

16 February 2023

File No: NTH22/00511/03

Your Ref: SSD-11826681

The Director
Energy, Resources & Industry
Department of Planning & Environment
NSW Major Projects Portal

Attention: Joe Fittell - Joe.Fittell@planning.nsw.gov.au

**RE: Review of Environmental Impact Statement (SSD-11826681) – Advice on EIS - HVO
North Open Cut Coal Continuation Project**

I refer to your email of 25 January 2023 requesting comment from Transport for NSW (TfNSW) in relation to the above-mentioned 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.

TfNSW can confirm the following statements of fact relevant to our areas of expertise and regulatory powers.

- Golden Highway / Jerrys Plain Road (HW27) and New England Highway (HW09) are classified State roads. Comleroi Road and Lemington Road are local roads. Council is the roads authority for all public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.

TfNSW attended a Pre-EIS meeting with the Proponent on 24 August 2022 and provided further advice on 2 September 2022 relating to the subject application / Traffic Impact Assessment (TIA) / treatment for intersection upgrades along the Golden Highway. TfNSW appreciates the Proponent engagement.

TfNSW has reviewed the referred information and provides the following comments:

- It is understood that the proposal seeks to extend existing open cut coal mines to the end of 2050. These are known as Hunter Valley Operations North and Hunter Valley Operations South.
- The proposal seeks to modify the traffic movement along New England Highway and Golden Highway, through the realignment of the Lemington Road.
- In Section 5.2.1 of the submitted TIA, an upgrade of the intersection of the Golden Highway / Comleroi Road to include an CHR and AUL is identified. Further discussion on how these upgrades have been calculated is sought in accordance with Figure 3.25 from Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossing Management.
- It is understood that the exact location of this upgrade is dependent upon whether the realignment of the Golden Highway proceeds under the approved 'United Wambo'

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project to the south. The intersection works should facilitate through-movements along the Golden Highway for PBS Level 3 vehicles.

- In Section 2.2.1 of the submitted TIA, a discussion is present upon the data collected during the COVID-19 lockdown. It is recommended that an analysis be given with any recent available traffic volumes to determine appropriate baseline data.
- Delays at intersections I-02, I-05 & I-08 indicate that drivers may be inclined to take less than satisfactory gaps. Existing crash data gives evidence towards fatigue related crashes. TfNSW seeks further discussion on how HVO development operations can assist in making these intersections safer and maintain efficiency.
- Part of Lemington Road / Comleroi Road offers restricted vehicle access up to 25/26m B-Double and PBS Level 2A access. Comleroi Road and Lemington Road also form part of the NSW Oversize Overmass Load Carrying Vehicles network.
- With the realignment of Lemington Road, Council will need to consider the design of the road and target level of freight access.
- Additional commentary is sought as to why the 6-7am peak was used noting that slightly higher traffic volumes were identified between 5-6am. Is this the time that the employee shifts start and finish?

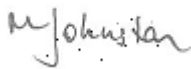
A Strategic Design of the nominated intersection upgrades at Golden Highway / Comleroi Road is sought in line with [TfNSW requirements for DA's](#). TfNSW highlights that in determining the application under the *Environmental Planning and Assessment Act 1979*, it is the Consent Authority's responsibility to consider the environmental impacts of any roadworks which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of project approval.

Any roadwork on the classified road network is to be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and TfNSW Supplements.

DPE should seek comment from Australian Rail Track Corporation (ARTC), as the corridor adjoining the site is controlled by this rail authority.

If you have any further enquiries regarding the above comments please do not hesitate to contact Masa Kimura Development Services Case Officer on 1300 207 783 or via email at development.north@transport.nsw.gov.au

Yours faithfully,



Marg Johnston

Team Leader, Development Services
Community and Place | Region North
Regional & Outer Metropolitan

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