



Prepared for Flyers Creek Wind Farm Pty Ltd by Nacap Pty Ltd

Flyers Creek Wind Farm Project

CONSTRUCTION TRAFFIC AND ACCESS MANAGEMENT PLAN

Document No.: 2046-LECH-009-3 | Revision: G



Flyers Creek Wind Farm Project

CONSTRUCTION TRAFFIC AND ACCESS MANAGEMENT PLAN



DOCUMENT CONTROL RECORD

Document prepared by:

Nacap Pty Ltd
ABN 33 006 306 994
Level 1, 601 Doncaster Road
Doncaster Vic 3108
Australia

T +61 3 8848 1888

W nacap.com.au

REVISION HISTORY

This table describes the primary reason for the production of each new revision after Rev 0

Date	Rev.	Reason for change

SIGNATURE BLOCK

Rev.	Description				pp 	
G	Issued for Approval	Prepared Alex Pearce	Reviewed Brian Treacy	QA Peter Logan	Approved Peter Logan	Approval Date 19/08/21

The first Issued for Use version of this plan will start Revision 0. Revision numbers shall use a sequential numbering system commencing at Rev. 01, 02, etc.

This document is considered uncontrolled when printed.

Contents

1. GENERAL INFORMATION	5
1.1 Purpose	5
1.2 Conditions of Approval (CoA)	5
1.3 CEMP Structure and relationship with sub-plans	5
1.4 Scope	5
1.5 Objectives and Targets	6
1.6 Consultation	6
1.7 Certification and Approval	6
1.8 Distribution	6
1.9 Reference Documents	6
1.10 Community Engagement	6
2. DEFINITIONS AND ABBREVIATIONS	7
2.2 Abbreviations and Acronyms	7
3. PROJECT INFORMATION	8
3.1 Project Background and Description	8
3.2 Construction and Decommissioning	8
4. LEGISLATION AND GUIDELINES	9
4.1 Legislation and Regulations	9
4.2 Guidelines and Standards	9
4.3 Conditions of Approval	10
5. CONSTRUCTION TRAFFIC	10
5.1 General	10
5.2 Project Hours	10
5.3 Construction Vehicle Types	11
5.4 Construction Personnel and Traffic logistics	11
5.5 Proposed Delivery Routes – Construction Materials	12
5.6 Trailers	13
5.7 Mobilisation of Plant and Equipment	13
5.8 Load Restraint	13
5.9 Site Office and Laydown Area	14
5.10 Speed Limits	14
5.11 Signage	14
5.12 Traffic Control Plans	14
5.13 Road Occupancy Licence and S138 Approval	14
6. ROAD NETWORK IMPACTS	15
6.1 Existing Conditions	15
6.2 Public Road Network	15
6.3 Commercial and Residential Property Access	15
7. PROPOSED CONDITIONS	15
7.1 Wind Farm Site Access Locations	15
7.2 Road Upgrades	16
7.3 Internal Access Roads	16
8. RISK MANAGEMENT AND COMPLIANCE	16
8.1 Risk Management	16



8.2	Emergency Response.....	16
8.3	Emergency and Police Vehicles.....	16
8.4	Compliance and Monitoring	17
8.5	Complaints.....	17
8.6	Minimum Communication and Safety Equipment.....	17
8.7	Journey Management.....	17
8.8	Prohibited and illicit substances	17
8.9	Smoking	17
8.10	Use of Communication Equipment	17
8.11	Pedestrians and Mobile Plant Interface	18
8.12	Mobile Plant Interaction	18
8.13	Amber Beacon Lamp Usage.....	18
8.14	Driving on unsealed roads and access tracks	18
8.15	Parking	18
8.16	Reversing.....	18
8.17	Dust Control	18
8.18	Biosecurity.....	18
9.	COMMUNICATION	19
9.1	Internal Communications	19
9.2	External and Third-Party Communications	19
9.3	Media Protocol.....	19
	APPENDIX A – PROJECT LAYOUT	20
	APPENDIX B – CONSULTATION RECORD	21
	APPENDIX C – BLAYNEY SHIRE ROAD MAP	23

ACTIVITY	DESCRIPTION	REFERENCES
1. GENERAL INFORMATION		
1.1 Purpose	The Flyers Creek Wind Farm (FCWF) is an approved 38 turbine wind farm located approximately 20 kilometres (km) south of Orange in the Blayney and Cabonne Shire local government area in Central West New South Wales. Project approval was granted on 14th March 2014 (MP 08 0252) and there have been four subsequent planning modifications approved since this date. The Construction Traffic and Access Management Plan (CTAMP) has been prepared to address the requirements of: - The consolidated Conditions of Approval (CoA) Modification 4 (June 2019) from the New South Wales (NSW) Department of Planning, Industry and Environment (DPIE) - All applicable legislation relevant to the construction phase of the Project, and - Mitigation and management measures listed in the Statement of Commitments (SoC) in the Flyers Creek Wind Farm Environmental Assessment (EA) (Aurecon, 2011) and subsequent EA's prepared as part of Modification applications.	-
1.2 Conditions of Approval (CoA)	This plan and its associated management measures have been prepared to comply with the CoA: 21(c) Construction Traffic and Access Management Plan, and - F15 A Road Upgrades.	Project Approval (MP 08_0252)
1.3 CEMP Structure and relationship with sub-plans	This CTAMP forms one of the FCWF CEMP sub plans. The FCWF CEMP (CoA F20) comprises three Sections: PART A: Provides background information and the overarching systems approach to environmental management and mitigation controls for the project PART B: Comprising Appendices in support of PART A, and PART C: Comprising the required series of environmental management sub-plans outlined in CoA F21 including; (a) Construction Compound and Ancillary Facilities Management Plan (b) Construction Noise and Vibration Management Plan (c) Construction Traffic and Access Management Plan (this Plan) (d) Construction Soil and Water Quality Management Plan (e) Construction Heritage Management Plan (f) Construction Flora and Fauna Management Plan (g) Construction Air Quality Management Plan, and (h) Bushfire Management Plan.	Construction Environmental Management Plan
1.4 Scope	The CTAMP applies to all aspects of Traffic Management for the construction phase of the Project. The CTAMP will inform Project Managers, Supervisors, Construction Personnel, Subcontractors and relevant stakeholders on the management of transport, construction traffic and site access during construction activities. The CTAMP forms part of the FCWF CEMP and describes the mitigation and management measures and protocols derived for the project. The CTAMP applies only to the Construction phase of the proposed works.	-

ACTIVITY	DESCRIPTION	REFERENCES	
1.5 Objectives and Targets	The objectives and targets for the FCWF Project to be undertaken in relation to construction traffic and access management are listed in Table 1 Objectives and Targets.	-	
	Table 1 Objectives and Targets		
	Objective		Target
	Ensure appropriate planning for the transport of staff, materials and equipment		100% Compliance
	Ensure appropriate controls and procedures are implemented during construction to avoid or minimise impacts on road traffic		100% Compliance
	Ensure all personnel, subcontractors and visitors are inducted, consulted and receive regular updates and information on project environmental aspects and impacts for the duration of works.		100% completion of Inductions, Daily Pre-Start Inputs by Environment Team, and Monthly toolbox inputs by Environment Team.
	Ensure that personnel and subcontractors are aware of environmental hazards and risks associated with construction activities and relevant scope of work under the contract.		100% attendance recorded at SWMS workshops, and 100% Project Induction.
	To conduct construction activities in compliance with all relevant approvals and environmental legislation.		100% compliance No regulatory infringements, including Provisional improvement notices and prosecutions.
Promote a positive reporting culture to minimise the occurrence and severity of environmental incidents during construction activities.	All incidents to be reported to the Project Manager within 2 hours and investigated appropriately.		
Ensure all corrective actions are closed out by the nominated due dates.	No corrective actions outstanding past due date >7 days.		
1.6 Consultation	Transport for NSW (TfNSW), Blayney Shire Council and Cabonne Shire Council have been consulted during the development and implementation of this Plan to ensure compliance with TfNSW and local council specification and requirements. Comments and feedback received during consultation have been incorporated into this Plan where appropriate. Details of the consultation associated with this Plan are available in Appendix B Consultation Record.	Appendix B Consultation Record	
1.7 Certification and Approval	The CTAMP and associated management measures required by CoA F21(c) are required to be submitted for approval by the Secretary of the DPIE at least one month prior to the commencement of construction or as otherwise agreed by the Secretary.	Project Approval (MP 08_0252)	
1.8 Distribution	A controlled hard copy of this CTAMP will be maintained and reside at the Project construction site office. Registered copies of this CTAMP and supporting documentation will be distributed to the Project team, the DPIE, all relevant personnel and interested third parties as required. It will also be available to view on the Project website: www.flyerscreekwindfarm.com	-	
1.9 Reference Documents	The CTAMP applies to all aspects of traffic and transport management for the Project and has been informed by the following: - Principal Project Approval Minister for Planning and Infrastructure No MP 08_0252 dated 14 March 2014 and consolidated Conditions of Approval dated June 2019, and - Project Environmental Impact Statement prepared by Aurecon, 2011 and relevant planning modification environmental assessments.	-	
1.10 Community Engagement	The implementation of a community information and awareness program about the construction and timing will assist in managing local and regional road impacts on residents, commuters and community events in the region, such as the Newcrest Orange Cycling Challenge. Significant disruption to local roads will be advertised in local media and on the Project website prior to commencement of the construction activity. Local landholders will be provided with a specific induction to relevant traffic impacts, including planned work that will disrupt property access, and management strategies. Given the rural location of	-	

ACTIVITY		DESCRIPTION	REFERENCES
		the construction sites, there is not likely to be any need for pedestrian access. However, the local media advertisements, and warning signs along public access routes advising of construction activity will ensure the safe passage of any pedestrians or cyclists in the area.	
2. DEFINITIONS AND ABBREVIATIONS			
2.1	Definitions	Audit	A systematic review of management systems being applied on the Project.
		Client and or Proponent	Flyers Creek Wind Farm Pty Ltd
		Green Zone	Delineated area where PPE is optional i.e. Project Office
		Heavy vehicle	As defined under the Heavy Vehicle National Law (NSW), but excluding light and medium rigid trucks and buses no more than 8 tonnes and with not more than 2 axles
		Impact	Any change to the environment whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects.
		Incident	An undesired event that results in physical harm to a person or damage to property, or, any "Near Miss" incident that has the potential to cause physical harm to a person or damage to environment or property. Can also be defined as a set of circumstances that: - Causes or threatens to cause material harm to the environment; and/ or - Breaches or exceeds the limits or performance measures/criteria of the MOD 4 Project Approval.
		Inspection	Review or check on the environment requirements being implemented.
		Over-dimensional	Over-mass and/or over-size/length as defined by Heavy Vehicle National Law (NSW).
		Project	Flyers Creek Wind Farm Project
		Regulatory Requirements	Government acts and regulations that are environment specific which prescribe legal obligations encompassing the client and contractor and amongst other things, registration of projects and plant, certificates to operate machinery and undertake certain trades and notification of injuries.
2.2	Abbreviations and Acronyms	4WD	Four-Wheel Drive
		BOP	Balance of Plant
		BrAC	Breath Alcohol Content
		cBOP	Civil Balance of Plant
		CoA	Conditions of Approval
		CEMP	Construction Environmental Management Plan
		CTAMP	Construction Traffic and Access Management Plan
		EA	Environmental Assessment
		eBOP	Electrical Balance of Plant
		EPL	Environmental Protection Licence
		FCWF	Flyers Creek Wind Farm
		LRG	National Transport Commissions' Load Restraint Guide
		MOA	Memorandum of Authorisation
		MRC	Maximum Rated Capacity
		NHVAS	National Heavy Vehicle Accreditation Scheme
		NSW	New South Wales
		OSOM	Oversize and Over mass
		PEH	Plant, Equipment and Heavy Vehicle
		TfNSW	Transport for NSW
		SSD	State Significant Development
		SWMS	Safe Work Method Statement
		TBA	To Be Assigned
		TCP's	Traffic Control Plans
		TGS	Traffic Guidance Scheme
		TMP	Traffic Management Plan
		TSI	Turbine Supply & Install
		WHS	Work Health and Safety
		WLL / SWL	working load limit / safe working load
		WTG	Wind Turbine Generator



ACTIVITY	DESCRIPTION	REFERENCES																														
3. PROJECT INFORMATION																																
3.1 Project Background and Description	Flyers Creek Wind Farm Pty Ltd (the Proponent) forms part of the Infigen Energy corporate group (Infigen). Infigen Energy is a developer, owner and operator of generation assets delivering energy solutions to Australian businesses and large retailers. The FCWF is an approved 38 wind turbine wind farm located approximately 20km south of Orange NSW. The Project is located predominantly in the Blayney Shire local government area with part of the proposed 132 kilovolt transmission line and switching station being located in Cabonne Shire local government area. Project approval MP 08_0252 was granted under Part 3A of the Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act) to the Proponent for the Project by the NSW Planning and Assessment Commission on 14th March 2014. The Project Approval has been modified 4 times since originally being granted and was transitioned to State significant development (SSD) on 6th July 2018. The Project approval authorises the construction and operation of a wind farm and associated infrastructure including access tracks, local road infrastructure upgrades and electrical connections between the turbines (underground cable reticulation, also underground and aboveground powerlines), an on-site substation (inclusive of switch room, control room and auxiliary services building) and a 132-kilovolt transmission line and switching station to connect the Project to the grid.	Appendix A Project Layout																														
3.2 Construction and Decommissioning	Commencement of construction is scheduled to take place in 2021. It is expected that the Wind Farm will operate for 30 years and will be decommissioned at the end of its operational life. Project activities will be split into three phases: Preparatory Works • Building/road dilapidation surveys • Investigative drilling, excavation or salvage • Minor clearing or translocation of native vegetation • Establishing temporary site offices • Installation of environmental impact mitigation measures, fencing, enabling works, wind monitoring masts, and • Minor access roads and minor adjustments to services/utilities etc. Wind Farm Construction • On-site civil works for internal access roads, crane hardstands, laydown areas, wind turbine foundations, cable trenches and power pole installation • Site access intersection upgrades • Transport of WTG components to the project site • Installation of WTG components • Construction of electrical substation, switching station and operations and maintenance compound • Construction of electrical transmission lines and cable reticulation network, and • Restoration and revegetation of disturbed areas. Decommissioning • Restoration Table 2 below provides an indicative program duration for the construction works, construction works will be undertaken (subject to approval of all documentation) concurrently in accordance with the construction schedule which is to be determined during detailed design. It is envisaged that works will be ongoing from commencement for a period of around 18 - 24 months. <table><caption>Table 2 Indicative Project Program</caption><thead><tr><th>Activity</th><th>Duration (Weeks)</th></tr></thead><tbody><tr><td>Collector Group 1 – Construct Access Points</td><td>14</td></tr><tr><td>Collector Group 1 – Access Road Construction</td><td>22</td></tr><tr><td>Collector Group 1 – Crane Hardstand Construction</td><td>18</td></tr><tr><td>Collector Group 1 – Turbine Foundations</td><td>20</td></tr><tr><td>Collector Group 1 – Backfill Foundation</td><td>9</td></tr><tr><td>Collector Group 1 – Cable Reticulation</td><td>22</td></tr><tr><td>Collector Group 2 – Construct Access Points</td><td>18</td></tr><tr><td>Collector Group 2 – Access Road Construction</td><td>16</td></tr><tr><td>Collector Group 2 – Crane Hardstand Construction</td><td>15</td></tr><tr><td>Collector Group 2 – Turbine Foundations</td><td>23</td></tr><tr><td>Collector Group 2 – Backfill Foundation</td><td>11</td></tr><tr><td>Collector Group 2 – Cable Reticulation</td><td>18</td></tr><tr><td>Collector Group 3 – Construct Access Points</td><td>8</td></tr><tr><td>Collector Group 3 – Access Road Construction</td><td>7</td></tr></tbody></table>	Activity	Duration (Weeks)	Collector Group 1 – Construct Access Points	14	Collector Group 1 – Access Road Construction	22	Collector Group 1 – Crane Hardstand Construction	18	Collector Group 1 – Turbine Foundations	20	Collector Group 1 – Backfill Foundation	9	Collector Group 1 – Cable Reticulation	22	Collector Group 2 – Construct Access Points	18	Collector Group 2 – Access Road Construction	16	Collector Group 2 – Crane Hardstand Construction	15	Collector Group 2 – Turbine Foundations	23	Collector Group 2 – Backfill Foundation	11	Collector Group 2 – Cable Reticulation	18	Collector Group 3 – Construct Access Points	8	Collector Group 3 – Access Road Construction	7	-
Activity	Duration (Weeks)																															
Collector Group 1 – Construct Access Points	14																															
Collector Group 1 – Access Road Construction	22																															
Collector Group 1 – Crane Hardstand Construction	18																															
Collector Group 1 – Turbine Foundations	20																															
Collector Group 1 – Backfill Foundation	9																															
Collector Group 1 – Cable Reticulation	22																															
Collector Group 2 – Construct Access Points	18																															
Collector Group 2 – Access Road Construction	16																															
Collector Group 2 – Crane Hardstand Construction	15																															
Collector Group 2 – Turbine Foundations	23																															
Collector Group 2 – Backfill Foundation	11																															
Collector Group 2 – Cable Reticulation	18																															
Collector Group 3 – Construct Access Points	8																															
Collector Group 3 – Access Road Construction	7																															

Flyers Creek Wind Farm Project

CONSTRUCTION TRAFFIC AND ACCESS MANAGEMENT PLAN



ACTIVITY	DESCRIPTION	REFERENCES																						
	<table><tr><td>Collector Group 3 – Crane Hardstand Construction</td><td>8</td></tr><tr><td>Collector Group 3 – Turbine Foundations</td><td>15</td></tr><tr><td>Collector Group 3 – Backfill Foundation</td><td>7</td></tr><tr><td>Collector Group 3 – Cable Reticulation</td><td>14</td></tr><tr><td>Rehabilitation and reseeding</td><td>4</td></tr><tr><td>33KV Overhead Line Foundations</td><td>29</td></tr><tr><td>33KV Trenching and Underground Cable Installation</td><td>25</td></tr><tr><td>132KV Overhead Line Foundations</td><td>29</td></tr><tr><td>132KV Trenching and Underground Cable Installation</td><td>19</td></tr><tr><td>Substation Bench Works</td><td>12</td></tr><tr><td>Planting and Seeding</td><td>3</td></tr></table>	Collector Group 3 – Crane Hardstand Construction	8	Collector Group 3 – Turbine Foundations	15	Collector Group 3 – Backfill Foundation	7	Collector Group 3 – Cable Reticulation	14	Rehabilitation and reseeding	4	33KV Overhead Line Foundations	29	33KV Trenching and Underground Cable Installation	25	132KV Overhead Line Foundations	29	132KV Trenching and Underground Cable Installation	19	Substation Bench Works	12	Planting and Seeding	3	
Collector Group 3 – Crane Hardstand Construction	8																							
Collector Group 3 – Turbine Foundations	15																							
Collector Group 3 – Backfill Foundation	7																							
Collector Group 3 – Cable Reticulation	14																							
Rehabilitation and reseeding	4																							
33KV Overhead Line Foundations	29																							
33KV Trenching and Underground Cable Installation	25																							
132KV Overhead Line Foundations	29																							
132KV Trenching and Underground Cable Installation	19																							
Substation Bench Works	12																							
Planting and Seeding	3																							
4. LEGISLATION AND GUIDELINES																								
4.1 Legislation and Regulations	Legislation relevant to traffic management includes: • Roads Act 1993; • Work Health and Safety Act 2011 (NSW); • Road Transport (Vehicle Registration) Regulation 2007; and • Road Transport (Mass, Loading and Access) Regulation 2005.	-																						
4.2 Guidelines and Standards	The main guidelines, specifications and policy documents relevant to this plan include: • NSW Heavy Vehicle (Mass, Dimension and Loading) National Regulation; • RTA Vehicle Standards Information: Revision 4, November 2007; • RTA Operating Conditions: specific permits for oversize / overmass vehicles: version 2, August 2008; • Austroad’s Guide to Traffic Management; • Austroad’s Guide to Road Design; • Austroad’s Guide to Road Safety; • Austroad’s Guide to Traffic Engineering Practice, Part 2 – Roadway Capacity; • AUS-SPEC #2 Asset Owners Roadworks Specifications (DRC Local road standards); • AS 1742: Manual of Uniform Traffic Control Devices; • AS 1743: Road Signs – Specifications; • AS 2890: Parking Facilities; • TfNSW Guide to Traffic Control at Worksites; • TfNSW Supplements for Australian Standards; • TfNSW Supplements for Guide to Road Design; and • TfNSW Supplements for Guide to Road Safety.	-																						

ACTIVITY	DESCRIPTION	REFERENCES	
4.3 Conditions of Approval	This plan has been prepared to comply with the NSW Minister for Planning and Environment’s CoA, dated June 2019 and specifically the requirements of CoA, F21 (c) as listed in Table 3. As part of the Construction Environmental Management Plan for the Project required under condition F20 the Proponent shall prepare and implement:		
	Table 3 Conditions of Approval		
	CoA	Condition	Refer to Section within This Plan
	F15 (a)	<u>Road Upgrades</u> <i>Unless otherwise agreed by the Secretary, the Proponent must:</i> <i>(a) prior to the commencement of construction, in consultation with the relevant roads authority, prepare a report with specific details of the public road works required to facilitate the safe access of construction vehicles to the site (including any oversize and/or over-mass general construction vehicles), excluding any wider works required to facilitate delivery of the over-size and over-mass wind turbine components. The report must also detail public road works and traffic management that must be undertaken during the construction phase as part of the ongoing construction works (as agreed with the relevant roads authority). Where improvements or changes to the proposed route are required as identified in the report as having to be completed prior to the commencement of construction, the Proponent must implement these to the satisfaction of the relevant roads authority, prior to the commencement of construction and at the full expense of the Proponent;</i>	Section 7
	F21 (c)	<i>i. identification of construction traffic routes and construction traffic volumes (including heavy vehicle / spoil haulage / material haulage) on these routes;</i>	Section 5.5
		<i>ii. details of vehicle movements for construction sites and site compounds including parking, dedicated vehicle turning areas, and ingress and egress points;</i>	Section 5.5, Section 5.9, Section 5.10 Section 5.12 Section 8.15
		<i>iii. identification of construction impacts that could result in disruption of traffic, public transport (inclusive of school buses), pedestrian and cycle access, property access, including details of oversize load movements;</i>	Section 6
	<i>iv. details of management measures to minimise traffic impacts, including temporary road work traffic control measures, onsite vehicle queuing and parking areas and management measures to minimise peak time congestion (including on school buses), and measures to ensure safe pedestrian and cycle access;</i>	Section 6 Section 8	
	<i>v. a response plan which sets out a proposed response to any traffic, construction or other incident; and</i>	Section 8.2 & Section 8.5	
5. CONSTRUCTION TRAFFIC			
5.1 General	Specific measures for traffic management, including final route identification, timing of transport, switching and detours, escort and pilot vehicles, site specific traffic control plans, site specific traffic management plans and variable message signage, will be implemented as required when permits are issued. Roadworks and traffic management generated during the construction and operational phases are not expected to considerably impact the road network surrounding the site. Delays caused by the staging of construction and haulage vehicles are expected to be brief and infrequent.	-	
5.2 Project Hours	Construction activities associated with the Project shall be undertaken during the following standard construction hours: 7:00am to 6:00pm Mondays to Fridays 8:00am to 1:00pm Saturdays, and - At no time on Sundays or Public Holidays.	-	



ACTIVITY	DESCRIPTION	REFERENCES																																																		
	Construction works outside of the standard construction hours noted above may be undertaken in the following circumstances: - Construction works that generate noise that is: - No more than 5Db(A) above rating background level at any residence in accordance with the <i>Interim Construction Noise Guideline (DECC, 2009)</i>, and - No more than the noise management levels specified in Table 3 of the <i>Interim Construction Noise Guideline (DECC, 2009)</i> at other sensitive receivers; or - For the delivery of materials required outside these hours by NSW Police Force or other authorities for safety reasons; or - Works approved by the EPL; or - Works as approved through the out-of-hours work protocol outlined in the Construction Noise and Vibration Management Plan under condition F21 (as) of the CoA.																																																			
5.3 Construction Vehicle Types	The construction phase of the Project will result in a short-term increase in the volume of traffic movements to the site. Traffic generating activities during the works involve the movement of light and heavy vehicles such as concrete agitators, prime-mover and floats ranging in weight/size, single unit trucks, hi-ab trucks, mobile cranes, fuel trucks, watercarts, excavators, bulldozers, forestry harvesting equipment, trenchers, concrete pumps and miscellaneous small and large machinery. Due to the size and weight of the wind turbine components there will be deliveries using over-size over-mass (OSOM) vehicles. Over-size vehicles are those over 19 metres in length, 2.5 metres in width and/or 4.3 metres in height. Over-mass vehicles are those with a gross mass greater than 42.5 tonnes. These vehicles will require special TfNSW operating permits to allow them to travel on public roads. The operating permits for over-size over-mass vehicles would require one or more escort vehicles to accompany them.	-																																																		
5.4 Construction Personnel and Traffic logistics	It is estimated at the peak of construction there will be a total of one hundred and eighty (180) personnel onsite. This estimate is inclusive of management, supervisors, direct workers, and subcontractors. Project compliant vehicles in accordance with the Contractors Light Vehicle and Safe Driving Procedure will be utilised on the Project. Private vehicles shall not be authorised for use onsite. Personnel may travel to and from the Site in a private vehicle and park in a designated area near the Project Office. Compliant work vehicles will be shared at the site, via means of carpooling to commute across construction fronts and around site. This shall reduce the number of light vehicles utilised across the project on a daily basis. The Project Manager(s) shall be responsible for the designation of work vehicles to Project personnel. It is estimated that a maximum of 104 light vehicles will be present onsite during peak construction which includes carpooling personnel to and from site, management team, supervisors and construction personnel moving between sites and other incidental journeys. The average daily light vehicle movements will generally be between 40 and 9 over a prolonged period of construction between the various parties. Refer to indicative summary of light vehicle movements below in Table 3a. Note the light vehicle movements are further summarised in Table 5 below. <table><tr><th>Construction Traffic Generation</th><th>Daily Estimated Light vehicles</th></tr><tr><td>Month 1 (nominally September 2021)</td><td>7</td></tr><tr><td>Month 2</td><td>16</td></tr><tr><td>Month 3</td><td>22</td></tr><tr><td>Month 4</td><td>22</td></tr><tr><td>Month 5</td><td>31</td></tr><tr><td>Month 6</td><td>43</td></tr><tr><td>Month 7</td><td>59</td></tr><tr><td>Month 8</td><td>68</td></tr><tr><td>Month 9</td><td>67</td></tr><tr><td>Month 10</td><td>65</td></tr><tr><td>Month 11</td><td>56</td></tr><tr><td>Month 12</td><td>70</td></tr><tr><td>Month 13</td><td>90</td></tr><tr><td>Month 14</td><td>104</td></tr><tr><td>Month 15</td><td>92</td></tr><tr><td>Month 16</td><td>88</td></tr><tr><td>Month 17</td><td>90</td></tr><tr><td>Month 18</td><td>90</td></tr><tr><td>Month 19</td><td>90</td></tr><tr><td>Month 20</td><td>90</td></tr><tr><td>Month 21</td><td>90</td></tr><tr><td>Month 22</td><td>80</td></tr><tr><td>Month 23</td><td>65</td></tr><tr><td>Month 24</td><td>32</td></tr></table>	Construction Traffic Generation	Daily Estimated Light vehicles	Month 1 (nominally September 2021)	7	Month 2	16	Month 3	22	Month 4	22	Month 5	31	Month 6	43	Month 7	59	Month 8	68	Month 9	67	Month 10	65	Month 11	56	Month 12	70	Month 13	90	Month 14	104	Month 15	92	Month 16	88	Month 17	90	Month 18	90	Month 19	90	Month 20	90	Month 21	90	Month 22	80	Month 23	65	Month 24	32	Appendix C Blayney Shire Road Map
Construction Traffic Generation	Daily Estimated Light vehicles																																																			
Month 1 (nominally September 2021)	7																																																			
Month 2	16																																																			
Month 3	22																																																			
Month 4	22																																																			
Month 5	31																																																			
Month 6	43																																																			
Month 7	59																																																			
Month 8	68																																																			
Month 9	67																																																			
Month 10	65																																																			
Month 11	56																																																			
Month 12	70																																																			
Month 13	90																																																			
Month 14	104																																																			
Month 15	92																																																			
Month 16	88																																																			
Month 17	90																																																			
Month 18	90																																																			
Month 19	90																																																			
Month 20	90																																																			
Month 21	90																																																			
Month 22	80																																																			
Month 23	65																																																			
Month 24	32																																																			

ACTIVITY	DESCRIPTION	REFERENCES																										
	Best practice and required driving behaviours shall be reinforced to the crews through inductions and at the daily pre-start meetings. Open discussion shall be encouraged at the toolbox meetings to gain feedback from Project travellers regarding areas for improvement in traffic and transport management. In addition, there will be multiple access locations on site for different contractors crews commencing works in a staggered fashion, therefore the numbers of vehicle movements will be spread across the site and not concentrated on any one access route or time. Most personnel will travel to the site on a daily basis via the following routes listed in Table 4 as the closest commercial centres to the site, refer to Appendix C Blayney Shire Road Map. Table 4 Proposed Transportation Routes of Personnel <table><tr><th>Origin</th><th>Road Network</th></tr><tr><td>Orange</td><td>Forest Road Forest Reefs Road Orchard Road Cadia Road Errowanbang Road</td></tr><tr><td>Millthorpe</td><td>Forest Reefs Road Millthorpe Road Carcoar Tallwood Mill Road Errowanbang Road Tallwood Beneree Road Gap Road Mid-Western Highway Carcoar Errowanbang Road</td></tr><tr><td>Blayney</td><td>Mid-Western Highway Errowanbang Road Blayney Browns Creek Rd Gap Rd</td></tr></table> Estimated traffic generation from light and heavy vehicles delivering construction materials to site is shown in table 5 below. These averaged figures are based on anticipated daily movement of vehicles during peak construction. A significant reduction in daily estimated trips can be expected outside the peak construction period. Table 5 Construction Traffic Generation <table><tr><th>Construction Traffic Generation</th><th>Daily Estimated Trips (Peak Construction)</th></tr><tr><td>Light Vehicles</td><td>200</td></tr><tr><td>Delivery of Wind farm components including (heavy and over-sized vehicles)</td><td>15</td></tr><tr><td>Delivery of concrete</td><td>50</td></tr><tr><td>Delivering steel reinforcement</td><td>4</td></tr><tr><td>Delivering gravel/road base (Quarry)</td><td>35</td></tr><tr><td>Cabling delivery</td><td>5</td></tr><tr><td>Delivery of water</td><td>25</td></tr><tr><td>Miscellaneous deliveries</td><td>15</td></tr></table> It is noted that in discussion with TfNSW that if over 30 cars are travelling in an hour to/from site using the Mid-Western Highway / Errowanbang Rd junction then the Project will seek to mitigate this by doing one or more of the following: - Increase carpooling, using incentive schemes if required; - Provide a bus for transport to/from site; - Encourage use of alternative routes to site; and - Update junction in consultation with Blayney Shire Council and TfNSW.	Origin	Road Network	Orange	Forest Road Forest Reefs Road Orchard Road Cadia Road Errowanbang Road	Millthorpe	Forest Reefs Road Millthorpe Road Carcoar Tallwood Mill Road Errowanbang Road Tallwood Beneree Road Gap Road Mid-Western Highway Carcoar Errowanbang Road	Blayney	Mid-Western Highway Errowanbang Road Blayney Browns Creek Rd Gap Rd	Construction Traffic Generation	Daily Estimated Trips (Peak Construction)	Light Vehicles	200	Delivery of Wind farm components including (heavy and over-sized vehicles)	15	Delivery of concrete	50	Delivering steel reinforcement	4	Delivering gravel/road base (Quarry)	35	Cabling delivery	5	Delivery of water	25	Miscellaneous deliveries	15	
Origin	Road Network																											
Orange	Forest Road Forest Reefs Road Orchard Road Cadia Road Errowanbang Road																											
Millthorpe	Forest Reefs Road Millthorpe Road Carcoar Tallwood Mill Road Errowanbang Road Tallwood Beneree Road Gap Road Mid-Western Highway Carcoar Errowanbang Road																											
Blayney	Mid-Western Highway Errowanbang Road Blayney Browns Creek Rd Gap Rd																											
Construction Traffic Generation	Daily Estimated Trips (Peak Construction)																											
Light Vehicles	200																											
Delivery of Wind farm components including (heavy and over-sized vehicles)	15																											
Delivery of concrete	50																											
Delivering steel reinforcement	4																											
Delivering gravel/road base (Quarry)	35																											
Cabling delivery	5																											
Delivery of water	25																											
Miscellaneous deliveries	15																											
5.5 Proposed Delivery Routes – Construction Materials	Services and deliveries are most likely to be sourced from Dubbo, Orange, Bathurst and Blayney as the closest commercial centres to the site. The major construction materials to be transported include gravel/road base for construction of site access roads, concrete, steel reinforcement deliveries for foundation construction and cabling for the transmission lines. Concrete will be produced in a batching plant at the onsite compound located off Errowanbang Road (please see F21 (a) Construction Compound & Ancillary Facilities Management Plan. Concrete materials including aggregates and sand will be sourced locally. Sand and aggregate will be transported to site in semi-trailers via	-																										



ACTIVITY	DESCRIPTION	REFERENCES
	Cadia Road, Mid-Western Highway, Errowanbang Road and Gap Road. Potable water may be sourced locally, from the Blayney Shire and transported to site by semi-trailers in 20 – 30 tonne loads. Non-potable water for other construction purposes may be sourced onsite or on adjacent properties (subject to agreement from relevant landowners), including from farm dams. Steel and cement will most likely be sourced from Sydney. Deliveries from Sydney would be via the Great Western Highway and Mid-Western Highway. The route is approximately 390km in length. Onsite materials handling will be minimised by deliveries straight to relevant work areas. The Supervisor shall coordinate further onsite transportation and monitor the performance of transport drivers relative to this Plan. Project deliveries to the work sites will occur throughout the working day. Project delivery drivers will be instructed to use dedicated routes and access points. The proposed routes and access routes for deliveries of materials to site will utilise the arterial road network wherever possible. All transport shall be fit for purpose, roadworthy and legal for use. Vehicles shall only be used for the designed purpose and load rating. Vehicles for transporting personnel shall be fitted with appropriate safety systems and only loaded within the intended design rating. All persons driving on site shall hold a current driving license for the type of vehicle they are driving.	
5.6 Trailers	Prior to towing, Project inducted drivers shall view the trailer training procedure video, available on the OHS Portal (portal.nacap.com.au) under Safe Operation Videos. Drivers shall also ensure that: • The trailer is securely coupled to the towing vehicle and that safety chains are securely fastened • Safety chains must be checked for any apparent wear or damage • The trailer is loaded within the legal limits and the load is properly restrained • Where fitted, the parking brake is released and reversing brake lockout lever disengaged • Load mass does not exceed rated load weight of trailer • Lights are functioning correctly • Tyre pressures are correct, and • Jockey wheel is fitted and functioning correctly.	-
5.7 Mobilisation of Plant and Equipment	All equipment requiring delivery will be delivered directly to Site. The mobilisation of plant, equipment and heavy vehicles shall be dependent on the activities and associated resource requirements. Stores, workshops, equipment and consumables shall be transported to site predominantly in shipping containers.	-
5.8 Load Restraint	Motor vehicles are designed with a specific maximum carrying capacity. In the case of light vehicles, this is usually found on the doors of the vehicle. Drivers must ensure that they do not exceed the carrying capacity of the vehicle as this will impact on the safety of the vehicle. Carrying capacity includes the weight of the driver, passengers, tools / equipment and the vehicle body. This can be checked by weighing (or estimating the weight of) the fully loaded vehicle and ensuring that the total weight does not exceed the Gross Vehicle Mass (GVM). An improperly loaded vehicle is a safety hazard. Drivers are responsible for ensuring that their load: • Is carried in a cargo area and not carried on a vehicle seat • Does not exceed the legal payload of the vehicle or trailer • Is positioned in a manner that does not affect the vehicle's balance or stability, thereby reducing its steering and braking performance • Is properly restrained so that it does not move under all driving conditions, including emergency braking • Does not become dislodged and fall from the vehicle or trailer. • Highly elastic systems such as (but not limited to) octopus straps and cargo nets are NOT acceptable methods of load restraint, and • Any projecting loads (longer, wider or higher than the vehicle which is carrying it) must: ○ Not present a hazard to other road users ○ Be obvious for a vehicle immediately following that the load is projecting ○ Not extend past the front of a vehicle by more than 1.2 metres, and ○ Not extend past the rear of a vehicle by more than 1.2 metres unless a warning device is attached to the rear of the load (a 300mm x 300mm red and yellow flag during the day, or a red light at night).	-

ACTIVITY	DESCRIPTION	REFERENCES
5.9 Site Office and Laydown Area	The principal construction site office and laydown area will be located off Errowanbang Road on the western side of the road to the south of Halls Road. Refer to Appendix A Project Layout. This facility will serve for the following functions: - Office space for the contractor and Client personnel and subcontractors; and - Laydown for the safe storage of plant, light & heavy vehicles, equipment and temporary construction materials. The office and laydown will be established prior to the commencement of the construction activities.	Appendix A Project Layout
5.10 Speed Limits	The following speed limits will apply where the posted speed limit is higher or there is no posted speed limit: - Maximum travel speed of 80km/h on unsealed roads - Maximum travel speed of 40km/h on constructed access roads and access tracks. - Maximum travel speed of 10km/h in construction zones within 50m of personnel, and - Maximum travel speed of 10km/h within workshop areas, office, car park and laydown areas. Drivers shall ensure they drive at lower speeds appropriate to the road and weather conditions regardless of maximum speed limit, where necessary. Drivers are also required to be aware of the possibility for roaming livestock and fauna travelling on the site and to and from site, particularly at dusk and dawn. Temporary Speed Zones will be implemented during road works to assist in controlling the speed of traffic through the roadwork site.	-
5.11 Signage	All appropriate signage will be installed for the direction of construction-related traffic and the safety of landowners, third parties and pedestrians. Temporary and permanent signage on site should be positioned for maximum visibility to inform operators of speed restrictions, warnings and other critical traffic information for the area. Signage outside the Project site during construction must be in accordance with the specifications under AS 1742.3:2009 Manual of Uniform Traffic Control Devices. All signage should be made of durable material to withstand deterioration in visibility and condition, and mounted to endure adverse weather events. They must not restrict the drivers' line of vision, particularly on approach to intersections, and must not be obscured by trees, equipment, parked vehicles or plant, or other road signage. Portable variable messaging boards may be deployed during the works to inform motorists of any significant changes to the road network. Signage no longer applicable to a Project area must be promptly removed.	AS 1742.3:2009 Manual of Uniform Traffic Control Devices
5.12 Traffic Control Plans	Site specific Traffic Control Plans (TCPs) will be developed by an accredited and registered Traffic Control organisation detailing the location of signage at each respective works location. TCPs will be prepared prior to works being undertaken. TCPs will implement specific controls that have been identified in this CTAMP, the CEMP, and any associated control plans. TCPs will specify the description, position, quantity, applicability, behaviour, and methodology of actions on the road network (on and off-site), including speed limit alterations, road signage, junction upgrades, behaviour of drivers, control mechanisms and reporting.	-
5.13 Road Occupancy Licence and S138 Approval	The Project will ensure that when required, Road Occupancy Licences and S138 approvals are obtained from both local Council and TfNSW prior to any works commencing on the relevant roads. Road occupancy licences, S138 approvals, road opening permits, escort permits (as required) will be sought for road works, intersection upgrades and the transport of over-dimensional loads from: - TfNSW and TfNSW Traffic Centre – Road occupancy license & S138 approval - NSW Police - Blayney Shire Council - Cabonne Shire Council - Cowra Shire Council - Hilltops Council - Newcastle City Council, and - Mid-Western Council.	-

ACTIVITY	DESCRIPTION	REFERENCES
6. ROAD NETWORK IMPACTS		
6.1 Existing Conditions	A dilapidation survey required by CoA F16 will be undertaken jointly by the contractor and both Blayney Shire and Cabonne Shire Councils which shall include a survey of the existing road condition. The report will assess the current condition of the road(s) and describe mechanisms to restore any damage that may result due to traffic and transport related to the construction of the Project. A copy of the Dilapidation Report will be submitted to the relevant authority for review prior to the commencement of construction and haulage operations. The Road Dilapidation Report shall be lodged under its own condition prior to the commencement of construction. The Project has commissioned a transport provider to identify the proposed transport routes for all wind turbine generator (WTG) equipment from the Port of Newcastle (or Port Kembla) to FCWF. Temporary road modification works and or bridge strengthening will be confirmed by the licenced transport contractor as part of the transport route assessment based on specific vehicles to be used to satisfy condition F15 (b) of the conditions of approval. Consultation on this plan will be carried out separately to this CTAMP.	Road Dilapidation Report
6.2 Public Road Network	The following is considered relevant to the assessment of potential impacts as a result of the traffic which would be generated by the Project: - Potential impacts to general road safety will include additional vehicle movements, large vehicle movements, congestion with other road users, and the identification of areas which may require special consideration for upgrades. Measures will be incorporated to ensure the safety of all road users for the movement of large and/or heavy infrastructure - The construction phase of the Project will see an increase in the volume of traffic on local roads. Movement of construction staff to and from the site on a daily basis will also temporarily increase the traffic volumes on local roads - Requirements including the movement of over-size over dimensional vehicles during selected hours will assist in reducing the impact of construction traffic on the regional road network - Short-term disruptions of property access for local residences, school zones and bus stops. - Based on the rural location of the construction sites, there is limited need for pedestrian or cyclist access, and - The Project will work with Council to provide satisfactory measures to protect local road infrastructure and safety during the movement of over-size over dimensional vehicles.	-
6.3 Commercial and Residential Property Access	All existing commercial or residential properties access as these will be retained during the construction period.	-
7. PROPOSED CONDITIONS		
7.1 Wind Farm Site Access Locations	Direct access to the project site for all vehicles including over-dimensional vehicles shall primarily be via the following road networks, each site access location requires upgrade works to be undertaken at the commencement of construction: - Blayney Shire Council - Errowanbang Road – WTG 1 to 8 - Errowanbang Road – WTG 13 to 23 - Errowanbang Road – WTG 33 to 38 - Errowanbang Road – Construction Site Office Location - Gap Road – WTG 24 to 27 - Gap Road – WTG 9 - Halls Road – WTG 10 to 12 - Halls Road – WTG 28 to 32 - Cadia Road – State forest access points - Cabonne Shire Council - Cadia Road – Switching Station Site - Cadia Road – State forest access points to 132kV power line and switching station	Appendix A Project Layout

ACTIVITY	DESCRIPTION	REFERENCES																								
7.2 Road Upgrades	Road upgrades may include the adjustment of overhead lines, tree trimming and construction of new site accesses in accordance with Section 7.1 Wind Farm Site Access Locations above. The road upgrades will be designed to allow transport of WTG components to the Project site.																									
	The staging of works will be planned to minimise the impacts on highway traffic and facilitate cost effective construction phase.																									
	Table 6 Road Upgrades																									
	<table><tr><th>Road / Intersection</th><th>Length</th><th>Description</th><th>Timing</th></tr><tr><td>Halls Road</td><td>Approximately 2,600km</td><td>Halls Road will require an upgrade to allow over size over mass access to this area of the wind farm. Preliminary specification may include a 150mm base course of PI of 9%, 5.5m wide, with 2% cross fall. A detailed survey of the existing alignment will be required to begin the design of the upgrade and identify which areas will require localised widening for over dimensional access. Some geotechnical investigation will also need to be completed to gauge the condition of in situ material, to determine if the assumed pavement design is appropriate. Particularly in areas of widening, and where the design alignment is required to be deviated from the existing alignment, thicker pavements will potentially be required. It is highly likely that vegetation will need to be removed along the sides of Halls Road to allow for the required upgrade, and to allow for over dimensional access.</td><td>During Construction</td></tr><tr><td>Gap Road</td><td>Various</td><td>It is highly likely that vegetation will need to be trimmed along the sides of Halls Road to allow for OSOM deliveries</td><td>During Construction</td></tr><tr><td>Intersection – Mid Western Highway and Errowanbang Road</td><td>Intersection</td><td>A moderate amount of hardstand will need added to the outside of the turn.</td><td>During Construction</td></tr><tr><td>Intersection – Errowanbang Road and Gap Road</td><td>Intersection</td><td>Hardstand required on the inside of the corner and signage to be relocated.</td><td>During Construction</td></tr><tr><td>Intersection – Gap Road and Halls Road</td><td>Intersection</td><td>Hardstand will be required on the inside and outside of this turn. Some vegetation will need to be removed.</td><td>During Construction</td></tr></table>	Road / Intersection	Length	Description	Timing	Halls Road	Approximately 2,600km	Halls Road will require an upgrade to allow over size over mass access to this area of the wind farm. Preliminary specification may include a 150mm base course of PI of 9%, 5.5m wide, with 2% cross fall. A detailed survey of the existing alignment will be required to begin the design of the upgrade and identify which areas will require localised widening for over dimensional access. Some geotechnical investigation will also need to be completed to gauge the condition of in situ material, to determine if the assumed pavement design is appropriate. Particularly in areas of widening, and where the design alignment is required to be deviated from the existing alignment, thicker pavements will potentially be required. It is highly likely that vegetation will need to be removed along the sides of Halls Road to allow for the required upgrade, and to allow for over dimensional access.	During Construction	Gap Road	Various	It is highly likely that vegetation will need to be trimmed along the sides of Halls Road to allow for OSOM deliveries	During Construction	Intersection – Mid Western Highway and Errowanbang Road	Intersection	A moderate amount of hardstand will need added to the outside of the turn.	During Construction	Intersection – Errowanbang Road and Gap Road	Intersection	Hardstand required on the inside of the corner and signage to be relocated.	During Construction	Intersection – Gap Road and Halls Road	Intersection	Hardstand will be required on the inside and outside of this turn. Some vegetation will need to be removed.	During Construction	
	Road / Intersection	Length	Description	Timing																						
	Halls Road	Approximately 2,600km	Halls Road will require an upgrade to allow over size over mass access to this area of the wind farm. Preliminary specification may include a 150mm base course of PI of 9%, 5.5m wide, with 2% cross fall. A detailed survey of the existing alignment will be required to begin the design of the upgrade and identify which areas will require localised widening for over dimensional access. Some geotechnical investigation will also need to be completed to gauge the condition of in situ material, to determine if the assumed pavement design is appropriate. Particularly in areas of widening, and where the design alignment is required to be deviated from the existing alignment, thicker pavements will potentially be required. It is highly likely that vegetation will need to be removed along the sides of Halls Road to allow for the required upgrade, and to allow for over dimensional access.	During Construction																						
	Gap Road	Various	It is highly likely that vegetation will need to be trimmed along the sides of Halls Road to allow for OSOM deliveries	During Construction																						
Intersection – Mid Western Highway and Errowanbang Road	Intersection	A moderate amount of hardstand will need added to the outside of the turn.	During Construction																							
Intersection – Errowanbang Road and Gap Road	Intersection	Hardstand required on the inside of the corner and signage to be relocated.	During Construction																							
Intersection – Gap Road and Halls Road	Intersection	Hardstand will be required on the inside and outside of this turn. Some vegetation will need to be removed.	During Construction																							
7.3 Internal Access Roads	The construction and maintenance of the Wind Farm would require the construction of an internal site road network, these roads will be constructed to provide access for the wind turbines and other infrastructure within the project area. In some cases, the site road network works would involve upgrading existing landowner access tracks and in others constructing new tracks.	Appendix A Project Layout																								
	Access roads will be constructed to a width of 5.5 m. The design of access roads has considered sight lines from access points, access parameters including grade and alignment restrictions for oversize, over-dimensional vehicles, turbine proximity and accessibility, consultation with land owners, site topography, and the requirements of sensitive areas including flora, fauna, and heritage (Refer Report prepared under Condition C9 of CoA).																									
8. RISK MANAGEMENT AND COMPLIANCE																										
8.1 Risk Management	The Project shall carry out hazard identification risk assessments of which include the use of site vehicles, transport and traffic management for the project, including its own vehicles and those of sub-contractors and third parties on site, as an essential part of the project risk management framework.	Project Hazard Identification Register																								
	Project inductions and task level safe work method statement (SWMS) shall detail the use of vehicles and controls required for mobile plant and personnel interface risk.																									
	The risk management process is live and shall be reviewed in accordance with project change management requirements.																									
8.2 Emergency Response	If the situation arises that there is a traffic incident or accident at the site, the process described within the Emergency Response Plan shall be followed. All Work crews shall have access to the Emergency Response Plan for reference in the event of an emergency.	Emergency Response Plan																								
8.3 Emergency and Police Vehicles	The Police and Emergency Services including the NSW Rural Bushfire Service will be informed in a	-																								

ACTIVITY	DESCRIPTION	REFERENCES
	timely manner of relevant construction activities. Regular updates will be provided to emergency services, including changes to traffic control (short term lane closures, stop / slow), changes to road conditions and worksite access locations, through emails and face to face discussions. Traffic will be maintained along existing public roads under traffic control throughout construction of site accesses.	
8.4 Compliance and Monitoring	Compliance to this plan shall be monitored through audit and assurance activities led by the Project safety department. The effectiveness of the requirements for managing safe traffic movements on the Project shall be evaluated for continual improvement. Non-compliance to this Plan shall be recorded and reported by the discipline Project Manager with implementation of corrective actions and review as required. This CTAMP is a live document and may be revised if significant enhancements are identified that will improve the effectiveness of traffic management at the Project site. The Project management team will remain vigilant for any traffic problem areas that may arise during the construction period. The following monitoring will also be implemented: - All signage will be inspected weekly for cleanliness and sureness of mounting - Deterioration of site roads will be monitored daily and significant deterioration will be rectified as soon as is practical - Visual inspections of controls are to be undertaken at least once per week, and - Visual inspections will be undertaken after significant rain or adverse weather events.	-
8.5 Complaints	Should there be a formal complaint, the details shall be entered into the Project Complaints Register for monitoring of appropriate close-out and resolution. The Proponents representative will be notified within 2 hours of receiving a complaint. The following details will be recorded and provided to the Proponents Representative: - Name, address and contact details of the complainant; - Details of the complaint; and - Corrective actions An incident report where required will be provided to Flyers Creek Wind Farm Pty Ltd within 24 hours. Complaints from the broader community will also be referred to Flyers Creek Wind Farm Pty Ltd or advised to lodge details via the online Project Complaints Management System. In this regard, the broader community is defined as individuals or organisations not directly affected by the construction process undertaken by the Project.	-
8.6 Minimum Communication and Safety Equipment	The following minimum communication and safety equipment will be carried in project vehicles: - Vehicle is 4WD (Diesel vehicles only) - Reverse beacon - Flashing beacon - In-vehicle monitoring system - Project two-way radio - Spare tyre - First aid kit - Snake bite kit, and - Sufficient water for all vehicle occupants.	-
8.7 Journey Management	Journey management is a controlled, administrative procedure with a call-in protocol to monitor a specific journey from commencement to arrival. Fatigue shall be managed to ensure that drivers are well rested prior to undertaking a journey and regular breaks are taken for longer journeys i.e. 15 minutes every 2 hours.	-
8.8 Prohibited and illicit substances	All persons engaged on the project must complete a pre-employment medical drug screening. Persons driving Project vehicles must be 0.00% BrAC at all times.	-
8.9 Smoking	Smoking is not permitted in Project vehicles.	-
8.10 Use of Communication Equipment	The use of communications equipment in Project vehicles whilst driving is only permitted as follows: 2-way radios inbuilt into the vehicle, and - Mobile telephones installed into a compliant hands free kit where permitted by law. The vehicle shall be stopped when the driver is using any other form of communication device.	-



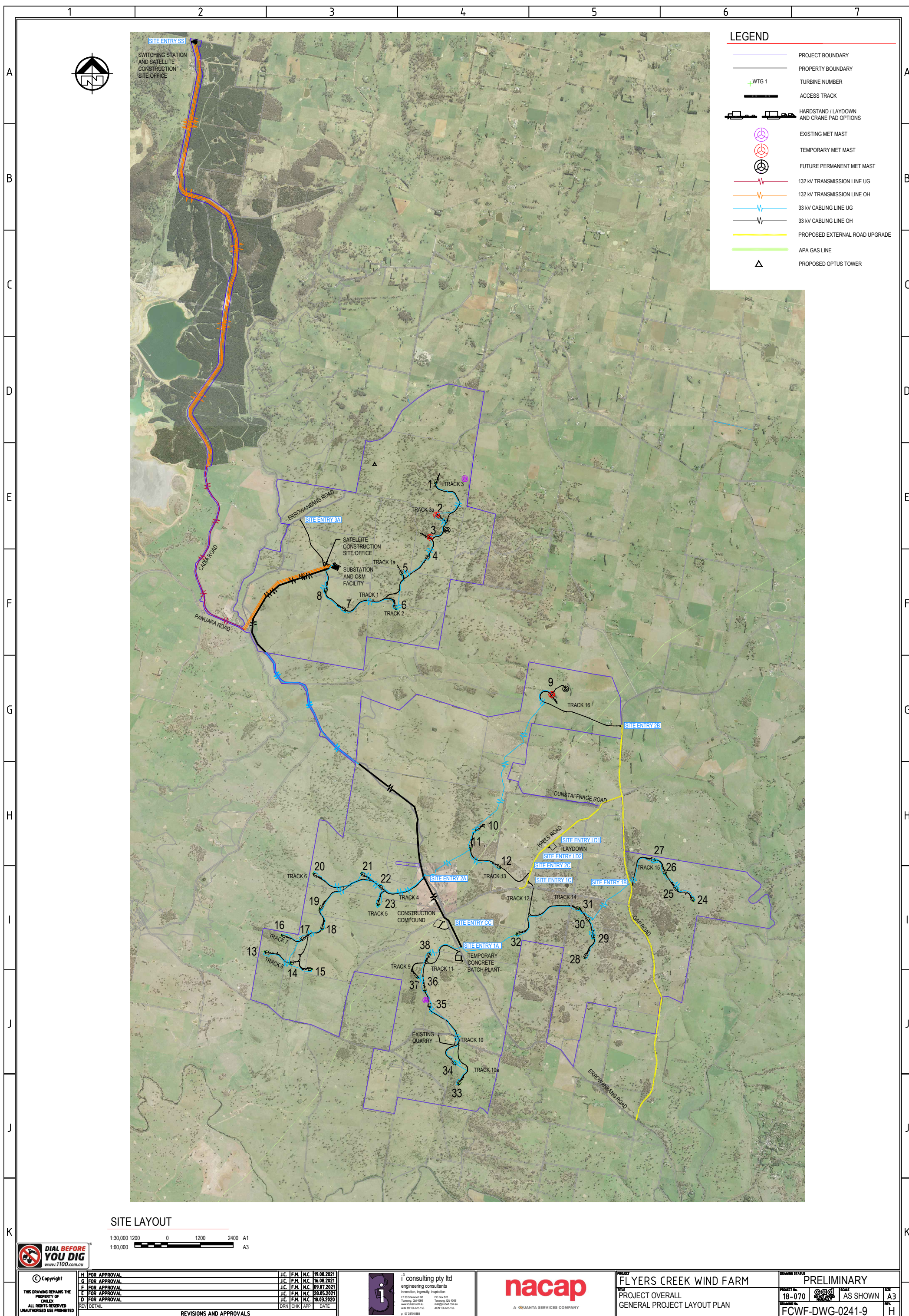
ACTIVITY	DESCRIPTION	REFERENCES
8.11 Pedestrians and Mobile Plant Interface	All pedestrian walkways around permanent or temporary buildings will be signposted and demarcated using para-webbing, mesh or bunting. When moving into operational areas, eye contact and/or positive radio communication must be established with plant operators, with acknowledgement received prior to entering. The site offices area shall function as a green zone however full PPE, including high visibility clothing, will be required when accessing the Project site outside this area.	-
8.12 Mobile Plant Interaction	When approaching mobile powered plant in operation, drivers are to stop and establish positive communication, that is await a signal from the plant operator that they are aware of you and they indicate by hand signal or radio that it is safe to pass. Drivers of light vehicles must give way to all mobile plant in construction areas, where mobile plant shall otherwise maintain right of way.	-
8.13 Amber Beacon Lamp Usage	Amber rotating beacon lamps shall be turned on at all times whilst driving on the Project site and shall be off at all other times other than in an emergency situation as a static warning device or when required for use as an escort vehicle as prescribed by law.	-
8.14 Driving on unsealed roads and access tracks	4WD mode must be engaged at all times when travelling on unsealed roads or off-road. Vehicles must at all times keep on the designated site roads where established. Off road driving is not permitted other than in emergency situations, or if no roads have been established. Vehicles must not be parked so as to block access roads or tracks.	-
8.15 Parking	Parking on the Project is to occur in designated parking areas only, with the main car park located adjacent to the main site office area. Additional parking locations will be established on site as required. Vehicles are to be reverse-parked only to minimise potential for interaction with people, infrastructure and other. Parking at specific work locations shall only be permitted if parked in a manner which does not obstruct access or work activities. The number of vehicles required at work fronts is to be kept to a minimum via carpooling and limited to those containing tools and equipment required for the day's tasks. Heavy vehicles will deliver to the main compound, which will have dedicated parking and turning movement areas or directly to each WTG location, where hardstand areas will be utilised for parking and turning. Handbrakes must be applied at all times whilst the vehicle is stationary. Parking on a gradient should be avoided where practicable. Where parked on a gradient, vehicles must park across the gradient. During the construction period, all 'non-authorized' vehicles shall be parked in a designated area at the main office location. Designated areas for the standing of trucks and parking will be provided within site during construction.	-
8.16 Reversing	Vehicles and plant shall maintain a forward motion wherever possible when travelling around the Project site. In the event this is not possible for heavy vehicles and other mobile plant and reversing is required, a risk based approach will be applied for the plant until such time as it is able to resume forward motion. All vehicles and other mobile plant must have reversing alarms activated at all times whilst on site.	-
8.17 Dust Control	All operators must use vehicles and plant in a manner that minimises dust generation on the site, including using designated roads wherever possible and observing speed restrictions at all times. In dusty conditions, drivers shall not proceed when visibility is such that they cannot proceed safely. In heavy dust conditions drivers, must pull over and stop until dusts clears. This includes dust generated by oncoming traffic and traffic being followed. As the primary means for managing dust on site, a water cart will be engaged to water access roads and other areas on the Project site known to produce excessive dust.	-
8.18 Biosecurity	All vehicles and plant to be operated on site shall be thoroughly washed or cleaned to remove all soil, mud and plant material that may pose a weed hygiene risk to the Project site, prior to commencing any work. Upon arrival at site the vehicle or plant shall be visually inspected by a nominated Project representative who will complete a Weed Hygiene Inspection Form. Compliant vehicles will be provided with a windscreen sticker to display and a copy of the completed Weed Hygiene Inspection Form to retain within the vehicle or plant at all times for demonstration of biosecurity compliance. Any vehicles or plant deemed non-compliant during this inspection will be required to be cleaned and re- inspected before being permitted to access the Project site. Should the vehicle or plant be used outside of sealed roads, Project access roads and the Project site, a wash-down and new hygiene inspection must occur prior to re-entry to site. Note: Delivery trucks will not be subject to the Project's weed hygiene inspection process unless triggered through a risk assessment following travel on to vegetated areas, or as recommended by Project personnel following vehicle observation. For further details on the management of biosecurity for the Project, please refer to the Construction Environmental Management Plan (2046-LECH-001-2).	Construction Environmental Management Plan



ACTIVITY	DESCRIPTION	REFERENCES
9. COMMUNICATION		
9.1 Internal Communications	The following internal communication forums will occur during the execution of works: • Inductions • SWMS Workshops • Daily Pre-start meetings • Regular toolbox meetings (project workforce), and • Weekly construction management team meetings.	
9.2 External and Third-Party Communications	Regular communication with stakeholders/landowners will be undertaken during construction activities. All significant stakeholder landholder issues not readily resolved by construction personnel shall be directed to the Supervisor who will notify the Project Manager.	
9.3 Media Protocol	If any Project personnel have any contact with a media representative, they will: • Respond in a polite and courteous manner, and • Inform the media representative that they are not the authorised spokesperson and provide contact details of the Flyers Creek Wind Farm Project spokesperson or media contact.	



APPENDIX A – PROJECT LAYOUT



APPENDIX B – CONSULTATION RECORD

Date	Consultation	Comments
22 nd January 2020	Blayney Shire Council	1. Preliminary review of site access point designs undertaken with the Blayney Shire Engineer 2. Site visit undertaken to review proposed site access points 3. Site visit undertaken to review cable route along Cadia and Errowanbang Road, and 4. Site visit undertaken along Halls Road.
23 rd April 2020	Blayney Shire Council	Consultee comments received from Blayney Shire Council. Blayney Shire had no comments on the CTAMP, however noted the requirement to develop detailed TCP's at a later stage.
6 th April 2020	Cabonne Shire Council	Consultee comments received from Cabonne Shire Council. Cabonne Shire had no comments.
31 st August 2020	Transport for NSW (TfNSW)	Consultee comments received from TfNSW– Refer overleaf for consultation record.
28 th September 2020	Department of Planning, Industry and Environment NSW	1. References to RMS to be updated to TfNSW a. Completed. 2. Update section 3.2 Project Activities with timing against each phase a. Completed 3. Appendix A – update figure labels with improved legibility a. Please use zoom in function in pdf for improved legibility. This can also be printed at A3 or larger for improved legibility. 4. Appendix B – have TfNSW's comments been addressed? Please provide evidence that TfNSW have reviewed the changes and are satisfied. a. Please see correspondence below and relevant additional amends in final CTAMP.
4 th June 2021	Transport for NSW (TfNSW)	Consultee correspondence (SF2012/040962; WST11/00006/15) received from TfNSW – Refer overleaf for consultation record.
10 th August 2021	Department of Planning, Industry and Environment NSW	Please provide the following additional information in relation to: ● Status of condition F15. a. An assessment of the proposed transport routes for all heavy and over-dimensional vehicle access to and from the site has been undertaken and consultation on this has commenced with the relevant road authorities to reach agreement. Once agreement has been reached this information will be provided to DPIE for information. ● Requirements of condition F15A, with reference to specific consultation and agreement where required with the roads authorities. In particular, it is unclear whether consultation with the local Councils specifically covered F15A, as (a) it is not clear whether all routes have been agreed under condition F15, (b) full details of the original referrals are not provided to determine if the roads authorities were providing comment on the relevant requirements under condition F15A or just the CTAMP generally, and (c) consultation from Blayney Shire Council envisages consultation on a more detailed TCPs. a. Consultation with the Councils was carried out on this CTAMP in April 2020. The CTAMP included clear information that Condition F15A is covered in the CTAMP and that information is included in Section 7 of the CTAMP. The correspondence with Councils is included in Appendix B of the CTAMP. FCWF has subsequently provided key contact details at both Councils to DPIE so that they can contact the Council's directly for any additional confirmation they require. ● Availability of site plans to demonstrate compliance with condition F21(c)(ii) a. The Site Layout Plan provided in Appendix A shows site compounds (where parking will be contained within),



		dedicated turning areas on access tracks and main site ingress and egress points. • Management measures/controls for the identified impacts to the public road network in section 6.2 of the CTAMP. It is unclear how these CTAMP closes out these matters. a. Management measures and controls for each of the identified impacts are addressed in the following sections of the Plan; 5.2 Project Hours, 5.4 Construction Personnel and Traffic Logistics, 5.12 Traffic Control Plans, 5.13 Road Occupancy Licence and S138 Approvals, 6.1 Existing Conditions, 6.3 Commercial and Residential Property Access, 8.1 Risk Management and 8.4 Compliance and Monitoring. • Assignment of roles and responsibilities for requirements of the plan, and for associated construction traffic tasks such as carrying out of condition F17. a. Roles and responsibilities are defined in Section 6 of the overarching CEMP (approved) b. Condition F17 states that the Proponent shall repair all damage to sealed roads during construction. The Proponent may direct its contractor to undertake these works should they occur, however the Proponent is ultimately responsible.
--	--	--

From: [Mark Dicker](#)
To: [Megan Richardson](#)
Subject: [EXTERNAL] FW: Flyers Creek - Management Plans
Date: Thursday, 23 April 2020 5:04:51 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Megan,

Nathan comments below

Thanks Mark

Mark Dicker
Director Planning and Environmental Services
Blayney Shire Council

From: Nathan Skelly <NSkelly@blayney.nsw.gov.au>
Sent: Thursday, 23 April 2020 4:27 PM
To: Mark Dicker <MDicker@blayney.nsw.gov.au>; Grant Baker <GBaker@blayney.nsw.gov.au>; Daniel Drum <DDrum@blayney.nsw.gov.au>; Benjamin Prestwidge <BPrestwidge@blayney.nsw.gov.au>
Subject: RE: Flyers Creek - Management Plans

I've got no real comments on the traffic management plan. I believe it is adequate as a draft.

The will obviously need to develop detailed TCP's for it, but that will come at a later stage no doubt.

Nathan Skelly
Manager Operations
Blayney Shire Council

From: Mark Dicker <MDicker@blayney.nsw.gov.au>
Sent: Thursday, 23 April 2020 3:29 PM
To: Grant Baker <GBaker@blayney.nsw.gov.au>; Daniel Drum <DDrum@blayney.nsw.gov.au>; Benjamin Prestwidge <BPrestwidge@blayney.nsw.gov.au>; Nathan Skelly <NSkelly@blayney.nsw.gov.au>
Subject: RE: Flyers Creek - Management Plans

Hi All,

Further to previous email, I just spoke to Megan.

Infigen really want our comments on the attached.

Megan has asked even though we are over the requested date, if comments or even a no comment email can be sent to Megan advising by next Friday 2 May 2020

From: [Tony Weekes](#)
To: [Megan Richardson](#)
Subject: [EXTERNAL] RE: Flyers Creek Wind Farm, Condition F21 (c): Construction Traffic & Access Management Plan.
Date: Monday, 6 April 2020 2:44:20 PM
Attachments: [image009.png](#)
[image010.png](#)
[image011.png](#)

Hi Megan,

All looks fine.

Regards

Tony Weekes
Operations Manager Roads &
Bridges
Tony.Weekes@cabonne.nsw.gov.au
(02) 6390 7155
0407300279



Cabonne Council
PO Box 17
Molong NSW 2866
Switch: (02) 6390 7100
Fax: (02) 6392 3260
Council@cabonne.nsw.gov.au
www.cabonne.nsw.gov.au

 **Please consider the environment before printing this e-mail.**

This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender.

Views expressed in this message are those of the individual sender, and are not necessarily the views of Cabonne Council unless otherwise stated.

For the purposes of the Copyright Act, the permission of the holder of copyright, in this communication may be taken to have been granted, unless stated otherwise, for the copying or forwarding of this message, as long as both the content of this communication and the purpose for which it is copied or forwarded are work related.

From: Megan Richardson <Megan.Richardson@infigenenergy.com>
Sent: Monday, 6 April 2020 2:19 PM
To: Heather Nicholls <Heather.Nicholls@cabonne.nsw.gov.au>; Tony Weekes <Tony.Weekes@cabonne.nsw.gov.au>
Cc: May.Patterson@planning.nsw.gov.au
Subject: RE: Flyers Creek Wind Farm, Condition F21 (c): Construction Traffic & Access Management Plan.

Hi Tony,

Did you have any comments on the Construction Traffic and Access Management Plan?

Many thanks
Megan

From: Megan Richardson

From: [Andrew McIntyre](#)
To: [Megan Richardson](#)
Cc: [Stuart Black](#); [Treacy, Brian](#); [Spiller, Stephen \(GE Renewable Energy\)](#); [Development Western](#)
Subject: [EXTERNAL] RE: Flyers Creek Wind Farm - Consultation with RMS
Date: Monday, 31 August 2020 11:06:28 AM
Attachments: [FLYW1-2020-30-07 F21-C CTAMP.PDF](#)

Dear Megan

I apologise for the delay in my reply.

I have reviewed the CTAMP. Generally, more work is required to detail the road upgrades. In particular:

- Its not clear (to me) what the actual traffic generation will be during construction and where the traffic will proportionately be . The report states that commuter traffic will be kept to a minimum by carpooling, but there isn't any detail as to how carpooling will be enforced/managed. In Western Region, our experience is that local construction staff will generally want to drive their own vehicles.
- Quantification of the constriction traffic volumes, including estimates of incidental journeys, has not been included.
- Without the above information, we are unable to assess the suitability of existing roads and intersections, in particular, the intersection of Errowanbang Rd and the Mid-Western Highway (HW6). Please note that the existing Auxillary Right Turn treatment at the intersection of HW6 and Errowanbang Rd is no longer used on the classified road network.

Regards

Andrew McIntyre
Manger land Use Assessment
Community and Place
Regional and Outer Metropolitan Division
Transport for NSW
T 02 6861 1453 | F 02 6861 1414 | M 0417 431 982
Level 1 51-55 Currajong Street Parkes NSW 2870

Every journey matters





4 June 2021

SF2012/040962; WST11/00006/15

Ms Megan Richardson
Development Manager
Infigen Energy
Level 17
56 Pitt Street
SYDNEY NSW 2000

Dear Ms Richardson

**MP08_0252 MOD 4: Flyers Creek Wind Farm
Review of Construction Traffic Access Management Plan (CTAMP)**

I refer to your email of 26 April 2021 forwarding a revised CTAMP to Transport for NSW (TfNSW) for comment. Reference is also made to my email response to you on 10 May 2021.

The purpose of this letter is to confirm TfNSW had reviewed the CTAMP and advise that, subject to the intersection of Errowbang Road and Mid Western Highway (HW6) being upgraded, the plan is considered adequate.

As provided in my email of 10 May 2021, the upgrade of the intersection will need to include a Channelised Right turn treatment (Short) (CHR(S)), designed and constructed in accordance with *Austroads Guide to Road Design* (copy of treatment attached). I note that to facilitate over size/over mass movements to the site, this intersection will be widened to provide sufficient width to allow long vehicles to turn left into Errowbang Road.

To undertake these works, a Works Authorisation Deed will need to be entered into between the proponent of MP08_0252 and TfNSW. As a first step, it is requested that a concept design for the upgraded intersection be prepared and provided to TfNSW for review. Once a concept plan is agreed, a WAD can be drafted and sent to you for signature.

I trust this information is of assistance. Should you require further information please contact the undersigned on 02 6861 1453.

Yours faithfully

Andrew McIntyre
Manager Development Services
West

Roads and Maritime Services

Ms Megan Richardson
Development Manager
Iberdrola

By email

10/08/2021

Dear Ms Richardson

Flyers Creek Wind Farm (MP 08_0252)
Construction Traffic and Access Management Plan - request for additional information

We require additional information relating to the Construction Traffic and Access Management Plan submitted under the conditions of approval for the Flyers Creek Wind Farm.

Please provide the following additional information in relation to:

- Status of condition F15.
- Requirements of condition F15A, with reference to specific consultation and agreement where required with the roads authorities. In particular, it is unclear whether consultation with the local Councils specifically covered F15A, as (a) it is not clear whether all routes have been agreed under condition F15, (b) full details of the original referrals are not provided to determine if the roads authorities were providing comment on the relevant requirements under condition F15A or just the CTAMP generally, and (c) consultation from Blayney Shire Council envisages consultation on a more detailed TCPs.
- Availability of site plans to demonstrate compliance with condition F21(c)(ii)
- Management measures/controls for the identified impacts to the public road network in section 6.2 of the CTAMP. It is unclear how these CTAMP closes out these matters.
- Assignment of roles and responsibilities for requirements of the plan, and for associated construction traffic tasks such as carrying out of condition F17.

Please provide the information, or notify us that you will not provide the information by Tue 24 August 2021. If this timeframe is not achievable, please provide and commit to an alternative timeframe for providing this information.

If you have any questions, please contact me on 02 9274 6495/ at Dominic.Crinnion@planning.nsw.gov.au.

Yours sincerely



Dominic Crinnion
Team Leader
Energy Assessments

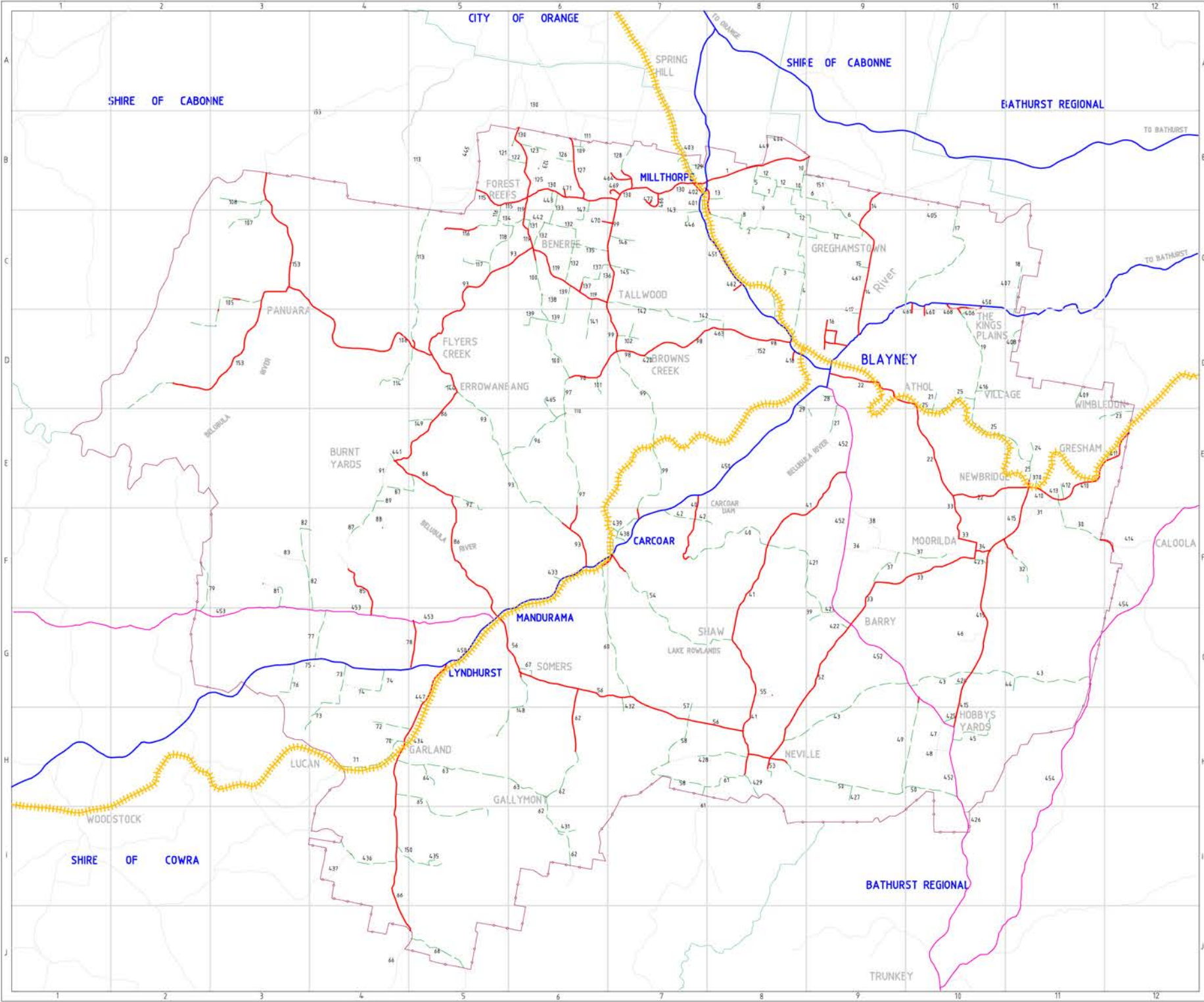


APPENDIX C – BLAYNEY SHIRE ROAD MAP

Numerical Map References

1	Victoria Rd	B8	135	Ferndale Ln	C6
2	Nyes Gates Rd	C8	136	Bunjar Ln	D5,F5
3	Wombiana Ln	C8	137	Warburtons Ln	C6
4	Grahamstown Rd	C8	138	Peppermint Ln	C6
5	Eves Ln	B8	139	Dicksons Ln	C6
6	Bentleys Ln	B8,C9	140	Souths Ln	D5
7	Sherlocks Ln	B8	142	Matthews Rd	C7,D8
8	Fiddicks Ln	C8	143	Smiths Ln	B7
9	Willis Ln	B8,C8	144	Old Errowanbang Rd	D5
10	Glengate Rd	B8	145	Duttons Ln	C7
12	Glengay Rd	B8,C9	146	Kinghams Ln	C7
13	Graham Rd	B8	147	Gartholme Rd	B6,C6
14	Guyong Rd	B8,D9	148	Millpost Creek Rd	G6,H5
15	Mayfield Ln	C9	149	Ellerys Ln	E5
16	Marshall Ln	D9	150	Sunnyside Rd	I4,I5
17	Duncheon Rd	C10	151	Nichols Ln	D8
18	Pounds Ln	C11	152	Gays Ln	D8
19	Kings Plains Rd	D10	153	Four Mile Creek Rd	B3,D2
21	Sykes Ln	D10	370	Calga Rd	E11
22	Newbridge Rd	D9,E11	401	Back Rd	B7
23	West Wimbledon Rd	E12	402	Glennie Rd	B7
24	Jones Ln	E11	403	Springvale Ln	B7
25	Village Rd	D10,E11	404	Toners Ln	B8
27	Hills Ln	E9	405	Koomoorang Rd	B10
28	Prices Ln	D9	406	Acacia Ln	D9
29	Lucas Ln	D8	407	Fleetwood Ln	C11
30	Caloola Rd	E11,F12	408	Kellys Ln	D11
31	Back Creek Rd	E11	409	Fitzgerald Valley Rd	D11
32	Bundaleer Rd	F11	410	Wimbledon Rd	E11,E12
33	Moorilda Rd	E10,F10	411	Graham Ln	E12
34	Kurangia Rd	F10	412	Stringybark Rd	E11
37	Fardells Ln	F9,F10	413	Newbridge Cemetery Rd	E11
38	Toothys Ln	F9	414	Elmwood Rd	F12
39	Corks Ln	G8	415	Three Brothers Rd	E5,G10
40	Carcoar Dam Rd	E7,H8	416	Superior Rd	D9
41	Neville Rd	E7,H8	418	Memorial Dr	D8
42	Fullers Ln	F7	419	Avonlee Ln	C9
43	Old Luchian Rd	H8,G11	420	Rosedale Rd	D7
44	Garabald Ln	G11	421	Mallowgrove Rd	F8,G8
45	McKellers Ln	H10	422	Coombes Ln	F10
46	Morrisons Ln	G10	423	St Brigids Ln	F10
47	Dwyers Ln	H10	424	Hobbys Yards Cemetery Rd	G10
48	Meeks Ln	H10	425	Church Ln	H10
49	Dowdells Ln	G10,H8	426	Currawa Ln	H10
50	Neville - Trunkay Rd	H8,H10	427	Pittschoy Rd	H8
52	Barry Rd	G9,H8	428	Glenarvon Rd	H7,H8
53	Teasdale Ln	H8	429	Sunset Hills Rd	H8
54	Mount Macquarie Rd	F7,G8	430	Bugs Ridge Rd	B6
55	Baldoon Rd	G8	431	Bradene Rd	H6
56	Mandurama Rd	G6,H8	432	Hilton Ln	G7
57	Pomona Ln	G7,H7	433	Golden Gully Rd	F6
58	Fairford Rd	H7	434	Muggletons Rd	H4
60	Fell Timber Rd	F6,G7	435	Sherrwood Rd	I5
61	Kentucky Rd	H6,I7	436	Yangoora Rd	I4
62	Gallymont Rd	G6,I6	437	Waugoola Rd	I4
63	Snake Creek Rd	H4,H6	438	Brady Rd	F7
64	Winterbottoms Ln	H5	439	Wirraway Ln	F7
65	Hilltop Ln	H4,I5	440	Station St	F7
66	Garland Rd	G5,I4	441	Harris Rd	E4
67	Somers Ln	G6	442	North Ln	C6
68	Tea Tree Rd	J5	443	Curralee Ln	B6
70	Kinds Ln	H4	445	Waldegrove Rd	B5
71	Lucan Rd	H4	446	Clayton Ln	C7
72	Hines Ln	H4	447	Cobbs Ln	G3
73	Rockdell Rd	G4,H3	448	Quary Farm Ln	B6
74	Lyons Rd	G4	449	Pretty Plains Rd	B6
75	Kennys Lane South	G4	450	Mid Western Hwy	C12,H1
76	Meadows Ln	G3	451	Millthorpe Rd	A7,D9
77	Kennys Ln	G4	452	Hobbys Yards Rd	D9,H10
78	Newry Downs Ln	G5	453	Belubula Way	G5,G1
79	Boondaroo Rd	F2	454	Trunkay Rd(1R54)	F12,J10
81	Wells Ln	F3	460	Winterwood Ln	D10
82	Williamson Rd	F4,I3	461	Taronsa Ln	C8
83	Hazelwood Rd	F3	462	Limestone Ln	D8
85	Junction Reefs Rd	F4	463	Brooklee Ln	D8
86	Burnt Yards Rd	D5,F5	464	Clover Ridge Rd	B7
87	Bakers Rd	E5,F4	465	Dunstaffnage Rd	D6,E8
88	Junction Park Rd	F4	466	Charles Booth Way	B7
89	Lummes Ln	E4	467	Lindsay Ln	C9
91	Glendale Ln	E4	468	Walkoms Ln	C10
92	Lochewen Ln	E5	469	Beneroofs Ln	B7
93	Errowanbang Rd	C6,F6	470	Hillside Ln	C7
96	Halls Rd	E5	471	Shuet Ct	B6
97	Gap Rd	D6,F6	472	Mitchell Ct	B7
98	Browns Creek Rd	D8,D6			
99	Carcoar Rd	B7,F7			
100	Benero Rd	C6,D6			
101	Westons Ln	D6			
102	Ewins Ln	D7			
105	Lawsons Rd	C3,D2			
106	Panauara Rd	D5,C3			
107	Ashleigh Park Rd	C3			
108	Wallaces Rd	B3			
109	Myers Ln	B6			
110	Fairbanks Ln	E6			
111	Glensia Rd	B6			
112	Cadia Rd	C5,D5			
114	Meribah Rd	D4			
115	Long Swamp Rd	B5,B6			
116	Carbine Rd	C5			
117	Hagars Ln	C5			
118	Watersons Ln	C5,C6			
119	Tallwood Rd	B6,C6			
121	Dog Trap Ln	B6			
122	Rapleys Ln	B6			
123	Nixons Ln	B6			
125	Convent Ln	B6			
126	Bulb Farm Ln	B6			
127	Spring Terrace Rd	B6			
128	Spring Hill Rd	B7			
129	Richards Ln	B7			
130	Forest Reefs Rd	B7,B5			
131	Calvert Ln	C6			
132	Wilsons Ln	C6			
133	Burtens Ln	B6,C6			
134	Ovington Ln	C5			

BLAYNEY SHIRE COUNCIL



STATE ROADS REGIONAL ROADS SEALED ROADS GRAVEL ROADS TRACKS (NOT MAINTAINED BY COUNCIL) RAILWAY TRACKS

Alphabetical Map References

A	Acacia Ln	D10	105	Lawsons Rd	C3,D2
107	Ashleigh Park Rd	C3	462	Limestone Ln	C8
419	Avonlee Ln	C9	467	Lindsay Ln	C9
B	Back Creek Rd	E11	92	Lochewen Ln	E5
31	Back Rd	B7	115	Long Swamp Rd	B5,B6
401	Bakers Rd	E5,F4	71	Lucan Rd	H4
55	Baldoon Rd	G8	89	Lummes Ln	E4
52	Barry Rd	G8,H8	74	Lyons Rd	G4
453	Belubula Way	G5,G1	N		
100	Benero Rd	C6,D6	421	Mallowgrove Rd	F8,G9
469	Beneroofs Ln	B7	56	Mandurama Rd	G6,H8
6	Bentleys Ln	B8,C9	16	Marshall Ln	D9
471	Bluet Ct	B6	142	Matthews Rd	C7,D8
79	Boondaroo Rd	F2	15	Mayfield Ln	C9
431	Bradene Rd	I6	45	McKellers Ln	H10
438	Brady Rd	F7	76	Meadows Ln	G3
463	Brooklee Ln	D8	48	Meeks Ln	H10
430	Buge Ridge Rd	D8,D6	418	Memorial Dr	D8
120	Bulb Farm Ln	B6	114	Meribah Rd	D4
32	Bundaleer Rd	F11	450	Mid Western Hwy	C12,H1
136	Bunjar Ln	D5,F5	148	Millpost Creek Rd	G6,H5
86	Burnt Yards Rd	D5,F5	451	Millthorpe Rd	A7,D9
133	Burtens Ln	B6,C6	472	Mitchell Ct	B7
C			33	Moorilda Rd	E10,F10
113	Cadia Rd	C5,D5	46	Morrisons Ln	G10
370	Calga Rd	E11	54	Mount Macquarie Rd	F7,G8
30	Caloola Rd	E11,F12	434	Muggletons Rd	H4
131	Calvert Ln	C6	109	Nyes Ln	B6
116	Carbine Rd	C5	N		
40	Carcoar Dam Rd	E7,F8	41	Neville Rd	E9,H8
99	Carcoar Rd	B7,F7	50	Neville - Trunkay Rd	H8,H10
426	Carrawa Ln	413	413	Newbridge Cemetery Rd	E11
466	Charles Booth Way	B7	22	Newbridge Rd	D9,E11
425	Church Ln	H10	78	Newry Downs Ln	G5
446	Clayton Ln	C7	151	Nichols Ln	B9
448	Clover Ridge Rd	B7	123	Nixons Ln	B6
447	Cobbs Ln	G5	442	North Ln	C6
125	Convent Ln	B6	2	Nyes Gates Rd	C8
422	Coombing Ln	G9	O		
39	Corks Ln	G8	144	Old Errowanbang Rd	D5
443	Curralee Ln	B6	43	Old Luchian Rd	H8,G11
139	Dicksons Ln	C6	134	Ovington Ln	C5
121	Dog Trap Ln	B6	106	Panauara Rd	D5,C3
49	Dowdells Ln	G10,H8	138	Peppermint Ln	C6
17	Duncheon Rd	C10	427	Peppercorn Rd	E11
465	Dunstaffnage Rd	D6,E8	57	Pomona Ln	G7,H7
145	Duttons Ln	C7	18	Pounds Ln	C11
47	Dwyers Ln	H10	449	Pretty Plains Rd	B8
E			26	Prices Ln	D9
149	Ellerys Ln	E5	448	Quary Farm Ln	B6
414	Elmwood Rd	F12	R		
93	Errowanbang Rd	C6,F6	122	Rapleys Ln	B6
5	Eves Ln	D7	129	Richards Ln	B7
102	Ewins Ln	B8	713	Rockdell Rd	G4,H3
110	Fairbanks Ln	E6	420	Rosedale Rd	D7
58	Fairford Rd	H7	S		
37	Fardells Ln	F9,F10	7	Sherlocks Ln	B8
60	Fell Timber Rd	F6,G7	143	Smiths Ln	B7
135	Fennell Ln	C8	141	Souths Ln	D6
8	Fiddicks Ln	C8	63	Snake Creek Rd	H4,H8
409	Fitzgerald Valley Rd	D11	67	Somers Ln	G6
407	Fleetwood Ln	C11	141	Souths Ln	D6
130	Forest Reefs Rd	B7,B5	128	Spring Hill Rd	B7
153	Four Mile Creek Rd	B3,D2	127	Spring Terrace Rd	B6
42	Fullers Ln	F7	403	Springvale Ln	B7
62	Gallymont Rd	G6,I6	440	Station St	F7
97	Gap Rd	D6,F6	412	Stringybark Rd	E11
44	Garabald Ln	G11	416	Superior Rd	D9
167	Garland Rd	G5,I4	150	Sunnyside Rd	I4,I5
146	Gartholme Rd	B6,C6	429	Sunset Hills Rd	H8
152	Gaye Ln	D8	21	Sykes Ln	D10
428	Glenarvon Rd	H7,H8			
91	Glendale Ln	B8,C9	411	Tallwood Rd	B6,C6
10	Glengate Rd	B8	461	Taronsa Ln	D10
12	Glengay Rd	B8	68	Tea Tree Rd	J5
111	Glensia Rd	B6	53	Teasdale Rd	H8
402	Glennie Rd	B7	415	Three Brothers Rd	E5,G10
433	Golden Gully Rd	F6	404	Toners Ln	B8
13	Graham Ln	C8	38	Toothys Ln	F8
4	Grahamstown Rd	B8	454	Trunkay Rd(1R54)	F12,J10
411	Gresham Ln	E12	V		
114	Guyong Rd	B9,D9	25	Village Rd	D10,E11
H			1	Victoria Rd	B8
117	Hagars Ln	C5	W		
96	Halls Rd	E6	445	Waldegrove Rd	B5
445	Harris Rd	E4	468	Walkoms Ln	C10
83	Hazelwood Rd	F3	108	Wallaces Rd	B3
27	Hills Ln	E9	137	Warburtons Ln	C6
40	Hillside Ln	C7	118	Watersons Ln	C5,C6
65	Hilltop Ln	H4,I5	437	Waugoola Rd	I4
113	Hilton Ln	G7	81	Wells Ln	F3
72	Hines Ln	H4	23	West Wimbledon Rd	E12
424	Hobbys Yards Cemetery Rd	G10	101	Westons Ln	E12
452	Hobbys Yards Rd	D9,H10	9	Willis Ln	B8,C8
J			132	Wilsons Ln	C6
24	Jones Ln	E11	410	Wimbledon Rd	E11,E12
88	Junction Park Rd	F4	64	Winterbottoms Ln	H5
85	Junction Reefs Rd	F4	460	Winterwood Ln	D10
K			439	Wirraway Ln	F7
408	Kellys Ln	D11	Y		
75	Kennys Lane South	G4	436	Yangoora Rd	I4
67	Kennys Ln	G4			
61	Kentucky Rd	H8,I7			
70	Kinds Ln	H4			
140	Kinghams Ln	C9			
19	Kings Plains Rd	D10			
405	Koomoorang Rd	B10			
34	Kurangia Rd	F10			

BLAYNEY SHIRE ROAD MAP

Drawn:	AJE	DATE:	28-01-2003
Modified:	TLL	DATE:	13-12-2006

nacap

A QUANTA SERVICES COMPANY



A QUANTA SERVICES COMPANY

