

28 June 2024

TfNSW reference: WST24/00171/002 | SF2024/088162

Your reference: SSD-23700028

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

**Attention: Nestor Tsambos**

**SSD-23700028: Response to Submissions (RtS) Tallawang Solar Farm - Castlereagh Highway (HW18), Tallawang**

Transport for NSW (TfNSW) is providing advice in relation to SSD-23700028 RtS referred on 4 June 2024 via the Major Projects Portal.

TNSW has reviewed Transport Impact Assessment (TIA) prepared by Aurecon, dated 9 April 2024, Reference P521009, Revision D and requests updates to the project's traffic transport impacts on the State road network. Details of the requested additional required are set out in **Attachment 1** and **Attachment 2**.

On request, TfNSW can participate in a meeting with DPHI and the applicant to further discuss this matter.

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](mailto:development.renewables@transport.nsw.gov.au).

Yours faithfully,

A handwritten signature in black ink, appearing to read "DP", with a stylized flourish at the end.

**Damien Pfeiffer**

Director of Development Services  
Community & Place  
Regional and Outer Metropolitan

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## Attachment 1

### **SSD-23700028 Response to Submissions (RtS) - Tallawang Solar Farm, Castlereagh Highway (HW18), Tallawang**

This attachment relates to TfNSW's response dated 28 June 2024 reference WST24/00171/002.

#### **Additional required information | TfNSW comments**

The TIA prepared by Aurecon, dated 9 April 2024, Reference P521009, Revision D needs to be revised and updated (where applicable) to address the following matters:

#### **Austroads Measurement non compliance**

1. The trailing taper for the AUL is required to be measured from the point where the median is 3.5m (refer to figure 1 in Attachment 2). The strategic design must be revised to address this point and ensure the trailing taper is compliant with *Austroads*.

#### **Culvert extension requirements**

2. The proposed culvert replacement under the Castlereagh Highway identified on the strategic design is required to be reviewed in terms of depth, size and length and relocated outside of the proposed shoulder and tie in for Jenkins Lane. The culvert is to be designed in accordance with *Austroads* and TfNSW requirements. The strategic design is to be accompanied by a cross sectional drawing.

#### **Amendment to proposed Auxiliary Left Turn (AUL)**

3. The strategic design is to be amended to show the proposed AUL extending past the intersection of Jenkins Lane (refer to figure 2 within Attachment 2) to accommodate the safe turning of entering and exiting the property access onto Castlereagh Highway.

#### **Safe Intersection Sight Distance (SISD)**

4. The TIA is to be revised to include an assessment of Safe Intersection Sight Distance (SISD) pursuant to *Austroads* Part 4A and TfNSW supplements at the access point to Castlereagh Highway.

#### **Shoulder Sealing Requirements**

5. The strategic design is to be revised to identify a sealed shoulder for a minimum width of one (1) metre to ensure compliance with *Austroads* and TfNSW requirements.

#### **Route assessment requirements**

6. A route assessment is required to be prepared in accordance with the TfNSW high risk OSOM Fact sheet and include:
  - a. The port or point of origin to the site access (entire route) or intersections required to facilitate high-risk OSOM movements.
  - b. Details of road geometry and alignment along the identified transport route(s), including existing formations, crossings, bridges, intersection treatments and any pinch points such as bridges, culverts, traffic signals, signage, roundabouts, medians, vegetation. Necessary mitigation measures or road upgrades will be required to be identified for each pinch point.

- c. Include an assessment of the pull-over locations and rest areas that includes the following:
  - o Locations (including GPS coordinates) and dimensions, and
  - o Swept path analysis for the largest high-risk OSOM vehicles demonstrating the largest design vehicle can physically enter, exit and park without impacting travel lanes and sufficient parking and access will be provided to other vehicle types permitted to access the identified rest area or pullover locations.
- d. Identify and assess the implications of moving high-risk OSOMs through any road and rail projects that may be under construction during the indicative schedule for OSOM movements.
- e. An assessment of the alternative route via Newcastle Inner City Bypass to Newcastle Road for high-risk OSOM loads that do not exceed the vertical clearance limitations.
- f. A review of pavement extents, scope of work, and bridge assessments for the P2R project to ensure high-risk OSOM vehicle configuration align with the project's scope. Evidence of consistency with the project scope is required as part of the route assessment. If any further upgrades are identified to facilitate OSOM movements, strategic designs of the upgrades are required.

*Note: Upgrades to the OSOM route must be constructed before the OSOM movements for this development can be undertaken.*

*Note: NHVR permits do not cover road works, upgrades, or environmental approvals required along any proposed OSOM route. Any road or upgrade works required along the OSOM route must be included within the scope of works in the SSD.*

#### **Additional comments**

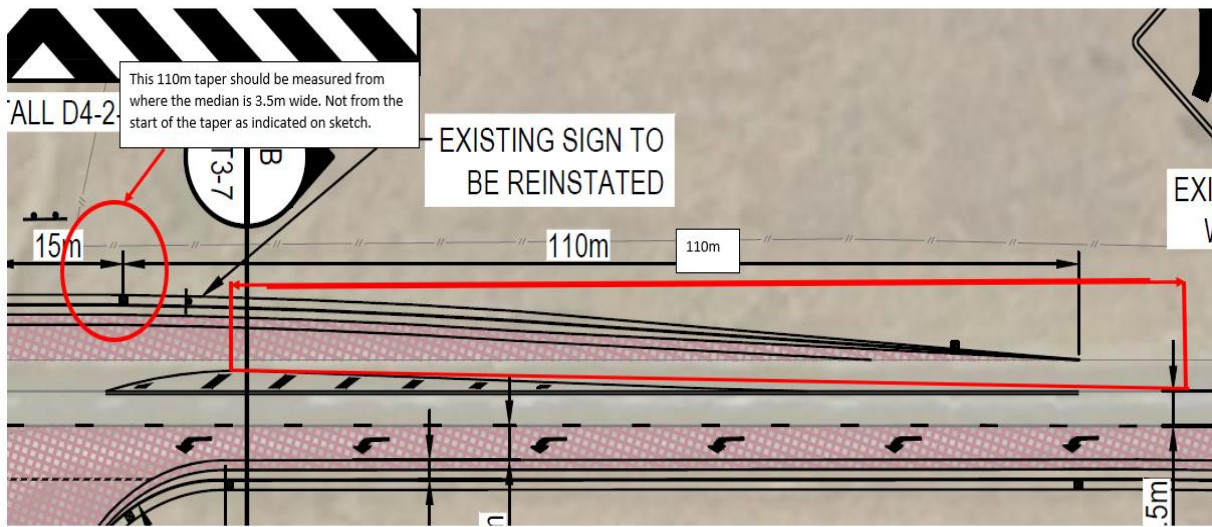
The strategic design must comply with TfNSW strategic design requirements, TfNSW technical directions, supplements, *Austroads*, and any other applicable TfNSW policies/strategies. To assist in preparing the designs, please refer to the link below:

<https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/documents/planning-principles/strategic-design-fact-sheet-02-2022.pdf>

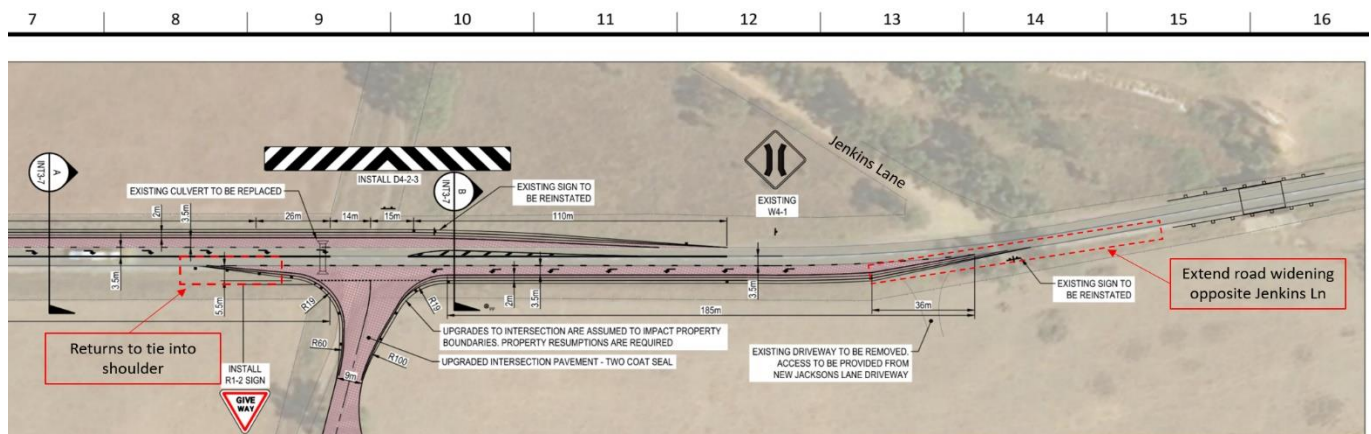
## Attachment 2

**SSD-23700028 Response to Submissions (RtS) - Tallawang Solar Farm - Castlereagh Highway (HW18), Tallawang**

This attachment relates to TfNSW's response dated 28 June 2024 reference WST24/00171/002 and depicts the design requirements referenced in point 1 and 3 (above).



**Figure 1 – Diagram demonstrating trailing taper issue raised in point 1**



**Figure 2 – Diagram demonstrating extension of the AUL required opposite Jenkins Lane raised in point 3.**