

7 October 2025

Rachel O'Hara
Principal Assessment Officer, Energy Assessments
Planning and Assessment
Department of Planning, Housing and Infrastructure
4 Parramatta Square,
12 Darcy Street Parramatta
NSW 2150

Baldon Wind Farm SSD-40138508– Response to Submissions – TfNSW agency advice

Dear Rachel,

I refer to the Department of Planning, Housing and Infrastructure's (DPHI) request for information regarding the Baldon Wind Farm (SSD-40138508) dated 11 September 2025.

We appreciate the DPHI and Transport for NSW (TfNSW) representatives for meeting with us on 24 September 2025 and 29 September 2025 to discuss the matters raised and our proposed responses.

To support the above please find the response table at Appendix A, and the updated Traffic Impact Assessment attached separately.

Please let Vineeta Lal or myself know if you have any further queries regarding these matters.

Sincerely,

A handwritten signature in black ink, appearing to read "Medard".

Medard Boutry
General Manager- Development
Baldon Wind Farm Pty Ltd
M: +61 422 627 345
E: medardboutry@goldwindaustralia.com

Appendix A- Response to TfNSW RFI 11 Sep 2025

Item	TfNSW response to latest BWFPL submission for additional information	Previous TfNSW response 8 Aug 2025 Submission & Actions	Baldon WF Response post discussions with TfNSW on 24 & 29 September 2025
1b	Assess the two scenarios for the workforce accommodation presented in the TIA onsite and the use of the Project EnergyConnect. The assessment is to be extended to include the timing for the provision of the workforce accommodation, any parallel construction activities, accommodation requirements for pre-construction minor works, changes to the routes, volumes, and vehicle types, and directions prior to and post occupation of the workforce accommodation.	PARTIALLY ADDRESSED - Point 1b of the previous letter was specifically requesting a worst-case scenario considering an overlap of the project peak traffic volumes overlayed with the network peak hour. The proponent has provided separate turn warrants for AM network and project peak however a PM project peak warrant is not provided. The proponent is also required to include all detail requested for pre-construction minor works assessment inside the TIA and not just on the separate table document. This should include a schedule of works that comply with the DPHI definition of pre-construction minor works demonstrating proposed timing. OPEN – The proponent has noted that management measures will be in a specific management plan. Detail of the measures should be outlined first in the EIS, and then reflected in the TIA. The pre-construction minor works assessment must be provided in the TIA and not on the separate close out table.	Section 4.2.1 updated to clarify pre-construction timing and confirmed no overlap with road upgrades. Realistic worst case has been considered.
1c	Provide an assessment of the traffic volumes, types, distribution splits and direction, and routes for each stage of the project inclusive of pre-construction minor works. Traffic mitigation measures and scope of road upgrades are to be identified for each stage of the project.	Refer to above points.	Section 4.2.1 of the TIA has been updated to clarify pre-construction timing and confirmed no overlap with road upgrades.
1d	Provide a comparison of the project and network peak hour traffic volumes; if there is an avoidance of the network peak hour to reduce the scope of the road upgrades for the project, mitigation measures need to be included to ensure compliance with Austroads.	OPEN – see above. This has not been fully provided.	Section 7.1 of the updated TIA provides the comparison of the project network peak.

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2e	Clarify if the area north of the Sturt Highway is required to be accessed during the project, as the current design creates a possible vehicle conflict scenario. The design plans are to be amended to remove the conflict risk. Consider the assessment and mitigation measures required for moving the northern site access, crossflow movements and staggering the intersection with appropriate treatments per Austroads Part 4A, Section 7.2. If the northern access is not to be used, closure will need to be clearly identified in the plans.	OPEN – A Road Safety Audit (RSA) will need to be undertaken on the intersection and consider the risk associated with leaving this access in the proposed location. The RSA may be left to WAD stage however the proponent is to be aware that further work may be required depending on it's outcome.	Baldon Wind Farm acknowledges that RSA will be undertaken at post approval stage (which is a standard process). This has also been included in the updated TIA as Sections 7.1 & 8.3.
3b	An extensive review of the height obstructions along the high-risk OSOM route (e.g., powerlines and gantry heights) is required, and mitigation measures to navigate them must be clearly identified.	OPEN – TfNSW notes that this requirement has not been provided. In the meeting with the proponent on 23 July, it was requested that this be conditioned. TfNSW notes the proponent and consent authority must be aware that if not resolved prior to determination and actioned as a consent condition, further environmental approval might be necessary.	Baldon Wind Farm is liaising with Essential energy to assess and determine the potential impacts to overhead assets such as powerlines. The team acknowledges that any unforeseen impacts will require further environmental assessment and that Essential Energy has a standard process for these works. Potential impacts would be mitigated through the raising of the relevant powerlines prior to the OSOM component of concern using the route. Please refer to section 6.4.5 of the updated TIA.
3d	Dimensions of swept paths and parking plans must be provided for each pullover, layby, and rest area on OSOM routes, demonstrating applicable high-risk OSOMs can physically be accommodated and mitigate impacts to other road users. Note: Locations (including GPS Coordinates) and identification of the OSOM design vehicle used to access each pullover, including rest areas must be included.	OPEN – The proponent has updated rest areas in the route study. As noted in the July meeting and on the previous letter however, the proponent is to conduct further analysis along the Sturt Highway to ensure the amount of rest areas is suitable. See point at bottom of this table.	An assessment of overtaking locations between Robinvale and Balranald, together with a summary of the time delay assessment based on identified pullover locations, has been included in Section 6.4.6.1, Appendix E, and Appendix F of the updated TIA.
3e	The route assessment needs to include temporary safety mitigation measures and remediation treatments. I.e., where raised concrete medians are required to be removed, please state how this will be remediated post	OPEN – As discussed in the July meeting TfNSW was to continue discussions with the assets team on the suitability of painted medians. This discussion has occurred and painted medians are not an acceptable solution in this location.	Appendix G of the TIA has been updated to include the revised design for the Sturt Highway / Market Street intersection at Balranald. The updates show: Strengthening of median islands with mountable kerbing;

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	construction.	Strategic concept designs are required to be updated to provide removal and reinstatement of the raised concrete medians.	• Addition of barrier kerb along the inside of proposed hardstand areas; • Modification of existing inlets to grates; and • An indicative cross section for the proposed road widening.
3i	Details of road geometry and alignment along the identified transport routes must be clearly identified, including: • existing formations, crossings, medians, transmission lines, roundabouts, bridges, intersection treatments and any identified hazards; • each at-risk road structure i.e., bridges, traffic signals, signage, powerlines, medians, major and minor culverts.	OPEN – proponent will need to ensure that route study identifies all potential pinch points and impact to state road infrastructure and ensure mitigation detail is provided. This includes further analysis for sections of the route as identified in the point at the bottom of this table.	Please refer to section 6.4.6.1 of the updated TIA
Additional information required for the Sturt Highway segment of the route from Balranald to the site	The timing of high-risk OSOM movements through the township of Hay, Balranald and movements on the Sturt Highway from Robinvale to Hay and the south of Hay on the Cobb Highway require further consideration and modelling to understand the optimal timing of the high-risk OSOM movements on the state road network and impact of the high-risk OSOM movements through this segment of the corridor as the narrow widths of the travel lanes, minimal shoulders, overtaking opportunities, steel barriers and limited rest area locations will impact on the oncoming and following traffic on this section of the network. Furthermore, to this point, high crash rates have been identified for this section of the Sturt Highway between Balranald and Darlington Point, as shown in Figures 4 and 5 in the attachment. The traffic modelling of travel time delays to	OPEN – The previous letter required further analysis of travel time delays to oncoming and following traffic on the state road network through the township of Hay, Balranald and movements on the Sturt Highway from Robinvale to Hay and the south of Hay on the Cobb Highway. In a meeting held 23 July, TfNSW confirmed that further analysis on this issue will still need to be provided. This was reiterated in a follow up email on 6 August 2025. This requirement is being completed by other wind farm projects in the South West Renewable Energy Zone (REZ), for example the Bullawah Wind Farm. TfNSW recommends discussing completing the analysis with other proponents of renewable projects in the South West REZ.	Please refer to section 6.4.6.1 of the updated TIA. Several overtaking locations have been identified in consultation with TfNSW which would allow the OSOM vehicle to slow or stop if required to facilitate overtaking manoeuvres. An overview of the identified passing locations is provided in Table 18 of the updated TIA and further detailed at Appendix E. In addition, BWF has prepared a summary of travel time delay impacts, including an assessment of expected travelling speeds in Table 19 of the updated TIA and further detailed at Appendix F of the TIA.

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	oncoming and following traffic on the State Road network should start with a maximum 10-minute travel time delay as a baseline. Strategic concept designs will need to be provided for pull-over bays as an outcome of the assessment and a proposed mitigation measure to manage travel time delays that exceed 10 minutes. On this point, the following information will be required for pull-over bays for any proposed pull-over bays: • Location (GPS coordinates), • Cadastral boundaries, • A typical section of the drainage requirements, • Swept path analysis demonstrating that the longest and widest load, including escort vehicles, can be accommodated within the pullover bay. TfNSW will not support any partial parking of the high-risk OSOM within the through lanes, • The dimensions and area of the pullover bays, and • Annotation on the plan to identify that the pullover bays will be constructed to the same pavement standard as the Sturt Highway. The advisory notes section has further information on strategic concept design requirements.		