

04 December 2025

File No: NTH24/00543/004
Your Ref: SSD-70748466 - PAE-100162207

Director
Department of Planning, Housing & Infrastructure
NSW Major Projects Portal

Attention: Renah Givney

Advice on Assessment for Huntlee New Town - Stage 2 - Wine Country Drive, Rothbury

I refer to the abovementioned State Significant Development Application (SSD) referred to Transport for NSW (TfNSW) on 21 November 2025 for comment in accordance with section 56 (2)(b)(i) of *Environmental Planning & Assessment Regulation 2021*. I also refer to previous TfNSW responses to this SSD on 15 August 2024 (Response to the EIS) and 8 August 2025 (Response to the RTS), both are attached.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the [Connecting NSW Strategy](#).

Wine Country Drive (MR220) and Hunter Expressway (HEX) are classified State roads and Triton Boulevard is a local road. Council is the roads authority for all public roads in the area (excluding Hunter Expressway), in accordance with Section 7 of the *Roads Act 1993*.

TfNSW advises the following –

1. Intersection A-11 was identified in the TfNSW response to the EIS on **15 August 2024**, advising *'comment is sought on the northern approach which currently has a 95% queue of 311.8m in the PM Peak'*. This demonstrates a Level of Service (LOS) F which cannot be accepted.
2. On **8 August 2025**, in response to the RTS, TfNSW noted *'In previous correspondence dated 15 August 2024, further justification was sought as to the significant queue lengths anticipated at Intersection A-11 (the northern approach for the Hunter Expressway in the PM peak).'*

Currently this issue remains outstanding.

Further it is understood that the Proponent seeks to impose a consent condition that requires *'an updated Traffic Report including new traffic surveys and intersection modelling to be completed and approved by TfNSW prior to the subdivision certificate for the 1,250th residential lot completed within the Stage 2 DA area to confirm if any further upgrades are required to the HEX interchange'*.

OFFICIAL

Considering the dynamic nature of development in this area it seems reasonable to consider revised modelling in the future, noting potential changes to traffic patterns due to the impact of completed works, other development, internal trip containment, etc. however the consent condition as suggested does not provide certainty to TfNSW that the development impacts will be mitigated. It is also unclear how the proposed 1250th lot trigger was determined and what relevance it has to the traffic impact on the A-11 intersection.

It is recommended that –

1. Sensitivity testing of the modelling be undertaken to identify the number of lots that could be released prior to unacceptable impact on the intersection (LOS C or D as minimum), which could then be conditioned, and/or
2. An appropriate upgrade solution be determined for the total number of lots so that it may be conditioned, with a view to providing flexibility in the condition for further modelling to inform an alternative upgrade solution, if appropriate, to the satisfaction of TfNSW.

Unfortunately, without this information TfNSW is unable to identify relevant thresholds for development that could inform known and certain consent conditions.

Should you require further information please contact Masa Kimura, Development Services Case Officer, on 1300 207 783 or 0407 707 999 or by emailing development.north@transport.nsw.gov.au.

Yours faithfully



Liz Smith
Manager Development Services North
Technical Advice & Development Services
Transport Planning
Planning, Integration & Passenger

OFFICIAL

08 August 2025

File No: NTH24/00543/003
Your Ref: SSD-70748466 - PAE-89057723

Director
Department of Planning, Housing & Infrastructure
NSW Major Projects Portal

Attention: Renah Givney

SSD-70748466 - Advice on RTS - Huntlee New Town - Stage 2 - Wine Country Drive Rothbury

I refer to the abovementioned State Significant Development Application referred to Transport for NSW (TfNSW) on 25 July 2025 for comment in accordance with section 56 (2)(b)(i) of Environmental Planning & Assessment Regulation 2021.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with the *Future Transport Strategy*.

Wine Country Drive (WCD) (MR220) and Hunter Expressway (HEX) are classified State roads and Triton Boulevard is a local road. Council is the roads authority for all public roads in the area (excluding Hunter Expressway), in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has reviewed the referred information and provides the following comments to assist the consent authority in making a determination:

1. In previous correspondence dated 15 August 2024, further justification was sought as to the significant queue lengths anticipated at Intersection A-11 (the northern approach for the Hunter Expressway in the PM peak). It seems that following the resolution of the SIDRA model spreadsheet, it has been assumed that this matter was closed off. However, this matter remains unresolved and will result in significant and unacceptable impacts upon the State road network.

TfNSW is available to review any further information submitted in relation to the development application or to meet with DPHI and the Applicant to further discuss TfNSW comments. Should you require further information please contact Masa Kimura, Development Services Case Officer, on 1300 207 783 or 0407 707 999 or by emailing development.north@transport.nsw.gov.au

Yours faithfully



Court Walsh

A/ Manager Development Services North
Transport Planning
Planning, Integration & Passenger

OFFICIAL

15 August 2024

File No: NTH24/00543/001

Your Ref: SSD-70748466 - PAE-73538712

The Director
Regional Assessments
Department of Planning, Housing & Infrastructure (DPHI)
NSW Major Projects Portal

Attention: Chris Eldred - christopher.eldred@planning.nsw.gov.au

RE: Review of Environmental Impact Statement (SSD-70748466) - Advice on EIS - Huntlee New Town - Stage 2 - Wine Country Drive Rothbury

I refer to your email of 18 July 2024 requesting comment from Transport for NSW (TfNSW) in relation to the above State Significant Development.

TfNSW key interests are the safety and efficiency of the transport network, the needs of our customers and the integration of land use and transport in accordance with Future Transport Strategy 2056.

Wine Country Drive (WCD) (MR220) and Hunter Expressway (HEX) are classified State roads and Triton Boulevard is a local road. Council is the roads authority for all public roads in the area (excluding Hunter Expressway), in accordance with Section 7 of the *Roads Act 1993*.

TfNSW has reviewed the referred information and provides the following comments to assist the consent authority:

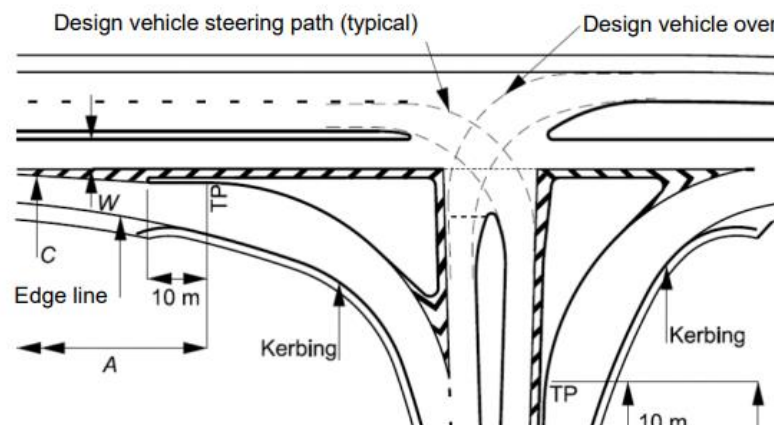
- TfNSW is currently assessing intersection upgrades through the Works Authorisation Deed (WAD) process as part of Huntlee Stage 1 (refer MP10_0137 – MOD 21). These have been assumed in the submitted Traffic Impact Assessment as being in place for this subject development.
- It is understood that the proposal seeks approximately 2369 dwellings and 5.7Ha commercial/mixed use GFA (referred to as Stage 2 Phase 1). Including Stage 1, this will total 5000 dwellings, and 20ha GFA of mixed use / commercial development.
- Upgrades to intersections are identified in Stage 2 Phase 1 below. These are identified in as follows:
 - (A-1) WCD / Tollbar Ave – Upgrade of an existing roundabout to TCS
 - (A-7) WCD / Village 3 access – New BAL intersection
 - (A-11) Interchange - LT slip lane from WCD to HEX northbound on ramp.
 - (A-11) Interchange - Continuous left turn slip lane / ramp to the HEX southbound on ramp.
- Further upgrades are identified as part of Stage 2 Phase 2 at intersections A-3, A-5 & A-8. DPHI confirmation is sought as to how these are to be considered with this

application. If these intersections need a full assessment, further road design / signal comments can be provided upon request.

- Intersection A-8 – Further comment is sought on this intersection. Currently, the lots on the eastern side of WCD (Reid Street & Mayne Street) have opportunity to turn right in and right out. The proposed TCS will not permit them to make this movement. Also, the original Hyder report identified this intersection as a new roundabout in the full Huntlee development.
- SIDRA model - Inputs in the revised SIDRA model require further attention / comment. Maximum cycle times should be 120 seconds.
- SIDRA (A-11) – Further comment is sought on the northern approach which currently has a 95% queue of 311.8m in the PM Peak. This is the situation with the identified upgrade in place.
- Shared Paths – What is the shared path plan along WCD?
- Road Design (General)
 - All intersections should check appropriate design vehicle in terms of intersection road types i.e. industrial or residential as per table 2.3 and desirable minimum radius in accordance with Austroads guide. For example, on Intersection A-1 the radius for the semi should have been R15 (not R12.5).
 - Need to consider existing and proposed bus stops in proximity to this intersection.
 - WCD is a B-double route through this area.
- Road Design (A-1)
 - SIDRA - Typical double diamond phasing should be used – turning paths show that this is possible.
 - Currently all curves either side of the new TCS would require superelevation in the median. Some of the radii won't conform to design speed minimum, particularly if adverse curves are to be considered to avoid median drainage.
 - Where the merge of WCD ties into the existing road just prior to the rail bridge a shoulder merge runout should be provided.
 - Where the left turn bay starts at the rail bridge on Bridge Street, the design shown would affect the bridge rail. The southbound footpath width should be maintained.
 - The double right turn should show a T1 line between the turns. A B-double turning with a design vehicle should be considered for this double right turn in accordance with AGRD part 4 including a min. 2m offset for the opposing right turn.
 - For the double left turn adjacent the island a combined B-double turning with a design vehicle should also be considered.
 - The right turn bay out of Tollbar Ave becomes a trap lane.
- Road Design (A-7 aka A-X)
 - Safe Intersection Sight Distance (SISD) should be considered at design speed i.e. posted plus 10km/hr and demonstrated, with 3d data provided to prove that adequate sight distance is available (also refer <https://elevation.fsdf.org.au/>)

- The new intersection into the Collector Street should have a median in WCD as there is not enough width to pass a right turner.
 - Then designer should consider a AUL or AUL(s) into the new street.
 - Consideration of access to the bus stops on either side of WCD should be considered. A refuge may be required on the crest near the Collector Street assuming pedestrian sight distance is in accordance with Austroads recommendations. Pathways should be connected to the refuge and bus stops.
 - The right turn out of Thomas and Mitchel Streets will become increasingly difficult, particularly due to the additional traffic to and from Huntlee and the crest at the Collector Street.
 - Does the current heritage plaque need to remain in its current location? If so, is there need for barriers etc.?
 - How will this integrate with future intersection A-8?
- Road Design (A-11)
 - Please show the current WAD for the slip lane, TCS and duplication on the current drawing set.
 - No pavement arrows are shown to illustrate the intended double right turn.
 - The additional lane and merge on the ramp are inconsistent with recommendations from AGRD part 4C section 11.3.3 and table 11.2.
 - Runout area in accordance with AGRD is required at the end of merges where the shoulder is less than 2.5m
 - Where the new slip lane joins the existing westbound highway entry ramp, the raised island nose should run parallel for 10m after the tangent to force a parallel merge in accordance with AGRD 4a figure 8.7. In this area, a space is also required for cyclist to cross with care. See image below titled 'Figure 8:7 Rural CHL treatment with an acceleration lane'.

Figure 8.7: Rural CHL treatment with an acceleration lane



- Cams may be required on the new roundabout slip lane.
- The start of the roundabout slip lane is less than the minimum diverge length required for the design speed.
- Can the start of the left turn slip lane be seen at the design speed on the inside of the curve?

A copy of TfNSW analysis of the submitted SIDRA model will be provided under separate email noting the spreadsheet cannot be uploaded to the portal.

Should you require further information please contact Masa Kimura Development Services Case Officer, on 1300 207 783 or 0407 707 999 or by emailing development.north@transport.nsw.gov.au.

Yours faithfully,



Holly Taylor

Acting Manager, Development Services
Community and Place | Region North
Regional & Outer Metropolitan