

19 June 2026

TfNSW reference: REN25/00140/003, SF2025/109310

Your reference: SSD-87041214

Department of Planning, Housing and Infrastructure

Locked Bag 5022

PARRAMATTA NSW 2124

By Email: pragya.mathema@dpie.nsw.gov.au

Attention: Pragya Mathema at

**SSD-87041214, Corowa Battery Energy Storage System, 275 Whitehead Street, Corowa NSW, 2646;
Response to Environmental Impact Statement**

Transport for NSW (TfNSW) is responding to the Corowa Battery Energy Storage System, exhibited from 13 April 2026 to 13 May 2026 and referred via the Major Projects Portal.

TfNSW has reviewed the Environmental Impact Statement (EIS) Revision 2, prepared by NGH and dated 06 March 2026, and the Traffic Impact Assessment (TIA), Reference: 1357 rep 260109, Revision B, dated 09 January 2026, prepared by Amber Organisation, as key documents for preparing this response.

The information provided in the EIS does not demonstrate that the Corowa Battery Energy Storage System has mitigated traffic safety and efficiency risks to TfNSW assets on the State road network. TfNSW therefore requests additional information relating to the key issues identified below and as detailed in **Attachment A**, to form part of a revised TIA and EIS (where applicable), to be submitted with the Response to Submissions (RtS).

Key issues:

- Scope of intersections and/or scope of ancillary works.
- Staging/timing – pre-construction minor works/enabling works. Understanding the volumes, quantifying the traffic volumes, timeframes and the routes (same/different?), mitigation measures (e.g TTM, current traffic conditions), flow-on impacts.
- Schedule of timing of the High Risk OSOM movements
- Matters relating to traffic management or Driver Code of Conduct involving the transport of the materials on public roads, in particular deliveries of heavy vehicles should be restricted during school speed zone hours in the morning and afternoon.

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On request, TfNSW can meet with DPHI and the Applicant to discuss the information in **Attachment 1 and 2**. If you have any questions, please contact Alexandra Long, 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

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TfNSW additional information requested | TfNSW comments

TfNSW requests the additional information of the key issues identified and as detailed below to be included in a revised TIA and EIS (where applicable) and submitted with the Response to Submissions (RtS). It must be clear where changes have been made in the revised TIA, either as a document with tracked changes or as a table in the updated TIA detailing where and what changes have been made.

Strategic concept design required revisions and amendments			
1.	Sheet Reference: Amber 01	"Honour Ave and Bullecourt Road - CHRs / BAL: Remove continuity lines delineating the right turn lane through to departure chevron"	TIA update of the strategic concept design package.
	Sheet Reference: Amber 01	"Honour Ave and Bullecourt Road - CHRs / BAL: There is existing kerb and channel located on the western intersection return. Does the design intend to retain this?"	
	Sheet Reference: Amber 01	"Honour Ave and Bullecourt Road - CHRs / BAL: It appears that there is existing low spots with water ponding in this area. Please consider this in the next phase of the design"	
	Sheet Reference: Amber 01	"Honour Ave and Bullecourt Road - CHRs / BAL: The design proposes widening the intersection throat towards the power poles. Consider providing barrier kerb to protect road users from the poles to mitigate any potential utility strikes"	

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Sheet Reference: Amber 01	"Honour Ave and Bullecourt Road - CHRs / BAL: The design proposes to install a pedestrian refuge and intersection treatment. Please provide swept paths to confirm that existing accesses can still be maintained "
Sheet Reference: Amber 01	"Honour Ave and Bullecourt Road - CHRs / BAL: Please note a minimum of 0.5m verge will be required to be installed for this layout"
Sheet Reference: Amber 01	"Honour Ave and Bullecourt Road - CHRs / BAL: Provide right out B-Double swept paths"
Sheet Reference: Amber 01	"Honour Ave and Bullecourt Road - CHRs / BAL: Ensure that the raised pedestrian refuge achieves offset requirements for an 80km/h posted speed limit with flag lighting. "
Sheet Reference: Amber 01	"Honour Ave and Bullecourt Road - CHRs / BAL: Undertake a clear zone assessment - roadside safety evaluation to determine whether sufficient recovery space exists for errant vehicles and what actions are needed to mitigate roadside hazards as identified.
Sheet Reference: Amber 01	"Honour Ave and Bullecourt Road - CHRs / BAL: A BAL intersection treatment does not appear to have been provided. Required to be provided.
Sheet Reference: Amber 07 – Boundary Road onto Western Ring Road	The following is noted: - Escort vehicles to facilitate use of multiple/opposing lanes. - Spotters to ensure vehicle and load are clear of infrastructure

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		Further clarification is sought on how this movement will be managed. Is it proposed to be widened? Is line marking proposed? Will a TGS and traffic control be required?	
Pre-construction Minor Works assessment requirements			
2.	A targeted assessment of pre-construction minor works is requested. Refer to Attachment 2 for the pre-construction minor works assessment requirements.		TIA to be revised to address this requirement.
Rail			
3.	The applicant must submit a permit application via the National Heavy Vehicle Regulator (NHVR) to use the subject public level crossing. Should the applicant intend to use any other UGLRL-managed CRN assets or infrastructure, including level crossings, overbridges, or underbridges, for OSOM or heavy-vehicle movements, approval must be obtained from the NHVR prior to use.		Post consent requirement.

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Pre-construction minor works assessment requirements

1. Pre-construction minor works assessment (prior to construction of intersection upgrade):
 - a. Identify the traffic volumes.
 - b. Traffic types, inclusive of the largest design vehicle.
 - c. Provide a swept path analysis of the existing intersection during the interim period while the intersection upgrades are occurring to demonstrate that the largest vehicle accessing the site during this period can access the intersection or access gate within the existing pavement of the intersection or gate.

If the design vehicle cannot turn, concurrently enforceable mitigation measures or additional temporary works will need to be implemented to manage and mitigate the impacts.
 - d. Identify the AM/PM peak hour and proposed traffic volumes during this period.
 - e. Identify measures to reduce the project traffic and impacts during this period i.e. carpooling, shuttle buses, staggering of traffic.
 - f. Identify mitigation measures to monitor and enforce the traffic volumes during this period.
 - g. Provide a schedule of the proposed pre-construction minor works and program of works.
 - h. The AM/PM peak hour must be consistent with the traffic volumes that would be generated during this period by the existing land use. Avoid network peak hours where possible.
 - i. Include measures to inform the community and key stakeholders of the increased traffic during this period.
 - j. Identify any temporary widening or works that may be required to accommodate swept paths for the design vehicle during this period within a strategic concept design.
 - k. Any overlap of construction and pre-construction minor works periods must be included in the traffic assessment for this stage, prior to completion of the intersection upgrade.
 - l. No OSOM will be permitted during this period, unless swept paths are provided that demonstrate that the intersection or access will be able to accommodate the turn of the OSOM movement within the existing pavement.
 - m. The sealing of the throat of the intersection (if unsealed) or access point may be required before the commencement of use of the intersection or access point for this stage.
 - n. Temporary traffic controls within the TGS will only be permitted for use during the construction of the intersection or access gate and not for hours or any other periods outside of these approved activities. will not be permitted to be used at the intersection or access point for pre-construction minor works that are occurring before commencing the required road upgrades.

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Note: Consultation should occur with the relevant roads authority (Council) for any use of local or regional roads for pre-construction minor works.