

EXPRESS GROUP PTY LTD

UPDATED TRAFFIC REPORT FOR
LEP AMENDMENT TO INCLUDE
TRUCK FACILITIES AT
194 CAMPBELLTOWN ROAD,
DENHAM COURT

AUGUST 2020

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REF: 10909/3

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Appendix A - TfNSW correspondence

Appendix B - Previous traffic report

I. UPDATED TRAFFIC REPORT

- I.1 This document is an updated traffic report addressing the matters raised in the Gateway determination of 4 November 2019.
- I.2 The site has previously been rezoned, and has DA consent for, a service station, café and car wash. We prepared reports^{1,2} in support of the approved development.
- I.3 The Sydney Western City Planning Panel meeting was held on 21 June 2019 which determined that a planning proposal to remove the restriction on large trucks accessing the site should be submitted for a Gateway determination. To address matters raised in the panel's record of decision, we prepared a further traffic report³. A copy of that report is provided as Appendix B.
- I.4 The Gateway determination was issued on 4 November 2019, and includes the following:

...the planning proposal is to be amended as follows:

- (e) *Update the supporting Traffic Report to address the suitability of the proposed long vehicle movements and access and egress arrangements;*

¹ Traffic Report for Planning Proposal for Proposed Service Station, Denham Court, November 2014.

² Traffic Report for Proposed Service Station, Food Outlet, Car Wash Café and Tyre Repair Workshop, Denham Court, August 2015.

³ Traffic Report for Providing for Trucks at Approved Service Station Site, 194 Campbelltown Road, Denham Court, July 2019.

3. *Consultation is required with the following public authorities/organisations under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant 9.1 Directions:*

- *Roads and Maritime Services;*
- *Transport for NSW;*

I.5 These matters are addressed through the following sections:

- access, servicing and internal layout;
- consultation; and
- summary.

Access, Servicing and Internal Layout

I.6 An amended plan for the development, dated 17 January 2020, has been prepared by the project architect. Access to the site will be effectively the same as for the approved development. There is an entry driveway to the site near its northern end and an exit driveway toward the southern end. The driveway widths are in accordance with the Australian Standard for Parking Facilities (Part 2: Off-street commercial vehicle facilities), AS 2890.2:2018.

I.7 The approved right turn bay in Campbelltown Road has been designed to accommodate the turning movements of trucks, including to allow petrol delivery tankers to access the site. Swept paths showing 26 metre b-doubles entering and exiting the site with the approved right turn bay and proposed driveways are shown in Figure I.

- I.8 The truck refuelling area, on the northern side of the site, is well within the site, providing substantial queuing area. It is separate to and clear of the car refuelling area. Trucks refuelling on the site will therefore not affect Campbelltown Road.
- I.9 As noted above, the fuelling area for cars has been previously approved. Two vehicles are readily able to queue at each fuel bowser, without affecting circulation, as shown in Figure 2.

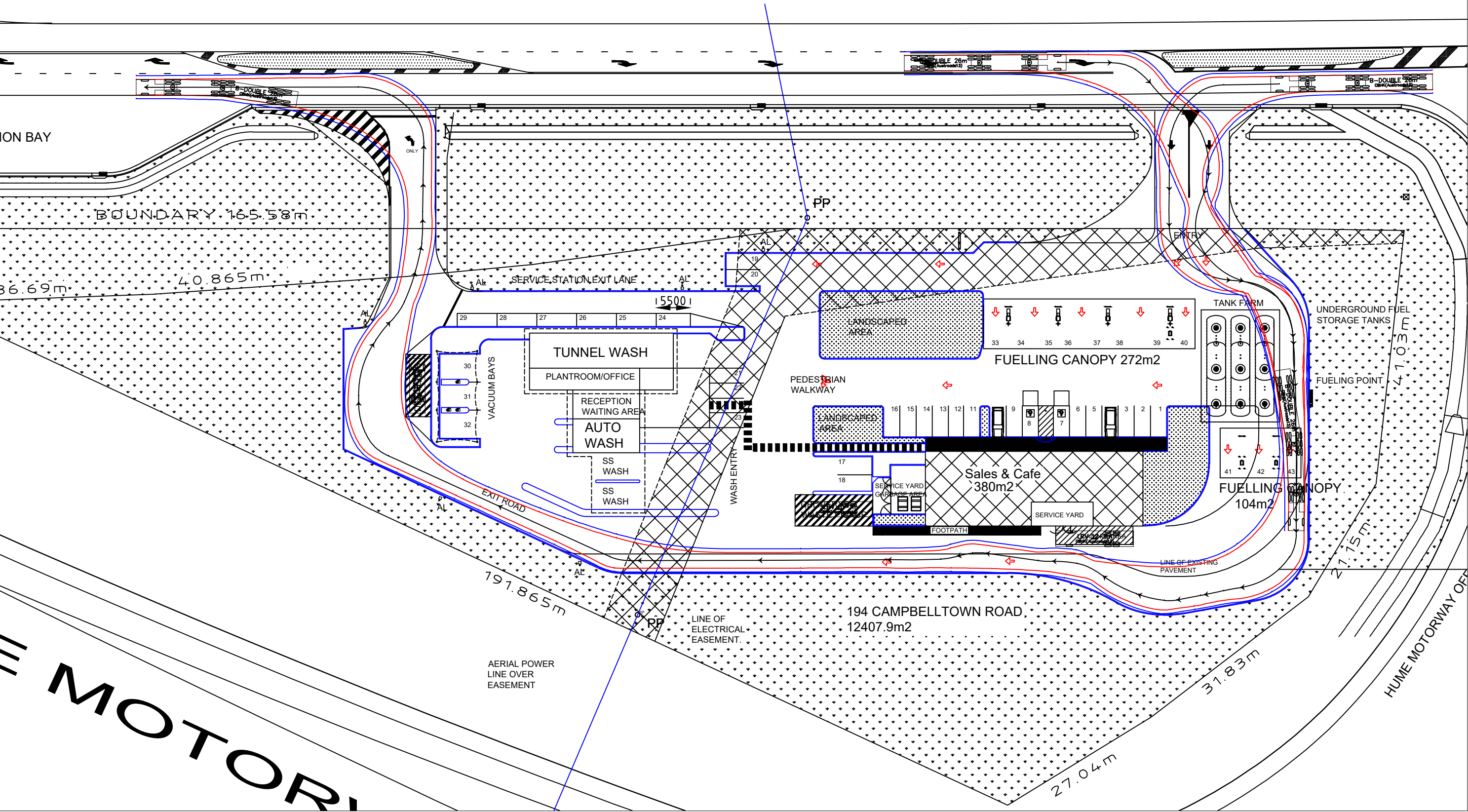
Consultation

- I.10 Since the Gateway determination, Roads and Maritime Services has been dissolved and merged into Transport for NSW on 1 December 2019. We have therefore consulted with TfNSW with regards to the Gateway determination. A copy of the correspondence with TfNSW is provided as Appendix A.
- I.11 TfNSW did not raise any additional matters for consideration.

Summary

- I.12 In summary, the main points relating to the updated traffic report regarding the Gateway determination are as follows:
- i) the site can appropriately cater for large vehicles; and
 - ii) a summary of consultation with TfNSW is attached.

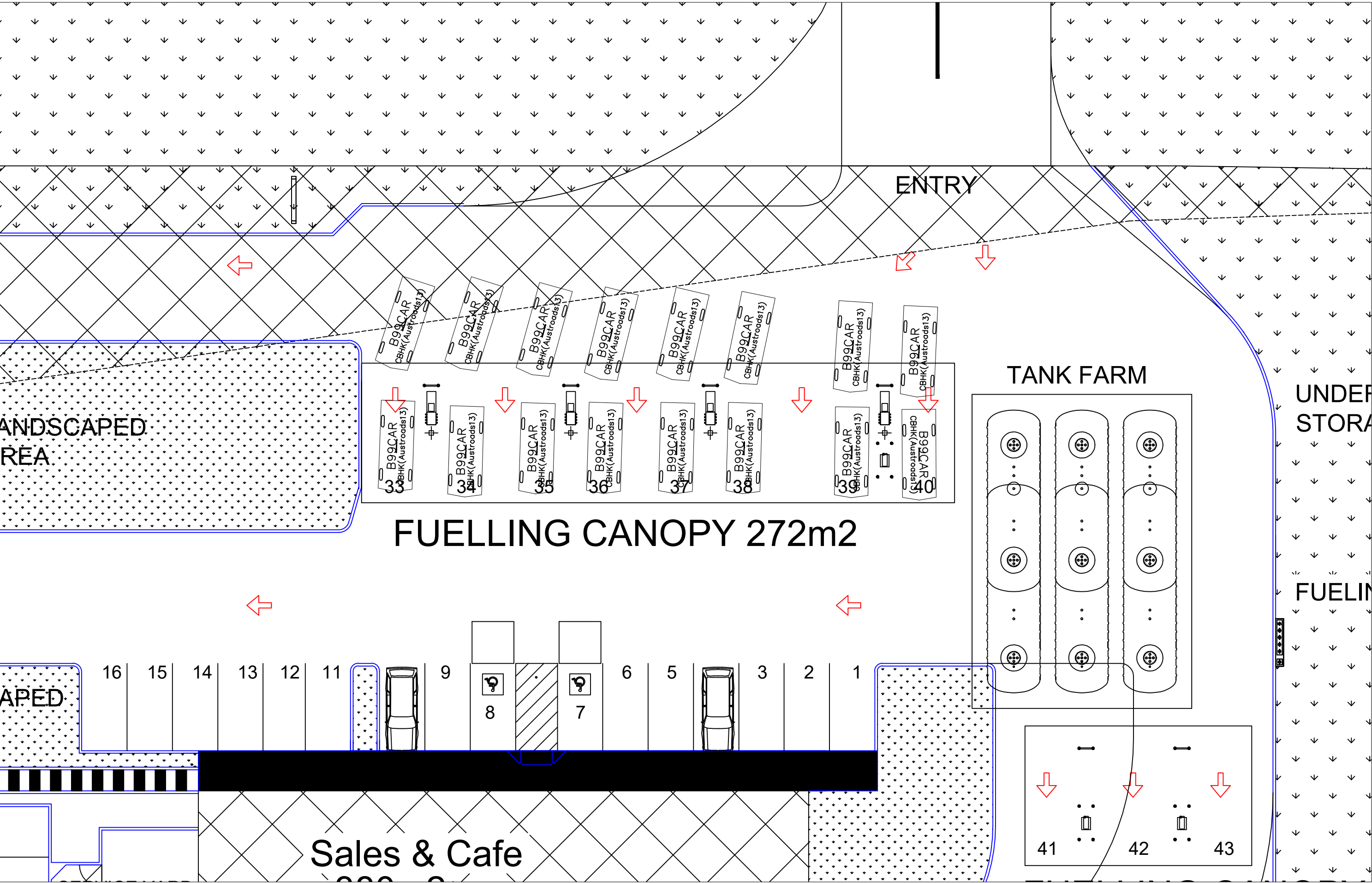
CAMPBELLTOWN ROAD



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

26.0m B-DOUBLE VEHICLE
SWEPT PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,
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— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

PETROL QUEUING

APPENDIX A

TfNSW CORRESPONDENCE

Michael Corban

From: James Hall <James.HALL@transport.nsw.gov.au>
Sent: Wednesday, 12 August 2020 11:12 AM
To: Joshua Hollis
Cc: Cheramie Marsden
Subject: RE: 194 Campbelltown Road, Denham Court

Hi Josh,

Apologies for not getting back to you sooner.

TfNSW reiterates all the advice provided by former Roads and Maritime Services in the email below of 17 June 2019 and remains of the view that the issue of the size of vehicle permitted to access the site should be addressed at the Part 4 DA stage as this is a detailed design requirement.

Regards,

James Hall
Senior Land Use Planner
Strategic Land Use
Land Use, Networks and Development

From: Joshua Hollis [mailto:joshua.hollis@cbrk.com.au]
Sent: Wednesday, 29 July 2020 3:01 PM
To: James Hall <James.HALL@transport.nsw.gov.au>
Subject: RE: 194 Campbelltown Road, Denham Court

Hi James,

Thanks for your time just now.

As discussed, this site now has gateway determination to amend the LEP to remove the restriction on large trucks. A copy of the gateway determination is attached.

One of the requirements of the determination is that consultation be undertaken with Roads and Maritime Services and Transport for NSW.

Could you please confirm that the below captures RMS/TfNSW requirements for the site or whether anything further is required?

In the meantime, please let me know if you need any further information.

Regards,

Joshua Hollis
Director
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821 Pacific Highway
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From: James Hall [<mailto:James.HALL@rms.nsw.gov.au>]
Sent: Monday, 17 June 2019 5:36 PM
To: Joshua Hollis
Cc: Cheramie Marsden; Rachel Davis
Subject: RE: 194 Campbelltown Road, Denham Court

Hi Josh,

I refer to your email below seeking advice from Roads and Maritime Services on Clause 17 of Schedule 1 of Campbelltown LEP, that prohibit long vehicles (7.5 metres in length or longer) from any diesel or gas fuelling point associated with a service station on the subject site.

I note that the attached minutes of the Local Planning Panel Meeting of 11 December 2018 indicates that the panel members stated that the views of the Roads and Maritime on the removal of the long vehicle restriction ought to have been sought prior to approaching Council.

Roads and Maritime raises no objection to the deletion of the following clauses currently applicable to the site in Campbelltown LEP:

2 (a) *"does not include a diesel or gas fuelling point for long vehicles (within the meaning of rule 200 of the [Road Rules 2014](#)), and*
2 (b) *is not designed or constructed to be used by such long vehicles".*

As part of any future Development Application lodged for the subject site, the standard heads of consideration as part of the documentation and assessment process, should include (but not limited to) the following:

- Assessment of compliance of design vehicle swept paths to/from the subject site, as well as manoeuvrability with the site, to Australian Standards
- Adequate storage of vehicles queuing to access the fuelling points without impacting the network operation of Campbelltown Road
- Impact of design vehicle entering the site on the operational performance on the intersection of Campbelltown Road/Hume Highway off-load ramp.
- Design of driveways to accommodate the design vehicle.

Roads and Maritime is also of the view that the proposed service station would be significantly more desirable for use by motorists/driver with a destination within this District as it would be a circuitous route for motorists after accessing the site via the Hume Highway off-load ramp to then continue their journey on the Hume-Highway via a detour in excess of 2km at a minimum.

If you wish to discuss further, please contact me on 0418962609.

Regards,

James Hall
Senior Land Use Planner
Strategic Land Use
Sydney Planning
M 0418 962 609
www.rms.nsw.gov.au
Every journey matters

From: Joshua Hollis [<mailto:joshua.hollis@cbrk.com.au>]
Sent: Thursday, 6 June 2019 1:13 PM
To: James Hall
Subject: 194 Campbelltown Road, Denham Court

Hi James,

Thanks for your time on the phone today.

As discussed, the above site (location shown in our attached report) was subject to an LEP amendment in 2015 to permit development of a service station. I understand the site was previously owned by RMS from which it was purchased by my client.

A copy of the RMS letter provided to council at the time of the LEP amendment is attached.

Clause 17 of Schedule 1 of the Campbelltown LEP is as follows:

Use of certain land at 194 Campbelltown Road, Denham Court

- (1) (1) *This clause applies to land at 194 Campbelltown Road, Denham Court, being Lots 73 and 74, DP 22711.*
(2) (2) *Development for the purpose of a service station is permitted with development consent, if the service station:*
- (a) *does not include a diesel or gas fuelling point for long vehicles (within the meaning of rule 200 of the [Road Rules 2014](#)), and*
 - (b) *is not designed or constructed to be used by such long vehicles, and*
 - (c) *is designed and constructed to be used by heavy vehicles (within the meaning of the [Road Rules 2014](#)) only for the purpose of fuelling, and*
 - (d) *is not able to be accessed from a freeway.*

The council reasons for not wanting trucks on the site, from its report, are as follows:

- *It would have the potential to unnecessarily increase the volume of 'passing by' heavy vehicle traffic on the surrounding local roads, thus resulting in adverse environmental impacts including increase noise and air pollution.*

Theoretically, trucks travelling on the F5 would access the service station for refuelling services directly from the F5 exit ramp that is adjacent to the site. In order for those trucks to continue their journey on the F5 after refuelling, they need to travel through Campbelltown Road to Williamson Road (at the roundabout). To Brooks Road and then back to the F5 (refer to Attachment 7 that shows a map of this route). The trucks' movement (exiting and entering the F5) would potentially and unnecessarily generate additional volumes of heavy vehicle on local roads, thus adversely impacting upon the road network within the locality.

Another matter for consideration is the potential additional impacts on local roads (Williamson Road and Brooks Road) pavements and the need to undertake more frequent maintenance on those roads.

- *Given the close proximity of the proposed entrance to the service station to the traffic lights at the intersection of Campbelltown Road and the F5 exit ramp, there is a legitimate concern that trucks queuing for refuelling at the service station may potentially cause traffic congestion on both Campbelltown Road and the F5.*
- *Increased noise and air pollution, particularly where heavy vehicles had to make a complete stop at the refuelling point and restart of the engine to leave the site.*

- *It is considered that refuelling or servicing of heavy vehicles on site would undermine the objective of this zone and create a land use conflict with adjoining rural-residential development.*

The site is bounded by the M5 Motorway, the Denham Court off-ramp and Campbelltown Road, which are classified state roads and b-double routes, designed and intended to (and do) carry significant number of heavy vehicles. The off-ramp is used by significant traffic travelling to the adjacent industrial areas.

We do not agree with council's view that allowing trucks on the site would result in significant additional trucks on local roads or diverting from the M5. Trucks wishing to continue north on the M5 would not use this service station (due to the circuitous route required to travel back to the M5), being far more likely to use the other service stations at Sutton Forest, Marulan or Pheasants Nest. Trucks using this site would *already* be exiting the M5 or travelling along Campbelltown Road to the adjacent industrial areas.

We do not know whether RMS was specifically aware of the intended restriction on heavy vehicles when it wrote its letter in 2014. Regardless, my client is now seeking to remove the restriction on heavy vehicles, so that trucks are able to refuel. He has DA approval under the existing LEP controls for a petrol station. A copy of the consent is attached.

The approved development would not require significant modification to provide for trucks. Attached is a copy of the plan showing how trucks will be able to enter the site and circulate.

The request to amend the LEP has been refused by council, and is now being considered by the Sydney Western City Planning Panel on 18 June. A link to the panel documentation is at https://www.dropbox.com/s/0kl95db7wqbnru1/2019WCI012%20Rezoning%20Review%20Business%20Paper_LGA_Campbelltown_18%20June%202019.pdf?dl=0

It is a long document so I have endeavoured to summarise the key points above. I've also attached copies of our report for the current amendment, as well as two letters written in response to the matters raised by council through the process.

If the RMS is in agreement that there is no issue in allowing trucks onto the service station site to refuel, would you be able to respond by letter prior to the meeting on 18 June?

Of course, I would be happy to discuss further if there is anything unclear or if you need any further information.

Regards,

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APPENDIX B

PREVIOUS TRAFFIC REPORT

EXPRESS GROUP PTY LTD

TRAFFIC REPORT FOR PROVIDING
FOR TRUCKS AT APPROVED
SERVICE STATION SITE,
194 CAMPBELLTOWN ROAD,
DENHAM COURT

JULY 2019

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REF: 10909/2

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Appendix - RMS correspondence

I. INTRODUCTION

I.1 Colston Budd Rogers and Kafes Pty Ltd has been commissioned by Express Group Pty Ltd to prepare a report examining the traffic implications of providing for trucks at the service station site at 194 Campbelltown Road, Denham Court. The site has previously been rezoned, and has DA consent for, a service station, café and car wash. We prepared reports^{1,2} in support of the approved development.

I.2 An amendment to the Campbelltown Urban Area Local Environmental Plan 2015 to permit trucks on the site has Gateway approval. The Sydney Western City Planning Panel, in its Record of Decision of 21 June 2019, includes the following:

The RMS in its response listed the following matters concerning which information ought to be available for assessment:

- *Assessment of compliance of design vehicle swept paths to/from the subject site, as well as manoeuvrability with the site, to Australian Standards.*
- *Adequate storage of vehicles queuing to access the fuelling points without impacting the network operation of Campbelltown Road.*
- *Impact of design vehicle entering the site on the operational performance on the intersection of Campbelltown Road/Hume Highway off-load ramp.*
- *Design of driveways of accommodate the design vehicle.*

¹ Traffic Report for Planning Proposal for Proposed Service Station, Denham Court, November 2014.

² Traffic Report for Proposed Service Station, Food Outlet, Car Wash Café and Tyre Repair Workshop, Denham Court, August 2015.

The Panel expected that such information would be provided in the form of an updated traffic engineer's report prior to exhibition, together with an acoustic report updated to take the final traffic engineering report into account. That material should be provided to the RMS for a response at an appropriate stage, noting that both Campbelltown Road and the egress way from the Highway onto Campbelltown Road are both classified roads.

- 1.3 We note that the RMS correspondence (appended to this report) indicates that this information should be provided at the development application stage.
- 1.4 Concurrent with the Gateway exhibition, a development application is being made for the modifications to accommodate trucks on the site. The modifications include a refuelling area and canopy for trucks on the northern side of the site.
- 1.5 This report has therefore been prepared to accompany the development application for the modifications to provide for trucks on the site, and to accompany exhibition of the planning proposal, including addressing the matters raised by RMS and the planning panel above.
- 1.6 The traffic implications are addressed in the following chapter.

2. TRAFFIC IMPLICATIONS OF PROVISION FOR TRUCKS

2.1 The traffic implications are set down through the following sections:

- site location and road network;
- approved development;
- proposed provision for trucks;
- access, servicing and internal layout;
- traffic implications;
- matters raised by RMS and panel;
- summary.

Site Location and Road Network

2.2 194 Campbelltown Road is on the eastern side of Campbelltown Road at Denham Court, between McCormack Place to the north and Williamson Road to the south. The M5 Motorway is east of the site. There is a northbound exit from the M5 adjacent to the site's eastern and northern boundaries. The exit intersects Campbelltown Road at a signalised intersection adjacent to the site. The site location is shown in Figure 1.

2.3 Adjacent to the site, Campbelltown Road provides for one traffic lane in each direction with sealed shoulders and a 70 kilometre per hour speed limit. It passes over the M5, south of the site. Further south it intersects Williamson Road, which provides access to the Ingleburn Industrial Estate. There is a roundabout at the Campbelltown Road/Williamson Road intersection. The fourth leg of the roundabout provides a southbound on-ramp to the M5.

Approved Development

- 2.4 The approved development includes a service station, convenience store of 210m², café of 170m² and car wash. Vehicular access is approved from Campbelltown Road, with a right turn bay in Campbelltown Road. That development is under construction.
- 2.5 An amendment to the Campbelltown Urban Area Local Environmental Plan 2015 to permit trucks on the site has Gateway approval.

Proposed Provision for Trucks

- 2.6 Concurrent with the Gateway exhibition, a development application is being made for the modifications to accommodate trucks on the site. The modifications include a refuelling area and canopy for trucks on the northern side of the site. Minor modifications to the driveways and the extent of the pavement are proposed to accommodate truck swept paths.

Access, Servicing and Internal Layout

- 2.7 Access to the site will be effectively the same as for the approved development. There is an entry driveway to the site near its northern end and an exit driveway toward the southern end. Minor modifications to the driveway configurations are proposed. The driveway widths proposed are in accordance with the Australian Standard for Parking Facilities (Part 2: Off-street commercial vehicle facilities), AS 2890.2:2018.
-

- 2.8 The approved right turn bay in Campbelltown Road has been designed to accommodate the turning movements of trucks, including to allow petrol delivery tankers to access the site. Swept paths showing 26 metre b-doubles entering and exiting the site with the approved right turn bay and proposed driveways are shown in Figure 2.
- 2.9 The truck refuelling area, on the northern side of the site, is well within the site, providing substantial queuing area. It is separate to and clear of the car refuelling area. Trucks refuelling on the site will therefore not affect Campbelltown Road.
- 2.10 As noted above, the fuelling area for cars has been previously approved. Two vehicles are readily able to queue at each fuel bowser, without affecting circulation, as shown in Figure 3.

Traffic Implications

- 2.11 Traffic generated by the approved development would have its greatest effects during weekday morning and afternoon peak hours when it combines with other traffic on the surrounding road network. In order to gauge traffic conditions, counts were undertaken at these times at the intersection of Campbelltown Road with the M5 off-ramp. The results of the surveys are shown in Figures 4 and 5, and summarized in Table 2.1.

Table 2.1: Two-way (sum of both directions) peak hour traffic flows			
Road	Location	AM peak hour	PM peak hour
Campbelltown Road	North of M5 ramp	1,035	1,000
	South of M5 ramp	1,445	1,125
M5 ramp	East of Campbelltown Road	970	475

2.12 Table 2.1 shows that Campbelltown Road carried some 1,000 to 1,450 vehicles per hour two-way during the surveyed peak hours. Flows on the M5 off-ramp were some 500 to 1,000 vehicles per hour two-way.

2.13 The capacity of the road network is largely determined by the capacity of its intersections to cater for peak period traffic flows. The intersection of Campbelltown Road with the M5 off-ramp has been analysed using the SIDRA program for the traffic flows shown in Figures 4 and 5.

2.14 SIDRA provides a number of performance measures. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle. Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):

- For traffic signals, the average delay per vehicle in seconds is calculated as delay/(all vehicles), for roundabouts the average delay per vehicle in seconds is selected for the movement with the highest average delay per vehicle, equivalent to the following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Satisfactory but operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode
>70	=	"F"	Unsatisfactory and requires additional capacity

- For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Acceptable delays and spare capacity
29 to 42	=	"C"	Satisfactory but accident study required
43 to 56	=	"D"	Near capacity and accident study required
57 to 70	=	"E"	At capacity and requires other control mode
>70	=	"F"	Unsatisfactory and requires other control mode

- 2.15 It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved.
- 2.16 The SIDRA analysis found that the signalised intersection of Campbelltown Road with the M5 off-ramp operates with average delays of less than 25 seconds per vehicle during weekday morning and afternoon peak periods. This represents level of service B, a good level of service.
- 2.17 The RMS "Guide to Traffic Generating Developments" indicates that service stations with convenience stores generate 0.66 A(F), where A(F) is area of the convenience store.
- 2.18 With a convenience store of 210m², the service station would generate some 140 vehicles per hour two-way during peak times. The majority of this traffic would be passing trade, which is traffic driving past the development regardless of its visit to the development. Our assessment is based on 70 per cent passing trade.
-
-

- 2.19 The RMS guidelines include a traffic generation rate of five vehicles per hour per 100m² for restaurants. We have used this rate for the approved café. It would therefore have a traffic generation of some 10 vehicles per hour two-way.
- 2.20 The car wash is not expected to generate significant traffic during peak hours. We have assessed 10 vehicles per hour two-way for the car wash at peak times.
- 2.21 Total traffic generation of the approved development would therefore be some 160 vehicles per hour two-way during peak hours.
- 2.22 In practice, a proportion of customers to the development would visit more than one facility. For example, some customers would purchase food and/or a car wash as well as fuel as part of their trip. This would reduce traffic generation.
- 2.23 The approved development traffic has been assigned to the road network. Existing traffic flows plus traffic from the approved development are shown in Figures 4 and 5, and summarised in Table 2.2.

Table 2.2: Existing two-way (sum of both directions) peak hour traffic flows					
Road	Location	AM peak hour		PM peak hour	
		Existing	Plus approved development	Existing	Plus approved development
Campbelltown Road	North of M5 ramp	1,035	+ 40	1,000	+ 40
	South of M5 ramp	1,445	+ 40	1,125	+ 40
M5 ramp	East of Campbelltown Road	970	-	475	-

- 2.24 Table 2.2 shows that approved development traffic increases on Campbelltown Road would be some 40 vehicles per hour two-way at peak times.

- 2.25 The intersection of Campbelltown Road with the M5 ramp has been re-analysed with SIDRA for the additional approved development traffic flows shown in Figures 4 and 5. The analysis found that the intersection would continue to operate with average delays of less than 25 seconds per vehicle during weekday morning and afternoon peak periods. This represents level of service B, a good level of service.
- 2.26 The site access driveways on Campbelltown Road would operate with average delays for the highest delayed movements of less than 20 seconds per vehicle during peak periods. This represents level of service B, a reasonable level of service.
- 2.27 With the proposed provision for trucks, some 10 trucks per hour would use the service station during peak periods. These trucks would already be in the existing traffic flows on the road network. The Campbelltown Road/M5 ramp intersection would continue to operate with average delays of less than 25 seconds per vehicle, level of service B. The site access driveways would continue to operate with average delays of less than 20 seconds per vehicle, level of service B.
- 2.28 Therefore, the road network will be able to cater for the traffic from the approved development and the proposed provision for trucks.

Matters Raised by RMS and Panel

- 2.29 The matters raised by the RMS, for assessment as part of the development application, and noted by the panel, are discussed below.
- *Assessment of compliance of design vehicle swept paths to/from the subject site, as well as manoeuvrability with the site, to Australian Standards.*
-

2.30 These matters are discussed in paragraphs 2.7 and 2.8. Vehicle swept paths are shown in Figure 2.

- *Adequate storage of vehicles queuing to access the fuelling points without impacting the network operation of Campbelltown Road.*

2.31 This matter is addressed in paragraphs 2.9 and 2.10.

- *Impact of design vehicle entering the site on the operational performance on the intersection of Campbelltown Road/Hume Highway off-load ramp.*

2.32 The operational performance of the intersection of Campbelltown Road with the M5 off-ramp is discussed in paragraphs 2.16, 2.25 and 2.27.

- *Design of driveways of accommodate the design vehicle.*

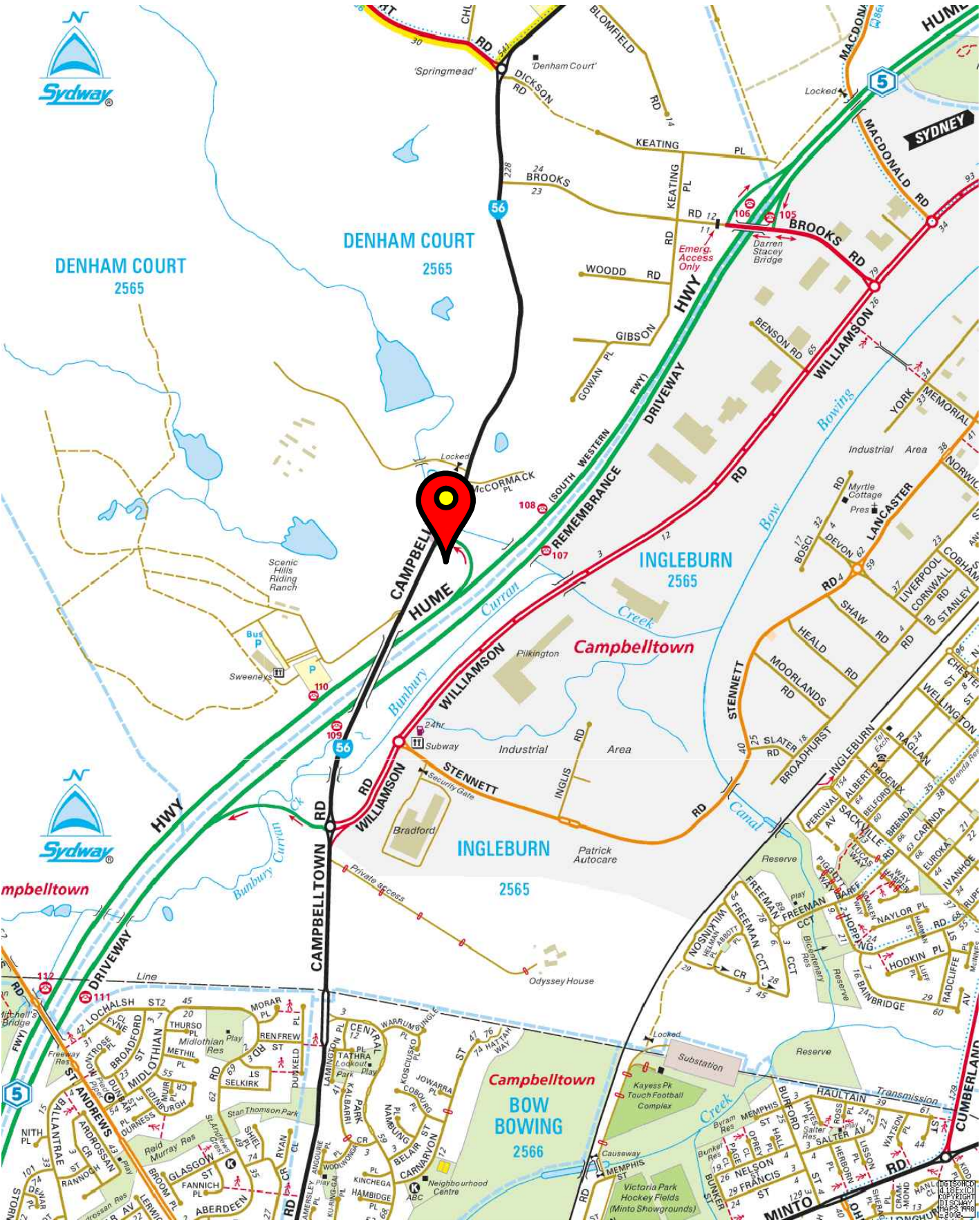
2.33 This matter is discussed in paragraphs 2.7 and 2.8.

Summary

2.34 In summary, the main points relating to the traffic implications of the proposed provision for trucks are as follows:

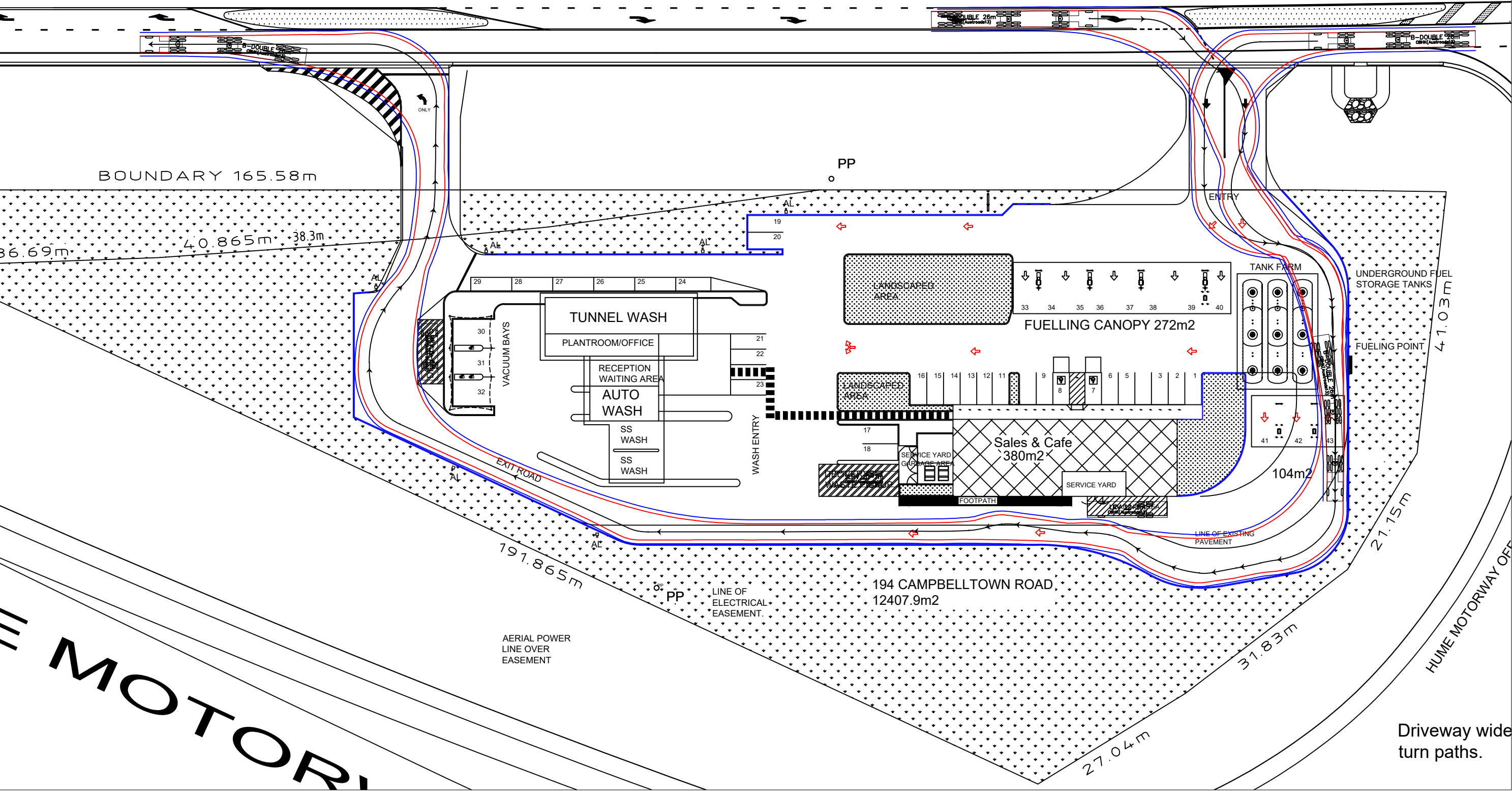
- i) the site has development consent for a service station, convenience store, café and car wash, with vehicular access from Campbelltown Road;
 - ii) it also has Gateway approval for an LEP amendment to remove a restriction on trucks accessing the site;
-

- iii) a development application is being lodged to provide a truck refuelling canopy on the northern side of the site;
- iv) access arrangements are effectively the same as in the approved development, including a right turn bay from Campbelltown Road;
- v) vehicular access, internal circulation and layout are appropriate, and will be provided in accordance with AS 2890.1:2004 and AS 2890.2:2018;
- vi) the road network will be able to cater for the traffic from the approved development and the proposed provision for trucks; and
- vii) matters raised by the RMS and the planning panel are addressed in paragraphs 2.29 to 2.33.



Location Plan

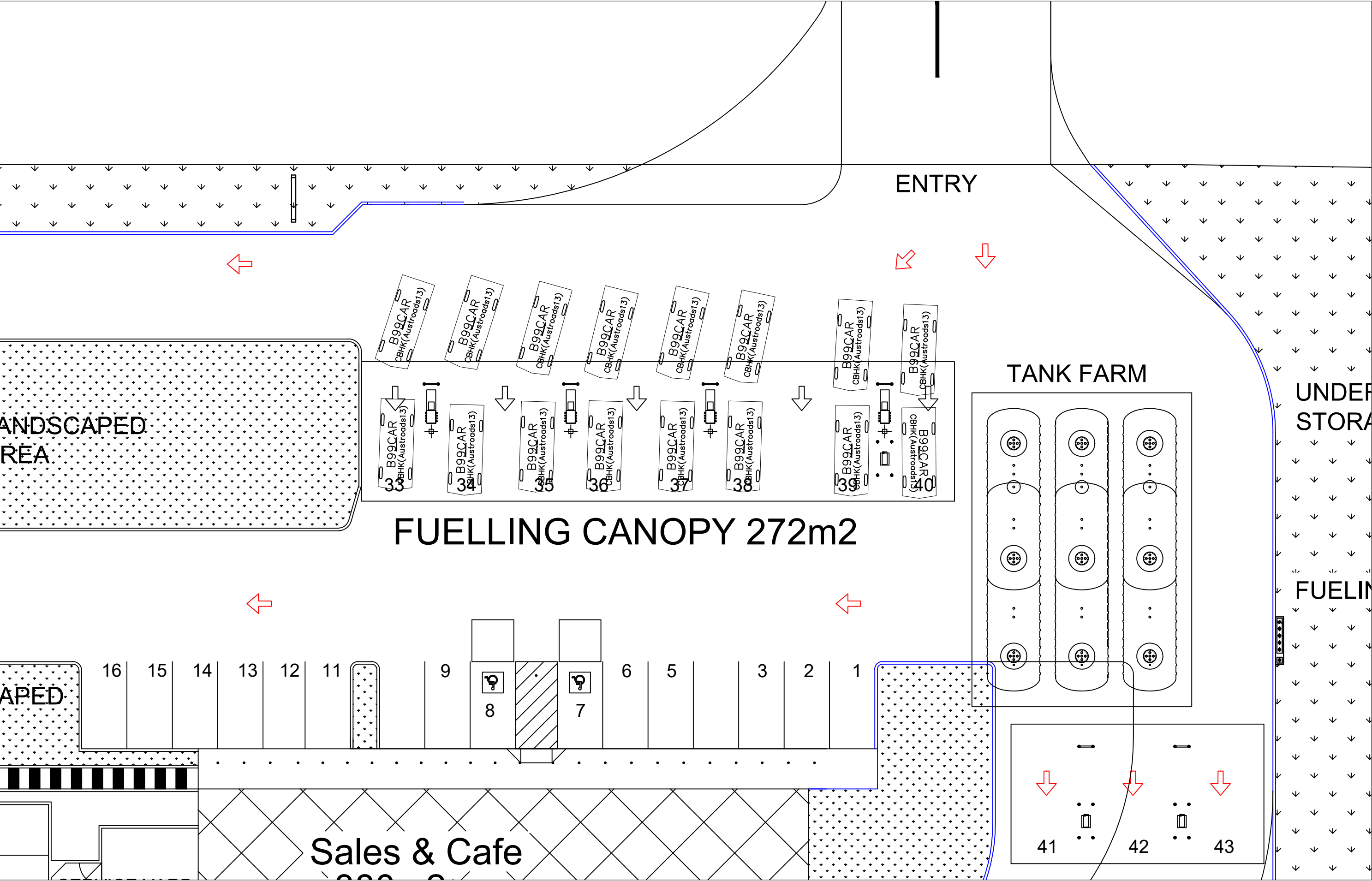
CAMPBELLTOWN ROAD



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

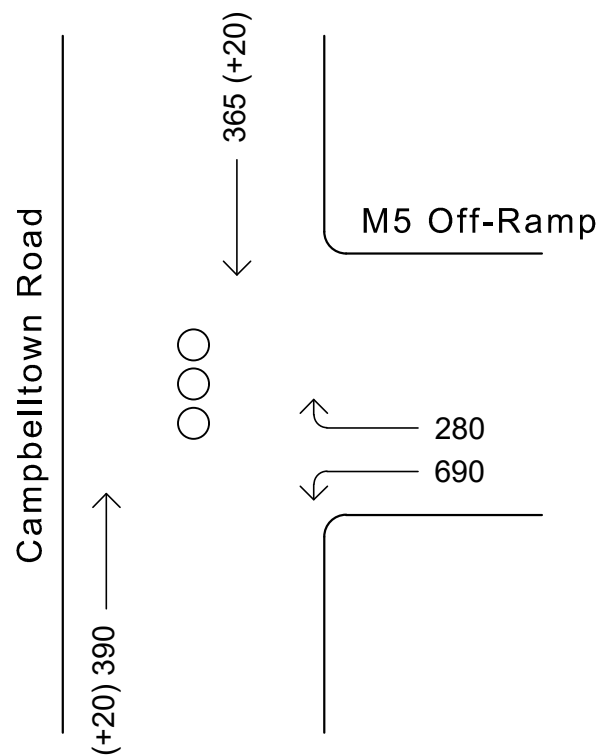
26.0m B-DOUBLE VEHICLE
SWEPT PATHS



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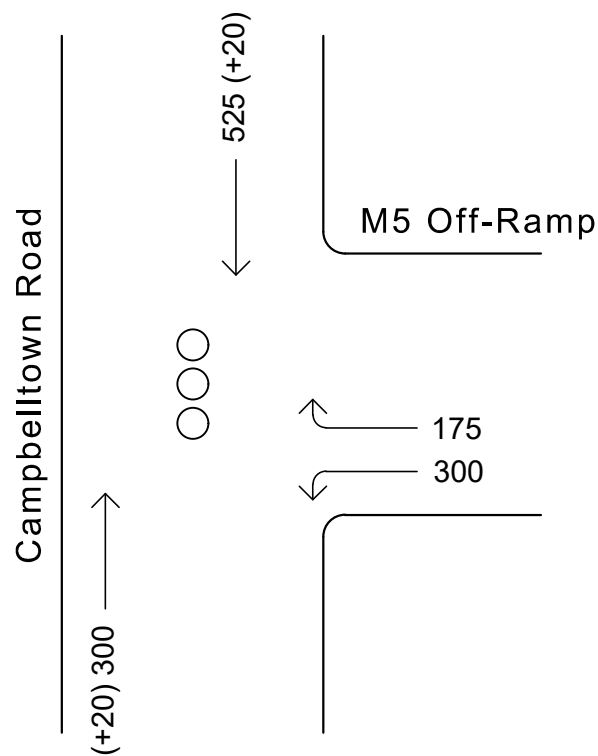
PETROL QUEUING



LEGEND

- 100 - Peak Hour Traffic Flows
- (+10) - Additional Approved Development Traffic
- ⊗ - Traffic Signals

**Weekday morning peak hour
traffic flows plus approved
development traffic**
Figure 4



LEGEND

- 100 - Peak Hour Traffic Flows
- (+10) - Additional Approved Development Traffic
- ⊗ - Traffic Signals

**Weekday afternoon peak hour
traffic flows plus approved
development traffic**
Figure 5

APPENDIX

RMS CORRESPONDENCE

Michael Corban

From: James Hall <James.HALL@rms.nsw.gov.au>
Sent: Monday, 17 June 2019 5:36 PM
To: Joshua Hollis
Cc: Cheramie Marsden; Rachel Davis
Subject: RE: 194 Campbelltown Road, Denham Court
Attachments: 20190614_124406.pdf

Hi Josh,

I refer to your email below seeking advice from Roads and Maritime Services on Clause 17 of Schedule 1 of Campbelltown LEP, that prohibit long vehicles (7.5 metres in length or longer) from any diesel or gas fuelling point associated with a service station on the subject site.

I note that the attached minutes of the Local Planning Panel Meeting of 11 December 2018 indicates that the panel members stated that the views of the Roads and Maritime on the removal of the long vehicle restriction ought to have been sought prior to approaching Council.

Roads and Maritime raises no objection to the deletion of the following clauses currently applicable to the site in Campbelltown LEP:

2 (a) *"does not include a diesel or gas fuelling point for long vehicles (within the meaning of rule 200 of the [Road Rules 2014](#)), and*
2 (b) *is not designed or constructed to be used by such long vehicles".*

As part of any future Development Application lodged for the subject site, the standard heads of consideration as part of the documentation and assessment process, should include (but not limited to) the following:

- Assessment of compliance of design vehicle swept paths to/from the subject site, as well as manoeuvrability with the site, to Australian Standards
- Adequate storage of vehicles queuing to access the fuelling points without impacting the network operation of Campbelltown Road
- Impact of design vehicle entering the site on the operational performance on the intersection of Campbelltown Road/Hume Highway off-load ramp.
- Design of driveways to accommodate the design vehicle.

Roads and Maritime is also of the view that the proposed service station would be significantly more desirable for use by motorists/driver with a destination within this District as it would be a circuitous route for motorists after accessing the site via the Hume Highway off-load ramp to then continue their journey on the Hume-Highway via a detour in excess of 2km at a minimum.

If you wish to discuss further, please contact me on 0418962609.

Regards,

James Hall
Senior Land Use Planner
Strategic Land Use
Sydney Planning
M 0418 962 609
www.rms.nsw.gov.au
Every journey matters