

4 August 2026

TfNSW Reference: REN 25/00088/005, SF 2025/058625
DPHI Reference: SSD-77238990



Ms. Kirsten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: Rachael Helsham

**STATE SIGNIFICANT DEVELOPMENT APPLICATION (SSDA) SSD-77238990
RESPONSE FOR AMENDMENT REPORT
SOUTH COREE BATTERY ENERGY STORAGE SYSTEM (BESS)
384 BROCKMANN'S ROAD FINLEY NSW**

Dear Ms Fishburn,

Thank you for your correspondence dated 4 June 2026 regarding the above State Significant Development Application (**SSDA**) and the subsequent request for further information. Transport for NSW (**TfNSW**) advises that:

- The revised Traffic Impact Assessment (**TIA**) Revision H and accompanying Amendment Report have substantially addressed many of the issues raised in TfNSW's correspondence dated 5 December 2025 (REN25/00088/002). These include matters relating to swept path assessments, cumulative traffic assessment methodology, turn warrant assessments, intersection treatment justification, pre-construction traffic impacts, route assessments, NHVR route identification, vehicle loading information, and updates to oversized and overmass (**OSOM**) transport assessments.
- The updated assessment also includes revised traffic modelling that considers coinciding construction activities and peak network traffic conditions, implementation of workforce shuttle bus arrangements, updated swept path assessments for design vehicles, revised BAR/BAL intersection concept designs, and additional OSOM route assessment information.
- Both the South Coree BESS and Finley BESS projects propose upgrades to the Riverina Highway/Canalla Road/Marantellis Road intersection. Coordination between the respective proponents will be required to ensure a compliant, integrated, and safe final intersection outcome.

Notwithstanding the above, TfNSW considers that several matters remain only partially addressed and warrant further consideration. TfNSW recommends that these matters be addressed by the Applicant prior to any determination being issued by the Department of Planning, Housing and Infrastructure (**DPHI**).

To assist DPHI and the Applicant, TfNSW has summarised the outstanding matters in **TAB A** and design review comments in **TAB B**.

Yours sincerely,

If you have any further inquiries in relation to this matter, Alexandra Long, Development Services Case Officer, would be pleased to take your call on 1300 019 680 or via email at development.renewables@transport.nsw.gov.au.

Yours sincerely,

Aleks Tancevski
Acting Director Development Services
Transport Planning Branch
Planning Integration and Passenger Division

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TAB A – Outstanding matters

Bus bay design and compliance

Applicant amendment report comment:

The eastbound bus bay remains as per the existing arrangement. The westbound bus bay has been relocated westward to accommodate the upgraded Canalla Road connection to Riverina Highway.

Mitigation Measure TA03 has been updated to include additional controls relating to bus safety where required.

A Road Safety Audit (**RSA**) is proposed prior to construction and has been included as mitigation measure TA06.

TfNSW response:

The Applicant must demonstrate that the final bus bay design complies with the requirements of the **TfNSW Supplement to Austroads Guide to Road Design (TS 02642)**, including:

- Retention of a 3.5 m bus bay width.
- Retention of the proposed bus bay length and associated acceleration area.
- Provision of a 10:1 entry taper (approximately 35 m in length); and
- Provision of a 5:1 exit taper.

The final bus bay design is to be further developed and submitted to TfNSW for review and endorsement through the **Works Authorisation Deed (WAD)** process. Compliance with the above requirements is to be demonstrated as part of that submission.

Bridge and culvert assessments

Applicant amendment report comment:

Bridge and culvert assessment requests have been lodged through the TfNSW Special Permits Unit (SPU). Assessment outcomes were pending at the time of submission.

TfNSW response:

Bridge and culvert assessments remain outstanding.

The Applicant is to provide the outcomes of the Strategic Permit Unit (**SPU**) assessment and update the oversized and overmass (**OSOM**) route assessments, where required.

Any route restrictions, operational constraints, or route amendments identified through the bridge and culvert assessment process must be incorporated into the final transport assessment documentation and reflected in the proposed OSOM transport routes. Where the assessment identifies the need for infrastructure upgrades, temporary works, or other mitigation measures, these must be clearly documented and addressed to the satisfaction of TfNSW.

The final bridge and culvert assessment outcomes, together with any consequential amendments to the transport network assessment, are to be provided to TfNSW for review prior to determination of the application.

OSOM escort requirements

Applicant amendment report comment:

Swept path drawings were updated to identify locations where police escort requirements may apply.

TfNSW response:

Further consideration is required regarding escort requirements for high-risk oversized and overmass (**OSOM**) vehicle movements.

Given the anticipated load dimensions of approximately **40 m in length, 4.2 m in width, and 165 tonnes gross mass**, police escorts and/or additional traffic management measures may be required to facilitate the safe movement of OSOM vehicles through constrained sections of the road network, including:

- Riverina Highway / Canalla Road intersection;

- Canalla Road / Broockmanns Road intersection; and
- Potentially the Newell Highway / Riverina Highway intersection.

The Applicant is to further assess the operational impacts of these movements and identify any additional traffic management measures required to safely accommodate the proposed transports.

Final escort requirements, traffic control measures, and movement conditions are to be determined through the National Heavy Vehicle Regulator (**NHVR**) permit process and any approvals issued by the TfNSW SPU prior to the commencement of transport operations. Any requirements arising from these approvals are to be incorporated into the final Traffic Management Plans and OSOM transport methodology.

OSOM movement through medians

Applicant amendment report comment:

The swept path assessment for the Newell Highway / Riverina Highway intersection was revised to avoid tracking over median islands and kerbs.

TfNSW response:

TfNSW notes the revised assessment and the additional information provided by the Applicant.

Notwithstanding this, TfNSW's preference remains that OSOM vehicles do not traverse central medians, traffic islands, or other State road infrastructure unless it can be demonstrated that there is no feasible alternative and that any impacts can be appropriately managed.

The Applicant should continue to refine the proposed OSOM transport methodology during detailed design, transport planning, and permit approval processes to minimise impacts on State road infrastructure and maintain the safe and efficient operation of the road network.

Any movements requiring traversal of road infrastructure will be subject to further assessment through the NHVR permit process and any approvals issued by the TfNSW SPU. Supporting assessments, swept path analysis, and proposed mitigation measures will be required to demonstrate that such movements can be undertaken safely and without unacceptable impacts to road infrastructure or network operations.

Cumulative traffic assessment clarification

Applicant amendment report comment:

The TIA includes cumulative traffic modelling for surrounding developments and associated construction traffic.

TfNSW response:

Clarification is required regarding the traffic volumes presented on Pages 60 and 61 of the Traffic Impact Assessment (**TIA**).

TfNSW notes that Figure 23, which presents cumulative project traffic conditions, appears to show a lower AM peak left-turn volume than Figure 22, despite Figure 23 incorporating additional cumulative traffic demand. This outcome appears inconsistent and requires further explanation.

The Applicant is to clarify the assumptions, methodology and calculations adopted in the cumulative traffic assessment, including the traffic generation, distribution and assignment assumptions used to derive the reported turning movement volumes.

TAB B - Design review comments – strategic design

Design Review Comments		
Document	Comment	Status
TIA - Page 60/61	Submission considers cumulative impact with other BESS projects in the area. Figure 23 shows a lower AM Left turn volume compared to Figure 22 (South Coree BESS only volumes)	Open Clarification required
TIA - Page 68	TIA notes a RSA will be undertaken on the detailed design. This is to be reviewed by Transport at the WAD phase	Noted To be reviewed at WAD phase
App E - 1186 TT02A	Bus Bay must conform to accepted layout as shown in TfNSW Supplement to AGRD (TS 02642). Retain 3.5m width and proposed length (additional sealed area for acceleration), increase entry taper to 10:1 (i.e. 35m). Exit taper can be 5:1.	Open
App E - 1186 TT02A	BAL length P should be minimum 35m for a design speed of 110km/h. 32.2m has been shown.	Open
App E - 1186 TT02A	Typical Section shows widening for proposed CHR(s). Submission details a BAR intersection treatment	Open
App E - 1186 TT02A	Swept paths for Martenellis Rd shows 19m semi-trailer. Table 2 notes BAR/BAL has been considered as part of the design. Concept layout does not show any information for BAR/BAL requirements.	Open
App E - 1186 TT02A	SISD has not been shown for Martenellis Rd	Open
App E - 1186 TT02A	Pavement markings to be confirmed at WAD. HW20 Centreline to match existing (i.e. DL4)	Noted To be confirmed at WAD

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

Advisory notes

1. Strategic Concept Designs must be provided for any works required along the state road network route. Strategic-Design-requirements-for-DA-Factsheet.pdf.
2. Bridge and culvert assessments are required for TfNSW assets and can be obtained by contacting spu@transport.nsw.gov.au. The result of bridge assessments may require a change to the route which must be accounted for in the updated route assessment.

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