

7 April 2026

TfNSW reference: REN25/00093/009

Your reference: SSD-9619-Mod-1 (PAE-110668988)

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

Attention: Carl Dumpleton

SSD-9619-Mod-1, Tilbuster Solar Farm Mod 1, 11915 New England Highway, Black Mountain; Response to Request for Further Information

Dear Carl,

Transport for NSW (TfNSW) is responding to the Tilbuster Solar Farm Mod 1 Response to Request for Further Information, referred via the Major Projects Portal on 23 March 2026.

TfNSW has reviewed the Memorandum titled "Re: 240071 – Tilbuster solar farm Modification SSD SSD-9619" prepared by NGH Consulting, dated 18 July 2025 as key documents for preparing this response.

TfNSW has provided a table within **Attachment 1** that identifies the status of the additional information raised within TfNSW's Response to Mod 1 Development Footprint Update Response to Submissions, dated 26 June 2025.

On request, TfNSW can meet with DPHI and the Applicant to discuss the information in **Attachment 1**. If you have any questions, please contact Emily Lu, Development Services Case Officer, 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

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

OFFICIAL

SSD-9619-Mod-1, Tilbuster Solar Farm Mod 1, 11915 New England Highway, Black Mountain; Response to Request for Further Information

This attachment relates to TfNSW's response dated 7 April 2026, reference REN25/00093/009.

TfNSW has provided a table below that identifies the status of the additional information raised within TfNSW's Response to Mod 1 Development Footprint Update Response to Submissions, dated 26 June 2025, and advises what information remains outstanding

TfNSW comments and further information required

No.	TfNSW comments from previous response	TfNSW response to RFI
3.	The Submissions Report states that “recent traffic surveys” and a “revised assessment” have been conducted. TfNSW requests a copy of the revised assessments and traffic surveys as assurance.	Conditionally closed A maximum of 10 vehicles generated by the project during the AM and PM peak periods should be restricted under the revised conditions of consent. This is due to the assessment of different construction peak hours than the background peak hours. If the project wishes to generate more than 10 vehicles during the background peak hours (7:30 – 8:30am, and 3:45 – 4:45pm), a higher-order turn treatment or mitigation measures are to be provided within a revised assessment.
4.	TfNSW requires a concept level route assessment for the movement of the heavy vehicle requiring escort along the Port of Newcastle route. This route assessment is to include the swept path assessments mentioned in the Submissions Report, as well as the information requested in Attachment 2	Conditionally closed The applicant has provided swept paths for the additional part of the route within the Tilbuster 2 TIA. It is noted that the swept paths display the OSOM crossing on island medians at the Industrial Drive / George Street / Selwyn Street intersection. TfNSW recommends that the Applicant contact EnergyCo regarding the Port to REZ road upgrades conducted at this intersection and provide an updated swept path within the High-Risk OSOM TMP and/or project-specific TMP.

OFFICIAL

		If the updated swept paths still show crossing of median islands, strategic designs for removal and/or strengthening must be provided to TfNSW for approval within the TMP(s). The TMP(s) must be provided to TfNSW for approval at least 4 months prior to any OSOM and project movements.
5.	The Submissions Report states that “recent traffic surveys” and a “revised assessment” have been conducted. TfNSW requests a copy of the revised assessments and traffic surveys as assurance.	Conditionally closed A maximum of 10 vehicles generated by the project during the AM and PM peak periods should be conditioned under the revised conditions of consent. This is due to the assessment of different construction peak hours than the background peak hours. If the project intends to generate more than 10 vehicles during background peak hours (7:30 – 8:30am and 3:45 – 4:45pm), mitigation measures must be provided in a revised assessment.