

13 October 2025

TfNSW reference: Ren 25/00174/001 – Mod 01

Your reference: SSI - 65512969

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

Attention: Jacob Jones

By Email: [jacob.jones@dpie.nsw.gov.au](mailto:jacob.jones@dpie.nsw.gov.au)

**SSI – 65512969, Culcairn to Wagga Wagga Gas Pipeline Modification 1 - Uranquinty Compressor Station - Traffic and Transport Assessment**

Reference is made to the Traffic and Transport Assessment prepared by GHD dated 06 August 2025, submitted to Transport for NSW (TfNSW) for consideration as a component of Modification 01 application, submitted via the Major Projects Portal on 15 September 2025.

The information provided in the Modification 01 Application shows the modification application to be the construction and operation of a compressor station, identified as Uranquinty Compressor Station (UCS) at Uranquinty, NSW. It is also noted that the construction timeline is projected to span approximately 12 months.

TfNSW requests a practical mitigation strategy be adopted, incorporating measures such as phased traffic management, avoidance of peak travel periods, and signage.

Additionally, it is requested that the applicant verify whether High Risk OSOM is necessary for the project. If it is determined to be required, the issues outlined in Appendix A (1) must be addressed.

If you have any questions, please contact Alexandra Long, Development Services Case Officer on 1300 019 680 or email [development.renewables@transport.nsw.gov.au](mailto:development.renewables@transport.nsw.gov.au)

Yours sincerely,



**Nathan Boscaro**

Manager of Development Services – West

Transport Planning

Planning, Integration and Passenger

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This attachment relates to TfNSW's response dated 26 September 2025 reference REN25/00174/001

TfNSW additional information requested   TfNSW comments	
OSOM route assessment scope and mitigation measures	
1.	<p>A route assessment is required for high risk OSOM (as defined on TfNSW website) delivering components to the project. The concept level route analysis must include:</p> <ol style="list-style-type: none"> <li>a. Port or point of origin for the entire route to the site access and intersections required to facilitate high risk OSOM movements required for the project.</li> <li>b. The high-risk OSOM laden loads, class and vehicle configuration must include the following information regarding the dimensions, weight and length:                             <ul style="list-style-type: none"> <li>• NHVR route ID,</li> <li>• Overall dimensions (width, height and length) of the laden load (laden load is the vehicle combination and the load to be transported),</li> <li>• Total weight of laden load,</li> <li>• GSM,</li> <li>• Payload,</li> <li>• deck height,</li> <li>• axle configuration,</li> <li>• axle spacing, including from the prime mover, and</li> <li>• axle masses (including split axle and group axle masses).</li> </ul> </li> <li>c. The TIA is required to include details of all high risk OSOM loads and vehicle configurations for the project.</li> <li>d. The location of pull-over bays / rest areas along high risk OSOM routes (including GPS coordinates) and demonstrate through swept paths that high risk OSOMs can be physically accommodated for the project (in terms of size, width and accessibility).</li> <li>e. Bridge Assessments for any at risk bridges on classified roads due to dimensions and weight of OSOM vehicles, contact <a href="mailto:spu@transport.nsw.gov.au">spu@transport.nsw.gov.au</a> to request a bridge assessment of TfNSW assets.</li> <li>f. The design vehicle templates used in the swept path analysis software are also requested in order for TfNSW to review the performance within the software (e.g. Autodesk Vehicle Tracking or Transoft AutoTURN) or</li> </ol>

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	<p>alternatively include within the swept paths the wheel track, body of the OSOM component, offset, the start and completion of the movement around to manoeuvre a pinch point, the speed, steering arrangement and demonstrate compliance with with Austroads Design Vehicles and Turning Path Templates.</p> <ul style="list-style-type: none"> <li>g. Highlighting each at-risk road structures that the haulage route crosses including bridges, traffic signals, medians, pedestrian refugees, signage, major culverts, and minor culverts that may not meet the desirable cover to cater for proposed axle loads or could be impacted by the high-risk OSOM movements.</li> <li>h. Traffic mitigation measures or road works, modifications, or road upgrades to facilitate the movement of the high risk OSOM(s) associated with the project.</li> <li>i. Traffic mitigation measures or road works, modifications, or road upgrades to facilitate the movement of the high risk OSOM(s) associated with the project.</li> <li>j. Potential high level mitigation measures or commitments to mitigate known traffic, safety and impacts to road users along the high risk OSOM route (i.e school bus routes, mining shift changes, TSRs, harvest periods and events).</li> <li>k. Include any surveys or pavement investigations as part of the high-risk route analysis.</li> <li>l. Identify and assess implications of any road and rail projects under construction during the indicative schedule for project related OSOM movements.</li> <li>m. Identify any rail level crossing along the route.</li> <li>n. Consider the time frames to complete manoeuvres of pinch points or to travel through rural areas with narrow travel lanes and minimal overtaking opportunities. Traffic modelling may be required to understand the optimal timing for high-risk OSOM movements to occur.</li> </ul> <p><i>Note: Narrow travel lanes, minimal existing overtaking lanes or pull over bays, high proportion of background traffic or heavy vehicles and constrained road geometry may warrant the requirement for additional pull over or rest area locations to manage the impacts to through traffic.</i></p>
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## TfNSW Advisory Notes

1. Strategic concept designs are required for works along the state road network route.  
<https://www.transport.nsw.gov.au/system/files/media/documents/2024/Strategic-Design-requirements-for-DA-Factsheet.pdf>
2. Turn treatments must comply with Austroads Guide to Road Design Part 4A, here:  
<https://austroads.gov.au/publications/road-design/agrd04a>
3. Safe Intersection Sight Distance (SISD) must comply with Austroads Guide to Road Design Part 4A and TfNSW supplements to Austroads, noting that TfNSW adopts different reaction times for SISD. AGRD04A | Austroads  
<https://austroads.gov.au/publications/road-design/agrd04a>
4. Austroads Design Vehicles and Turning Path Templates (AP-G34-23) must be reviewed for swept path analysis requirements.
5. The updated route study must include a reference to a Route ID utilising the NHVR portal website. <https://www.service.nhvr.gov.au/#page=informationHub/routePlannerTool>
6. The rest areas and pull-over locations are required to be sufficient to comply with NHVR fatigue management requirements and any day or nighttime travel restrictions on the network.
7. Turn warrant assessments are to be in accordance with Section 3.25 of Part 6 of the Austroads Guide to Traffic Management.
8. Bridge assessments for TfNSW assets can be obtained by contacting [spu@transport.nsw.gov.au](mailto:spu@transport.nsw.gov.au).

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