

24 September 2025

File No: NTH24/00244/005
Your Ref: SSD-65595459

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

Attention: Teresa Gizzi

Review of Response to Submissions (SSD-65595459), Hunter Indoor Sports Centre, Lot 2380 DP755247, Lot 2379 DP755247, Lot 2378 DP755247 and Lot 2377 DP755247, 2 Monash Road and 24 Wallarah Road New Lambton

I refer to the abovementioned State Significant Development Application referred to Transport for NSW (TfNSW) on 18 August 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*.

Turton Road (MR326) is a classified State road and Monash Road and Young Road are local roads. 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 additional information provided addressing matters raised in TfNSW previous correspondence, dated 18 November 2024, and offer the following comments to assist the consent authority:

1. Site Access Strategic Design

- a. It is acknowledged that the proposed left in/left out (LILO) driveway on Turton Road has been relocated 3m south of the previous location. However, the revised location is still close to a break in the median for a channelised right turn into Hunter Stadium car park, with a traversable seagull and no physical barrier to prevent vehicles attempting to turn right out of the proposed access.

TfNSW recommends the Strategic Design be updated to relocate the driveway further south, to demonstrate a compliant design can appropriately address this concern.

- b. Left turn only signage at the exit driveway is recommended.
- c. To further deter motorists from turning right from the proposed access driveway, consideration could be given to a section of edge line or a suitable temporary traffic barrier system in the median right turn to Hunter Stadium.

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2. Traffic Modelling

- a. The applicant has advised that the modelling comments provided by TfNSW on 18 November 2024 have been addressed. The updated spreadsheet with the traffic consultant comments is requested for TfNSW review.
- b. Upon TfNSW in principle acceptance of the updated strategic design for the access to the proposed site, if required, any traffic impact assessment or modelling is to be updated. TfNSW will then complete the final review of the TIA and modelling.

3. Plans

- a. Plan 250106-DA-030-01 Rev 3 should be updated to remove references to a left turn lane into the site entrance.
- b. Plan 250105-DA-360-01 should be updated to include:
 - i. Amendment of the 'No Stopping' signs and additional signs added as per the sketch below. Alternatively, use of the NS1 line marking may be more beneficial and reduce the number of no stopping signs required.



- ii. The small painted island at the driveway entrance obstructs the on-road cycle area and should be pushed back into the driveway layback area
- iii. A left only arrow should be installed in the driveway layback
- iv. No U-turn signage should be installed at the intersection with Monash Road to deter this movement.

3. Traffic Management Plan (TMP)

- a. The TMP Section 17.2 notes the Lane Closures Controls will include car park closure, no left turn and boom gate. As noted in the TfNSW response dated 18 November 2024, boom gates or manned entry would likely create queuing onto Turton Road and therefore are not an appropriate traffic management control.
- b. It is recommended that the proposed facility have appropriate lighting to cover all events without the use of temporary lighting (as referenced in the Traffic Guidance Scheme TGS4004.DFT V01.2025 – Turton Rd NISC Car Park). A lighting strategy should therefore be developed.

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4. Events

- a. All events must be managed in accordance with the [TfNSW Guide to Traffic and Transport Management for Special Events](#).
- b. Further consideration should also be given to impacts of this proposal on other existing developments, including existing events within the precinct, to ensure relevant collaboration and co-ordination is undertaken to mitigate cumulative impacts on the transport network.

5. Green Travel Plan (GTP)

- a. Any GTP should include a Travel Access Guide (TAG) to promote implementation and encourage the use of the services and facilities provided. Reference can be made to the document – [How To Create A Travel Access Guide](#).
- b. The reviewed GTP does not me include wayfinding signage for existing public transport hubs and distance/routes to those hubs.

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 Kate Leonard, Development Services Case Officer, on 1300 207 783 or by emailing development.north@transport.nsw.gov.au

Yours faithfully



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