

11 November 2024

TfNSW reference: WST24/00162/002, SF2024/083093

Your reference: SSD-55968733

Department of Planning, Housing and Infrastructure

By Email: Rita.Hatem@planning.nsw.gov.au

Attention: Rita Hatem

SSD-55968733 – Burroway Solar Farm – Lot 40, DP752577, 1955 Eumungerie Road, Burroway – TfNSW response to the Environmental Impact Statement

Dear Rita,

Transport for NSW (TfNSW) is responding to the exhibition of the Environmental Impact Statement (EIS) for SSD-55968733 for Burroway Solar Farm referred via the Major Projects Portal on 11 October 2024. TfNSW have reviewed the EIS and the Traffic Impact Assessment (TIA) prepared by Amber Organization dated 20 July 2023 as key reports in formulating this response.

TfNSW requests additional information is provided as part of the Response to Submissions (RtS) including a revised TIA to address the key issues identified below and as detailed in **Attachment 1**. The additional information will assist the Department of Planning, Housing and Infrastructures (DPHI) assessment in respect to section 4.42(1)(f) of the *Environmental Planning and Assessment Act 1979*.

In addition, the applicant is requested to engage with TfNSW on the preparation and provision of the information in **Attachment 1**, due to the ongoing nature of road assessments occurring along the route for the project.

Key Issues:

- The route study does not provide enough information to assess the impacts on TfNSW assets and the compliance of possible road upgrades and mitigation measures in accordance with *Austrroads Guide to Road Design*, *Austrroads Guide to Temporary Traffic Management* and TfNSW supplements. This includes rail corridor related comments. Identified in points 1 to 2.
- The impact on the State Road network, particularly to the intersection with the Newell Highway and the state classified section of Eumungerie Road has not been adequately addressed. The revised TIA should identify the worst-case scenario for the background traffic and turning traffic volumes in accordance with the requirements of *Austrroads Guide to Traffic Management* and TfNSW supplements. Identified in point 3.

TfNSW has provided advice in relation to the Country Rail Network (CRN) rail crossings associated with the proposed haulage routes as part of **Attachment 1**. TfNSW further advises that the relevant rail corridors are managed by agencies other than TfNSW. It is recommended that DPHI refer this application to the Australian Rail Track Corporation (ARTC) and Sydney Trains for their consideration and advice.

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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 sincerely,

A handwritten signature in black ink that reads "Sarah Anderson".

Sarah Anderson

Manager, Development Services West
Transport Planning
Planning, Integration and Passenger

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Attachment 1

SSD-55968733 – Burroway Solar Farm – Lot 40, DP752577, 1955 Eumungerie Road, Burroway – TfNSW response to the Environmental Impact Statement

This attachment relates to TfNSW's response dated 11 November 2024 reference WST24/00162/002.

Additional required information | TfNSW comments

TfNSW requires the Traffic Impact Assessment prepared by Amber Organization to be revised to address the below information and be included within the Response to Submissions for assessment. It must be clear where changes have been made in the revised TIA; this can be in the form of a document with tracked changes or a table provided in the updated TIA detailing where and what changes have been made.

Key Issue 1 – Concept Level Route Analysis required for High Risk OSOM

1. The TIA has not included a Concept Level Route Analysis (high risk OSOM (as defined on TfNSW website)). This analysis must include:
 - a) The port or point of origin and must be for the entire route to the site access or intersections required to facilitate the high risk OSOM movements required for the project.
 - b) The TIA is required to include details of all high risk OSOM loads and vehicle configurations for the project.
 - c) The location of pull-over bays / rest areas along the high risk OSOM routes (including GPS coordinates) and demonstrate through swept paths that the high risk OSOMs can be physically accommodate all high risk OSOMs for the project (in terms of size, width and accessibility).
 - d) Details of the road geometry and alignment along the identified transport route/s, including existing formations, crossings, bridges, intersection treatments; and any pinch points along the routes such as bridges, culverts, traffic signals, signage, roundabouts, medians, and vegetation. Mitigation measures or road upgrades must be identified for each pinch point.
 - e) Bridge and culvert assessments are required for TfNSW assets and can be obtained by contacting spu@transport.nsw.gov.au.

Note: The result of bridge assessments may require a change to the route which must be accounted for in the updated route assessment.
 - f) The high-risk OSOM movement swept paths for the check vehicle and road upgrades are required to be assessed for the high risk OSOM movements at pinch points along the route.
 - g) Consideration of how the high-risk OSOM will move through TfNSW projects that are currently under construction or will be completed, when the high-risk OSOM movements will be required to be moved from the Port of Newcastle to site. This is required to assess the viability and any modification to the road environment that may be required to move the high-risk OSOM via this route. The projects to be assessed, but not limited to, are the Pacific Motorway extension to Raymond Terrace and the Hexham Straight Project. Details on these projects are available on the TfNSW project websites.

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- h) Consideration of road upgrades provided by EnergyCo from the Port of Newcastle to Elong Elong. The applicant must review pavement extents and the scope of works to ensure configurations and swept paths for this project’s high-risk OSOM align with the scope of the Port to Renewable Energy Zone (P2R) project, particularly the relocation of traffic signals at the George Street, Industrial Drive and Maitland Road intersections. An assessment of consistency with the P2R project must be included.
- i) The refugee island at Bettington Street / Vernacher Street Merriwa is located on a state classified road (Golden Highway). TfNSW requires the scope of works in the form of a strategic concept design identifying the removal of the refugee island and evidence of consultation with Upper Hunter Shire Council.
- j) Timing of high-risk OSOM deliveries within the construction schedule, indicative weekly program(s), and timeframe to complete deliveries from relevant port to the site is required.

Note: Strategic Concept Designs will need to be provided for any works required along the state road network route. [Strategic-Design-requirements-for-DA-Factsheet.pdf](#)

Rail Comments in relation to the development

- 2. The applicant must be aware of the crossings on CRN rail corridors located along the transport routes associated with the proposed development. Two routes have been proposed for heavy vehicle and OSOM vehicles access to the site:
 - Proposed access route from the Port of Botany to Site,
 - Access Route from Port of Newcastle to Site.

Both proposed construction access routes will be crossing **CRN** rail corridor at two (2) locations:

- Boothenba Road Crossing operational rail corridor from Dubbo to Coonamble at Dubbo,
- Golden Highway route: Crossing non-operational rail corridor from Sandy Hollow to Merriwa at Gungal.

Information regarding these crossings is to be provided in the RTS and revised TIA. If any adverse impacts to CRN corridors are identified, the applicant shall seek approvals from UGL Regional Linx (UGLRL) and TfNSW. The applicant must adhere to the transport management and safety requirements of UGLRL and TfNSW for the matters involving CRN corridor.

Note: For OSOM/heavy vehicles travelling on UGLRL managed assets or infrastructure, the applicant must request a permit via the National Heavy Vehicle portal or send the request directly to UGLRL via heavyvehicle@uglregionallinx.com.au. The request should be submitted at least two (2) months before movements and include specifications of OSOM and heavy vehicles (axial loading and axial spacing as well as dimensions of the heavy vehicles).

Key Issue 2 - Traffic Management and Impacts to the State Road Network

- 3. The assessment focuses on the local road access intersection on Eumungerie Road. TfNSW requires further detail on the intersections with the state road network including Newell Highway / Burraway Road and the state classified section of Eumungerie Road / Newell Highway. This includes:

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- a) Provision of a breakdown of project traffic volumes using the intersection including the amount of heavy vehicles / light vehicles per day, and
- b) A breakdown of the worst-case scenario of the amount of project related heavy vehicles / light vehicles using the intersection during the identified network AM and PM peak hour and the impacts on queue length. The background network traffic volumes must include cumulative traffic from other projects (including those in planning at EIS stage).
- c) Application of annual growth applied linearly to the peak of construction.
- d) Traffic count survey was collected on a single day in May 2023, which isn't reflective of the worst-case scenario for the network AM/PM peak hour which occurs during the harvest period. Traffic data is to be obtained or collected for the harvest period fluctuation for the Eumungerie Road/Newell Highway intersection and compared to the existing traffic assessment. Any recommendations to minimise the projects traffic impact during this period will need to be included within the revised TIA.

Note: Traffic count data could be obtained from GrainCorp or Council for the harvest period for this section of the network.

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