Transport for NSW

5 September 2024

TfNSW reference: WST24/00101/002| SF2024/056410
Your reference: SSD-50725707

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

Attention: Julia Green

TfNSW Response- SSD-507257078– EIS Exhibition Dinawan Wind Farm

Dear Julia,

TfNSW is responding to the exhibition of the Environmental Impact Statement (EIS) for Dinawan Wind Farm referred to via Major Projects Portal on 12 July 2024.

TfNSW have reviewed the EIS and Appendix E -Traffic Impact Assessment prepared by EMM dated 28 May 2024 and the EIS – to inform this response.

TfNSW requires additional information (see attachment 1) to form part of a revised TIA and EIS (where applicable) to be submitted with the Response to Submissions (RtS). The additional information is required to address the key issues (see below) to ensure the project addresses s4.15 and s4.42 of the *Environmental Planning and Assessment Act 1979* prior to determination:

Key issue 1- The route study does not provide enough information to assess the impacts on TfNSW assets and the compliance of the road upgrades and mitigation measures in accordance with *Austroads Guide to Road Design*, *Austroads Guide to Temporary Traffic Management* and TfNSW supplements. Actions to address this issue identified in point 1 to 22.

Key issue 2- Update the turn warrants assessment to identify the worst-case scenario for the background traffic and turning traffic volumes have been considered in accordance with the requirements of *Austroads Guide to Traffic Management* and TfNSW supplements. Actions to address issues 23 and 24.

Key issue 4- Update strategic concept designs for the high-risk OSOM road upgrades. The project intersection strategic designs are required to be updated based on the outcome of key issue 2 and to ensure that the largest vehicles entering the project site can be accommodated within the pavement. Actions to address this issue 25 to 27.

Lower priority issue- The Kidman Way/Cadell Road intersection identifies a right turn restriction. The revised TIA must provide additional information detailing how the prohibition will be enforced and monitored throughout the project.

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

Yours faithfully,

Alexandra Power
A/Team Leader Development Services-West
Community & Place
Regional and Outer Metropolitan

Attachment 1

TfNSW Response- SSD-507257078–EIS Exhibition Dinawan Wind Farm

This attachment relates to TfNSW's response dated 5 September 2024 reference WST24/00101/002.

Additional required information

TfNSW requires additional information to be included in a revised TIA and EIS (where applicable) and submitted with the Response to Submissions (RtS). Actionable points have been detailed below that will provide guidance in addressing the key issues (see cover letter) within the revised TIA and EIS.

Key issue 1- The high-risk OSOM route assessment (to be addressed as a part of the RtS prior to determination)

General additional information required for both high-risk OSOM routes

1. 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.
2. An extensive review of the height obstructions along the high-risk OSOM route (e.g., powerlines and gantry heights) is required, and mitigation measures must be identified to navigate them.
3. Swept path analysis for intersections required for the high-risk OSOM movements for the largest high-risk OSOM design vehicle for the key intersections and accesses with the State Road network are required to accompany the revised TIA. The strategic concept designs will need to be revised to include the necessary pavement for the high-risk OSOM design vehicle if the swept paths identify that the OSOM design vehicle turning arc cannot occur within the existing or proposed pavement.
4. The RJA route assessment and Traffic Impact Assessment (TIA) is contingent upon road upgrades provided by EnergyCo from Port of Newcastle to Elong Elong. The applicant must review pavement extents and scope of works to ensure vehicle configurations and swept paths for this project's higher-risk OSOM align with the scope of the P2R project, particularly the relocation of traffic signals at George Street, Industrial Drive and Mayfield Road intersection. Evidence of the assessment of consistency with P2R project is required as a part of the revised route study.
5. The swept paths for the route assessment are required to be based on the longest high-risk OSOM design vehicle and component for the project, which is the blade component and vehicle configuration. The swept paths within the route assessment have been based on the power train component, which is not the longest design vehicle for the project. The swept paths in the route analysis are required to be updated with a revised swept path analysis for the blade movement, which is the longest high-risk OSOM design vehicle and load for this project.
6. Strategic concept designs are required for each high-risk OSOM route for any road upgrades or modifications required to the State road network.

   Note: Results of the bridge assessments may result in a change to the route which must be provided in an updated route assessment.

Rail Comments in relation to the OSOM routes-both routes

7. Two routes have been proposed for high-risk OSOM vehicles access to the site:
   a. Access Route from the Port of Newcastle to Site – Option 1,this Heavy Vehicle access route will be crossing **CRN** rail corridor at two locations:

      I. Sturt Highway: Crossing at non-operational rail corridor from Narrandera to Tocumwal at Narrandera as shown in Figure 1
      II. Proposed Route Hume Highway: Crossing non-operational rail corridor from Cootamundra to Gilmore at Coolac as shown in Figure 2.

   The applicant must also note that the proposed route Option 1 crosses ARTC and Sydney Trains rail corridor and level crossings at several locations.

   a. Access Route from the Port of Newcastle to Site – Option 2,
      The route proposed in Option 2 will cross **CRN** rail corridors at (7) locations:
      I. Sturt Highway: Crossing non-operational rail corridor from Narrandera to Tocumwal rail corridor at Narrandera as shown in Figure 3.
      II. Newell Highway: Crossing operational rail corridor from Junee to Narrandera at Narrandera as shown in *Figure 4.*
      III. Newell Highway: Crossing non-operational Barmedman to Rankins rail corridor at Alleena as shown in *Figure 5.*
      IV. Newell Highway: Crossing operational rail corridor from Temora to Griffith at Mirrool as shown in *Figure 6.*
      V. Henry Parkes Way: Crossing Vehicle and Pedestrian Level Crossing on CRN Operational rail corridor from Molong to Parkes at Parkes as shown in *Figure 7.*
      VI. Newell Highway: Crossing operational West Wyalong to Unagarie rail corridor at West Wyalong as shown in *Figure 8.*
      VII. Golden Highway: Crossing non-operational rail corridor from Sandy Hollow to Merriwa near Maitland Street Gungal *Figure 9.*

   The applicant must be aware of the crossings on CRN rail corridors and is to include information on the crossings shown above and any other identified crossings of the CRN rail corridor in the updated EIS documents. In addition, if any adverse impacts to CRN corridors are identified in the EIS documents, the applicant shall seek approvals from UGLRL. Please also note that the applicant must adhere to the transport management and safety requirements of UGLRL and TfNSW.

   It is advised that the proposed haulage routes would also be crossing the rail corridors managed by Agencies other than TfNSW. It is recommended that the DPIE should refer this application to other relevant agencies (e.g. **ARTC and Sydney Trains).**

High risk OSOM route 1: Port of Newcastle via Sydney and Hume Highway

8. The RJA route study does not include relevant TfNSW projects on the state road network. The route study must be updated to include TfNSW projects that have commenced or have been completed and mitigation measures to navigate any identified pinch points. The Hexham Straight is a notable project impacting Route 2 and the route assessment must be updated to assess the alternative route via Newcastle Inner City Bypass to Newcastle Road, for high-risk OSOM loads that do not exceed the vertical clearance limitations.
9. Details of road geometry and alignment along the identified transport route/s, including existing formations, crossings, bridges, intersection treatments and any identified hazards, including each at-risk road structure i.e bridges, traffic signals, signage, powerlines, major and minor culverts.
10. Include an assessment of the pull-over locations and rest areas that includes the following:
    a. Locations (including GPS coordinates) and dimensions, and

   b. swept path analysis for the largest high-risk OSOM vehicles demonstrating the largest design vehicle can physically enter, exit and park without impacting travel lanes with respect to pull over locations or public parking within rest areas.
11. Northconnex tunnel operator will need to be consulted regarding this route and if approval is not provided. If further upgrades are
12. 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 roundabouts will be removed or if it is proposed to mount existing annulus(s).
    c. Swept paths and road design plans are needed to confirm the impacts on the roundabout(s).
    d. Identify any vegetation removal or trimming required.
    e. Any other infrastructure required to be removed or modified.
13. 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).
14. A further detailed assessment is to be provided to TfNSW at the rail underpass on Sturt Highway at Wagga Wagga before any further consideration of the proposed route. This is required as the clearances of the underpass may impact the viability of the transport route for blade components.

<u>High risk OSOM Route 2: Port of Newcastle via Golden Highway, Newell Highway, Sturt Highway and Kidman Way</u>

15. The refugee island at Bettington Street/Vernacher Street Merriwa is located on a state classified road (Golden Highway). TfNSW requires the scope of works in the form of a strategic concept design identifying the removal of the refugee island and evidence of consultation with the relevant Council.
16. A swept path analysis for the largest high-risk OSOM vehicle demonstrating the largest high-risk OSOM design vehicle can physically enter, exit, and park without impacting access for other vehicles permitted to access the identified rest area or pullover locations.
    Note: The governing high-risk OSOM design vehicle is required to be identified for each pull over location and rest area identified within the route study.
17. 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.
18. Confirm the correct height of base tower and vehicle configuration it is noted that the height of the base tower and vehicle would be 6.1-6.2m which does not correlate with the height of 5.9m identified in the RJA Route Assessment. The RJA route assessment must be updated to reflect the correct height of the laden load of the base tower and vehicle configuration.
19. Section 4.7.4 route 2 will already have significant OSOM vehicles on the Golden Hwy for the Central West Orana projects. Travel schedule will need to consider cumulative impacts and possible restrictions imposed for REZ OSOM vehicles.
20. Timing of high-risk OSOM deliveries within the construction schedule, indicative weekly program(s), and timeframe to complete deliveries from relevant port to the site is required.
21. The RJA route study does not include relevant TfNSW projects on the state road network. The route study must be updated to include TfNSW projects that have commenced or have been completed and mitigation measures to navigate any identified pinch points. The Hexham Straight is a notable project impacting Route 2 and the route assessment must be updated to assess the alternative route via Newcastle Inner City Bypass to Newcastle Road, for high-risk OSOM loads that do not exceed the vertical clearance limitations.

22. The RJA route assessment and Traffic Impact Assessment (TIA) is contingent upon road upgrades provided by EnergyCo from Port of Newcastle to Elong Elong. The applicant must review pavement extents and scope of works to ensure vehicle configurations and swept paths for this project's higher-risk OSOM align with the scope of the P2R project, particularly the relocation of traffic signals at George Street, Industrial Drive and Mayfield Road intersection. Evidence of the assessment of consistency with P2R project is required as a part of the revised route study.

Key Issue 2-Turn warrants assessment- required prior to determination as a part of the RtS

23. The TIA is to be revised to include the cumulative traffic volumes for turn warrant assessments for traffic associated with other major projects that will be present in the background or turning traffic volumes of McLennons Bore Road/Kidman Way and Cadell Road/Kidman Way the intersections for both project peaks 2027 and 2029.
24. The TIA proposes that workforce accommodation facilities will be provided. The turn warrant assessment is to be revised to reflect the changes to the construction traffic because of the inclusion of the workforce accommodation camp, specifically:
    a. If workforce accommodation is proposed, then the TIA is required to assess the pre-construction, construction schedule, staging, parallel construction activities and traffic generation until the workforce is fully accommodated at the camp. The traffic assessment requirements identified in this letter will apply to the workforce accommodation.

Key Issue 3-Revised strategic concept designs for the project accesses- prior to determination as a part of the RtS

25. 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. They are to be submitted as part of the revised TIA traffic based on the outcome of the turn warrant assessment and accompanied by swept paths for the largest design vehicle for the project.
26. 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.
27. Strategic concept designs must identify any acquisition required to facilitate the scope of road upgrades and road works, including pinch points identified for each route.
    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.