

13 December 2022

File No: WST21/00231/03  
Your Ref: SSD-27014706

The Director  
Department of Planning, Industry & Environment  
NSW Major Projects Portal

Attention: Nestor Tsambos - nestor.tsambos@dpie.nsw.gov.au.

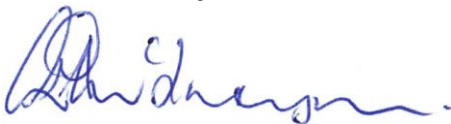
**RE: Review of Environmental Impact Statement (SSD-27014706) – Wellington South  
Battery Energy Storage System (BESS) – Goolma Road Wuuluman**

I refer to your email of 16 November 2022 requesting comment from Transport for NSW (TfNSW) in relation to the above-mentioned State Significant Development.

TfNSW has reviewed the information and, at this time, does not support the development in its current form. To review its position, TfNSW requires additional information as provided in **Attachment 1**.

If you have any further enquiries regarding the above comments, please do not hesitate to contact Masa Kimura Development Services Case Officer via email at [development.west@transport.nsw.gov.au](mailto:development.west@transport.nsw.gov.au).

Yours faithfully,



**Andrew McIntyre**  
Manager, Development Services  
Community and Place | Region West  
Regional & Outer Metropolitan

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## Attachment 1

### Context

- Goolma Road (MR633) and Mitchell Highway (HW07) are classified State roads. Twelve Mile Road is a local road. Council is the roads authority for all public roads in the area, in accordance with Section 7 of the *Roads Act 1993*.
- The proposal is for a Battery Energy Storage System (BESS) with a discharge capacity of 500 megawatts (MW) and a storage capacity of 1,000 megawatt hours (MWh), with an anticipated design life of 20 years. Construction will take approximately 12-18 months and expected to commence in May 2023. Vehicular access will be via a relocated driveway crossing.

### TfNSW advice

- TfNSW can advise that the Works Authorisation Deed (WAD) for the upgrade of the Goolma Road / Twelve Mile Road intersection has been executed. However, timing indicates that the realigned intersection will not be in place or available for the anticipated construction traffic scheduled for the subject development.
- It is understood a new driveway crossing fronting Goolma Road is proposed to facilitate construction and operational development traffic. The location of which is approximately 40m west of an existing driveway crossing servicing a rural residential property.
- A Turn Treatments Warrants Assessment has identified the need for a CHR / AUL type intersection based upon a single stage project.
- Concern is raised with the location of the proposed driveway / intersection along Goolma Road. The new location is within a tight horizontal curve and will introduce additional treatments in close proximity to the approved Goolma Road / Twelve Mile Road intersection, creating safety issues with vehicle lane compliance as motorists tend to steer a direct path cutting across curved lanes in tight horizontal curve conditions.
- An alternate access location (including the construction of the above identified intersection upgrades) clear of the horizontal curve geometry needs to be considered, such as utilising the existing access to the Transgrid Wellington Substation. This space provides a more forgiving road environment, improved sight distance and perception of the intersection.
- Sight distances are to be calculated upon the posted speed limit and not upon signposting on advisory signage.
- Further details of the necessary heavy vehicle BESS transportation need to be provided. The components of the system present specific considerations due to their length, height and weight. This will likely increase the anticipated heavy vehicle movement for the development.

TfNSW highlights that in determining the application under the *Environmental Planning and Assessment Act 1979*, it is the Consent Authority's responsibility to consider the environmental impacts of any roadworks which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of project approval. To ensure any approval by DPE includes environmental consideration and approval of vehicular access works and operation, it is recommended that the proponent provide an amended strategic design of the access to Goolma Road that addresses the above-mentioned matters for TfNSW comment prior to determination of the proposal.

Any roadwork on the classified road network is to be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and TfNSW Supplements.

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