

25 November 2025

TfNSW reference: REN25/00117/002, SF2025/086500

Your reference: SSD-67105475

Department of Planning, Housing and Infrastructure

Locked Bag 5022

PARRAMATTA NSW 2124

Attention: Samantha Wynn

SSD-67105475, Romani BESS, 377 Romani Road, Booroorban; Response to Environmental Impact Statement

Dear Samantha,

Transport for NSW (TfNSW) is responding to the Romani BESS, exhibited from 30 October 2025 to 27 November 2025 and referred via the Major Projects Portal.

TfNSW has reviewed the Environmental Impact Statement (EIS) prepared by EMM dated 7 October 2025 and Traffic Impact Assessment (TIA) prepared by Amber dated 20 August 2025, as key documents for preparing this response.

The information provided in the EIS does not demonstrate that the Romani BESS has mitigated the traffic safety, efficiency and risks to TfNSW assets on the State Road network. TfNSW therefore requests additional information relating to the key issues identified below and as detailed in **Attachment A**, to form part of a revised TIA and EIS (where applicable), to be submitted with the Response to Submissions (RtS).

On request, TfNSW can meet with DPHI and the Applicant to discuss the information in **Attachment A**. If you have any questions, please contact with Tim Mitchell, Development Services Case Officer, at 1300 019 680 or email development.renewables@transport.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read "Nathan Boscaro", with a long horizontal flourish extending to the right.

Nathan Boscaro

Manager Development Services - West

Transport Planning

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SSD-67105475, Romani BESS, 377 Romani Road, Booroorban; Response to Environmental Impact Statement

This attachment relates to TfNSW's response dated 25 November 2025 reference REN25/00117/002.

TfNSW additional information requested | TfNSW comments

TfNSW requests the additional information of the key issues identified and as detailed below to be included in a revised TIA and EIS (where applicable) and submitted with the Response to Submissions (RtS). It must be clear where changes have been made in the revised TIA, which 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.

1. OSOM route assessment

The following information is required in relation to the high risk OSOM route assessment.

- a) Ochertyre Street (Cobb Highway) / Hardinge Street (Cobb Highway), Deniliquin – Median Islands will require strengthening to take the load of the OSOM vehicle. Strategic designs are required to be submitted.
- b) Hardinge Street (Cobb Highway) / Cressy Street, Deniliquin – Strengthening behind the kerb line will be required to take the load of the OSOM vehicle. Strategic designs are required to be submitted.
- c) Hardinge Street (Cobb Highway) / Charlotte Street (Cobb Highway), Deniliquin - Median Island will requires strengthening to take the load of the OSOM vehicle. Strategic designs are required to be submitted.
- d) Charlotte Street (Cobb Highway) / Davidson Street (Cobb Highway), Deniliquin - Median Island will requires strengthening to take the load of the OSOM vehicle. Strategic designs are required to be submitted.
- e) Alternatively to the above points 1-4, the vehicle configuration or high risk OSOM routes could be revised to avoid traversing over the infrastructure identified in points 1-4. The revised routes or vehicle configurations must demonstrate through swept path analysis that the traversal of the infrastructure identified in points 1-4 will be avoided.
- f) An NHVR route ID is required to be submitted for the high risk OSOM route.

2. Traffic Assessment

Provided clarification and update the traffic impact assessment to address the following;

- a) Clarification is required of the cumulative volumes assessed for the project. It appears that no volumes have been included from the Victoria to NSW Interconnector transmission line. These volumes need to be considered in the intersection assessment if they coincide with the project, to ensure the worst-case scenario is assessed.

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3. Cobb Highway/ Boorooban-Tchelery Road intersection

The strategic concept designs prepared for the intersection of Cobb Highway/ Boorooban-Tchelery Road require the following amendments:

- a) The left turn in the swept path appears to cross the centreline of the side road. Please revise to ensure the lane centreline is not crossed.
- b) Allow for a verge in accordance with Austroads Guide to Road Design – Part 3 - Section 4.4, to provide pavement support.
- c) Ensure the CHRs chevron development ties into the existing horizontal curve to the north tangentially.
- d) Ensure the intersection returns are tangential and, where possible, utilise a single radius with lateral shifts on approach and departure as needed.
- e) Review shoulders and revise where the shoulder is not providing a consistent offset.

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