

2 May 2023

TfNSW reference: STH23/00113/01

Your reference: SSD-57575973 (PAE-57676960)

Planner

Department of Planning and Environment

By Email: karl.okorn@planning.nsw.gov.au

CC: information@planning.nsw.gov.au

Attention: Karl Okorn

**SSD-57575973 – Belhaven Battery Energy Storage System – LOT: 50, 51 & 54 DP: 757246
– 233 Boiling Down Road ROWAN**

Dear Karl

Transport for NSW (TfNSW) is responding to the SSD-57575973 referred on 20 April 2023.

TfNSW has reviewed the information and requests the matters outlined in Attachment 1 be included in any SEARs issued and as such should be addressed in the Environmental Impact Statement (EIS) prepared for the development.

If you have any questions, please contact Elira Reynolds, Development Services Case Officer, on 02 9549 9397 or email development.south@transport.nsw.gov.au.

Yours faithfully

A handwritten signature in grey ink, appearing to read "Elira Reynolds".

Elira Reynolds

Development Services Case Officer, Development Services

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**SSD-57575973 – Belhaven Battery Energy Storage System – LOT: 50, 51 & 54 DP: 757246
– 233 Boiling Down Road ROWAN**

Context

TfNSW notes for this project:

- The development proposes the construction, operation and decommissioning /repowering of a 400 MW battery energy storage system (BESS).
- The subject site is located on the corner of Boiling Down Road and Redbank Road, both local roads managed by Council.
- The project is likely to share haulage routes with the approved Gregadoo Solar Farm located to the northeast of the site. The use of the Elizabeth Avenue/Sturt Highway intersection for vehicles associated with this development will be similarly restricted.
- The project is considered State Significant Development under Part 4 of the *Environmental Planning and Assessment Act 1979* and the *State Environmental Planning Policy (Planning Systems) 2021*.

Required information

The following matters will need to be included in the Secretary's Environmental Assessment Requirements (SEARs):

- 1) *Traffic Impact Statement (TIS)*: As a guide Table 2.1 of the RTA's *Guide to Traffic Generating Developments* outlines the key issues that should be considered in preparing a TIS. In addition, regard should be had for the Austroads publications, particularly the *Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments* and *Part 3: Traffic Studies and Analysis Methods*.

TfNSW advises that the development should be addressed in three distinct phases as follows:

- Establishment – the transport of materials and equipment/components for the establishment of the facility and ancillary infrastructure, the movement and parking of construction related vehicles, including personnel vehicles, during the construction period.
- Operation – the traffic generation due to the operation, maintenance and servicing of the various elements of the project in addition to any existing traffic generation from other activities in the vicinity of the subject site (e.g. Gregadoo Solar Farm).
- Decommissioning/repowering – the transport of equipment/components for the decommissioning or repowering of the facility and ancillary infrastructure, the movement and parking of related vehicles, including personnel vehicles, during the decommissioning/repowering period.

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The TIS needs to include, but not be limited to, for each of the phases and for the lifetime of the project:

- a) Detailed plans identifying the proposed location of any:
 - Project-related infrastructure within and outside of the project boundary, particularly any within the road reserve of a classified road;
 - Permanent or temporary access to classified roads.
- b) Project schedule, including hours and days of work, number of shifts and start and end times;
- c) A description of the current movements along the classified road network in the vicinity of key intersections which are likely to be used to access the site. Justification must be provided for the use of these intersections to travel to/from the site. This should include raw data from current traffic surveys conducted during peak hours, preferably across multiple days, with movements divided into heavy and light vehicles;
- d) The additional movements (particularly heavy vehicles) which are expected to be generated by the development, broken down into peak and off peak times. This should include details on the types of vehicles and road transport routes that are proposed to be used to provide access to and from the site, and proposed hours for transportation and haulage. This must include consideration of the approved road upgrades associated with the Gregadoo Solar Farm;
- e) The potential for oversize and over mass (OSOM) vehicle movements, including the type of OSOM vehicles proposed to be used;
- f) Turn warrant assessments at key intersections with the classified road network (i.e. the Sturt Highway), per Section 3.3.6 of the *Austrroads Guide to Traffic Management Part 6*. The assessment must include both light and heavy vehicles. Strategic concept designs must be prepared for any identified upgrades which are required. See this link for guidance on preparing a strategic design: [Strategic design requirements for DAs - February 2022 \(nsw.gov.au\)](https://www.transport.nsw.gov.au/strategic-design/strategic-design-requirements-for-das).
- g) A swept path analysis in accordance with Austrroads turning templates to demonstrate that the largest vehicle likely to travel to/from the site can turn into and out of the classified road network (i.e. the Sturt Highway) without crossing the lane line marking;
- h) An assessment of the predicted impacts of the additional traffic and any identified offset measures on road safety and the capacity of the classified road network using SIDRA or a similar traffic model. This must include consideration of the traffic likely to be generated by the construction and operation of the facility. Any modelling undertaken must ensure the base model has been calibrated with current on-site observations and electronic copies of all modelling must be provided.
- i) A Construction Traffic Management Plan (CTMP) and Driver Code of Conduct to outline measures to manage traffic-related issues generated by the development.

Please note the above relates only to potential impacts on the state road network. Discussions should be had with Wagga Wagga City Council in relation to the information they may require to be included in the TIS concerning any potential local road impacts.