersection works, and therefore it may not be possible to complete the school intersection works by the time specified in the recent SSD modification.

### Comments on proposal to update Mod 6 with modified wording for Condition B7

As noted in the Memphis Strategic submission, RMS has advised that it is not prepared to enter into an overarching Deed of Agreement for works on roads, the majority of which do not fall under its control. It is agreed that an alternate delivery mechanism is required, and a suggestion by Memphis Strategic includes entering into specific Works Authorisation Deeds (or similar) with RMS and/or Council for each intersection. This approach is supported.

There is no objection to the modified wording of the condition subject to:

- Council and RMS discussion of the TTPA report / SIDRA modelling of the performance of the preferred upgrade proposal of the intersection of The Comenarra Parkway and Kissing Point Road (noted in “The Kissing Point Road and The Comenarra Parkway intersection” above). Council would like further discussions to take place between the proponent, Council and RMS on the possibility of carrying out these works given the benefits to the Kissing Point Road approaches;
- Clarification/additional information on anticipated timings/dates referred to in the remaining works in Condition B7 1) a) I-V.

### Comments on Mod 7 proposal to delete E1 Transport and Access

As the updated wording in Condition B7 includes milestone triggers for the works, there is no objection to removing this condition.