

16 January 2023

TfNSW reference: WST19/00321

The Director
Department of Planning & Environment
NSW Major Projects Portal

Attention: Andy Nixey

Re: Response to Submissions - SSD-10387: Lot 77 DP 750183; Troubalgie Road Daroobalgie – Daroobalgie BESS

I refer to Response to Submissions (RtS) for SSD-10387 referred to Transport for NSW (TfNSW) via the NSW Planning Portal on 7 December 2022.

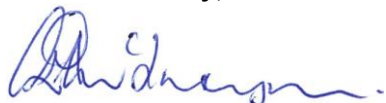
Newell Highway (HW17) is a classified State road. Forest, Troubalgie and Back Yamma Roads are local roads. Council is the roads authority for all public roads in the area, in accordance with section 7 of the *Roads Act 1993*.

TfNSW attended a meeting with the proponent on 1 June 2022 and provided confirmation of the meeting minutes on 29 June 2022. TfNSW appreciates the Proponent engagement and considers that appropriate measures have been identified.

TfNSW has reviewed the RtS and supporting documentation and provides the following recommendations in Attachment 1 for DPE's consideration.

TfNSW is willing to review any draft conditions of consent prior to determination where the department deems appropriate. If you have any further enquiries regarding the above comments please contact Masa Kimura, Development Services Case Officer, on 0407 707 999 or via email at 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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Context

TfNSW understands the development proposes:

- A battery energy storage system (BESS) with an estimated capacity of 100MW. Vehicular access will be via a new driveway crossing fronting Troubalgie Road. An Electricity Transmission Line (ETL) and switchyard site will connect the solar farm to an existing 132kV powerline west of Newell Highway.
- It is understood rail will not be utilised as part of this development

Recommended Considerations / Conditions

1. SIDRA Results

The results contained within the scenario of ‘100% of light vehicles that originate from Forbes’, indicated deterioration of critical State road intersections within the Forbes Town Centre. These included the intersection of Dowling Street (Newell Highway) / Union Street, Dowling Street / Newell Highway, and Newell Highway / Camp Street.

TfNSW strongly suggest that a shuttle bus arrangement (or similar) be mandatory for the development to mitigate anticipated traffic impacts within the surrounding road network.

2. Construction Traffic Management Plan (CTMP)

TfNSW concurs with the Mitigation measures identified in Section 8 of the submitted TIA and recommends appropriate conditions be formulated as part of any approval issued. The following additional items are recommended in preparing the necessary Construction Traffic Management Plan:

- A map of the primary transport route/s highlighting critical locations.
- An induction process for vehicle operators and regular toolbox meetings.
- Procedures for travel through residential areas, and/or bus route/s.
- Any proposed temporary measures such a Traffic Guidance Scheme (TGS)
- Details of Hazardous Materials and Over Size Over Mass (OSOM) vehicle movement phases, loads and approved routes, in accordance with relevant transport codes. Hazardous Substances and OSOM movements are to be subject to all required permits under the National Heavy Vehicle Regulation (NHVR) scheme.
- A complaint resolution and disciplinary procedure.

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3. ETL

- a. Should DPE approve the proposed ETL traversing over Newell Highway, TfNSW concurrence is required in accordance with Section 138 of the *Roads Act (1993)* as the roadworks required affect Newell Highway, a classified State road. As such, the works are to be designed in accordance with the current version of *Austrroads Guide to Road Design* and relevant Australian Standards (with Transport for NSW supplements) to the satisfaction of both TfNSW and Council.

Furthermore, TfNSW highlights that in determining the application under Part 4 of the *Environmental Planning & Assessment Act, 1979* it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development, such as (inter alia) removal of trees, relocation of utilities, stormwater management, etc. 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 development consent. Depending on the level of environmental assessment undertaken to date and the nature of the works, the Council may require the developer to undertake further environmental assessment for any ancillary road works.

- b. During construction of electricity transmission lines, if heavy vehicle access is diverted specific requirements through a Road Occupancy Licence will need to be obtained.

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