

6 December 2021

TfNSW Reference: SYD21/00556/07

Council Reference: CNR-25235 - 2036/2021/DA-C

The General Manager
Campbelltown City Council
PO BOX 57
Campbelltown NSW 2560

Attention: Ellise Mangion

**ADDITIONAL INFORMATION FOR GENESIS HEALTH SERVICES FACILITY - LOT 1
DP 883417 CAMDEN, KELLICAR, NARELLAN ROADS, CAMPBELLTOWN**

Dear Sir/Madam,

Reference is made to Council's correspondence dated 1 November 2021, regarding the abovementioned Application which was referred to Transport for NSW (TfNSW) for approval in accordance with Section 87 of the *Roads Act, 1993*.

TfNSW has reviewed the submitted information and recommends that the following deferred commencement condition is placed on any consent issued:

1. The applicant is to obtain in-principle approval for the modification to the existing traffic control signals at the intersection of Camden, Kellicar and Narellan Roads. In order to obtain in-principle approval, the applicant is required to submit the design of the proposed modified traffic control signals at the intersection of Camden, Kellicar and Narellan Roads. in accordance with the TfNSW requirements. The Traffic Control Signal (TCS) plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

The submitted design shall be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements (available on www.transport.nsw.gov.au). The certified copies of the signal design and civil design plans shall be submitted to TfNSW for review and approval. Documents should be submitted to Development.Sydney@transport.nsw.gov.au

It must be noted that the consent for the proposed traffic control light under Section 87 of the *Roads Act, 1993* **has not** been granted by TfNSW at this stage.

TfNSW raises the following design and traffic modelling matters that the applicant needs to address for the concept traffic control signal and civil design:

1. Proposed observation angles from drivers in the Kellicar Road slip lane, waiting to turn left into Camden Road, to vehicles approaching from the east appear to be too severe. Observation angles should be no less than 70 degrees and in accordance with Austroads Guide to Road Design: Part 4A: Unsignalised and Signalised Intersections to provide a satisfactory observation angles for drivers.
2. Proposed observation angles from drivers in the Camden Road slip lane, waiting to turn left into Hurley Street, to vehicles approaching from the south appear to be too severe. Observation angles should be no less than 70 degrees and in accordance with Austroads Guide to Road Design: Part 4A: Unsignalised and Signalised Intersections to provide a satisfactory observation angles for drivers.
3. Proposed observation angles from drivers in the Hurley Street slip lane, waiting to turn left into Camden Road, to vehicles approaching from the west appear to be too severe. Observation angles should be no less than 70 degrees and in accordance with Austroads Guide to Road Design: Part 4A: Unsignalised and Signalised Intersections to provide a satisfactory observation angles for drivers.
4. The reverse curve geometry at the proposed right turn bay on Camden Road can result in poor lane discipline due to kinks in curvature. The geometry should be revised and curves of sufficient radius and an adjoining straight line be provided.
5. A minimum offset of 0.5m should be provided to the island edge.
6. Mast arms for proposed traffic signals require 2m offset.
7. Swept path movements should be provided on separate swept path plans to improve legibility of line marking and vehicle alignments. Please see the attached image for your reference.
8. Swept path movements for left turning vehicles from Camden Road onto Hurley Street indicate inadequate clearances as vehicles encroach onto the kerb to perform this movement. Please see the attached image for your reference.
9. Swept path movements for left turning vehicles from Camden Road onto Hurley Street indicate conflict with right turning vehicles from Camden Road. Please see the attached image for your reference.
10. Swept path movements for left turning vehicles from Kellicar Road onto Camden Road indicate inadequate clearances as vehicles encroach onto the traffic island kerb to perform this movement. Please see the attached image for your reference.
11. SIDRA queuing distances indicate road space on the south western leg of Camden Road is inadequate for post-development AM and PM peak traffic. Queuing encroaches the north bound slip lane from Narellan Road at the neighbouring intersection at

Narellan and Kellicar Road (indicated in red in the image below), and will adversely impact the performance of the state classified road network.

TfNSW would provide the following draft requirements of consent if the deferred commencement condition is included and actioned:

1. The proposed modification to the Traffic Control Signal at the intersection of Camden, Kellicar and Narellan Roads shall be designed to meet TfNSW requirements. The Traffic Control Signal (TCS) plans shall be drawn by a suitably qualified person and endorsed by a suitably qualified practitioner.

The submitted design shall be in accordance with Austroads Guide to Road Design in association with relevant TfNSW supplements (available on www.transport.nsw.gov.au). The certified copies of the TCS design and civil design plans shall be submitted to TfNSW for consideration and approval prior to the release of a Construction Certificate and commencement of road works. Please send all documentation to development.sydney@transport.nsw.gov.au.

TfNSW fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works. The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works.

2. The proponent is required to dedicate land as public road for the maintenance of the Traffic Control Signals and associated infrastructure, further details will be included as part of the WAD process.
3. A strip of land has previously been dedicated as Public Road by private subdivision (DP883417), along the Camden Road frontage of the subject property, as shown by yellow colour on the attached Aerial – “X”. The subject property is affected by a road proposal as shown by pink colour on the attached Aerial – “X”.

Any new building or structures, together with any improvements integral to the future use of the site, are to be erected clear of the land required for road and are to be wholly within the freehold property along the Narellan Road boundary (unlimited in height or depth). TfNSW may not object to normal maintenance and repairs, nor to minor alterations and additions within the property boundary. In this regard, the proposed car parking spaces would be considered to be a ‘minor’ addition and thus allowable within the above parameters.

However, Council is advised that the proposed On-site Detention, car park and vehicular egress is likely to be impacted by the road proposal. Therefore, revised concept design plans with an overlay of the area required for the road proposal should be submitted to TfNSW and Council for review, in order to identify the potential impacts on the abovementioned components.

4. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to development.sydney@transport.nsw.gov.au.

A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.

5. The developer is to submit design drawings and documents relating to the excavation of the site and support structures adjacent to Kellicar Road and Narellan Road to TfNSW for assessment, in accordance with Technical Direction GTD2012/001.

The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by TfNSW. Please send all documentation to development.sydney@rms.nsw.gov.au

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work

6. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
7. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Narellan Road or Kellicar Road.
8. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on Narellan Road and Kellicar Road during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.

TfNSW also has the following advisory comments for Council's consideration in the determination of the application:

1. A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.
2. It is noted that the subject development will be staged. Cumulative SIDRA modelling for signalised intersections has not been submitted for review. Modelling should assess forecast impacts on road safety and capacity of the road network, including consideration of cumulative traffic impacts at key intersections using SIDRA or a similar traffic model as prescribed by TfNSW. The traffic modelling should consider the scenarios of baseline year, year 2026, 2031, 2036 and the year until the facility ceases

operation. It should be noted that additional land dedication for road widening works on Camden Road may be required to accommodate additional traffic movements generated by the completed development.

3. Council should be satisfied that the submitted Statement of Environmental Impacts adequately considers environmental impacts from the proposed modification to the existing Traffic Control Signals and any further TfNSW concept design requirements in this letter.

If you have any further questions please direct attention to Development Assessment Officer, Ms Shoba Sivasubramaniam, on 0431446623 or email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



Malgy Coman
Senior Land Use Planner

8 & 9 PHASES
MOVEMENTS (D Phase)

C PHASE

DRT PHASES

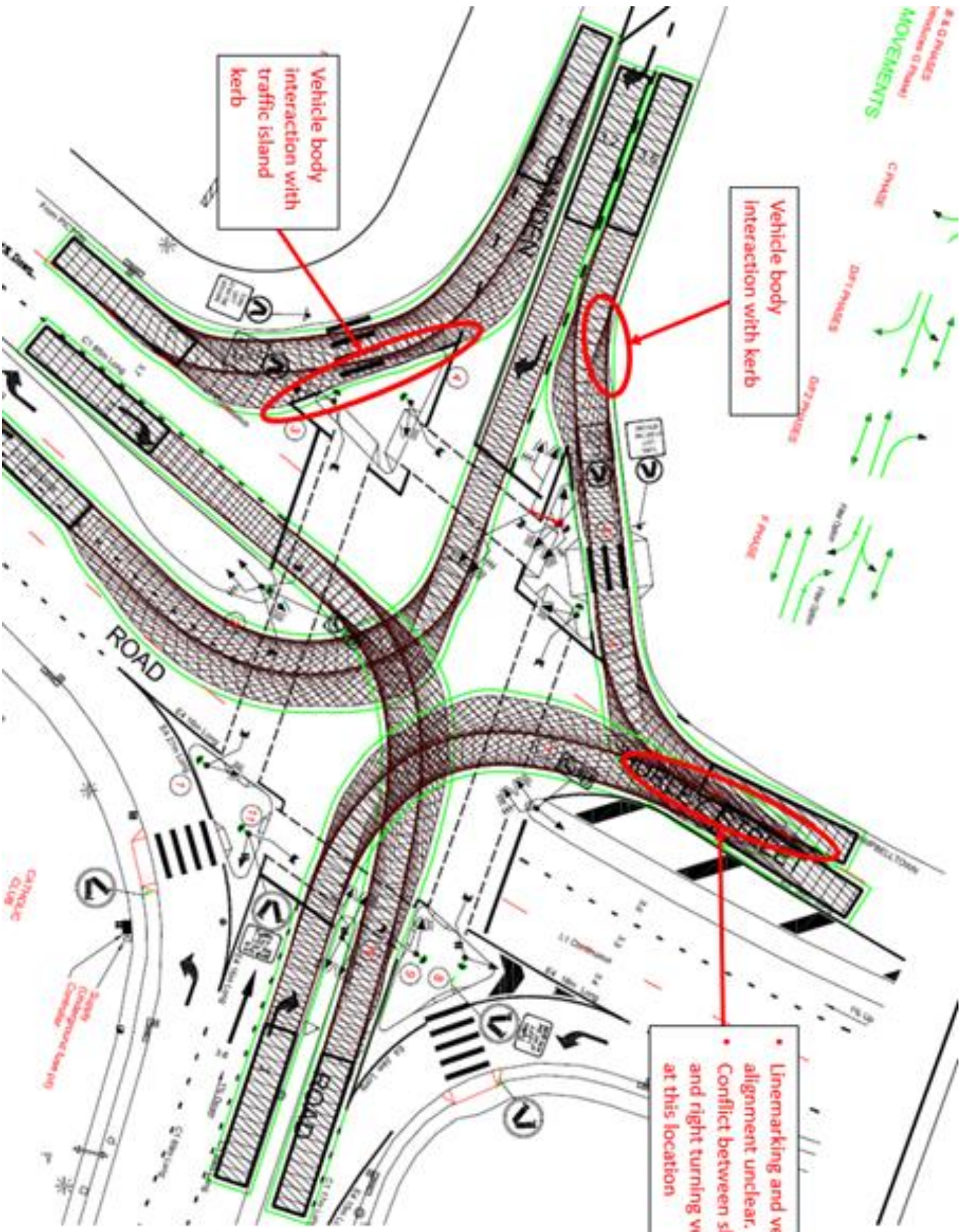
DRT PHASES

8 PHASE

Vehicle body
interaction with kerb

Vehicle body
interaction with
traffic island
kerb

- Linemarking and vehicle alignment unclear.
- Conflict between slip lane and right turning vehicles at this location





19 October 2021

TfNSW Reference: SYD21/00556/04

Council Reference: CNR-25235 – 2036/2021/DA-C

Lindy Dietz
General Manager
Campbelltown City Council
PO Box 57
CAMPBELLTOWN NSW 2560

PROPOSED GENESIS CARE DEVELOPMENT AT THE INTERSECTION OF CAMDEN ROAD, HURLEY STREET AND KELLCAR ROAD, CAMPBELLTOWN

Dear Lindy,

Reference is made to your correspondence dated 11 October 2021, which was referred to Transport for NSW (TfNSW) for consideration.

As you stated in your letter, TfNSW and Council needs to work together to realise Council's vision for Campbelltown City Council and State government objective of providing safe and efficient public transport for Campbelltown Region as outlined in the Future Transport 2056. To that point and in recognition of the adoption of *Re-Imagining Campbelltown* and the current work we are collaborating on through the Place Based Strategy for Campbelltown we provide the following response to your proposal:

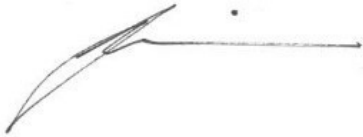
- To enable development of the site as proposed, TfNSW will need to abandon the existing road reserve on Camden Road. The alternate alignment presented on the Land Reservation Acquisition Plan (Project 936 SK011) would not meet requirements to construct a future bus connection under Narellen Road.
- TfNSW looks forward to continuing to work together to implement key actions of the Place-Based Transport Strategy.

Notwithstanding the above, TfNSW requires the applicant to address the traffic signal design requirements as part of the development application to ensure that the signalised intersection operates safely and efficiently. Details of the TfNSW requirements were outlined at the meeting on Friday 8 October 2021 with the applicant and Council. TfNSW will provide its requirements in writing to the applicant and Council shortly.

If you have any further questions please do not hesitate to contact either myself or Mrs Rachel Cumming, Director Land Use, on 02 8849 2077 or email rachel.cumming@transport.nsw.gov.au.

I hope this has been of assistance.

Yours sincerely,

A handwritten signature in dark ink, consisting of a stylized, sweeping line that curves upwards and then extends horizontally to the right.

Justine Kinch
Western Parkland City Director
Community and Place