Transport for NSW

10 July 2026

TfNSW reference: REN25/00089/003, SF2025/058640

Your reference: SSD-77527735

Department of Planning, Housing and Infrastructure

Locked Bag 5022

PARRAMATTA NSW 2124

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

Attention: Pragya Mathema

SSD-77527735, Mangoplah Battery Energy Storage System, 4178 Holbrook Road, Mangoplah NSW 2652; Response to Submissions

Transport for NSW (TfNSW) is responding to the Mangoplah Battery Energy Storage System, exhibited from Thursday 20 November until Wednesday 17 December 2025 and referred via the Major Projects Portal and subsequent Response to ubmissions as submitted by email dated 19 June 2026.

TfNSW has reviewed:

- Mangoplah BESS, Mangoplah NSW Traffic Impact Assessment Revision E, dated 04 June 2026 prepared by Amber Organisation.
- Amendment Report Revision V2, Mangoplah Battery Energy Storage System, Wagga Wagga LGA, Mangoplah, NSW Project Number: 251102 dated June 2026 prepared by NGH.
- Submissions Report Revision Final V2.0 – Mangoplah BESS Project No. 251102 dated 10 June 2026 prepared by NGH.
- Appendix A – OSOM Vehicle Route Assessment

as key documents for preparing this response.

The revised TIA and supporting RtS generally addresses TfNSW's concerns from 18 December 2025 including OSOM routing and intersection performance. The applicant has updated the OSOM assessment to include laden dimensions and axle masses of OSOM vehicles, the revised access design responds to concerns previously raised regarding vehicle manoeuvrability and intersection operation and additional clarification has been provided regarding construction traffic.

Notwithstanding the above, TfNSW reiterates that:

- Traffic volumes generated by the construction phase of the development are to remain consistent with the limits specified, including those relating to heavy vehicle movements, peak hour movements, and heavy vehicles requiring escort. It is recommended that appropriate caps and vehicle restrictions be imposed as conditions of approval to support the suitability of the site intersection treatment.
- All heavy/light vehicles are to utilise the access route as identified.
- Indicative timing for the OSOM movements, the indicative schedule including the return vehicle

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schedule (and widths of the return vehicle) should be considered.

- Site Access Point on Holbrook Road – The final access strategic designs must demonstrate compliance with the relevant Austroads Guide to Road Design, applicable Transport for NSW (TfNSW) Supplementary Design Guides, standards and policies. The design must be submitted to and approved by the relevant road authority prior to the commencement of any associated works.
- Prior to the commencement of any Oversize Overmass (OSOM) vehicle movements associated with the development, the Applicant must obtain all relevant permits and approvals from the National Heavy Vehicle Regulator (NHVR) and any other relevant authority. Copies of all approved NHVR permits, route approvals, and any associated management plans, including Transport Management Plans (TMPs), Traffic Management Plans and escort requirements (where applicable), must be provided to TfNSW and the relevant road authority prior to the commencement of the relevant OSOM movements. All OSOM vehicle movements must be undertaken in accordance with the approved permits and associated management plans.

The Planning Secretary should be satisfied that the above matters have been adequately addressed.

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,

RJCumming

Rachel Cumming

Director Development Services

Transport Planning

Planning, Integration and Passenger

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This attachment relates to TfNSW's response dated 10 July 2026 reference REN 25/00089/003.

TfNSW comments and status

No.	Previous TfNSW comments dated 18 December 2025	TfNSW Response to RtS/Amendment Report	Status
1	**Oversize Overmass (OSOM) Vehicle Route Assessment**		
a.	Laden dimensions and axle masses of OSOM vehicles are to be provided within a revised TIA to enable TfNSW to conduct a detailed route assessment.	The laden dimensions and axle mases of the OSOM vehicle are as follows: • Length: Approximately 44m, incorporating additional push and/or pull trucks • Width: 4.2m • Height: 5.1m • Approximate mass: 227.8 tonnes • - Approximate load per axle: 14.9 tonnes	Noted
b.	Bridge and culvert assessments are required prior to development consent, as route changes may be required because of assessment findings. Contact spu@transport.nsw.gov.au to request a bridge assessment of TfNSW assets.	A Bridge and Culvert Assessment was sought with the Special Permits Unit. They advised that the requested combination and route is covered by TfNSW internal HLP map and no bridge assessment is required	Noted
c.	The swept paths provided indicate that the OSOM traverses outside of the marked pavement at Rest Area 5 on the Hume Highway, see Figure 1. Swept paths are to be updated to demonstrate that OSOM movements can occur within the marked roadway, or strategic concept designs are to be provided with road and/or shoulder widening pavement	The swept path has been amended and refined, and the vehicle combination remains on the trafficable area of the road.	Noted.

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	designs. Strategic-Design-requirements-for-DAFactsheet.pdf		
d.	Consider the level of escort required for the high-risk OSOM. A police escort may be required for high-risk OSOM traversing multiple lanes, as shown in the provided swept paths.	Given the size of the vehicle, and existing width of the Regional Roads on the access route in NSW, it is recommended that police escort be used on Holbrook Wagga Road and Holbrook Road to ensure traffic is suitably controlled.	Noted. Police escort to be considered.

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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