Amber

Traffic & Transportation Direction

Gregadoo Solar Farm and BESS

Boiling Down Road, Gregadoo

Traffic Impact Assessment

19 September 2025

Reference: 388 rep02 250919 final

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Prepared for: Premise

Status: Final report

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A	25/06/24	Draft 01	R. Kobelt	T. Dwyer, O. Mihaila	M. Willson
B	09/08/24	Final Draft for Review	R. Kobelt	T. Dwyer, O. Mihaila	M. Willson
C	18/09/24	Final	R. Kobelt	T. Dwyer, O. Mihaila	M. Willson
D	19/09/25	Final – Updates following TfNSW comments	M. Willson	T. Dwyer, O. Mihaila	M. Willson

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1. Background

1.1 Introduction

Amber Organisation Pty Ltd has been engaged by Premise to prepare a Traffic Impact Assessment for the proposed development modification to the Gregadoo Solar Farm. The original Development Consent for the Gregadoo Solar Farm (SSD 8825) was approved by the Department of Planning and Environment under the delegation of the Minister for Planning on 11 December 2018, with three subsequent modifications since the original consent over 2021 and 2023.

The approved Solar Farm site is located at 123 Redbank Road, 211 Redbank Road and 50 Ashfords Road, Gregadoo, being Lot 42 DP1303215, Lot 43 DP1303215 and Lot 1 DP524499, approximately 13 kilometres southeast of the Wagga Wagga Central Business District (CBD). The site layout and project location are shown in Figure 1.

The modification considered by this report involves optimisation of the design to incorporate a Battery Energy Storage System ('BESS'), summarised as follows:

The optimised design has been conceived to utilise the approved development footprint more effectively by incorporating a BESS while maintaining a power output of 65 MW(AC). The proposed BESS will have a generation capacity of 200MW$_{AC}$ and 400MWh. This optimisation assists to ensure the orderly and economic use of land, while assisting to achieve State and Federal renewable energy targets and objectives for renewable energy and grid firming.

In addition, Modification 4 seeks to include an additional access point and internal access track from Boiling Down Road to the approved overhead transmission line between the Gregadoo Solar Farm substation and the Transgrid substation. The access point and access track are required to ensure that the approved overhead and underground transmission line can be constructed and maintained without impacting on the Boiling Down Creek or the adjoining riparian corridor.

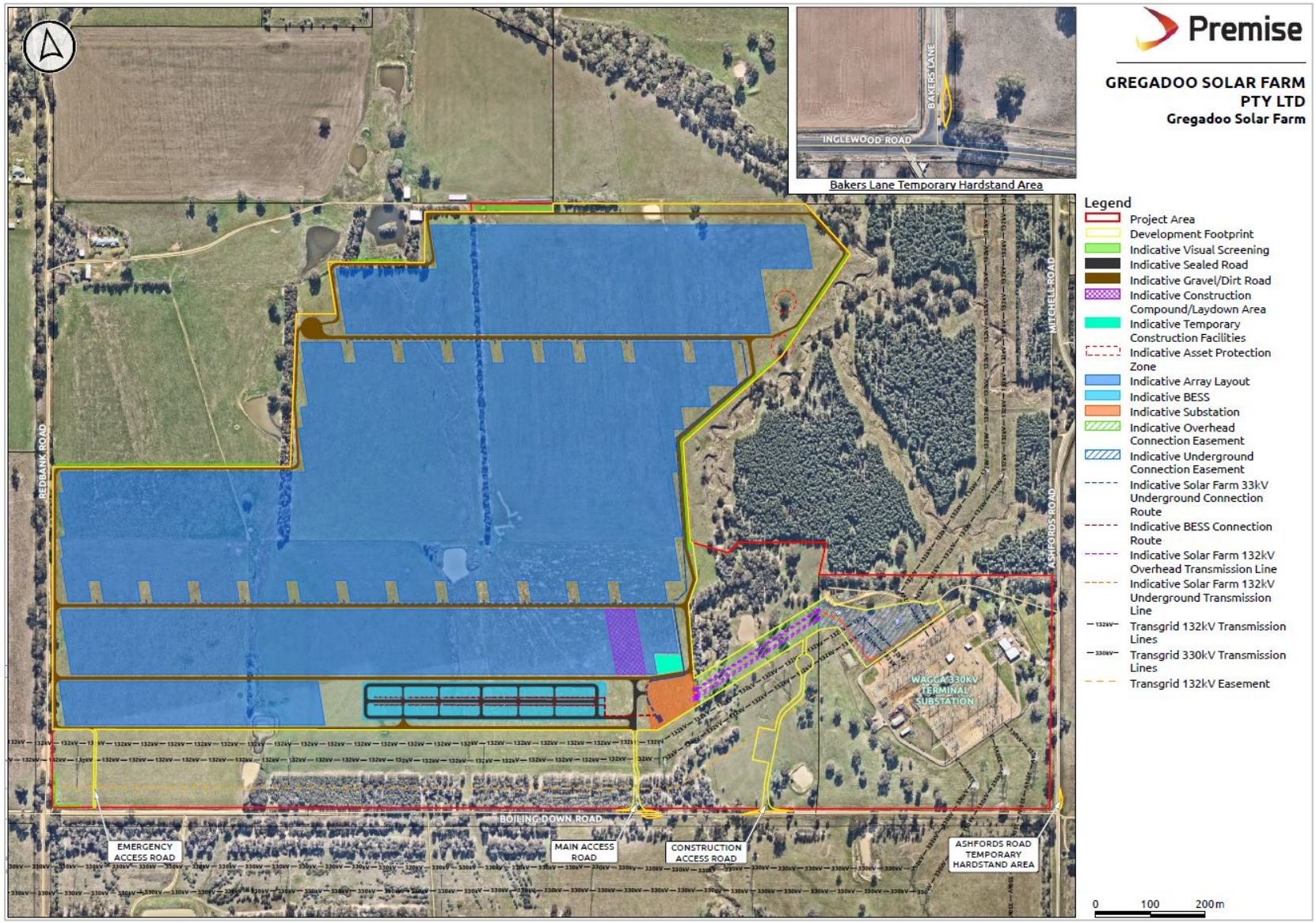
As a result of the introduction of a BESS to the project there will be an increase in movements of heavy vehicles and heavy vehicles requiring escort to and from the site.

Construction is expected to commence in 2025 and take approximately 12 months, with the peak construction period expected to take 6 months. A maximum workforce of 150 people would be on-site during peak construction periods with the workforce expected to be primarily located in Wagga Wagga.

All specialist plant for the BESS is expected to be delivered from Port Botany or the Port of Melbourne. General construction materials and equipment will generally be sourced from within Wagga Wagga or the surrounding area where practicable.

The impacts for traffic generated by the proposed construction, operation and decommissioning phases of the BESS as a result of the modification are addressed in this report in accordance with relevant regulatory requirements and guidelines.

Figure 1: Site Layout



Source: Premise

1.2 Development Consent Condition Changes

Subject to approval, the modification would result in changes to the development consent to reflect the increase in traffic volumes through the addition of the BESS. Specifically, it involves:

- Amendment of *Schedule 3, Condition 2 (a)* to
  - increase the number of heavy vehicle movements per day from 50 to 120 during construction, upgrading and decommissioning; and
  - to increase the number of over-dimension vehicle movements per day from 2 to 4.

The definition of a vehicle movement is *one vehicle entering and leaving the site* as outlined in the development consent.

In addition, it is recommended that references to *"Over-dimensional vehicle/s"* in the development consent be changed to *"Heavy vehicle/s requiring escort"* with the following definition:

> *Any vehicle that requires a pilot vehicle and/or escort vehicle, as defined by the National Heavy Vehicle Regulator's NSW Class 1 Load Carrying Vehicle Operator's Guide*

This would better align with the intent of the conditions (which is to manage high-risk over-dimensional vehicles) and is consistent with the approach taken for other similar state significant renewable projects (refer Section 5.1 for more detail).

1.3 Purpose of Document

This Traffic Impact Assessment has been prepared to assess the construction, operational and decommissioning traffic impacts of the proposed modification.

More specifically, the report addresses the following key matters:

- Details of both light and heavy vehicle traffic volumes and proposed transport routes;
- An assessment of the potential traffic impacts of the modification on road network function and safety;
- An assessment of the capacity of the existing road network to accommodate the type and volume of traffic generated by the modification;
- Details of measures to mitigate and/or manage potential impacts, including construction traffic control, road dilapidation surveys and measures to control dust generated by traffic volumes; and
- Details of access roads and how these connect to the existing road network and ongoing operational maintenance.

The traffic assessment has been undertaken in accordance with the TfNSW *Guide to Transport Impact Assessment* and relevant Austroads Guidelines.

1.4 Authority Consultation

Following the submission of the modification, comments were provided by TfNSW in response to an earlier version of this Traffic Impact Assessment (dated September 2024) via a letter (dated 2

December 2024). A meeting was held with key TfNSW Officers, on 21 August 2025, to discuss the comments and determine the required additional information. The information required by TfNSW as part of the revised Traffic Impact Assessment is summarised in Table 1 based on the outcomes of the meeting, as well as where the information has been provided within this report.

Table 1: TfNSW Information Request and Response – Meeting August 2025

TfNSW Requirement	Where Addressed Within This Report
Provide comparison tables of the BESS and Solar components of the project including associated schedules.	A detailed schedule for the various components is not available at this time. Instead the following assessment looks to address the peak construction period assuming that the solar farm and BESS construction overlap to provide a conservative assessment of the traffic impacts of the project on the road network.
Review potential cumulative impacts of surrounding projects.	The projects are the Energy Connect and Hume Link project works which are currently underway at the TransGrid Substation directly east of the site. It is noted that there are a number of other renewable projects at the 'Prepare EIS' stage but given the limited information known about the projects no further assessment of the associated traffic volumes is able to be undertaken.
Undertake a turn treatment and SIDRA assessment of the Sturt Highway / Bakers Lane intersection (assuming used for access) and provide SIDRA files to TfNSW for review.	Section 4.5.1 – The assessment indicates that the intersection is expected to continue to operate with acceptable conditions noting that there are longer delays for vehicles turning right from Bakers Lane in the evening peak hour.
Provide mitigation measures based on findings of SIDRA/ turn treatment assessments (as required).	Section 6 – It is proposed to provide a Channelised Right Turn and short Auxiliary Left Turn treatment at the intersection of Sturt Highway and Bakers Lane based on the findings of the turn treatment assessment. The design is provided within Appendix E.
Undertake suitable swept path assessments at the Sturt Highway / Bakers Lane intersection and document findings.	Appendix E provides swept paths of the intersection showing that simultaneous B-Double movement is proposed to be provided.
Provide detail on the Class 1 OSOMs required for the battery packs, as well as the OSOM for the transformers to the solar component.	Section 5 - The battery pack delivery vehicle specifications fit within the design envelope for a B-Double and are considered to have already been assessed as part of the previous assessment for the solar farm The BESS has been relocated and is now proposed to be situated next to the solar farm substation. As a result there is no requirement for an additional high-risk heavy vehicle requiring escort. The delivery of the solar farm transformer has already been assessed by TfNSW as part of the Traffic Management Plan for the solar farm.

The formal comments provided by TfNSW within their letter are also provided below along with a response.

Table 2: TfNSW Information Request and Response – Letter

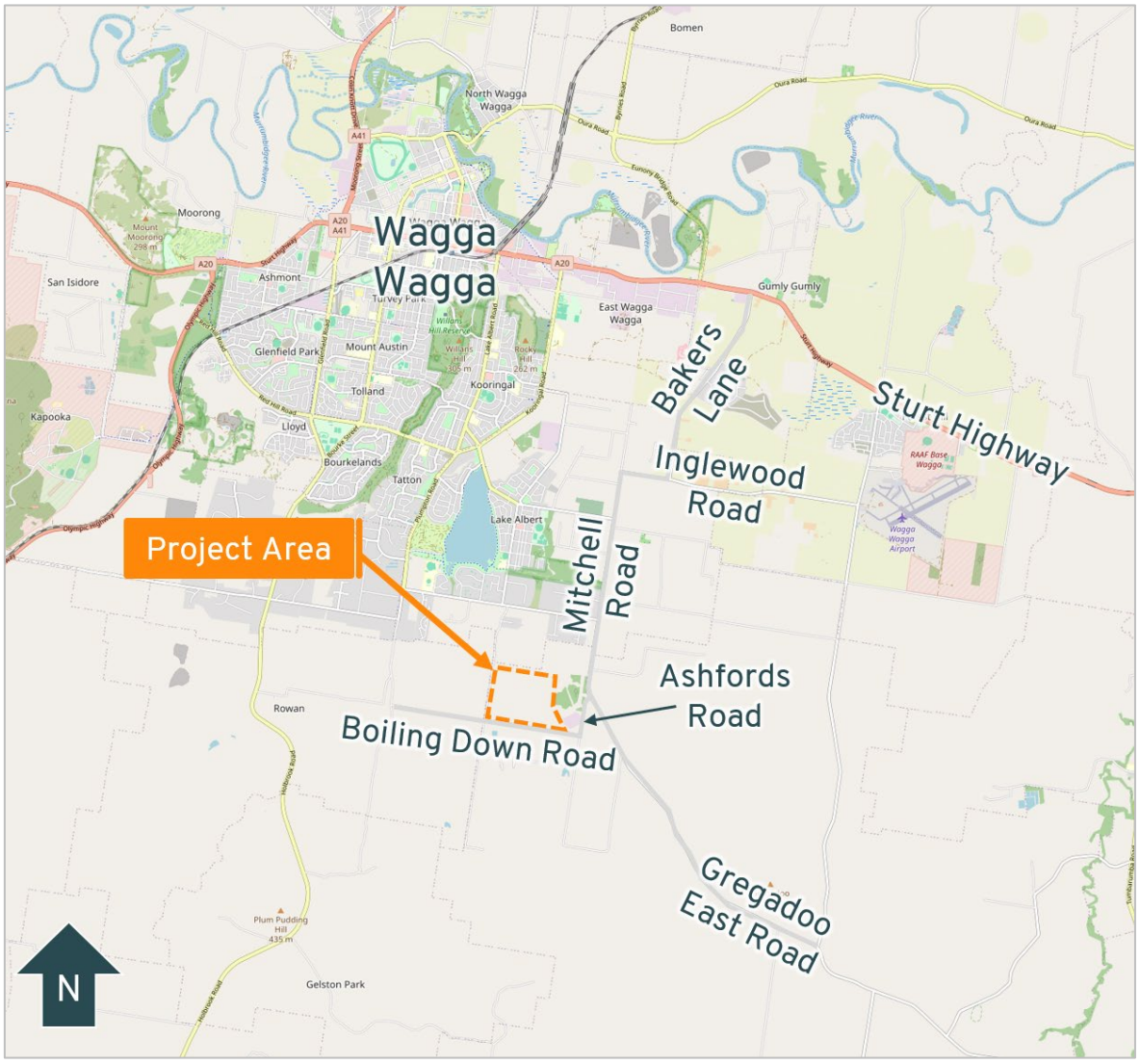
TfNSW Requirement	Where Addressed Within This Report
A breakdown of the expected number and vehicle configurations of all heavy vehicles, OSOM vehicles and high risk OSOM vehicles is required to demonstrate that despite the change in definition, each vehicle type is still accounted for and compliant with the restrictions of the permissible traffic volumes.	A detailed schedule for the various components is not available at this time. Instead the following assessment looks to address the peak construction period assuming that the solar farm and BESS construction overlap to provide a conservative assessment of the traffic impacts of the project on the road network. A breakdown of the vehicle types is provided within Table 7.
The TIA prepared by Amber Organisation, dated September 2024, identifies the increase from 50 to the proposed 120 heavy vehicle movements a day. The TIA is to be revised to assess the increased traffic volumes for the construction and project peak hour. This is required to demonstrate that the additional traffic volumes do not change the outcome of the original turn warrant assessment.	Section 4.5.1 – A SIDRA analysis has been undertaken for the intersection of Sturt Highway and Bakers Lane. The assessment indicates that the intersection is expected to continue to operate with acceptable conditions noting that there are longer delays for vehicles turning right from Bakers Lane in the evening peak hour. Section 6 – It is proposed to provide a Channelised Right Turn and short Auxiliary Left Turn treatment at the intersection of Sturt Highway and Bakers Lane based on the findings of the turn treatment assessment. The design is provided within Appendix E.
TfNSW notes that the project has included heavy vehicles requiring escort routes (also known as OSOM) from Port Botany and Port Melbourne. The TIA is to be updated to identify that all of the dimensions and weights for the laden OSOM loads conform with the restrictions and limitations identified within the NHVR NSW Class 1 Load Carrying Vehicle Operator's Guide and are not defined as high-risk OSOM (as defined by TfNSW factsheet).	Section 5 - The battery pack delivery vehicle specifications fit within the design envelope for a B-Double and are considered to have already been assessed as part of the previous assessment for the solar farm The BESS has been relocated and is now proposed to be situated next to the solar farm substation. As a result there is no requirement for an additional high-risk heavy vehicle requiring escort. The delivery of the solar farm transformer has already been assessed by TfNSW as part of the Traffic Management Plan for the solar farm.

2. Existing Conditions

2.1 Site Location

The site is located at 123 Redbank Road and 50 Ashfords Road, Gregadoo, approximately 9 kilometres southeast of the Wagga Wagga CBD. Figure 2 shows the location of the site in relation to the surrounding transport and road network.

Figure 2: Site Location



Source: Open Street Map

The figure shows the site has access to the State Road network via Sturt Highway to the northeast. Vehicles accessing the site from Sturt Highway are able to utilise Bakers Avenue, Inglewood Road, Mitchell Road, Ashfords Road, and Boiling Down Road.

Notable land uses near the site include the Gregadoo Waste Management Centre (GWMC), to the south of the site, and the Gregadoo TransGrid Substation located direct to the east of the site. Works are currently being undertaken at the substation as part of the EnergyConnect project.

2.2 Road Network

Sturt Highway is a Regional road which generally runs in a northwest-southeast alignment in the vicinity of the site. It has one traffic lane in each direction which are approximately 3.9 metres wide, and the carriageway has a sealed width of approximately 9.3 metres.

Bakers Lane is a local road that runs in a north-south alignment between Sturt Highway in the north and Inglewood Road to the south. It has a sealed road width of approximately 6.0 metres, with one lane of traffic in each direction.

Inglewood Road is a local road that runs in an east-west alignment between Mitchell Road and Elizabeth Avenue. It has a sealed road width of approximately 7.0 metres, with one lane of traffic in each direction.

Mitchell Road is a local road that runs in a north-south alignment from its northern terminus to where it continues as **Gregadoo East Road** at the Mitchell Road / Ashfords Road intersection. It has a sealed road width of approximately 6.6 metres, with one lane of traffic in each direction.

Ashfords Road is a local road that runs in a north-south alignment. It has a sealed road width of approximately 6.2 metres and an unsealed shoulder on either side of the road. It provides access to the primary vehicular access of the Gregadoo Waste Management Centre (GWMC) which lies to the south of the site.

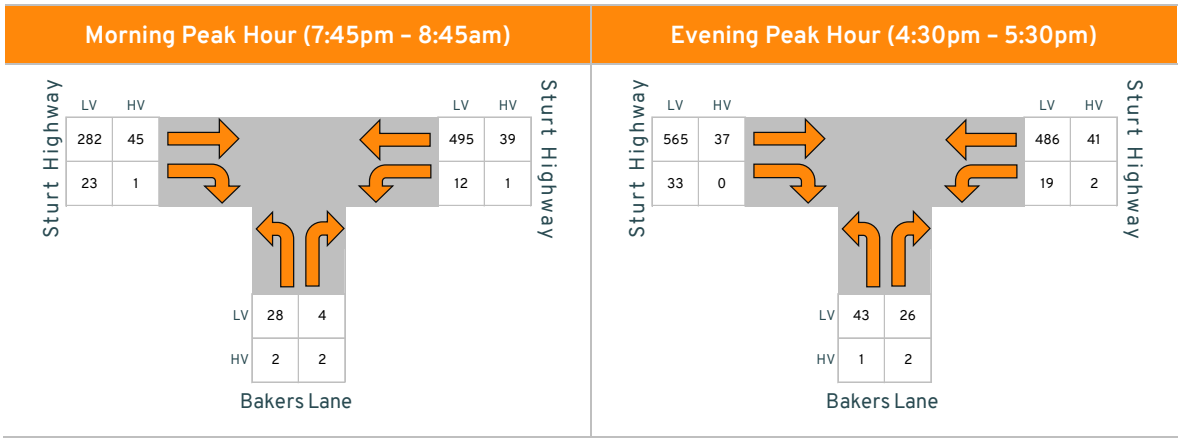
Boiling Down Road is an unsealed local road that runs in an east-west alignment, extending from its intersection with Ashfords Road in the east to its intersection with Plumpton Road to the west. It has a varying road width between approximately 6.0 to 7.2 metres.

2.3 Traffic Volumes

2.3.1 State Road Network

In order to determine the existing operation of the State Road network, an intersection turning movement count survey was undertaken at the intersection of Sturt Highway and Bakers Lane on Thursday 24 July 2025 from 6:00am to 10:00am and from 2:00pm to 6:00pm. The full survey results are presented within Appendix A and the peak hour survey results for the intersections are presented in Figure 3.

Figure 3: Peak Hour Survey Results – Sturt Highway / Bakers Lane



Overall, the survey results indicate that the intersection carries a moderate level of traffic which is predominantly through vehicle movements on Sturt Highway. The evening peak hour recorded a higher level of traffic with 934 vehicles recorded in the morning peak hour and 1,255 vehicles recorded in the evening peak hour. Vehicles turning to/from Bakers Lane were relatively evenly split between inbound and outbound movements, with a higher portion of vehicles travelling to/from the west.

2.3.2 Local Road Network

Traffic volume data was sourced for Mitchell Road and Ashfords Road from Wagga Wagga City Council. The data obtained was raw data files from the *Metrocount* tube count devices which was processed further to obtain hourly traffic count data and vehicle speeds.

The data recorded during the surveys is summarised in Table 3 with detailed extracts provided in Appendix A.

Table 3: Local Road Traffic Volumes

Road Name	7-day Survey Start Date	Weekday Traffic (vpd)	Average Speed	85th Percentile Speed	Heavy Vehicle Percentage
Mitchell Road	20 January 2021	1,475	73.5 km/h	82.3 km/h	Approx. 30%
Ashfords Road	14 August 2023	496	70.0 km/h	77.9 km/h	Approx. 30%

The survey data indicates that Mitchell Road carries low levels of traffic with a high proportion of heavy vehicles. The volumes on Ashfords Road are very low which would be expected given the nature of the surrounding land uses

Traffic volumes on Boling Down Road would be expected to be lower than that recorded on Ashfords Road.

The results also show vehicle speeds around 80 km/h being the applicable speed zone for both roads.

2.4 Restricted Vehicle Access

2.4.1 B-Doubles

The TfNSW Restricted Access Vehicle Map for the surrounding area is provided within Figure 4. The green lines indicate approved B-Double routes while the black lines represent approved routes with travel conditions. The figure shows that the Sturt Highway and the surrounding State road network are B-Double approved routes although travel conditions are applicable on some sections of the network. The site has access to the B-Double approved road network via Boiling Down Road, Ashfords Road, Mitchell Road, Inglewood Road and Bakers Lane being unrated.

Figure 4: TfNSW 26m B-Double Network Approved Roads

Source: TfNSW Restricted Access Vehicle Map

2.4.2 Class 1 OSOM Vehicles

The TfNSW Oversize Overmass (OSOM) Load Carrying Vehicles Network map for the surrounding area is provided within Figure 5. The map shows approved routes for eligible vehicles operating under the Multi-State Class 1 Load Carrying Vehicles Mass and Mass Exemption Notices.

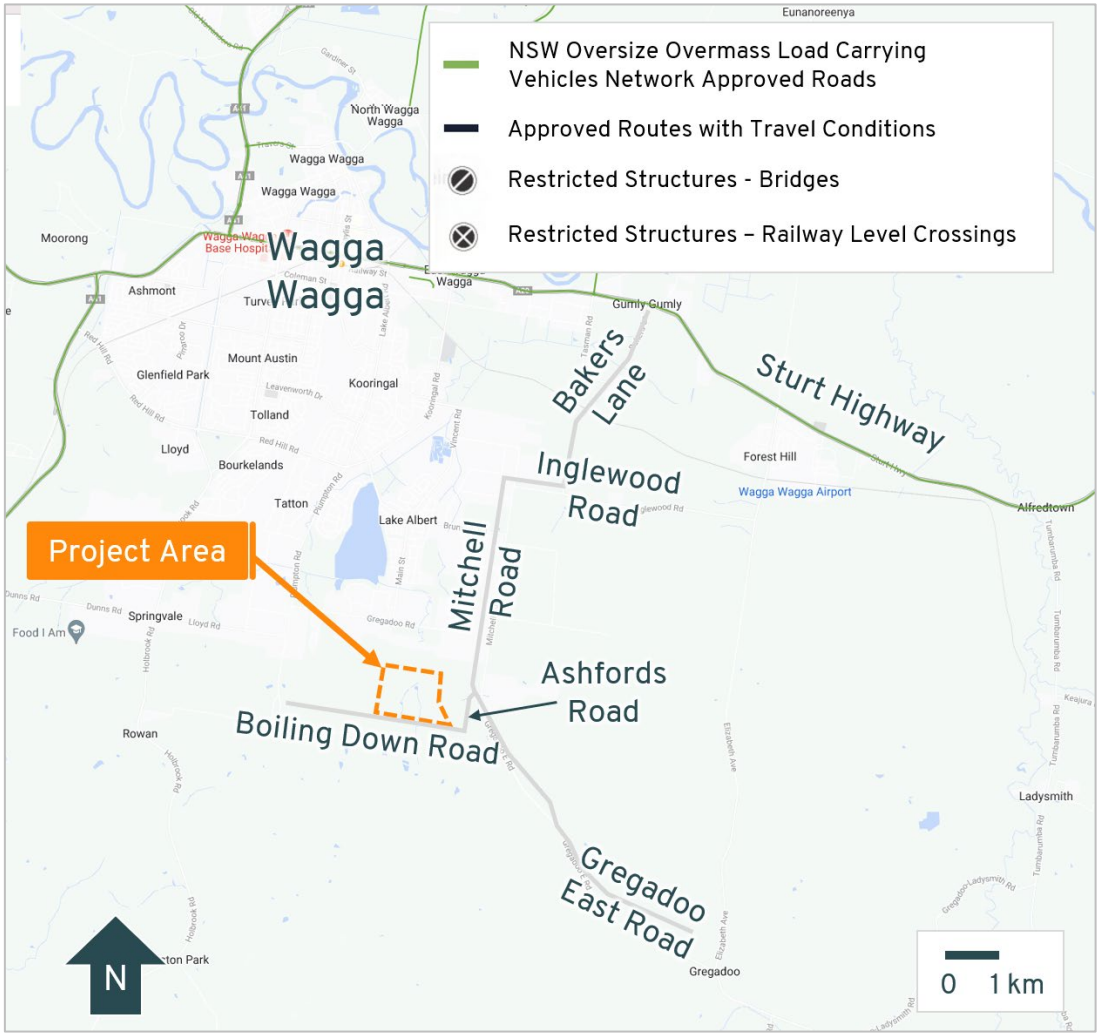
A summary of the allowances under each exemption within New South Wales notice is provided below:

- Dimension: up to 5.0m wide, 5.0m high, 30.0m long and 7.5m rear overhang on approved (state owned) routes in NSW.
- Mass: up to 115.0 tonnes for rows of 8 tyres low loaders and up to 77.5 tonnes for rows of 4 tyres low loader combinations.

Vehicles operating in the daytime and not exceeding 3.5m wide or 26m long generally do not require a pilot vehicle.

The green lines indicate approved Class 1 OSOM Vehicle routes. Accordingly, the site has access to the Class 1 OSOM approved road network via Sturt Highway with Boiling Down Road, Ashfords Road, Mitchell Road, Inglewood Road and Bakers Lane being unrated.

Figure 5: TfNSW Class 1 Oversize Overmass Load Carrying Vehicles Network Approved Roads

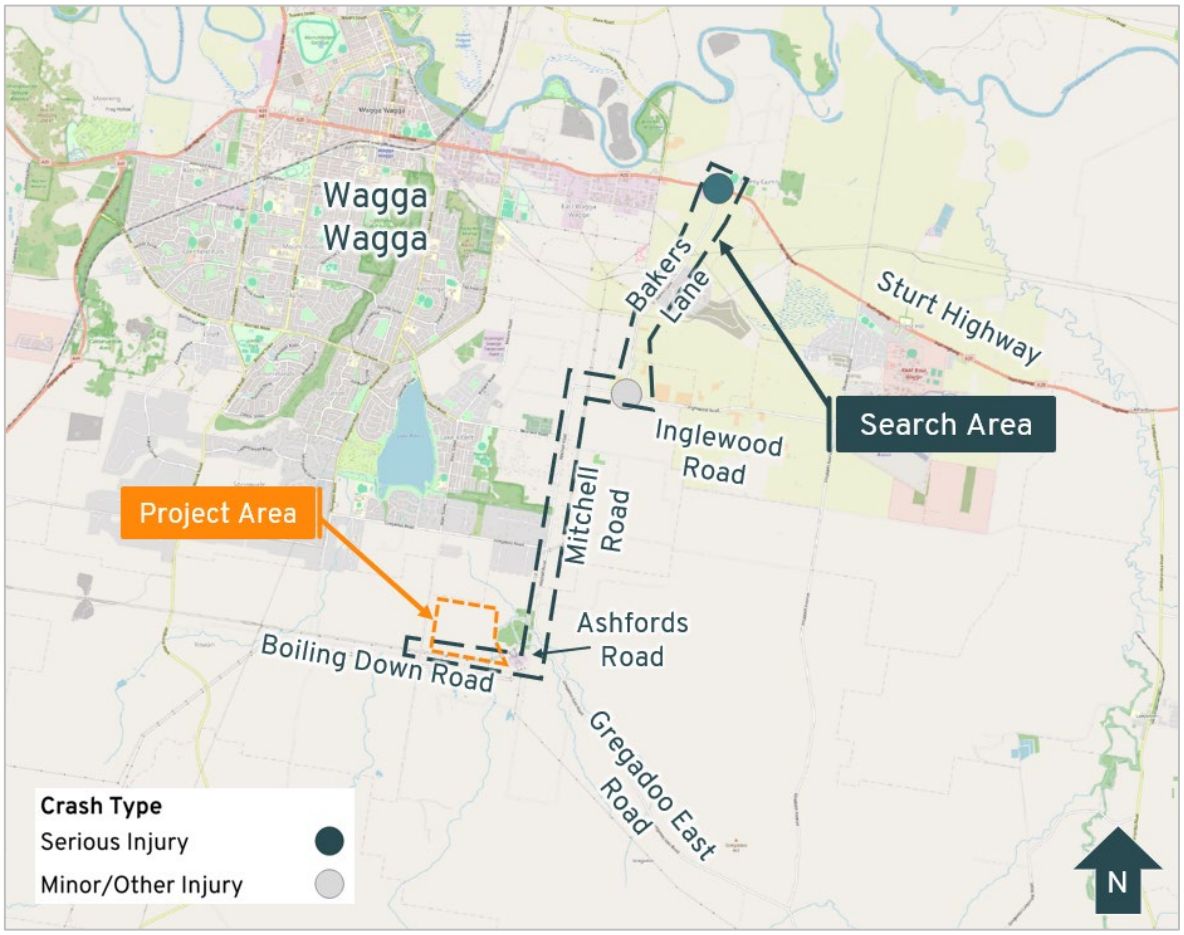


Source: TfNSW Restricted Access Vehicle Map

2.5 Crash History

Amber has conducted a review of the TfNSW Centre for Road Safety Crash and Casualty Statistics database for all recorded crashes within the surrounding area of the Project. The crash database provides the location and severity of all crashes for the five-year period from 2018 to 2022. The search area is illustrated in Figure 6 and the results of the crash search are summarised in Table 4.

Figure 6: Crash Search Area



Source: TfNSW Crash Statistics and Open Street Map

Table 4: Crash Search Results

Road	Location	Severity	Crash Type	Date and Time	Light and Weather Conditions
Bakers Lane	Intersection with Inglewood Rd	Minor/Other Injury	Off road to the left	September 2020 (06:00 - 07:59)	Dawn (Raining)
Sturt Hwy	Intersection with Bakers Lane	Moderate Injury	Cross traffic crash	October 2018 (18:00 - 19:59)	Darkness (Fine)

The crash search indicates a total of two crashes with one resulting in a moderate injury and one minor / other injury.

Given the large search area, the road classifications, the severity, and the rural road environment, it is concluded that the road network is currently operating in a relatively safe manner.

3. Project Description

3.1 Proposed Modification

The modification involves optimisation of the design to incorporate a Battery Energy Storage System ('BESS') as part of the approved Solar Farm with a generation capacity of 200MW$_{AC}$ and 400MWh.

An additional access point and internal access track from Boiling Down Road to the approved overhead transmission line between the Gregadoo Solar Farm substation and the Transgrid substation is also proposed as part of the modification.

As a result of the introduction of a BESS to the project there will be an increase in movements of heavy vehicles and heavy vehicles requiring escort to and from the site.

3.2 Construction Information

Construction of the Solar Farm and BESS is expected to commence in 2025 and take approximately 12 months, with the peak construction period expected to take 6 months.

Construction activities would be undertaken during standard daytime construction hours, as follows:

- Monday to Friday: 7am – 6pm
- Saturday: 7am – 1pm
- No work on Sundays or public holidays.

Any construction outside of these normal working hours would only be undertaken with prior approval from relevant authorities and consultation with impacted road users.

A maximum workforce of 150 people would be on-site during peak construction periods with the workforce expected to be primarily located in Wagga Wagga.

A Traffic Management Plan (TMP) would be prepared and approved prior to construction commencing as required under *Schedule 3, Condition 8* of the development consent. It is noted that a TMP[1] has previously been approved in 2021 but does not cover changes to the construction methodology as a result of the modifications since that time.

[1] Gregadoo Traffic Management Plan, NGH, Revision 1.2 December 2020, Approved 22 January 2021

4. Traffic Assessment

4.1 Previous Traffic Assessment

4.1.1 Construction

Traffic generated by the project was originally assessed as part of the Traffic Access Assessment[2] prepared for the original Solar Farm and subsequent modification (Modification 3). The total construction traffic is summarised in Table 5.

Table 5: Total Traffic Generation During Construction – Modification 3

Vehicle Type	Traffic Generation During Construction	
	Average Vehicles per Day	Peak Vehicles per Day
Light Vehicle	50	110
Heavy Vehicles	20	50
Total	**70**	**160**

A modification assessment letter[3] was prepared in relation to the traffic impact which summarised the following:

> *The Traffic Impact Assessment for the Gregadoo Solar Farm noted the following with regard to the use of the local road network:*
>
> *'Prior to construction, a pre-condition survey of the relevant sections of the existing road network be undertaken, in consultation with Council. During construction, the sections of the road network proposed to be utilised by the construction vehicles associated with the solar farm are to be monitored and maintained to ensure continued safe use by all road users, and any faults attributed to construction of the PV plant required to be rectified. At the end of construction, a post-condition survey would be undertaken to ensure that the road network is left in a similar condition as per the start of construction.*
>
> *Construction of the proposal may result in increased dust on unsealed roads. During construction, water is to be used to minimise dust generation on the unsealed lanes.'*
>
> *The above existing mitigation measures are considered to still be appropriate for the modification given the minor increase in traffic proposed.*

The modification was approved on 22 August 2023.

4.1.2 Operations

The previously approved Traffic Management Plan[4] (TMP) anticipated two to three staff on-site at any one time to undertake maintenance activities, with up to six heavy vehicles required in a given day.

[2] Gregadoo Solar Farm – Traffic Access Assessment, TDG, 27 March 2018
[3] Gregadoo Solar Farm – Modification Assessment, Amber 7 July 2023
[4] Gregadoo Traffic Management Plan, NGH, Revision 1.2 December 2020, Approved 22 January 2021

4.1.3 Upgrading and Decommissioning

The approved TMP[1] anticipated traffic generation levels during upgrades and the project decommissioning up to that required for the construction of the Solar Farm.

4.1.4 Mitigation Measures

To manage the traffic impacts of the Solar Farm the following road upgrades are required under *Schedule 3, Condition 5* of the development consent:

- *Upgrade of the intersection of Mitchell Road and Ashfords Road, including providing a Basic Right Turn Treatment (BAR); and*
- *Upgrade the intersection of Ashfords Road and Boiling Down Road, including sealing Boiling Down Road a minimum length of 30 m from its intersection with Ashford's Road.*

The upgrades would be undertaken prior to construction and to the satisfaction of the relevant road authority. Concept plans prepared as part of the original Traffic Impact Assessment (TDG, 27 March 2018) are included for reference in Appendix C.

4.1.5 Summary

The approved Solar Farm will generate a total of 160 vehicles per day inclusive of 50 heavy vehicles during the construction peak.

4.2 Traffic Generation

4.2.1 Construction

The average daily and peak daily traffic generation of the approved Solar Farm, the BESS, and the resultant total traffic volumes are summarised in Table 6. The traffic generation conservatively assumes that the Solar Farm and BESS construction are undertaken concurrently.

Table 6: Daily Traffic Generation During Construction Solar and BESS

Vehicle Type	Approved Solar Farm		BESS		Solar Farm and BESS Total	
	Average Vehicles per Day	***Peak Vehicles per Day***	**Average Vehicles per Day**	***Peak Vehicles per Day***	**Average Vehicles per Day**	***Peak Vehicles per Day***
Light Vehicle	50	*110*	+30	*+64*	80	*174*
Heavy Vehicles	20	*50*	+25	*+70*	45	*120*
Total	**70**	***160***	**+55**	***+134***	**125**	***294***

A review of the table shows that the increase as a result of the BESS is 134 additional vehicles per day during the construction peak, and 55 additional vehicles per day during the average construction period.

The Applicant has provided further information on the vehicle types and traffic generation over an hour during the construction peak for the Solar Farm and BESS as outlined in Table 7.

Table 7: Hourly Traffic Generation During Peak Construction Period – Solar and BESS

Vehicle Type		Approved Solar Farm	BESS	Solar Farm and BESS
Light Vehicles (LV)	Passenger vehicles	52	+30	82
	Shuttle Buses	3	+2	5
Heavy Vehicles (HV)	Rigid Trucks	4	+5	9
	Truck and Dog	4	+6	10
	Semitrailers	1	+2	3
	HV Subtotal	*9*	*+13*	*22*
Total		**64**	**+45**	**109**

The table shows that the increase during a peak hour as a result of the modification and inclusion of a BESS is 45 vehicles per hour which includes 32 light vehicles and 13 heavy vehicles.

The table also shows that the Solar Farm and BESS would be expected to generate 109 vehicles an hour during the construction peak. This would reduce outside the peak construction period.

Restricted Access Vehicles and heavy vehicles requiring escort (oversize/overmass vehicles) will also be required for the delivery of specialist equipment (cranes, excavators etc) as well the largest plant and equipment. They contribute the smallest percentage of vehicles accessing the project during the construction period and are subject to separate permit applications and regulations. The movement and impact of these vehicles are discussed within Section 5.

4.2.2 Operations

As a result of the inclusion of the BESS there is anticipated to be an increase of one to two staff, which represents up to four additional vehicle movements per day. This level of additional traffic can be readily accommodated on the surrounding road network without safety or operational impacts.

4.2.3 Upgrading and Decommissioning

The modification and introduction of the BESS will have a similar outcome with traffic generated during upgrades and the decommissioning of the Solar Farm and BESS less than that generated during the construction.

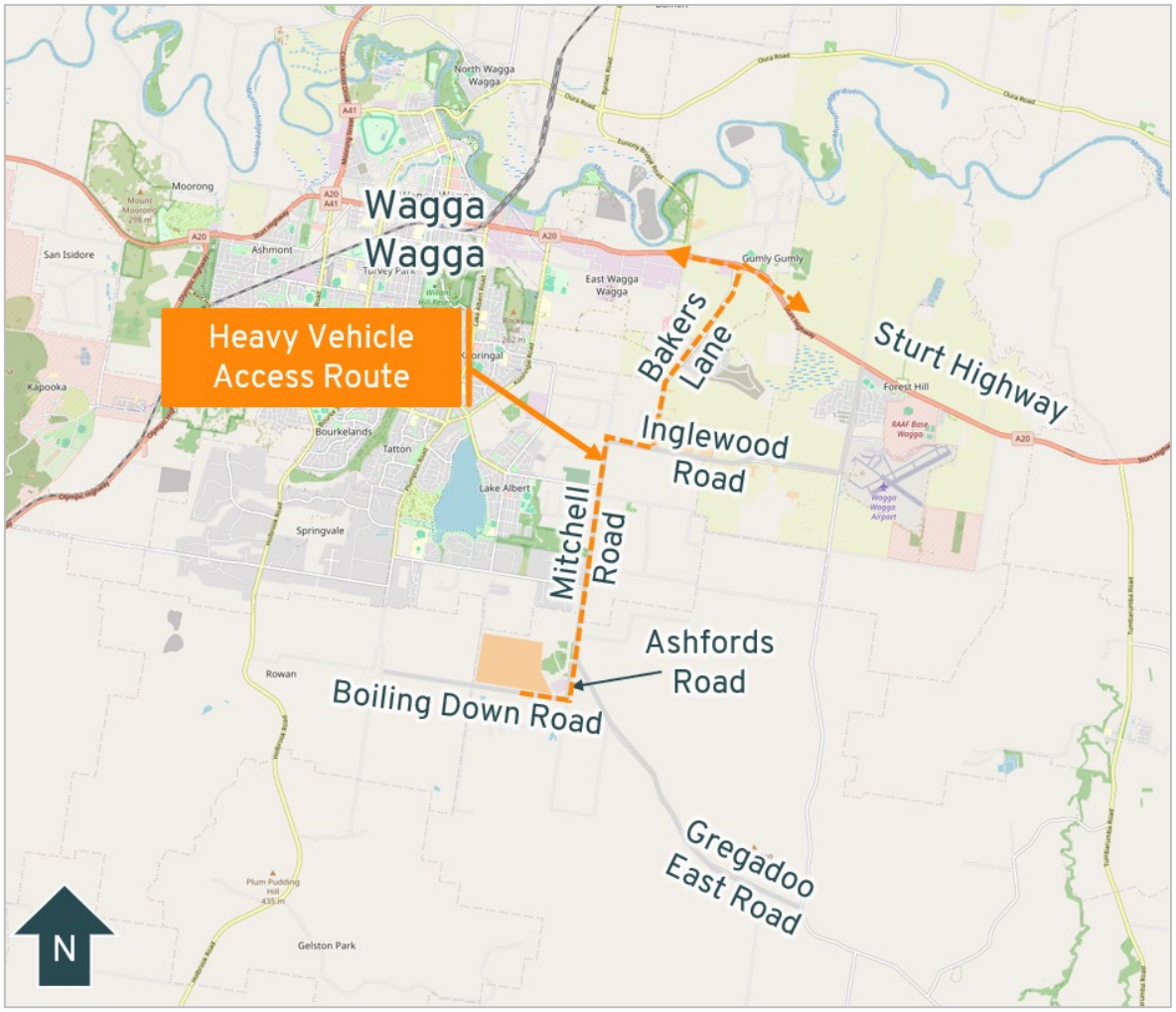
4.3 Traffic Distribution

It is anticipated that the majority of the workforce for the construction of the BESS would be located in Wagga Wagga. Materials and equipment will generally be sourced from within Wagga Wagga or the surrounding area where practicable, with all larger plant is to be delivered from Port Botany or the Port of Melbourne.

It is expected that the majority of light vehicles accessing the site would travel via the local road network and would utilise Mitchell Road, Ashford Road and Boiling Downs Road.

All heavy vehicles and heavy vehicles requiring escort associated with the development will travel to and from the site via the Sturt Highway, Bakers Lane, Inglewood Road, Mitchell Road, Ashfords Road, Boiling Down Road and the site access point/s as shown in Figure 7.

Figure 7: Heavy Vehicle Access Route



The heavy vehicle access route is consistent with that outlined in *Schedule 3, Condition 4* of the development consent.

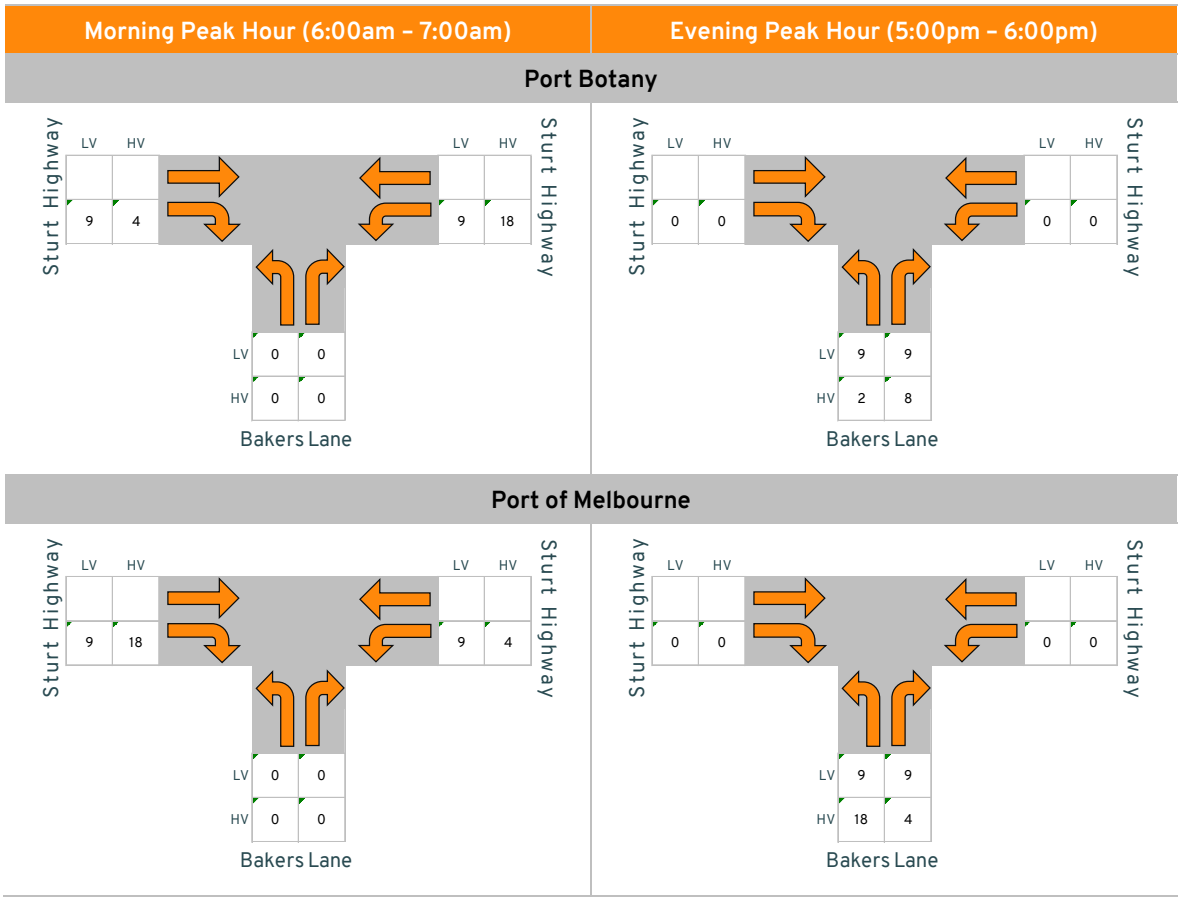
For the purposes of this assessment, it has been assumed that only 20% of light vehicle traffic would travel through the intersection of Sturt Highway and Bakers Lane given the majority of light vehicles are expected to originate within Wagga Wagga and would utilise the wider road network to access the site. It has conservatively been assumed that all heavy vehicles would travel through the intersection.

The peak hour for construction will occur at the start and end of the day when staff are transported to/from the site. The majority of staff will typically arrive on-site between 6:00am and 7:00am. However, staff generally have staggered finish times which results in the evening peak hour being less pronounced. For the purposes of this assessment, it has been assumed that all staff depart between 5:00pm and 6:00pm and the evening peak traffic volumes are the same as the morning peak volume.

During the morning peak all vehicle trips would be toward the site and in the evening peak all vehicle trips would be away from the site. The majority of heavy vehicle trips would be distributed throughout the day and would be split evenly between inbound and outbound trips.

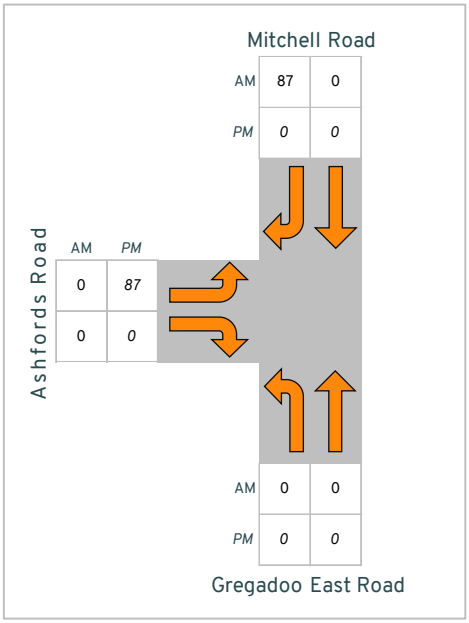
The project peak hour traffic volumes at the intersection of Sturt Highway and Bakers Lane during the peak construction period are provided within Figure 8. The traffic volumes vary depending on the chosen delivery port and subsequently the traffic volumes for each option are presented.

Figure 8: Construction Peak Hour Volumes During Peak Construction – Sturt Highway / Bakers Lane



The subsequent traffic volumes during the morning and evening peak hour at the Mitchell Road / Ashford Road intersection are provided within Figure 9.

Figure 9: Construction Peak Hour Volumes During Peak Construction – Mitchell Road / Ashford Road



4.4 Cumulative Traffic Impacts

The primary traffic impact of the Solar Farm and BESS is generated during construction which is anticipated to start in 2025 and take approximately 12 months, with the peak construction period expected to take 6 months.

A review has been undertaken of all State Significant projects within four kilometres of the site which would share a traffic route with the project over this construction period.

The assessment showed that the only projects are the Energy Connect and Hume Link project. It is understood that works for both projects have commenced and are currently underway at the TransGrid Substation directly east of the site. It is understood that the project works at the site in Gregadoo will be complete in 2026 for both projects. It is also noted that the traffic volumes associated with the projects would be reflected in the traffic volumes presented within Section 2.3.

It is noted that there are a number of other renewable projects at the 'Prepare EIS' stage but given the limited information known about the projects no further assessment of the associated traffic volumes is able to be undertaken.

It is also noted that the construction of the Riverina Redevelopment Program defence project commenced in mid-2025, with completion due in mid-2033. This project involves redevelopment of the defence bases at:

- Albury Wodonga Military Area
- RAAF Base Wagga
- Blamey Barracks Kapooka

There is no publicly available information on the traffic implications and project staging so further assessment of cumulative impacts of this project is unable to be undertaken.

4.5 Traffic Assessment

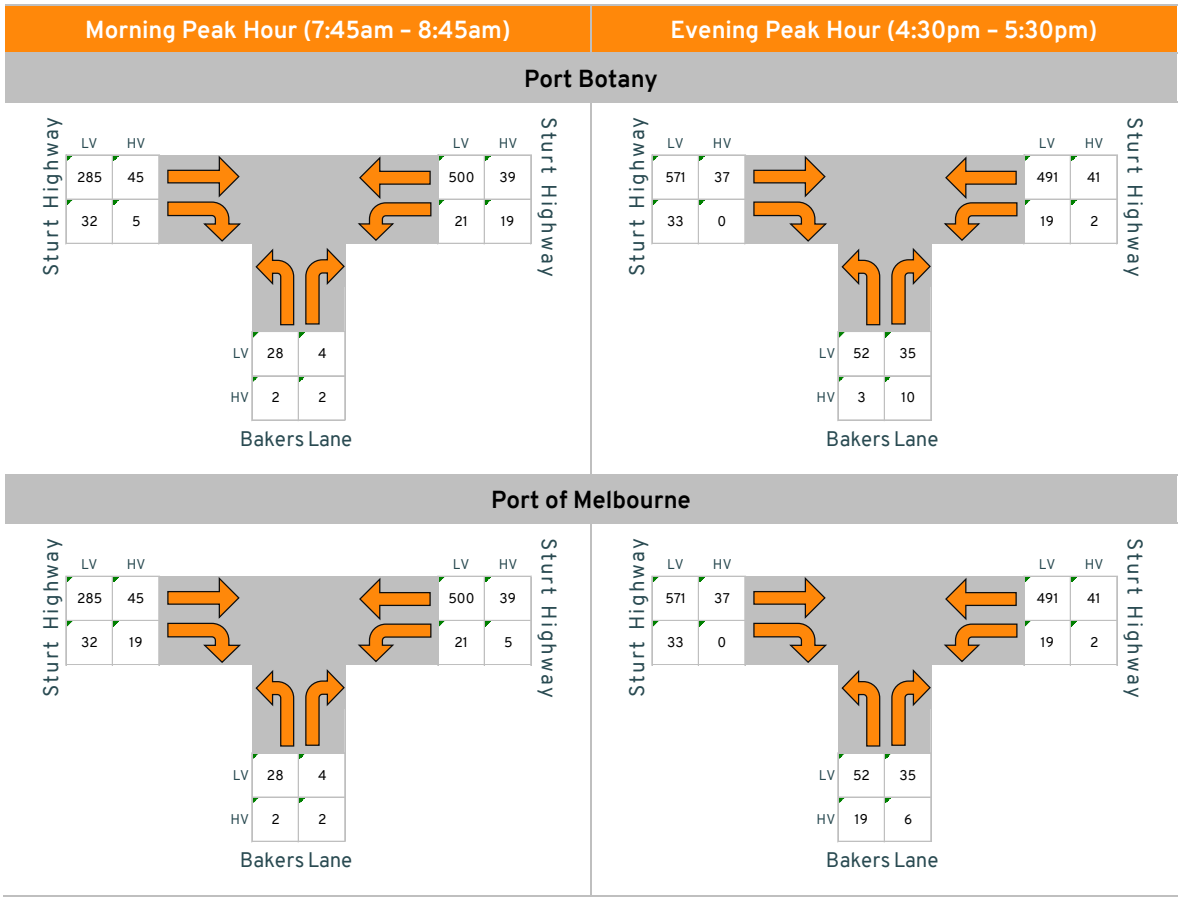
4.5.1 State Road Network

In order to determine the ability of the road network to accommodate the traffic expected to be generated during the peak construction period, a traffic modelling exercise has been undertaken for the nearest Project connection with the State Road network which is the intersection of Sturt Highway and Bakers Lane. The assessment has utilised the SIDRA intersection modelling software and the traffic volumes used for the assessment have been calculated based on the following:

- The survey peak hour traffic volumes presented within Figure 3 with a 1% per annum growth factor to assess the 2026 construction year.
- The project peak hour traffic volumes during peak construction presented within Figure 8.

The resulting traffic volumes used for the assessment are presented within Figure 10. The assessment has assumed that the peak hour of construction and the peak hour of the road network occur at the same time which is not expected to occur in reality with the workforce expected to arrive on-site before and depart after the peak hour of the road network. Therefore, the traffic volumes present as a conservative worst-case scenario.

Figure 10: Peak Hour Volumes During Peak Construction – Sturt Highway / Bakers Lane



The results of the SIDRA analysis for the morning and evening peak hours are provided within Appendix B with the survey results summarised in Table 8.

It is noted that the default SIDRA settings were adopted excluding the right turn gap acceptance values for vehicles departing Bakers Lane. The Austroads values were adopted following a review of the survey data which indicated that vehicles were taking a shorter gap than the SIDRA values, and following a calibration of the existing conditions model which indicated that these parameters provided results that better reflected the observed queue lengths. The values adopted are a 5 second critical gap and 3 second follow-up headway.

Level of Service is a qualitative measure used to describe the operating conditions of a section of road or an intersection. Levels of Service are designated from A to F from best (free flow conditions) to worst (forced flow with stop start operation, long queues and delays) and represent the perception of the road conditions by motorists including speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. The assessment of the level of service for sign-controlled intersections is based on the average delay (seconds/vehicle) of the critical movement.

Table 8: SIDRA Analysis Results Summary – Peak Construction Traffic (Road Network Peak Hour)

Time Period	Approach / Movement		SIDRA Results – Port Botany				SIDRA Results – Port of Melbourne			
			Degree of Saturation	Average Delay (sec)	95% Queue (m)	Level of Service	Degree of Saturation	Average Delay (sec)	95% Queue (m)	Level of Service
Morning Peak Hour (7:45am-8:45am)	Bakers Lane	Left	0.102	9.3	2.3	A	0.103	9.3	2.4	A
		Right	0.102	35.9	2.3	C	0.103	36.4	2.4	C
	Sturt Highway East	Left	0.030	6.1	0.0	A	0.017	5.8	0.0	A
		Through	0.305	0.1	0.0	A	0.305	0.1	0.0	A
	Sturt Highway West	Through	0.194	0.1	0.0	A	0.194	0.1	0.0	A
		Right	0.066	10.1	1.8	A	0.110	11.8	3.5	A
Evening Peak Hour (4:30am-5:30am)	Bakers Lane	Left	0.090	9.3	2.2	A	0.143	10.9	4.1	A
		Right	0.549	59.6	12.6	E	0.427	47.6	9.3	D
	Sturt Highway East	Left	0.013	5.7	0.0	A	0.013	5.7	0.0	A
		Through	0.302	0.1	0.0	A	0.302	0.1	0.0	A
	Sturt Highway West	Through	0.341	0.1	0.0	A	0.341	0.1	0.0	A
		Right	0.048	8.8	0.2	A	0.048	8.8	1.2	A

The SIDRA results indicate that the intersection would operate with a good level of service and minimal queue lengths and delays excluding the right turn movement from Bakers Lane. During the evening peak hour the delay for this movement would be 60 and 48 seconds for the Port Botany and Port of Melbourne option respectively, resulting in a LOS of E and D.

The operation of the right turn from Bakers Lane with the Project traffic is considered to be acceptable given:

- The delays are still relatively minor and based on a review of the current operation of the intersection there are already instances where vehicles are required to wait this long to exit and no road safety issues have been identified within the crash search presented within Section 2.5.
- The delays are limited to the evening peak hour only.
- The queue lengths recorded for this movement are in the order of two light vehicles or one heavy vehicle which is minimal.
- The increase in traffic is temporary and is only expected to occur during the peak construction period.
- The assessment has assumed that the peak hour of construction and the road network are concurrent but in reality they do not coincide meaning the intersection is expected to operate with improved conditions to what has been presented within the above assessment.
- It is expected that some heavy vehicles will originate within Wagga Wagga and would not travel through the intersection to access the site and as such, the assessment represents a conservative approach.
- In the event long delays are experienced by right turn vehicles they have the option to turn left and utilise the roundabout intersection of Sturt Highway and Tasman Road to perform a u-turn and travel east.

Overall, it is considered that the intersection of Sturt Highway and Bakers Lane is able to accommodate the Project traffic however, it is noted that longer delays may be experienced by right turning vehicles from Bakers Lane during the evening peak hour.

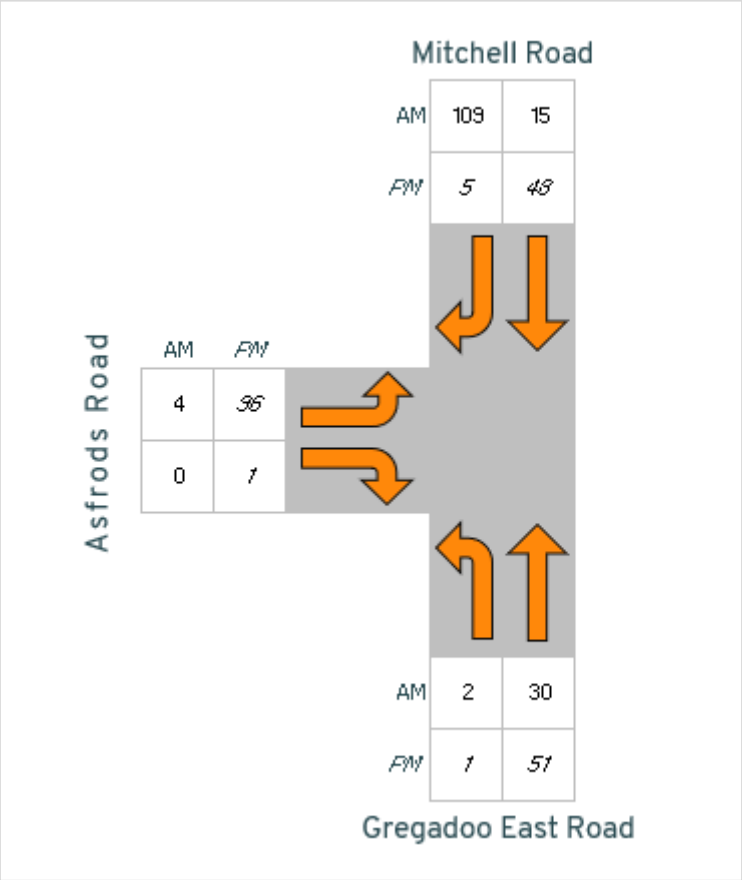
4.5.2 Local Road Network

The traffic volumes at the Mitchell Road / Ashford Road intersection have been calculated based on the following:

- The project traffic volumes presented within Figure 9.
- The existing local road traffic volumes have been based on the local road traffic count data summarised in Table 3 and Appendix A for the hours starting 6:00am and 5:00pm, to align with the periods when the majority of traffic will be generated to and from the site. A growth factor of 1.5% per annum has been applied to reflect 2025 volumes.

The subsequent traffic volumes are shown within Figure 11.

Figure 11: Total Construction Peak Hour Volumes During Peak Construction



The *RTA Guide to Traffic Generating Developments*, dated October 2002, suggests that ideally rural roads should not exceed service volumes at Level of Service C. At this level, whilst most drivers are restricted in their freedom to manoeuvre, operating speeds are still reasonable and acceptable delays are experienced. Table 4.5 of the RTA Guide sets out two-way hourly road capacities for two-lane roads for different levels of service on different terrain types.

The traffic volumes expected to be accommodated on the surrounding road network during the peak hour are shown within Table 9 along with the traffic volumes during construction presented within Figure 11.

Table 9: Expected Peak Hour Traffic Volumes During Construction

Road	AM Peak (6:00am)			PM Peak (5:00pm)		
	Existing Volume	Expected Volume	LOS	Existing Volume	Expected Volume	LOS
Mitchell Road	42vph	158vph	A	92vph	200vph	A
Ashfords Road	23vph	115vph	A	10vph	103vph	A

The table shows that both Mitchell Road and Ashfords Road would be expected to operate at a LOS A during the peak construction period with minimal queueing or delays.

5. Heavy Vehicles

5.1 OSOM Vehicle Definitions

Oversize/Overmass (OSOM) vehicles are governed by the National Heavy Vehicle Regulator (NHVR). OSOM vehicles are vehicle configurations which exceed general mass or dimension limits and are classified as *Class 1 vehicles* under the Heavy Vehicle National Law.

There are a range of Class 1 OSOM examples, including[5]:

- agricultural machines such as harvesters and grain augers,
- vehicle combinations carrying large indivisible items like mining and construction vehicles, and
- special purpose vehicles like mobile cranes, concrete pump trucks, and drilling rigs.

Given the variety of OSOM vehicles, there are a range of risk profiles for travel on the road network with management requirements increasing with the vehicle combination size and mass.

In NSW, the management requirements are outlined in the *National Heavy Vehicle Regulator's NSW Class 1 Load Carrying Vehicle Operator's Guide.* The guide outlines the requirements for pilots and escorts, which generally only apply to vehicle combinations exceeding 3.5 meters in width and or 26 meters in length but depend on precise details including exact size, mass, time of travel, and route. This guide is attached for reference in Appendix D.

More detail related to pilots and escorts is available in *Additional Access Conditions Oversize and Overmass Heavy Vehicles and Loads* (TfNSW, October 2022)[6]. Section 3.2.1 of this guide shows the way in which the requirements for pilots and escorts increase with vehicle size. The table shows how the requirements for pilots and escorts increase for combinations exceeding 3.5 metres in width and 26 metres in length as the road safety risks increase.

The relevant conditions of the development consent aim to limit the movement of high-risk vehicles to the site. However, the current wording of the condition covers an extensive range of vehicles, many of which are not high-risk. To address this issue, it is recommended that references to *"Over-dimensional vehicle/s"* in the development consent be changed to *"Heavy vehicle/s requiring escort"* with the following definition:

> *Any vehicle that requires a pilot vehicle and/or escort vehicle, as defined by the National Heavy Vehicle Regulator's NSW Class 1 Load Carrying Vehicle Operator's Guide*

Other lower risk OSOM vehicles are still defined as heavy vehicles[7] and managed under other relevant conditions. This approach is consistent with other similar solar farms in NSW[8], and would not be expected to result in any notable road safety risks.

[5] https://www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/heavy-vehicles/road-access/restricted-access-1
[6] https://www.transport.nsw.gov.au/system/files/media/documents/2022/osom-additional-access-conditions.pdf
[7] Under relevant NSW legislation, a vehicle is defined as a heavy vehicle if it has a mass of more than 4.5 tonnes.
[8] For example: Marulan Solar Farm (SSD-13137914), Glenellen Solar Farm (SSD-9550), Glanmire Solar Farm (SSD-21208499)

5.2 Heavy Vehicles Not Requiring Escort

Heavy vehicles not requiring escort will access the site in a manner consistent with that previously considered and approved. This involves the use of approved State Roads and heavy vehicle access route in the development consent as shown in Figure 4.

The increase in heavy vehicles not requiring an escort as a result of the modification is modest and as a result the mitigation measures required in the development consent, including the intersection upgrades (as shown in Appendix C) and the sealing of Boiling Down Road for 30 metres are suitable.

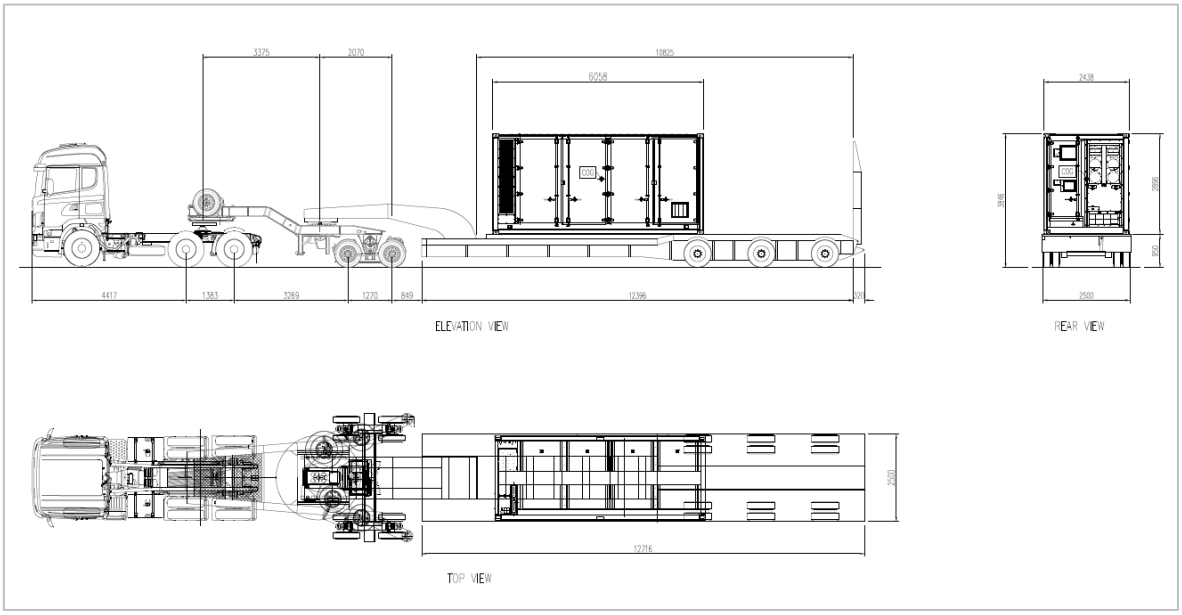
5.2.1 Battery Vehicles

Details of the battery components have been provided by the Applicant and are summarised below:

- CATL Tener 20-foot Containerised Unit:
  - Approximate capacity: 6.25 MWh, standard size.
  - Length: 6.1 m
  - Width: 2.44 m
  - Height: 2.59 m (20-foot standard)
  - Mass: Up to 45 tonnes per 6.25 MWh container.

The size of the container generally aligns with the standard dimensions for a 20-foot container. However, the mass of the container results in the vehicle being overmass. An example of the vehicle that could be adopted for the delivery of the battery components is provided within Figure 12.

Figure 12: Battery Delivery Vehicle Example



The dimensions of the vehicle are summarised below:

- Total Length: 23.584 metres

- Width: 2.5 metres
- Height: 3.846 metres

Therefore, the vehicle specifications fit within the design envelope for a B-Double and are considered to have already been assessed as part of the previous assessment for the solar farm.

5.3 Heavy Vehicles Requiring Escort

The Applicant has advised that there are no new high-risk heavy vehicles requiring escort as part of the BESS component of the Project. The BESS has been relocated and is now proposed to be situated next to the solar farm substation. As a result, there is no requirement for an additional high-risk heavy vehicle requiring escort. The delivery of the solar farm transformer has already been assessed by TfNSW as part of the Traffic Management Plan for the solar farm.

6. Intersection Assessment

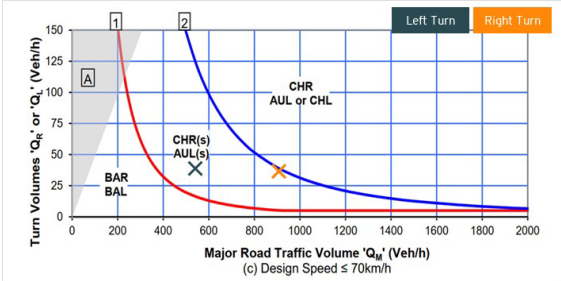
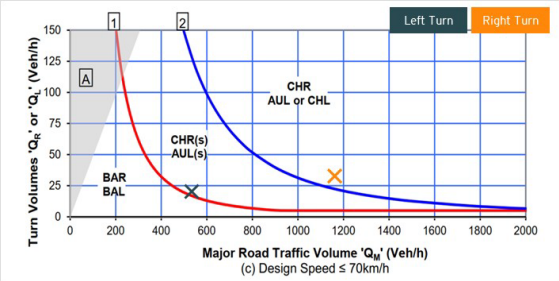
6.1 Turn Treatment Assessment

Austroads Guide to Traffic Management Part 6: Intersections, Interchanges, and Crossings specifies the turning treatments required at intersections. The requirement to provide turn facilities is generated during the morning peak hour when staff access the site noting that all vehicle movements would be away from the site in the evening peak hour. At other times during the day the proposal would generate a lower number of turn movements and subsequently the morning peak hour represents the worst case scenario.

6.1.1 State Road Network

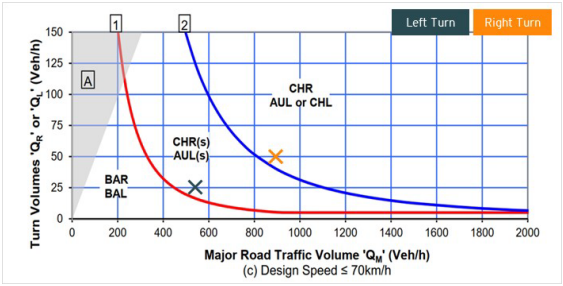
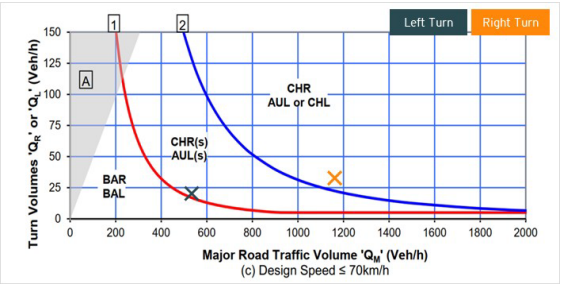
An assessment has been undertaken at the intersection of Sturt Highway and Bakers Lane for the morning and evening peak hour assuming that the peak hour for the road network coincides with the peak hour for the Project. The traffic volumes used for the assessment are provided within Figure 10 with the results summarised in Figure 13 and Figure 14 for Port Botany and Port of Melbourne, respectively.

Figure 13: Turn Treatment Assessments for Sturt Street / Bakers Lane Intersection (Port Botany)

Morning Peak Hour	Evening Peak Hour
	

Turning Treatment	Traffic Volume (vph)		Requirement	Turning Treatment	Traffic Volume (vph)		Requirement
	Turn	*Major Road*			*Turn*	*Major Road*	
Right	37	909	**CHR(s)**	Right	33	1,162	**CHR**
Left	39	539	**AUL(s)**	Left	21	532	**AUL(s)**

Figure 14: Turn Treatment Assessments for Sturt Street / Bakers Lane Intersection (Port of Melbourne)

Morning Peak Hour	Evening Peak Hour
	

Turning Treatment	Traffic Volume (vph)		Requirement	Turning Treatment	Traffic Volume (vph)		Requirement
	Turn	*Major Road*			*Turn*	*Major Road*	
Right	51	896	**CHR**	Right	33	1,162	**CHR**
Left	26	539	**AUL(s)**	Left	21	532	**AUL(s)**

Therefore, the intersection requires a Channelised Right Turn (CHR) and short Auxiliary Left Turn (AUL(s)) treatment to comply with the requirements of the Austroads Guide.

The turn treatments are proposed to be provided at the intersection as part of the Project. The design is shown within Appendix E and complies with the requirements of the Austroads Guide. A swept path assessment is also provided which shows that simultaneous B-Double movement can occur at the intersection.

Accordingly, the proposed access design is concluded to be acceptable and is considered to meet the requirements of the Austroads Guidelines and provide safe vehicle movement.

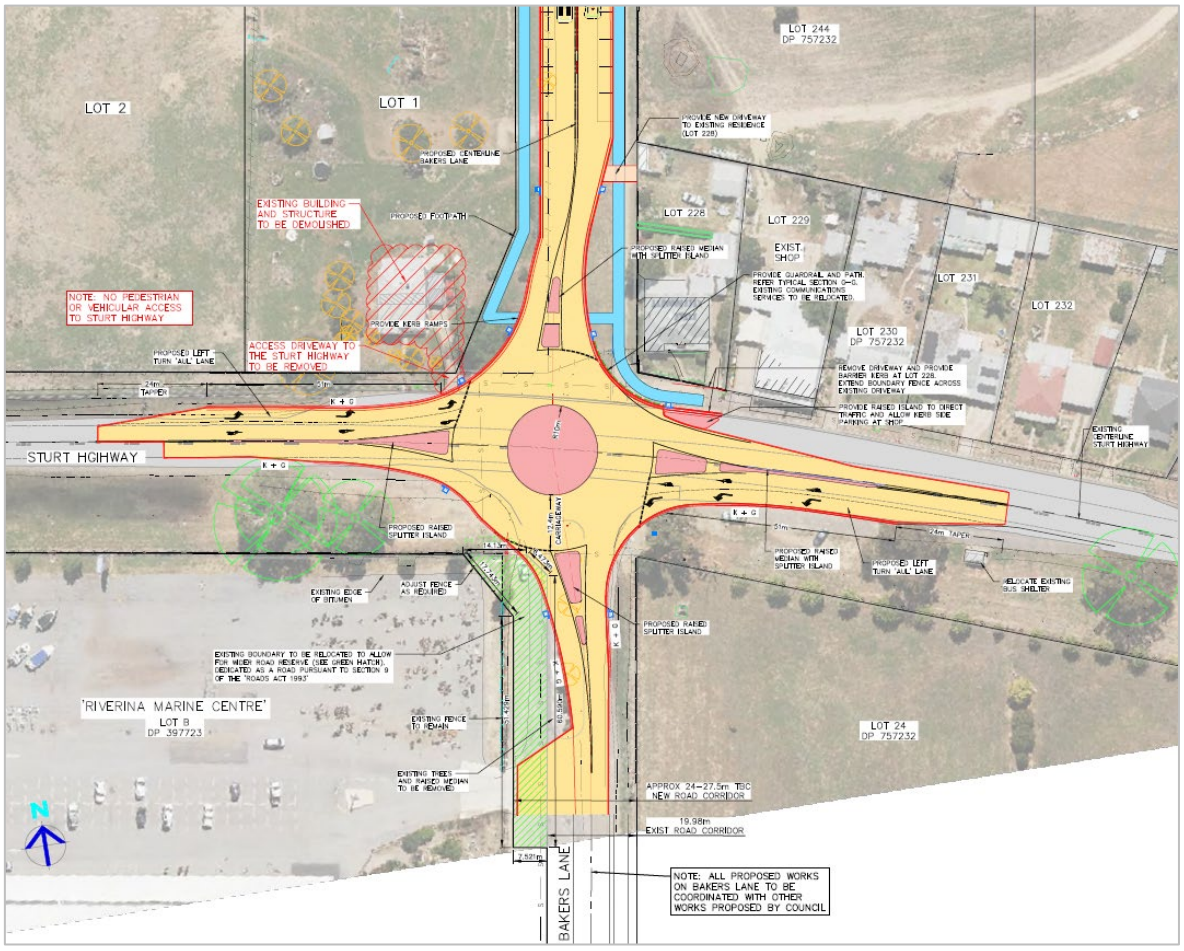
6.1.1.1 Gumly Business Park

The Gumly Business Park development is an approved subdivision development[9] located on the north side of Sturt Highway, opposite Bakers Lane. The development was approved in late-2024 and is understood to be currently under construction. It involves a 10 industrial/commercial lots with sizes varying between 3,555m^{2}and 7,306m^2.

Access to the development is via a new connection to Sturt Highway at Bakers Lane and provision of a roundabout. An extract of the design plans from the development approval is shown below in Figure 15.

[9] Civil and Civic Group Pty Ltd v Wagga Wagga City Council [2024] NSWLEC 1846 https://www.caselaw.nsw.gov.au/decision/19414bfbfe2f105636d49c2e

Figure 15: Extract of Gumly Business Park Bakers Lane / Sturt Highway upgrade plans



Source: Xeros Piccolo

Swept path assessments of the intersection show that it has been designed to accommodate B-Triples along the Sturt Highway and the northern leg of Bakers Lane, and B-Doubles to the southern (project) leg of Bakers Lane. The concept design plans and swept path assessments are included for reference in Appendix F.

The roundabout would be expected to accommodate the existing, project and future Gumly Business Park traffic in a safe and suitable manner.

However, the timeframes for the delivery of the roundabout are currently unknown, so it may not be complete in time for the planned commencement of the project.

6.1.2 Local Road Network

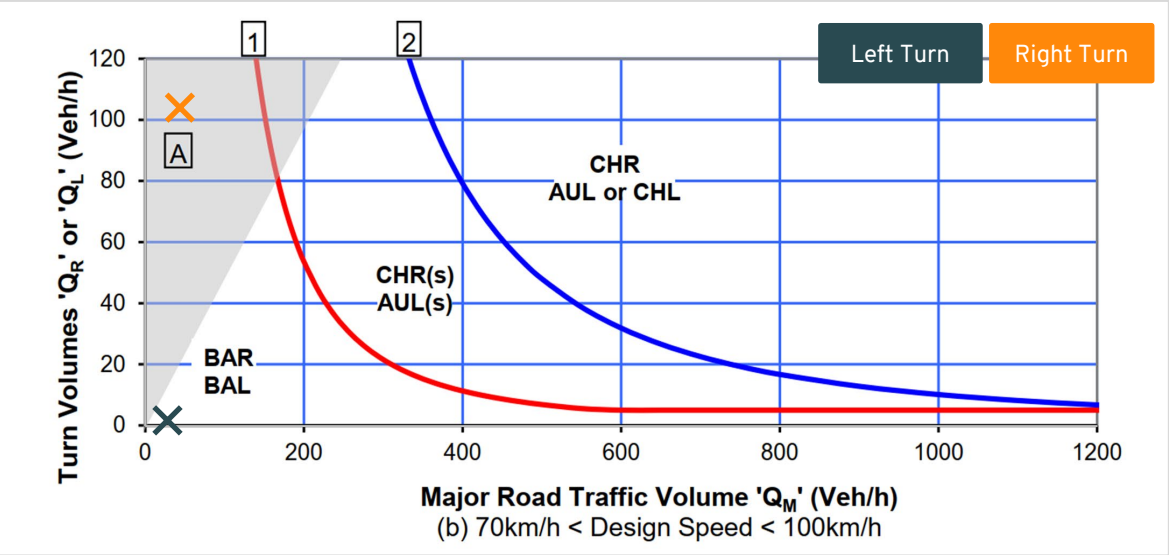
An assessment has been undertaken for the intersection of Mitchell Road and Ashford Road to confirm the suitability of the mitigation measures required under *Schedule 3, Condition 5* of the development consent.

The requirement to provide turn facilities at the intersection is primarily generated during the morning peak hour when the workforce access the site, which occurs from 6:00am to 7:00am. Table 10 identifies the required turning treatments based on the expected traffic volumes at the intersection (Figure 11) and the associated volumes have been plotted within Figure 16.

Table 10: Turning Volumes for Turn Treatment Calculations – Mitchell Road / Ashford Road

Turning Treatment	Traffic Volume (vph)		Requirement
	Turn Volume	Major Road	
Right Turn	104	44	BAR
Left Turn	2	28	BAL

Figure 16: Figure 3.25 of Austroads Guide to Traffic Management Part 6



Therefore, the intersection would require a Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment, consistent with that required under *Schedule 3, Condition 5* of the development consent. A concept plan of this treatment is included for reference in Appendix C.

Based on the modest increase in traffic volumes and mix of heavy vehicle types of the modification (which are consistent with the approved Solar Farm) the intersection upgrade is considered suitable.

6.2 Site Access

Boiling Down Road has a flat and straight alignment with clear visibility in both directions. *Schedule 3, Condition 6* of the development consent requires the following:

Prior to the commencement of construction, the Applicant must upgrade the site access point off Boiling Down Road (shown in Appendix 1) with a Rural Property Access type treatment to cater for the largest vehicle accessing the site, in accordance with the Austroads Guide to Road Design, to the satisfaction of Council.

The implementation of the site access points constructed in accordance with this condition is considered suitable for the proposed modification and will facilitate safe access to and from the site.

6.3 Summary

The traffic of the overall project inclusive of the modification is expected to generate the highest level of traffic during the peak construction period. The assessment presented above indicates that the road network is able to readily accommodate the traffic inclusive of the BESS during the peak construction period, including a review of the cumulative traffic generated by other major projects within the surrounding area.

During construction the vehicle trips throughout the middle of the day are expected to be predominantly associated with heavy vehicles with approximately 22 movements per hour. This increase in traffic can be readily accommodated without significant adverse safety or operational impacts.

The traffic generation characteristics of the modification for the operation, upgrading and decommissioning phases is anticipated to be consistent with that already considered and approved, and result in a negligible change to the traffic environment.

The mitigation measures required under *Schedule 3, Condition 5* of the development consent are therefore suitable to manage the impacts of the project and modification. The site access upgrade design provided is consistent with *Schedule 3, Condition 6* of the development consent and would facilitate safe access to the site. In addition to these measures, it is also proposed to provide a Channelised Right Turn and short Auxiliary Left Turn treatment at the intersection of Sturt Highway and Bakers Lane in accordance with the Austroads Guide.

A traffic management would be implemented in accordance with *Schedule 3, Condition 8* of the development consent which would manage the traffic impacts of the Solar Farm and BESS in a manner consistent with that previously approved, which is suitable.

Accordingly, the road network, mitigation measures, site access arrangements and further traffic management arrangements are suitable to accommodate the traffic generated by the modification during the construction, operation, and decommissioning periods.

7. Conclusion

Amber Organisation has assessed the traffic impacts of the proposed modification to the Gregadoo Solar Farm. The modification involves the incorporation of a BESS while with a generation capacity of 200MWAC and 400MWh.

The Solar Farm is proposed to have a capacity of up to 65MW and includes the construction of a substation transformer and a Battery Energy Storage System with a capacity of up to 200MW/400MWh.

The construction period for the overall project is expected to commence in 2025 and take approximately 12 months, with the peak construction period expected to take 6 months. A construction workforce of up to 150 full-time equivalent personnel would be on-site during the peak construction phase and would primarily be drawn from Wagga Wagga.

Specialist plant for the BESS will be delivered from Port Botany or the Port of Melbourne. General construction materials and equipment will generally be sourced from within Wagga Wagga or the surrounding area where practicable.

The above assessment determined the following:

- The overall project comprising the Solar Farm and BESS is expected to generate a total of 234 vehicles per day, including 120 heavy vehicles during the construction peak. Outside the construction peak the project is anticipated to 125 vehicles per day, including 45 heavy vehicles.
- Mitigation measures under *Schedule 3, Condition 5* of the development consent are suitable to manage impacts of the construction of the Solar Farm and BESS including the additional heavy vehicle volumes.
- The site access arrangements are appropriate noting the requirements under *Schedule 3, Condition 6* of the development consent.
- It is proposed to provide a Channelised Right Turn and short Auxiliary Left Turn treatment at the intersection of Sturt Highway and Bakers Lane in accordance with the Austroads Guide.
- It is noted that a roundabout is proposed at the intersection of Sturt Highway and Bakers Lane that is to be delivered as part of the Gumly Business Park which would be expected to accommodate the project traffic in a safe and suitable manner. However, timeframes for the construction of the roundabout are currently unknown, so it may not be complete in time for the planned commencement of the project.
- A traffic management plan implemented in accordance with *Schedule 3, Condition 8* of the development consent would appropriately manage the traffic impacts of the Solar Farm and BESS.
- Overall, the road network is able to accommodate the traffic generated by the project inclusive of the modification during the construction, operation and decommissioning stages.
- It is recommended that references to *"Over-dimensional vehicle/s"* in the development consent be changed to *"Heavy vehicle/s requiring escort"* with an updated definition to better align with the intent of the condition.

Accordingly, based on the assessment above, it is concluded that the surrounding road network and site access arrangements are suitable to accommodate additional traffic volumes of the modification during the construction, operational, upgrading and decommissioning phases.

Appendix A

Survey Results

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Sturt Hwy and Bakers Ln, Gumly Gumly

GPS *-35.127001, 147.431312*

Date:	Thu 24/07/25
Weather:	Overcast
Suburban:	Gumly Gumly
Customer:	Amber

North:	N/A
East:	Sturt Hwy
South:	Bakers Ln
West:	Sturt Hwy

Survey Period	AM:	6:00 AM-10:00 AM
	PM:	2:00 PM-6:00 PM
Traffic Peak	AM:	7:45 AM-8:45 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

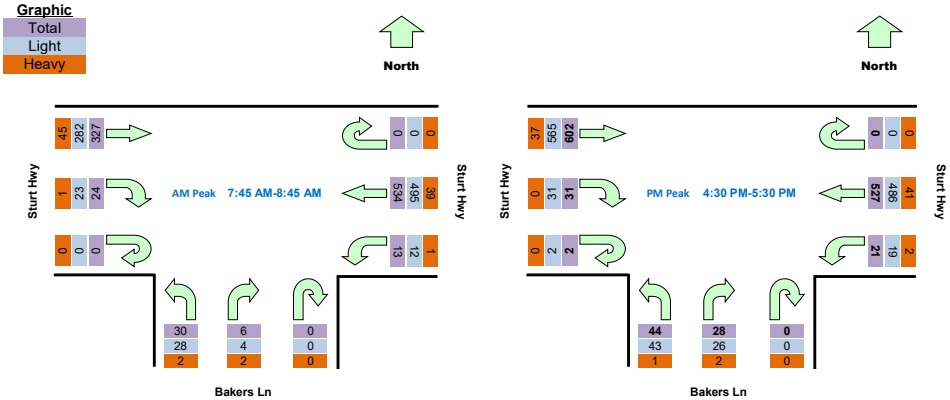
Time		East Approach Sturt Hwy			South Approach Bakers Ln			West Approach Sturt Hwy			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
6:00	6:15	0	47	2	0	2	0	0	0	35	521	
6:15	6:30	0	42	0	0	1	1	0	1	60	610	
6:30	6:45	0	74	1	0	0	5	0	1	70	722	
6:45	7:00	0	76	6	0	3	2	0	4	88	795	
7:00	7:15	0	76	1	0	2	4	0	0	92	847	
7:15	7:30	0	82	3	0	2	4	1	0	125	898	
7:30	7:45	0	101	1	0	1	7	0	4	110	903	
7:45	8:00	0	127	1	0	0	7	0	6	90	934	Peak
8:00	8:15	0	121	4	0	1	7	0	4	89	904	
8:15	8:30	0	137	2	0	1	9	0	8	65	882	
8:30	8:45	0	149	6	0	4	7	0	6	83	858	
8:45	9:00	0	101	8	0	3	8	0	5	76	816	
9:00	9:15	0	107	3	0	4	9	0	4	77	828	
9:15	9:30	0	93	1	0	2	4	0	5	93		
9:30	9:45	0	106	4	0	2	5	0	4	92		
9:45	10:00	0	106	5	0	0	6	0	3	93		
14:00	14:15	0	95	1	0	2	8	0	4	105	863	
14:15	14:30	0	79	0	0	5	11	0	6	90	879	
14:30	14:45	0	96	1	0	4	8	0	4	104	935	
14:45	15:00	0	94	2	0	6	9	0	10	119	1004	
15:00	15:15	0	106	4	0	2	7	0	5	107	1058	
15:15	15:30	0	108	3	0	3	9	0	6	118	1114	
15:30	15:45	0	120	2	0	1	4	0	14	145	1128	
15:45	16:00	0	128	2	0	6	12	0	9	137	1149	
16:00	16:15	0	122	2	0	6	6	0	14	137	1181	
16:15	16:30	0	109	3	0	4	11	0	7	127	1230	
16:30	16:45	0	131	5	0	5	7	1	14	144	1255	Peak
16:45	17:00	0	133	7	0	9	14	0	6	157	1204	
17:00	17:15	0	150	5	0	7	14	1	4	155	1098	
17:15	17:30	0	113	4	0	7	9	0	7	146		
17:30	17:45	0	95	2	0	4	12	0	2	141		
17:45	18:00	0	100	4	0	6	1	0	2	107		

Peak Time		East Approach Sturt Hwy			South Approach Bakers Ln			West Approach Sturt Hwy			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:45	8:45	0	534	13	0	6	30	0	24	327	934
16:30	17:30	0	527	21	0	28	44	2	31	602	1255

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



AUTOMATIC COUNT SUMMARY

Street Name :	Mitchell Rd	**Location :**	Between Gregaoo Rd and Butterbush Rd
Suburb :	Gregaoo	**Start Date :**	00:00 Wed 20/January/2021
Machine ID:	CY08VBR6	**Finish Date :**	00:00 Wed 27/January/2021
Site ID:		**Speed Zone :**	80 km/h
Prepared By :		**Email:**	

GPS information		Lat 35° 11' 16.02 South Long 147° 23' 54.09 East	Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	1,475	728	747
(Vehicles/Day)		7 Day Average	1,464	727	737
Weekday	**AM**	11:00	132	64	68
Peak hour starts	**PM**	12:00	124	55	69
Speeds :		85th Percentile	82.3	78.4	88.5
(Km/Hr)		Average	73.5	68.3	79.9
Classification % :		Light Vehicles up to 5.5m	70.5%	83.2%	58.0%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-35.187783, 147.398358

Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

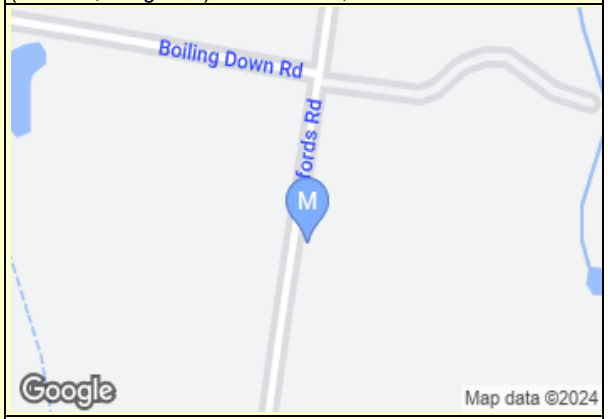
AUTOMATIC COUNT SUMMARY

Street Name :	Ashfords Rd	**Location :**	North of GWMC
Suburb :	Gregadoo	**Start Date :**	00:00 Mon 14/August/2023
Machine ID:	YN856WP9	**Finish Date :**	00:00 Mon 21/August/2023
Site ID:		**Speed Zone :**	80 km/h
Prepared By :		**Email:**	

			Direction of Travel		
GPS information		Lat 35° 12' 16.31 South Long 147° 23' 43.02 East	**Both directions**	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	496	249	247
(Vehicles/Day)		7 Day Average	528	265	263
Weekday	**AM**	11:00	60	30	30
Peak hour starts	**PM**	12:00	61	30	31
Speeds :		85th Percentile	77.9	83.2	71.9
(Km/Hr)		Average	70.0	74.1	64.3
Classification % :		Light Vehicles up to 5.5m	70.7%	68.3%	73.2%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-35.204531, 147.395283



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

Appendix B

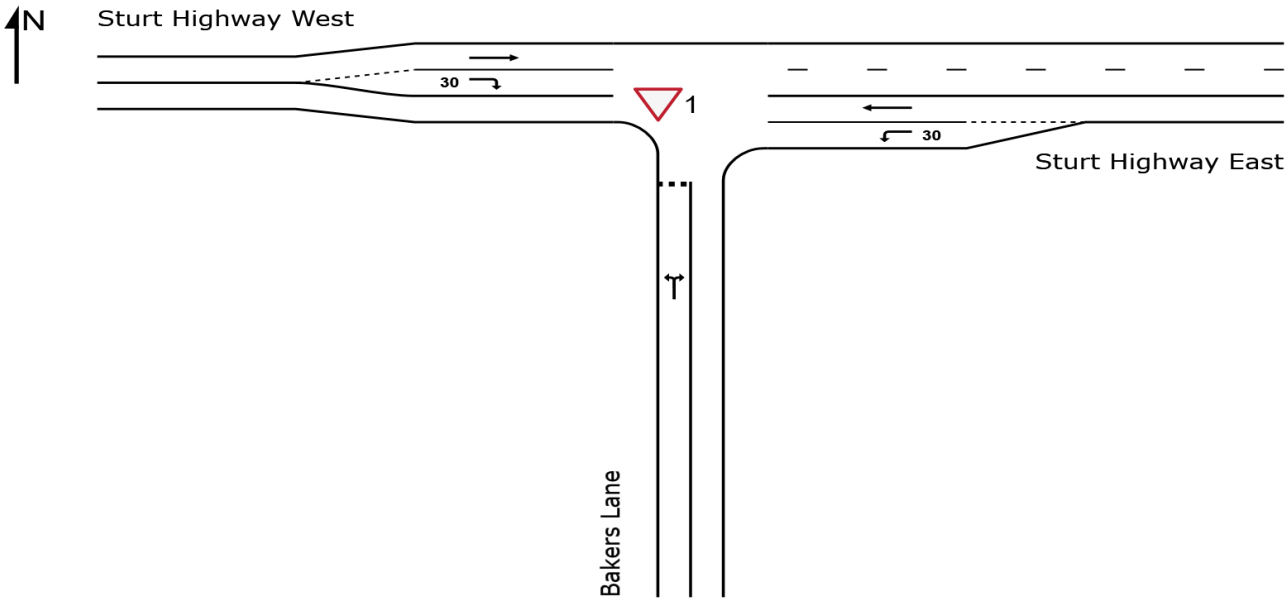
SIDRA Results

SITE LAYOUT

Site: [1] Sturt Highway / Bakers Lane (Folder1)

AM Peak - Port Botany
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\Users\micha\OneDrive - Amber Organisation Pty Ltd\Amber\Jobs\388 - Gregadoo Solar Farm\SIDRA\388 SIDRA 250915.sipx

MOVEMENT SUMMARY

Site: [1] Sturt Highway / Bakers Lane (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

AM Peak - Port Botany
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Bakers Lane															
1	L2	All MCs	32	6.7	32	6.7	0.102	9.3	LOS A	0.3	2.3	0.64	0.85	0.64	47.1
3	R2	All MCs	6	33.3	6	33.3	0.102	35.9	LOS C	0.3	2.3	0.64	0.85	0.64	46.1
Approach			38	11.1	38	11.1	0.102	13.8	LOS A	0.3	2.3	0.64	0.85	0.64	47.0
East: Sturt Highway East															
4	L2	All MCs	42	47.5	42	47.5	0.030	6.1	LOS A	0.0	0.0	0.00	0.57	0.00	51.0
5	T1	All MCs	567	7.2	567	7.2	0.305	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			609	10.0	609	10.0	0.305	0.5	NA	0.0	0.0	0.00	0.04	0.00	59.1
West: Sturt Highway West															
11	T1	All MCs	347	13.6	347	13.6	0.194	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	39	13.5	39	13.5	0.066	10.1	LOS A	0.2	1.8	0.57	0.79	0.57	48.9
Approach			386	13.6	386	13.6	0.194	1.1	NA	0.2	1.8	0.06	0.08	0.06	58.6
All Vehicles			1034	11.4	1034	11.4	0.305	1.2	NA	0.3	2.3	0.05	0.08	0.05	58.3

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: [1 (2)] Sturt Highway / Bakers Lane (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

PM Peak - Port Botany
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Bakers Lane															
1	L2	All MCs	58	5.5	58	5.5	0.090	9.3	LOS A	0.3	2.2	0.53	0.77	0.53	50.0
3	R2	All MCs	47	22.2	47	22.2	0.549	59.6	LOS E	1.5	12.6	0.94	1.07	1.30	29.4
Approach			105	13.0	105	13.0	0.549	31.9	LOS C	1.5	12.6	0.72	0.90	0.88	38.0
East: Sturt Highway East															
4	L2	All MCs	22	9.5	22	9.5	0.013	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	52.5
5	T1	All MCs	560	7.7	560	7.7	0.302	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			582	7.8	582	7.8	0.302	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
West: Sturt Highway West															
11	T1	All MCs	640	6.1	640	6.1	0.341	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
12	R2	All MCs	35	0.0	35	0.0	0.048	8.8	LOS A	0.2	1.2	0.54	0.74	0.54	50.4
Approach			675	5.8	675	5.8	0.341	0.6	NA	0.2	1.2	0.03	0.04	0.03	59.2
All Vehicles			1362	7.2	1362	7.2	0.549	2.9	NA	1.5	12.6	0.07	0.10	0.08	56.9

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: C:\Users\micha\OneDrive - Amber Organisation Pty Ltd\Amber\Jobs\388 - Gregadoo Solar Farm\SIDRA\388 SIDRA 250915.sipx

MOVEMENT SUMMARY

Site: [1 (3)] Sturt Highway / Bakers Lane (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

AM Peak - Port of Melbourne
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Bakers Lane															
1	L2	All MCs	32	6.7	32	6.7	0.103	9.3	LOS A	0.3	2.4	0.64	0.85	0.64	47.1
3	R2	All MCs	6	33.3	6	33.3	0.103	36.4	LOS C	0.3	2.4	0.64	0.85	0.64	46.1
Approach			38	11.1	38	11.1	0.103	13.9	LOS A	0.3	2.4	0.64	0.85	0.64	46.9
East: Sturt Highway East															
4	L2	All MCs	27	19.2	27	19.2	0.017	5.8	LOS A	0.0	0.0	0.00	0.57	0.00	52.1
5	T1	All MCs	567	7.2	567	7.2	0.305	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			595	7.8	595	7.8	0.305	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.4
West: Sturt Highway West															
11	T1	All MCs	347	13.6	347	13.6	0.194	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	All MCs	54	37.3	54	37.3	0.110	11.8	LOS A	0.4	3.5	0.60	0.84	0.60	47.1
Approach			401	16.8	401	16.8	0.194	1.6	NA	0.4	3.5	0.08	0.11	0.08	57.8
All Vehicles			1034	11.4	1034	11.4	0.305	1.3	NA	0.4	3.5	0.05	0.09	0.05	58.2

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: C:\Users\micha\OneDrive - Amber Organisation Pty Ltd\Amber\Jobs\388 - Gregadoo Solar Farm\SIDRA\388 SIDRA 250915.sipx

MOVEMENT SUMMARY

Site: [1 (4)] Sturt Highway / Bakers Lane (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

PM Peak - Port of Melbourne
Site Category: (None)
Give-Way (Two-Way)
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Bakers Lane															
1	L2	All MCs	75	26.8	75	26.8	0.143	10.9	LOS A	0.5	4.1	0.57	0.82	0.57	48.3
3	R2	All MCs	43	14.6	43	14.6	0.427	47.6	LOS D	1.2	9.3	0.92	1.03	1.16	32.6
Approach			118	22.3	118	22.3	0.427	24.4	LOS B	1.2	9.3	0.70	0.89	0.79	41.1
East: Sturt Highway East															
4	L2	All MCs	22	9.5	22	9.5	0.013	5.7	LOS A	0.0	0.0	0.00	0.57	0.00	52.5
5	T1	All MCs	560	7.7	560	7.7	0.302	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			582	7.8	582	7.8	0.302	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
West: Sturt Highway West															
11	T1	All MCs	640	6.1	640	6.1	0.341	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
12	R2	All MCs	35	0.0	35	0.0	0.048	8.8	LOS A	0.2	1.2	0.54	0.74	0.54	50.4
Approach			675	5.8	675	5.8	0.341	0.6	NA	0.2	1.2	0.03	0.04	0.03	59.2
All Vehicles			1375	8.0	1375	8.0	0.427	2.5	NA	1.2	9.3	0.07	0.10	0.08	57.2

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Appendix C

Concept Plans – Road Upgrades

The following design details have been taken from *Austroads Guide to Road Design Part 4A:*

Rural Basic Right-turn Treatment (BAR) Section 7.5.1.

1: Design speed of 110km/h.
2: 3.3m Lane widths have been used.
3: Taper lengths calculate to 46m.
4: Formation/carriageway widening is 3.0m.
5: Storage length is 22.5m for one 19m design vehicle.

Monday, March 19, 2018 11:35:35

REV	DATE	DRN	CHK	DESCRIPTION
00	22/03/18	TJG	----	----
----	----	----	----	----
----	----	----	----	----
----	----	----	----	----
----	----	----	----	----
----	----	----	----	----
----	----	----	----	----
----	----	----	----	----

Gregadoo Solar Farm - Access Design

Mitchell Road / Ashfords Road Intersection

Concept Intersection Treatment (BAR)

DRAWN: TJG	---	---
DATE: 22/03/18	STATUS: ---	
SCALE: 1:750 @ A3		
DWG NO:15254-0S1A		

TDG

3

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Monday, March 19, 2018 11:35:35

REV	DATE	DRN	CHK	DESCRIPTION
00	22/03/18	TJG	----	----
----	----	----	----	----
----	----	----	----	----
----	----	----	----	----
----	----	----	----	----
----	----	----	----	----
----	----	----	----	----

Gregadoo Solar Farm - Access Design

Ashfords Road / Boiling Down Road Intersection

Proposed Intersection Layout Plan

DRAWN: TJG	---	---
DATE: 22/03/18	STATUS: ---	
SCALE: 1:500 @ A3		
DWG NO:15254-0S1A		

TDG

5

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Appendix D

Class 1 Load Carrying Vehicle Operator's Guide NSW

National Heavy Vehicle Regulator

New South Wales Class 1 Load Carrying Vehicle Operator's Guide

Important:

This Operator's Guide is for three Notices separated by Part A, Part B and Part C. Please read sections carefully as separate conditions may apply.

For enquiries about roads and restrictions listed in this document, please contact Transport for NSW Road Access unit: spu@transport.nsw.gov.au

21 December 2023

Contents

Purpose

The *New South Wales Class 1 Load Carrying Vehicle Operator's Guide* (the Operator's Guide), as amended from time to time, works in conjunction with the following Notices:

- *NSW Class 1 Load Carrying Vehicle Notice*
- *NSW Schedule of the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice*
- *NSW Schedule of the Multi-State Class 1 Load Carrying Vehicles Mass Exemption Notice*

Please note:

- There is a separate oversize and overmass Multi-State Class 1 Load Carrying Vehicles Notice.
- If you are both oversize and overmass, you must meet the requirements and comply with the conditions of both Notices.
- An eligible vehicle must comply with the requirements of the Notice is operating under, including Schedule 8 of the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation*, and the Operator's Guide.

The Operator's Guide provides details of the approved routes and travel conditions for eligible vehicles operating under the three Notices mentioned above. The Operator's Guide contains **four** parts:

- **Part A – NSW Class 1 Load Carrying Vehicle Notice**
- **Part B – NSW Schedule of the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice**
- **Part C – NSW Schedule of the Multi-State Class 1 Load Carrying Vehicles Mass Exemption Notice**
- **Part D – NSW Bushfire Emergency travel.**

Please note, these requirements were previously contained in Appendix 2 of the former New South Wales Class 1 Load Carrying Vehicle Notice 2014 and the NSW Schedule of the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice 2016 and the Multi-State Class 1 Load Carrying Vehicles Mass Exemption Notice

Definitions

Unless otherwise stated, words and expressions used in this Operator' Guide have the same meanings as those defined in the HVNL and the Notice. In this Operator's Guide:

Christmas school holidays means the holidays of that name set by the NSW Department of Education

Newcastle Inner Zone means the area displayed on the NSW Oversize Overmass Load Carrying Vehicle Network map.

Newcastle Outer Zone means the area displayed on the NSW Oversize Overmass Load Carrying Vehicle Network map.

Public holiday means a public holiday made under the Public Holidays Act for the whole State.

Public holiday period means:

a) a period of three or more consecutive days covering a declared NSW Statewide public holiday and adjacent weekend days (for example Easter and every long weekend); and

b) the period between 23 December and 3 January (inclusive).

Regional Zone means the area outside of the Urban Zone.

Urban Zone means the area displayed on the NSW Oversize Overmass Load Carrying Vehicle Network map.

The NSW Oversize Overmass Load Carrying Vehicles Network map displaying travel zones can be accessed at: https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/index.html.

Disclaimer

The NSW Oversize Overmass Load Carrying Vehicles Network map shows approved routes and restrictions as an overlay on top of Google maps. Transport for NSW has no responsibility for, and does not guarantee the accuracy of, the underlying Google maps.

Transport for NSW strives to be accurate in showing the NSW Oversize Overmass Load Carrying Vehicles Network map approved routes, restrictions and conditions; however, there may be errors and omissions caused by Google maps being incorrect or out of date. Transport for NSW is not responsible for errors or omissions.

New South Wales Travel Zones

NSW Urban Zone

For the purposes of this Section, the NSW Urban Zone is defined as the area bounded by and including the named roads,

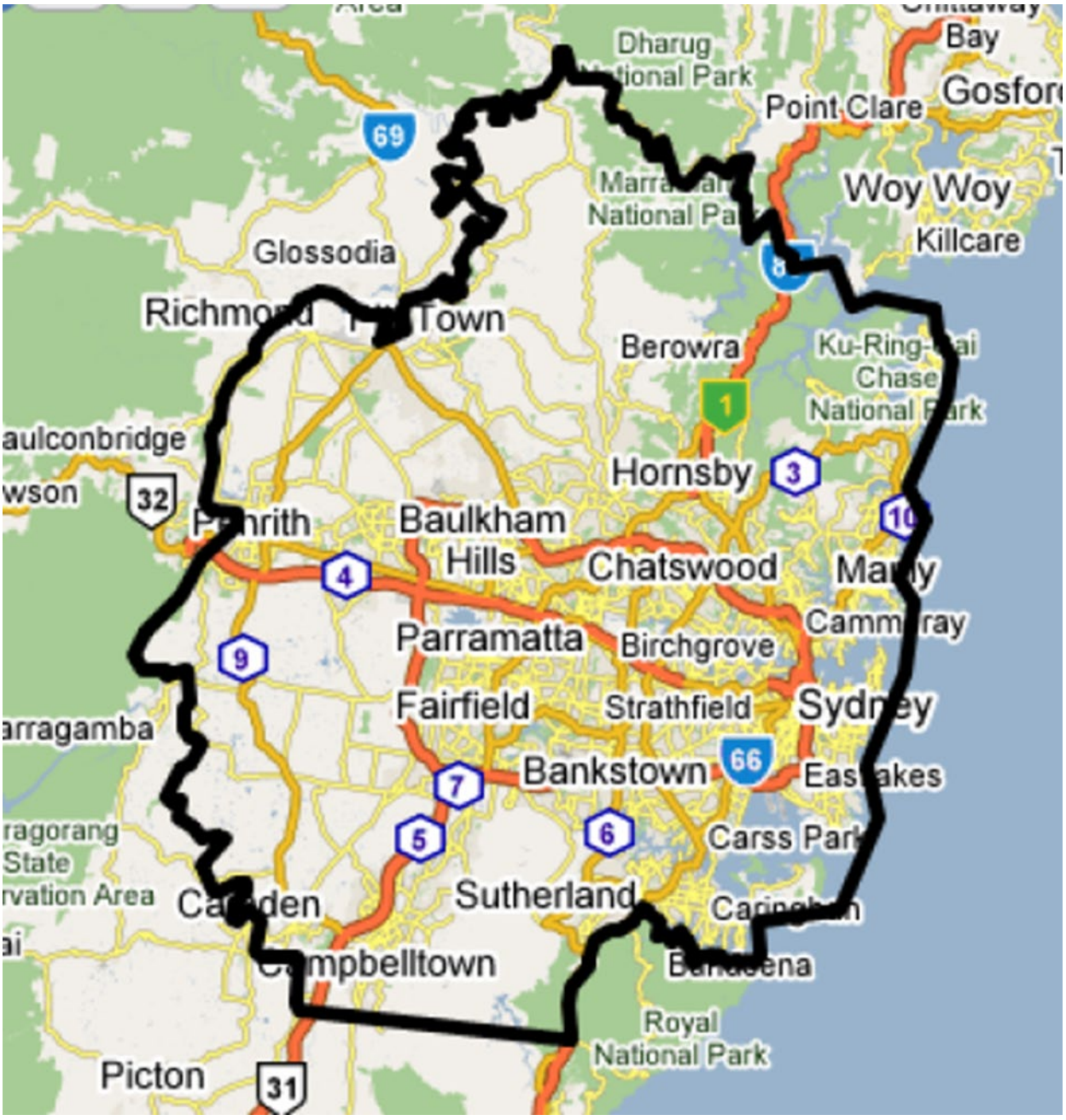
- the Pacific Ocean and the North Channel of the Hunter River, then north from Stockton bridge along
- Nelson Bay Road to Williamtown, then west along
- Cabbage Tree Road to Masonite Road near Tomago, then along
- Masonite Road to the Pacific Highway at Heatherbrae, then south along the
- Pacific Highway to Hexham, then west along the
- New England Highway to Weakleys Drive Thornton, then south along
- Weakleys Drive to the M1 Pacific Motorway at Beresfield, then along the
- M1 Pacific Motorway to the Hawkesbury River bridge, then along the
- Hawkesbury River and the Nepean River to Cobbity, then a line drawn south from
- Cobbity to Picton, then via
- Picton Road and Mount Ousley Road to the start of the M1 Princes Motorway at Mount Ousley, then via the
- M1 Princes Motorway to the Princes Highway at West Wollongong, then the
- Princes Highway and Illawarra Highway to Albion Park with a branch west on West Dapto Road to Tubemakers, then
- Tongarra Road to the Princes Highway, then
- Princes Highway south to the intersection of South Kiama Drive at Kiama Heights

Newcastle Outer Zone

Newcastle Inner Zone

Sydney Metropolitan Zone

This zone covers the area bounded by the Pacific Ocean, the Hawkesbury River and the Nepean River to its crossing of the Hume Highway at Menangle, then a line taken to the northern end of the F6 Southern freeway at Waterfall, and the western and northern boundaries of the Royal National Park.



Part A – NSW Class 1 Load Carrying Vehicles Notice

About the Notice

The NSW Class 1 Load Carrying Vehicle Notice allows eligible Class 1 load carrying vehicles in New South Wales to operate up to 3.5m wide, 4.6m high, 25.0m long, 5.5m rear overhang and total mass of 49.5 tonnes on approved (State and council) routes in New South Wales, and in compliance with the conditions of the Notice and this Operator's Guide.

Eligible vehicles may operate in the NSW Urban Zone and the NSW Regional Zone subject to the conditions set out in the Notice and any travel conditions or restrictions that apply in a Zone as set out in the Operator's Guide.

Eligible vehicles exceeding 4.3m in height must only be operated on routes approved for 4.6m high vehicles, as shown on the approved NSW Oversize Overmass Load Carrying Vehicles Network Map.

Note: For the purposes of section 11 of Schedule 8 of the MDL National Regulation –

(a) the driver or operator of an eligible vehicle must undertake a route survey before travel to ensure that the vehicle can do so safely and without—
  (i) damaging road, structure (including a bridge), rail crossing, tree, road infrastructure, or roadside furniture; or
  (ii) disrupting essential services, including telecommunication, electricity, rail, gas, water or sewage services.

(b) prior to commencing a journey a driver or operator of an eligible vehicle must check a route network map mentioned in the relevant Schedule of the Notice for updates and any restrictions or limitation applying to the proposed route.

(c) For the purposes of section 11(1) of Schedule 8, the driver or operator must, before commencing the relevant journey, identify any relevant road closures and road conditions or restrictions that may inhibit the movement of the eligible vehicle.

1 Travel conditions

1.1 Pilot and escort requirements

Unless otherwise stated as a condition of travel in this operator's guide, an eligible vehicle operating in the daytime not exceeding 3.5m wide or 26m long does not require a pilot vehicle

An eligible vehicle operating at night wider than 2.5m or longer than 22m requires at least one pilot.

1.2 Night travel

1.2.1 Eligible vehicles not exceeding 2.5m wide or 22m long may travel within the NSW Urban Zone between sunset and sunrise.

1.2.2 Eligible vehicles exceeding 2.5m wide or 22m long may travel between 9.30pm and 5:30am on the roads or area as defined in the table below.

Road or area	Night travel permitted from 9:30pm to 5:30am
NSW Urban Zone	All approved routes within the NSW Urban Zone
Hume Highway	Between Picton Road interchange and the Victorian border and including an access road toany service area immediately adjacent to the Highway
Pacific Highway	Between Raymond Terrace and the Queensland border only on those sections of the Highway that are dual carriageway divided road and not subject to roadwork and an accessroad to any service area immediately adjacent to the Highway

Road or area	Night travel permitted from 9:30pm to 5:30am
Princes Highway	From 200m south of Pepper Road (the Log Cabin) near Tomerong north to the boundary ofthe NSW Urban Zone at South Kiama Drive, Kiama Heights.
Great Western Highway	Between Nepean River at Emu Plains and Yetholme. When exceeding 3.5m wide or 26.0m long, an eligible vehicle must be accompanied by at least three pilot vehicles (two pilot vehicles at the front and one at the rear).
Federal Highway	Between the intersection at the Hume Highway and the Australian Capital Territory (ACT) border south of Sutton
M1 Pacific Motorway	Between the Hawkesbury River and John Renshaw Drive near Beresfield
John Renshaw Drive	Between the M1 Pacific Motorway and the New England Highway at Beresfield
Weakleys Drive	Between the M1 Pacific Motorway and the New England Highway
New England Highway	Between Weakleys Drive at Beresfield and Thomas Mitchell Drive (for northbound travel) or Muscle Creek Road (for southbound travel) south of Muswellbrook
Hunter Expressway	Between the M1 Pacific Motorway (near Seahampton and the New England Highway) nearBranxton
Golden Highway	Intersection of the New England Highway and parking bay on Jerry Plain Road near Warkworth

1.3 Daytime travel

1.3.1 Weekday Urban Zone

Eligible vehicles not exceeding 3.5m in width or 26m in length may operate in the daytime, Monday to Friday (except on state-wide public holidays), in the Urban Zone subject to peak hour and clearway and transit lane restrictions.

1.3.2 Weekends Urban Zone

Eligible vehicles not exceeding 3.5m in width or 26m in length may operate in the daytime subject to section 1.7 (State-wide public holiday restrictions) of this guide.

1.3.3 Newcastle Zone

Peak hour or transit lane restrictions do not apply to eligible vehicles not exceeding 3.2m in width or 26m in length in the Newcastle Zone.

1.3.4 Weekday Regional Zone

Daytime travel approved subject to peak hour restrictions outlined in 1.6.

1.4 Clearway and transit lane travel

An eligible vehicle that is wider than 2.5m or longer than 22m must not travel in a Clearway or Transit Lane in the NSW Urban Zone between Monday and Friday (except on a state-wide public holiday) between the hours of 5.30am and 10:00am and between the hours of 3:00pm and 7:00pm on a day when a clearway or transit lane restriction applies.

Note: Clearway and transit lane time restrictions can apply to just one side of the road or to both sides. Check prior to travel.

1.5 Weekday and peak hour travel – Urban Zone

1.5.1 An eligible vehicle that is wider than 2.5m or longer than 22m must not travel within the NSW Urban Zone on any classified State road between Monday and Friday (except on a state-wide public holiday) between the hours of 5:30am and 9:00am and between 4:00pm and 6:00pm.

1.5.2 Despite Clause 1.5.1, eligible vehicles not exceeding 3.2m wide may operate in the Newcastle Outer Zone during peak times between the hours of 5:30am and 9:00am and between the hours of 4:00pm and 6:00pm.

For the purposes of this clause, the Newcastle Outer Zone is defined as the area bounded by and including:

- A line drawn from the Pacific Ocean at Glenrock Lagoon to the intersection of Pacific Highway and Northcott Drive,
- Northcott Drive, Bridges Road, Turton Road, Hanbury Street
- along the northern railway line to Watt Street and the Hunter River
- the Pacific Ocean and the North Channel of the Hunter River, then north from Stockton bridge along
- Nelson Bay Road to Williamtown, then west along
- Cabbage Tree Road to Masonite Road near Tomago, then along
- Masonite Road to the Pacific Highway at Heatherbrae, then south along the
- Pacific Highway to Hexham, then west along the
- New England Highway to Weakleys Drive Thornton,
- Weakleys Drive to the F3 Sydney Newcastle Freeway at Beresfield, then south along
- F3 Sydney Newcastle Freeway, through the intersection of the F3 Sydney Newcastle Freeway and Palmers Road, to the crossing of MR217 at Dora Creek
- then Dora Creek and Lake Macquarie to the Pacific Ocean crossing the Pacific Highway at Swansea Bridge.

1.6 Weekday and peak hour travel restrictions – Regional Zone

Eligible vehicles that are oversize must not travel in the daytime contrary to the requirements of this table:

Location	Road or area	Travel not permitted
From Nepean River at Emu Plains to Katoomba	Great Western Highway	If wider than 2.5m – Monday–Friday 6:00 am to 9:00am and 4:00pm to 7:00pm (except on state-wide public holidays)
Nowra at Shoalhaven Bridge (southbound).	Princes Highway	If wider than 2.5m – Monday–Saturday 8:00am to 10:00am; and Monday–Friday 3:00pm to 6:00pm (except on state-wide public holidays)
Moama Echuca Bridge	Cobb Highway	Monday–Friday 7:30am to 9:30am, noon to 1:00pm, and 3:00pm to 6:00pm Saturday and Sunday 7:30am to 9:00am, and noon to 1:00 pm

Location	Road or area	Travel not permitted
Macksville at Old Nambucca River Bridge	Giinagay Way	If wider than 2.5m – Monday–Saturday 7:30am to 9:30am; and Monday–Friday 3:00pm to 6:00pm (except on state-wide public holidays)
Coffs Harbour City between Stadium Drive and West Korora Road	Pacific Highway	If wider than 2.5m – Monday–Saturday 7:30am to 9:30am; and Monday–Friday 3:00pm to 6:00pm (except on state-wide public holidays)
Three Chain Road Lismore to Sneaths Road Wollongbar	Bruxner Highway	If wider than 3.2m Monday–Saturday 7:30am to 9.30am; and Monday–Friday 3:00pm to 6:00pm (except on state-wide public holidays)
Old Grafton Bridge over Clarence River between Grafton City and South Grafton	Summerland Way	If wider than 2.5m – Monday–Saturday 7:30am to 9:30am; and Monday–Friday 3:00pm to 6:00pm (except on state-wide public holidays)
Weakleys Drive to the Singleton side of the traffic lights at Magpie Street (Bunning's corner) (north of Singleton)	New England Highway	If wider than 3.2m – Monday–Friday 5:30am to 9:30am; and Monday–Friday 3:00pm to 6:00pm (except on state-wide public holidays).
Between the M1 Pacific Motorway near Seahampton and the New England Highway) near Branxton	Hunter Expressway	If wider than 3.2m – Monday to Friday 5:00am to 9:00am; and Monday to Friday 4:00pm to 6:00pm (except on state-wide public holidays).

1.7 State-wide public holiday restrictions

1.7.1 Sundays and state-wide public holidays

Travel is not permitted after 4:00pm on Sundays and state-wide public holidays on the following roads:

Road or area subject to restriction
Hume Highway between the Picton Road interchange and the M7 and M5 interchange at Prestons
Western Motorway (M4) between the Nepean River at Emu Plains and Prospect
M1 Pacific Motorway between the Hawkesbury River and the Central Coast Highway interchange at Kariong

1.7.2 Weekends and state-wide public holidays – Regional Zone

Eligible vehicles wider than 2.5m or longer than 22m are not permitted to travel in the daytime on weekends or state-wide public holidays on the following roads:

Road or area	Travel restriction applies
Burley Griffin Way	Between the Hume Highway west of Bowning and the Irrigation Way (MR80) at Yoogali east of Griffith
Snowy Mountains Highway	Between Tumut and Cooma during the official snow season from the Queen's Birthday weekend in June and the Labour Day weekend in October (inclusive)

Road or area	Travel restriction applies
Kings Highway	Between Braidwood and Batemans Bay from first day of November to last day of February (inclusive)
Princes Highway	From Tomerong to Bendalong Road after 8:00am
Great Western Highway	From Nepean River at Emu Plains to Little Hartley after 8:30am
Bells Line of Road	From North Richmond to Mount Victoria no travel after 8.30am for eligible vehicles over 2.9m wide or 19m long
Chifley Road	From Bell to Great Western Highway no travel after 8.30am
Putty Road	From Windsor to Golden Highway near Mount Thorley no travel after 8.30am
Barton Highway	Between the Hume Highway and the ACT border after 4:00pm Sundays or state-wide public holidays
Lachlan Valley Way	Between the Hume Highway northwest of Yass and Forbes after 4:00pm Sundays or state-wide holidays

1.7.3 Public holiday periods (including 23 December to 3 January)

For the purposes of this clause a public holiday period means a period of three or more consecutive days covering a declared NSW state-wide public holiday and adjacent weekend days (for example Easter and every long weekend); and the period between 23 December and 3 January (inclusive).

Eligible vehicles wider than 2.5m or longer than 22m are not permitted to travel in the daytime during public holiday periods on the roads listed in the table titled "Travel Restriction applies to":

The following exceptions to this restriction apply to vehicles that are:

1. driving across the road;
2. carrying agricultural equipment directly engaged in an agricultural task.

Travel restriction applies to
Princes Highway – no travel from Broadway Sydney to Victorian Border
Hume Highway – from Parramatta Rd Ashfield to Victorian Border Albury
Pacific Highway – from Warringah Freeway Sydney to Queensland border Tugan
New England Highway – from Hexham Bridge to Weakleys Drive
Central Coast Highway – from F3 at Kariong to Pacific Highway Doyalson
Newcastle Bypass – from Pacific Highway Windale to Pacific Highway Sandgate
Cumberland Highway – from Hume Highway Liverpool to Pacific Highway Wahroonga
Great Western Highway – from Broadway Sydney to Mitchell Highway Bathurst
Warringah Freeway – from Sydney Harbour Bridge to Willoughby Rd Naremburn
M2 Hills Motorway – from North Ryde to Seven Hills
M1 Pacific Motorway – from Wahroonga to Beresfield
M4 Western Motorway – from Concord Rd to Nepean River Leonay
M5 South Western Freeway – from Kyeemagh to Prestons
Princes Highway – from Waterfall to Yallah
M7 Westlink – from Seven Hills to Prestons
Gore Hill Freeway – Naremburn to Lane Co
M4 West Tunnel
M8 Tunnel

Travel restriction applies to
NorthConnex Tunnel
Pacific Highway – from Masonite Road at Heatherbrae to the Gold Coast Highway interchange at Tweed Heads Road West
New England Highway – from Weakleys Drive to Queensland border
Golden Highway – from New England Highway to Dubbo
Mitchell Highway – from Bathurst to Dubbo
Castlereagh Highway – from Marrangaroo to Gilgandra
Kamilaroi Highway – from Willow Tree to Narrabri
Newell Highway – from Tocumwal to Goondiwindi
Mid Western Highway – from Bathurst to Marsden
Sturt Highway – from Lower Tarcutta to Narrandera
Riverina Highway – from Bethanga to Finley
Monaro Highway – from ACT border to Victorian border near Rockton
Snowy Mountains Highway – from Bega to the Hume Highway
Oxley Highway – from Port Macquarie to Coonabarabran
Gwydir Highway – from South Grafton to Moree
Bruxner Highway – from Ballina to Boggabilla
Gold Coast Highway – from Tweed Interchange to Coolangatta
Illawarra Highway – from Albion Park to the Hume Highway
Federal Highway – from Hume Highway to ACT border
Barton Highway – from Hume Highway to ACT border
Burley Griffin Way (MR84) between the Hume Highway west of Bowning and the Irrigation Way (MR80) at Yoogali east of Griffith
Kidman Way (MR321 + MR80) between the Newell Highway 16km north of Jerilderie and the Mid Western Highway at Goolgowi
Lachlan Valley Way (MR56) between the Newell Highway at Forbes and its intersection with the Hume Highway northwest of Yass
Kings Highway (MR51) between Braidwood and Batemans Bay
Olympic Highway (MR78) between the Hume Highway north of Albury, and Cowra
Hunter Expressway (6011) between the M1 Pacific Motorway (6003) near Seahampton and the New England Highway (HW9) near Branxton

1.7.4 Additional daytime restrictions for Class 1 load load-carrying vehicles during the Christmas holiday period

In addition to the Christmas "no travel" restriction as stated in section 1.7.3 (Public holiday periods (including 23 December to 3 January)), the below additional travel restrictions are in place prior to 23 December and extend past 3 January each year during the school holiday period, (refer Start Date and End Date columns for details)

Road or area	Width	Length	Start point	Finish point	Start date	End date	Conditions
Princes Highway	Over 2.5m up to 3.5m	n/a	Bendalong Road, Conjola	Ulladulla	Weekday before the start of the Christmas school holidays	The last Sunday of the NSW Christmas school holidays as set by the NSW Department of Education	1 pilot and contact police before travel. NSW Police contact details are available at: https://www.nhvr.gov.au/road-access/access-management/third-party-approvals
Princes Highway	Over 2.5m up to 3.5m	n/a	Narooma	Cobargo	Weekday before the start of the Christmas school holidays	The last Sunday of the NSW Christmas school holidays as set by the NSW Department of Education	1 pilot and contact police before travel. NSW Police contact details are available at: https://www.nhvr.gov.au/road-access/access-management/third-party-approvals
Princes Highway	Over 2.5m up to 3.5m	n/a	Pambula	Eden	Weekday before the start of the Christmas school holidays	The last Sunday of the NSW Christmas school holidays as set by the NSW Department of Education	1 pilot and contact police before travel. NSW Police contact details are available at: https://www.nhvr.gov.au/road-access/access-management/third-party-approvals
Princes Highway	Over 3.2m	n/a	Bendalong Road, Conjola	Ulladulla	Weekday before the start of the Christmas school holidays	The last Sunday of the NSW Christmas school holidays as set by the NSW Department of Education	No travel
Kings Highway	Over 2.5m up to 3.5m	n/a	Braidwood	Batemans Bay	Weekday before the start of the Christmas school holidays	The last Sunday of the NSW Christmas school holidays as set by the NSW Department of Education	1 pilot and contact police before travel. NSW Police contact details are available at: https://www.nhvr.gov.au/road-access/access-management/third-party-approvals

2 Limited Access Locations

2.1 Limited Access Locations and Zones – NSW Urban Zone

a) Notwithstanding the dimension limits set out in the Notice travel on or through a Limited Access Location is not permitted if the eligible vehicle exceeds one or more of the limits that applies to a Limited Access Location as set out in this section.
b) An eligible vehicle must comply with any access condition that applies to a Limited Access Location as set out in this section.
c) An eligible vehicle which exceeds one of more of the stated dimension limits must comply with the Location Restriction and Condition of Access for any of the following Limited Access Locations in the NSW Urban Zone.
d) Where a dimension limit states Not Applicable (N/A) the dimension limit set out in the Notice is the applicable dimension.

2.1.1 **Limited Access Zone: Sydney and Inner Suburbs**

For the purposes of this part the Sydney CBD Zone is the area bounded by and including George Street from Railway Square to Hay Street, Hay Street from George Street to Sussex Street, Sussex Street from Hay Street to Erskine Street, Erskine Street from Sussex Street to Kent Street, Kent Street from Erskine Street to as far north as Jamison Street, then a line drawn to Jamison Street and along Jamison Street to York Street, York Street from Jamison Street to Grosvenor Street, Grosvenor Street from York Street to George Street, George Street from Grosvenor Street to Alfred Street, Alfred Street from George Street to Circular Quay East, Circular Quay East from Alfred Street to Macquarie Street, Macquarie Street from Circular Quay East to Prince Albert Road, Prince Albert Road from Macquarie Street to College Street, College Street from Prince Albert Road to Wentworth Avenue, Wentworth Avenue from College Street to Elizabeth Street, Elizabeth Street from Wentworth Avenue to Hay Street, Hay Street from Elizabeth Street to Pitt Street, Pitt Street fromHay Street to George Street at Railway Square.

2.1.2 Limited Access Locations: Sydney CBD and Inner Suburbs

Location/road	Dimension limit (m)			Location restriction and condition of access
	Width	Height	Length	
Sydney CBD Zone*	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Boundary Street Darlinghurst railway underpass	3.5	4.0	n/a	Height limited railway underpass. No access permitted.
Bradfield Highway from the Southern Toll Plaza to Lavender Street	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Cross City Tunnel from McLachlan Avenue Rushcutters Bay to Harbour Street at Darling Harbour	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Cahill Expressway from the Southern Toll Plaza to the Eastern Distributor toll road	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Frederick Street Ashfield railway underpass	3.0	4.2	n/a	Height limited railway underpass. No access permitted if exceeding Limited Access Location dimension limit.
Johnston Street Annandale railway underpass	3.5	4.0	n/a	Height limited railway underpass. No access permitted if exceeding Limited Access Location dimension limit.
King Street Newtown between Lord Street and Carillon Avenue*	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
M5 East Motorway (tunnel) between King Georges Road interchange Beverly Hills and General Holmes Drive Mascot	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Raw Square Strathfield railway underpass	3.5	3.9	n/a	Height limited railway underpass. No access permitted if exceeding Limited Access Location dimension limit.
(Old) Ryde Bridge from Concord Road to Church Street	N/A	4.5	n/a	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Sydney Harbour Bridge from the Southern Toll Plaza to Lavender Street North Sydney*	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.

Location/road	Dimension limit (m)			Location restriction and condition of access
	Width	Height	Length	
Sydney Harbour Tunnel from Warringah Freeway to the Cahill Expressway	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Eastern Distributor from the Cahill Expressway to Baker Street, Kensington	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.

** Rule 300-3 of the NSW Road Rules also regulates the driving of long vehicles in the Sydney CBD and adjacent areas. This Notice does not provide exemption from its requirements. See www.legislation.nsw.gov.au for NSW Road Rules.*

2.1.3 Limited Access Location: Sydney North

Location/road	Dimension limit (m)			Location restriction and condition of access
	Width	Height	Length	
Lane Cove Tunnel from the Pacific Highway to Lane Cove River at Lane Cove North	2.5	4.3	25.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
M2 Motorway and tunnel from the toll plaza at Macquarie Park to Beecroft Road	2.5	4.3	25.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Berowra Waters Road at Berowra Ferry	2.5	4.3	12.5	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Boundary Street Roseville railway underpass	3.5	4.1	N/A	Height limited railway underpass.
Galston Road at Galston Gorge between Montview Parade Hornsby Heights and Calderwood Road Galston	2.5	4.3	7.5	No access permitted if exceeding Limited Access Location dimension limit.
McCarrs Creek Road from Church Point to Terrey Hills	2.5	4.3	12.5	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Strathallen Avenue at the suspension bridge (BN172), Northbridge	3.0	4.3	N/A	Mass Restricted Bridge. Class 1 permit if exceeding a Limited Access Location dimension.
Wisemans Ferry Road from Berecry Road Mangrove Mountain to the Hawkesbury River Wisemans Ferry	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.

Location/road	Dimension limit (m)			Location restriction and condition of access
	Width	Height	Length	
Barrenjoey Road at Bilgola Bends	3.5	N/A	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
NorthConnex (tunnel) from M1 Pacific Motorway Wahroonga and M2 Motorway West Pennant Hills	2.5	4.6	25	No access permitted if exceeding Limited Access Location dimension limit.

2.1.4 Limited Access Location: Sydney South

Location/road	Dimension Limit (m)			Location restriction and condition of access
	Width	Height	Length	
Heathcote Road between New Illawarra RoadLucas Heights and the Princes Highway Heathcote	2.5	N/A	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Lady Wakehurst Drive, Sir Bertram Stevens Drive,Audley Road and Farnell Avenue between Bald Hill Lookout and the Princes Highway	2.5	4.3	14.5	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
McKell Avenue from Waterfall to the Royal National Park	2.5	4.3	14.5	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Princes Highway on (old) Tom Ugly's Bridge(northbound)	3.5	4.3	19.0	Mass Restricted Bridge. Class 1 permit if exceeding a Limited Access Location dimension.
Seven Ways Rockdale between the Princes Highway and Watkin Street	3.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Wollongong Road Arncliffe – railway underpass	3.5	3.5	19.0	Narrow height limited railway underpass. No access permitted if exceeding Limited Access Location dimension limit.

2.1.5 Limited Access Location: Sydney West

For the purposes of this part the Parramatta CBD Zone is defined as the area bounded by and including Phillip Street from the intersection with Marsden Road to the intersection with Charles Street, Charles Street to the intersection with Macquarie Street, Macquarie Street to the intersection with Smith Street, Smith Street to the intersection with Darcy Street, Darcy Street to the intersection with Church Street, Church Street Mall to the intersection with Macquarie Street, Macquarie Street to the intersection with Marsden Street and Marsden Street to the intersection with Phillip Street. The zone also includes Fitzwilliam Street from the intersection with Wentworth Street to the intersection with Church Street and Argyle Street from the intersection with Church Street to the intersection with Fitzwilliam Street.

Location/road	Dimension limit (m)			Location restriction and condition of access
	Width	Height	Length	
Parramatta CBD Zone	2.5	4.3	19	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Gasworks Bridge Parramatta	2.5	N/A	N/A	Load limited bridge 30t gross. No access permitted if exceeding Limited Access Location dimension limit.
Macquarie Street underpass Windsor	3.5	4.3	N/A	Railway underpass height limit 4.3m. No access permitted if exceeding Limited Access Location dimension limit.
Victoria Bridge over Nepean River at Penrith	2.5	4.3	19	No access permitted if exceeding Limited Access Location dimension limit.

2.1.6 Limited Access Location: Wollongong

For the purposes of this part the **Wollongong CBD Zone** is the area bounded by and including Smith Street from the intersection with Flinders Street to the intersection with Corrimal Street, the western side of Corrimal Street to the intersection with Bank Street, Bank Street to the intersection with Church Street, Church Street to the intersection with Ellen Street, and Ellen Street to the intersection with Auburn Street, then a straight line drawn from the intersection of Ellen Street and Auburn Street to the intersection of Rowland Avenue and Gladstone Avenue, Gladstone Avenue to the intersection with Crown Street, Crown Street and Denison Street to the intersection with Victoria Street, Victoria Street to the intersection with Keira Street, and Keira Street to the intersection with Smith Street.

Location / Road	Dimension Limit (metres)			Location Restriction and Condition of Access
	Width	Height	Length	
Wollongong CBD Zone	2.5	4.3	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Broughton Pass (RR610) from Appin Road to Wilton Road		4.3		
Bulli Pass (HW1) from Mount Ousley Road to Lawrence Hargrave Drive		N/A		
Lawrence Hargrave Drive (MR185) from the Princes Highway at the foot of Bulli Pass via Thirroul, Austinmer, Clifton and Bald Hill to the Princes Highway south of Helensburgh		4.3		

2.1.7 Limited Access Locations: Newcastle and Central Coast

Location / Road	Dimension Limit (metres)			Location Restriction andCondition of Access
	Width	Height	Length	
George Booth Drive from the F3 Sydney Newcastle Freeway west to the Tasman Mine entrance	2.5	N/A	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Henry Parry Drive Gosford between York Street and Etna Street	2.5	4.3		
Old Pacific Highway from the Hawkesbury River to Kariong	3.0	N/A		
Woy Woy Bay Road from Woy Woy to Kariong	2.5	N/A		

2.2 Limited Access Locations and Zones – NSW Regional Zone

a) This section provides information on Regional Roads that are identified as a Limited Access Location. Information is also available by viewing the NSW OSOM Map.
b) Notwithstanding the dimension limits set out in the Notice, travel on or through a Limited Access Location is not permitted if the eligible vehicle exceeds one or more of the dimension limits which applies to a Limited Access Location as set out in this Section and also on the OSOM Map.
c) An eligible vehicle must comply with any access condition that applies to a Limited Access Location as set out in this Section.
d) An eligible vehicle which exceeds one of more of the stated dimension limits must comply with the Location Restriction and Condition of Access for any of the following Limited Access Locations in the NSW Regional Zone.
e) Where a dimension limit states Not Applicable (N/A) the dimension limit set out in the Notice is the applicable dimension.

2.2.1 Limited Access Locations: Northern Ranges and North Coast NSW

Location/ Road	Dimension Limit (metres)			Location Restriction and Condition of Access
	Width	Height	Length	
Bruxner Highway between Tenterfield and Pacific Highway	2.5	N/A	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Coramba Road between Dorrigo and Coramba	2.5	N/A	19.0	
Waterfall Way between Church Street Bellingen and Maynards Plains Road Dorrigo	2.5	N/A	19.0	
Ebor to Grafton Road between Tyringham and Nymboida	2.5	N/A	19.0	
Gwydir Highway from Camp Creek (Peter Elks Bridge) west to Glen Elgin Prison Farm entrance	3.0	N/A	25.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit and contact Police prior to travel.
Oxley Highway from Kangaroo Flat Road to Ralfes Creek Bridge	2.5	N/A	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Tomewin Road from Murwillumbah to the Queensland border	2.5	N/A	19.0	
New England Highway southbound at Moonbi Range (defined from South of Bendemeer to Moonbi)	N/A	N/A	N/A	Police escort also required when width exceeds 3.5 metres. NSW Police contact details are available here.
Summerland Way – Qld Border to Wiangaree	2.5	N/A	19	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.

2.2.2 Limited Access Locations: Northern Ranges and North West NSW

Location / Road	Dimension Limit (metres)			Location Restriction and Conditionof Access
	Width	Height	Length	
Crookwell to Trunkey Creek (Binda Road) between Abercrombie Caves and Tuena	2.5	N/A	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Abercrombie Road (Taralga to Goulburn Road) for 5 km north and south of Abercrombie Bridge		N/A	19.0	
Bells Line of Road from Hermitage Road at Bellbird Hill to the Great Western Highway at Mount Victoria. (Darling Causeway is part of thisroad)	2.9	N/A	19.0	
The Chifley Road from Bells Line of Road at Bellto the Great Western Highway at Bowenfels	2.5	N/A	19.0	
Hawkesbury Road between the lookout near Roberts Parade and north to the Blue Mountains City Council boundary		N/A	12.5	
Jenolan Caves Road from 10km north of Jenolan Caves to 10km west of Jenolan Caves		4.3	12.5	
Putty Road from East Kurrajong Road to Milbrodale School		4.3	19.0	
Kamilaroi Highway at Gunnedah town centre between Warrabungle Street and Abbott Street		N/A	19.0	No oversize access permitted. Use bypass routes via Bloomfield Street or South Street.
Paytens Bridge over Lachlan River near Bandon		4.3	19.0	No oversize access permitted.

2.2.3 Limited Access Location: Hunter and Central Coast

Location / Road	Dimension Limit (metres)			Location Restriction and Conditionof Access
	Width	Height	Length	
Edderton Road between Denman Road and Golden Highway	2.5	N/A	25.0	An eligible vehicle that exceeds a dimension limit must obtain a Class1 permit before travel.

2.2.4 Limited Access Location: South Western and Southern NSW

Location / Road	Dimension Limit (metres)			Location Restriction and Condition of Access
	Width	Height	Length	
Burley Griffin Way between Binalong and Stockinbingal	3.5	N/A	N/A	Contact Police before travel. NSW Police contact details are available here. An eligible vehicle that exceeds a dimensionlimit must obtain a Class 1 permit before travel.
Grahamstown Road between Tumblong and Mt Horeb	2.5			Contact Police before travel. NSW Policecontact details are available here. An eligible vehicle that exceeds a dimensionlimit must obtain a Class 1 permit before travel.
Snowy Mountains Highway from Tumut Plains Road Tumut to Kosciusko Road Cooma			19.0	Contact Police for escort before travel. A Transport Management Plan (TMP) must be submitted where a Police escort is required. NSW Police contact details are available here. An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
'Old' Echuca Bridge on Meninya Street between Moama and Echuca.			N/A	Mass restricted bridge. An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel. Time restrictions apply Monday to Saturday.

2.2.5 Limited Access Location: Southern Ranges and South Coast NSW

Location / Road	Dimension Limit (metres)			Location Restriction and Condition of Access
	Width	Height	Length	
Illawarra Highway from the Broughton Avenue roundaboutnear Tullimbar westward to Jamberoo Mountain Road nearRobertson.	2.5	N/A	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Moss Vale Road between Barfield Road Cambewarra to Myra Vale Rd Fitzroy Falls.	2.5	N/A	19.0	Contact Police before travel if wider than 2.5m. Police escort required if wider than 3.0m. A Transport Management Plan (TMP) must be submitted where a Police escort is required. NSW Police contact details are available here. An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Kings Highway from Wallace Street Braidwood to Princes Highway Batemans Bay.	2.5	N/A	19.0	Contact Police before travel. NSW Police contact details are available here. An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Snowy Mountains Highway from Buckleys Road Bemboka to Monterey Road.	2.5	N/A	19.0	Contact Police before travel. NSW Police contact details are available here. An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Araluen Road from Majors Creek to Kiora.	2.5	N/A	19.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Princes Highway between Jaspers Brush and the Victorian border.	4.0	N/A	26.0	If wider than 4.0m contact Police before travel. NSW Police contact details are available here. An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.
Princes Highway at Narooma bridge between Dalmeny Drive and Riverside Drive.	3.0	4.5	N/A	If wider than 3.0m or higher than 4.4m contact Police before travel. NSW Police contact details are available here. An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.

3 Bridge mass restrictions

3.1 NSW Urban Zone – Bridge mass restrictions

An eligible vehicle must not operate on the bridges set out in this Section unless the total mass of the vehicle does not exceed the lesser of:

a) The prescribed mass limits in the HVNL; or
b) a sign-posted mass limit that applies to a bridge.

Bridge Number and Name	Description
BN226 Sydney Harbour Bridge	over Sydney Harbour on MR632
BN333 Victoria Bridge	over Nepean River on Great Western Highway (HW5) at Penrith.
BN50 The Spit Bridge	over Middle Harbour, south of Seaforth
BN51	bridge over Manly Road (MR164) at Balgowlah
BR135 Roseville Bridge on Warringah Road	over Middle Harbour, Roseville Chase
BN415 Windsor Bridge	over Hawkesbury River on Bridge Street (MR182) Windsor
BR390 Bridge on Galston Road	over Pearces (Tunks) Creek, Galston
BR1758	Maud Street, over main northern railway (1.08 km west of Mayfield West)
BR8495	Manns Road, Narara, over main northern railway (4.5km west of Gosford)
BN98 Bentley's Bridge	Park Creek (Channel), Rushcutters Bay (urban)
BN143	bridge on MR 393, over Flat Rock Creek No. 2, Royal National Park
BN291	northbound bridge, over Prospect Creek, at Lansdowne
BN292	southbound bridge over Prospect Creek, at Lansdowne
BN341 Peats Ferry Bridge	over Hawkesbury River, Peats Ferry
BN360 Lennox Bridge	Church Street, over Parramatta River, at Parramatta
BN388	bridge on Showground Road, over Cattai Creek, at Castle Hill
BN592 Gasworks Bridge	Macarthur Street, over Parramatta River, at Parramatta

3.2 NSW Regional Zone – Bridge Mass Restrictions

An eligible vehicle must not operate on the bridges set out in this Section unless the total mass of the vehicle does not exceed the lesser of:

a) The prescribed mass limits in the HVNL; or
b) a sign-posted mass limit that applies to a bridge.

3.2.1 **Hunter Region**

Bridge Number and Name	Description
BN413 St Albans Bridge	over Macdonald River, at St. Albans
BN1472 Coorei Bridge	over Williams River, Stroud Hill Road Dungog (1.18 km north of Dungog)
BN1477 Monkerai Bridge	over Karuah River on local road
BN1481 Morpeth Bridge	over Hunter River, Phoenix Park Road Morpeth (0.03 km north of Morpeth)
BN1484 Irrawang Bridge	Hunter River (2.69 km north of Raymond Terrace)
BN1489	main northern rail line (17.24 km west of Raymond Terrace)
BN1527 Beckers Bridge	over Webbers Creek, Gresford Road Glendon Brook (20.14 km north of Singleton)
BN1535 Vacy Bridge	over Paterson River, Tocal Road Vacy.
BN1557 Kayuga Bridge	over Hunter River, Kayuga Road Muswellbrook (2.27 km north of Muswellbrook)
BN1567	bridge over Goulburn River (0.8 km south of Sandy Hollow)
BN1625	bridge over South Maitland-Cessnock rail line near Government Road on Northcote Street (3.07 km west of Kurri)
BN1661 Elderslie Bridge	over Hunter River, Elderslie Road Elderslie (5.55 km north of Branxton)
BN1683 Dunmore Bridge	over Paterson River, Paterson Road Woodville.
BN1727	bridge over Macdonald River (111.4 km north of Windsor)
BN1737 Bulga Bridge	over Wollombi Brook, Putty Road Bulga (152.4 km north of Windsor)
BN1752 O'Johnston Bridge	over Williams River, at Clarencetown
BN1776	bridge over Paterson River, Dourebang, Paterson
BN1779 Yarrawa Bridge	over Goulburn River, at Yarrawa (Denman)
BN1780 Luskintyre Bridge	over Hunter River, Luskintyre Road, Luskintyre
BN1784 Glennies Creek Bridge	over Glennies Creek, Middle Falbrook Road Middle Falbrook
BN2082 Barrington Bridge	over Barrington River, Thunderbolts Way Barrington
BN1461 Gostwyck Bridge	over Paterson River (23.75 km north of Maitland)

3.2.2 Northern Region

Bridge Number and Name	Description
BN2090	bridge on local road, Bellinger River, North Arm at Raleigh
BN2266 Tabulam Bridge	over Clarence River, Bruxner Highway Tabulam (55.49 km west of Casino)
BN2295 Pollack Bridge	RR74, Nymboida River, Nymboida
BN2462 Glebe Bridge	over Richmond River, Dawson Street Coraki (0.60 km north of Coraki)
BN2531	bridge over Sportsmans Creek, Bridge Street Lawrence (0.72 km south of Lawrence)
BN2537 McFarlane Bridge	over Clarence River, Lawrence Road Maclean (0.98 km south of Maclean)
BN2581 Korns Bridge	over Rous River, Numinbah Road Crystal Creek
BN2594 Colemans Bridge	over Leycester Creek, Union Street Lismore (0.02 km west of Lismore)
BN2676 Bawdens Bridge	over Orara River, Old Glen Innes Road, Chambigne
BN2680 Briner Bridge	over Upper Coldstream River (7.7 km east of Ulmarra)
BN2948	bridge on SR63, over Halls Creek (0.75 km north of Bingara)
BN2949	bridge on SR63, over Gwydir River, (0.87 km north of Bingara)
BN3140 Fladbury Bridge	RR7706, Severn River (29.83 km north of Glen Innes)
BN3142 Wytalabah Bridge	Old Grafton Road, over Mann River, near Newton Boyd
BN3655 Namoi River Bridge	on SR63, over Namoi River (0.20 km north of Manilla)
BN3656	bridge on SR63, Manilla River, near Upper Manilla (12.19 km north of Manilla)
BN3665 Manilla River Bridge	on SR63, over Manilla River (0.80 km north of Barraba)
BN3670	bridge on SR63, Oaky Creek (25.83 km north of Barraba)
BN3763	bridge over Gwydir River (0.46 km north of Bundarra)
BN4050 Cohens Bridge	on local road, Namoi River, Gunnedah
BN1832 Dennis Bridge	over Hastings River (39.83 km south of Kempsey)

3.2.3 Western Region

Bridge Number and Name	Description
BN971	bridge on Hawkesbury Road over western rail line and Great Western Highway at Springwood
BN1015 Abercrombie Bridge	over Abercrombie River (67 km north of Crookwell)
BR1141	bridge on Bells Line of Road, western rail line, Bell
BN1185 Wallaby Rocks Bridge	over Turon River, Hill End Road west of Sofala
BN1208 Queen Charlotte Bridge	over Vale Creek on Bridge Street at Perthville
BN1278	bridge over Duckmaloi River (11.17 km west of MR253)
BN1302 McKane's Bridge	over Cox's River, west of Bowenfels
BN1304 Beryl Bridge	over Wialdra Creek, near Gulgong
BN3970 Iron Bridge	over Namoi River, Boggabri to Manilla Road, north of Boggabri.
BN4148 L.H. Ford Bridge	over Macquarie River, at Dubbo
BN4285 Iron Bridge	over Lachlan River, Cowra Road Forbes.
BN4469 Holman Bridge	over Lachlan River, at Gooloogong on Grenfell – Canowindra Road
BN4523	bridge over Macquarie River (16.75 km northeast of Trangie) at Gin
BN4645 Rawsonville Bridge	over Macquarie River, North Minore Road, Minore
BN4658 Waroo Bridge	over Lachlan River, Hodges Road, west of Warroo
BN4659 Paytens Bridge	over Lachlan River, at Colletts Crossing
BN4660 Scabbing Flat Bridge	over Macquarie River, Ponto Road Geurie.

3.2.4 Southern Region

Bridge Number and Name	Description
BN875 Hampden Bridge	over Kangaroo River, Moss Vale – Nowra Road, Kangaroo Valley
BN965 Victoria Bridge	timber bridge over Stonequarry Creek, at Picton
BN6129 Crankies Plain Bridge	over Coolumbooka River, Cathcart Road Bombala
BN6168 Bridge	bridge over Wallaga Lake, Bermagui – Tathra Road Wallaga Lake
BN6235 Buckley's Crossing	over the Snowy River at Dalgety
BN6237 New Buildings Bridge	over Towamba River, New Buildings Road New Buildings
BN6506 Charleyong Bridge	over Mongarlowe River, Nerriga Road Charleyong
BN6675 Lansdowne Bridge	over Mulwaree Ponds, Bungonia Road Goulburn
BN6677 Mummel Bridge	over Wollondilly Creek at Mummel
BN6678 Rossis Crossing	over Wollondilly River, at Goulburn
BN713	bridge over Shoalhaven River, southbound at Nowra
BN935	bridge over Tongarra Creek at Shellharbour
BN3318 Barmah Bridge	over the Murray River, near Barmah (Vic)
BN5950 Batemans Bay Bridge	over Clyde River at Batemans Bay
BN5974	bridge over Corunna Lake, Corunna

3.2.5 South Western Region

Bridge Number and Name	Description
BN3184 Echuca Bridge	over Murray River, Cobb Highway Echuca – Moama
BN3215 Swan Hill Bridge	over Murray River, McCallum Street at Swan Hill
BN3220 Jacksons Bridge	over Lachlan River, Mossgiel Road Hillston
BN3235 Gee Gee Approach Bridge	over Wakool River North, Swan Hill – Barham Road Wetuppa
BN3237 Gee Gee Bridge	over Wakool River North, Swan Hill – Barham Road Wetuppa
BN3244 Tooleybuc Bridge	over Murray River, Kyalite Road at Tooleybuc
BN3248 Carrathool Bridge	over Murrumbidgee River, south of Carrathool
BN3256 Koondrook Bridge	over Murray River, Thule Street at Barham.

Bridge Number and Name	Description
BN3315 Coonamit Bridge	over Wakool River, Moulamein Road, Swan Hill
BN3375 Gonn Crossing	over Murray River, Murrabit Road at Gonn Crossing
BN3377 Nyah Bridge	over Murray River, Nyah Road at Nyah
BN5184	Murray River approach, Bridge No. 3 at Robinvale
BN5575 Bethanga Bridge	over Murray River, Riverina Highway at Hume Weir
BN5689	bridge, Tumbarumba Creek, Tumbarumba
BN5695 John Foord Bridge	steel truss bridge, Murray River at Corowa (MR86)
BN5792 Tintaldra Bridge	extended bridge, Murray River at Tintaldra
BN5818	bridge over Little Billabong Creek on Little Billabong Road (0.1 km east of the Hume Highway near Little Billabong)
BN5819 Mulwala Bridge	over Murray River, Yarrawonga Road at Mulwala
BN5909 Mundowy Bridge	over Murrumbidgee River on The Rock-Coolamon Road, 8 km north of Collingullie
BN5943 Island Bridge	over Murray River near Albury
BN5944 Goldsworthy Bridge	over Murray River, Indi Road at Biggara
BN5947 Towong Bridge	over Murray River, Towong Road at Towong
BN6633 Wee Jasper Bridge	over Goodradigbee River, Tumut – Yass Road, Wee Jasper
BN6637 Prince Alfred Bridge	over Murrumbidgee River at Gundagai
BN8317	bridge over Khancoban Creek, near Khancoban

PART B – New South Wales Schedule of the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice

About the Notice

The Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice allows eligible Class 1 load carrying vehicles in NSW to operate up to 5.0m wide, 5.0m high, 30.0m long and 7.5m rear overhang on approved (state owned) routes in NSW, and in compliance with the conditions of the Notice and this Operator's Guide.

Please note the following conditions are in addition to all conditions as set down in Part A of this Operator's Guide.

Further information

This section of this Operator's Guide is advisory information for operators.

Telematics conditions will be added to the Notice in 2021. An eligible vehicle may be required to participate in a telematics application from 1 July 2021. Further consultation will be undertaken with industry prior to the implementation of a telematics condition.

It is strongly recommended that the operator of an eligible vehicle operating under this Notice should:

1. Subscribe to the Transport for NSW Oversize and overmass vehicles mailing list for email alerts for travel and road restrictions for oversize and/or overmass heavy vehicles.
2. Check NSW Live Traffic at https://www.service.nsw.gov.au/transaction/live-traffic-nsw.

Approved routes

An eligible vehicle:

a) may operate on 'NSW Oversize Overmass Load Carrying Vehicles Network Approved Routes' specified on the map titled 'NSW Oversize Overmass Load Carrying Vehicles Network' published by Transport for NSW (TfNSW); and

b) that is higher than 4.3 metres may only operate on a route that is also approved for 4.6 metres high vehicles as displayed on the 'NSW Oversize Overmass Load Carrying Vehicles Network' map published by TfNSW; and

c) that is higher than 4.6 metres may only operate on a route that is approved for 4.6m high vehicles as displayed on the 'NSW Oversize Overmass Load Carrying Vehicles Network' map published by TfNSW contingent to the operator satisfying Section 11 of Schedule 8 of the MDL National Regulation.

Note: The NSW Oversize Overmass Load Carrying Vehicles Network map can be accessed at https://nswroads.work/osommap

4 Travel conditions

All travel conditions noted in Part A of the Operators Guide must be adhered to with the addition of:

4.1 Pilot and escort requirements

1. An eligible vehicle operating in the daytime that is:
   a) wider than 3.5m or longer than 26.0m requires at least one pilot vehicle; and
   b) wider than 4.6 metres requires at least two pilot vehicles.
2. An eligible vehicle operating at night that is:
   a) wider than 2.5m or longer than 22.0m requires one pilot vehicle; and
   b) wider than 3.5m or longer than 26.0m requires two pilot vehicles.

4.2 Daytime travel – Sydney Metropolitan Zone

An eligible vehicle that is wider than 3.5m or longer than 26m must not travel on any State Road within the Sydney Metropolitan Zone between Monday and Friday (except on state-wide public holidays) between sunrise and sunset.

An eligible vehicle that is wider than 3.5m or longer than 26m must not travel on any State Road within the Sydney Metropolitan Zone between 8:30am and sunset on a weekend or a public holiday.

4.3 Weekday (excluding state-wide public holidays) daytime travel restrictions

Road or Area	Width	Length	Start Point	Finish Point	Conditions
Great Western Highway	Over 3.5m upto 4.5m	Over 12.5m (vehicle)Over 26.0m (combination)	Nepean River, Emu Plains	Katoomba	No travel from 6:00am to 9:00am and from 4:00pm to 7:00pm. Two pilot vehicles must accompany travel
	Over 4.5m		Nepean River, Emu Plains	Katoomba	No travel between sunrise and sunset
M1 Pacific Motorway	Over 3.5m	Over 12.5m (vehicle) Over 26.0m (combination)	Hawkesbury River	Kariong interchange with the Central Coast Highway	No travel between sunrise and 9:00am and between 4:00pm and sunset
Sturt Highway	Over 3.5m		Murray River	George Chaffey Bridge, Baronga	No travel between 8am to 10:00am and between 3:00pm and 6:00pm
Sturt Highway, Wagga Wagga	Over 4.6m		Kapooka road San Isidore	Smith St, Forest Hill	No travel between 7:00am to 9:30am and between 3:30pm and 6:30pm
Olympic Highway, Wagga Wagga	Over 4.6m		Coolamon Rd, Cartwrights Hill	Old Station Rd, Uranquinty	No travel between 7:00am to 9:30am and between 3:30pm and 6:30pm
Silver City Highway	Over 3.5m		Darling River	Wentworth Lift Span Bridge, Wentworth	No travel between 8am to 10:00am and between 3:00pm and 6:00pm
Hume Highway, Albury	4.6m		NSW/Vic Border	Thurgoona Dr, Thurgoona	No travel between 7:00am to 9:30am and between 3:30pm and 6:00pm
Riverina Highway, Albury	4.6m		Pemberton St, West Albury	Elizabeth Mitchell Rd, East of Albury	No travel between 7:00am to 9:30am and between 3:30pm and 6:30pm

4.4 Weekend and state-wide public holiday travel restrictions for Class 1 load carrying vehicles

Road or Area	Width	Length	Start Point	Finish Point	Conditions
Hume Motorway	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	M5 South West Motorway interchange at Casula	Sutton Forest	No travel after 8:30am
Pacific Highway	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	Hexham	Sydney	
New England Highway	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	Hexham	Weakleys Drive	
Princes Motorway	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	Waterfall	Yallah	
Princes Highway	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	Yallah	Gerringong	No travel after 8:00am
	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	Gerringong	Berry	No travel
	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	Berry	Bendalong Road turnoff, Conjola	No travel after 8:00am
	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	Bendalong Road turnoff, Conjola	Ulladulla	No travel
	Over 3.5m	Over 12.5m (vehicle)	Ulladulla	Narooma	No travel after 8:00am

Road or Area	Width	Length	Start Point	Finish Point	Conditions
		Over 25.0m (combination)			
	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	Narooma	Cobargo	No travel
	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	Cobargo	Pambula	No travel after 8:00am
	Over 3.5m	Over 12.5m (vehicle) Over 25.0m (combination)	Pambula	Eden	No travel

4.5 Day time restrictions for Class 1 load carrying vehicles during the Christmas holiday period

The following vehicles are exempt:

- A vehicle driving across the road.
- A vehicle carrying agricultural equipment used to conduct an agricultural task

Road or Area	Width	Length	Start Point	Finish Point	Start Date	End Date	Conditions
All State Roads east of and including the Newell Highway	Over 3.5m	Over 25.0m	All State Roads		Sunrise 23 December	Sunset 3 January	No travel
Kidman Way	Over 3.5m	Over 25.0m	North of Jerilderie	Goolgowi	Sunrise 23 December	Sunset 3 January	
Burley Griffin Way	Over 3.5m	Over 25.0m	Ardlethan	Griffith	Sunrise 23 December	Sunset 3 January	
Lachlan Valley Way	Over 3.5m	Over 25.0m	Lake Cargelligo	Booligal	Sunrise 23 December	Sunset 3 January	

Road or Area	Width	Length	Start Point	Finish Point	Start Date	End Date	Conditions
Pacific Highway/M1 Pacific Motorway	Over 3.5m up to 4.2m	N/A	Queensland border	Richardson Road intersection, Raymond Terrace	Weekday before the start of the Christmas school holidays	Sunday at the end of the fourth week of the Christmas school holidays	
	Over 4.2m					The last Sunday of the NSW Christmas school holidays as set by the NSW Department of Education	
Princes Highway	Over 3.5m	N/A	Narooma	Cobargo		The last Sunday of the NSW Christmas school holidays as set by the NSW Department of Education	
			Pambula	Eden			
			Bendalong Road, Conjola	Ulladulla			
Kings Highway	Over 3.5m	N/A	Braidwood	Batemans Bay			

4.6 General

Eligible vehicles operators must notify the affected motorway operators of their intended travel at least 5 working days before travel:

- For operation on the M5 West Motorway or M7 Motorway – any vehicles equal to or greater than 4.3m wide.
- For operation on the M2 Motorway - any vehicles exceeding 3.5m wide.

Contact details for the M2, M5 and M7 Motorway operators are found here.

PART C – New South Wales Schedule of the Multi-State Class 1 Load Carrying Vehicles Mass Exemption Notice

About the Notice

The Multi-State Class 1 Load Carrying Vehicles Mass Exemption Notice allows eligible Class 1 load carrying vehicles in NSW to operate up to 115.0 tonnes for rows of 8 tyres low loaders and up to 77.5 tonnes for rows of 4 tyres low loader combinations.

Approved routes

An eligible vehicle may operate on 'NSW Oversize Overmass Load Carrying Vehicles Network Approved Routes' specified on the map titled 'NSW Oversize Overmass Load Carrying Vehicles Network' published by New South Wales Transport for NSW (TfNSW)

Note: The NSW Oversize Overmass Load Carrying Vehicles Network map can be accessed at https://nswroads.work/osommap

General conditions

1. An eligible vehicle must only travel on a route specified in section 2 of Part C of this Operator's Guide for that category of vehicle and in accordance with any condition, including any restriction on the hours or days of operation, specified for that route if operating under Multi-State LCV Dimension Notice.
2. An eligible vehicle exceeding 93.5 tonnes must not cross any bridge:
   a) while any other vehicle is on the bridge; and
   b) except along the centreline of the bridge; and
   c) unless the vehicle is kept to a speed of less than 10 km/h with no sudden braking or acceleration.
3. Where a grid is installed on any road, the vehicle where possible shall pass through the gates provided and not over the grid.

Key contacts

Key third party contacts and their contact details are available here.

Further Information

Please refer to the 'New South Class 1 Load Carrying Vehicle Exemption Notice' which can be found at https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/state-hvnl-notices.

PART D - NSW Bushfire Emergency Travel

Part D allows for exemption to travel times and travel in low visibility for emergency deployment of equipment to bushfires. Travel is only on approved roads and when must comply with any conditions displayed on the NSW Bushfire Emergency Map. A link to this Map will be provided in the Digital Approval issued by NSW Rural Fire Service.

If travel is required over the following Rail Level Crossings, you must contact the Rail Infrastructure Manager as per details provided in the NSW Bushfire Map prior to travel over the crossing:

- Rail Level Crossing ID 204 on Burley Griffin Way at Stockinbingal
- Rail Level Crossing ID 269 on Golden Hwy at Dubbo
- Rail Level Crossing ID 600 on Olympic Wat north of Bethungra
- Rail Level Crossing ID 601 on Olympic Way at Bethungra
- Rail Level Crossing ID 603 on Olympic Way at Illabo
- Rail Level Crossing ID 607 on Olympic Way at Junee
- Rail Level Crossing ID 629 on Olympic Way at Culcairn
- Rail Level Crossing ID 1528 on Olympic Way at Cootamundra
- Rail Level Crossing ID 1029 on Kidman Way at Mount Hope / Matakana

When travelling at the direction of and only when carrying the digital approval authorisation email, issued by NSW Rural Fire Service for travel in Bushfire Emergency situations, the OSOM vehicle and driver are exempt from all travel time restrictions in Part A and Part B of this Guide.

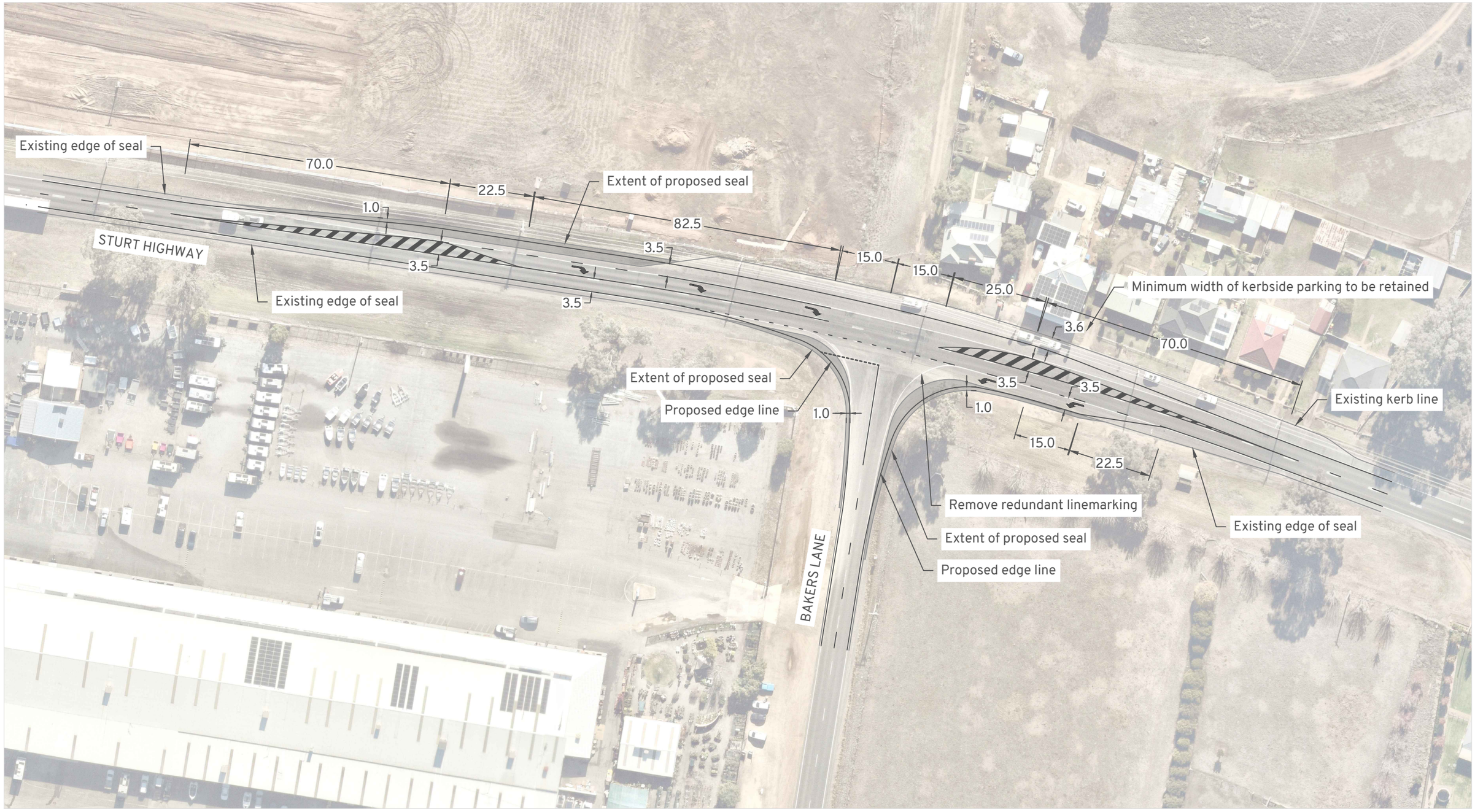
When travelling under Part D of this Guide, the vehicle is exempt from Clause 8 No Travel if low visibility, Schedule 8 of the Heavy Vehicle (Mass, Dimension & Loading) National Regulation.

For more information:
Visit: www.nhvr.gov.au
Email: info@nhvr.gov.au
Phone: 13 NHVR (13 64 87) *

* Standard 13 XX XX call charges apply. Please check with your phone provider.

Appendix E

Sturt Highway / Bakers Lane Intersection Turn Treatments



Design in accordance with Austroads Guide to Road Design Part 4A using 70km/h design speed.

Sturt Highway / Bakers Lane - CHR and AUL(s)

Gregadoo Solar Farm

Strategic Design

DRAWN: OM
DATE: 12/09/2025
DWG NO: 388 F01B
SCALE at A3: 1:1000

Amber 01

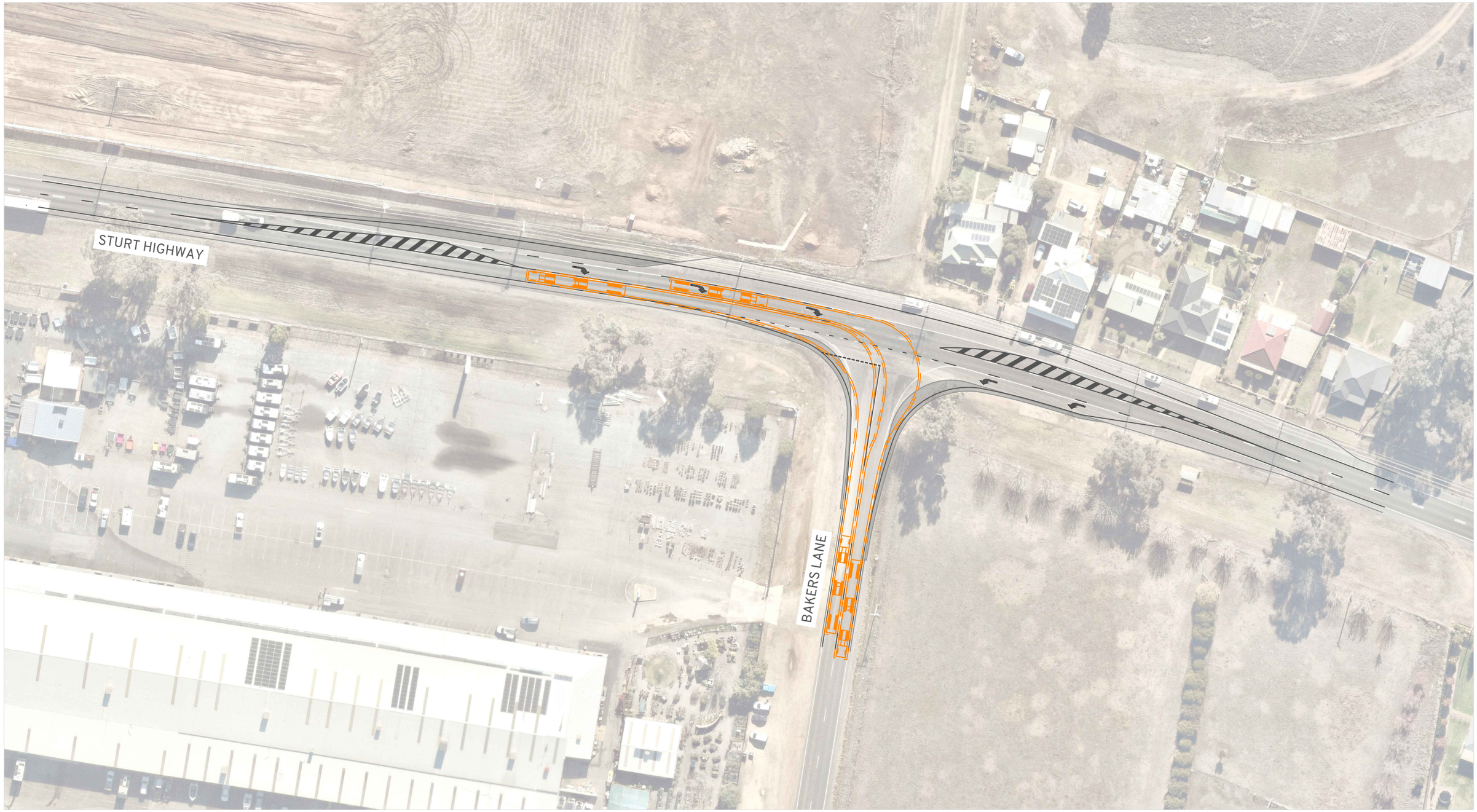
Sturt Highway / Bakers Lane - CHR and AUL(s)

Gregadoo Solar Farm

Strategic Design

DRAWN: OM
DATE: 12/09/2025
DWG NO: 388 F01B
SCALE at A3: 1:1000

Amber



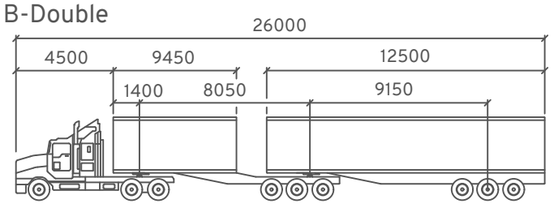
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

26.0m B-Double



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 22.2
Articulating Angle	70.0

Sturt Highway / Bakers Lane - CHR and AUL(s)

Gregadoo Solar Farm

Strategic Design

DRAWN: OM
DATE: 12/09/2025
DWG NO: 388 F01B
SCALE at A3: 1:1000

Amber 03

STURT HIGHWAY

BAKERS LANE

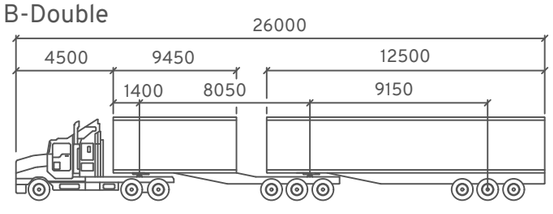
Vehicle Envelope

500mm Clearance

Reverse Manoevure

Min. Design Speed 15km/h

26.0m B-Double



	mm
Tractor Width	: 2500
Trailer Width	: 2500
Tractor Track	: 2500
Trailer Track	: 2500
Lock to Lock	: 6.0s
Steering Angle	: 22.2
Articulating Angle	70.0

Sturt Highway / Bakers Lane - CHR and AUL(s)

Gregadoo Solar Farm

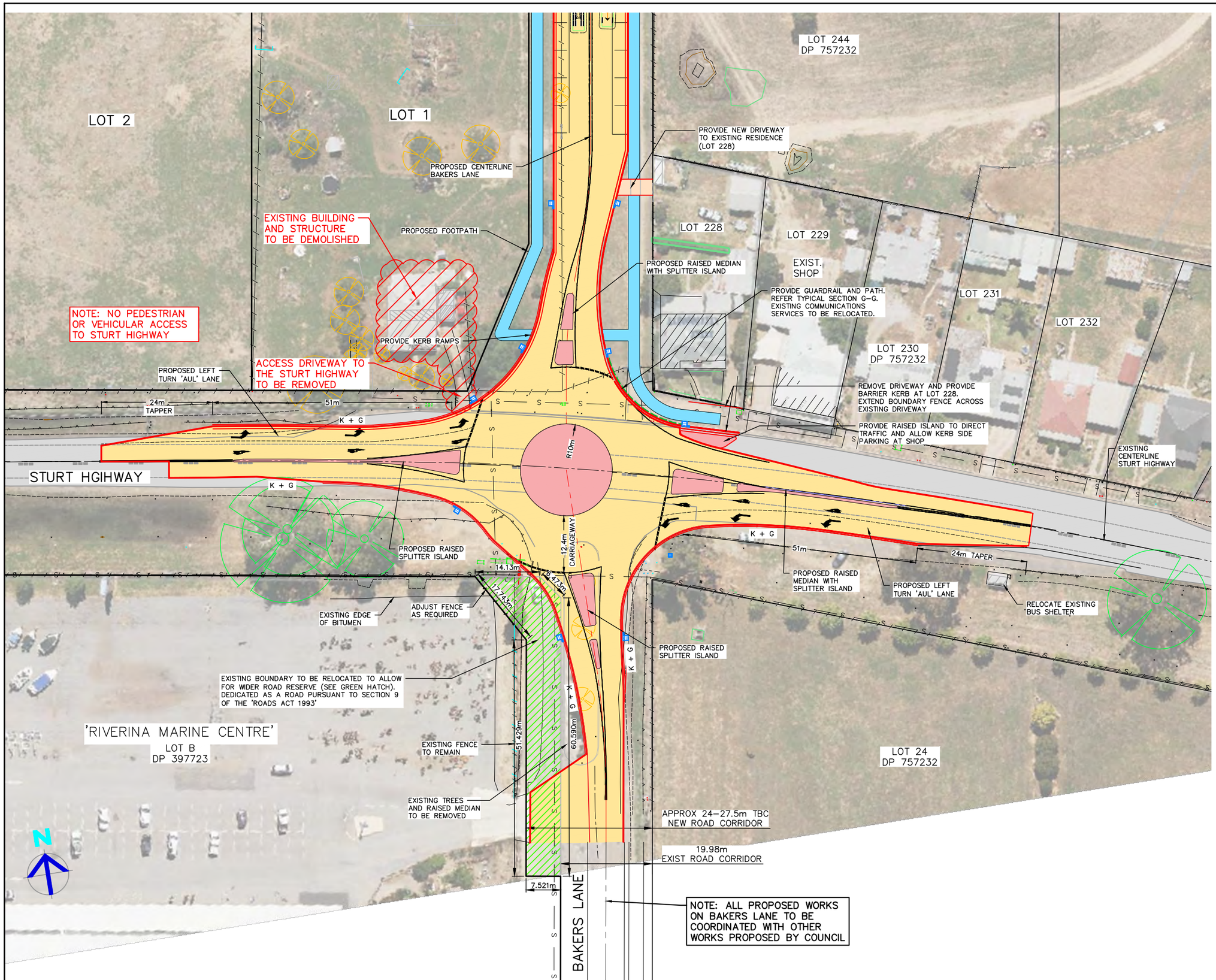
Strategic Design

DRAWN: OM
DATE: 12/09/2025
DWG NO: 388 F01B
SCALE at A3: 1:1000

Amber 04

Appendix F

Sturt Highway / Bakers Lane
Gumly Business Park Concept Plan
and Swept Paths



LEGEND

MARK	ITEM
	EXISTING BUILDING
	PROPOSED LOT ACCESS DRIVEWAY SHOWN DIAGRAMMATIC ONLY
	PROPOSED PAVEMENT
	PROPOSED CENTRAL ISLAND AND SPLITTER ISLANDS
	PROPOSED FOOTPATH
	EXISTING ROAD
	PROPOSED GRAVEL PAVEMENT
	PROPOSED STORMWATER CONCRETE SIDE ENTRY PIT
OR	PROPOSED STORMWATER PIT
	PROPOSED STORMWATER LINE
SW	EXISTING STORMWATER LINE
S	EXISTING SEWER LINE
	EXISTING TREE TO BE REMOVED
	EXISTING TREE TO REMAIN
ELP	EXISTING ELECTRICITY LIGHT POLE
EP	EXISTING ELECTRICITY POLE
\	EXISTING FENCE
K + G	PROPOSED KERB AND GUTTER
	PROPOSED GUARDRAIL
	EXISTING VEGETATION TO BE REMOVED

NOTES

1) CONTRACTOR TO CONFIRM DEPTH AND LOCATION OF EXISTING SERVICES PRIOR TO EXCAVATION AND ORDERING MATERIALS.
2) DO NOT SCALE OFF DRAWINGS. DRAWINGS ARE FOR ENGINEERING PURPOSES ONLY. REFER TO ARCHITECTURALS FOR SETOUT OF BUILDING AND RELEVANT REGULATORY PLANS FOR RELEVANT INFORMATION.
3) ALL EARTHWORKS TO COMPLY WITH AS3798.
4) ALL DRAINAGE AND PLUMBING WORKS TO COMPLY WITH AS3500.
5) LEVELS ARE FINISHED PAVEMENT LEVELS AND NOT TOP OF KERB UNLESS NOTED OTHERWISE.
6) ALL PITS GREATER THAN 900mm DEEP ARE TO BE MINIMUM 900x900 CONCRETE PITS.
7) OVERLAND ESCAPE FLOW PATHS TO BE MAINTAINED FOR THE LIFE OF THE DEVELOPMENT. OBSTRUCTIONS ARE NOT TO BE PLACED IN THE OVERLAND ESCAPE FLOW PATH. MINIMUM 150mm TO BE PROVIDED FROM FLOOR LEVELS TO OVERLAND FLOW ESCAPE BREAK–OUT POINTS.

NOT FOR CONSTRUCTION

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UNDER GROUND SERVICES ARE APPROXIMATE ONLY. CONTACT RELEVANT AUTHORITY PRIOR TO ANY EXCAVATION OR CONSTRUCTION.

No.	DATE	DETAILS	BY
Y	28.11.2024	ADJUSTED BASIN AND STORMWATER LAYOUT	J.D
X	21.11.2024	ADJUSTED BASIN AND STORMWATER LAYOUT	J.D
W	18.11.2024	ADJUSTED BASIN AND STORMWATER LAYOUT	J.D
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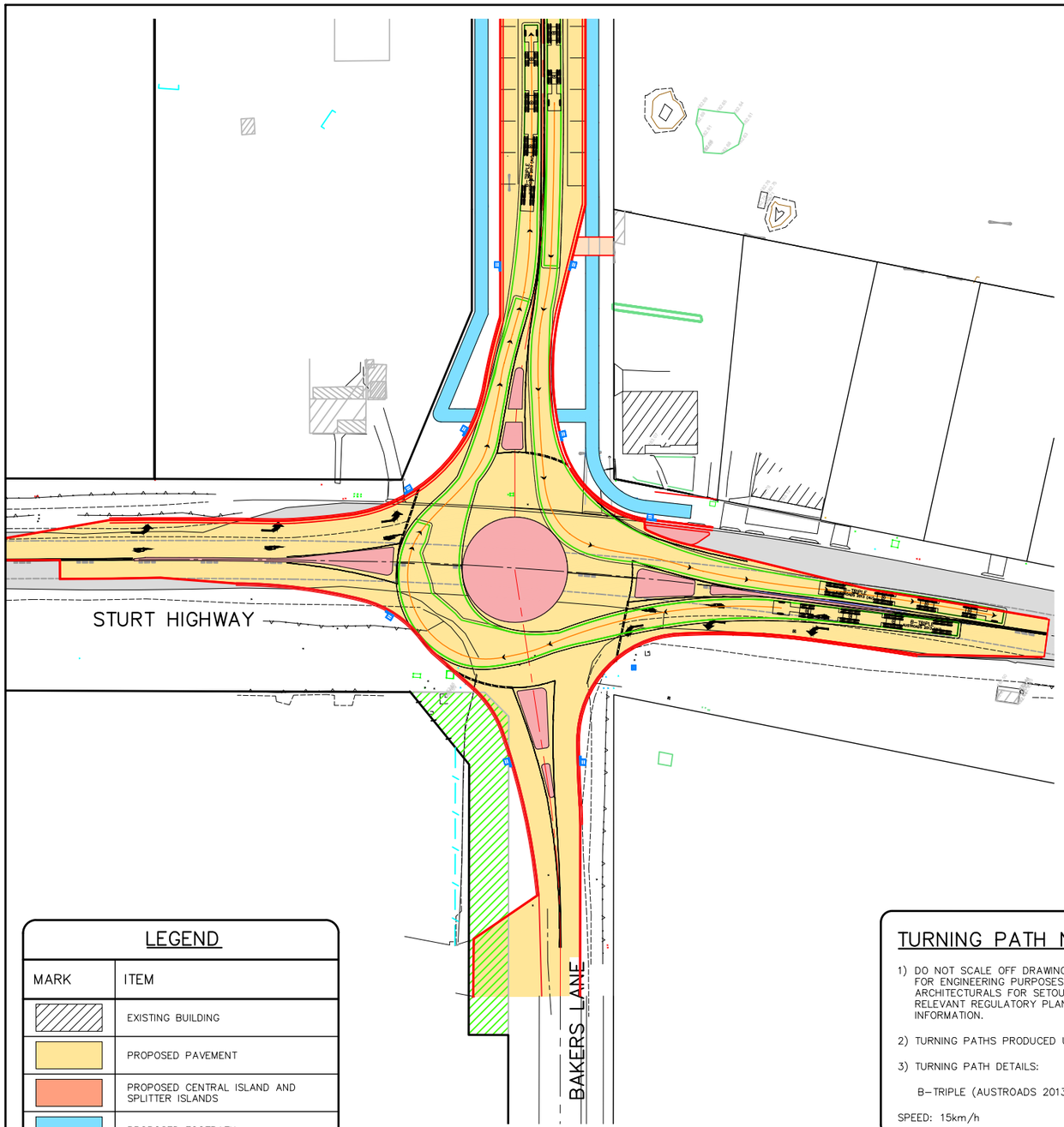
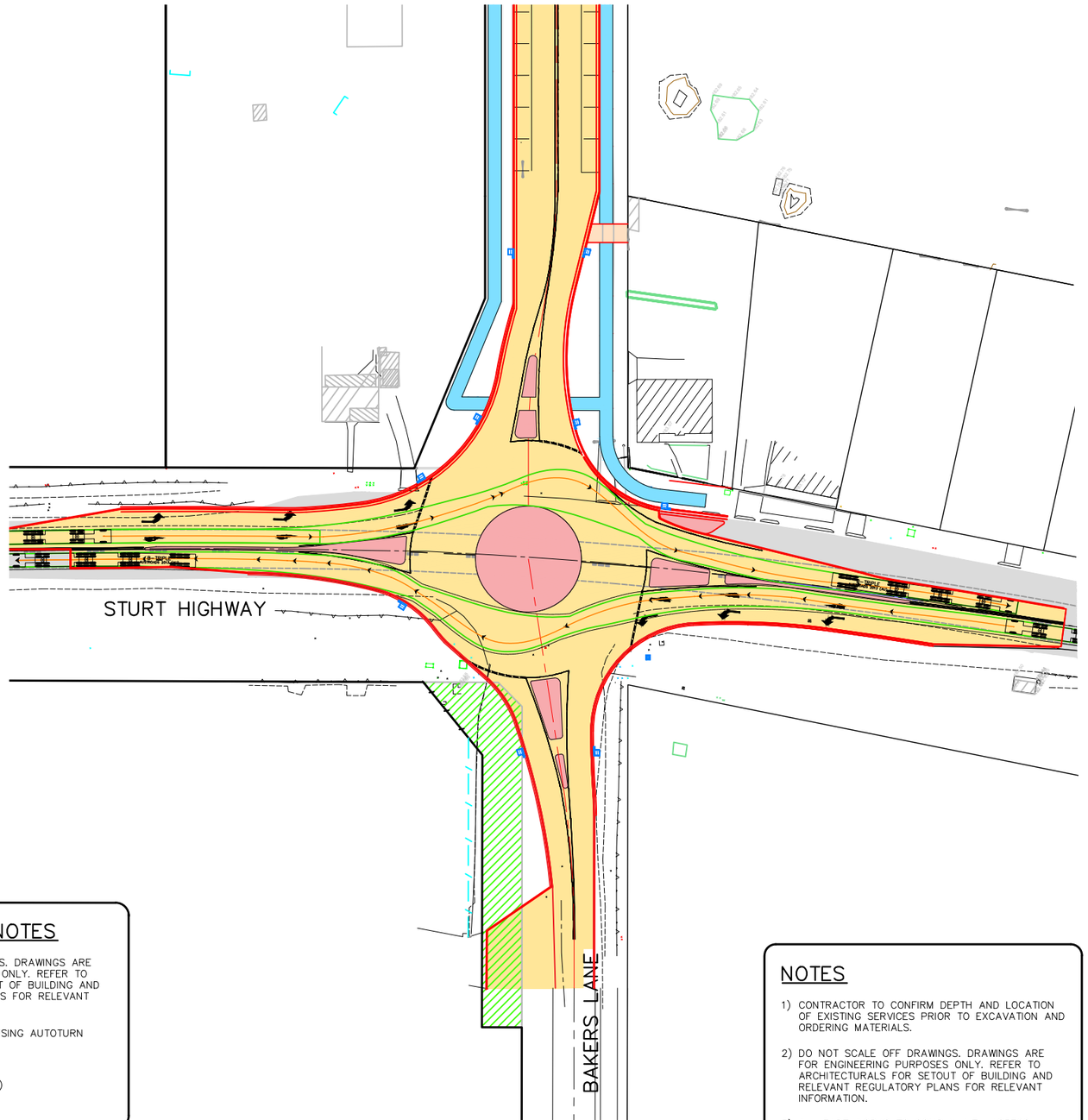
Project:
PROPOSED INTERSECTION & SUBDIVISION
LOT 1, DP305732
3870 STURT HIGHWAY,
GUMLY GUMLY NSW 2652

Sheet Title: ROUNDABOUT LAYOUT PLAN
Client: GUMLY BUSINESS PARK PTY LTD
Checked:
Scale: 1:400 (A1) 1:800 (A3)
Approved:
Design: M.M
Drawn: M.M
Date: JAN 2022
Project Number: 210516
Sheet Number: A3000
Revision Number: Y



B–TRIPLE TURNING PATHS 1



B–TRIPLE TURNING PATHS 2

LEGEND

MARK	ITEM
	EXISTING BUILDING
	PROPOSED PAVEMENT
	PROPOSED CENTRAL ISLAND AND SPLITTER ISLANDS
	PROPOSED FOOTPATH
K + G	PROPOSED KERB AND GUTTER
	BODY OVERHANG OF VEHICLE
	CENTRELINE OF VEHICLE

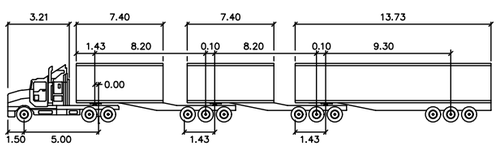
N

TURNING PATH NOTES

1) DO NOT SCALE OFF DRAWINGS. DRAWINGS ARE FOR ENGINEERING PURPOSES ONLY. REFER TO ARCHITECTURALS FOR SETOUT OF BUILDING AND RELEVANT REGULATORY PLANS FOR RELEVANT INFORMATION.
2) TURNING PATHS PRODUCED USING AUTOTURN
3) TURNING PATH DETAILS:

   B–TRIPLE (AUSTROADS 2013)

SPEED: 15km/h



B–TRIPLE

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 21.2
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

NOTES

1) CONTRACTOR TO CONFIRM DEPTH AND LOCATION OF EXISTING SERVICES PRIOR TO EXCAVATION AND ORDERING MATERIALS.
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3) ALL EARTHWORKS TO COMPLY WITH AS3798.
4) ALL DRAINAGE AND PLUMBING WORKS TO COMPLY WITH AS3500.
5) LEVELS ARE FINISHED PAVEMENT LEVELS AND NOT TOP OF KERB UNLESS NOTED OTHERWISE.
6) ALL PITS GREATER THAN 900mm DEEP ARE TO BE MINIMUM 900x900 CONCRETE PITS.
7) OVERLAND ESCAPE FLOW PATHS TO BE MAINTAINED FOR THE LIFE OF THE DEVELOPMENT. OBSTRUCTIONS ARE NOT TO BE PLACED IN THE OVERLAND ESCAPE FLOW PATH. MINIMUM 150mm TO BE PROVIDED FROM FLOOR LEVELS TO OVERLAND FLOW ESCAPE BREAK–OUT POINTS.

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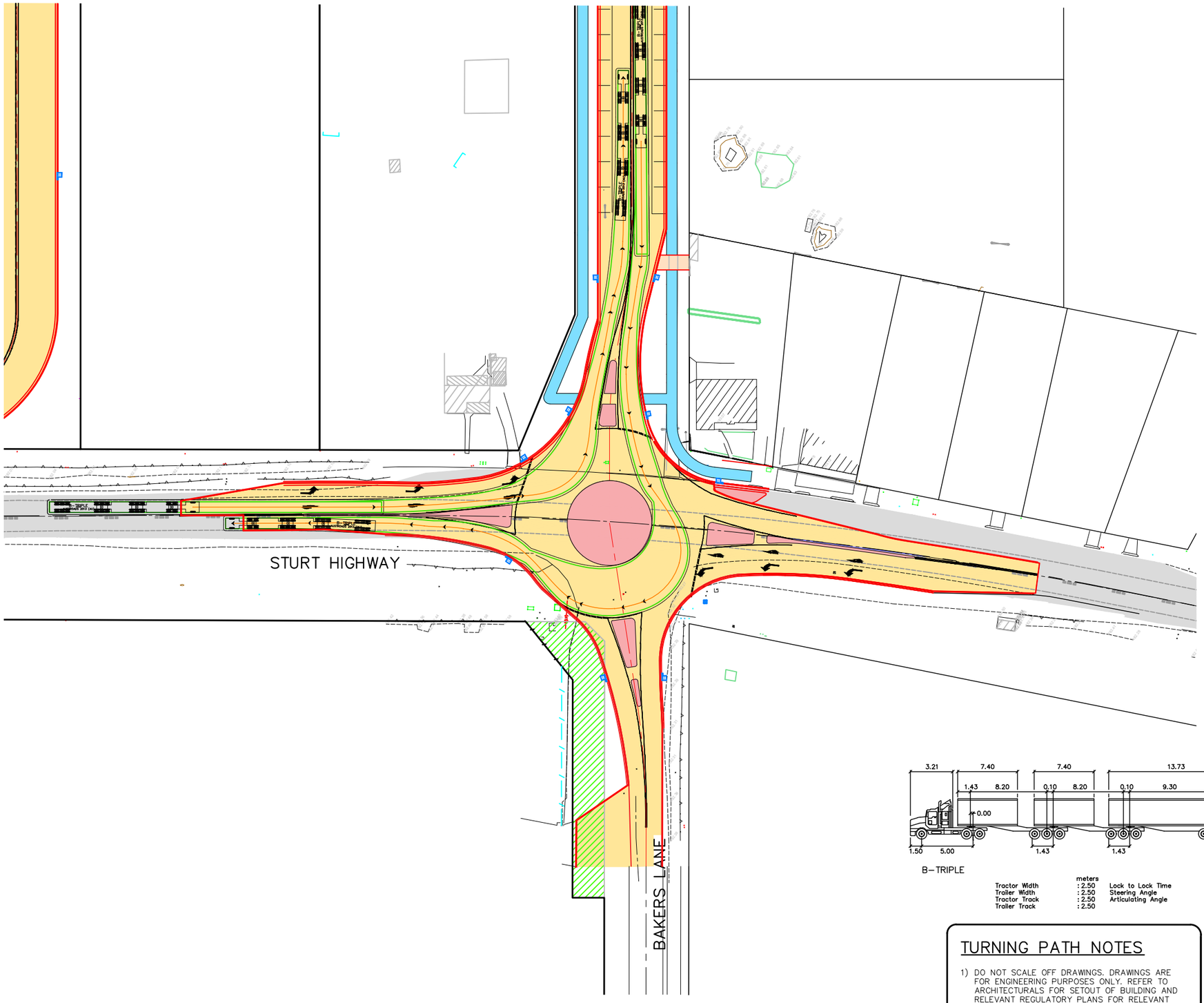
Project: PROPOSED INTERSECTION & SUBDIVISION
LOT 1, DP305732
3870 STURT HIGHWAY,
GUMLY GUMLY NSW 2652

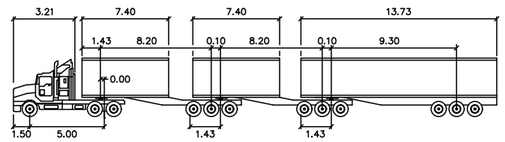
Sheet Title: B–TRIPLE TURNING PATH 1/2
Client: GUMLY BUSINESS PARK PTY LTD
Scale: 1:500 (A1) 1:1000 (A3)
Design: M.M | Drawn: M.M | Date: JAN 2022
Checked:
Approved:
Project Number: 210516
Sheet Number: TP1001
Revision Number: Y



B–TRIPLE TURNING PATHS 3

LEGEND

MARK	ITEM
	EXISTING BUILDING
	PROPOSED PAVEMENT
	PROPOSED CENTRAL ISLAND AND SPLITTER ISLANDS
	PROPOSED FOOTPATH
K + G	PROPOSED KERB AND GUTTER
	BODY OVERHANG OF VEHICLE
	CENTRELINE OF VEHICLE



B–TRIPLE

meters			
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 21.2
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

TURNING PATH NOTES

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2) TURNING PATHS PRODUCED USING AUTOTURN
3) TURNING PATH DETAILS:

   B–TRIPLE (AUSTROADS 2013)

SPEED: 15km/h

NOTES

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N

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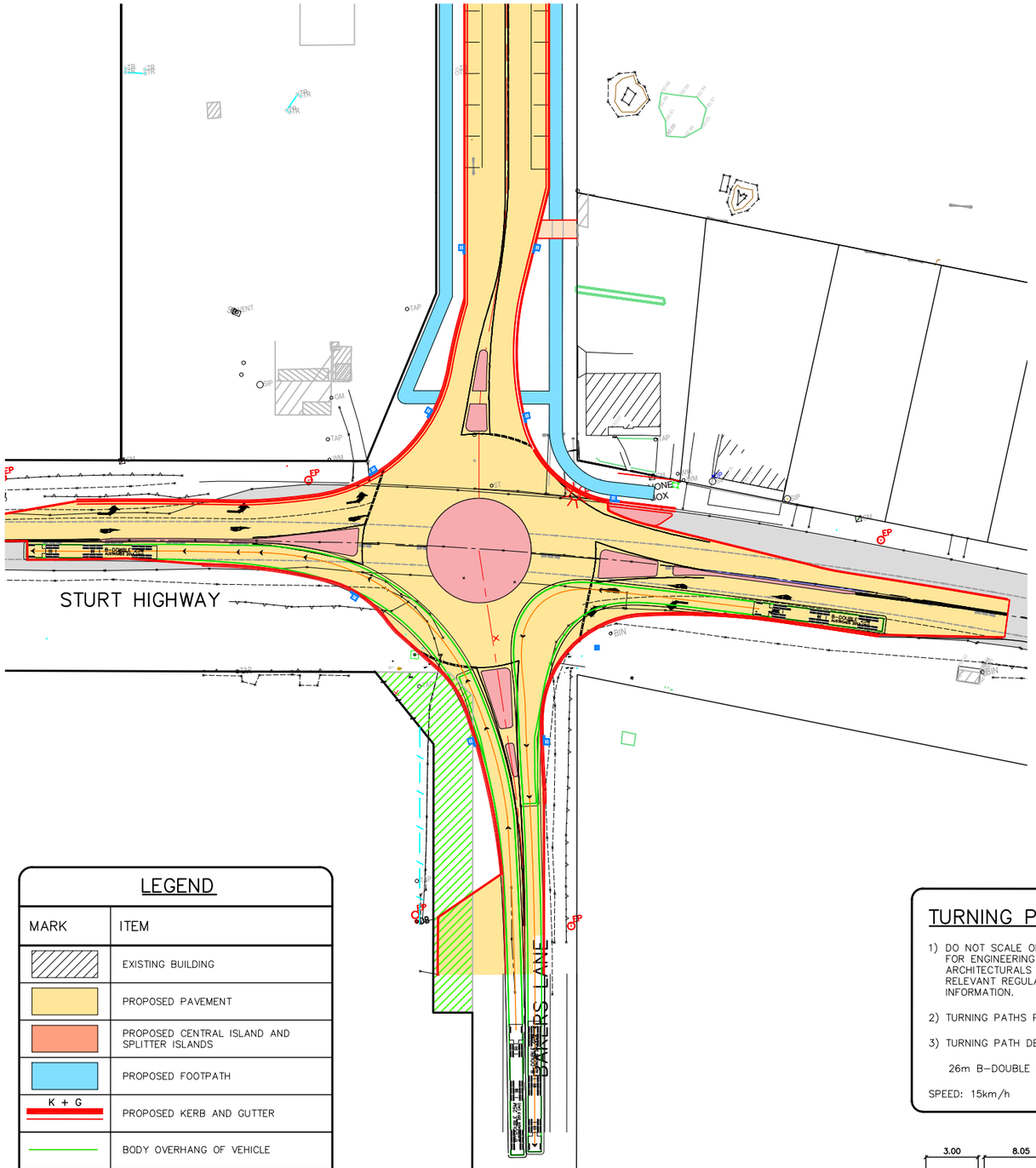
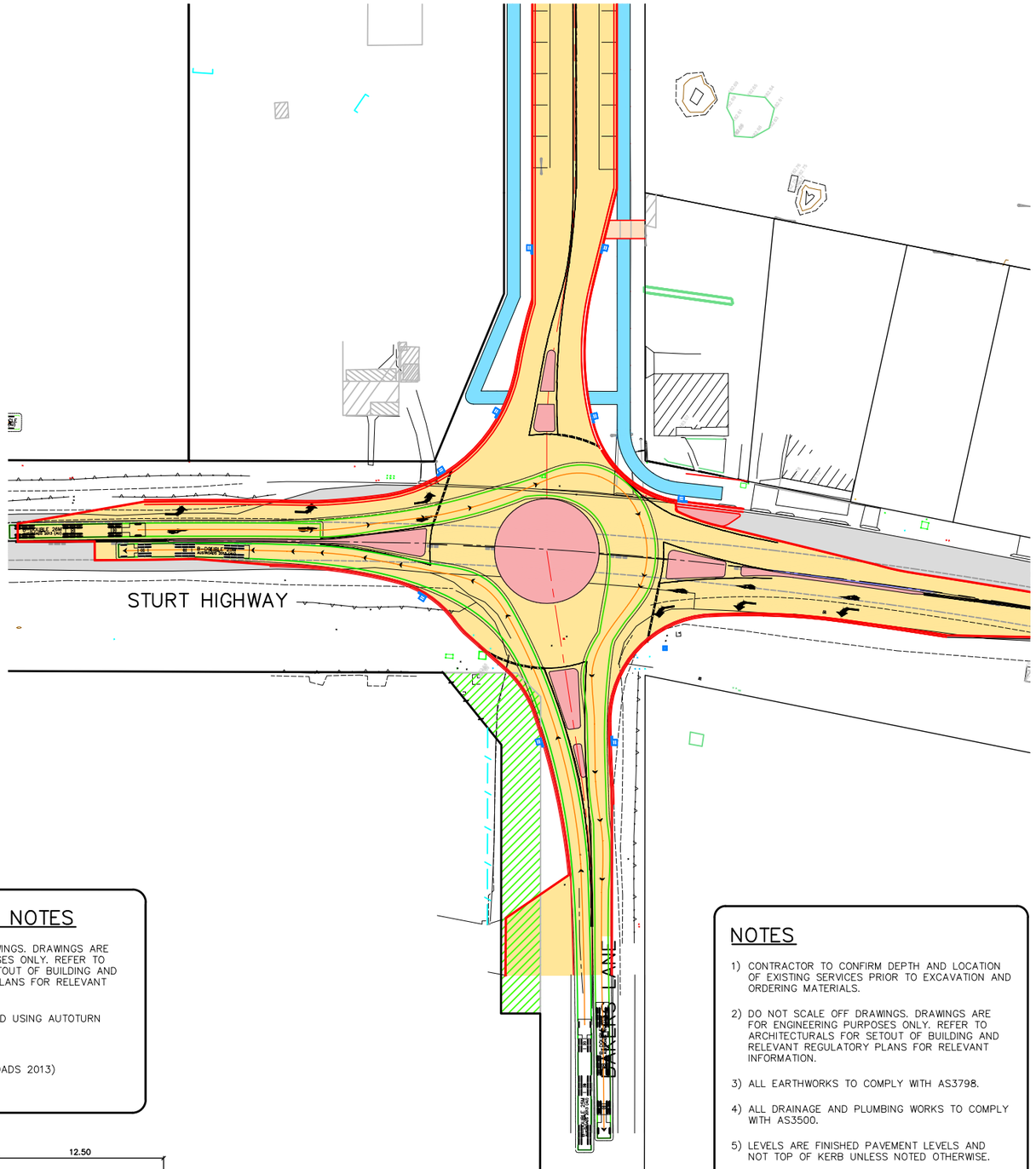
Project: PROPOSED INTERSECTION & SUBDIVISION
LOT 1, DP305732
3870 STURT HIGHWAY,
GUMLY GUMLY NSW 2652

Sheet Title: B–TRIPLE TURNING PATH 2/2
Client: GUMLY BUSINESS PARK PTY LTD
Scale: 1:500 (A1) 1:1000 (A3)
Design: M.M | Drawn: M.M | Date: JAN 2022
Checked:
Approved:
Project Number: 210516
Sheet Number: TP1002
Revision Number: Y



B–DOUBLE TURNING PATHS 1



B–DOUBLE TURNING PATHS 2

LEGEND

MARK	ITEM
	EXISTING BUILDING
	PROPOSED PAVEMENT
	PROPOSED CENTRAL ISLAND AND SPLITTER ISLANDS
	PROPOSED FOOTPATH
K + G	PROPOSED KERB AND GUTTER
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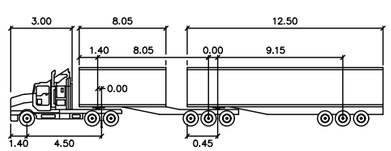
2) TURNING PATHS PRODUCED USING AUTOTURN
3) TURNING PATH DETAILS:

   26m B–DOUBLE (AUSTROADS 2013)

SPEED: 15km/h



B–DOUBLE 26M

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 23.4
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

NOTES

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Project: PROPOSED INTERSECTION & SUBDIVISION
LOT 1, DP305732
3870 STURT HIGHWAY,
GUMLY GUMLY NSW 2652

Sheet Title: B–DOUBLE TURNING PATHS
Client: GUMLY BUSINESS PARK PTY LTD
Checked:
Scale: 1:500 (A1) 1:1000 (A3)
Approved:
Design: M.M
Drawn: M.M
Date: JAN 2022
Project Number: 210516
Sheet Number: TP1003
Revision Number: Y