

23 May 2025

TfNSW reference: REN25/00096/001

Your reference: SSD-63207219

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

Attention: Pragya Mathema

TfNSW Response- SSD-63207219 – Kingswood BESS –Response to Submissions referral

Dear Pragya,

TfNSW is responding to the exhibition of the Environmental Impact Statement (EIS) for the Kingswood Battery Energy Storage System referred to via the Major Projects Portal on 14 May 2025.

TfNSW has reviewed the updated Traffic Impact Assessment prepared by Arcadis dated 11 April 2025 and advises that points 1(a), 2, 5(b) and 5(d) of TfNSW's previous response to the EIS for this project remain outstanding and require further information.

TfNSW has included advice on a recommendation for the draft conditions to address point 1(d) of TfNSW's response to the EIS for this project. For context,

Attachment 1 clarifies the outstanding information TfNSW requires, the recommended conditional requirement to address point 1 (d) and advisory notes to assist with addressing TfNSW requested information.

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 faithfully,

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

Alexandra Power

Team Leader Development Services Renewables
Transport Planning
Planning, Integration and Passenger

OFFICIAL

TfNSW Response- SSD-63207219 – Kingswood BESS – Response to Submissions referral

This attachment relates to TfNSW's response dated 23 May 2025 reference REN25/00096/001.

Additional required information

The Traffic Impact Assessment prepared by Arcadis, dated 11 April 2025, must be revised and updated (where applicable) within a consolidated TIA, including track changes, to address the requested information within this attachment.

Point 3, under the heading conditional requirement, proposes a recommended action for the draft conditions to resolve TfNSW previous request for swept paths within point 1(d) of TfNSW response to the EIS.

Advisory notes have also been included within the response to assist with addressing TfNSW additional information request.

Existing intersection treatment reviews for Burgmanns Lane/New England Highway and Whitehouse Lane/New England Highway

1. The revised TIA is still required to assess the suitability of the existing intersection treatments for both traffic at Burgmanns Lane/New England Highway intersections and Whitehouse Lane/New England Highway, raised previously within point 1(a). Points 1(a) and (b) below provide clarification on the additional information that TfNSW is requesting:
 - a) TfNSW acknowledges the updated turn warrants assessment and includes the worst-case scenario within section 3.2 of the revised TIA for both the Burgmanns Lane/New England Highway and the Whitehouse Lane/New England Highway intersection.
However, based on the outcome of this assessment within s3.2, the conclusion is that a CHR/AUL is required to accommodate project traffic and that both intersections have existing CHR/AUL intersection treatments.
TfNSW have reviewed the existing intersection treatments and identified the following:
 - New England Highway/Whitehouse Lane- AUL/CHR(S), and
 - New England Highway/Burgmanns Lane- CHR/AUL(S).On this basis, TfNSW requests that the proponent reviews the existing intersection treatments to assess whether they conform to an AUL/CHR intersection treatment type.

- b) If the intersection treatments do not comply with an AUL/CHR intersection treatment type, then the following options will need to be considered to address the difference between the existing and required intersection treatments at both intersections with the state road network:
- Review the turn warrant assessments and consider options for staggering traffic outside network peak hours. Revise the turn warrant assessment to show compliance with the existing intersection treatments.
 - Increase shuttle bus and carpooling rates to reduce the AM/PM peak hour numbers and provide a revised turn warrant assessment to show compliance with the existing intersection treatments.
 - Change the traffic distribution to increase the traffic volumes for the higher-order treatment at each intersection (e.g., for New England Highway/Burgmanns Lane, increase the number of light vehicles using the right turn lane to access the project type, as the right turn lane is a compliant CHR intersection treatment).
 - Provide a strategic concept design to increase the length of the CHR(S) to a compliant CHR for the New England Highway/Whitehouse Lane intersection and provide a strategic concept design to increase the length of the AUL(S) to a compliant AUL for the left turn treatment at New England Highway/Burgmann's Lane.

OSOM Route Assessment Requirements

2. The provided route assessment is required to be reviewed and updated with further detail to address the following:
- a) Point 2 of the previous letter requested bridge assessments to be undertaken. The TIA advises that the bridge assessments will be completed post-approval as part of preparing the Traffic Management Plan.

Note: TfNSW advises that the bridge assessment of State Road network assets should be completed before the project is determined to ensure that the identified high-risk OSOM route is a viable route for the project's proposed high-risk OSOM movements or if an alternative route, vehicle configuration, or road upgrades or modifications are required to navigate a TfNSW bridge asset. The advisory notes section of this letter contains information on the process for completing the request for bridge assessments.

- b) Section 3.5.1.2 has been included within the revised TIA to address point 5(b) of TfNSW previous additional information request. Section 3.5.1.2 advises that the size and number of OSOM vehicles will be confirmed during the construction phase and included in the Construction Traffic Management Plan. TfNSW advises that the dimensions of high-risk OSOM-laden loads (heights, lengths, and widths) and weights should be identified, and a route analysis should be completed before determining the project.

Note: The rationale for TfNSW's request for the specifics of the high-risk OSOM-laden loads' dimensions and weight is to ensure that the risk to the state road network assets has been adequately assessed and the scope of any road upgrades has been captured within the project approval.

- c) The route assessment will consider current projects along the road network, including the Newcastle Inner City Bypass (which is required to be used to avoid the Hexham Straight works for high-risk OSOM up to a height of 5.25m) and Singleton Bypass project at the New England Highway, resulting in a height restriction of 5.4m.
- d) The swept path diagrams provided demonstrate the combination mounts for the garden section of the Market Street roundabout. The section of the roundabout that will be mounted is a non-trafficable portion. An assessment and strategic concept design will be prepared to identify the pavement and modifications required for the garden section of the roundabout to accommodate the proposed high-risk OSOM-laden loads. Previously raised this issue within point 5(d) of TfNSW response to Kingswood BESS EIS.

TfNSW conditional requirement for Burgmanns Lane/New England Highway intersection

- 3. TfNSW previously requested a swept path analysis of the Burgmanns Lane/New England Highway intersection within point 1(d) of TfNSW's response to the EIS for this project. The revised TIA identifies that the rationale for not providing swept paths for concurrently turning the design heavy vehicle at the New England Highway/Burgmanns Lane intersection is that the project only proposes to use this intersection for light vehicles. TfNSW will require a condition and enforceable traffic management measures stipulated within the traffic management plan condition to enforce the prohibition of using the intersection for the project's heavy vehicle construction traffic.

TfNSW Advisory notes

- 1. Bridge and culvert assessments are required for TfNSW assets and can be obtained by contacting spu@transport.nsw.gov.au (for a fee). The bridge assessment request must be accompanied by the NHVR Route ID, vehicle configuration, loads, laden load (vehicle configuration and load), weight per axle group, axle spacing, deck height and weight per axle. The result of bridge assessments may require a change to the route or proposed OSOM-laden configuration, which must be accounted for in the updated route assessment.
- 2. Strategic Concept Designs must be provided for any works required along the state road network route. [Strategic-Design-requirements-for-DA-Factsheet.pdf](#).
- 3. TfNSW advises that the Port to REZ project has progressed since the Kingswood BESS submitted the EIS and could be reviewed and referenced within an update to the high-risk OSOM route analysis based on providing a consistency assessment of the proposed high-risk OSOM vehicle configuration (weights, widths, heights and lengths) to the proposed design parameters and envelopes that have been designed for the Port to REZ project.