

18 May 2021

Department of Planning, Industry & Environment  
Industry Assessments  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Anthony Ko**

**SSD: 10315 - EIS - BOWMANS CREEK WIND FARM, BOWMANS CREEK ROAD, ALBANO ROAD, STONEY CREEK ROAD, DAVIS CREEK ROAD, HEDDEN ROAD, MUSCLE CREEK ROAD & ROUCHEL ROAD, BOWMANS CREEK (MULTIPLE LOTS).**

On 26 March 2021 Transport for NSW (TfNSW) accepted the referral by the Department of Planning, Industry and Environment (DPIE) through the Planning Portal seeking comment on the Environmental Impact Statement (EIS) for abovementioned application. This letter is a submission in response to that referral.

TfNSW request for additional information including electronic (SIDRA) modelling was responded to on 11 May 2021 which supports Appendix K *Traffic and Transport Impact Assessment* dated 25 February 2021.

TfNSW's primary interests are in the road network, traffic and broader transport issues, in particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

It is understood that the proposal will involve construction, operation, maintenance, and eventual decommissioning of the Bowmans Creek Wind Farm, located at Bowmans Creek, approximately 10 km east of Muswellbrook. The project includes:

- Up to 60 wind turbine generators consisting of:
  - A three-blade rotor and nacelle mounted onto a tubular tower;
  - Crane hardstand area; and
  - Laydown area;
- Electrical infrastructure:
  - Up to two collector substations and associated transmission line to transmit the generated electricity into the existing high voltage network; and
  - Connections between the wind turbine generators and the collector substation/s;
- Ancillary infrastructure;

- Operations and Maintenance Facility;
- Storage facilities and laydown areas;
- Unsealed access tracks;
- Ongoing use of two temporary wind monitoring masts and the installation of up to four permanent monitoring masts; and
- Temporary construction facilities (including concrete batching plant and rock crushing facilities);
- Minor upgrades to the road network to facilitate delivery of oversize or overmass (OSOM) loads to the site and to facilitate the construction of the transmission line; and
- Administrative activities (including boundary adjustments and land subdivisions).

The OSOM vehicles to deliver construction materials will originate from Port of Newcastle, travelling west via the Hunter Expressway to the New England Highway.

#### TfNSW response & requirements

TfNSW have reviewed the *Bowmans Creek Wind Farm Environmental Impact Statement (EIS)*, prepared by Hansen Bailey and dated 17 March 2021 and its Appendices including *Appendix K Traffic and Transport Impact Assessment (TTIA)* prepared by Cardno and dated 25 February 2021, and provides the following comments to assist the consent authority in making a determination:

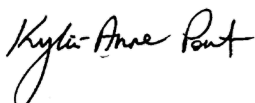
- The preliminary plans provided in Appendix C of TTIA states that the plans are for discussion purposes only and subject to change without notification. This is not acceptable. Any changes to plans affecting classified (State) road network must be submitted to TfNSW for consideration and approval prior to the change.
- New England Highway and Hebden Road intersection has a history of collisions. As such, traffic arrangements and safety devices associated with the traffic management plan of the intersection shall not compromise sight lines for drivers turning into or out of Hebden Road.
- TTIA identifies 141 extra one way movements per day during month 6 and 7 of construction period. Further investigation is needed to be carried out to determine whether there is a need for any intersection upgrade for the left and right-turns out of Hebden Road to accommodate the additional vehicle movements.
- Should any existing safety device/s require removal during the transportation of materials to the site (such as safety barriers, roadside median, etc.) then a suitable removable and temporary device/s shall be used in its place. The temporary device is to be replaced with the permanent fixture on completion of the project.
- A suitably prequalified traffic signal contractor should be engaged to determine what temporary adjustment to traffic signals is required for each time a wide load is transport. The consultant is to liaise with the TfNSW Network Operations and Traffic Signal teams for agreement before implementation. Contact Khan Pussegoda via email [khan.pussegoda@transport.nsw.gov.au](mailto:khan.pussegoda@transport.nsw.gov.au).
- Vehicles identified in the report completely blocking the classified and local road/s during turning manoeuvres, will require police escorts, a Traffic Control Plan (TCP) and a Road

Occupancy Licence (ROL), for these and other manoeuvres along the designated route/s, to prevent interactions with approaching vehicles. These processes will include further TfNSW reviews of the proposed manoeuvres.

- Any damage to the State road assets as a result of the project and the associated heavy vehicles will be required to be “made good” by the project (the twisting of the heavy vehicle at some of the intersections is likely to damage the spray seal). A dilapidation survey of the affected route may be required prior to the commencement of the Project.
- Any removable signs installed for the project will require replacement with conventional signage posts at project completion. Further discussion on this matter should be undertaken with the relevant team of TfNSW managing signage assets prior to removal/relocation of any signage.
- Any modification to the State road assets may require the proponent to enter into a Works Authorisation Deed (WAD) with TfNSW for any roadwork deemed necessary on the classified (State) road. Further discussion on this matter should be undertaken with TfNSW to confirm this requirement. If WAD is required, the developer will be responsible for all costs associated with the roadwork and administration for the WAD. It is recommended that developers familiarise themselves with the requirements of the WAD process. Further information can be obtained from the TfNSW website.
- TfNSW has no proposal that requires any part of the property.

Please forward a copy of any further correspondence to the proponent containing the above advice to TfNSW for record and / or action purposes. Should you require further information please contact Kumar Kuruppu, Development Services Case Officer, on 4908 7688 or by emailing [development.hunter@transport.nsw.gov.au](mailto:development.hunter@transport.nsw.gov.au).

Yours sincerely



**Kylie-Anne Pont**

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