

Welcome to our latest project update



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WinterbourneWind team at the Walcha Show 2024

We were delighted to attend the Walcha Show again for our fifth year.

Over the two days, around 120 members of the community dropped by our stall to chat with our project team. We presented information about the proposed wind farm including the expected development timeline, the community benefit fund, potential job creation, and an update about the proposed transport route (refer overleaf). We received valuable feedback.

We enjoyed being back in New England and are proud to have sponsored the cattle dog trials again this year.



Submissions Report and Amendment Report

The next step in the NSW planning process is preparation of a Submissions Report, which provides responses to submissions from the public and government agencies made during public exhibition of the Environmental Impact Statement in late 2022 and early 2023. The Submissions Report is expected to be finalised around the end of June this year.

At the same time, we expect to lodge an Amendment Report which will document changes made to the proposed wind farm to address issues raised and/or improve project outcomes.

Some of the changes made to the project include:

- Relocation of some proposed turbine locations to reduce potential visual and biodiversity impacts, and to improve overall constructability outcomes.
- Realignment of proposed access tracks and intersections with public roads to improve traffic flow through the project site and reduce heavy vehicle traffic on public roads.
- Realignment of the proposed oversize / overmass (OSOM) transport route to avoid Oxley Highway (refer overleaf) and Moona Plains Road.
- Reconfiguration of electrical infrastructure and project substations to reduce potential biodiversity impact and improve accessibility and constructability.
- Inclusion of an on-site quarry to provide for supply of raw materials within the project footprint, thereby reducing heavy vehicle movements and impacts to local roads.

Expected Project Timeline

2024

MID

Submissions Report/Amendment Report

Expected timeframe for lodging Submissions Report. In parallel, an Amendment Report will be submitted which documents changes made to the proposal in response to the submissions.

2025

MID

Assessment and Determination

DPE will consult further with local councils, State agencies and other authorities on draft conditions of consent and make a recommendation to the Independent Planning Commission (IPC).

END

Financial commitment of the project

2026

EARLY

Estimated start of construction

Subject to project approval.

Transport update

WinterbourneWind prepared a detailed traffic and transport assessment for the Environmental Impact Statement (EIS).

Wind farm construction involves a large number of oversize and/or overmass (OSOM) vehicle movements to transport wind turbine tower sections, blades and other equipment. These movements will be rigorously planned and permitted and will involve support vehicles and traffic control where required.

Following review of the EIS submissions, and in response to community concerns about oversize vehicles travelling along the Oxley Highway, we have revised the proposed OSOM route for the project.

The proposed new route will travel along New England Highway until just south of Uralla at Staces Road. From Staces Road, a new road will be constructed through Crown Land which connects Staces Road to Thunderbolts Way. Vehicles will then turn right on Thunderbolts Way and travel south to Walcha, turning left at

the Walcha Showground onto Jamieson Street. OSOM vehicles will then travel along several local roads, including Winterbourne Road, Blue Mountain Road and Bark Hut Road to access the project infrastructure.

The new proposed transport route means that no inbound OSOM vehicles will utilise Oxley Highway, which addresses a major concern raised by the community during public exhibition of the EIS. On the return leg, any OSOM vehicle which requires an escort will return along the same route, heading north on Thunderbolts Way and then south on the New England Highway. However, any vehicles which do not require an escort will utilise Oxley Highway on the return trip to the Port of Newcastle.

All OSOM vehicle trips are subject to specific permits to ensure the delivery is undertaken in a considered manner acceptable to road authorities. The trips are well planned and coordinated to ensure public safety and traffic control where required.

