

## Transport for NSW

7 October 2025

TfNSW reference: REN25/00160  
Your reference: SSD-50725707

Department of Planning, Housing and Infrastructure  
Locked Bag 5022  
PARRAMATTA NSW 2124

**Attention: Julie Green**

### **TfNSW Response the Response to submissions, Amendment Report review for SSD-507257078-Dinawan Wind Farm**

Dear First,

Transport for NSW (TfNSW) is responding to the Dinawan Wind Farm request for advice in relation to the project's Response to Submissions and Amendment Report referred via the Major Projects Portal on 22 August 2025.

TfNSW has reviewed the additional information prepared by the proponent, including the updated Traffic Impact Assessment prepared by EMM Consulting dated July 2025 and advise that six points previously raised within TfNSW EIS remain outstanding and require further information and two new points have been raised in response to the inclusion of the Option 1a Wagga Wagga bypass detour and the Kidman Way east and west access points.

TfNSW advises the advice can be surmised into four key issues (see below) that have not been addressed by the information submitted with the revised TIA prepared by EMM.

1. Provision of strategic concept designs for all the high-risk OSOM intersections and road infrastructure that will be traversed by the wheel paths for high risk OSOM blade movements.
2. Design revisions in response to the review of the strategic concept designs submitted as part of the RTS and Amendment report submission package.
3. Providing further rationale and justification that has informed the traffic assessment assumptions and design outcomes.
4. Completion of bridge assessments for high risk OSOM.

Further details on the additional information and required actions to resolve the four key issues is provided within Attachment 1.

TfNSW advises that and advises the four key issues must be addressed to ensure the projects proportionate impacts on the state road network assets, efficiency and safety can be satisfactorily mitigated through design and traffic mitigation measures.

Contact Glen Hanchard, Development Services Case Officer, at 1300 019 680 or email [development.renewables@transport.nsw.gov.au](mailto:development.renewables@transport.nsw.gov.au) to arrange a meeting or for any questions

Yours sincerely,



**Nathan Boscaro**  
Manager Development Services - West  
Transport Planning  
Planning, Integration and Passenger

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**TfNSW Response the Response to submissions, Amendment Report review for SSD-507257078-Dinawan Wind Farm**

This attachment relates to TfNSW's response dated 7 October 2025 reference REN25/00160 in relation to the Dinawan Wind Farm RTS and Amendment Report review.

TfNSW has provided a table below that identifies the details the further information and actions required to address the six outstanding points raised in TfNSW EIS response to the project and two new points raised in response to the inclusion of the Option 1a Wagga Wagga bypass detour and the Kidman Way east and west access as part of the RTS and Amendment Report.

**Advisory notes**

1. Strategic Concept Designs must be provided for any works required along the state road network route. Strategic-Design-requirements-for-DA-Factsheet.pdf.

No.	TfNSW comments from EIS response letter that required further information	Outstanding matters that remain open and require further information
Previous point 2 from TfNSW EIS response	Design requirements for McLennons Bore Road/Kidman Way Strategic concept designs are required to be prepared for the proposed accesses to the Kidman Way, McLennons Bore Road/Kidman Way, and Cadell Road/Kidman Way intersections.	<p>TfNSW notes that the RtS included the submission of the strategic concept designs for McLennons Bore Road/Kidman Way. TfNSW has reviewed the strategic concept designs as part of the RtS review and advises that the strategic concept designs are to be revised to address the following points:</p> <ul style="list-style-type: none"> <li>a. The design for the left turn treatment incorporates a combination of an Auxiliary Left Turn (AUL), a high-speed entry curve, and a short merge lane, which does not align with Austroads. An updated intersection design is required to conform to a standardised treatment type, either an AUL or a Channelised Left Turn (CHL), along with a justification for the selection of the CHL if this is the chosen option.</li> <li>b. The designs must be revised to reflect the design speed, which is defined as the posted speed limit plus 10 km/h.</li> <li>c. The current approach and departure design speeds exceed Austroads design speeds, resulting in potential issues with vehicles merging at different speeds. The designs need to be revised accordingly to align with the Austroads design speeds for approach and departures.</li> <li>d. The chevron markings and the splitter island require correction, as the mainline chevron is currently oriented in the wrong direction.</li> </ul>

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		<p>e. In addition to the above, the following design revisions are required:</p> <ul style="list-style-type: none"> <li>i. Specify the radius of the curve on McLennons Bore Road, as it approaches the intersection,</li> <li>ii. The CHR's X value is to align with Austroads requirements, which is typically 10 to 15 meters.</li> </ul>
<p>Previous point 4 from TfNSW EIS response</p>	<p><b>Bridge Assessments</b> The application proposes the traffic of heavy mass vehicles and vehicles with very large axle group loadings, which may be an issue for older short-span bridges. The OSOM route will require bridge assessments to be undertaken for TfNSW assets.</p>	<p>In response to point 4, the revised TIA advises that the bridge assessments will be completed as part of the CTMP and prior to commencing the NHVR permits process.</p> <p>TfNSW advises that completing the bridge assessments post-consent could potentially lead to an increased scope of road upgrades due to the requirements to change routes or lengthen the vehicle configuration to distribute the weight to axle ratio further, which could result in post consent delays and the requirement for further environmental, Roads Act approvals and completion of road upgrades before the high-risk OSOM deliveries. Provided the applicant includes reference to the awareness of the risk in the updated TIA the matter can be closed.</p> <p><i>Note: The bridge assessment requests must include the NHVR Route ID and laden dimensions (vehicle configuration and load).</i></p>
<p>Previous point 9 and 20 from TfNSW EIS response</p>	<p><b>OSOM Pinch Points</b> Point 9 and Point 20 -Strategic concept designs and swept paths must be provided for any road widening on the State road network required to accommodate high-risk OSOM vehicles. The hardstands and pavement are to be sealed to the standards of the adjacent road.</p>	<p>The proponent has not provided strategic concept designs for all areas on the state road network (refer to Table 6.1 of the TIA) that require road works or modifications based on the pinch point assessments within the Dinawan Wind Farm route study prepared by Rex J Andrews dated 27 June 2025. Table 6.1 and the RJA route study is to be reviewed, and strategic concept designs (inclusive of swept path analysis) must be prepared for any pinch points with the state road network currently not captured within the TIA prepared by EMM consulting. TfNSW advises that the strategic concept designs are to be submitted as part of the RFI submission package.</p> <p><i>Note Strategic concept designs to be prepared for all road infrastructure on the state road network (i.e medians, traffic islands, splitter islands etc) that will be traversed by the wheel paths of high risk OSOM movements.</i></p>

<p>Previous point 15 from TfNSW EIS response</p>	<p><b>Sturt Highway roundabouts</b>                  Provide within the updated route study further assessment of roundabout intersections identified on the Sturt Highway (Figures 25, 26, 27 and 29 of the RJA- Route Study- Dinawan Wind Farm), addressing the following:                  a) Clarification on whether a portion of the roundabouts will be removed or if it is proposed to mount existing annulus(s).                  b) Swept paths and road design plans are needed to confirm the impacts on the roundabout(s).                  c) Identify any vegetation removal or trimming required.</p>	<p>TfNSW requested previously the preparation of strategic concept designs for the traversing of the high-risk OSOM (blade components) over the four roundabouts on the Sturt Highway through Wagga Wagga, now referred to as Figures 12,13,14, and 17 within the revised RJA route study for Dinawan Wind Farm.                  Strategic concept designs have not been included within the revised TIA and must be prepared and included within the revised TIA as part of the RFI submission.                  The strategic concept designs must include (at a minimum) notations and identify the areas of pavement strengthening, provision of additional pavement, changes to drainage and modifications required to signs or other infrastructure.                  TfNSW can provide the Works as Executed drawings for the Koorungal Road/Sturt Highway roundabout and the Tasman Street/Sturt Highway to assist with the preparation of the strategic concept designs for these two roundabouts.</p>
<p>Previous point 16 from TfNSW EIS response</p>	<p><b>Point 16- Gillenbah Road/Sturt Highway traffic islands</b>                  The removal of traffic islands at the Gillenbah Road/Sturt Highway pinch point to facilitate the high-risk OSOM movements will conflict with the service centre conditions and infrastructure to prohibit right turns into Gillenbah Road. Designs to navigate this pinch point without impacting service centre consent conditions must be investigated and included within a revised route assessment (accompanied by swept paths and strategic designs).</p>	<p>The TIA includes a statement that the requirement for strengthening or modifying the pavement of the traffic islands on Gillenbah Road/Sturt Highway does not apply to this type of OSOM movement.                  TfNSW advise that strategic concept designs are required to be prepared for any traffic islands or medians that are proposed to be traversed by the project, and must identify the scope of works required to ensure that traffic islands can withstand the proposed high-risk OSOM wheel paths.                  Strategic concept designs must be prepared and provided as part of the RFI package that captures the scope of pavement strengthening, changes to drainage infrastructure and other infrastructure modifications required (i.e signage) or alterations to kerb profiles, and drainage for the traversing of the traffic islands at the Gillenbah Road/Sturt Highway intersection as part of the revised TIA.</p>

<p>Previous Point 19 (f) from TfNSW EIS response</p>	<p><b>Workforce Accommodation Camp</b> The TIA proposes that workforce accommodation facilities be provided. The TIA is required to be revised to reflect the changes to the construction traffic because of the inclusion of the workforce accommodation camp, specifically:</p> <p>f) Clarify if the co-located eastern facility with the Dinawan Solar Farm will be approved under this application and consider the timing of staff to utilise the facility, and whether there will be an overlap of the use of the Wind Farm accommodation with the construction of the Solar Farm.</p>	<p>TfNSW updated response to Point 19 (f)-The submitted designs for the Kidman Way east and west access points are the same designs submitted as part of the Dinawan Solar Farm project. Clarification is requested on whether the access points will be used to service both projects concurrently for the construction (including pre-construction minor works) proponent of these projects. If this is the intention, then the turn warrants assessment is to include the concurrent traffic volumes at the peak of the overlap of each project to ensure that the intersection treatments determined for the Kidman Way access points conform with Austroads and will not require higher-order intersection treatments or traffic mitigation measures to service both projects' traffic volumes.</p> <p>If higher-order intersection treatments are required, the strategic concept designs for the Kidman Way east and west access points must be revised to capture the necessary scope of the higher-order intersection treatments.</p>
<p>RFI -1</p>	<p><b>Strategic concept design revision requirements for the Kidman Way east and west access points</b></p> <p>Note - (not previously raised, as the proposed access points have been included as part of the amendment report and RTS for the project)</p>	<p>TfNSW requests the following information regarding the east and west access points to the Kidman Way, which have been included as part of the project revisions and within the RTS submission. The Kidman Way east and west access points did not form part of the EIS package for the Dinawan Wind Farm.</p> <p><b>Strategic concept design revision requirements for the Kidman Way east and west access points.</b></p> <p>The strategic concept designs for the Kidman Way east and west access points are to be revised to address the three points raised below.</p> <ol style="list-style-type: none"> <li>Provide a TB1 (150mm wide broken line) at both the East and West Access.</li> <li>Chevron line marking in the painted medians appears to be backwards. The angle of the chevrons should align with the direction of the approaching vehicle.</li> <li>The CHR(S) T values is 31m, the T value, is to be revised to align with Austroads requirements (refer to Table 7.1 within <i>Austroads Guide to Traffic Management Part 6</i>) which refers to the requirement of a 30m or 35m T value (i.e increments of 5m).</li> </ol> <p><i>Note: If higher order intersection treatments are required then the points raised in points 2, 3 and 4 must be considered as part of any revisions to the strategic concept designs to capture the higher order intersection treatments at this location.</i></p>

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<p>RFI -2</p>	<p><b>Strategic concept design requirements for the Wagga Wagga bypass route</b></p> <p>Note - (not previously raised, as the proposed access points have been included as part of the amendment report and RTS for the project)</p>	<p>TfNSW highlights the following pinch points that form part of the Wagga Wagga bypass route, which have been included in the revised Dinawan Route Study prepared by RJA dated 27 June 2025. TfNSW has not previously provided advice on this route, as the Wagga Wagga bypass was not proposed as an option within the EIS.</p> <p><b>Eunony Bridge Road and Sturt Highway intersection</b></p> <p>TfNSW advises that strategic concept designs are to be prepared to capture the scope of work required to ensure that the high-risk OSOM blade vehicle configuration can traverse the splitter islands, as the wheel path traffics the splitter islands at this intersection. The strategic concept designs must be prepared in accordance with TfNSW strategic concept design fact sheet and must review and capture the required pavement strengthening for the existing capping of the splitter island, as well as any changes to the kerb profile and any drainage infrastructure.</p> <p><i>Note - The swept paths impact existing power poles. A lighting design will need to be undertaken in the detailed design phase to ensure ongoing compliance to AS1158.</i></p> <p><b>Sturt Highway and Pearson Street Roundabout (Wagga Wagga bypass approach- Figure 43 of the RJA Route Study)</b></p> <p>Strategic concept designs are to be prepared for the Sturt Highway and Pearson Street roundabout, which will be approached from the north and track over the unsealed portion in proximity to the existing culvert headwall adjacent to the western leg of the roundabout to ensure that the high risk OSOM vehicle configuration for the blade components can be made traversable without adverse impacts to the state road network assets.</p> <p>The strategic concept designs for this pinch point must consider and capture at a minimum the required pavement, changes to kerb profiles, drainage and signage etc.</p> <p><b>Sturt Highway and Olympic Highway- splitter islands</b></p> <p>TfNSW advises that strategic concept designs are to be prepared to capture the scope of work required to ensure that the high-risk OSOM blade vehicle configuration can traverse the splitter islands, as the wheel path traffics the splitter islands at this intersection. The strategic concept designs must be prepared in accordance with TfNSW strategic concept design fact sheet (refer to advisory notes).</p>
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