

1 October 2025

TfNSW reference: REN 25/00096/004

Your reference: SSD-63207219

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

Attention: Pragya Mathema

By Email: pragya.mathema@dpie.nsw.gov.au

SSD-63207219, Kingswood Battery Energy Storage System, 744 Burgmanns Lane, Kingswood 2340; Request for Additional Information Letters 22 and 23 May 2025, Updated Traffic Impact Assessment August 2025.

Transport for NSW (TfNSW) is responding to SSD-63207219, the Kingswood Battery Energy Storage System request, referred via the Major Projects Portal.

TfNSW has reviewed the updated Traffic Impact Assessment prepared by Arcadis dated 05 September 2025 and has provided the outstanding matters in **Attachment A**.

On request, TfNSW can meet with DPHI and the Applicant to discuss the information in **Attachment A**. If you have any questions, please contact Alexandra Long, 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 be "Nathan Boscaro".

Nathan Boscaro

Acting Manager Development Services - West
Transport Planning
Planning, Integration and Passenger

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SSD-63207219, Kingswood Battery Energy Storage System, 744 Burgmanns Lane, Kingswood 2340; Request for Additional Information Letters 22 and 23 May 2025, Updated Traffic Impact Assessment August 2025.

This attachment relates to TfNSW's response dated 1 October 2025 reference REN 25/00096/004.

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

TfNSW's Previous Comments dated 23 May 2025	TfNSW additional information requested
Existing intersection treatments for both traffic at Burgmanns Lane/New England Highway intersections and Whitehouse Lane/New England Highway	
1 (b) 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/Burgmanns Lane. OSOM Route Assessment Requirements	OPEN The TIA and Strategic concept designs must be revised for intersection and the Whitehouse Lane/New England Highway intersection to address the following. 1. Incorporate a notation on the plans at the intersection of Whitehouse Lane/New England Highway which highlights the need to address the structural capacity of shoulder pavement and upgrade to suitable shoulder material if required. 2. Incorporate a notation on the plans at the intersection of Whitehouse Lane/New England Highway which highlights shoulder widening to be provided to reinstate the width used to facilitate the now south bound lane edge line.

OSOM Route Assessment Requirements	
a) Point 2 of the previous letter requested bridge assessments to be undertaken.	CLOSED Bridge Assessment completed (reference number: PT3010). The assessment results show that the assessed 40m OSOM vehicle can be allowed to travel along the proposed route with some conditions. No further action required.
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.	PARTIALLY CLOSED TfNSW has reviewed the updated swept path assessment in Appendix D in the TIA report which shows temporary pavement at the Market Street roundabout; adjustments to the kerbing and traffic island are required. S138 Concurrence from TfNSW and Consent from Council will be required for any proposed changes and at that point detailed designs must be submitted in accordance with TfNSW/Council specifications and include the following. • Details on how the modifications to the central island will integrate with the existing infrastructure, the splitter island kerb profiles, and the existing drainage inlet (considering vehicle loadings), as well as how the modifications to the central island will integrate with the existing infrastructure. • Temporary changes to state road assets will need to include the length of time they will be affected, any interim treatments (e.g., line marking), and when and what will replace the asset post-completion of high-risk OSOM movement • Signs/light poles maybe required to be removed. Details on any temporary signage and the timeframe for replacing traffic signs are to be included. TfNSW request the TIA be updated to reflect the above

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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	CLOSED Current projects are considered in the route assessment summarized in Section 4.3 in the TIA report. No further action required.
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.	CLOSED Matter combined into point b) above

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