

18 October 2024

TfNSW reference: WST24/00335/001 | SF2024/171277
Your reference: SSD-48160216| PAE-75538717

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

Attention: Rita Hatem

SSD-48160216 - Environmental Impact Statement – Maison Dieu Solar Farm – Request for additional information

Dear Rita,

Transport for NSW (TfNSW) is responding to the exhibition of the Environmental Impact Statement (EIS) for Maison Dieu Solar Farm referred via the Major Projects Portal on 6 September 2024. TfNSW have reviewed the EIS and Traffic Impact Assessment (TIA) (Appendix M and N) as key reports in formulating this response.

TfNSW requests additional information as part of the Response to Submissions (RtS) and a revised TIA to address the key issues identified below and the actions necessary to address these issues as raised in **Attachment 1**. The additional information will assist the Department of Planning, Housing and Infrastructure's (DPHI) assessment in respect to section 4.42(1)(f) of the Environmental Planning and Assessment Act 1979.

Key issues

1. Enforceable measures of the turn prohibitions for Maison Dieu and Magpie Street with the New England Highway within the TIA (Appendix M of the EIS). Refer to point 1.
2. Assess the interactions, implications and timing of the project in relation to the construction of the Singleton Bypass project. Refer to point 2.
3. Revise the high-risk OSOM route assessment to be reflective of all high-risk OSOM vehicles and loads required for the project. Refer to point 3.

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

Yours sincerely,

A handwritten signature in black ink, appearing to be "D. Pfeiffer".

Damien Pfeiffer
Director of Development Services
Transport Planning
Planning, Integration and Passenger

Attachment 1

SSD-48160216– Environmental Impact Statement – Maison Dieu Solar Farm – Request for additional information

TfNSW requests additional information in the form of a revised TIA to accompany the response to submission for the project. The specific actions to address the to address the key issues within the cover letter are detailed below:

1. Turning movements and enforcement measures for the key intersections with New England Highway

Clarification on how the prohibition and project traffic impacts for each intersection Magpie Street / New England Highway and Maison Dieu Road/New England Highway. The TIA currently identifies that the project traffic will turn left at the Maison Dieu Road/New England Highway and turn right from Magpie Street onto the New England Highway. High level traffic mitigation measures to enforce the proposed turning movements from and onto the New England Highway are to be identified within the revised TIA.

2. Singleton Bypass Impacts

The [Singleton Bypass Project](#) proposes changes to the road environment within the vicinity of the proposed project, which may have implications based during the construction and post-completion of the Singleton Bypass project. The TIA is to be revised to assess and address any changes to traffic mitigation measures, road upgrades or routes based on the timing for the commencement and completion of this project in relation to the Singleton Bypass. The applicant is required to consult with the Singleton Bypass team within TfNSW to understand the interactions, timing and implications to the Maison Dieu Solar Farm project and revise the TIA based on the outcomes of this consultation.

The Singleton Bypass will include the following changes during construction (point a) and post-construction (point b) to the road environment of the New England Highway within the vicinity of the project:

- a. During construction of the bypass:
 - Access to Maison Dieu Road will be closed from Gowrie Gates.
 - The main alignment is not yet open to traffic and other road closures for the bypass may affect the solar farm.
- b. Post construction design:
 - A roundabout will be constructed at the New England Highway / Maison Dieu Road connection.
 - A new connection built to the intersection of Magpie Road.
 - An underpass will be built on the approach to the roundabout from the existing New England Highway.

3. Revised high-risk route assessment requirements

The high-risk OSOM route assessment has not been prepared for a high-risk OSOM movement as the switch room represented in the route assessment is not classed as a high risk OSOM movement (see TfNSW definition of high-risk OSOM). The applicant is to revise the route assessment to align with the weight and dimensions of the largest high risk OSOM (i.e transformer deliveries) and must reassess the following:

- a. The port or point of origin must be for the entire route to the project access. Confirm if both Port Botany and Port of Newcastle will be required for the high-risk OSOM movements.
- b. Provide the dimensions and weight of the high-risk OSOM vehicles, loads, widths, lengths, class and vehicle configurations. Inclusive of laden dimensions and weights.
- c. Assessment of the impacts vertically and horizontally (inclusive of swept paths analysis) of the high-risk OSOM movement in relation to (not limited to) rail crossings, bridges, intersections, developments, hazards, vegetation, bridges, culverts, medians, intersection treatments, lights, traffic signals, barriers, signage etc treatments and any identified hazards, including each at-risk road structure i.e bridges, traffic signals, signage, major and minor culverts.

Note: the vertical clearances for the Port Botany route are required to be assessed as a part of the update high-risk OSOM route assessment and inclusion of consultation with Northconnex tunnel operator (if applicable to the revised high-risk OSOM route assessment).

- d. Assess the pull-over locations and rest areas that includes the following:
 - o Locations (including GPS coordinates) and dimensions, and
 - o Swept path analysis for the largest high-risk OSOM vehicles demonstrates that the largest design vehicle can physically enter, exit and park without impacting travel lanes and that sufficient parking and access will be provided to other vehicle types permitted to access the identified rest area or pullover locations.
- e. Identify and assess the implications of moving the high-risk OSOM through any road and rail projects that may be under construction during the indicative schedule for the OSOM movements. Notably the following projects:
 - o Hexham Straight project is currently in progress. The Newcastle Inner City Bypass project will also need to be considered by the applicant.
 - o Singleton Bypass during construction and post-completion, specifically in relation to the construction traffic management and the infrastructure being delivered for this project (refer to point 2 above).
 - o The route shares a portion of distance with the Port to REZ project between the Port of Newcastle and the intersection with the Golden Highway. Applicant to review the Port to REZ project and assess consistency with pavement extents and scope as a part of the revised route assessment.

Note: If the route assessment reveals that upgrade works are required. Strategic concept designs are required to be provided in compliance with Austroads and relevant TfNSW requirements. Strategic-Design-requirements-for-DA-Factsheet.pdf (nsw.gov.au)

Note: It is the proponent's responsibility to acquire and dedicate land required to accommodate road infrastructure, including but not limited to footways, structures, stormwater drainage, batters, maintenance access, and utilities.