Transport for NSW

16 June 2025

TfNSW reference: REN25/00107, SF2025/077447
Your reference: SSD-63345458

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

Attention: Pragya Mathema

SSD-63345458 (PAE-83708967) – Wattle Creek Battery Energy Storage System – 1001 Canyonleigh Road, Brayton – Response to EIS

Dear Pragya,

Transport for NSW (TfNSW) is responding to the Wattle Creek Battery Energy Storage System (BESS) 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 BESS to inform this response:

- Wattle Creek BESS - Environmental Impact Statement prepared by Umwelt dated 18 March 2025
- Wattle Creek BESS - 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 BESS 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.

Yours faithfully,

Alexandra Power
Team Leader Development Services – Renewables
Transport Planning
Planning, Integration and Passenger

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Attachment 1

SSD-63345458 (PAE-83708967) – Wattle Creek Battery Energy Storage System – 1001 Canyonleigh Road, Brayton – Response to EIS

This attachment relates to TfNSW's response dated 16 June 2025 reference REN25/00107.

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 are detailed below to guide on addressing the key issues within the revised TIA and EIS.

Traffic and Route assessments:

1. The Oversize/ overmass (OSOM) route assessments from Port Kembla and Glen Waverly by Rex J Andrews does not provide enough detail to properly assess the impact to the State road network. The full swept path of the vehicle has not been shown. The assessment needs to include wheel tracking, clearances and body tracking at each pinch point identified, from the start to the end of the manoeuvre, to ensure that the manoeuvre can be undertaken. Updated route assessments with this information are required to be submitted within the RtS.
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. Assessment of swept paths is required for the manoeuvre exiting the Hume Highway near Marulan. It is to include the details as per Point 1.

   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 the TfNSW structural report requires modification of the median, a strategic concept design will need to be prepared and submitted with the RtS.

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

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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 path analysis (per swept path analysis within point 1) is required at this U-turn location to confirm if pavement widening. 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).

Construction traffic movements

6. 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 shall be broken down into the number of AM and PM peak times, light vehicle, heavy vehicles and OSOM vehicle movement for each intersection.
7. The cumulative traffic volumes need to be included as it appears that there is crossover in the timing of Wattle Creek BESS and Wattle Creek Solar Farm. This needs to be assessed to the details of 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. 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.

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