

16 June 2025

TfNSW reference: REN25/00105 | SF2025/077290

Your reference: SSD-63344210



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

**Attention: Megan Ramsdale**

**SSD-63344210 (PAE-83706718) – Wattle Creek Solar Farm – 1001 Canyonleigh Road, Brayton – Response to EIS**

Dear Megan,

Transport for NSW (TfNSW) is responding to the Wattle Creek Solar Farm Environmental Impact Statement (EIS) referred to TfNSW via the Major Projects Portal on 8 May 2025.

TfNSW has reviewed the following information as part of the review of Wattle Creek Solar Farm to inform this response:

- Wattle Creek Solar Farm - Environmental Impact Statement prepared by Umwelt dated 18 March 2025
- Wattle Creek Solar Farm Project - Traffic and Transport Assessment prepared by Access Traffic Consulting dated 6 March 2025

The information provided in the assessment does not demonstrate that Wattle Creek Solar Farm has mitigated the traffic safety, efficiency and risks to TfNSW assets on the State road network. TfNSW requires additional information (see attachment 1) to form part of a revised TIA and EIS) where applicable. To be submitted with the Response to Submissions (RtS).

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 Tim Mitchell, Development Services Case Officer, on 1300 019 680 or email [development.renewables@transport.nsw.gov.au](mailto:development.renewables@transport.nsw.gov.au).

Yours faithfully,

A handwritten signature in black ink, appearing to read "Alexandra Power".

**Alexandra Power**

Team Leader Development Services – Renewables  
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## Attachment 1

### SSD-63344210 (PAE-83706718) – Wattle Creek Solar Farm – 1001 Canyonleigh Road, Brayton – Response to EIS

This attachment relates to TfNSW's response dated 16 June 2025 reference REN25/00105.

#### **TfNSW additional required information**

TfNSW requires additional information to be included in a revised TIA and EIS (where applicable) and submitted with the Response to Submissions (RtS). Actionable points have been detailed below to guide addressing the key issues within the revised TIA and EIS.

#### **Traffic and Route assessments:**

1. The high-risk Oversize/Overmass (OSOM) route assessments from Port Kembla and Glen Waverley by Rex J Andrews do not provide sufficient detail to properly assess the impact of high-risk OSOM movements on the State road network assets. The full swept path of the vehicle has not been shown. The assessment needs to include wheel tracking, clearances, and body tracking at each identified pinch point, from the start to the end of the manoeuvre, to ensure that the manoeuvre can be undertaken safely. Updated route assessments incorporating this information must be submitted within the RtS, along with strategic concept designs based on the outcome of the review.
2. Provide swept path analysis of the swept path of the high-risk OSOM manoeuvre exiting the Hume Highway near Marulan, following the requirements of Point 1.
3. Bridge clearances and overhead height restrictions should also be reviewed for the entire route, as part of the revised high-risk OSOM route assessment.
4. The intersection of Tom Thumb Road and Springhill Road shows the OSOM vehicle traversing over the centre median island. A structural assessment of the centre median's integrity is required to determine if the median is suitable for traversing by the proposed high-risk OSOM vehicles. This can be achieved by undertaking core logs with a core barrel diameter of less than 100mm.

A report showing the core layers detail would need to be submitted to TfNSW for review before submission of the Response to Submissions. This will allow TfNSW and the applicant to discuss any requirements before submitting the RTS.

If the outcome of TfNSW of the structural report requires that the median be modified, then a strategic concept design will need to be prepared and be submitted with the RtS.

*Note: To undertake the core logs, the applicant is required to obtain an ROL and Section 138 Roads Act approval, with concurrence from TfNSW.*

5. The U-turn at the Old Hume Highway, New Berrima, may need additional civil works. Removable signs are noted; however, it seems some additional temporary pavement may be required. Updated swept paths to show if widened pavement is needed. See point 1 for details required. If pavement widening is required, it must be to the standard of the adjacent road, and strategic concept designs are to be prepared to identify the scope for widening (see the advisory notes).

6. Bridge and culvert assessment have not been completed and must be completed as the high-risk OSOM load falls within the high-risk category. The bridge and culvert assessment must be completed, and the outcome of the evaluations must be included in the revised high-risk route analysis within the TIA as part of the RtS submission (refer to advisory notes).

### **Construction traffic movements**

7. No details are provided on the volume of traffic using the intersections to enter/leave the Hume Highway. A breakdown of the volume of vehicles using each intersection is required. This will be broken down into the number of AM and PM peak times, light vehicles, heavy vehicles, and OSOM vehicle movements for each intersection.
8. The cumulative traffic volumes need to be included, as it appears that there is crossover in the timing of Wattle Creek Solar Farm and Wattle Creek BESS. This needs to be assessed in detail at point 5.

### **Advisory notes**

1. Strategic Concept Designs must be provided for any works required along the state road network route. [Strategic-Design-requirements-for-DA-Factsheet.pdf](#)
2. Bridge and culvert assessments are required for TfNSW assets and can be obtained by contacting [spu@transport.nsw.gov.au](mailto:spu@transport.nsw.gov.au). The details of the routes, dimensions, and NHVR Route ID must be included within the request. The result of bridge assessments may require a change to the route, which must be accounted for in the updated route assessment.
3. The NHVR Route ID must be provided as part of the revised high-risk route analysis.