AGL Macquarie Pty Limited
ABN 18 167 859 494
New England Highway
Muswellbrook NSW 2333
Private Mail Bag 2
Muswellbrook NSW 2333
t: 02 6542 0711
agl.com.au

The Planning Secretary

NSW Planning and Environment

GPO Box 39

Sydney NSW 2001

22 November 2018

Dear Sir/Madam,

Bayswater Turbine Efficiency Upgrade Project – Addendum to Response to Submissions

Since the Response to Submissions Report was prepared for the Bayswater Turbine Efficiency Upgrade Project it has been identified that an alternative transport route option will need to be included (in addition to the route identified and assessed in chapter 9 of the EIS) to respond to changed traffic conditions resulting from ongoing Roads and Maritime Services road work.

This letter is provided by way of an addendum to the Response to Submissions Report and attaches a report prepared by Jacobs which outlines and assesses the proposed alternative transport route.

Yours sincerely,

Leonard McLachlan

General Manager, AGL Macquarie

JACOBS

Memorandum

Level 7, 177 Pacific Highway
North Sydney NSW 2060 Australia
PO Box 632 North Sydney
NSW 2059 Australia
T +61 2 9928 2100
F +61 2 9928 2500
www.jacobs.com

Subject	**Addendum to the Response to Submissions Report**	**Project Name**	Bayswater Power Station Turbine Efficiency Upgrade Project (SSI 9234)
Date	22 November 2018		

1. Introduction

The following document is provided as an addendum to the Bayswater Power Station Turbine Efficiency Upgrade Project Environmental Impact Statement dated 11 July 2018 (EIS) and Submissions Report dated 21 September 2018. It addresses further information requested by Department of Planning and Environment (DPE) following the identification of road works on the New England Highway that necessitate an alternative transport route for affect oversize/overmass component deliveries associated with the Bayswater Power Station Turbine Efficiency Upgrade Project (the Project).

The Project will replace the turbines within the four generating units at Bayswater Power Station over a four-year period. The work is to be undertaken during generating unit shut down periods, and will involve component deliveries prior to each shut down.

The oversized/overmass turbine parts would be transported from the Port of Newcastle to Bayswater Power Station, while the existing turbines would be transported in the opposite direction. The Project would generate the following oversized heavy vehicle deliveries in advance installation works:

- Approximately 10 deliveries of oversized parts to site, and
- Approximately 10 deliveries departing from the sites.

This addendum identifies and assesses the alternative transport route for the oversized/overmass turbine parts (Alternative Route). The initial oversized/overmass route assessed in the EIS (Main Route) will still be implemented for the Project during any period when the road works on the New England Highway do not preclude its use.

The route assessment has confirmed there are no issues with the use of the Alternative Route and that no road upgrades are required to facilitate the Alternative Route.

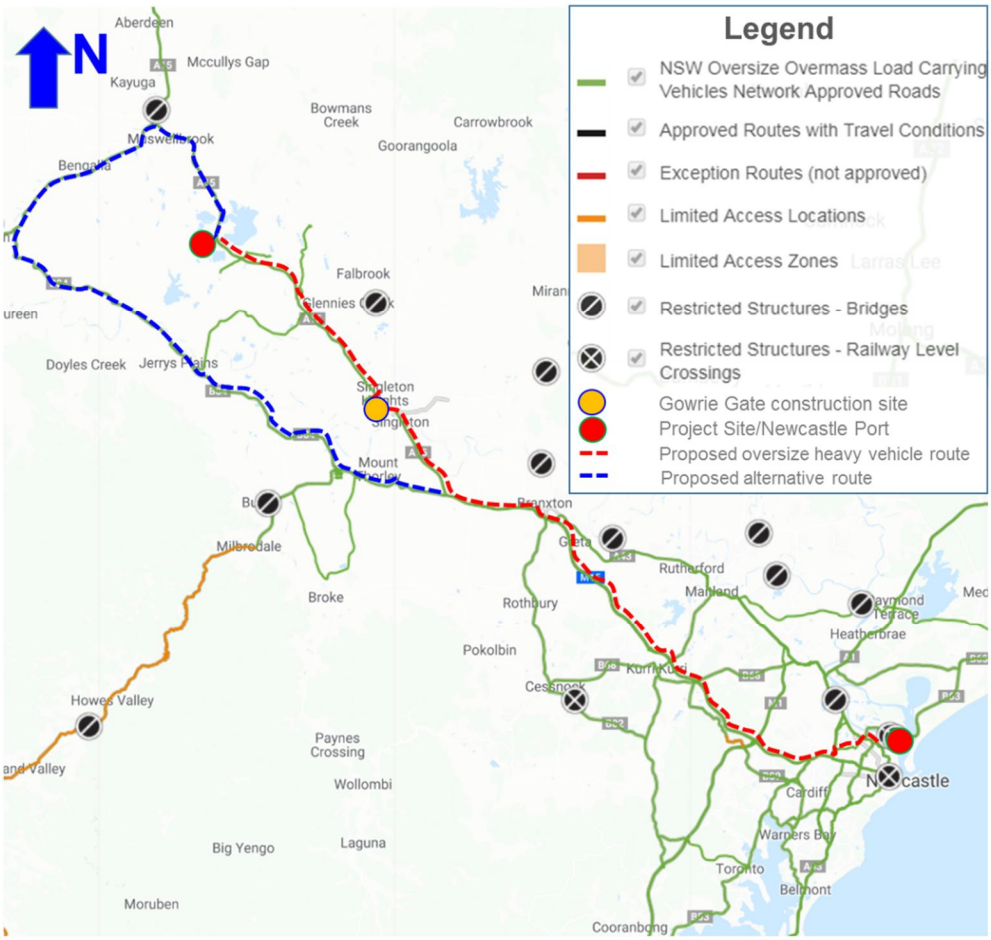
2. Proposed oversized heavy vehicle routes

The Main Route proposed to transport the oversize component deliveries between Port of Newcastle to Bayswater Power Station is via the New England Highway. This route involves a travel distance of 111 kilometres. The Main Route traverses Selwyn Street, George Street, Industrial Drive, Maitland Road, New England Highway, John Renshaw Drive, Hunter Expressway, New England Highway and the Power Station Access Road.

The Alternative Route between the Port of Newcastle to Bayswater Power Station has a travel distance of 168 kilometres. The Alternative Route traverses Selwyn Street, George Street, Industrial Drive, Maitland

Road, New England Highway, John Renshaw Drive, Hunter Expressway, New England Highway, Golden Hwy via Jerrys Plains, Denman Rd, Thomas Mitchell Dr, New England Hwy and the Power Station Access Road.

During the Project construction period, the oversized heavy vehicle trips generated by the Project would use the Alternative Route when required during the Gowrie Gates construction period (details of which are set out at section 3 below) or any other road works and otherwise use the Main Route.



3. Requirement for the Alternative Route

The New England Highway through Singleton is part of the National Land Transport Network and is the main arterial connection between Newcastle and the Upper Hunter. The Main North Line rail bridge over the New England Highway north of Singleton, known as Gowrie Gates, restricts access for wide load heavy vehicles.

Australian Rail Track Corporation (ARTC) is currently upgrading Gowrie Gates as shown in the figure above. The upgrades involve a new rail bridge and widened New England Highway to improve road and rail freight access through the Hunter Valley. The construction works are currently proposed to continue through to April 2019.

The Roads and Maritime Services (RMS) website (http://www.rms.nsw.gov.au/projects/hunter/new-england-highway/singleton-railway-underpass/index.html) advises that oversized vehicles restrictions apply on the New England Highway at Gowrie Gates as follows:

- *A vehicle weight limit of 74 tonnes, width limit of 4.6 metres and length limit of 30 metres will be in place from Monday 19 November to Wednesday 21 November*;
- *A reduced vertical clearance of 5 metres remains in place at all times until April 2019.*

The RMS website advises that oversized vehicles that have to travel through this area may need to detour via the Golden Highway during this period.

These restrictions would affect delivery of some oversize components associated with the first year installation works associated with the Project.

The proposed Alternative Route has been selected to reflect RMS's nominated diversion associated with the Gowrie Gates restrictions and is a designated oversize and overmass route.

4. Route Assessment

A route survey of the Alternative Route has been undertaken by Rex J Andrews Engineered Transportation (Route Assessment) which confirms that the Alternative Route is capable of accommodating the oversize components deliveries associated with the Project without any upgrades being required.

5. Number of vehicles proposed to use the Alternative Route

The Project includes two components being delivered within the first year of the Project that exceed the restrictions identified in Section 3. These two component deliveries are likely to require the use of the Alternative Route.

6. Impact assessment of the oversized heavy vehicle trips

Should each of the approximately 10 inbound and 10 outbound oversized heavy vehicle trips associated with the proposed Project each year be required to use the Alternative Route, minimal impacts on the road network would arise.

The Alternative Route is a designated oversize / over mass vehicle route and is the RMS nominated diversion for the Gowrie Gates upgrade works.

An environmental assessment was undertaken in 2015 for the Gowrie Gates project on behalf of RMS (available at https://www.rms.nsw.gov.au/documents/projects/hunter/new-england-highway/singleton-railway-underpass/review-of-environmental-factors-2015-05.pdf) and this assessment considered traffic impacts. This assessment did not identify any impacts associated with oversize and overmass vehicles being diverted on to the Alternative Route.

The Route Assessment has confirmed that the Alternative Route is suitable for the transport of the oversized loads associated with the Project without any requirement for road upgrades.

The deliveries are expected to take up to 2 hours per trip and will be scheduled to occur outside of peak traffic periods.

There are possible safety issues related to the transport of all oversized and overmass vehicles that will be mitigated through appropriate traffic management measures and the use of supporting vehicles to provide advance warning to other motorists. See section 7 below for details.

7. Mitigation Measures

Following measures are proposed to mitigate the potential impacts:

- The proposed oversize heavy vehicle trips would occur outside the peak traffic periods to minimize the traffic impacts.
- Pilot and escort vehicles would be provided to navigate the oversized heavy vehicle operation. The pilot and escort vehicles provide other road users with advanced warning that the vehicle ahead is oversize. Escort vehicles also have traffic control powers. The number of pilot and escort vehicles depends on the vehicle width/length, day time / night time, as well as whether required to contact police as set out in the *Additional Access Conditions for Oversize and Overmass Heavy Vehicles and Loads* issued by Roads and Maritime Services in November 2017.
- A traffic management plan is being prepared to mitigate any impacts of the Project and would consider the use of the alternative route.

8. Consultation

AGL Macquarie is continuing to consult with RMS in relation to the preparation of the Traffic Management Plan for the Project and will also ensure that Muswellbrook Shire Council and Singleton Council are made aware of the diversion requirements.

9. Conclusion

The Alternative Route is considered suitable for use by oversized/overmass components associated with the Project during any period in which the Main Route is unavailable owing to road works and its use is not expected to generate any unacceptable traffic impacts.