



04 May2021

Department of Planning, Industry & Environment
Industry Assessments
GPO Box 39
SYDNEY NSW 2001

Attention: Jack Turner

SSD: 8889679 LIDDELL BATTERY AND BAYSWATER ANCILLARY WORKS, NEW ENGLAND HIGHWAY (HW9), MUSWELLBROOK

On 8 April 2021 TfNSW accepted the referral by the Department of Planning, Industry and Environment (DPIE) through the Planning Portal regarding the abovementioned application. DPIE referred the application to TfNSW for comment. This letter is a submission in response to that referral.

TfNSW's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

TfNSW has reviewed the Environmental Impact Statement (EIS) prepared by Jacobs and dated March 2021 and appendices including Appendix C – Traffic and Transport Assessment prepared by Jacobs and dated February 2021.

It is understood that the objectives of the application is to seek approval for:

- The Battery: A grid connected Battery Energy Storage System.
- Decoupling works: Alternative network connection arrangements for the Liddell 33 kilovolt (kV) switching station that provides electricity to infrastructure required for the ongoing operation of Bayswater and associated ancillary infrastructure and potential third-party industrial energy users.
- Bayswater Ancillary Works (BAW): Works associated with the ongoing operation of Bayswater which includes (but is not limited to), upgrades to ancillary infrastructure such as pumps, pipelines, conveyor systems, roads and assets to enable maintenance, repairs, replacement, expansion or demolition

- Consolidated consents: A modern consolidated consent for the continued operation of Bayswater through the voluntary surrender and consolidation into this application of various existing development approvals required for the ongoing operation of AGLM assets.

Access to and from Bayswater and Liddell power stations is via slip-lanes from the New England Highway into an existing site access road.

EIS provides a summary of the expected additional construction traffic generated by each component of the Project as:

- Liddell Battery (Stages 1 to 3): 200 daily light vehicle movements and 40 daily heavy vehicle movements,
- Decoupling works: 100 daily light vehicle movements and 20 daily heavy vehicle movements, and
- BAW: 200 daily light vehicle movements and 100 daily heavy vehicle movements.

In addition, up to 43 over size over mass vehicle deliveries in total arriving and departing outside of peak periods and subject to applicable permits.

TfNSW response & requirements

TfNSW have reviewed the Environmental Impact Statement and raises no objection to or requirements for the proposed development.


Advice to DPIE/Consent Authority

TfNSW recommends that the following matters should be considered by the consent authority in determining this development:

- TfNSW has no proposal that requires any part of the property.
- This section of New England Highway (H9) has been declared as a Controlled Access Road and any direct access across any common boundary is restricted.
- All access to/from the highway will be at the existing public access points already established. No new access points to the highway will be permitted.

On determination of this matter, please forward a copy to TfNSW for record and / or action purposes. Should you require further information please contact Kumar Kuruppu, Development Assessment Officer, on 0429 037 333 or by emailing development.hunter@transport.nsw.gov.au.

Yours sincerely



Kylie-Anne Pont

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