
21 May 2024

Mr Joe Fittell
Team Leader
Energy and Resource Assessments | Planning and Assessment
Department of Planning, Housing and Infrastructure

Via Email: Joe.Fittell@planning.nsw.gov.au

Dear Joe,

Re: Request for Additional Information – Transport for NSW Advice

I refer to Department of Planning, Housing, and Infrastructure's (DPHI) Request for Information (RFI) dated 30 April 2024 received in relation to HVO North (SSD 11826681) and HVO South (SSD-11826621). The RFIs sought the following additional information:

The Department has received final advice from Transport for NSW on the project and is requesting you provide further information in relation to the New England Highway / Lemington Road intersection. In particular, whether the left turn offset arrangement suggested by TfNSW could be implemented at this intersection, or whether any other additional mitigation measures could be implemented to increase the safety of this intersection. Noting also, the project construction period would result in a reduction in the existing level of service at this intersection.

This correspondence provides a response to the RFIs as outlined in the following section. It is noted that RFIs have been provided for both SSDs however the RFI is probably more applicable to HVO North (SSD 11826681). Notwithstanding this, traffic flow will likely change once the Lemington Road realignment is completed and so this response considers the RFI as relevant to both HVO North and HVO South.

Response

1 Intersection Design

The RFI specifically asks whether a left-turn offset arrangement could be implemented at the Lemington Road intersection with the New England Highway. HVO is currently seeking engineering advice on the constraints to implementing this design however it appears that there is sufficient area available for a left-turn offset design to be implemented. HVO has reviewed the Broke Road | Wine Country Drive intersection in Pokolbin and, to a lesser extent, the New England Highway | Thomas Mitchell Drive intersection near Muswellbrook as examples to make this judgement.

The RFI also asks whether any other mitigating measures could be implemented. HVO notes that on a recent inspection the weeds that had been growing through Armco barriers that were limiting visibility for drivers turning right from Lemington Road, had been cleared. This maintenance would certainly improve safety of the intersection. Images of the intersection from the perspective of a driver turning right and the clearance of weeds is shown on **Figure 1** for reference.



Figure 1 Current Lemington Road | New England Highway Intersection (3 May 2024)

2 Traffic Modelling

Traffic modelling completed by WSP as part of the Traffic and Transport Impact Assessment (TTIA) during the EIS development indicated that a reduced Level of Service (LoS) of the intersection though the life of the Project was predominantly a function of background growth of the New England Highway even without the Project. **Table 1** below is a summary of the intersection performance tables provided in the EIS but showing only Lemington Road and New England Highway intersection results. It can be seen from these results that, whilst results are slightly worse with HVO, they still deteriorate to LoS of D in 2035 and LoS of F in 2045 in the AM peak even without the Project.

Table 1 Lemington Rd | New England Hwy EIS Performance Summary

		2020		2025		2035		2045		Longest Queue
		LoS	Delay (s)	LoS	Delay (s)	LoS	Delay (s)	LoS	Delay (s)	
AM Peak	Without HVO	B	27	B	27	D	44	F	72	Lemington Road
	With HVO			C	34	E	67	F	75	
	Minimised outbound trucks									
PM Peak	Without HVO	A	13	A	13	B	21	C	35	Seagull Acceleration Lane
	With HVO			B	16	C	30	C	34	

3 Construction Traffic

As noted in your RFI, the TTIA identified a reduction in LoS of the Lemington Road and New England Highway intersection during construction. **Table 2** below summarises the construction period and the LoS of the intersection. The TTIA did note that an assumption of even numbers of inbound and outbound construction trucks during the AM peak was unlikely hence the final modelling provided an AM peak LoS of E (described in **Table 2** as 'Minimise outbound truck'), relative to the initial modelled result of F. Subsequently the Project has made the commitment to manage outgoing construction trucks during this AM period.

The TTIA did also note, however, that the LoS was based on worst case modelling such as assuming all construction employees drive their own personal car to the construction site.

To this end HVO understands that construction activity will impact the intersection performance and therefore, in the Traffic Management Plan (TMP) prepared for the Project, HVO commit to monitor traffic conditions during construction and accordingly manage construction activities including such aspects as access points, working hours and travel arrangements.

Table 2 Lemington Road | New England Highway EIS Performance - Construction

		Year 2 (Construction)			Longest Queue
		LoS	Delay (s)	Queue (m)	
AM Peak	Without HVO	B	25	4.8	Lemington Road
	With HVO	F	117	40.5	
	Minimise outbound truck	E	64	21.1	
PM Peak	Without HVO	A	13	4.1	Median Storage Area
	With HVO	C	32	32.9	

4 Conclusion

As part of the TTIA, WSP completed a Road Safety Review which considered two accidents in the region of the Lemington Road and NEH intersection of which one rear end moderate injury crash was identified. Sadly, since then, a fatal accident involving a HVO employee has occurred at this intersection which was noted by TfNSW in their response following the exhibition period of the HVO Continuation Project EIS (25 March 2024). The accident on 23rd November 2023 was a sad reminder of the safety risk to all employees as they travel to and from work. It is, therefore, with this accident in mind that we respond to this RFI.

At a concept level it appears a left-turn offset arrangement upgrade could be implemented at the intersection. It is also noted that maintenance of vegetation adjacent to the intersection is also important to maintain visibility for traffic exiting Lemington Road. An intersection upgrade would improve the safety of the intersection as would ongoing maintenance. HVO respectfully suggests, however, that as the reduced LoS of the intersection is primarily due to background traffic growth, that HVO should not be responsible for any upgrade being considered.

HVO does acknowledge, however, that traffic modelling does indicate that construction will have a negative impact on the LoS of the intersection. To that end HVO has committed to managing outgoing construction delivery trucks and further monitoring and management of construction traffic through a process that will be defined in the Traffic Management Plan to be developed for the Project and these measures be implemented prior to construction commencement.

Should you wish to discuss the content of this letter please contact me on the details below.

Yours sincerely,



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