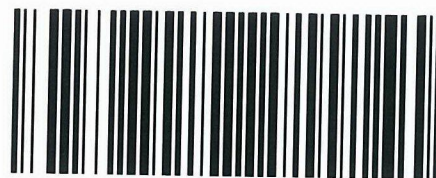




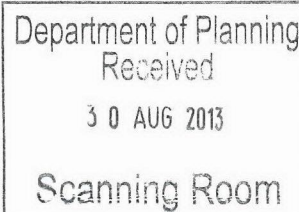
**Transport**  
Roads & Maritime  
Services

WST13/00019/02



PCU047568

The Manager  
Energy & Infrastructure Projects  
Department of Planning & Infrastructure  
GPO Box 39  
SYDNEY NSW 2001



**Attention: Ms Alison Nash**

Dear Ms Nash

**MP11\_0033: Response to Submissions/Preferred Project Report;  
Crudine Ridge Wind Farm**

Thank you for your letter dated 2 August 2013 referring the Response to Submissions (RtS)/Preferred Project report (PPR) for the Crudine Ridge Wind Farm Project to Roads and Maritime Services (RMS) for comment.

The documentation has been reviewed and RMS makes the following comments:

- The RtS still lacks a robust assessment of alternate methods for the transportation of materials to the site. Whilst it accepted that rail transport is not possible for larger turbine components, the opportunity to transport components 40 metres or less by rail does not appear to have been properly considered. The use of rail to Kandos and then road transport to the site should not be dismissed on the basis that road transportation is still required as such a proposal would significantly reduce the number of heavy vehicle traffic movements through centres such as Bathurst and Mudgee and on the classified road network between an appropriate rail siding and Newcastle Port. RMS strongly suggests that rail transport be used to transport a portion of the materials required;
- Clause 4.3.2 of the Transport Assessment states that delays to local traffic as a result of project traffic on the public road network is estimated to be no more than 3 minutes. Given the proposal includes the movement of oversize/overmass vehicles through the Mudgee urban area, 3 minutes is considered extremely conservative and unlikely to be achieved;
- Clause 4.6 of the Traffic Assessment states that the commencement of the Kelso Great Western Highway upgrade is uncertain. This project is due to commence in December 2013;
- There does not appear to be any reason as to why over size vehicles longer than 50 metres need to use Ulan Road whilst all other oversize/overmass vehicles will access the Castlereagh Highway from its intersection with the Golden Highway;

Roads and Maritime Services

- Safe Intersection Sight Distance for a 100km/h speed zone is 248 metres not 225 metres as stated in clause 3.3 of the Transport Assessment (*Austroads Guide to Road Design 2010*);
- The documentation provided does not clarify whether over size vehicles making deliveries to the site will still be over-size after the delivery is made and the unloaded vehicles are exiting the site;
- Estimation of traffic generated by the proposal needs to be maximum movements not minimum (e.g. transportation of over-head transmissions lines (Clause 4.2.1 of the Transport Assessment)).

Notwithstanding, RMS will not object to the proposed development and provides the following submissions for your consideration:

- A Construction Traffic Management Plan (TMP) shall be prepared in consultation with Mid Western Regional Council, Bathurst Regional Council and RMS. The TMP shall identify the proposed route(s) and associated impacts (temporary street closures, removal and replacement of road infrastructure, upgrading of road infrastructure, etc) which will be required in order for the necessary materials and machinery to be delivered to the site. The TMP shall include assessment of high risk locations that prevent safe two-way passage of traffic and how traffic movements are to be negotiated, projected delays experienced by traffic on affected roads (origin to destination), cumulative impacts and mitigating measures to be employed. The applicant is to be accountable for this process rather than the haulage contractor;
- During the construction period trailer mounted Variable Message Signs (VMS) shall be placed on the Castlereagh Highway displaying "Trucks Turning Ahead" warning motorists of turning construction vehicles at the following locations:
  - Approximately 250 metres south and north of the intersection of Castlereagh Highway and Aarons Pass Road.

VMS shall only be operational during actual construction days. The final location of the VMS will require the approval of RMS prior to their positioning and display adjacent to the highway;

- Prior to any haulage requiring oversize/overmass vehicles and loads the proponent will be required to obtain special permits. To obtain a permit, the proponent will need to contact the National Heavy Vehicle Regulator on 1300 696 487. An application form can be downloaded from [www.nhvr.gov.au](http://www.nhvr.gov.au);
- If any parts of the proposed transport routes on classified roads are unable to cater for the project related traffic and transport, the proponent shall be required to improve such part of the road to safely cater for the length, size and volume of vehicles and their loads, and to protect the integrity of the classified road network. This may include the proponent constructing stopping bays (suitable hard stand areas) at distances and dimensions



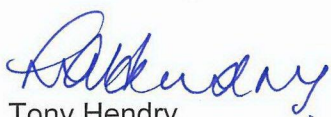
determined by RMS. These areas would be required along the proposed route to allow the following vehicle queue to pass;

- Any disturbances to traffic lanes, shoulders, verges or other disturbance within the road reserve of classified roads are to be reinstated to pre-existing or better condition. This includes any impact on the road pavement, culverts, bridges, causeways, stock grids, signage and traffic islands;
- A full and independent risk analysis and inspection of the transport route is required and a copy of the analysis is to be supplied to RMS. Further analysis and reporting to assess possible damage to and repair of the route will be required on a regular basis;
- RMS requires a commitment from the proponent to provide funding for the maintenance and repair of any affected classified roads for the duration of transportation of oversize and overmass vehicles and loads, to the satisfaction of RMS;
- Vehicles transporting loads will not be permitted to travel in convoys or platoons;
- All arrangements for the control of traffic on classified roads are to be in accordance with the RTA publication *Traffic Control at Work Sites*. A Road Occupancy Licence will be required prior to any works commencing within three metres of the traffic lanes of classified roads and submission of the Traffic Management Plan will be part of a Road Occupancy Licence;
- Where the proponent is required to undertake private financing and construction of any works that are to be undertaken on a road in which RMS has a statutory interest (State roads), formal agreement in the form of a Works Authorisation Deed will be required between the developer and RMS. The Works Authorisation Deed(s) will need to be executed prior to the commencement of any such works;
- All works associated with the project, including consultation and planning, are to be at no cost to RMS.

Please keep RMS informed of the progress of the project application.

Should you require further information please contact Andrew McIntyre (02) 6861 1453.

Yours faithfully



27 AUG 2013

Tony Hendry  
Road Safety & Traffic Manager  
Western