

2 March 2023

Iwan Davies
Team Leader, Energy Assessment
Department of Planning and Environment
4 Parramatta Square
PARRAMATTA NSW 2150

Reply by email: iwan.davies@planning.nsw.gov.au

Dear Mr Davies

WINTERBOURNE WIND FARM (SSD-10471)

I refer to your email of 25 January 2023 notifying City of Newcastle (CN) of a State Significant Development application for a new 700-megawatt wind farm and ancillary infrastructure to be located in the Walcha and Uralla Shire local government areas (LGA). As the transport route of the wind turbine components and associated electrical equipment from the Port of Newcastle to the project area will traverse the Newcastle LGA CN has been invited to comment on the proposal.

As the development is not located in the Newcastle LGA the following advice is restricted to only the road modifications and traffic management measures proposed in the Newcastle LGA.

The submitted Traffic Impact Assessment (TIA) prepared by Amber Traffic and Transportation Direction has been reviewed and is noted the development involves road modifications at the following locations where CN is the primary road asset controller:

- Port access road to Selwyn Street Mayfield East
- Selwyn Street, George Street, Industrial Drive Mayfield North

The following advice in respect of the proposed road modifications is provided for your consideration:

1. CN Assets - Stormwater (SW)

According to the Route Study, prepared by Rex J Andrews modifications including hardstand are required at the intersection of the Mayfield #4 berth access road and Selwyn Street. Concern is raised regarding impact on CN's SW infrastructure in the locality. Culverts/channels have to remain open for SW conveyance.

Localised widening is proposed on the southern side of George Street, between Selwyn Street and Industrial Drive. Concern is raised regarding the potential damage to CN's stormwater infrastructure caused by the heavy vehicle turning paths. It should be noted that CN would seek financial compensation for any damage to the SW assets resulting from the proposed traffic movements.

The triangular median between George Street and Industrial Drive may have unmapped SW assets/incorrectly mapped SW assets. The proposed hard stand works are directly over a SW pit and could be over unmapped lines.

The George Street sign pole proposed to be removed is near CN's SW pipes and therefore care is required in its removal and reinstatement to ensure that the above pipes are not damaged.

An electronic copy of a dilapidation report prepared by a suitably qualified person for both pre and post works and will be required to be submitted to CN prior to the commencement of any of the proposed works on public roads. The report is to document and photograph the structural condition of the roads and infrastructure. In regard to stormwater infrastructure, the report is to include the condition of internal and external pits, stormwater pipes via CCTV and kerb & gutter.

The CCTV inspection is to comply with Appendix 11 of the CN Technical Manual 'Stormwater and Water Efficiency for Development' (Updated April 2019).

It is recommended that prior to the drafting of the Response to Submissions Report the Applicant consult with CN's Assets Coordinators to discuss the above concerns. Prior to the meeting the Applicant should undertake a utilities search including locations of all underground CN stormwater pipes, in addition to all other private / public utilities in this area.

2. CN Assets - Roads

No objections are raised to the removal and reinstatement of signs, line marking and medians on Selwyn Street and George Street, subject to the above concern regarding SW pipes being addressed.

The hardstand area and fence relocation proposed on the eastern side of the access road from the #4 berth at Port of Newcastle are on Port of Newcastle Lessor Ministerial Holding Corporation land. It is noted that the turning movements of the heavy vehicles will encroach onto the southern alignment of Selwyn Street which will necessitate the relocation of the boundary fence onto Transport for NSW (TfNSW) land.

A separate application must be lodged by the applicant and consent obtained from City of Newcastle (CN) for all works within the road reserve pursuant to Section 138 of the *Roads Act 1993* (NSW). The consent must be obtained, or other satisfactory arrangements confirmed in writing from CN, before the issue of a Construction Certificate for the development.

The proposed widening of George Street will also require the prior consent of TfNSW before any approval granted by CN because of its likely impacts on Industrial Drive which is a State road and the traffic signals. TfNSW approval of a Road Occupancy Licence (NSW Transport Management Centre) and Works Authorisation Deed agreement is required as works involve their assets (e.g. median, traffic signals) for all roads in the Newcastle LGA except for Selwyn Street and George Street.

For the information of the Department and the applicant a table identifying the responsible regulatory authority for the proposed road upgrades and traffic management measures is attached. (Refer to Attachment A)

The proposed hardstand areas on the public roads will be required by CN to be removed following the completion of the transportation of the wind turbine components and the roads restored to pre-works condition, at no cost to CN and to the satisfaction of CN.

As mentioned above, an electronic copy of a dilapidation report prepared by a suitably qualified person for both Pre and Post works is required for Selwyn Street and George Street including level crossing infrastructure and signage.

3. Traffic

From a traffic safety perspective, the proposed measures are supported in principle subject to the following:

- The proposed hardstands are not to involve any changes to the line marking on the road so that the existing arrangement of travel lanes remains the same. Where roads are significantly widened and do not possess edge lines, edge/centre lines are to be provided.
- 'No Stopping' restrictions to be provided along the proposed hardstands to prevent vehicle parking on these areas for the duration of their required use.
- For removable/sleeved signposts security head bolts are to be used to affix posts.
- The 'oversized and over mass' routes are only to be used during the nighttime. More specific details in this regard will be provided by the NSW Police Force.

4. Vegetation

The proposed modifications are to avoid vegetation removal. Any proposed removal of street trees will not be endorsed by CN.

If you have any questions in relation to the various matters raised in this letter, please contact Geof Mansfield Principal planner (Development) on 4974 2767 or gmansfield@ncc.nsw.gov.au.

Yours faithfully



Priscilla Emmett
DEVELOPMENT ASSESSMENT SECTION MANAGER

Attachment:A - Responsible Regulatory Authorities

Attachment A- Responsible Regulatory Authorities

Location	Road upgrades/traffic management measures
Corner of Selwyn Street and Industrial Road, Mayfield North	<ul style="list-style-type: none"> • Hardstand works on traffic island within road reserve – CN Selwyn St, TfNSW-Industrial Drive • Removal/relocation/re-design of existing utility poles (Utility Authority) and traffic lights-TFNSW • Mount existing medians - TFNSW • Encroach road verges – CN • Removal of existing trees – CN or private
Industrial Road and Pacific Highway, Mayfield West	<ul style="list-style-type: none"> • Use left-turn slip lane for right turn maneuver onto Pacific Highway-TFNSW • Traverse in opposite direction (contra-flow) along Pacific Highway for approximately 130 m.- TFNSW • Mount existing medians-TFNSW