Transport for NSW

20 August 2024

TfNSW reference: WST24/00092/003 | SF2024/056410
Your reference: SSD-63207219

Department of Planning, Housing & Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: James Bellamy

TfNSW Response- SSD-63207219 – Kingswood BESS – Tamworth Regional Council, 744 Burgmanns Lane – Lot 43, DP 1064582

Dear James,

TfNSW is responding to the exhibition of the Environmental Impact Statement (EIS) for Kingswood BESS Farm referred via Major Projects Portal on 17 July 2024.

TfNSW have reviewed the EIS and Appendix D -Traffic Impact Assessment prepared by Arcadis dated June 2024 and requests additional information to complete the assessment of the project's traffic and transport impacts on the State road network. Details of the additional required information are set out in **Attachment 1**.

On request, TfNSW can participate in a meeting with DPHI and the Applicant to further discuss the information in Attachment 1.

If you have any questions, please contact Glen Hanchard, Development Services Case Officer, on 1300 019 680 or email development.renewables@transport.nsw.gov.au.

Yours faithfully

Andrew McIntyre
Manager Development Services - West
Community & Place
Regional and Outer Metropolitan

Attachment 1

TfNSW Response- SSD-63207219 – Kingswood BESS – Tamworth Regional Council, 744 Burgmanns Lane – Lot 43, DP 1064582

This attachment relates to TfNSW's response dated 20 August 2024 reference WST24/00092/003

Context

TfNSW understands the subject application:

- Proposes a large scale Battery Energy Storage System (BESS) in Kingswood with a capacity of up to 270 Megawatts.
- The affected classified State Road is New England Highway (HW9).
- Access from New England Highway is proposed at Whitehouse Lane and Burgmanns Lane.
- OSOM vehicles are proposed to be delivered from Port of Newcastle.
- Construction is anticipated to commence in late 2025, taking 15 months to complete.

Additional required information | TfNSW comments

The TIA prepared by Arcadis, Appendix D -Traffic Impact Assessment dated June 2024 must be revised and updated (where applicable) to address the following requirements:

Access Assessment

1. The revised TIA is to assess the traffic and transport impacts of the project in accordance with Austroads and TfNSW requirements for intersections with New England Highway at Burgmanns Lane and Whitehouse Lane, specifically:
   a) Assess the accumulative traffic volumes of the EIS and approved major projects with a coinciding timeframe (including Tamworth BESS) and apply to background traffic volumes to ensure existing treatments are suitable. Turn warrant assessments are to be provided in accordance with *Austroads Guide to Traffic Management* Part 6 and *Austroads Guide to Road Design* Part 4A considering worst case scenario and need for higher order treatments.
   b) Clarify staff numbers using shuttle buses vs private vehicles required for the development and recommended measures to ensure usage of the buses.
   c) Complete SISD assessment in line with *Austroads Guide to Road Design* Part 4A.
   d) Provide swept path analysis for the largest design vehicle at Burgmanns Lane/New England Highway intersection, for all movements, and identify necessary road upgrades.

   Note: If road upgrades are identified, please provide strategic designs with the appropriate treatments for each intersection, as identified by turn warrant assessments in Austroads Guide to Traffic Management Part 6 and Austroads Guide to Road Design Part 4A.

   Note: The design must comply with TfNSW strategic design requirements for DAs, TfNSW technical directions, supplements, corridor strategies, Austroads, and any other applicable TfNSW policies/strategies.
   To assist in preparing the designs, please refer to the link below:
   https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/documents/planning-principles/strategic-design-fact-sheet-02-2022.pdf

Note: The developer is responsible for dedicating and acquiring land, if necessary, to accommodate road infrastructure, including but not limited to footways, structures, stormwater drainage, batters, maintenance access, and utilities, to TfNSW's satisfaction.

Bridge Assessments

2. The application proposes heavy mass vehicles and vehicles with very large axle group loadings. The OSOM route will require bridge assessments to be undertaken to ensure suitability for these loads. For TfNSW assets these can be obtained from TfNSW by contacting spu@transport.nsw.gov.au. For non TfNSW assets the asset owner will need to be contacted to understand their requirements.

Note: Results of the bridge assessments may result in a change to the route which must be provided in an updated route assessment.

Burgmanns Lane Access

3. TfNSW has received an application for Tamworth BESS identifying Burgmanns Lane is difficult to use in wet weather. The Kingswood BESS notes light vehicle traffic would be utilising Burgmanns Lane. The revised TIA is to investigate wet weather usability of Burgmanns Lane and discuss wet weather contingency and management scenarios.

Rail Comments in relation to the development

4. UGLRL has reviewed the application and noted the haulage routes are well separated from CRN corridors, however, haulage routes will cross the rail corridors managed by Agencies other than TfNSW. It is recommended that the DPIE refer this application to other relevant agencies (e.g. ARTC and Sydney Trains).

OSOM Route Assessment Requirements

5. The route assessment is to be reviewed and updated to address:
   a) Schedule of movements from Port to site and timing within construction schedule.
   b) Vehicle configuration, dimensions and weights of the project's high risk OSOM vehicles.
   c) Include an assessment of pull-over locations and rest areas including:
      - Locations (including GPS coordinates) and dimensions.
      - Swept path analysis for the largest high-risk OSOM vehicles demonstrating vehicles can enter, exit and park without impacting travel lanes and parking areas, confirming access will be provided to other vehicle types permitted to access identified rest area or pullover locations.
      - Information explaining why the six identified pull over bays are sufficient to mitigate the traffic impacts, incident and emergency management for the high risk OSOM movements from Port to site.
   d) The 14 axle OSOM combination used for the swept path analysis is not a conventional combination used in NSW. The swept path diagrams need to be updated for this configuration.
   e) The swept path extends over the island in the centre of the roundabout at Market Street which contains signage and a garden. Consideration of solutions to mitigate this impact is required.
   f) Swept path plans in Appendix B are to be updated to include street names, a north point and names of towns being traversed.

Note: Upgrades to OSOM route must be constructed before the OSOM movements occur.

Note: NHVR permits do not cover road works, upgrades, or environmental approvals required along any proposed OSOM route. Any road or upgrade works required along the OSOM route must be included within the scope of works in the SSD.

Tamworth Bypass Project Timing

6. The applicant is to consider the Blueprint 100 and Tamworth Bypass projects as part of their revised TIA including timing in relation to the project. This includes evidence of consultation with Tamworth Regional Council in regard to the project.

TMP Requirements

7. The TIA will need to be updated to include further information about how traffic management will occur. For example, special events, roadworks and long term project sites, farming equipment during harvest season, wet weather contingency plans, emergency response processes, identifying whether movements will be during the day or the night, contingency plan for breakdowns (identifying Heavy Tow/Mechanic service in specific locations).