

7 April 2026

TfNSW reference: REN25/00082/009

Your reference: SSD-52786213-Mod-1

Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Emma Fitzgerald

SSD-52786213, Calala BESS, 474 Calala Lane, Calala; Modification Report,

Dear Emma,

Transport for NSW (TfNSW) is responding to the Calala BESS Modification, exhibited 20 February to March 2026 and referred via the Major Projects Portal.

TfNSW has reviewed the Modification Report prepared by Tract dated 25 September 2025 and Traffic Impact Assessment (TIA) prepared by Stantec Australia dated 22 September 2025, as key documents for preparing this response.

The information provided in the Modification Report does not adequately address all TfNSW's previous requests for information, and TfNSW is requesting further information as a result of its review of the updates to the Traffic Impact Assessment (TIA) and changes to the project scope.

TfNSW has provided a list of further information required within **Attachment 1**. TfNSW key rationale for requesting the information is to demonstrate that the designs comply with Austroads, establish the scope of works and mitigate the impacts of the project on the state road network from a safety, efficiency and asset management perspective.

On request, TfNSW can meet with DPHI and the Applicant to discuss the information in **Attachment 1**. If you have any questions, please contact Development Services Renewables at 1300 019 680 or email development.renewables@transport.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read "Alexandra Power".

Alexandra Power

Manager Development Services - West
Transport Planning
Planning, Integration and Passenger

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This attachment relates to TfNSW's response dated 7 April 2026 reference REN25/00082/009

TfNSW has provided detail below that advises what further information regarding the project is required as a result of the project amendments or revisions to the TIA.

The advisory notes section is provided for references to processes, policies, standards, web links, or general TfNSW information, and is intended to assist with revising the TIA.

TfNSW comments and information required

No.	TfNSW additional information requested to address outs
1.	The swept path analysis indicates that concurrent turning of the B-double at Goonoo Goonoo Road/Burgmans Lane is not achievable. The TIA is to be updated to explain that mitigation measures will be implemented to prevent concurrent turn movements by construction traffic B-double heavy vehicles at the intersection of Goonoo Goonoo Road/Burgmann's Lane.
2.	Kingswood BESS are required to extend the CHR(s) to full-length CHR at the intersection of NEH (Goonoo Goonoo Road)/Burgmanns Lane, as both projects are likely to occur at the same time. As both projects are likely to use the right turn and occur at similar time, then the Calala BESS Mod 1 TIA assessment is to be updated to include a revised turn warrants assessment to include the Kingswood traffic, then either include a strategic concept design that identifies the required extension of the CHR(S) to a full length CHR or alternatively identify enforceable management measures to offset the right turning traffic of the Calala BESS project to ensure that the projects do not overlap significantly and will stay within the threshold of the CHR(s).

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