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The General Manager

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30 April 2026

Emma-Rose Cooper
Senior Planning Officer
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Submission via NSW Government Major Planning Portal

Dear Ms Cooper

Liverpool Range Wind Farm SSD-6696-Mod-3: Council Response

1. Introduction

Thank you for the opportunity for Warrumbungle Shire Council ('Council') to comment on the proposed Modification 3 (Mod-3).

Council notes the proposed changes include:

- A reduction in the maximum number of wind turbines from 185 to 173, removing 11 turbines in Cluster D and 1 from Cluster C;
- Total construction traffic is now estimated at 321,911 one-way movements (including light, heavy and OSOM vehicles). This represents a **50% increase** relative to the Approved Development;
- Removal of use of State Forest Road and Turee Vale Road, other than a vehicle crossing point on Turee Vale Road at the transmission alignment;
- A reduction in site access points from 74 to 25;
- An extended Project construction timeframe of 4 years and 9 months (previously 4 years); and
- An increase in the workforce from 15 to 30 workers per work front, resulting in a near doubling of light vehicle movements.

2. General Comments

- a) Reducing the number of turbines and local road routes is noted. However, one should not assume that means roads to be used will experience fewer impacts. Quite the contrary, some roads will experience greater impacts than the existing, approved project (Mod -2), for example, Rotherwood Road, Coolah Creek Road and Pandora Pass Road. Council requires the current Conditions of Consent to be amended as documented in this letter to manage and mitigate these traffic and road impacts;

- b) Proposals by the Developer to defer road upgrades until after completion/partial completion of the main Accommodation Camp are strongly opposed. Such roadworks must be undertaken and completed before such traffic activity; and
- c) Council strongly opposes the proposal to 'ramp up' the extent of the Accommodation Camp 'progressively', using alternative off-site accommodation to fill any shortfalls in the camp capacity. The availability of hotel and motel accommodation in the district is already scarce and is needed to support tourism and general business activities. The full-scale Accommodation Camp should be built in one effort.

3. Roads, traffic and transport

As the roads authority under the Roads Act 1993, Council requires all road upgrades and maintenance, safety measures and traffic management plans to be formally approved by it. This is necessary because if unmanaged, impacts will arise in terms of road safety from increased traffic volumes (including light vehicles), as well as road asset wear and tear and reduction in effective life due to heavy vehicles, and in the case of unsealed roads, also due to light vehicles which contribute to gravel loss.

Council requires that the Project's construction works, be it the main Accommodation Camp or the wind generation infrastructure, not commence until the required Transport Strategy and Traffic Management Plan have been approved by the Department, in consultation with Council.

Council opposes the proposition that public road upgrades be decoupled from the critical path for main construction (including the main Accommodation Camp) to commence, in essence so they can occur in parallel and in a staged fashion. This poses major risks in terms of road upgrades not being delivered as and when they are needed for safety, or potentially not being delivered at all.

Council also objects to the removal of pre-works dilapidation surveys. These surveys serve as a baseline for pavement condition assessments and are needed to resolve disputes in event of pavement failure or performance issues. Council also requires the baseline dilapidation surveys after road upgrades to remain, as is proposed by the Developer.

Council appreciates the developer has removed State Forest Road and Turee Vale Road from the project access footprint. References to these roads can be removed from the consent conditions, provided there remains a provision for upgrading of the Turee Vale Road vehicular crossing point / site access point the Project requires where the transmission line goes over the road.

Because Turee Vale Road or State Forest Road are to no longer be used, Mod-3 is likely to substantially increase impacts along most of the other project roads which provide sole access to each Cluster, including Vinegaroy Road, Coolah Creek Road, Rotherwood Road, Pandora Pass Road and other minor local roads. This conclusion is reached when compared with the approved baseline which consists of the approved LRWF Mod-2 project, along with the optional use of the Rotherwood Road LRWF Quarry approved under separate Major Project SSD-68063715.

The traffic volumes summary in the Mod-3 Appendix G Traffic Impact Assessment, Table 14, is potentially misleading as it shows a range with reduced peak daily volumes along Vinegaroy Road and Rotherwood Road, rather than total project volumes. The **peak daily** reduction is a relevant consideration but not without also considering **total traffic** volumes over the entire construction, operation, upgrading and decommissioning phases. The peak daily reduction in traffic on these two roads appears to be due to the On-Site Quarry

scenario, however that scenario remains optional (ie may not occur), and the increase in construction duration from the previous 4 years (Mod-1) to now 4 years 9 months.

Appendix G Tables 10 and 11 better show the very large magnitudes of vehicles using each of these roads, which more closely agree with Council's estimated 'actual likely' volumes for the total project than was forecast by previous Mod reports.

3.1 Strengthening Protection of Local Roads from Unauthorised Use

Council wishes to see the Department strengthen the Roads and Traffic Conditions of Consent in relation to REZ traffic using unauthorised access routes.

The roads and traffic related Conditions of Consent issued for Mod 3 require strengthening because:

1. The current Traffic Management Plan scope has generalised 'measures to minimise impacts' which are typically discretionary and a 'wish list', and is silent on explicitly requiring definitive measures that will materially and definitively **prevent** unauthorised road access. Council submits additional requirements are essential, including real time traceability of traffic movements and substantial consequences for developers if their traffic uses unauthorised routes.

Responding after a non-compliance roads event is way more costly than having the developer do more to prevent such behaviour.

2. REZ traffic on roads not authorised for such use materially increases road safety risks because such roads are of a minor/inferior standard, with profound damage generated from inappropriate use;
3. Heavy/OSOM vehicles using unauthorised access routes rapidly damage the condition of the road pavement;
4. Reporting non-compliances to the DPHI Compliance Team for investigation is too slow a response strategy. Reason being, significant and costly damage can be incurred by a local road within a few days of improper use. Council cannot afford these breaches to run for weeks as is currently the case. In that scenario, Local Government – namely the ratepayer - is left with carrying this large and unjust cost.

Council thus urges DPHI to make Tilt Renewables and all other REZ developers more accountable for firstly ensuring real time traceability of its traffic and secondly ensuring its traffic does not use unauthorised access routes. Furthermore, that if their traffic is route non-compliant then the developer must pay the related costs of repair and maintenance. In light of this, Council requests the following be added into the scope of the Traffic Management Plan (Condition 31):

The Developer must include in the Project's Traffic Management Plan (TMP) the following details:

- a) *Any specified operational constraints with respect to maximum numbers of vehicles (heavy/OSOM/light) per unit of time or total tonnages, etc;*
- b) *All heavy/OSOM vehicles must use telematics monitoring (e.g. GPS tracking or geofencing) to trace the movements of heavy/OSOM vehicles in real time. This data must be of an auditable standard, such that route compliance can be verified;*
- c) *Installation of surveillance cameras (CCTV) at critical intersections to monitor compliance of its traffic;*

- d) *Keep accurate logs of all vehicles entering and leaving the Project site. This data must be of an auditable standard;*
- e) *An independent, accredited compliance audit must review 50% of the heavy/OSOM/light vehicle fleet monthly to monitor route compliance performance. Such reports must be tabled with DPHI and the Council within 28 days of completion;*
- f) *All heavy vehicles must be clearly marked, for instance business name, to enable easier identification of non-compliant vehicles;*
- g) *Consequences for drivers who are non-compliant, for example 'three strikes and you're out'; and*
- h) *The Developer accepts liability for damage its vehicles cause to roads not authorised for access.'*

Council has assessed and updated the road upgrade Conditions of Consent in the light of the proposed Mod-3 traffic changes (see Attachment 1). Also, Council does not agree with the applicant's assessment of required road corridor and intersection upgrades (App G TIA Table 3) and has addressed same in Attachment 1.

If you wish to discuss any of the abovementioned matters, please contact me on 02 6849 2000.

Yours sincerely



NICOLE BENSON
DIRECTOR INFRASTRUCTURE SERVICES

Attachment 1

Liverpool Range Wind Farm – Modification 3 (SSD-6696-Mod-3)

Warrumbungle Shire Council Responses to Developer's proposed changes to the consolidated Mod 2 Conditions of Consent.

Table A1 discusses a selection of the applicant's proposed changes to consent conditions given in its Appendix M and Council's responses.

Table A1 – MOD-3 Changes to Consent Conditions

Condition Number (App M Request #ID)	Applicant Request	Council Position	Comments
Definitions (Applicant Requests #1, 2)	Applicant requested insert 'Mod-3', amend 'Accommodation camp', 'Construction' and 'pre-construction accommodation camp' definitions	Object	Council does not support the combining and altering the terms as proposed by the applicant. Road upgrades are to be completed prior to construction of the main Accommodation Camp. See comment below for Appendix 6 Table 6-2 (Request #16 i).
App 6 Table 6-2 (#16(i))	(i) Update Table 6-2 to allow concurrent delivery of public road upgrades and wind farm works (including progressive Accommodation Camp delivery);	Object	Council requires that all road upgrades are completed prior to main construction works, including the main Accommodation Camp, as per the approved conditions. The road upgrades are required for public and project traffic safety and to mitigate or offset the pavement impacts arising from heavy vehicle axle repetitions. If road upgrades are not completed before the main construction of each cluster (including the accommodation camp), then unacceptable safety incidents, complaints and failures of the roads will likely result. The Developer's own analysis for Mod-3, which more closely approaches Council's own estimates of 'actual likely' project traffic volumes than previous Modification reports, agrees that more than 300,000 inbound vehicles will be required during

Condition Number (App M Request #ID)	Applicant Request	Council Position	Comments										
			construction over 5 years (potentially <u>600,000 trips or one-way movements</u>). This will potentially have severe impacts on road safety and road asset performance, if not mitigated by physical upgrades. The approved Mod-1 Amendment Report indicates the main accommodation camp for 600 workers will require delivery of more than 350 semi-trailer accommodation and office modules, plus some 1,000 truckloads for gravel hardstand, concrete for footings, and other materials, plus an ongoing peak potable water demand of approx. 60 truck deliveries per week (120 kL/day). It should be noted that if, as per the applicant's request, the main accommodation camp is removed from the definition of 'Construction' (Request ID #2 above), then the accommodation camp would not trigger road upgrades, which Council does not support.										
App 6 Table 6-2 (#16(iii))	(iii) delete references to Turee Vale Road (due to its removal as part of the Mod-3 Application).	Conditionally agree	Agree in principle, however Council upgrade requirements will need to apply to the Turee Vale Road crossing point between Clusters D – E to preserve road safety and Council's road assets against unreasonable wear and tear. Amend the following Table 6-2 rows as shown below: <table><tr><th>Road / Intersection</th><th>Start – End</th><th>Length (km)</th><th>Upgrade</th><th>Timing</th></tr><tr><td>Turee Vale Road</td><td>At any Crossing (only) Points, and between</td><td>-/-</td><td>Upgrade and widen as necessary to sealed or</td><td>Prior to commencing the use of Turee Vale Road for any over-dimensional or</td></tr></table>	Road / Intersection	Start – End	Length (km)	Upgrade	Timing	Turee Vale Road	At any Crossing (only) Points, and between	-/-	Upgrade and widen as necessary to sealed or	Prior to commencing the use of Turee Vale Road for any over-dimensional or
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			<table><tr><td></td><td>any Site Access Points, on Turee Vale Road.</td><td></td><td>unsealed standard to the satisfaction of Council.</td><td colspan="2">heavy vehicle traffic associated with the construction of the development.</td></tr><tr><td colspan="6"></td></tr><tr><td colspan="6">Intersections</td></tr><tr><td>Vinegaroy Road / Turee Vale Road</td><td colspan="5">(Row can be deleted)</td></tr></table>						any Site Access Points, on Turee Vale Road.		unsealed standard to the satisfaction of Council.	heavy vehicle traffic associated with the construction of the development.								Intersections						Vinegaroy Road / Turee Vale Road	(Row can be deleted)				
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Intersections																															
Vinegaroy Road / Turee Vale Road	(Row can be deleted)																														
Cond 28A (#18)	Applicant requests deletion of the Transport Strategy condition in full.	Object	Condition 28A (Transport Strategy) must not be deleted. The Transport Strategy and the separate Traffic Management Plan are both key documents with important and separate purposes, applicability, and audiences. The Transport Strategy to date has been a standard requirement of DPHI for all REZ major projects and Council concurs with its purpose. It is a high-level document that addresses the scope, design, physical installation and timing of the required road upgrades across the route. To conflate it with the Traffic Management Plan conditions elsewhere in the consent, which largely deals with management (administrative) measures, would risk losing numerous and major warranted design, road safety, and road asset upgrades required as a direct result of the likely project traffic.																												

Condition Number (App M Request #ID)	Applicant Request	Council Position	Comments
Cond 29(a) (#20, 21)	(i) Remove the requirement to undertake a pre-works baseline dilapidation survey for roads; and (ii) include a requirement to undertake a baseline dilapidation survey after the public road upgrades/repairs are completed.	Object	A baseline <u>pre-works</u> dilapidation survey is a critical data set used for the fair resolution of failures, defects, or performance issues. The data are key to identify when and how changes to pavement conditions occur, even in the situation where future pavement overhauls are contemplated and still under design at the time traffic commences but then do not fully eventuate due to changes in the direction of the project. Pre-works dilapidation surveys are an industry-wide best practice standard requirement for development works that impact third-party assets of any kind, including public roads, and it is also a standard DPHI consent condition that applies to all other REZ major projects. Council's position is <u>post upgrade works</u> dilapidation reports are also important. No change to Condition 29(b) is warranted as it relates to 'make good' requirements.
Cond 42(b) (#26)	Amend to allow (i) staged delivery of Accommodation Camp; (ii) use of alternate suitable accommodation (provided it does not impact accommodation services) consistent with the Accommodation and Employment Strategy; and (iii) correct the appendix reference to Appendix 2.	Object	Council does not support the partial or staged 'ramping up' of the main Accommodation Camp, with the use of alternative off-site accommodation in the interim. The availability of hotel and motel accommodation is already very scarce and is needed to support tourism and general business activities. Council requests the current consent wording remain unchanged.

Condition Number (App M Request #ID)	Applicant Request	Council Position	Comments
Cond 42(c) (#27)	Delete 42(c) conditions for the pre-construction accommodation camp	Object	Council requests the current consent wording remain unchanged.
App 6 Table 6-2 (#34)	(i) Update Table 6-2 to ensure the scope/timing of required public road upgrades allow for concurrent wind farm works (see Condition 28 above);	Object to (i)	(i) Not accepted. See discussion at Request #16(i) above. Council's position is that road upgrades must be completed prior to any 'construction' starting as per that defined term in the project approval, and the timing requirements 'prior to heavy vehicle traffic' already set out in Table 6-2.
	(ii) update Table 6-2 to remove the requirement to upgrade State Forest Road and Turee Vale Road, both of which are proposed to be removed as part of the Mod-3 Application (excluding a very small section of Turee Vale Road where the Internal Transmission Line crosses); and	Conditionally agree	(ii) Agree to the removal of references to State Forest Road. However, Turee Vale Road should remain in the table with a change to reflect crossing points, as proposed by Council at Request #16(iii) above.

Condition Number (App M Request #ID)	Applicant Request	Council Position	Comments		
App 6 Table 6-2 #35	Update the timing requirement for public road upgrades in Table 6-1 and Table 6-2 to apply to turbine / transformer OSOM movements and exclude other OSOM (e.g., accommodation camp and smaller OSOM components).	Object	Not supported by Council because the Table 6-2 timing requires public road upgrades be completed prior to the main construction phase (defined term) and the commencement of use of ‘any over-dimensional or heavy vehicles’. This includes traffic for the main Accommodation Camp construction.		
App 6 Table 6-2 Council Issue #1	Council-initiated Local road corridor upgrades	To be Conditioned	Council does not agree with the applicant’s assessment of required road corridor and intersection upgrades (App G TIA Table 3). See below for an explanation. Also, for avoidance of doubt, Council’s assessment of required road upgrade standards based on the Austroads Guides to Road Design and the Guide to Traffic Management Part 6 is as stated below. Council seeks the Conditions of Consent to include the exact technical upgrade specifications as stated herein, not use generalised phraseology about upgrade standards. Note the location and length of each road segment and timing for upgrades are to remain as per the approved Appendix 6 Table 6-2, so are not repeated here. <table><tr><td>Road Segment</td><td>Upgrade Required</td></tr></table>	Road Segment	Upgrade Required
Road Segment	Upgrade Required				

Condition Number (App M Request #ID)	Applicant Request	Council Position	Comments								
			Road Authority: Warrumbungle Shire Council <table><tr><td>Vinegaroy Road (Talbragar River Shire boundary to Coolah Creek Road)</td><td>8m sealed width plus 0.5m unsealed shoulders each side [Austroads AGRD03 500-1000 vpd sealed road]. Add to pavement design life 8 x 10^5 Equivalent Standard Axles (ESAs) to Austroads AGPT02.</td></tr><tr><td>Rotherwood Road</td><td>7.2m sealed width plus 0.5m unsealed shoulders each side [AGR03 150-500 vpd sealed road]. Add to pavement design life 8 x 10^5 ESAs.</td></tr><tr><td>Pandora Road and Pandora Pass Road</td><td>7.2m sealed width [AGR03 <150 vpd sealed road]. Add to pavement design life 3 x 10^5 ESAs.</td></tr><tr><td>Coolah Creek Road (Vinegaroy Road to transmission line crossing near Oakdale Road)</td><td>7.2m sealed width plus 0.5m unsealed shoulders each side [AGR03 150-500 vpd sealed road]. Add to pavement design life 6 x 10^5 ESAs.</td></tr></table>	Vinegaroy Road (Talbragar River Shire boundary to Coolah Creek Road)	8m sealed width plus 0.5m unsealed shoulders each side [Austroads AGRD03 500-1000 vpd sealed road]. Add to pavement design life 8 x 10^5 Equivalent Standard Axles (ESAs) to Austroads AGPT02.	Rotherwood Road	7.2m sealed width plus 0.5m unsealed shoulders each side [AGR03 150-500 vpd sealed road]. Add to pavement design life 8 x 10^5 ESAs.	Pandora Road and Pandora Pass Road	7.2m sealed width [AGR03 <150 vpd sealed road]. Add to pavement design life 3 x 10^5 ESAs.	Coolah Creek Road (Vinegaroy Road to transmission line crossing near Oakdale Road)	7.2m sealed width plus 0.5m unsealed shoulders each side [AGR03 150-500 vpd sealed road]. Add to pavement design life 6 x 10^5 ESAs.
Vinegaroy Road (Talbragar River Shire boundary to Coolah Creek Road)	8m sealed width plus 0.5m unsealed shoulders each side [Austroads AGRD03 500-1000 vpd sealed road]. Add to pavement design life 8 x 10^5 Equivalent Standard Axles (ESAs) to Austroads AGPT02.										
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Condition Number (App M Request #ID)	Applicant Request	Council Position	Comments	
			Coolah Creek Road (from transmission line crossing to Pandora Road)	7.2m sealed width [AGRD03 <150 vpd sealed road]. Add to pavement design life 3 x 10 ⁵ ESAs.
			Oakdale Road	6m unsealed width [NTRO Unsealed Roads Best Practice Guide Category 4C Road 10-50 vpd]. Add to pavement design life 3 x 10 ⁵ ESAs
			Turee Vale Road	Crossing points as per response to Request 16(iii) above. Add to pavement design life 3 x 10 ⁵ ESAs at the crossing point.
			Bounty Creek Road	6m unsealed width [NTRO Unsealed Roads Best Practice Guide Category 4C Road 10-50 vpd]. Add to pavement design life 2 x 10 ⁵ ESAs
			Gundare Road	4m unsealed width as per the Works Deed between TILT and WSC dated 6 th September 2022. Add to pavement design life 2 x 10 ⁵ ESAs

Condition Number (App M Request #ID)	Applicant Request	Council Position	Comments	
			Intersections	Upgrade
			Vinegaroy Road / Rotherwood Road	Full Channelised Right (CHR) and Auxiliary Left (AUL) turn treatments
			Vinegaroy Road / Temporary Workforce Accommodation and Construction Compound Access	Full CHR and AUL
			Vinegaroy Road / Coolah Creek Road	Full CHR and Basic Left (BAL)
			Rotherwood Road / Norfolk Road	Realign intersection so Norfolk Road is at 90 degrees to Rotherwood Road
			Coolah Creek Road / Cooks Drive	Nil, as project traffic is prohibited on Cooks Drive.
			Coolah Creek Road / Oakdale Road	BAL and Basic Right (BAR)

Condition Number (App M Request #ID)	Applicant Request	Council Position	Comments
			Coolah Creek Road / Gundare Road (northeast end) Nil, as project traffic is prohibited on the northeastern end of Gundare Road.
			Minor Access Points on WSC roads BAL and BAR generally, except to the extent turn volumes are shown to peak at less than 5 vehicles per hour during construction.
Council Issue #2	Route restrictions for deleted State Forest Road and Turee Vale Road construction routes	To be Conditioned	The Appendix G TIA Section 4.2.1 states ‘due to the removal of State Forest Road as a proposed construction traffic route, approximately one-third of vehicle movements from State Forest Road will be shifted to other public roads in the project’s construction traffic network.’ It is unclear if the intent is two-thirds of Project traffic (e.g., light vehicles) will remain permitted to use State Forest Road(?). The Table 10 traffic volume estimates do not list State Forest Road. Council requests the Department impose a consent condition that explicitly states that all project traffic (light, heavy and OSOM vehicles) shall only use the approved routes, expressly identifying Turee Vale Road and State Forest Road as being <u>unauthorised</u> routes for Project-related traffic of any type.

End of Attachment 1