

2 July 2026

TfNSW reference: REN 25/00045/002, SF2025/029016

Your reference: SSD-48160216

Department of Planning, Housing and Infrastructure

Locked Bag 5022

PARRAMATTA NSW 2124

By Email: kate.tierney@dpie.nsw.gov.au

Attention: Kate Tierney,

SSD-48160216, Maison Dieu Solar Farm + BESS, Maison Dieu Road, Maison Dieu NSW; Response to submissions

Transport for NSW (TfNSW) is responding to the Maison Dieu Solar Farm + BESS, Response to Submissions 14 May 2026 and referred via the Major Projects Portal.

TfNSW has reviewed the following key documents in preparing this response:

- SUBMISSIONS REPORT for Maison Dieu Solar Farm and Singleton Solar Farm Trust, prepared by Premise Australia (Ref: P001293 RTS, Rev: C, dated 14 May 2026). It includes a Traffic Impact Assessment by Intersect Traffic Pty Ltd for Terrain Solar Pty Ltd (Revision J, 12 December 2025) and the Maison Dieu Solar Farm OSOM Route Study (Revision 04, 18 December 2025) by ARES Group.

The revised TIA and supporting RTS address TfNSW's concerns from 18 October 2026, including traffic routing, intersection performance, management measures, and coordination with the Singleton Bypass Project. The Applicant updated the OSOM assessment to include transformer dimensions and transport needs, confirming the Port of Newcastle as the origin for high-risk OSOM movements. Some issues from TfNSW's earlier requests remain unresolved, detailed in Attachment 1. While the OSOM assessment was revised per their requests, final confirmation of all high-risk OSOM requirements depends on TfNSW's detailed review of the updated Route Assessment.

TfNSW states the additional info must be satisfactorily addressed in a revised TIA and EIS (if applicable) and resubmitted for review via the Major Projects Portal, preferably before determination. The revised TIA should include track changes and a reconciliation table showing the updates.

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,



Alexandra Power

A/Manager Development Services - West

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SSD-48160216, Maison Dieu Solar Farm + BESS, Maison Dieu Road, Maison Dieu NSW; Response to submissions

This attachment relates to TfNSW's response dated 2 July 2026 reference REN 25/00035/002.

TfNSW comments and further information required.

No.	TfNSW comments from EIS requiring RFI dated 18 October 2024	TfNSW response to RTS,
1.	Enforcement Measures for the key intersections with New England Highway High Level traffic mitigation measures to enforce the proposed turning movements from and onto the New England Highway are to be identified within the revised TIA.	Open Measures not identified.
3	OSOM Route Assessment The assessment has been revised to use the transformer as the controlling vehicle. Dimensions and weights have been provided. Port of Newcastle has been confirmed as the origin.	Open The OSOM report is to be revised to include: • Detailed bridge and culvert assessments or confirmation that the bridge and culvert assessments are not required. • Vertical clearance assessments. • Assessment of all identified road structures. • Assessment of impacts associated with major road projects identified by TfNSW - Singleton Bypass.

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4	Port to REZ Consistency Check The EnergyCo route has not been checked or designed to accommodate all proposed height, width and lengths and articulation for all proposed laden combinations for high risk OSOM for all renewables projects; therefore, it is the proponents' responsibility to complete a verification check of the modified height and corridor width, as well as confirmation that the swept path of the high-risk OSOM-laden loads can turn within the proposed pavement footprint. Evidence in the form of swept path analysis overlaid on the EnergyCo-issued construction designs, along with checks of the updated height, width, and infrastructure along the corridor (such as medians and TCS), must be reviewed, with evidence of these checks included in the revised TIA. The consistency check should be performed on the longest, widest, and tallest of the proposed high-risk OSOM-laden configurations. If the consistency check reveals the need for further road modifications, adjustments, or pavement widening, then the scope of the road upgrades/modifications must be captured within strategic concept designs and included as part of the revised TIA.	Closed- smaller combination for the transformer that will articulate within the through lane, without the requirement for reliance on EnergyCo-delivered pavement widenings.
5.	Schedule of timing of the OSOM movements Provide indicative timing for the first OSOM movements, the indicative daily schedule including the return vehicle schedule (and widths of the return vehicle).	Open
6.	Bridge & Culvert Assessment The proponent is to contact TfNSW Freight Operations team via: spu@transport.nsw.gov.au to obtain bridge assessments and must include the following information:	Open No bridge and culvert assessments have been carried out for the state road network assets. The revised TIA must include the bridge and culvert assessments which must be completed prior to determination.

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	The OSOM-laden loads, class and vehicle configuration must include the following information regarding the dimensions, weight and length: • NHVR route ID, • Overall dimensions (width, height and length) of the laden load (laden load is the vehicle combination and the load to be transported), • Total weight of the laden load, • GSM, • Payload, • deck height, • axle configuration, • axle spacing, including from the prime mover, and • axle masses (including split axle and group axle masses).	
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The advisory notes section is provided for references to any processes, policies, standards, weblinks, or general TfNSW information and is intended to assist with revising the TIA.

Advisory notes

1. Strategic Concept Designs must be provided for any works required along the state road network route. Strategic-Design-requirements-for-DA-Factsheet.pdf.
2. Bridge and culvert assessments are required for TfNSW assets and can be obtained by contacting spu@transport.nsw.gov.au. The result of bridge assessments may require a change to the route, which must be accounted for in the updated route assessment.

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