

20 August 2024

TfNSW reference: WST24/00121 | SF2024/064488

Your reference: SSD-30448824

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

Attention: Tatsiana Bandaruk

SSD-30448824 – Junction Rivers Wind Farm – EIS Exhibition – Various Lots – Balranald-Moulamein Road, Kyalite - Murray River LGA

Dear Tatsiana,

Transport for NSW (TfNSW) is responding to the SSD-30448824 referred on 11 July 2024.

TfNSW has reviewed the information and is unable to properly assess possible impacts on the state transport network and its users. Details of **additional required information** are set out in **Attachment 1**.

On request, TfNSW can participate in a meeting with Council and the Applicant to further discuss the information in Attachment 1.

If you have any questions, please contact Tim Mitchell, Development Services Case Officer, on 1300 019 680 or email development.renewables@transport.nsw.gov.au.

Yours faithfully,

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

Alexandra Power

Team Leader Development Services (Renewables)

Community & Place

Regional and Outer Metropolitan

OFFICIAL

Attachment 1

SSD-30448824 – Junction Rivers Wind Farm – EIS Exhibition – Various Lots – Balranald-Moulamein Road, Kyalite - Murray River LGA

This attachment relates to TfNSW's response dated 20 August 2024 reference WST24/00121.

TfNSW requirements for additional information:

TfNSW requests the revision of the Traffic Impact Assessment (TIA) prepared by UMWELT Consulting and RJA Route Survey Port Adelaide to Junction Rivers WF to address the following:

RJA Route Survey Port Adelaide to Junction Rivers WF requirements:

1. The configurations of the OSOM are required to be included within the revised high-risk OSOM Route Study. A conservative assessment of vehicle configurations and components should be considered to ensure the final high-risk OSOM vehicles will need to fit within the parameters set out in the route assessment.
2. Emergency parking locations have been identified in the Route Study however appear inadequate. A Number of these stops state that 90m in length is available, however the blade OSOM vehicles are up to 110m long. The OSOM route assessment must be revised to include locations of pull-over bays, laybys, and emergency stopping on the route and identify types of high-risk OSOM that will utilise each facility.
3. A swept path analysis for the largest high-risk OSOM vehicle demonstrating the largest high-risk OSOM can physically enter, exit, and park within a rest area or pull over locations without impacting access and parking for other vehicles permitted to access these locations.
4. 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.
5. The route assessment must include mitigation measures to manage impacts to other road users, including OSOM movements travelling in the opposite direction and road users travelling behind high-risk OSOM vehicle(s).
6. Bridge and culvert assessments are required for high-risk OSOM routes. The TfNSW Freight Operations team can conduct bridge and culvert assessments for TfNSW assets at spu@transport.nsw.gov.au
7. Note there is concern about OSOM axle weights on the pavement condition and the culvert/bridge network along the Sturt Highway and Yanga Way. It is likely that significant areas of the Sturt Hwy and Yanga Way may experience major pavement failures with the significant OSOM movements proposed. Further information regarding OSOM weights and axle loadings is required. Traffic mitigation measures or road upgrades will need to be included within the revised route study to minimise the impact of high-risk OSOM on Sturt Highway and Yanga Way.

Total traffic generation

8. The intersection of Yanga Way and SAP1 has been proposed to be constructed as a BAR/BAL intersection, however no turn warrant assessment has been submitted. This needs to be provided.
9. No consideration has been given to pre-construction minor works. Identify traffic generation and types of vehicles required at each stage of construction inclusive of pre-construction minor works. It is noted that the applicant is reliant on the delivery of intersection upgrades for the Sturt Highway/ Yanga Way intersection to a CHR(s). This is required before this development can commence construction.
10. Further assessment is required to identify if the peak traffic volumes will be representative of the traffic volumes in Stage 2 of the project. This is required to ensure that the assessed intersection treatments for Yanga Way and SAP1, for Stage 1 are suitable for Stage 2 of Yanga Way and SAP1 are suitable for the entirety of the project. This will be applicable to any further intersection or access connecting with the State road network.
11. TfNSW notes that intersection count and project traffic peak hour has been assumed as 6am-7am and 5:30pm-6:30pm. If these hours are to change, updated traffic counts and turn warrant assessment would be required. The peak traffic hours should be considered as a condition of consent.
12. The traffic generation of the construction staff has assumed 2 people per light vehicle and the use of shuttle buses. Limits may be required in the conditions to ensure the volumes of the development are within the limits of the TIA.
13. Table 23 and 24 of the TIA has HV and LV headings seemingly in the wrong columns. Please review this table to ensure the headings are correct.

Strategic design requirements

14. No strategic designs have been submitted for the intersection upgrades. These are required to be submitted for any physical changes to the state road network.
15. Strategic designs must be accompanied by swept paths for the largest vehicle required to access each public and private access with the State road network. Swept paths must demonstrate the largest heavy vehicle can turn concurrently in all turn directions without crossing into the incorrect lane, well within proposed/existing pavement and within existing intersection treatments (where applicable). Intersection upgrades are to be in accordance with *Austroads* and relevant TfNSW supplements.
16. Strategic designs must identify any acquisition required to facilitate the scope of the road upgrades and road works inclusive of pinch point. The Developer is responsible for dedication and acquisition of land, if necessary, to accommodate road infrastructure, including but not limited to footways, structures, stormwater drainage, batters, maintenance access, and utilities, to TfNSW's satisfaction.

Note: The design must comply with TfNSW strategic design requirements for Das, TfNSW technical directions, supplements, corridor strategies, Austroads and any other applicable TfNSW policies/strategies. To assist in preparing the designs, please refer to the link below:

<https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/documents/planning-principles/strategic-design-fact-sheet-02-2022.pdf>

17. Sturt Highway and Yanga Way are Road Train routes (36.5m Type 1 Road Train/ PBS3). Intersections on these roads should be designed to cater to road train movements.

18. Swept paths for the high risk OSOM will be required for each site access point to the site that will be required to be used for the high risk OSOM. The swept paths are required to demonstrate that the high risk OSOM can be delivered within the existing or proposed pavement and if further pavement widening is required to accommodate these movements.

Emergency access to a state classified road (if applicable):

19. The EIS suggests that Site Access Point 1 is an emergency access only, however the TIA suggests it is a normal site access used by OSOM vehicles. Clarification by the applicant is required.
20. If emergency accesses are proposed to a state classified road it must identify how the access will be managed (i.e gates) to prevent the use of the access for other vehicles associated with the development during peak of construction and operation.
21. Identify the emergency design vehicle and provide a swept path analysis identifying.
22. Provision of sufficient storage at the throat of the access to allow for the emergency vehicle to store within the access and not within the through lane or shoulder.
23. Identify compliance with SISD for the design speed (posted speed +10km/hr)