

Project no. 230136

Date 6/05/2025

ACEnergy Pty Ltd
502, 689 Burke Road
Camberwell VIC 3124

Attention Jane Bai

Via email jane.bai@acenergy.com.au

Dear Jane

120 Houghton Road, Yanco — RFI Response

Please find below our response to the Transport for New South Wales (TfNSW) request for further information (RFI) dated 29 April 2025 relating to the Traffic Impact Assessment prepared by Trafficworks (dated 28 March 2025).

The report has been updated to include pre-construction activities and to highlight the sections in the report that addressed the comments from the table below.

These responses have previously been provided in the appendices of the report, and the responses have been replicated in the table below for clarity.

TfNSW Comment	Response	Location in Report
Update strategic concept designs for intersection road upgrades		
1. Point 2 of the previous letter required drainage detail to be included on the typical section diagram for the intersection of Houghton Road and Irrigation Way, which is still outstanding. The typical sections should include the interface drainage, verges, batters (including ratio), shoulders, shape of the drains and distance to the road reserve (where cadastral boundary information is available).	Drainage has been shown on all strategic concept designs in the report at Appendix A4.1 Each of the requested elements has been shown on the typical sections.	Appendix A4.1

TfNSW Comment	Response	Location in Report
Traffic impacts		
2. The previous letter under point 3a) requested that turn warrant assessments to be completed for peaks of any pre-construction minor works as a separate scenario as the pre-construction minor works would occur before construction commenced. This information is requested to quantify the traffic volumes during the pre-construction minor works period and provide details of the mitigation measures that would be implemented to manage the impacts to the safety, efficiency and assets of the state road network during the pre-construction minor works period.	The report has been updated to include a pre-construction phase. The first activity to occur on site would be the intersection upgrade of Irrigation Way / Houghton Road. This is likely to be undertaken under a specific traffic management plan which would include more detailed construction methodology and would not involve an assessment of vehicles using this intersection as it will be occurring at the intersection rather than having vehicles moving through the intersection itself. Therefore, no further mitigation works are required for the pre-construction phase.	Section 3.1.1 Section 3.2.1 Section 3.2.4
3. Point 3e) of the previous letter requested updates to assess issues relating to the railway lines prior to entering Houghton Road intersection. The provided SIDRA modelling does not include the trainline being in operation within the SIDRA modelling, the cumulative traffic volumes of Yanco Solar Farm, and the harvest GrainCorp traffic volumes. The revised SIDRA analysis must include the cumulative traffic volumes and the operation of the train line within the analysis, and it must be measured for the peak of the Yanco BESS construction traffic. The revised TIA aims to identify traffic mitigation measures or higher-order intersection treatments to effectively reduce or mitigate the queuing impacts on the state road network if the revised SIDRA analysis identifies that there will be queuing on the state road network.	Section 3.5 of the Traffic Impact Assessment details the nearby traffic impacts around the Yanco BESS including, but not limited to, the Yanco solar energy facility (at Section 3.5.1) and the GrainCorp Silo (at Section 3.5.2). Furthermore, Section 5.2.1 establishes that “the traffic volumes for the proposed Yanco solar farm as well as the peak harvest volumes for the GrainCorp silo have been superimposed on the forecast 2026 volumes with the proposed “construction traffic” which is shown in Figure 19. Figure 19 is referenced during both the SIDRA analysis and the turn warrants assessments. Updated SIDRA assessments have been undertaken with and without the railway line and with and without the construction volumes that show the impact of the construction on the state road are minimal.	Section 3.5 Section 5.2.1 Section 5.3.1

TfNSW Comment	Response	Location in Report
	Nevertheless, mitigation measures have previously been proposed (such as linemarking and signage) to discourage people from stacking across the train line.	
4. The revised TIA is to include the inputs that have informed the turn warrants assessment, as the current turn warrant assessment within the TIA prepared by Trafficworks dated 25 of March 2025 does not clearly identify if the cumulative traffic volumes have been included the background and turning volumes for the Houghton Road / Irrigation Way intersection. To be clear the cumulative traffic volumes must include the traffic associated with the following: • The traffic volumes during peak of harvest provided by GrainCorp, and • The Yanco Solar Farm traffic on Irrigation Way provided in Section 3.5.1	See above.	Section 3.5 Section 5.2.1 Section 5.3
Update high-risk OSOM route assessment for all routes (Appendix 5)		
5. Point 4 of the previous letter identified considerations for the route study. The following items require resolution within the revised TIA:		
a) The OSOM route required bridge and culvert assessments, which have only been partially addressed. TfNSW understands that the proponent has begun work on the evaluations. The outcome of the bridge assessments is to be included within the revised TIA.	A TfNSW bridge assessment has been undertaken for the transport of the transformer listed in this report in Appendix A of the OSOM Route Study. This statement is included on page 34 of the OSOM Route Study.	
b) The updated route study satisfactorily identifies other projects, including the Mt Ousley Interchange Project. However, it notes that direct contact with the Project Manager will occur four weeks before movements occur. The Yanco BESS project team should contact the project manager at the assessment stage to ensure that mitigation measures or modifications required to navigate the project are acceptable.	ACEnergy has notified the Mt Ousley Interchange Project of the proposed OSOM load and the route that the load is to be transported on. The letter is listed at the back of the report in the third party approvals section within Appendix A of the OSOM Route Study. This statement is included on page 37 of the OSOM Route Study.	

TfNSW Comment	Response	Location in Report
c) 5c. Point 4, c of the previous letter, required an extensive review of the height obstructions along the high-risk OSOM route, which has only been partially addressed. The following bridges require further consideration within the route study: - The provided route study does not include the rail overpass bridge in Wagga Wagga. Before the proposed route is considered further, a vertical typical curve assessment must be provided for the rail underpass on Sturt Highway at Wagga Wagga. - The route study identifies a restriction at Mount Ousley Road under the University Bridge. The route study on page 12 identifies a proposal to lower the load; however, full details on how this is to occur have not been provided. Figure 10 notes that this will occur at walking speed; however, no information on how this may impact traffic flow is provided, nor is there information on how long the process will take. Further, a route detour via Memorial Drive is proposed. The applicant is to clarify which high-risk OSOM loads will utilise the lowering, and which will utilise the detour. Swept path diagrams will be provided for the proposed detour route through Wollongong and Memorial Avenue.	Regarding the rail underpass on Sturt Highway at Wagga Wagga: A vertical curve assessment has been completed on page 24 of the OSOM Route Study. The proposed load will have at least 360mm if transported as per the drawings listed in this report. Regarding the detour from Mt Ousley Rd: The route under the University Bridge can safely accommodate the tallest proposed load, being the transformers, which is 4.8m in height. (Load dimensions in Section 3 and 4 are updated to reflect that.) Therefore, no detour is required, and the detour information is removed. Pilots added to swept paths, University bridge procedures Updated on page 18.	
d) Page 36 discusses pinch point procedures for manoeuvres; however, these are generalised and do not distinguish between the different requirements at different intersections. Please ensure manoeuvres for all pinch points are adequately described, including any impacts on state roads and traffic flow.	Section 10 was reworded to show that the report now has specific traffic control for pinch points, and the pinch point procedures are for any potential change to the route.	
Note: Section 10 of the Route study notes that the Transport Company checks the route at least two months before the actual movement. If any changes are required, TfNSW is to be notified, and any further approvals are sought.	The note about notification to TfNSW upon further changes is well noted and accepted.	

TfNSW Comment	Response	Location in Report
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Proximity to Rail Corridor

It is our understanding that ACEnergy are prepared to accept all comments for this section as conditions of consent by DPHI.

Please contact me on 0416 431 329 if you require additional information.

Yours sincerely,



Chris Blair

Associate BEng (Civil) (Hons), MIEAust, RPEng (Civil)