

Timothy Hoban
Development Manager
Akaysha Energy Pty Ltd
Sent via Major Projects Portal

16/04/2025

Subject: Orana BESS – request to vary vehicle numbers

Dear Mr Hoban,

I refer to your request dated 7 April 2025 seeking the Planning Secretary's approval to increase vehicle movements as they relate to Condition B1 of Schedule 2 of the development consent for the Orana BESS (SSD 45242780).

Your letter dated 7 April 2025 requests approval to increase the following vehicle movements:

- from 35 to 80 heavy vehicle movements per day during construction, upgrading or decommissioning.
- from 30 to 50 light vehicle movements and from 5 to 10 heavy vehicle movements during the AM (6-7am) or PM (5-6pm) project peak hours during construction, upgrading or decommissioning. There is no proposed change to the 5 shuttle bus movements.
- from 6 to 15 heavy vehicle movements requiring escort during construction, upgrading or decommissioning.

The Department notes from your request:

- the increase in vehicle numbers will facilitate the timely delivery of the project and is important to meeting energy security requirements.
- the road upgrades required by Condition B7 of the development consent have been completed.
- has been prepared in consultation with Transport for NSW (TfNSW) and Dubbo Regional Council (DRC) who both support your request;
- is accompanied by a revised Traffic Impact Assessment (TIA) prepared by Amber Organisation (Amber) dated 20 March 2025 which shows the traffic volume increases will comply with the approved treatments.
- contains the information required by the conditions of approval.

Accordingly, as nominee of the Planning Secretary, I approve the request to increase vehicle movements as detailed above. The increase in vehicle movements must also be incorporated within an updated Traffic Management Plan to be approved prior to any additional movements being undertaken.

The Department also notes there is a change to the high-risk heavy vehicle route to facilitate transformer deliveries to site as detailed in the TIA prepared by Amber (20 March 2025).

The original route from Adelaide primarily used the Barrier and Mitchell Highways while the updated route primarily used the Newell Highway before using the Mitchell Highway at Dubbo. In accordance with Condition B4 of Schedule 2, all heavy vehicles requiring escort will still be travelling to and from the site via the Mitchell Highway and Goolma Road.

As requested by TfNSW in their correspondence dated 2 April 2025, prior to undertaking any heavy vehicle movements requiring escort please provide an updated Traffic Management Plan for Stage 2b of the development, in accordance with the staging request approved by the Department on 8 October 2024 (PA-23).

The revised Traffic Management Plan is to be prepared to the satisfaction of the Planning Secretary and include the following:

- swept path assessments of the pinch points along the state road network route to show that the route can be navigated without the requirement for road upgrades.
- clarify the size of the overall vehicle combination as TfNSW notes that there a difference between the submitted transport assessment Table 5 and the High-Risk OSOM Transport Management Plan and Route Assessment prepared by Over Dimensional Lift and Shift in Appendix F of the TIA.

If you wish to discuss the matter further, please contact Katie Weekes on 4927 3223.

Yours sincerely



Iwan Davies
Director
Energy Assessments

As nominee of the Planning Secretary