

5 September 2025

TfNSW reference: REN25/00101/002

Your reference: SSD-61842974 (PAE-91027211)

Department of Planning, Housing and Infrastructure

Locked Bag 5022

PARRAMATTA NSW 2124

Attention: Megan Ramsdale

SSD-61842974, Hume North Battery Energy Storage System, 32 Trout Farm Road, Lake Hume Village; Response to Amendment Report

Dear Megan,

Transport for NSW (TfNSW) is responding to the Hume North Battery Energy Storage System (BESS) Amendment Report referred via the Major Projects Portal on 15 August 2025.

TfNSW has reviewed the following as key documents for preparing this response:

- Amendment Report prepared by Jacobs Group (Australia) Pty Ltd, dated 8 August 2025
- Updated OSOM route assessment and swept path diagrams prepared by Jacobs Group (Australia) Pty Ltd, dated 8 August 2025.

The information provided in the Amendment Report adequately addresses TfNSW's previous request for information as part of TfNSW response to EIS, dated 13 December 2024.

However, further information is requested by TfNSW as a result of the review of the updates to the OSOM route assessment, which are outlined within **Attachment 1**.

TfNSW has provided tables within **Attachment 1** that identify the status of the additional information raised within TfNSW response to EIS, and request further information that as a result of the project amendments and revisions to the TIA.

TfNSW's key rationale for requesting the information is to demonstrate that the designs comply with Austroads, establish the scope of works and mitigate the impacts of the project on the State road network from a safety, efficiency and asset management perspective.

TfNSW advises that the additional information requested below must be satisfactorily addressed in a revised TIA and resubmitted to TfNSW for review via the Major Projects Portal, preferably before determination. TfNSW requests that the revised TIA include track changes and a reconciliation table to identify where the changes to the TIA have been made.

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On request, TfNSW can meet with DPHI and the Applicant to discuss the information in **Attachment 1**. If you have any questions, please contact Emily Lu, 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

Manager Development Services - West

Transport Planning

Planning, Integration and Passenger

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SSD-61842974, Hume North Battery Energy Storage System, 32 Trout Farm Road, Lake Hume Village; Response to Amendment Report

This attachment relates to TfNSW’s response dated 5 September 2025 reference REN25/00101/002.

TfNSW has provided a table below that identifies the status of the additional information raised within TfNSW response to EIS, and further requested information that is raised about the project as a result of the project amendments and revisions to the TIA.

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.

Table 1 - TfNSW comments and further information required on Amendment Report

No.	TfNSW comments on Amendment Report and updated OSOM Assessment
1.	<ul style="list-style-type: none"> a. Locations of lighting and signage structures are to be identified on swept path diagrams, either to demonstrate that swept paths do not impact the structures, or to indicate mitigation measures. This is to be submitted within a revised TIA. b. Electrical designs for all changes to street lighting on the State road network are to be submitted within a revised TIA to TfNSW for approval. Street lighting is to comply with AS/NZS 1158.
2.	The OSOM Route Assessment is to be updated to reflect that bridge assessments are no longer required for the project. For example, instances of “To be confirmed by TfNSW bridge and culvert assessment,” are to be rectified within a revised TIA.
3.	The pedestrian bridge at 36°05'14.6"S 146°55'29.7"E has not been assessed for overhead clearance. The revised TIA is to include confirmation that the minimum clearance is sufficient for the OSOM movement.

Table 2 - TfNSW comments from Response to EIS

No.	TfNSW comments from EIS requiring RFI	TfNSW response to Amendment Report
1a.	TfNSW requires further information on the weight, height and width of the laden loads of the proposed 8 axle platform, to confirm the	Closed: Dimensions have been provided

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	suitability of the route, which must be clarified.	
b.	The OSOM route requires bridge and culvert assessment to be undertaken.	Closed: TfNSW's Special Permits Unit has confirmed that a bridge assessment is not required for this project.
c.	TfNSW requires further information of the location (coordinates) of pull-over bays / rest areas along high-risk OSOM routes to confirm suitability.	Closed: Singular pull-over bay is to be in Victoria.
d.	TfNSW requires swept path analysis for the largest and longest high-risk OSOM for all pinch points for the NSW state road network.	Closed: Swept path analysis has been provided for pinch points in NSW.
e.	TfNSW requires swept path analysis for the largest and longest high-risk OSOM demonstrating that the largest high-risk OSOM vehicle can physically enter, exit and park without impacting travel lanes and that there are sufficient parking and access.	Closed: Singular pull-over bay is to be in Victoria.
f.	Details of all traffic mitigation measures, road works, modification or upgrades are required.	OPEN: Full detail on mitigation is still to be provided. See Table 1 and advisory notes.

Advisory notes

1. Detail on all escort requirements for the high-risk OSOM is to be detailed in the TIA. Clarification in particular where multiple lanes are traversed (for example, at the Hume Highway (M31) off-ramp intersection with Guinea Street) is to be provided.
2. Strategic concept designs must be provided for any works required along the State road network route. Strategic concept design is to be produced in accordance with TfNSW's Strategic design requirements for DAs. The factsheet can be found here: <https://www.transport.nsw.gov.au/system/files/media/documents/2024/Strategic-Design-requirements-for-DA-Factsheet.pdf>.
3. Please provide a single consolidated TIA response to TfNSW addressing this letter and inclusive of all previous requirements.

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