

10 October 2024

TfNSW reference: STH24/00661/001  
Your reference: PP 2021-7072 (REF-3133)

David Kiernan  
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**PP-2021-7072 (REF-3133) – REZONE AND AMEND MINIMUM LOT SIZE – VARIOUS LOTS – MOUNTAIN ASH ROAD, GUNDARY**

Dear David

Transport for NSW (TfNSW) is responding to the PP-2021-7072 referred on 12 September 2024.

TfNSW has reviewed the information and does not support the Planning Proposal due to road safety concerns at the intersection of the Hume Highway and Boxers Creek Road. Details of the concerns are set out in **Attachment 1**.

If you have any questions, please contact Emilija Quinn, Development Services Case Officer, on (02) 4064 0106 or email [development.south@transport.nsw.gov.au](mailto:development.south@transport.nsw.gov.au).

Yours faithfully

A handwritten signature in black ink, appearing to read "Anna".

**Anna Paul**  
A/Team Leader, Development Services (South Region)

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**Context**

TfNSW notes:

- The Planning Proposal (PP) seeks to amend *Goulburn-Mulwaree Local Environmental Plan 2009* to rezone thirteen (13) lots (277ha) from RU1 Primary Production to C2 Environmental Conservation and a combination of variable sized R5 Large Lot Residential. This will facilitate the creation of one hundred and eight (108) residential lots as outlined in **Attachment 2 & 3**, with lots sizes from 100ha and 10ha to 2ha.
- The PP site is identified as a development opportunity in the Goulburn Mulwaree Urban and Fringe Housing Strategy (**Attachment 4**).
- The site has local road access via Mountain Ash Road, Rosemont Road and Barretts Lane.
- The key state road is the Hume Highway to which the PP site has access via Hume Street (part local road). The Hume Highway intersections at Goulburn are grade separated interchanges.
- TfNSW notes there is an at-grade intersection with the Hume Highway and Boxers Creek Road in proximity to the PP. TfNSW has no current plans or funding to investigate, develop, and deliver road infrastructure upgrades along the Hume Highway at its existing connection with Boxers Creek Road.

**Concerns**

TfNSW believes that current and future residents will favor using the Hume Highway/Boxers Creek Road intersection when travelling to and from the north on the Hume Highway (ie Sydney) due to its location and proximity to the PP site. TfNSW has road safety concerns with intensifying at-grade turning movements at this intersection as the intersection is not suitable to accommodate additional traffic movements.

TfNSW requires an updated traffic analysis to reflect the following:

- a) An assessment of the suitability of the Hume Highway/Boxers Creek Road intersection for both the current and future intersection performance from a safety and efficiency perspective. This must include:
  - i. an explanation of assumed travel patterns (i.e. trip distributions) using this intersection
  - ii. an assessment of the impact of the additional trips at Boxers Creek Road and the Hume Highway intersection. This would include both a turn warrant assessment for the left turn into Boxers Creek Road and a safety assessment for the right turn out, which includes SIDRA modelling, considers sight distance and the need for an acceleration lane to enter northbound traffic. The turn warrant assessment

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would include volume plots on *Figure 3.25* in *Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management*) to determine the appropriate turn treatments for left turning vehicles for the current and future traffic volumes. The SIDRA Modelling needs to:

- ensure the existing base model is calibrated with on-site observations. For instance, queue lengths and/or delays;
  - A scenario where all the land within the area including identified precincts in the Goulburn Mulwaree Urban and Fringe Housing Strategy is rezoned to enable future residential development; and
  - Electronic copies of all SIDRA files need to be provided to TfNSW for review.
- b) Identification of suitable measures to mitigate impacts of the traffic generated by the proposal at this intersection. For instance, measures to ensure that this development does not intensify traffic movements at this intersection, or measures to achieve an overall road safety benefit (ie in comparison with the existing intersection arrangement and its usage).
- c) Where road infrastructure upgrades are identified, strategic designs and costings should be developed and details of the proposed planning mechanism to fund and deliver the required road network upgrades provided. TfNSW requirements for strategic designs can be accessed via the following link:  
<https://www.transport.nsw.gov.au/system/files/media/documents/2022/strategic-design-fact-sheet-02-2022.pdf>

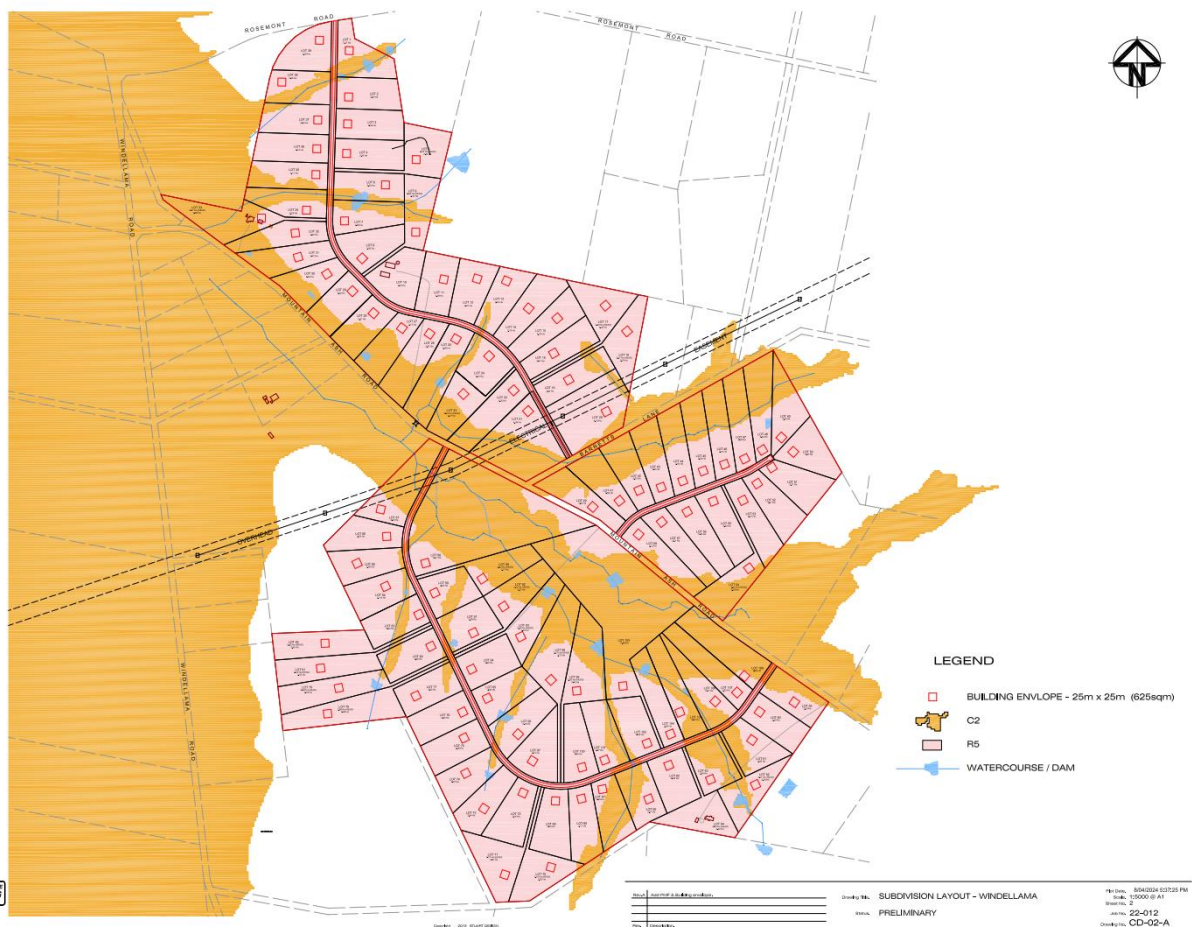
## Additional comments

TfNSW provides the following comments to assist Council in their assessment of the proposal:

- Sufficient road space should be allocated to facilitate a public school bus service and safe bus stop locations. Details of appropriate arrangements to support public transport (including school buses) can be found via TfNSW [Guidelines for Public Transport Capable Infrastructure in Greenfield Sites](#). These guidelines highlight the requirements for bus infrastructure in new development areas that should be included in the design as it is important to ensure that future occupants will have access to bus infrastructure for their transportation needs.

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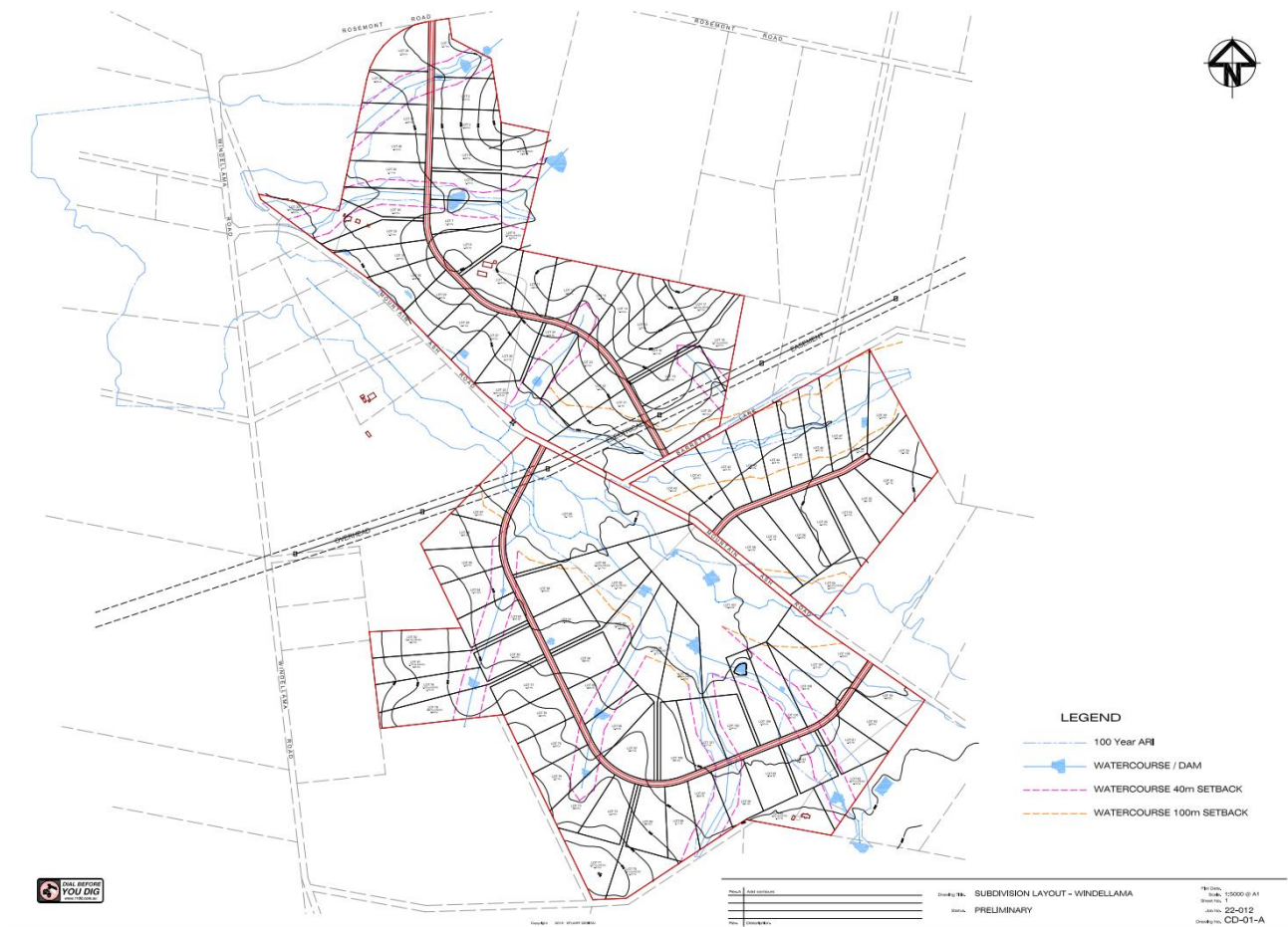
Proposed rezoning map – C2 and R5



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Preliminary Subdivision Layout

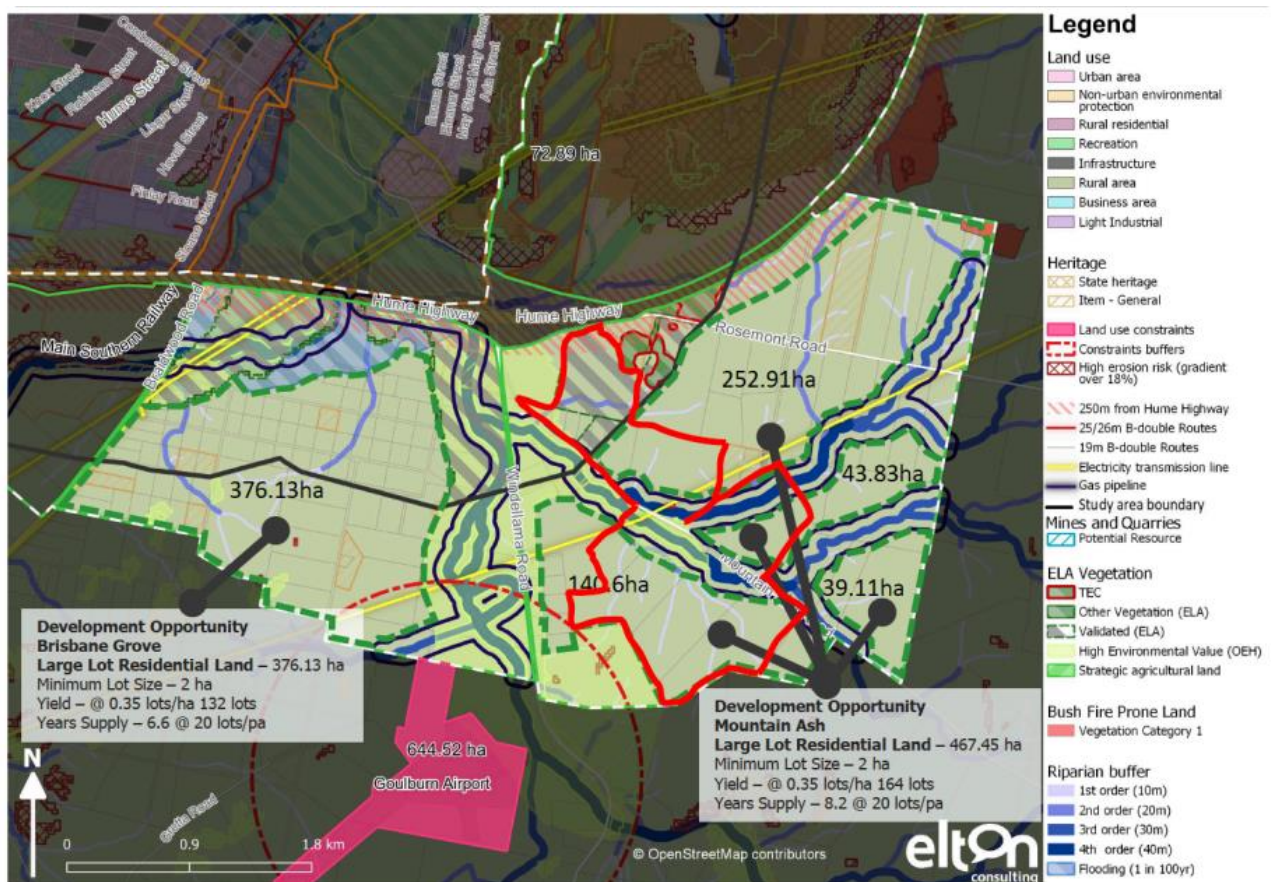


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Development Opportunity - Goulburn Mulwaree Urban and Fringe Housing Strategy



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