

24 May 2022

File No: NTH20/00301/05
Your Ref: SSD-10807896

The Director
Energy Assessments
Department of Planning & Environment
NSW Major Projects Portal

Attention: Dominic Crinnion - dominic.crinnion@planning.nsw.gov.au

Dear Sir / Madam,

**RE: REVIEW OF ENVIRONMENTAL IMPACT STATEMENT (SSD-10807896)
THUNDERBOLT ENERGY HUB (STAGE 1 – WIND FARM) – NEW ENGLAND HIGHWAY, KENTUCKY**

I refer to your portal notification of 26 April 2022 requesting comment from Transport for NSW (TfNSW) in relation to the above-mentioned State Significant Development.

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

- New England Highway (HW09) is a classified (State) road. Tamworth Regional Council & Uralla Shire Council are the Roads Authority for all public roads (other than freeways or Crown roads) in the local government area pursuant to Section 7 of the *Roads Act 1993*.
- TfNSW is the Roads Authority for freeways and can exercise roads authority functions for classified roads in accordance with the Roads Act.
- TfNSW would exercise its powers and functions of the road authority, to undertake State road works in accordance with Sections 61 and 64 of the Roads Act consent is provided under the terms of a Works Authorisation Deed (WAD) or other suitable agreement as required by TfNSW.
- Transport for NSW is the Rail Authority of the Country Regional Network (CRN) across NSW.
- Transport Asset Holding Entity of New South Wales (TAHE) is a State-owned corporation that holds rail property assets and rail infrastructure, including the CRN.
- As of 29 January 2022, UGL Regional Linx (UGLRL) has commenced management and operations of the CRN.
- UGLRL is responsible for reviewing this DA to ensure that potential impacts to rail operations (current and future).

TfNSW considers that in our technical assessment of the EIS, specifically the Environmental Impact Statement (EIS) and the Traffic and Transport Impact Assessment (TTIA) that the 'baseline' for impact assessment is reasonable and the predictions of impact are robust however not yet complete.

TfNSW has identified the following areas that require further assessment:

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Consideration of Impacts on State Roads:

TfNSW notes the proposal will increase demand for road infrastructure, transport facilities and services in this location and provides the following comments for the Consent Authority's consideration:

1. The proposed Site Access design identified in (*Appendix D of the TTIA – Preliminary Site Access Intersection Layout*) demonstrates a basic left turn (BAL) & short channelised right turn (CHRs) arrangement, based upon an assessment of the Austroads Turn Warrants for access demand during the peak periods.

Whilst TfNSW supports the installation of turn treatments to enable safe access for development traffic, the EIS needs to give further consideration to the impact of these treatments on the existing rural property access opposite the site access location. In particular, the proposed arrangement will require vehicles entering and leaving the rural property to turn across the proposed channelised right turning lane.

The proposed arrangement is made complex by an increase in heavy vehicle movements, topographical constraints, speed environment, road geometry and roadside drainage & trees. The EIS suggests sight-distance may be constrained at the site access, however it is also stated in the TTIA that, “*there is not any particular existing road feature or design deficiency which is likely to be contributing to crashes in the vicinity of the Project Area*”. TfNSW notes that, cross-road intersections or property accesses which are closely staggered, increase the potential for vehicular conflict, in particular where there is opposing heavy vehicle movements and constrained sight distances.

TfNSW recommend the *Preliminary Site Access Intersection Layout* in *Appendix D* be updated to include a 3D plan including cross sections and long sections. For further details see TfNSW Strategic Design Requirements for DAs [here](#).

TfNSW further recommend consideration may need to be given to the need to relocate the proposed development access and / or the rural property access located opposite. It would be helpful to understand the existing rural uses associated with each property access, including the frequency and type of vehicles utilising these accesses.

2. The *Preliminary Transport Route Assessment* in *Appendix A* of the TTIA identifies a potential conflict with a rail over road bridge in Muswellbrook for the blade component/s. the EIS should further clarify how this will resolved to confirm whether any works are required.
3. Any roadwork on classified (State) road will require TfNSW consent. Works are to be designed and constructed in accordance with the current *Austroads Guidelines, Australian Standards and [TfNSW Supplements](#)*.

The developer will be required to enter into a Works Authorisation Deed (WAD) with TfNSW for any roadwork deemed necessary on the classified (State) road. The developer will be responsible for all costs associated with the roadwork and administration for the WAD. It is recommended that developers familiarise themselves with the requirements of the WAD process. Further information can be obtained from the TfNSW [website](#).

4. The Consent Authority should consider the potential for generation of dust and / or tracking of material onto the New England Highway. Consideration should be given to the sealing of internal access roads or other suitable management measures to mitigate the impacts generated by the development.
5. The EIS identifies a detailed Construction Traffic Management Plan (CTMP) will be prepared in support of the development. TfNSW recommends that the CTMP be prepared in consultation with relevant road authorities and include a Drivers Code of Conduct (DCC).

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Impacts on Rail Corridor and Assets:

6. The *Preliminary Transport Route Assessment* in *Appendix A* of the TTIA presents 2 x OSOM Turbine Component Transport Routes from Newcastle to Thunderbolt Energy Hub (Stage 1) and based on the proposed transport schedule the maximum number of Project vehicles per day on the road links forming the turbine transport routes is 18vpd (including 6 x OSOM transport vehicles and 12 x light escort vehicles). It is important for UGLRL on behalf of TfNSW to confirm that the increased OSOM movements do not have any adverse impacts on the overbridges being investigated for the transport route/s.

TfNSW Recommends the Consent Authority require the Proponent to obtain OSOM assessment / approval from UGL Regional Linx (UGLRL) on behalf of TfNSW for movements on existing overbridges over the Country Regional Network (CRN) rail corridor. The Proponent is advised to contact UGLRL's third party works team via thirdpartyworks@uglregionallinx.com.au for approval.

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

Yours faithfully,



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

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