

Regulatory, Planning and Assessment.MBisson/GMansfield  
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Phone: 02 4974 2000

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Anthony Ko  
Team Leader, Energy Assessments  
Department of Planning, Industry and Environment  
GPO Box 39  
**SYDNEY NSW 2001**

Reply by planning portal: <https://www.planningportal.nsw.gov.au/major-projects>

Dear Mr Ko

### **HILLS OF GOLD WIND FARM (SSD-9679)**

I refer to the Department's electronic notification of 27 November 2020 requesting City of Newcastle (CN) to provide advice on the above proposed development.

The development is not located in the Newcastle local government area (LGA), therefore the following advice is restricted to the road upgrades and traffic management measures proposed in the Newcastle LGA associated with the transport of the wind turbines components from the Port of Newcastle to the project area.

The submitted Traffic and Transport Assessment (T&TA) prepared by The Transport Planning Partnership (Nov 2020) has been reviewed and is noted the development involves road upgrades at the following locations in Newcastle where CN is the primary road asset controller:

- Port access road to Selwyn Street Mayfield East (Section 3.7.1.1)
- Selwyn Street, George Street, Industrial Drive Mayfield North (Section 3.7.1.2)

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

#### **1. CN Assets -Stormwater**

A localised widening is proposed on the southern side of George Street, between Selwyn Street and Industrial Drive. This widening will impact an existing kerb inlet pit on the corner of Selwyn and George Streets. The pit and pipe will need to be relocated with all costs to be met by the applicant.

Concern is raised regarding the potential damage to CN's stormwater infrastructure caused by the heavy vehicle turning paths proposed at Selwyn Street, George Street and Industrial Drive. According to CN's Assets Coordinator-Stormwater:

*'The proposed turning paths will impact on a number of existing CN kerb inlet pits and lintels, particularly on the western side of Industrial Drive (adjacent McDonalds) which are all at high risk of damage from heavy articulating vehicles. Please ensure that vehicles do not come into contact with any lintels and if this cannot be accommodated wheel loads must be adequately dissipated over any stormwater structure within the*

*turning path. Based on the provided report and figures, the available clearance will be minimal, and the vehicle movements pose a high risk of damage.'*

(Refer to Attachment A for the locations of the above stormwater infrastructure.)

CN would seek financial compensation for any damages to the stormwater assets resulting from the proposed traffic movements.

It is recommended that prior to the drafting of the Response to Submissions Report the applicant consult with CN's Assets Coordinators to discuss options available to address the above concern. 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.

An electronic copy of a dilapidation report prepared by a suitably qualified person for both pre and post works and transport 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, lintels, 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).

The above requirement and other matters concerning the road upgrades will be addressed in CN's schedule of recommended conditions which will be provided in CN's advice on the Response to Submissions Report.

## **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.

The hardstand area and fence relocation proposed on the eastern side of the access road from the berth at Port of Newcastle as shown in Figure 3.10 are on Port of Newcastle Operations Pty Ltd (PoNOP/L) land. It is noted that the PoNOP/L were not included in the list of stakeholders consulted as part of the preparation of the T&TA. It is further 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. The above figure does not highlight this land as requiring hardstand. CN would require hardstand on this 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 as shown in Figure 3.11 will also require the prior consent of Transport for NSW (TfNSW) before any approval granted by CN because of its likely impacts on Industrial 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 B).

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.

Appropriate conditions addressing the above matters will be included in the schedule of recommended conditions

### **3. Traffic**

From a traffic safety perspective, the proposed measures are supported in principal 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.

Appropriate conditions addressing the above matters will be included in the schedule of recommended conditions.

If you have any questions in relation to the various matters raised in this letter, please contact Geof Mansfield Principal Planner on 4974 2767 or by email on [gmansfield@ncc.nsw.gov.au](mailto:gmansfield@ncc.nsw.gov.au) .

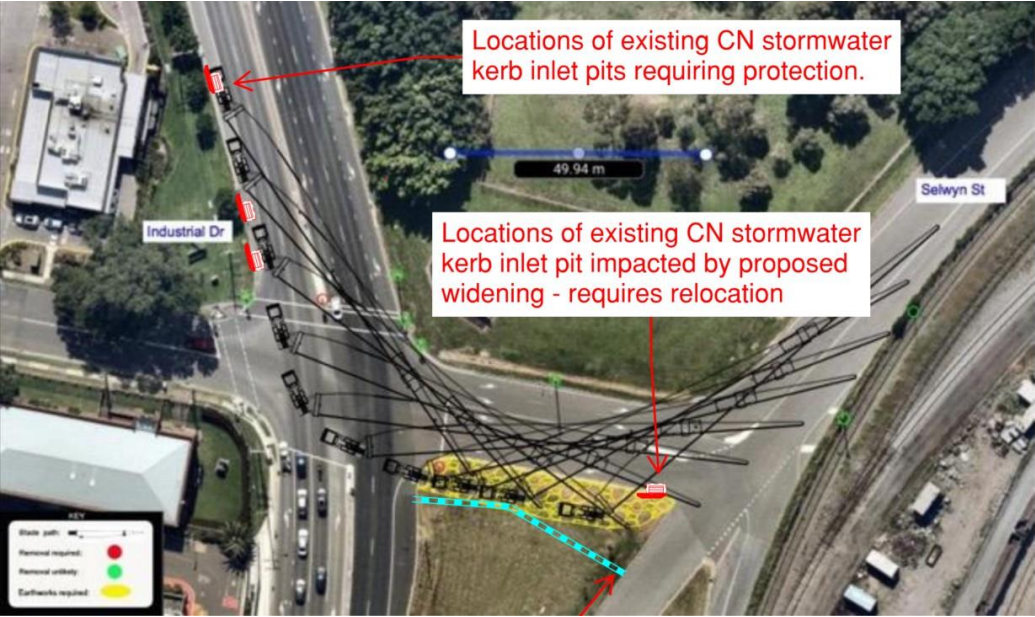
Yours faithfully



**Michelle Bisson**  
**MANAGER REGULATORY, PLANNING AND ASSESSMENT**

Atts

Attachment A -Stormwater Infrastructure



## Attachment B - Responsible Regulatory Authorities

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