



29/06/2021

SF2020/222439 | WST20/00422/02

The Manager
Resource Assessments
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Karl Okorn

Dear Mr Okorn

**SSD-11437498: Lots 57 & 58 of DP 258288, Lot 7302 DP 1191129 & Lot 2 DP 1102040 74 - 80 Pinnacles Place, Broken Hill
Construct, operate and maintain a Battery Energy Storage System (BESS) with a capacity of approximately 50 megawatts (MW) and up to 100 megawatt-hour (MWh)**

Thank you for the abovementioned development application (DA) referral via the NSW Planning Portal dated 28/5/2021 inviting comment from Transport for NSW (TfNSW) on the EIS. It is understood that the application is for construction, operation and maintenance of a Battery Energy Storage System (BESS) with a capacity of approximately 50 megawatts (MW) and up to 100 megawatt-hour (MWh).

TfNSW does not object to the proposal subject to the following conditions being included in any consent issued in relation to this SSD application by the consent authority:

- The largest vehicle permitted to access the site is a 26m B-double heavy vehicle and is restricted to 20 heavy vehicle movements a day.
- All vehicles are to enter and exit the site in a forward direction.
- Safe Intersection Sight Distance (SISD) requirements outlined in the Austroads Guide to Road Design Part 4A and relevant TfNSW supplements is to be provided and maintained in both directions at the intersection of the Barrier Highway and Creedon Street. For a 50 km/h speed zone the minimum SISD is 97 metres.
- Prior to the commencement of construction work for the Battery Energy Storage System, 'Advance truck warning signs' (W5-22 Size B) with distance plates (W8-5 Size B) underneath, located 250m from the intersection of Barrier Highway and Creedon Street on both approaches along the highway are to be installed. These are to be removed once construction has been completed.
- Prior to the commencement of construction works a Traffic Management Plan (TMP) including Driver Code of Conduct is required to be submitted to and approved by Transport for NSW. The preparation of the TMP will require consultation with

Transport for NSW, Bogan Shire Council, the principal contractor(s) and relevant stakeholders. The requirements of the TMP and Driver Code of Conduct are to cover the matters referred to within the TMP Annexure (attached).

- The TMP is to be reviewed and updated in response to any changes in operating conditions. A copy of the TMP and Driver Code of Conduct is to be provided to contractors and employees as a part of the site induction and a copy is to be made available to Transport for NSW with each major update.

Please forward a copy of Councils determination to TfNSW at development.western@rms.nsw.gov.au when it is sent to the applicant. If you wish to discuss this matter further, please contact Alexandra Power on 02 6861 1449.

Yours faithfully



Alexandra Power
Team Leader Development Services
Development Services West
Regional and Outer Metropolitan

TMP Annexure: Traffic Management Plan and Driver Code of Conduct

The Traffic Management Plan (TMP) and Driver Code of Conduct is to outline measures to manage traffic related issues associated with all phases of the development (e.g. deliveries, construction, operation, maintenance, decommissioning), any construction or excavated materials, machinery and personnel involved. The TMP is to detail the potential impacts associated with the development, the measures to be implemented, and the procedures to monitor and ensure compliance. The TMP is to address (but not be limited to):

- a. Specific commitments for the provision and use of buses and car-pooling during construction to limit peak hourly traffic in accordance with the approved Environmental Impact Statement (EIS) and conditions of consent. Plans and measures to manage the impacts of personal vehicle parking at pickup points (e.g. in towns) are to be detailed.
- b. An enforceable policy for staff and contractors to use the designated commuter route in preference to back roads, where the journey is not unreasonably lengthened, as detailed in the approved EIS.
- c. Details of origin, destination, quantity, size and frequency of vehicle movements associated with the development including those accessing and egressing the site.
- d. Timings and staging of construction and operation of the development.
- e. Existing and projected background traffic, peak hour volumes and types and their interaction with projected development related traffic.
- f. Loads, weights, lengths and number of movements of haulage and construction related vehicles including Over Size Over Mass (OSOM) loads.
- g. The management and coordination of construction and staff vehicle movements to the site and measures to limit disruption to other motorists, including special OSOM management measures.
- h. Scheduling of haulage vehicle movements to occur outside of daily commuter peak periods, local special event times, school bus (both in rural and town areas) and school zone operating hours.
- i. Active communication procedures for traffic such as school buses or haulage vehicles from other quarries, or near potential safety hazards.
- j. Scheduling of heavy vehicle movements to minimise convoy or platoon lengths.
- k. Consideration to minimise the route length for road transport, particularly for OSOM loads.
- l. Any OSOM will be the subject of separate permits through the National Heavy Vehicle Regulator.
- m. Mitigation of local climate conditions that may affect road safety for vehicles used during construction, operation and decommissioning of the facility (e.g. scheduling during daylight hours, or outside of fog, wet weather, ice or snow).
- n. Transport of hazardous materials in accordance with the relevant transport codes.
- o. Specific mitigation measures along the approved transport routes. Road and intersection improvement works are to be completed prior to the commencement of on-site construction unless specifically approved otherwise in the conditions of consent.
- p. Consultation and engagement with affected stakeholders, including regulatory authorities, landowners, businesses, bus operators and so forth.
- q. Policies and procedures for addressing concerns raised by the community on project related matters.

- r. Dust suppression and mitigation measures on public roads and within the site boundaries.
- s. Toolbox meetings to facilitate continuous improvement initiatives and incident awareness.
- t. Truckloads are to be covered at all times when being transported, to minimise dust and loss of material onto roads which may form a traffic hazard.
- u. Measures to ensure responsible fatigue management and discourage driving under the influence of alcohol and/or drugs, dangers of mobile phone use and driving to the conditions, and adherence to posted speed limits.

(End of TMP Annexure)