

06 June 2022

File No: NTH22/00327/01

Your Ref: SSI-6090-Mod-2 (formerly MP07\_0117)

Department of Planning & Environment  
Industry Assessments  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Hugh Clark**

**NEW ENGLAND HIGHWAY / MAITLAND ROAD (HW09): SSI-6090-MOD-2 - DEPOT  
RELOCATION AND WAGON STORAGE – HEXHAM TRAIN FACILITY - S5.25 MODIFICATION  
– 179 MAITLAND ROAD HEXHAM**

I refer to the request by the Department of Planning and Environment (DPE) dated 20 May 2022 seeking input from Transport for NSW (TfNSW) to a S5.25 Modification for the abovementioned development proposal.

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 2056*.

New England Highway / Maitland Road (HW09) is a classified State road and Anderson Road is a local road. Council is the roads authority for both roads and all other public roads in the area, 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:

- Intersection model - The submitted Traffic Impact Assessment (TIA) has undertaken an analysis of the current State road network. The model however has identified vehicle movements inconsistent with the current road layout. For example, I1 has no right turn movement out from the Access Road, and I2 has no right turn movements out from the New England Highway off-ramp. These should be amended as part of a revised TIA.
- SIDRA - The revised TIA should be accompanied with an electronic copy of the SIDRA file.
- Additional Intersection - Confirmation is sought that the LILO arrangement at NEH and Woodlands Close will not be utilised as part of this development for movement from the east / south.
- Egress Movements - A large proportion (56.82%) of external trips have been identified to / from the east / south. Further detail is sought as to where these vehicles will intend to perform a U-turn manoeuvre.

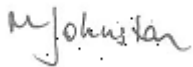
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- Ingress Movements – A notable proportion (33.52%) of external trips have been identified to / from the west. Further detail is sought as to how these vehicles will approach the site.
- Sight Distances - An analysis of the available sight distances needs to be undertaken upon intersections within the State road network.
- Design Heavy Vehicle - Swept turning paths for the 20m AV design vehicle is to be overlaid upon intersections within the State road network.
- Existing Operations - Additional commentary is sought to gain an appreciation of the current light and heavy vehicle movements associated with the facility. It is understood that the development seeks to consolidate operations at this site.
- M1 to Raymond Terrace Project – It is requested that the Applicant be required to consult with TfNSW and provide advice as to the anticipated construction timing, details of construction traffic and equipment, so that TfNSW (and Contractors) can appropriately plan construction work should the two projects overlap.

Should you require further information please contact Masa Kimura Development Services Case Officer, on 02 4908 7688 or 0407 707 999 by emailing [development.north@transport.nsw.gov.au](mailto:development.north@transport.nsw.gov.au).

Yours sincerely



**Marg Johnston**  
Team Leader Development Services  
North Region | Community & Place  
Regional & Outer Metropolitan

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