

20 May 2022

SF2021/004875; WST21/00002/06

The Manager  
Resource Assessments  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

**Attn: Andy Nixey**

Dear Mr Nixey

**SSD-14540514: Wallerawang Battery Energy Storage System Response to Submissions (RtS)**

Thank you for the above referral via the NSW Major Projects Portal on 4 May 2022 inviting comment from Transport for NSW (TfNSW) as a part of the RtS for the Wallerawang Battery Energy Storage System (BESS) proposal.

TfNSW has reviewed the RtS and is supportive of the proposal proceeding subject to conditions. Pursuant to section 138(2) of the *Roads Act 1993*, TfNSW is willing to grant its concurrence subject to the following conditions being met:

- Prior to the commencement of BESS construction works, the vehicular access road connection to the Castlereagh Highway is to be upgraded to include the following treatments:
  - A Basic Right (BAR) turn treatment as shown in Figure 7.5 Part 4A of the *Austroads Guide to Road Design* on the Castlereagh Highway. The widened shoulder is to be sealed and built for an 100km/h speed environment to provide a reasonable level of safety for vehicles turning right into the access and to allow following vehicles an area to pass the right turning vehicle on the left hand side.
  - A Rural Auxiliary Left Turn Treatment – Short Turn Lane [AUL(S)] on the Castlereagh Highway generally in accordance with Figure 8.3 Part 4A of *Austroads Guide to Road Design* and relevant TfNSW supplements.
  - The private vehicle access road at the approach and connection to the Castlereagh Highway is to be wide enough to accommodate the simultaneous passing of the largest design vehicle accessing/egressing the site. The access road is to be sealed a minimum of 30 metres from the edge of hold line.
  - 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 at the site access to the Castlereagh Highway. For a 100 km/h speed zone the minimum SISD is 262 metres.
- Prior to the commencement of road construction works, a formal agreement in the form of a Works Authorisation Deed (WAD) is to be executed between the developer and TfNSW for the developer to undertake “private financing and construction” works on the Castlereagh Highway.

*Note: Prior to a WAD being entered into, a strategic design of the intersection upgrade is to be provided to TfNSW for endorsement.*

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- Prior to the commencement of construction work impacting traffic on the Castlereagh Highway, the proponent is to contact the TfNSW Road Access Unit at [road.access@transport.nsw.gov.au](mailto:road.access@transport.nsw.gov.au) to determine if a Road Occupancy Licence (ROL) is required. In the event an ROL is required, the proponent is to provide the consent number in the ROL application. Please note that up to 10 working days is required for ROL applications to be assessed and processed. <https://roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html>.

Further to the above, TfNSW provides the following recommendations to assist DPE in its final assessment and determination of SSD-14540514:

- Prior to the commencement of construction work, a Construction Traffic Management Plan (CTMP) is to be prepared in consultation with Lithgow City Council and TfNSW and submitted to DPE for endorsement. The CTMP is to outline and confirm measures to manage traffic related issues associated with delivery and construction, ancillary structures, any construction or excavated materials, machinery and personnel involved in the construction, operation or decommissioning of the BESS. The CTMP is to be generally consistent with the RtS and outline the measures to be implemented, and the procedures to monitor and ensure compliance. The CTMP is to address, but not be limited to:
  - The origin, number, size, frequency and of vehicles accessing/exiting the site.
  - Loads, weights and lengths of haulage and construction related vehicles and the number of movements of such vehicles.
  - Existing and projected background traffic, peak hour volumes and types and their interaction with projected development related traffic.
  - The management and coordination of construction and staff vehicle movements to the site and measures to limit disruption to other motorists. The management of construction staff access to the work site is to include strategies and measures employed to manage the risks of driver fatigue and driver behaviour.
  - Scheduling of haulage vehicle movement to minimise convoy length of platoons.
  - Local climate conditions that may affect road safety for vehicles used during construction, operation and decommissioning of the facility (e.g. fog, wet weather).
  - Road and access intersection improvement works are to be approved and completed prior to the commencement of construction of the BESS.
- All construction activities, including loading, unloading, storage of materials and construction activities must be undertaken wholly within the site and not impact the safety of all road users, including pedestrians or the efficiency of the public road network.

Please forward a copy of the determination of SSD-14540514 to TfNSW at [development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au) at the same time it is sent to the applicant. If you wish to discuss this matter further please contact the undersigned on 0417 431 982.

Yours faithfully



Andrew McIntyre  
Manager Development Services - West  
Regional and Outer Metropolitan

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