

Patrick Lebon

From: Supun Perera <Supun.Perera@transport.nsw.gov.au>
Sent: Wednesday, 29 September 2021 10:47 AM
To: Patrick Lebon
Cc: Robert Rutledge
Subject: RE: Campsie Private Hospital at 445-459 Canterbury Road, Campsie

Follow Up Flag: Follow up
Flag Status: Completed

Hi Patrick,

I have consulted internally within Transport for NSW regarding the updated traffic assessment provided in relation to the planning proposal for the land at 445-449 Canterbury Road, Campsie.

Please see below our position/comments in relation to each of the proposed traffic control measures along Canterbury Road which are described on pages 18-19 in the TTPP report.

Proposed measure in TTPP report	TfNSW comment
Right-turn ban from Stanley Street and Northcote Street onto Canterbury Road during weekday peak periods (e.g. 6am-10am and 3pm-7pm Monday-Friday)	<p>We can accept in principle the proposed right turn bans subject to a traffic management plan (TMP) being submitted to the council's local traffic committee for approval. The TMP is required to examine the impact on redispersed trips on the local road network. This is also subject to community consultation with affected residents and businesses – this would be the responsibility of the proponent.</p> <p>As per Council's review notes provided, it is noted that this proposed arrangement at Stanley Street will be rectified by Council - <i>"The traffic island on Stanley Street at the intersection with Canterbury Road will be reconstructed by Council to maintain the right turn restrictions from Stanley Street to Canterbury Road, therefore the SIDRA modelling and report is to be updated to reflect this (left-in, left-out only)."</i> Based on this, modelling needs to ensure that Stanley Street is treated as Left In/Left Out (LILO).</p>
Left-in and left-out arrangements at Canterbury Road-Una Street	<p>LILO at this intersection is supported based upon a detailed TMP being provided to Council, approved at Traffic Committee and Council General meetings and is approved by TfNSW Senior Management.</p>
Modify existing traffic signal arrangements at Canterbury Road-Duke Street to include an additional phase on Duke Street (through and right turn)	<p>As this will be a right turn without a dedicated turning lane, vehicles turning right with block one of the two through lanes of traffic on Canterbury Road. However the issue of right turns from Canterbury Road is a common occurrence elsewhere along the road. For instance, three adjacent roads parallel to Duke Street allow right turns from Canterbury Road (albeit at unsignalised intersections).</p> <p>The following should be noted:</p> <ul style="list-style-type: none">○ Duke Street comes to a T-intersection with Canterbury Road and therefore an additional phase on Duke Street (through and right turn) is not possible as there is no "through" from Duke Street.○ Description of what is required needs to be rephrased so as to reflect the actual intersection.○ If the proposed measure was supposed to indicate that the additional phase is for right turn from Canterbury Road into Duke Street then investigations have to occur to find out reasons behind installation of No Right Turn (was it due to crash history,

	<p>ministerial request, residential request etc.) as the reasoning may still be valid. A full report would have to be submitted justifying reinstatement of right turning traffic from Canterbury Road into Duke Street including full community consultation. Proof as to why the right turn is needed needs to be warranted and statement about installation of a right turn bay needs to be inserted and modelled.</p> <ul style="list-style-type: none"> Any recommendations for phasing alterations and additional phases are to be referred to Network Operations to make expert comments. Adrian Paul is the Area Leader for Central Rivers City (Adrian.paul@transport.nsw.gov.au).
<p>Extend existing right-turn lane lengths at Beamish Street-Bexley Road-Canterbury Road as follows:</p> <ul style="list-style-type: none"> Beamish Street (north approach) right turn lane length – from 15m to 50m Bexley Road (south approach) right turn lane length – from 75m to 100m 	<p>Extension of right turn bays might not be feasible without land acquisitions. Bexley Road right turn bay was extended about 3 years ago to the maximum which could be obtained at the time. Stating that an extension is required and actually being able to find the room for it while maintaining at least minimum lane widths for trucks (as Beamish Street, Bexley Road and Canterbury Road are authorised truck routes) are very different things. Swept paths would be needed to show ability for all vehicle types which use this road to pass each other safely, in both the same and opposing directions.</p>

General comments:

- The proponent indicates that the largest service vehicle to access the site will be a long rigid truck up to 11m long. Suggest a 12.5m rigid truck is used as the largest vehicle expected to access the site which is a more common length limit for rigid trucks.
- The development needs to take into account freight movements on the adjacent Canterbury Road and allow it to operate at maximum efficiency. Canterbury Road is an approved HML B-double route. This development will need to mitigate against noise and air emissions, as well as vibrations from the freight network (this comment isn't directly a comment on the updated traffic assessment, but more a general comment).

Hope the above comments are helpful in your review of this application.

If you require any further information, do not hesitate to contact me.

Best regards,
Supun

Supun Perera
Senior Land Use Planner
Land Use, Network & Place Planning
Greater Sydney

Transport for NSW
27 Argyle Street, Parramatta NSW 2150



I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: Patrick Lebon [mailto:Patrick.Lebon@cbc.city.nsw.gov.au]

Sent: Monday, 27 September 2021 9:25 AM