

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:

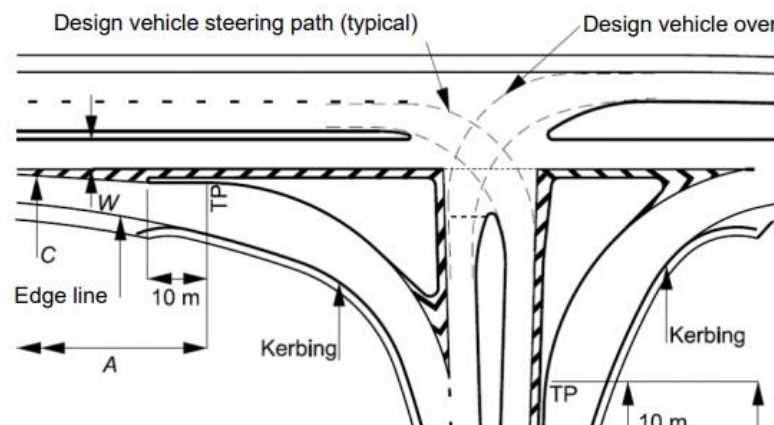
- TfNSW is currently assessing intersection upgrades through the Works Authorisation Deed (WAD) process as part of Huntlee Stage 1 (refer MP10_0137 – MOD 21). These have been assumed in the submitted Traffic Impact Assessment as being in place for this subject development.
- It is understood that the 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
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