



10 August 2021

TfNSW Reference: SYD20/01226/03

Ms Lindy Dietz  
Chief Executive Officer  
Campbelltown City Council  
PO Box 57  
Campbelltown NSW 2560

Attention: Jeff Burton

CC: DPIE - Stuart McIntosh

Dear Ms Dietz,

**PLANNING PROPOSAL FOR CORNER APPIN ROAD AND KELLERMAN DRIVE, ST HELENS PARK**

We appreciate the opportunity to provide additional comments to our letter dated 10 June 2021 in response to Council's letter dated 20 July 2021 and the Department of Planning, Industry and Environment's (DPIE's) email dated 19 July 2021 in relation to the above planning proposal.

In this correspondence, Council and DPIE have asked Transport for NSW (TfNSW) to comment on the preferred approach to addressing the traffic and safety issues TfNSW has raised in relation to the future development of a local neighbourhood centre on the subject corner lot that integrates with the existing service station development on the land, comprising 1,710m<sup>2</sup> of additional business / retail floor space and 2 levels of shop top housing (indicatively 11 units), with a total of 121 car spaces.

Specifically, Council and DPIE have requested that TfNSW confirm whether the traffic and safety issues raised can be addressed through the current planning proposal / rezoning process or be deferred until the development application stage.

Detailed comments on the preferred approach are outlined in **Attachment A** which we strongly recommend are addressed prior to the making of the plan.

Thank you for the opportunity to provide further advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, Tricia Zapanta would be pleased to receive your email via [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read 'RDavis'.

Rachel Davis  
A/ Senior Manager, Strategic Land Use  
**Land Use, Network & Place Planning, Greater Sydney**

**Transport for NSW**

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta CBD NSW 2124  
P 131782 | W [transport.nsw.gov.au](http://transport.nsw.gov.au) | ABN 18 804 239 602

**Attachment A: Additional comments on Planning Proposal for corner Appin Road  
and Kellerman Drive, St Helen's Park**  
(August 2021)

1. TfNSW's preference is to address the traffic and safety issues raised in our previous letter at the planning proposal / rezoning stage and not to defer these matters until the DA stage. In this case, the traffic and safety issues associated with changes to planning controls should be addressed at the rezoning stage to demonstrate that the proposal and the resulting intensification of land use changes and associated transport impacts can be addressed prior to the land being rezoned.
2. TfNSW confirms that support for the planning proposal is contingent upon the following vehicular access arrangements:
  - Left in – left out access only to/from the site to/from Kellerman Drive. This access arrangement removes the potential for traffic to queue at the intersection of Appin Road / Kellerman Drive associated with a right turn into the site via a proposed seagull treatment at the site's entry on Kellerman Drive. Right turn movements into the site from Kellerman Drive should be made via the roundabout on Kellerman Drive located to the east of the site.
  - Vehicular access to/from the site to/from Appin Road will not be permitted given the site's proximity to the Appin Road/Kellerman Drive intersection and noting the overarching access management principles of the *Infrastructure SEPP 2007*, which requires that vehicular access must be obtained from a road other than a classified road where practical.
  - The left-in/left-out access point on Appin Road that services the existing 7-11 service station will service that development only and must not be used as an additional access point to/from the proposed site the subject of this proposal (i.e. there must be no vehicular through connection provided via the 7-11).
  - Should alternative vehicular access to/from the site be required, consideration should be given to vehicular access via Brunton Place and/or Heritage Heights Circuit.
3. We request that a site-specific Development Control Plan (DCP) is prepared to ensure the traffic and access controls outlined above are addressed and to guide future development applications.
4. Previous comments are reiterated in relation to future permissible uses in the current B1 zone and its incorporation into a new 'Local Centre' zone which could result in increased intensification of traffic generating uses on the site. In the event that the land use proposed at the DA stage is different to that which has been shown in the conceptual development plan provided as part of the planning proposal, the preferred traffic arrangements outlined above would assist in mitigating any potential traffic efficiency and safety issues associated with an increase in vehicles accessing the site. More importantly, the preferred access arrangements outlined above minimise the potential traffic and safety impacts of development to the future upgrade of Appin Road at this location.