Goulburn River
Solar Farm

Traffic Management Plan

turnbull

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* updated to reflect changes through construction, including the outcomes of approved Planning Secretary Requests and Traffic Management Systems for heavy vehicles requiring escort
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Contents

1. Introduction 1
1.1. Purpose of this Traffic Management Plan 1
1.2. Quality Assurance 5

2. Overview of the Project 7
2.1. Project Setting 7
2.2. Development Area 7
2.3. Project Area and Development Footprint 9
2.4. Components and Features 11
2.5. Road Network 11
2.6. Parking 20
2.7. Public Transport 21
2.8. Active Transport 23

3. Project Phase Activities 24
3.1. Early Works – Pre-construction 24
3.2. Main Works – Construction Activities 30
3.3. Operation 31
3.4. Decommissioning 32
3.5. Construction Vehicle Routes 32
3.6. Traffic Generation 38
3.7. Turning Areas 42
3.8. Parking 46

4. Transport Impact Assessment 47
4.1. Construction Impacts 47

5. Mitigation and Management 53
5.1. Overview 53
5.2. Additional Linemarking and Signage 64
5.3. Traffic Guidance Schemes 64
5.4. Site Induction 64
5.5. Driver Code of Conduct 64
5.6. Management of Construction Vehicle Routes 65
5.7. Road Condition 67
5.8. Speed Limits 68
5.9. Heavy Vehicles Requiring Escort 68

6. Communication 79
6.1. Stakeholders 79
6.2. Complaints Management 79

7. Roles and Responsibilities 80

8. Monitoring and Reporting 81
8.1. Traffic Mitigation and Management Monitoring 81
8.2. Training, Awareness and Competencies 87

9. Review and Improvement 88

10. Incident Reporting 89
10.1. Notification Procedures under Development Consent 89
11. References 91
Appendix A Road and culvert upgrades 92
Appendix B Intersection upgrades 93
Appendix C Heavy Vehicle Swept Paths 94
Appendix D Heavy Vehicles Requiring Escort Swept Paths 96
Appendix E Heavy Vehicles Requiring Escort Transport Management Plans 99
Appendix F Driver Code of Conduct 103
Section 2.1 – Wollara Road Radio Communication Protocol 104
Appendix G Vehicle Movement Plan 108
Appendix H Stakeholder Consultation for TMP Approval 109

1. Introduction

Lightsource Development Services Australia Pty Ltd, a wholly owned subsidiary of Lightsource bp Renewable Energy Investments Limited (Lightsource bp) received Development Consent for the Goulburn River Solar Farm (SSD 33964533) in August 2024. The Development Consent was granted by a delegate of the Minister for Planning and Public Spaces under section 4.38 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Project is located approximately 28 kilometres (km) southwest of Merriwa in New South Wales (NSW). It is wholly within the Upper Hunter Local Government Area (LGA).

The Project Area comprises two freehold properties that span across multiple lots, covering an area of approximately 2,000 hectares (ha). The Development Footprint for the solar farm occupies 792.19 ha and road upgrades will cover approximately 8.1 km.

The Project involves the construction, operation and decommissioning of approximately 550-megawatt peak (MWp) of solar photovoltaic (PV) generation as well as a Battery Energy Storage System (BESS) with a maximum 1,030 MWp/2,060-megawatt hour (MWh) capacity.

The Project will include a substation and connection to an existing 500 kilovolt (kV) transmission line which passes through the Project Area. The Project will include road repairs and upgrades to Ringwood Road, Wollara Road, and the Golden Highway intersection. The Project also includes a temporary workers accommodation facility, temporary construction facilities, operation and maintenance buildings, internal access roads, civil works, electrical infrastructure to connect the Project to the existing transmission line and a 30 metre (m) telecommunications tower.

Lightsource bp is a global leader in the development and management of solar energy projects. Its purpose is to deliver affordable and sustainable solar power for businesses and communities around the world. Lightsource bp is active in 19 countries, across six continents, however, are continuing to rapidly expand globally. Lightsource bp provides a full service to its customers, from initial site selection, financing and permitting through to construction, long-term operation, and decommissioning.

1.1. Purpose of this Traffic Management Plan

This Traffic Management Plan (TMP) has been prepared to comply with the relevant conditions within the Development Consent, as well as meet other applicable statutory requirements and obligations during the construction, operation and decommissioning of the Project. The TMP has been informed by the following assessment reports:

- Environmental Impact Statement (EIS) for Goulburn River Solar Farm, dated May 2023 (Umwelt 2023a).
- Goulburn River Solar Farm Amendment Report (Umwelt 2023b).
- Goulburn River Solar Farm Temporary Workers Accommodation Facility Amendment Report (Umwelt 2024).

- Traffic and Transport Impact Assessment (Turnbull 2023).

The Development Consent includes administrative and environmental conditions, as well as environmental management and reporting requirements, that necessitate the preparation of several post-approval management plans and strategies. This TMP has been prepared to meet the requirements of Condition B1-B10 of the Development Consent.

The relevant conditions of consent and where they have been addressed in this document is included in **Table 1-1** below.

Table 1-1: Relevant TMP Development Consent conditions

SSD 33964533 Conditions	Description	Section addressed
Part B Environmental Conditions – General: Transport		
Heavy Vehicles Requiring Escort and Heavy Vehicle Restrictions		
Condition B1	The Applicant must ensure that the:	
	(a) development does not generate more than:	
	(i) 55 heavy vehicle movements a day (a maximum of 15 heavy vehicle movements per hour) during construction, upgrading and decommissioning;	**Section 3.6.3 and Section 4.1**
	(ii) 24 movements of heavy vehicles requiring escort during construction, upgrading or decommissioning; and	**Section 3.6.3 and Section 4.1**
	(b) length of any vehicles (excluding heavy vehicles requiring escort) used for the development does not exceed 19 metres unless the Planning Secretary agrees otherwise.	**Section 3.5.2**
Condition B2	The Applicant must keep accurate records of the number of heavy vehicles and vehicles requiring escort entering or leaving the site each day for the duration of the project.	**Section 5.6**
Access Route		
Condition B3	Unless otherwise agreed by the Planning Secretary, all heavy vehicles and heavy vehicles requiring escort associated with the development must travel to and from the site via the Golden Highway/Ringwood Road Intersection as shown in Figure 3 and Figure 4 in Appendix 4.	**Section 3.5.2 and Appendix D**
Condition B4	All heavy vehicles (excluding heavy vehicles requiring escort) associated with the development accessing the site via the Golden Highway/Ringwood Road intersection:	**Section 3.5.2 ,** Appendix C **and Appendix G**
	a) must access Ringwood Road by turning left from the Golden Highway only, as shown in Figure 4 in 4; and	
	b) must exit Ringwood Road by turning left on to the Golden Highway only, as shown in Figure 4 in Appendix 4.	
Condition B5	All heavy vehicles (excluding vehicles requiring escort) associated with the development departing the site and needing to travel east along the Golden Highway must use the turnaround point at Barnett Street, as shown on Figure 4 in Appendix 4.	**Section 3.5.2, Section 3.7 and Appendix C**.

SSD 33964533 Conditions	Description	Section addressed
Site Access		
Condition B6	All vehicles associated with the development must enter and exit the site via the Primary Access point off Wollara Road, as identified in Appendix 1. *Note: Other site access points may be used for emergency purposes.*	**Figure 3-4, Appendix C and Appendix G**
Road Upgrades		
Condition B7	Unless the Planning Secretary agrees otherwise, prior to commencing construction the Applicant must complete the road upgrades detailed in Appendix 4. Unless the relevant road authority agrees otherwise, these upgrades must comply with the current *Austroads Guidelines, Australian Standards* (as amended by TfNSW supplements), and be carried out to the satisfaction of the relevant roads authority.	**Section 3.1, Table 3-1, Section 5.3 and Appendix A and Appendix B**
Road Maintenance		
Condition B8	The Applicant must, in consultation with the relevant roads authority:	
	(a) undertake an independent dilapidation survey to assess the:	**Section 5.7.1**
	(i) existing condition of Ringwood Road and Wollara Road on the transport route, prior to construction, upgrading or decommissioning works; and	
	(ii) condition of Ringwood Road and Wollara Road on the transport route, following construction, upgrading or decommissioning works;	
	(b) on completion of the dilapidation reports undertaken in B8(a)(i) and (ii) provide a copy to the relevant road authority; and (c) repair the roads identified in condition B8(a)(i) if dilapidation surveys identify that the road has been damaged due to development-related traffic during construction, upgrading or decommissioning works; If there is a dispute between the Applicant and the relevant roads authority about road repairs (including timeframes) required under this condition, then either party may refer the matter to the Planning Secretary for resolution.	**Section 5.7.3**
Operating Conditions		
Condition B9	The Applicant must ensure:	
	(a) the internal roads are constructed as all-weather roads;	**Section 5.7.2**
	(b) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;	**Section 2.5 and Section 3.8**
	(c) the capacity of the existing roadside drainage network is not reduced;	**Section 3.1.1**
	(d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and	**Section 5.6 and Appendix F**

SSD 33964533 Conditions	Description	Section addressed
	(e) development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network.	**Section 5.7.2**
Traffic Management Plan		
Condition B10	Prior to commencing road upgrades identified in condition B7, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW, Upper Hunter Shire Council and Mid-Western Regional Council, and to the satisfaction of the Planning Secretary. This plan must include:	**This document Appendix H**
	(a) details of the transport route to be used for all development-related traffic;	**Section 3.3, and Appendix G**
	(b) details of the road upgrade works required by condition B7;	**Section 3.1, Section 5.3 Appendix A, Appendix B**
	(c) a reconciliation table to demonstrate all traffic-related management measures and recommendations identified in the EIS have been included in the plan;	**Section 5**
	(d) monitor the compliance of vehicles using the access route described in conditions B3 and B4 and B5;	**Section 5.6**
	(e) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:	
	(i) details of the dilapidation surveys required by condition B8 of this consent;	**Section 5.7.1**
	(ii) temporary traffic controls, including detours and signage, in particular regarding the left in / left out arrangement at the Ringwood Road / Golden Highway intersection, and the turnaround point on Barnett Street;	**Section 3.1, Section 5.3, Section 5.6 Appendix A and Appendix B**
	(iii) monitoring the bi-directional traffic volumes on the Golden Highway at the Ringwood Road intersection;	**Section 3.6.5**
	(iv) limiting construction traffic associated with the development to ensure that vehicle movements along the Golden Highway do not exceed 380 vehicles per hour during the AM peak hour;	**Section 3.6.5**
	(v) scheduling the arrival and departure of heavy vehicles from the site to avoid the PM peak hour where practicable;	**Section 3.6.3**
	(vi) notifying the local community about development-related traffic impacts;	**Section 6.1**
	(vii) procedures for receiving and addressing complaints from the community about development- related traffic;	**Section 6.2**
	(viii) minimising potential cumulative traffic impacts with other projects in the area during construction, upgrading or decommissioning works;	**Section 4.1**
	(ix) minimising dirt tracked onto the public road network from development-related traffic;	**Section 5.7.2**

SSD 33964533 Conditions	Description	Section addressed
	(x) details of any employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service;	**Section 3.6.4**
	(xi) measures for managing light vehicle peak numbers, including car-pooling or ride sharing by employees;	**Section 3.6.3**
	(xii) scheduling of haulage vehicle movements to minimise convoy length or platoons, and to minimise conflict with light vehicles;	**Section 3.5.2** and **Section 5.5.**
	(xiii) responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;	**Section 5.5 and Appendix F**
	(xiv) measures to minimise dust generated by construction traffic;	**Section 5.7.5 and Appendix F**
	(xv) responding to any emergency repair or maintenance requirements; and	**Section 5.7.4**
	(xvi) a traffic management system for managing heavy vehicles requiring escort;	**Section 5.9 and Appendix E(OSOM TMP)**
	(f) a driver's code of conduct that addresses:	**Section 5.5 and Appendix F**
	(i) driver fatigue;	
	(ii) procedures to ensure that drivers adhere to the designated transport routes and speed limits; and	
	(iii) procedures to ensure that drivers implement safe driving practices;	
	(g) a program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan.	**Section 5.4**
	Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan.	**Section 7**

Agency and other stakeholder consultation has been undertaken as per the Development Consent for plans. Preparation of this TMP has been undertaken in consultation with the Transport for NSW (TfNSW), Upper Hunter Shire Council and Mid-Western Regional Council. Stakeholder correspondence, and where this feedback has been addressed in this TMP, is documented in **Appendix H**.

1.2. Quality Assurance

The TMP will be updated by Lightsource bp in response to any incidents (potential or actual), traffic disruptions or other improvements identified through road upgrades and Project construction.

The commencement of intersection upgrades cannot commence until this TMP has been approved by Department of Planning, Housing and Infrastructure (DPHI) in accordance with Condition B10 of the Development Consent.

The additional approvals that will be required for the intersection upgrades are as follows:

- Works Authorisation Deed for work on the Ringwood Road / Golden Highway intersection.
- Road Occupancy Licence for work on the Ringwood Road / Golden Highway intersection.

2. Overview of the Project

2.1. Project Setting

The Project is comprised of predominantly managed agricultural land, approximately 28 km southwest of the township of Merriwa (refer to **Figure 2-1**) and is surrounded by the Goulburn River National Park.

The solar farm Project Area is located on freehold land which is owned by Lightsource bp. Upgrades to the public road network include roads under the responsibility of TfNSW (Golden Highway) and Upper Hunter Shire Council (Barnett Street, Ringwood Road and Wollara Road).

The Project Area is approximately 15 km from the Central West Orana Renewable Energy Zone (REZ) however it is not related to the REZ, nor is it dependent on the REZ. The REZ location was selected because of the benefits of relatively low transmission build costs due to its proximity to the existing transmission network structures. This Project Area benefits from utilising the existing 500 kV transmission line crossing the south-east portion of the site, allowing connection to the national electricity grid and eliminating the need for the Project to construct a transmission line to connect to the grid.

The Project Area is zoned RU1 Primary Production and is generally flat, with some minor undulation in the landscape which has been disturbed by historical agricultural activity.

2.2. Development Area

The Project Area is considered as the total area of the development, including the development boundary. It comprises approximately 792.19 ha of freehold land and Crown land contained within the development boundary.

The Project Area is comprised of five key components, including:

- Solar farm footprint.
- Public roads and culverts.
- Substation.
- BESS.
- Temporary Workers Accommodation Facility.

The Project Area is shown below in **Figure 2-2**.

Figure 2-1: Regional Locality

2.3. Project Area and Development Footprint

The Project Area covers approximately 2,000 ha with a Development Footprint of approximately 792.19 ha, as shown in **Figure 2-2**.

The remainder of the Project Area will be protected and managed as a Biodiversity Stewardship Site (BSS).

Access to the Development Footprint will be off Wollara Road via the existing driveway towards the southern end of the property's western boundary. Two secondary access points, also off Wollara Road, will be available towards the north of the property's western boundary for emergency use. Emergency services and National Parks and Wildlife Service (NPWS) access will be maintained through the Project Area, to be used for emergencies only or on request, refer to **Figure 2-2**.

The layout of the solar arrays associated infrastructure and temporary workers accommodation facility will be entirely contained within the Development Footprint. The Project also includes road repairs which are located outside of the Project Area (across approximately 8.1 km of existing road). These encompass parts of Ringwood Road (including culverts at two waterway crossings), Wollara Road, the intersection of Barnett Street and Golden Highway, and the intersection of Golden Highway and Ringwood Road. Works on the two culverts and the intersection are required to support Project construction traffic, whilst other road improvements are in response to feedback and represent part of a community benefit offered by the Project. All road upgrades will improve safety outcomes for both the Project and the broader community.

The works on Wollara Road, Ringwood Road and Barnett Street are contained to the road reserve and landowners' consent from Upper Hunter Shire Council has been obtained. The upgrades to the intersection of the Golden Highway and Ringwood Road require works which will be largely contained within the road reserve but will encroach into the cadastral boundary of Lot 1 DP34496 (outside of the existing fence-line). The formalisation of the bus stop on Ringwood Road at the intersection with Golden Highway will be contained within Lot 7303 DP 1146691.

The Project Area and Development Footprint is shown below in **Figure 2-2**.

Figure 2-2: Goulburn River Solar Farm Development Footprint

2.4. Components and Features

The Project includes the construction, operation, maintenance, and decommissioning of a PV solar farm with a capacity of approximately 550 MWp, which will supply electricity to the national electricity grid.

The key components of the Project are shown in **Figure 2-2** and include:

- Approximately one million bifacial solar PV modules.
- A centralised BESS with an approximate 450 MWp and 900 MWh capacity with the option of a decentralised BESS with an approximate 580 MWp and 1160 MWh capacity.
- Onsite 500 kV switchyard and substation, with underground electrical conduits and cabling.
- On-site power line connection via underground electrical conduits and cabling.
- Telecommunication tower.
- An additional transmission tower within the existing easement of the 500 kV transmission line adjacent to the BESS/substation.
- Road upgrades required on Ringwood Road, Wollara Road and the intersection of Ringwood Road and Barnett Street with the Golden Highway.
- Perimeter security fencing, CCTV and security lighting
- Office amenities, parking and storage facilities.
- Laydown areas suitable for storing plant and equipment, solar panels, cable drums and areas to support waste management activities.
- On-site Temporary Workers Accommodation Facility within the Development Footprint.

The Project is expected to operate for 40 years or more. After the initial 40-year operating period, the solar farm would either be decommissioned, removing all above ground infrastructure, and returning the site to its existing land capability, or repurposed with new PV equipment subject to technical feasibility and planning consents.

2.5. Road Network

2.5.1. Local Road Network

The local road network and key intersections for this Project are shown in **Figure 2-3**. Key roads that would provide access to the Project Area are described below, including Golden Highway, Ringwood Road, Wollar Road and Barnett Street. Wollar Road is outside of the construction traffic route but may be used by locally based workforce. Each of these roads are described below.

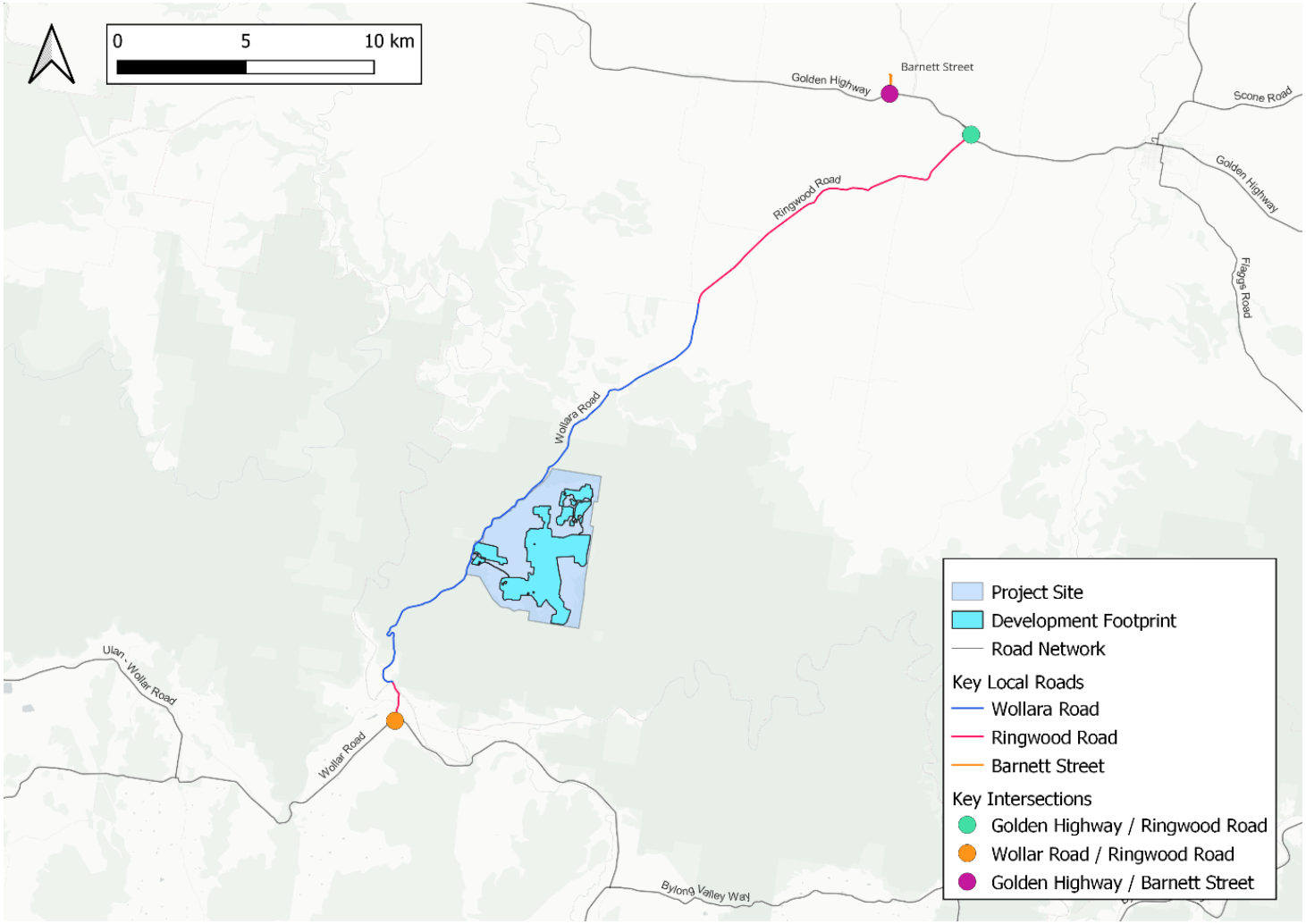


Figure 2-3: Local Road Network

Golden Highway, which is a key east-west corridor located in the Hunter and Orana regions, connecting Newcastle and Dubbo. The highway is an approved B-double route. The highway is classified as a State road and has a posted speed limit of 100 km/h. **Figure 2-4** shows the configuration of the Golden Highway at its intersection with Ringwood Road, as observed during a site visit carried out on 22 September 2021.

Figure 2-4: Golden Highway looking west (left) and east (right)

Ringwood Road, which is a local road forming part of a continuous north-south road corridor with Wollara Road between the Golden Highway and Wollar Road. Ringwood Road is divided into two sections on this corridor, with the northern section running between the Golden Highway and Neverfail Road, and the southern section running between the Goulburn River and Wollar Road. Between these two sections, the road is designated as Wollara Road. Ringwood Road is sealed and generally flat with low vertical grades. The road operates under a default speed limit of 80[1] km/h as there were no regulatory speed signs observed during a site visit carried out on 22 September 2021. However, advisory speed signs (35 and 65 km/h) were located at bends along the road alignment. **Figure 2-5** shows a typical section of Ringwood Road as observed during the site visit.

[1] Note, the speed limit was reduced by TfNSW in January 2026, down from 100 km/h

Figure 2-5: Ringwood Road looking south (left) and north (right)

Wollara Road, which is a local road forming part of a continuous north-south road corridor with Ringwood Road between the Golden Highway and Wollar Road. The Wollara Road section on this corridor runs between Neverfail Road and the Goulburn River. The road provides direct access to the Project and comprises a combination of sealed and unsealed sections north of the site and unsealed sections south of the site. The unsealed section of the road to the main entrance of the project operates with a speed limit of 60 km/h[2]. The default speed limit of 100 km/h resumes south of the project main entrance. **Figure 2-6** shows a typical unsealed section of Wollara Road as observed during the site visit.

Figure 2-6: Wollara Road looking north (left) and south (right)

Wollar Road, which is an east-west regional road between Bylong at its junction with Bylong Valley Way and Budgee Budgee at its junction with Ulan Road. The road is sealed and has a posted speed limit of 100 km/h. **Figure 2-7** shows the configuration of Wollar Road at its intersection with Ringwood Road, as observed during a site visit carried out on 22 September 2021.

[2] Note, the speed limit was reduced by TfNSW in January 2026, down from 100 km/h

Figure 2-7: Wollar Road looking east (left) and west (right)

Barnett Street, which is a north-south access road located approximately 3.8 km west of the Golden Highway / Ringwood Road intersection. The road is unsealed and provides access to Lot 1 / DP 1108292. **Figure 2-8** shows the configuration of Barnett Street at its intersection with Golden Highway, based on Google Maps imagery from August 2023.

Figure 2-8: Barnett Street view from the east on Golden Highway (left) and from the west (right)

2.5.2. Existing Traffic Volumes

Intersection turning movement volumes were collected at the Golden Highway / Ringwood Road intersection on Thursday 31 March 2022 from 6.00am to 10.00am and 3.00pm to 7.00pm. On the surveyed day, the Golden Highway / Ringwood Road intersection experienced a morning peak hour from 7.15am to 8.15am and an evening peak hour from 3.00pm to 4.00pm, Peak hour traffic volumes at this intersection are shown in **Figure 2-9**.

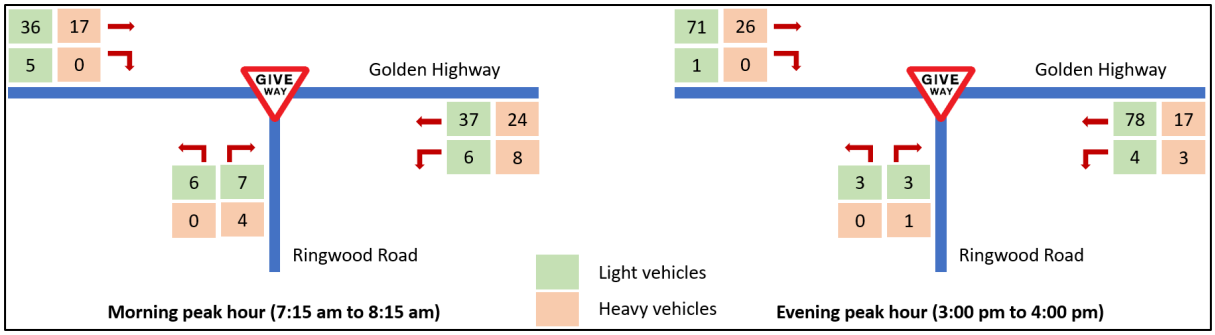


Figure 2-9: Peak hour traffic volumes at the Golden Highway / Ringwood Road intersection

At the Golden Highway / Ringwood Road intersection, evening peak hour volumes are generally higher than morning peak hour volumes. In addition, traffic volumes turning into and out of Ringwood Road are low, with Golden Highway eastbound and westbound through vehicles as the major movements at the intersection.

Traffic volumes on the Golden Highway were collected as part of the speed surveys carried out in 2023 (discussed in **Section 2.5.3**). A review of the 2023 volumes on the Golden Highway from the speed surveys for the same morning and evening peak hours showed a similar volume when compared to the 2022 intersection counts.

Hourly traffic volumes in both directions along Ringwood Road were collected over a one-week period from Thursday 31 March 2022 to Wednesday 6 April 2022. **Figure 2-10** and **Figure 2-11** show the bi-directional hourly average traffic volumes observed on Ringwood Road during the surveyed week on weekdays and weekends, respectively.

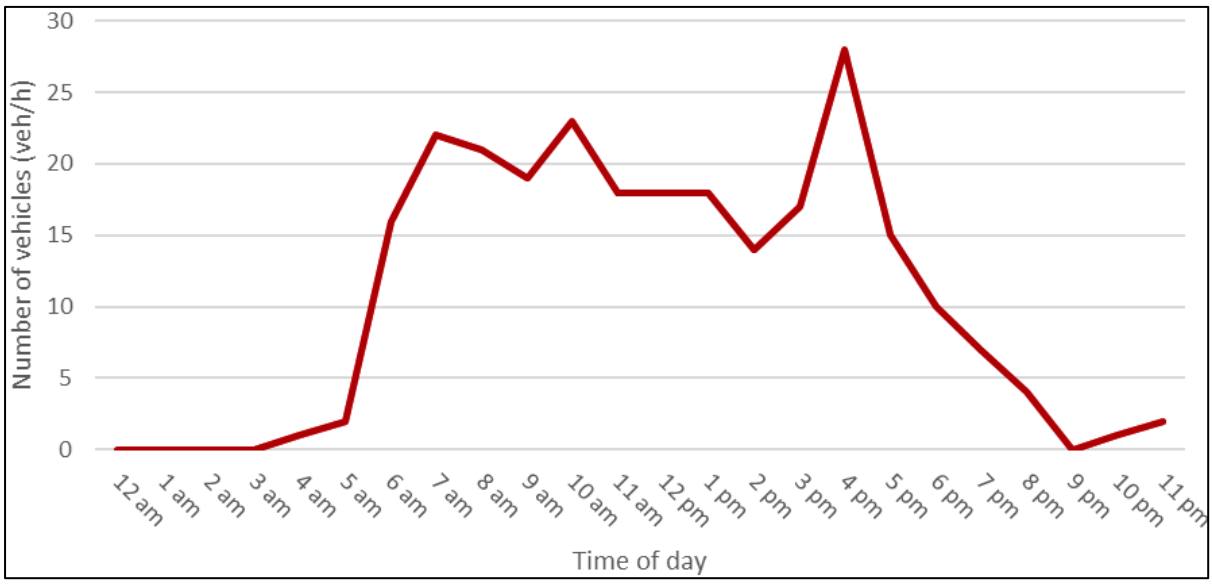


Figure 2-10: Average weekday traffic volumes on Ringwood Road

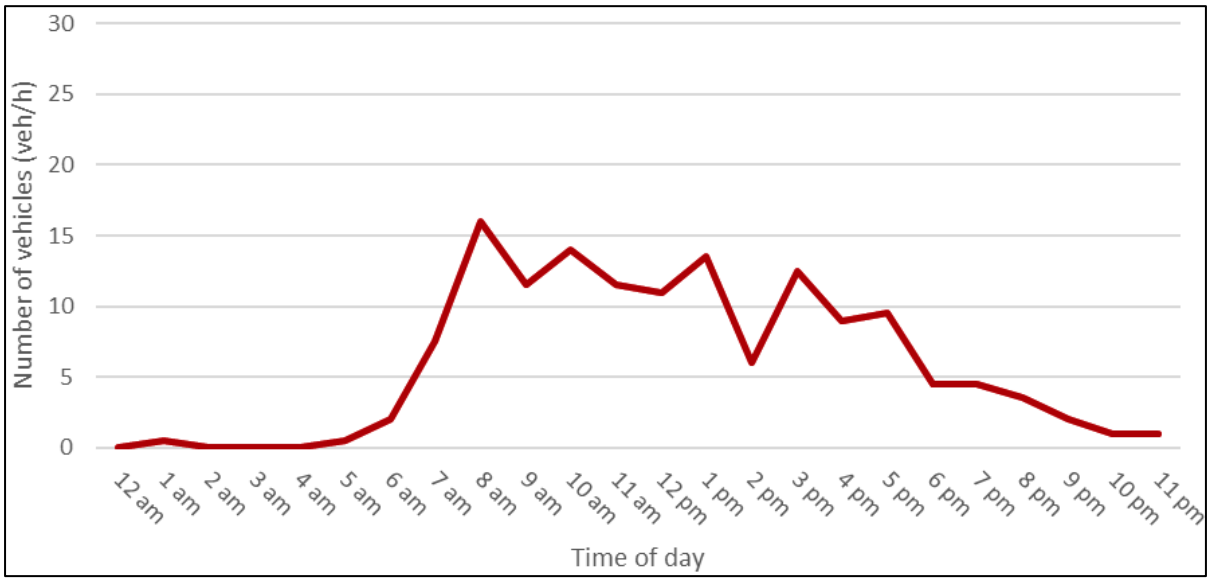


Figure 2-11: Average weekend traffic volumes on Ringwood Road

Ringwood Road carried low traffic volumes on the surveyed weekdays, with a maximum average hourly volume of 28 vehicles observed from 4.00pm to 5.00pm. Traffic volumes were lower on the surveyed weekend, with a maximum average hourly volume of 16 vehicles observed from 8.00am to 9.00am.

2.5.3. Existing Speed

A speed survey on the Golden Highway approximately 70 metres east of Ringwood Road was carried out over a one-week period from Tuesday 31 October 2023, to Monday 6 November 2023**. Table 2-1** shows the 85th percentile speed and average speed recorded on the Golden Highway in both directions over the survey period.

Table 2-1: Golden Highway speed summary (7-days)

Direction	Posted speed limit (km/hr)	85th percentile speed (km/hr)	Average speed (km/hr)
Golden Highway eastbound	100	98.8	84.9
Golden Highway westbound	100	99.9	81.1

As shown in **Table 2-1**, the 85th percentile speed on the Golden Highway in both directions was observed to be close to the posted speed limit (100 km/hr). This suggests that the majority of drivers ignore the advisory speed limit signage (75 km/hr) near the Golden Highway / Ringwood Road intersection. However, average speeds of approximately 85 km/hr in the eastbound direction and 81 km/hr in the westbound direction were closer to the advisory speed limit.

2.5.4. Existing Intersection Performance

An assessment of intersection performance has been based on criteria outlined in the *Guide to Traffic Generating Developments* (Roads and Traffic Authority, 2002). The average delay for signalised intersections is calculated for all movements, while for priority (sign-controlled) intersections, it is determined for the most delayed movements. The delay is expressed in seconds per vehicle. **Table 2-2** shows the criteria adopted for the intersection performance assessment.

Table 2-2: Intersection performance criteria

Level of service	Average delay per vehicle	Traffic signals and roundabouts	Give-way and stop sign
A	Less than 15	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity, required other control mode
E	57 to 70	At capacity, at signals, incidents will cause delays. Roundabouts	At capacity, required other control mode
F	Over 70	Extra capacity required	Extreme delay, traffic signal or other major treatment required

Golden Highway / Ringwood Road were modelled using *SIDRA Intersection* modelling software. *SIDRA Intersection* is a micro-analytical tool for evaluation of intersection performance in terms of capacity, Degree of Saturation (DOS), Level of Service (LOS), average delay and queue length, and is an appropriate tool for modelling individual intersections. The performance of the modelled intersections in SIDRA is shown in **Table 2-3.**

Table 2-3: Existing intersection performance (2022) – Golden Highway / Ringwood Road

Period	Approach	DOS	Average delay (sec/veh)	LOS	95% back of queue (m)
Weekday morning peak (7.15am to 8.15am)	Golden Highway eastbound	0.04	8	A	<5
	Golden Highway westbound	0.04	9	A	<5
	Ringwood Road northbound	0.02	7	A	<5
	Overall intersection	**0.04**	**9**	**A**	**<5**
Weekday evening peak (3.00pm to 4.00pm)	Golden Highway eastbound	0.06	8	A	<5
	Golden Highway westbound	0.06	9	A	<5
	Ringwood Road northbound	0.01	7	A	<5
	Overall intersection	**0.06**	**9**	**A**	**<5**

As shown in **Table 2-3**, the intersection of Golden Highway / Ringwood Road operates at LOS A with spare capacity, low average delays and minimal queues on all approaches during the morning and evening peak hour.

2.5.5. Warrants for intersection improvements

The *Guide to Road Traffic Management Part 6: Intersections, Interchanges and Crossings Management* (Austroads, 2020) specifies warrants for additional turning bays at an intersection, based on a combination of peak hour through and turning traffic movements. **Figure 2-12** and **Figure 2-13** show the warrants for turn treatments at unsignalised intersections and the approach to calculate major road traffic volumes, respectively.

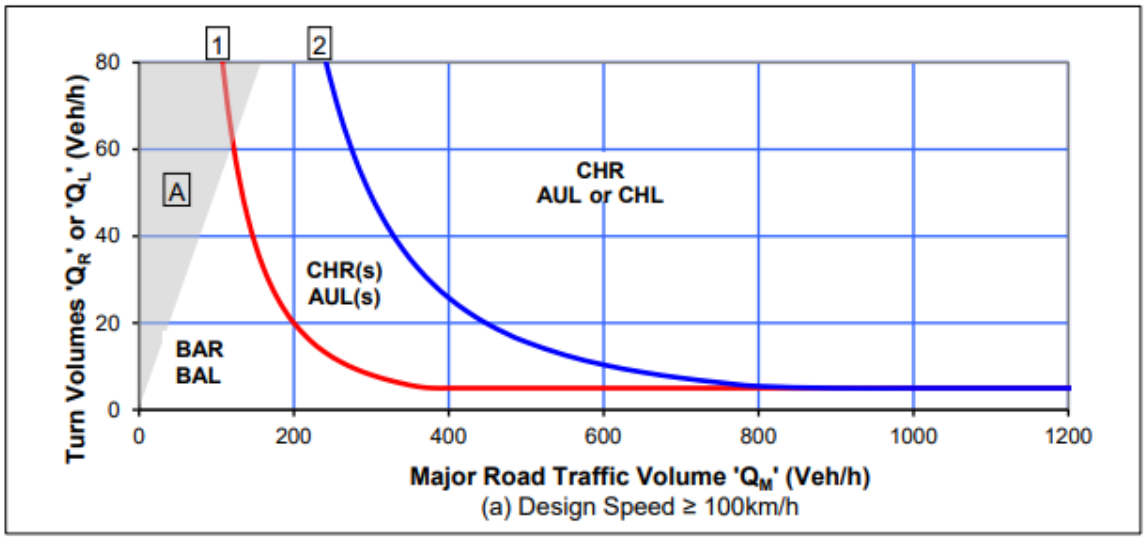
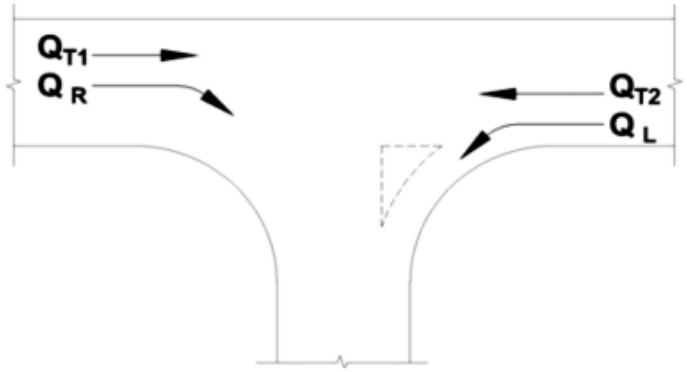


Figure 2-12: Warrants for turn treatments on the major road at unsignalised intersections



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= Q_{T1} + Q_{T2} + Q_L
		Yes	= Q_{T1} + Q_{T2}
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x Q_{T1} + Q_{T2} + Q_L
		Yes	= 50% x Q_{T1} + Q_{T2}
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x Q_{T1} + Q_{T2} + Q_L
		Yes	= 33% x Q_{T1} + Q_{T2}
	Left	Yes or no	= 33% x Q_{T2}

Figure 2-13: Calculation of major road traffic volume

Approach traffic volumes at the Golden Highway / Ringwood Road intersection in 2025 with and without construction traffic are shown in **Table 2-4** (Project only) and **Table 2-5** (cumulative construction).

Table 2-4: Traffic volumes for turn treatments analysis – Golden Highway / Ringwood Road

Movement	2025 base		2025 construction (Project only)	
	Morning	Evening	Morning	Evening
Major road traffic volume (Q_M) for left turn	64	101	64	101
Major road traffic volume (Q_M) for right turn	145	211	232	298
Left turn volume (Q_L)	14	7	95	13
Right turn volume (Q_R)	5	1	5	1

Table 2-5: Peak hour traffic volumes for turn treatments assessment (cumulative)

Movement	2025 cumulative base		2025 cumulative construction	
	Morning	Evening	Morning	Evening
Major road traffic volume (Q_M) for left turn	246	198	246	198
Major road traffic volume (Q_M) for right turn	424	490	511	577
Left turn volume (Q_L)	14	7	95	13
Right turn volume (Q_R)	5	1	5	1

Applying the volumes above into the graph shown in **Figure 2-12**, additional turn treatments would not be required at the intersection during construction. This conclusion is further supported by the following:

- With Project only construction vehicles, the turn warrants assessment for the right turn is well within the threshold of a Basic Auxiliary Right Turn (BAR).
- The turn warrants assessment with cumulative construction vehicle volumes represents a worst-case scenario and hence traffic volumes would likely be lower.
- The turn warrants assessment includes Project construction heavy vehicles travelling through the intersection three times within the hour (left-in, left-out and eastbound through).
- The right turn in and out of Ringwood Road would be banned for Project construction vehicles and enforced under this TMP.
- An increase in through traffic (Golden Highway eastbound through and westbound through), pushes the right turn treatment horizontally in the turn warrants graph, and hence would always remain on the threshold of a BAR vs Channelised Right Turn (CHR), unless the right turn volume is increased (which Project construction vehicles would not be performing).
- A review of the Golden Highway eastbound right turn volume into Ringwood Road during the survey period showed a maximum hourly volume of five vehicles, which was used in the turn warrants assessment.
- A comparison of the surveyed traffic volumes on the Golden Highway collected in March 2022 vs October 2023 showed negligible increase in traffic volume.
- An on-site Temporary Worker Accommodation Facility (refer to **Section 3.6.2**) has been approved to accommodate the anticipated peak workforce required to construct the Project which will reduce the project generated turning volumes from those used in the EIS Turn Warrants assessment.

This conclusion is further supported by the 2025 intersection performance results where the intersection would operate with spare capacity and at a good LOS during construction (refer to **Section 4.1.1**).

Periodic monitoring of traffic volumes on the Golden Highway will be undertaken throughout the construction period to ensure that the calculation of the warrants for intersection improvements (refer **Section 3.6.5**)

2.6. Parking

There are no formal parking facilities located near the Project Area. A heavy vehicle rest area is located on the northern side of Golden Highway, approximately 300 m west of the Ringwood Road / Golden Highway intersection, as shown in **Figure 2-14**.

The closest formal parking facilities are located in the towns of Merriwa and Wollar, both some 20–30 km from the Project Area.

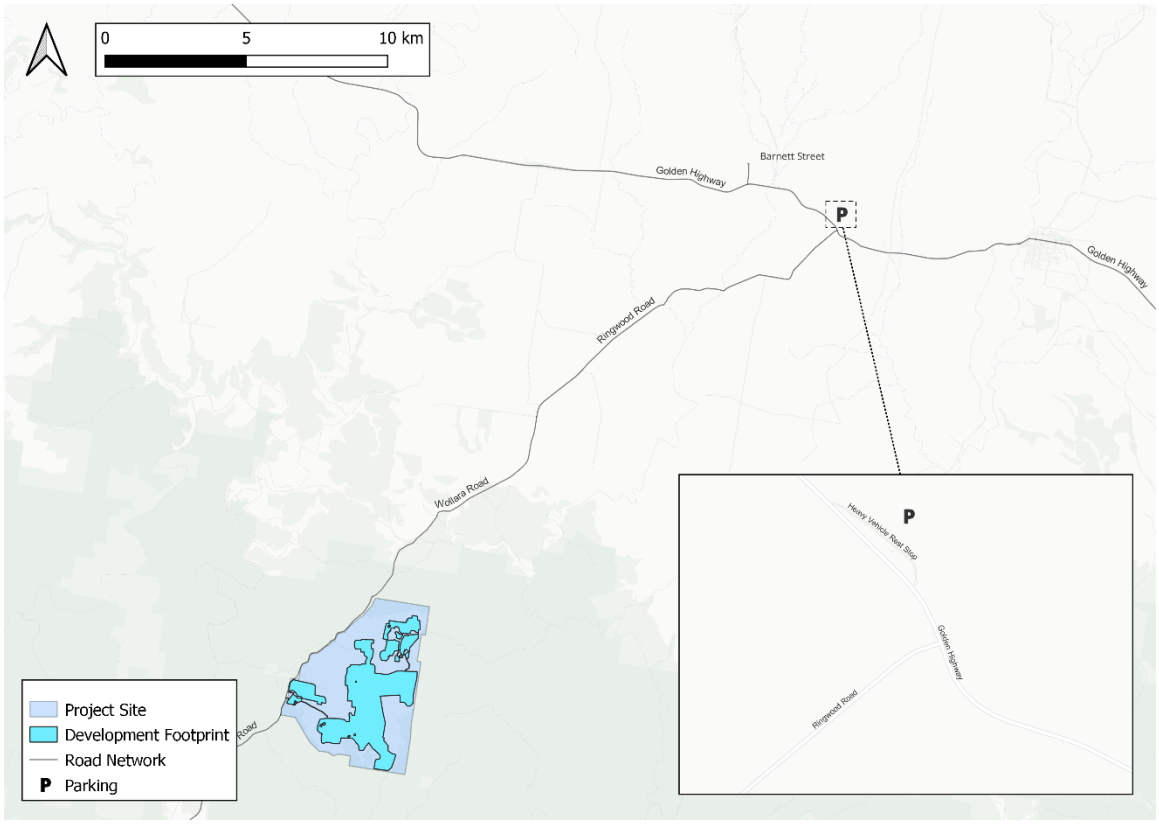


Figure 2-14: Heavy vehicle rest area

2.7. Public Transport

2.7.1. Bus Network

TransCare, a private bus operator, provides a weekday bus service between Merriwa and Scone via the Golden Highway. The bus route operates once per day, with an additional service between Merriwa and Singleton operating once a month. These private bus services connect Merriwa to the NSW rail network at Aberdeen, Scone, Muswellbrook and Singleton.

Merriwa is also served by another private bus operator, Sid Foggs, as part of its Dubbo to Newcastle route. This route operates three days per week. **Figure 2-15** shows the bus routes operated by TransCare and Sid Foggs.

A school bus route operated by Osborn's Transport between Merriwa and Scone serves the Merriwa Pre-School, Scone Grammar School and Scone High School. This route runs along Ringwood Road, Golden Highway and the local road network in Merriwa before proceeding to Scone via Scone Road and Bunnan Road. One service is provided on school days in each direction, corresponding to the school start and finish times.

South of the Project Area, a school bus route operated by Ogden's Coaches runs on the local road network in Wollar before proceeding to Mudgee via Wollar Road and Ulan Road. This route serves students and staff from Cudgegong Valley Public School, Mudgee High School, Mudgee Public School and St Matthews Catholic School. One service is provided on school days in each direction, corresponding to the school start and finish times.

Informal bus stops that serve the Merriwa to Scone school bus route are located on Ringwood Road east of Flight Springs Road, at the intersection of Golden Highway and Ringwood Road, and on Golden Highway near Avocado Road. A bus stop which serves the routes operated by Transcare and Sid Foggs is also located on the Golden Highway in the Merriwa town centre near the Post Office.

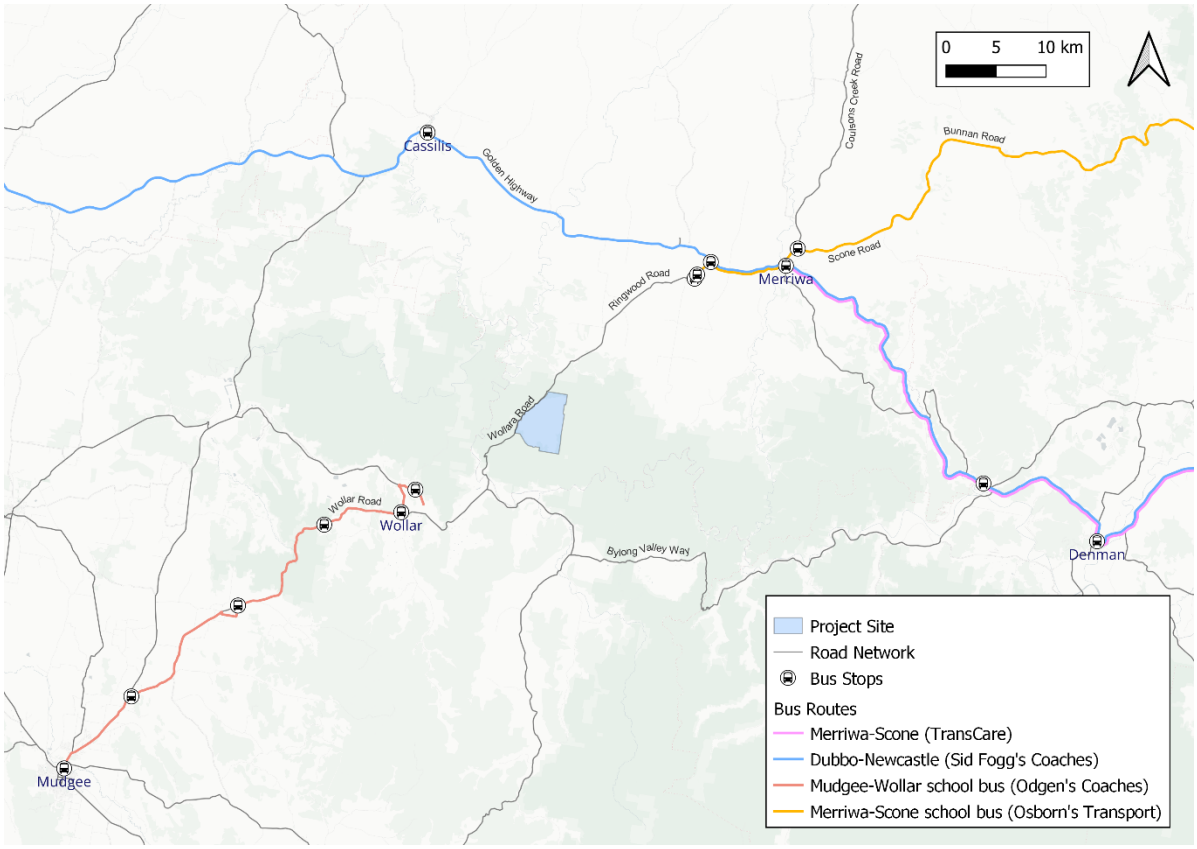


Figure 2-15: Bus routes

Source: Merriwa – Sandy Hollow – Denman – Muswellbrook Bus Timetables (Transcare, 2023), Dubbo to Newcastle Express Coach Services (Sid Foggs, 2023), S823 Merriwa to Scone School via Bunnan Rd (Transport for NSW, 2023) and Mudgee school route – Wollar (Ogden's Coaches, 2023)

2.7.2. Rail Network

The Sandy Hollow – Gulgong rail line, primarily used to transport coal from the Ulan mines, passes through Wollar (refer to **Figure 2-1**). This rail line is owned by TfNSW and is operated by the Australian Rail Track Corporation (ARTC). The rail line has multiple level crossings on Ulan Road, Wollar Road and Ringwood Road, south of the Project Area.

Another rail line exists between Merriwa and Sandy Hollow and is part of the Country Regional Network (CRN), owned by TfNSW. However, this line is currently non-operational.

2.8. Active Transport

The pedestrian and cycle network surrounding the Project Area is limited. There are no formal pedestrian and cycle facilities provided on Golden Highway, Ringwood Road, Wollara Road and Wollar Road. The closest pedestrian facilities are provided at Merriwa town centre. An off-road 700 m long shared path is located in Merriwa and passes underneath the Golden Highway, providing a connection between the Merriwa Showgrounds and Dutton Street.

Sections of the Golden Highway are defined cycle routes by using the road shoulder or parking lane (in Merriwa). There is also a short, shared path in Merriwa along the eastern side of the Merriwa River. **Figure 2-16** shows the cycle network surrounding the site.

Bicycle NSW identifies a scenic cycle route between Bylong and Merriwa. The recommended route travels along Golden Highway, Forest Reserve Road, Killoe Road, Ringwood Road, Wollara Road, Wollar Road and Bylong Valley Way. An additional four scenic cycle routes (Merriwa to Sandy Hollow, Muswellbrook Explorer Loop, Merriwa to Scone and Merriwa to Willow Tree) are also identified. However, these routes travel away from Merriwa and the Project Area to the east. These scenic cycle routes are also shown in **Figure 2-16.**

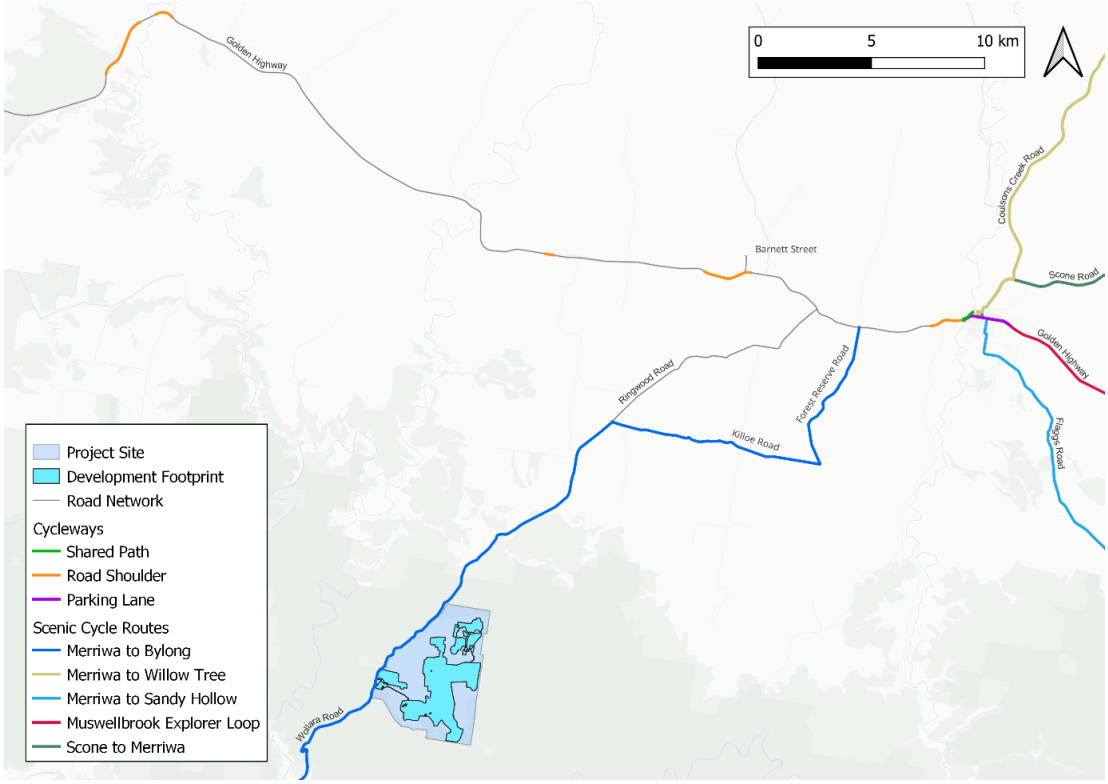


Figure 2-16: Cycle network

Source: Cycleway finder (Transport for NSW, 2023) and NSW Riding Map – Hunter Valley & Northern Tablelands (Bicycle NSW, 2023)

3. Project Phase Activities

3.1. Early Works – Pre-construction

Prior to the commencement of construction of the solar farm, road repairs and upgrades are required on Ringwood Road, Wollara Road and the intersection of Golden Highway and Ringwood Road to facilitate construction vehicle access for the Project.

Conceptual designs for each of these upgrades are provided in **Appendix A.**

3.1.1. Culvert Upgrades

The two culverts on Ringwood Road at the existing road crossings of Bow River and Killoe Creek will be upgraded (refer to **Figure 3-1)**. The scope of works includes:

- Installing culverts designed to accommodate two-way heavy vehicles, including B-doubles and various farm machinery
- Culvert width of 7 m (3.5 m lane width) with a sealed carriageway, guardrails, signage and associated drainage works
- Stockpile site to be located on disturbed land within the road reserve, in consultation with Upper Hunter Shire Council
- Temporary side track at both locations to facilitate access during construction.
- All culvert upgrades designed to B-double standards. However, the Project would only use 19 m semi-trailers, with the exception of Over Size / Over Mass (OSOM) loads under permit.

All culvert and road upgrades that require drainage improvement works must ensure that the capacity of the existing roadside drainage network is not reduced.

3.1.2. Road Upgrades – Ringwood and Wollara Roads

Road upgrades required on Ringwood Road and Wollara Road (**Figure 3-1** and **Figure 3-2)** include:

- Widening and resealing of a 1.8 km section of Ringwood Road between Bow River and Killoe Creek.
- Realignment, widening and sealing of a 1.6 km section of Ringwood Road between Killoe Creek and Binks Road.
- Realignment, widening and sealing of a 4.7 km unpaved section of Wollara Road between the Goulburn River National Park boundary and 1621 Wollara Road.

These upgrades include 8 m bitumen-sealed formation with a minimum of 500 mm unsealed shoulders. The horizontal and vertical alignment of the proposed road will ensure safe sight distance, safe movement of longer vehicles, and an improved road network for the users. All road upgrades have been designed to B-double standards. However, the Project would use 19 m semi-trailers, with the exception of OSOM loads.

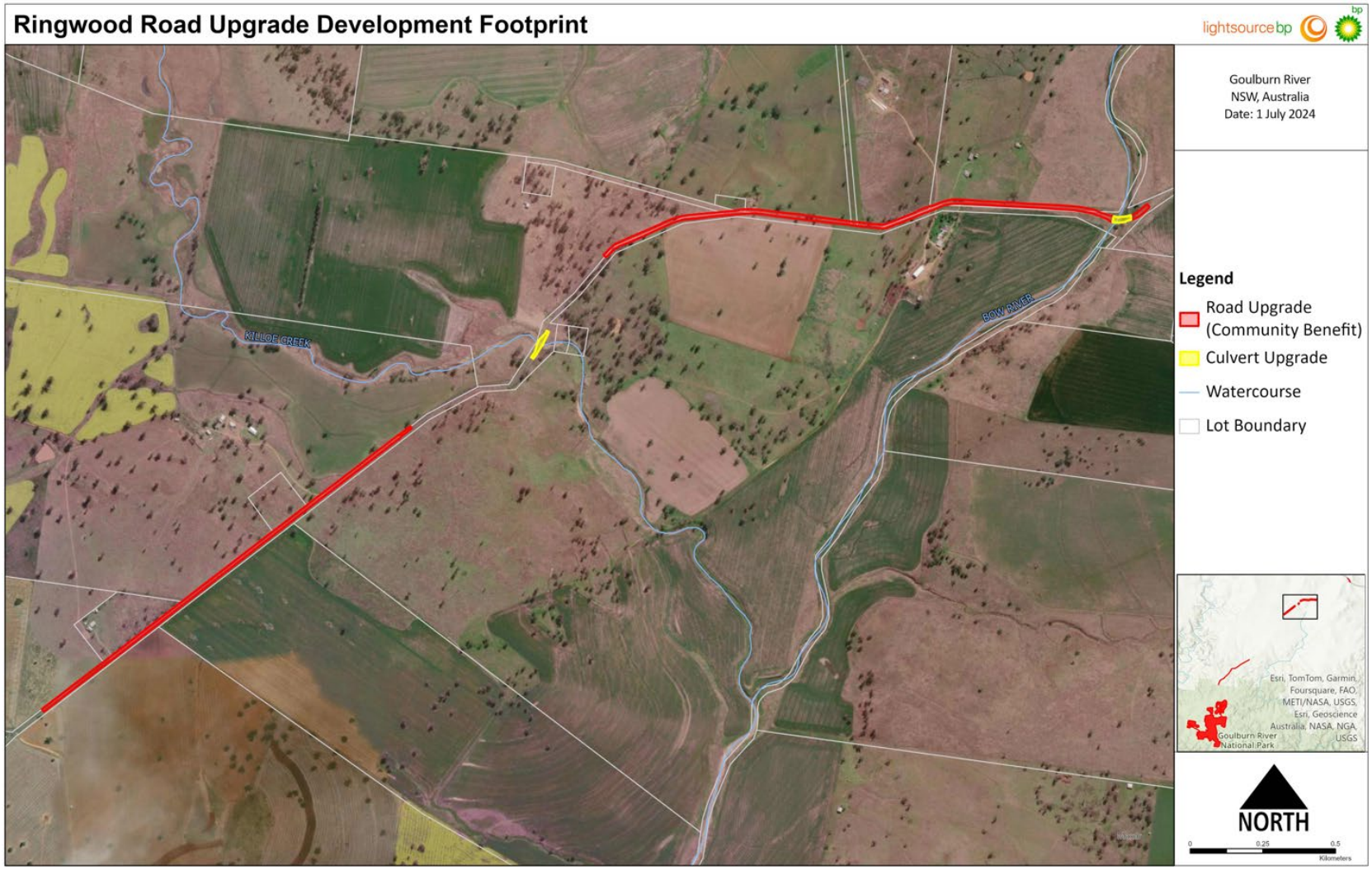


Figure 3-1: Road and culvert upgrade footprint along Ringwood Road

Figure 3-2: Road upgrade footprint along Wollara Road

3.1.3. Intersection Upgrades– *Golden Highway and Ringwood Road*

The Golden Highway / Ringwood Road intersection will be upgraded due to existing sight distance issues and to accommodate construction vehicle movements. These upgrades include:

- Pruning and removal of vegetation and select trees on the western side of the intersection on Lot 1 / DP 34496. Currently estimated at six established trees to be removed.
- Construction of a 325 m acceleration/merge lane to allow vehicles to safely turn left onto the Golden Highway from Ringwood Road.
- Earthworks on Lot 1 / DP 34496 and realignment of the existing low voltage power line to provide clearance to the acceleration lane.
- Extension of the existing Golden Highway westbound and Ringwood Road left-in deceleration lane taper to 30 m.
- Formalisation of the informal bus stop on Ringwood Road at the intersection with Golden Highway (Lot 7303 / DP 1146691).

The intersection upgrade footprint is shown in **Figure 3-3**. Drawings of the proposed intersection upgrades are provided in **Appendix B**.

3.1.4. Intersection Upgrade – *Golden Highway and Barnett Street*

The Golden Highway / Barnett Street intersection will be upgraded to accommodate the requirements for the Barnett Street turnaround point. These upgrades will include:

- Reconstruction of the initial 30m of the throat of Barnett Street to a TfNSW compliant sealed pavement, with unsealed shoulders.
- Delineation, line-marking and give-way signage, within Barnett Street.
- Installation of truck turning movement warning signs on both approaches to the intersection.

The intersection upgrade footprint is shown in **Figure 3-5**. Drawings of the proposed intersection upgrades are provided in **Appendix B.**

Figure 3-3: Intersection upgrade footprint at Golden Highway / Ringwood Road

Figure 3-4: Intersection upgrade footprint at Golden Highway / Barnett Street

3.1.5. Early Works – Construction Hours

Early works commenced in Q4 in 2025, and the construction period for these early works will be approximately 27 months. As per Condition B17 of the Development Consent, construction hours will generally be limited to Monday to Friday 7.00 am to 6.00 pm and Saturday 8.00 am to 1.00 pm, with no works on Sundays or public holidays. Some works outside these hours may occur as permitted by Condition B18 of the Development Consent. Any variations to these hours will be in accordance with Condition B19.

3.2. Main Works – Construction Activities

Main works commenced in Q2 in 2025, and the main works construction period will last up to 27 months, including a peak period of approximately eight months. The main works construction hours will be consistent with the hours specified in **Section 3.1.5** above. The development will have a construction workforce of approximately 350 workers during the peak period.

Construction activities will include:

- Site establishment and enabling works including fencing, ground preparation, construction of the internal access tracks, preliminary civil works and drainage works.
- Construction of the temporary workforce accommodation camp.
- Installation of steel posts and framing system to support the solar panels.
- Installation of PV panels.
- Installation of permanent fencing and security.
- Preparation of foundations for the permanent buildings, BESS and on-site substation.
- Installation of underground cabling (trenching and installation of power conversion stations).
- Construction of site operations and maintenance facility.
- Establishment of the BESS.
- Construction of the onsite substation and associated grid connection infrastructure.
- Removal of temporary construction facilities.
- Revegetation of disturbed areas.

During the peak period, the Project is expected to generate up to 130 two-way construction traffic movements, including 55 heavy vehicle movements, 15 shuttle bus movements (associated with worker transport) and (a maximum of) 60 light vehicle movements.

Road upgrade works in support of the project will be undertaken in accordance with the timetable detailed in **Table 3-1**.

Table 3-1: Timing for road upgrade works

Road / Intersection	Location	Road Upgrade Requirements	Timing
Golden Highway/Ringwood Road intersection	**Figure 3-3**	• Construction of a new 325 m acceleration / merge lane for the left hand turn from Ringwood Road onto Golden Highway for westbound vehicles. • Extension of the existing Golden Highway westbound and Ringwood Road left-in deceleration lane taper to 30 m. • Relocate the safety barrier to ensure complaint BAR treatment.	• Prior to commencing construction.
Barnett Street	**Figure 3-4**	• Sealing of the first 30 m of Barnett St from the intersection with Golden Highway.	• Prior to commencing construction.
Ringwood Road	**Figure 3-3**	• Widening and resealing of a 1.8 km section of Ringwood Road between Bow River and Killoe Creek. • Upgrade/replace culverts at Bow River and Killoe Creek as required.	• Within six months of commencing construction. • Prior to use of Ringwood Road by Heavy Vehicles Requiring Escort.
Ringwood Road	**Figure 3-3**	• Realignment, widening and sealing of an additional 1.6 km section of Ringwood Road between Killoe Creek and Binks Road.	• Within six months of commencing construction.
Wollara Road	**Figure 3-2**	• Realignment, widening and sealing of a 4.7 km unpaved section of Wollara Road between the Goulburn River National Park boundary and 1621 Wollar Road.	• Within six months of commencing construction (with the exception of upgrades to the 1.2 km section of Wollara Road within State Forest land which must be completed prior to commissioning).

3.3. Operation

The expected operational life of the Project is approximately 40 years, however infrastructure upgrades throughout the Project lifecycle may extend its operational life.

The key activities that would be undertaken during operation include:

- Visual inspections, maintenance, and cleaning of solar panels and the substation.
- Vegetation management including:
  - potential for grazing of sheep
  - mechanical vegetation maintenance
  - maintaining groundcover vegetation

    - maintenance of landscaping, including the vegetation buffer.
- Site security and operational response.
- Replacement of equipment and infrastructure.
- Pest plant and animal control.
- Livestock operations (i.e., if sheep are grazed onsite).

During the operational phase of the Project, it is anticipated that a workforce of up to 10 FTE personnel would be required, and traffic movements would be restricted to light vehicles for routine operations and maintenance.

3.4. Decommissioning

At the end of the Project's operational life, unless the Planning Secretary agrees otherwise, the solar farm infrastructure will be decommissioned and removed. This will include removal of solar panels and foundation posts, the substation, and associated connections and underground cabling, the operations and maintenance facility, carpark and fencing.

Disturbed areas will be rehabilitated to ensure the Development Footprint is safe, stable, and non-polluting. The Development Footprint will be rehabilitated in accordance the rehabilitation objectives in Condition B41 of the Development Consent.

3.5. Construction Vehicle Routes

Roads forming part of the construction vehicle route for light vehicles and heavy vehicles include the Golden Highway, Ringwood Road, Wollara Road and Barnett Street as follows:

- **Ingress:** Golden Highway westbound, left-turn onto Ringwood Road southbound, continue straight onto Wollara Road southbound, left-turn into site.
- **Egress:** Right-turn out of site onto Wollara Road northbound, continue straight onto Ringwood Road northbound, left-turn onto Golden Highway westbound, right-turn onto Barnett Street northbound, U-turn via turnaround facility approximately 190 m north and continue onto Barnett Street southbound, left-turn onto Golden Highway eastbound.

The exception to the above rule are heavy vehicles requiring escort (discussed in Section 3.5.2), which are permitted to turn right under the management of the escort vehicles.

Project construction vehicles, including light vehicles and shuttle buses, are anticipated to largely originate from the Golden Highway east of Ringwood Road. The main receival port for the Project is Sydney, with the majority of heavy vehicle movements also originating east of the project site.

Whilst the majority of development-related traffic originates east of Ringwood Road, there are circumstances where traffic will approach from the west and be required to turn around in order to achieve a left turn into Ringwood Road. This includes:

- Light vehicles of workers who live west of Ringwood Road
- Suppliers and contractors whose businesses are based west of Ringwood Road

- Suppliers with journeys originating in Mid-Western Regional Council local government area, limited to 'locally-based service providers' (see Section 5.6)
- Development-related vehicles which are travelling from the east, but which miss the turn at Ringwood Road.

Turning areas for development-related traffic originating from west of Ringwood Road are discussed in Section 3.7.

With the adoption of an onsite temporary worker accommodation facility, shuttle buses are proposed to transport workers to site (see Section 3.6.5). This arrangement will reduce the number of trips to the site relative to the option to accommodate workers in and around Merriwa.

Standard Project construction vehicles must only perform left-in, left-out movements at the Golden Highway / Ringwood Road intersection. These movements will be facilitated by an upgrade to the intersection as discussed in **Section 3.1.3**, and include a 325 m acceleration lane in the westbound direction. This will ensure a compliant intersection arrangement for these movements.

The left-in, left-out arrangement for construction vehicles at the intersection will be enforced under the construction traffic management measures discussed in **Section 5**.

All deliveries to the Project (excluding oversized loads discussed in **Section 3.5.2** and **Section 3.6.3**) would be carried out by 19 metre semi-trailers to comply with heavy vehicle restrictions on Wollara Road and Ringwood Road.

One primary access point to the Project Area is proposed on Wollara Road, with an additional two emergency access points also available for the site. The proposed construction vehicle route and site access for deliveries from the east is shown in **Figure 3-5**. **Section 3.7** describes turning areas, including for vehicles approach the site from the west.

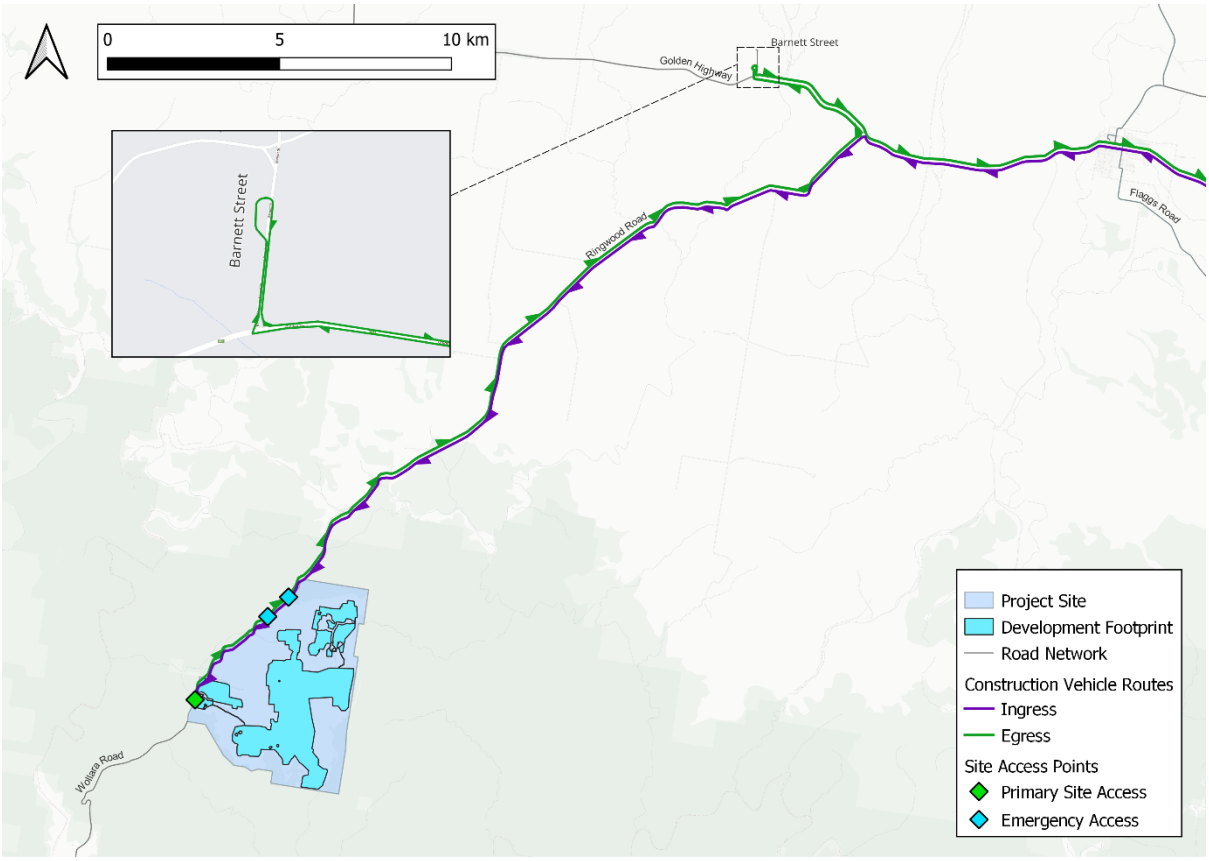


Figure 3-5: Construction vehicle routes and site access

3.5.1. Swept Paths

Swept paths along the proposed construction vehicle route were assessed and are provided in **Appendix C**.

A review of the swept paths for a low loader / semi-trailer (19 metre length as per *Austroads Design Vehicles and Turning Path Templates Guide* (Austroads, 2013) showed the following:

- At the upgraded Golden Highway / Ringwood Road intersection (**Section 3.1.3)**, semi-trailers can safely perform a left-turn into and out of Ringwood Road and light vehicles (non-project related traffic) can safely perform a right-turn into and out of Ringwood Road. This includes modifications to the existing safety barrier and end terminal to allow for a 19 m prime mover and semi-trailer to utilise the shoulder to bypass a 19 m prime mover and semi-trailer waiting to turn into Ringwood Road.
- At the Golden Highway / Barnett Street intersection, semi-trailers can safely perform a right-turn into and left-turn out of Barnett Street, with no intersection upgrades required.

- At the turnaround facility on Barnett Street approximately 190 m north of the Golden Highway, semi-trailers can safely perform a U-turn, with no road upgrades required.
- The primary site access point in its current configuration may only be able to accommodate one vehicle in or out at a time due to the density of surrounding vegetation. Hence, single vehicle entry/exit would be provided at the primary access, with no vegetation removal required. Traffic management would be used to control vehicle movements at the site access by managing vehicles leaving the site and giving right-of-way to vehicles entering the site, as outlined in **Section 5.6**.

The two emergency access points (existing tracks), as shown in **Figure 3-5**, would be used for site emergency access and egress, and as access for National Parks and Wildlife Service only, and not for general construction access.

Swept paths of the proposed site access points with high resolution surveys/aerials would be developed as the project progresses to determine the most appropriate site access arrangements.

3.5.2. Heavy Vehicles Requiring Escort Routes

This section outlines the principles of how heavy vehicles requiring escort will be managed by the Project, including defining the access route. Details on specific movements of heavy vehicles requiring escort are included in Section 5.9.

Heavy vehicles requiring escort are described in the Consent conditions as being any vehicle that requires a pilot vehicle and/or escort vehicle, as defined by National Heavy Vehicle Regulator (NHVR; 20053). Heavy vehicles requiring escort include (but are not limited to) heavy vehicles under escort which are identified as ‘high-risk’ in Table 1 of TfNSW Transport Management plans for over-size and over-mass (OSOM) movements in NSW – May 2024. Heavy vehicles requiring escort may also be considered to be over-size and over-mass (OSOM), which is a term most commonly associated with high-risk heavy vehicles requiring escort.

The NHVR is the national regulatory body responsible for assessing and issuing permits for vehicles exceeding statutory mass and dimension limits, including:

- specifying approved routes.
- travel times.
- escort or pilot requirements.
- and any special conditions to protect road infrastructure and public safety.

Specialist transport contractors will ensure that every heavy vehicle requiring escort movement is supported by a valid NHVR permit and that all conditions set by the Planning Secretary and relevant road managers are met in full prior to commencing travel.

[3] NHVR (2025) *New South Wales Class 1 Load Carrying Vehicle Operator’s Guide*, https://www.nhvr.gov.au/files/media/document/211/202512-1138-nsw-class-1-load-carrying-vehicle-operators-guide.pdf, accessed December 2025

The SSD33964533 Consent conditions (B10(e)(xvi)) require the Project TMP to include a traffic management system for managing heavy vehicles requiring escort. In addition to obtaining a NHVR permit, the contractor will provide sufficient information to support a TMP update which reflects planned heavy vehicle requiring escort movements. The update to the TMP will be done in consultation with TfNSW, Upper Hunter Shire Council and Mid-Western Regional Council and be to the satisfaction of the Planning Secretary.

Heavy vehicle requiring escort deliveries may originate from various locations, depending on the conditions specified in the NHVR issued permit and the availability of the components to be transported. The transport contractor will confirm the starting point for each shipment in accordance with NHVR permits, ensuring full route compliance from origin to site. Routes may change as directed by NHVR due to factors such as road works, road infrastructure condition, events or natural disasters. The origin of the journey is influenced by factors such as port capacity, shipping routes, location of fabrication, etc. Heavy vehicles requiring escort on a project such as Goulburn River solar farm may utilise a variety of different access routes. Whilst Newcastle Port has been considered the most likely point of origin for the Project, heavy vehicles requiring escort may travel from alternative locations, including (but not limited to) Adelaide, Brisbane or Sydney. Routes will be assessed through the NHVR process and TMP update process (Condition B10(e)(xvi)).

High-risk Oversize Overmass (OSOM) loads, such as the main transformers for the solar farm, will be transported exclusively via the Brisbane route due to the specific route requirements and risk management considerations associated with these loads. Other OSOM deliveries not classified as high-risk OSOM will be transported either under an applicable exemption notice or via an NHVR permit, as appropriate. These lower-risk OSOM deliveries may include large but less complex components such as electrical infrastructure equipment, plant components, or prefabricated materials that do not require the same level of route control or escort arrangements as the transformer. *(Refer Table 3-2).*

Parking bays suitable for heavy vehicle requiring escort vehicles to take fatigue breaks will be identified and integrated into the travel routes by the specialist transport contractor. Fatigue management will be conducted in accordance with the Heavy Vehicle National Law (HVNL).

High-risk heavy vehicles requiring escort

TfNSW Transport Management plans for OS and OM movements in NSW information sheet – May 2024 requires the preparation and implementation of a transport management plan for all ‘high-risk’ OSOM movements. A movement is classified as high-risk if it meets one or more of the criteria specified in **Table 3-2**.

Where a transport management plan is deemed necessary, it becomes a mandatory component of the TfNSW assessment process for the NHVR permit application.

The contractor is responsible for the preparation of the OSOM transport management plan as well as the implementation and ongoing compliance with the Project TMP, ensuring that all measures outlined in these documents are followed throughout the heavy vehicle requiring escort movement, in accordance with statutory obligations and permit conditions.

Table 3-2: TfNSW "High Risk" Criteria for OSOM Movements

Criteria	OSOM transport management plan required if:
Length	>40 metres
Height	>5.2 metres If within 200 millimetres of overhead structure(s) along the proposed route, please supply a route survey identifying overhead structure(s) the traffic management arrangements for travelling under these structure
Rear overhang	> 7.5 metres The rear overhang criteria for "High Risk" agricultural combinations travelling in the Zone 5 is > 10 metres.
Forward project	> 5.5 metres High risk mobile cranes are exempt from the forward projection "High Risk" criteria as they must be enrolled in the Intelligent Access Program (IAP).
Width	> 6.0 metres Under the National Class 1 Agricultural Vehicle and Combination Mass and Dimension Exemption Notice, Operators are required to complete New South Wales Agriculture Vehicle Route Assessment and contact Police, for agricultural vehicles over 6.5 metres wide. TMP is required for Agricultural vehicles over 7.5 metres in width.
Total combination weight	>150 tonnes
Route	High risk routes as defined on TfNSW website

3.6. Traffic Generation

3.6.1. Workforce

The workforce anticipated during construction of the Project includes an approximate 350 construction jobs created during peak construction. This would comprise licensed electrical and mechanical trade personnel, machinery operators, riggers and labourers. The anticipated breakdown of workforce personnel during the 27-month construction program is shown in **Figure 3-6.**

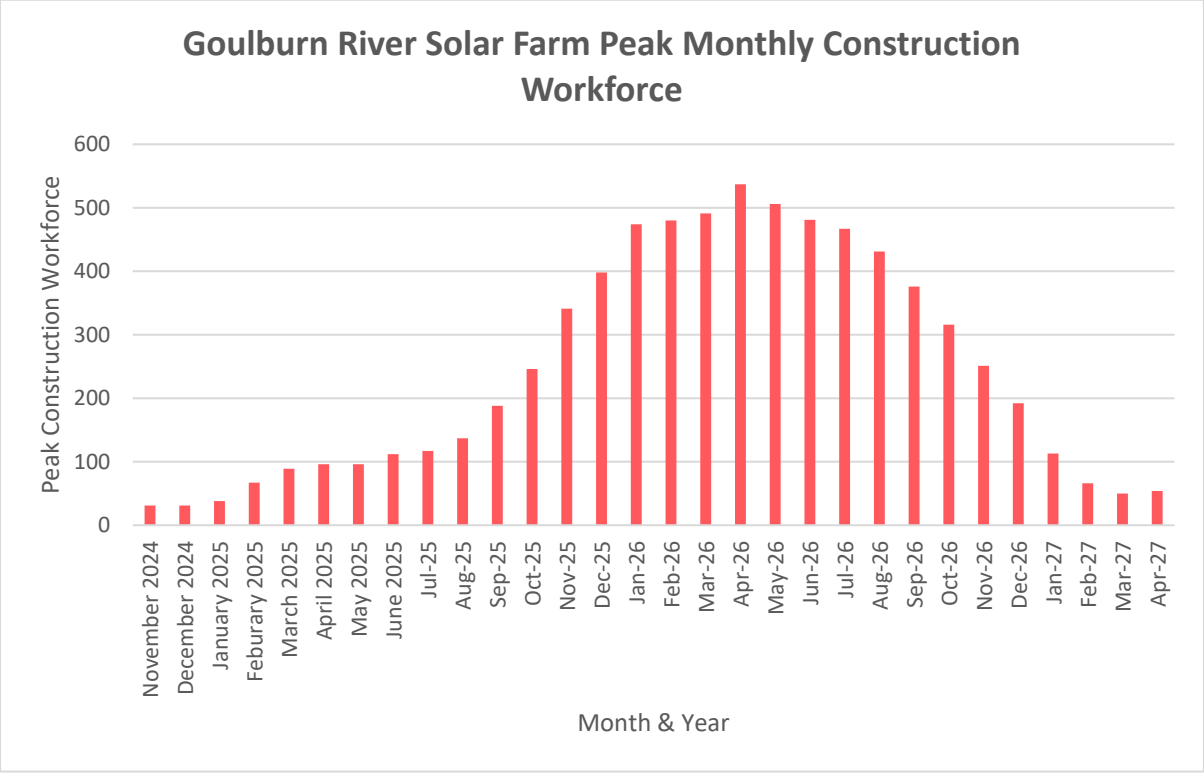


Figure 3-6: Workforce breakdown (updated in August 2025)

3.6.2. Temporary Workers Accommodation

An on-site Temporary Worker Accommodation Facility has been approved to accommodate the anticipated peak workforce required to construct the Project.

The TWA Facility would consist of approximately 400 beds, covering the anticipated peak workforce and staffing required to maintain and operate the TWA Facility. It would consist of prefabricated modular accommodation units, recreational facilities and supported buildings, linked by covered walkways.

The TWA Facility would be self-sufficient, with onsite power generation, potable water storage, water treatment facilities and food storage and preparation facilities. All walkways, covers, awnings, pipes and cables will be modular, above ground and removed from the Project at the end of the hire period.

Vehicle movements to the Project are predicted to be on average lower than those assessed within the Amended Project with the inclusion of the TWA Facility.

3.6.3. Construction Traffic

During peak construction, with the on-site TWA Facility operational, the following trips represent the maximum generated by the Project:

- Light vehicles – there are up to approximately 60 two-way movements expected per day (120 light vehicle movements per day) as estimated in the Amended TTIA (Turnbull 2023).
- Shuttle buses – 15 two-way movements (external roads) expected per day (30 shuttle bus movements per day) as estimated in the Amended TTIA (Turnbull 2023).
- Heavy vehicles – 55 movements a day (a maximum of 15 heavy vehicle movements per hour) during construction, upgrading or decommissioning.
- 24 movements of heavy vehicle requiring escort during construction, upgrading and decommissioning.

As discussed in **Section 3.5**, egressing Project construction vehicles would use the Barnett Street turnaround facility to return east on the Golden Highway. There would be shuttle bus use from 6.00am and delivery (light vehicle) use periodically throughout the day.

In addition, 24 movements of heavy vehicles requiring escort are expected throughout the construction, upgrading and decommissioning periods, with a maximum of two movements per day,. As discussed in **Section 3.5.2**, these movements would only occur during off-peak periods when traffic volumes are low and under additional traffic control and management

The requirement for off-peak travel will -be dictated by the OSOM NHVR permit that loads of this nature dictate. Notwithstanding, the NHVR permit restrictions, contractual arrangements entered into with specialist transport subcontractors will dictate this requirement.

Mobilisation would occur during the first months of the construction program, with more intense construction occurring during mechanical completion. Following this, the Project would move into the commissioning phase following completion of construction.

In efforts to limit light vehicle movements during construction employees will be contractually required to use car-pooling, ride-sharing and use of the employee shuttle bus service (refer to **Section 3.6.4)**. This requirement will also be encouraged for Project engaged subcontractors and suppliers. This will be undertaken by shuttle busses, which are included in the light vehicle volume.

3.6.4. Construction Traffic - Additional Heavy Vehicle Movements

The Project received approval for a temporary increase to the permitted number of heavy vehicle movements per day (24/03/2026, PA-99). During a five-month period, the following trips represent the maximum generated by the Project:

- Light vehicles & shuttle buses – approximately 45 two-way movements expected per day
- Heavy vehicles – 85 movements a day (a maximum of 15 heavy vehicle movements per hour) during construction, upgrading or decommissioning.

Additional mitigation measures to improve driver behaviour, reduce the potential for speeding and increase compliance with Conditions B4 and B5 have been included in **Section 5**. As required by TfNSW, the temporary increase in heavy vehicle numbers will only occur where:

- all heavy vehicle movements are to enter and exit the project via the approved site access point
- any heavy vehicle movements are to occur during standard construction hours (unless otherwise agreed by the Planning Secretary) and for a maximum period of 5 months from the date of this letter
- the increase in heavy vehicle movements must not occur until the completion of the access and intersection upgrade works (Ringwood and Wollara Roads)
- the total number of daily movements will not exceed the 130 vehicles originally assessed in the Amended Traffic and Transport Impact Assessment (Turnbull, 2023)
- compliance with the current traffic routes and volumes in conditions B1 to B5 and Condition B10 of the Goulburn River Solar Farm development consent.

3.6.5. Employee Shuttle Bus Service

As noted in **Section 3.6.3**, a shuttle bus service will be commissioned to assist with employee and contractor transportation during construction of the Project. An estimated 30 one-way shuttle bus journeys (15 return trips) will transport locally-based workers to and from the Project Area.

Shuttle buses will transport workers to and from Central Rail Station Sydney, Hornsby Train Station, Newcastle Airport, and Newcastle Interchange to the Temporary Workers Accommodation during shift changeovers.

Within the development footprint, shuttle buses will transport workers from the TWA Facility to construction compounds across the Project. This service is intended to manage vehicle traffic on the local road network as well as internally within the Project Area.

Measures to actively encourage use of shuttle buses will include:

- Employees will be made aware of the contractual requirements and actively encouraged to use the shuttle bus service. This will be managed through incorporation into site inductions and regular broadcasting (e.g. posters and signage throughout the TWA Facility).
- Use of the shuttle service (and ride-sharing) will be contractually required (see also **Section 3.6.3**).
- Provision of a limited number of on-site car parking spaces which will be monitored through ad hoc visual inspections to identify whether increased parking demand has resulted from reduced usage of the shuttle bus service and/or carpooling.
- Secure storage would be available on-site to trades for safely storing tools/ equipment, which would otherwise necessitate a higher rate of workers driving to site.

3.6.6. Monitoring of Construction Traffic Volumes

Bi-directional traffic volumes on the Golden Highway at its intersection with Ringwood Road will be monitored in the form of tube counts or other approved method at the start of substantial construction and then at three-monthly intervals until construction is complete. Also refer to **Section 5.6** and **Table 5-1**.

Lightsource bp propose to limit Project-related vehicle movements to outside of the AM peak period when cumulative traffic levels along Golden Highway exceed the threshold for a CHRs turn treatment during the AM peak period. The start of the construction day occurs before the measured AM peak period resulting in the majority of the workforce movements occurring outside of the AM peak. In addition, all material deliveries will be scheduled to occur outside of the AM peak through the contractual arrangements entered into with suppliers and subcontractors.

Quarterly monitoring of traffic volumes during construction and proposed response (monitored in the form of tube counts or other approved methods) will ensure that the threshold for an intersection upgrade of 380 vehicles / hour identified in **Section 2.5.5** is not exceeded for the duration of the construction program.

3.7. Turning Areas

As outlined in **Section 3.5**, the Barnett Street turnaround facility would be used by egressing construction vehicles travelling to or from east of the project site.

Development-related vehicles travelling to or from west of the project site will be restricted from performing a right turn into Ringwood Road from the Golden Highway. These vehicles would be directed towards Merriwa and use the local road network to turn around and travel on the Golden Highway in the westbound direction to access the site. This would enable a left in movement to be undertaken at the Golden Highway / Ringwood Road intersection.

Two suitable turning area have been identified to enable vehicles from the west to turn left into Ringwood Road. These turning areas, in order of preference, are:

1. Cullingral Road: industrial estate (Figure 3-7).
2. Merriwa town: Dutton Street, Mackenzie Street and Bow Street (Figure 3-8).

Figure 3-7 Turn around arrangements using Cullingral Road, east of Merriwa town, for vehicles arriving from west of the Project

Figure 3-8 Turn around arrangements in Merriwa for vehicles arriving from west of the Project

The turning area in Merriwa used to date by development-related vehicles accessing the Project site from the west includes Dutton, Blaxland and Bow Streets, as per the TMP approved in December 2024 and confirmed through consultation with Council as part of the Request to the Planning Secretary PA-83.

Cullingral Road is now the preferred turning area, however Dutton, Blaxland and Bow Streets may be used as a secondary option. Cullingral Road was suggested by Council as an alternative to minimise heavy vehicle traffic in Merriwa. This option was investigated and confirmed to be suitable, including through a site visit by Council, TfNSW and Lightsource bp, and by a trial run conducted by DTI using a typical 19m vehicle.

Cullingral Road can be safely accessed via right turn eastbound on Golden Highway via the existing BAR (basic right turn treatment) and traffic will re-join the Golden Highway via the existing acceleration lane. The turn into the Cullingral Road turning area (industrial estate) from Cullingral Road has good visibility and currently supports heavy vehicles. The turning area is on a no-through Council-managed road, with a Council stockpile at the end. The Project team have consulted directly with the neighbouring businesses to gain an appreciation of any concerns and identify mitigations. Consultation will continue throughout use.

Compliance with the use of Cullingral Road will be monitored throughout randomised spot checks and additionally in response to any identified non-compliance, community complaint, or feedback from within the Project team. Any non-compliances identified will be managed in accordance with project procedures. The Project will continue to reinforce compliance with

approved traffic routes and controls through driver inductions, toolbox talks and ongoing communication with transport providers.

Use of Cullingral Road turning area will:

- Be by development-related light vehicles and heavy vehicles (maximum 19m length)
- Support approximately 10-15 heavy vehicle movements per day. This may increase up to approximately 35 movements per day during the period of time covered by the heavy vehicle increase (from 55 to 85/day, for a period of five months (PA-99)).
- Receive maintenance prior to use by the Project, including slashing (already completed by Council), protection of the existing Telstra pole (already completed by Council), and placement of an additional layer of gravel (to be completed by DTI, on behalf of Council). The last task would be completed under a *Roads Act 1993* section 138 approval.
- Be subject to a dilapidation survey prior to use by the Project and maintained in accordance with Condition of Consent B8.
- Road condition and amenity will be actively monitored throughout use, as outlined in Section 5.7 Road Condition, including dust, surface condition and stakeholder feedback. Where impacts are identified, mitigation measures will be implemented in real time, including additional maintenance or operational adjustments as required.
- Avoid school bus times with a school bus blackout period (7:30–8:00 AM and 3:20–4:00 PM), with all vehicle movements restricted during these times and managed via dispatch and driver communication to ensure compliance.
- The above measures have been developed having regard to, and incorporating, the outcomes of consultation with businesses located in the Cullingral Road industrial area.

3.8. Parking

On-site parking would be provided for all vehicles during construction and operation of the Project, with parking to be located in proximity to the TWA Facility. No parking on the public road network in vicinity of the Project will occur. It is noted that the nearest heavy vehicle rest area is located approximately 300 m west of the Ringwood Road / Golden Highway intersection (refer to **Figure 2-14**). Other general parking areas are located in Merriwa and Wollar.

4. Transport Impact Assessment

4.1. Construction Impacts

4.1.1. Impacts on the Road Network

Intersection Performance

The peak construction year as assessed is expected to occur in 2025, representing a worst-case scenario when background traffic volumes and construction volumes are at their highest. A two per cent-per-year background traffic growth rate has been applied to the 2022 traffic volumes collected, based on corridor growths outlined in the *Golden Highway Corridor Strategy* (Transport for NSW, 2016).

In addition to background traffic growth, peak hour traffic volumes generated by other nearby projects were included in the modelling assessment and were based on a review of the EIS and Transport and Traffic Impact Assessments (TTIAs) available for these projects on the DPE Major Projects website. This review was undertaken to determine the likely peak hour volumes generated by transport movements through the Golden Highway / Ringwood Road intersection.

These individual project volumes are shown in **Table 4-1** and provide an indicative cumulative total for transport movements on the Golden Highway.

Table 4-1: 2025 peak hour volumes from nearby projects

Project name	Light vehicles	Heavy vehicles	Assumptions
Stubbo Solar Farm	N/A	6	• Light vehicle routes do not overlap with Project
Liverpool Range Wind Farm	10	26	• Derived from peak daily volumes • 16 per cent of daily volume to occur during peak hours, as per Austroads Guide to Road Traffic Management Part 6 • One third of daily light vehicle trips to/from Merriwa via Golden Highway, as outlined in planning documents
Valley of the Winds Wind Farm	N/A	4	• Light vehicle routes do not overlap with Project
Tallawang Solar Farm	75	15	• A quarter of light vehicle trips to/from Merriwa via Golden Highway, as outlined in planning documents • 10 per cent of daily heavy vehicle volume to occur during peak hours, as outlined in planning documents
Birriwa Solar Farm	N/A	14	• Light vehicle routes do not overlap with Project
Spicers Creek Wind Farm	N/A	27	• Light vehicle routes do not overlap with Project

Project name	Light vehicles	Heavy vehicles	Assumptions
Bowdens Silver Project	N/A	5	• Light vehicle routes do not overlap with Project • Heavy vehicles derived from peak daily volumes • 16 per cent of daily volume to occur during peak hours, as per Austroads Guide to Road Traffic Management Part 6
Central West Orana REZ	N/A	5	• Light vehicle routes do not overlap with Project • Heavy vehicle movements on Golden Highway not specified in EIS for this project. (5% of total vehicle movements assumed).
Cumulative total	**85***	**102****	

*85 inbound trips during the morning peak hour and 85 outbound trips during the evening peak hour

**102 inbound and 102 outbound trips during the morning peak hour and evening peak hour

Peak hour construction volumes used in this assessment have been determined by applying the following assumptions to the daily construction volumes outlined in **Section 3.6**:

- All light vehicle and shuttle bus trips assumed to travel inbound during the morning peak hour and outbound during the evening peak hour to represent a worst-case scenario. In reality, the majority of light vehicle and shuttle bus trips would likely occur before the morning peak hour and after the evening peak hour.
- All inbound construction vehicles assumed to originate north of the site from Golden Highway east of Ringwood Road.
- All outbound construction vehicles assumed to travel north of the site towards destinations accessible from Golden Highway east of Ringwood Road.
- Ten percent of daily heavy vehicle trips to occur during the peak hours.
- Inbound and outbound heavy vehicle trips to occur during both peak hours.
- Oversized vehicle trips would not occur during the peak hours.
- Shuttle buses have been classified as a heavy vehicle for modelling purposes.

Construction peak hour volumes for the Project and adopted for the intersection performance assessment are shown in **Figure 4-1** and are referenced in **Section 3.6.3**.

The peak hours modelled represent the road network peak hour (when background traffic volumes are highest), with peak Project construction vehicle hourly volumes, representing a worst-case scenario.

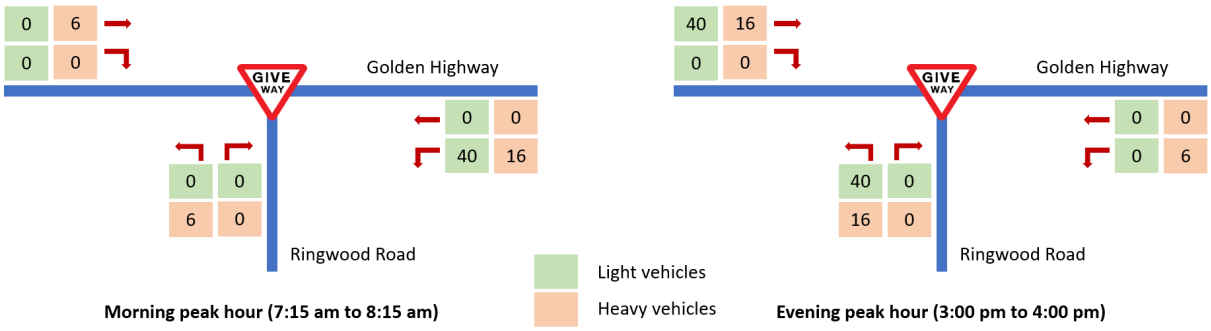


Figure 4-1: Goulburn River Solar Farm Project construction peak hour traffic volumes at the Golden Highway / Ringwood Road intersection

The performance of the modelled Golden Highway / Ringwood Road intersection in SIDRA with and without Project construction vehicles in 2025 is shown in **Table 4-2** (Project only) and **Table 4-3** (cumulative construction).

Table 4-2: Intersection performance during construction (Project only) – Golden Highway / Ringwood Road

Approach and peak period	2025 base				2025 construction			
	DOS	Average delay (sec/veh)	LOS	95% back of queue (m)	DOS	Average delay (sec/veh)	LOS	95% back of queue (m)
Weekday morning peak (7.15am to 8.15am)								
Golden Highway eastbound	0.05	8	A	<5	0.05	8	A	<5
Golden Highway westbound	0.05	9	A	<5	0.05	9	A	<5
Ringwood Road northbound	0.02	7	A	<5	0.02	8	A	<5
Overall intersection	**0.05**	**9**	**A**	**<5**	**0.05**	**9**	**A**	**<5**
Weekday evening peak (3.00pm to 4.00pm)								
Golden Highway eastbound	0.07	8	A	<5	0.10	8	A	<5
Golden Highway westbound	0.06	9	A	<5	0.06	10	A	<5
Ringwood Road northbound	0.01	7	A	<5	0.05	8	A	<5
Overall intersection	**0.07**	**9**	**A**	**<5**	**0.10**	**10**	**A**	**<5**

Table 4-3: Intersection performance during construction (cumulative) – Golden Highway / Ringwood Road

Approach and peak period	2025 cumulative base				2025 cumulative construction			
	DOS	Average delay (sec/veh)	LOS	95% back of queue (m)	DOS	Average delay (sec/veh)	LOS	95% back of queue (m)
Weekday morning peak (7.15am to 8.15am)								
Golden Highway eastbound	0.15	9	A	<5	0.15	10	A	<5
Golden Highway westbound	0.19	9	A	<5	0.19	9	A	<5
Ringwood Road northbound	0.03	12	A	<5	0.04	13	A	<5
Overall intersection	**0.19**	**9**	**A**	**<5**	**0.19**	**13**	**A**	**<5**
Weekday evening peak (3.00pm to 4.00pm)								
Golden Highway eastbound	0.21	8	A	<5	0.25	8	A	<5
Golden Highway westbound	0.16	9	A	<5	0.16	10	A	<5
Ringwood Road northbound	0.01	12	A	<5	0.05	14	A	<5
Overall intersection	**0.21**	**12**	**A**	**<5**	**0.25**	**14**	**A**	**<5**

As shown in **Table 4-2**, the addition of Project only construction traffic on the road network would result in minimal impacts, with average delay increasing by up to one second and no change to LOS.

As shown in **Table 4-3**, the addition of Project construction traffic with cumulative volumes generated by other projects on the road network would result in a minor increase in the average delay at the Golden Highway / Ringwood Road intersection. The increase in delay is calculated to be 4 seconds during the morning peak hour and 2 seconds during the evening peak hour.

As a result of increased traffic volumes on the Golden Highway, vehicles turning right from Ringwood Road to Golden Highway would wait slightly longer at the intersection prior to completing the turning manoeuvre. It is noted that construction vehicles would not be undertaking this movement.

There is a negligible increase in the average delay and the intersection would still operate with spare capacity and at an acceptable LOS A during both peak hour periods.

Overall impacts on intersection performance during construction are anticipated to be negligible.

Intersection, Road and Culvert Upgrades

The proposed intersection, road and culvert upgrades on the Golden Highway, Ringwood Road and Wollara Road would impact vehicles that travel on these roads. These upgrades are discussed further in **Section 3.1**.

Impacts are anticipated to be minor given the low volume of traffic using Ringwood Road and Wollara Road, short term and temporary nature of the works, and the spare capacity available on the Golden Highway. Furthermore, the number of construction vehicles generated during the road upgrades would be significantly lower than the number of construction vehicles generated during construction of the Project. The community would be notified of any works proposed and changed road conditions, so that impacted road users can plan their trips well in advance of the proposed changes.

4.1.2. Impacts on Parking

During construction, impacts on parking are not anticipated given that on-site parking would be provided for all vehicles generated by the Project. Furthermore, no formal parking facilities are located within close proximity to the site. In accordance with Condition B9 of the Development Consent, no parking will occur on the public road network in the vicinity of the Project Area.

4.1.3. Impacts on Public Transport

Bus Network

Minimal impacts are anticipated on bus services that travel on the Golden Highway given the infrequency of these bus services, the low volume of peak hour construction traffic generated by the Project, and the ample spare capacity available on the road network.

The school bus route that operates on Ringwood Road towards Merriwa and Scone would experience minor impacts due to the additional construction traffic using this road and the increase in left-in and left-out movements at the Golden Highway / Ringwood Road intersection. As discussed in **Section 3.1.3**, the informal bus stop at this intersection would be formalised as part of the proposed intersection upgrade, improving amenity for school students and parents/carers that use this bus stop. Furthermore, the school bus service during the morning and afternoon (one service in each direction during school days) would not coincide with peak construction vehicle movements. Hence, restrictions to heavy vehicle movements would not be required.

Osborn's Transport, Merriwa Pre School, Scone Grammar School and Scone High School will be consulted on the proposed formalisation of the bus stop on Ringwood Road at the Golden Highway intersection and informed of the additional construction traffic that would be generated by the Project.

Rail Network

The level rail crossings located on Ulan Road, Wollar Road and Ringwood Road south of the site would not be traversed by construction vehicles. Hence, no impacts are anticipated on the rail network.

4.1.4. Impacts on Active Transport

No impacts on the pedestrian network are anticipated during construction given the limited pedestrian infrastructure that surrounds the Project Area.

Impacts on the cycle network would be limited to the potential interaction of cyclists with Project construction vehicles on the Golden Highway, Ringwood Road or Wollara Road and during intersection, culvert and road upgrades at these locations.

Given that sections of the Golden Highway are designated cycle routes via the road shoulder or parking lane, cyclists that currently travel on the Golden Highway would be experienced riders. In addition, Ringwood Road and Wollara Road form part of a recommended scenic cycle route. However, no formal cycle infrastructure is provided. Therefore, cyclist volumes on the Golden Highway, Ringwood Road and Wollara Road would likely be low and hence, the overall impact on cyclists is anticipated to be minor.

5. Mitigation and Management

5.1. Overview

Table 5-1 describes the traffic mitigation and management measures for the Project. From left to right, the columns of **Table 5-1** describe:

- The 'Source': where the traffic mitigation and/or management measure has been recommended for the Project.
- The 'ID': a unique identifier for each mitigation strategy identified in this TMP.
- The 'Aspect': a high-level summary of what traffic matter is being mitigated.
- The 'Mitigation / Management Measure': the actions that will be undertaken to reduce the traffic impacts of the Project, including a summary of any proposed techniques that will be used to implement the traffic mitigation and/or management measures.
- The 'Development Phase': identifies the specific Project phase of which traffic mitigation and/or management measures will apply. A traffic mitigation and/or management measure can apply to multiple Project phases.
- The 'Responsible Party': identifies which group is responsible for implementing the applicable traffic mitigation and/or management measure. The 'Personnel Responsible' column identifies the individual from the 'Responsible Party' who is to implement the traffic mitigation and/or management measure. Numbers 1–4 have been used to represent which individual is responsible, as follows:

    1. Lightsource bp Development Principal.
    2. Construction Contractor Site Manager.
    3. Health, Safety and Environment (HSE) Coordinator.
    4. All employees and contractors.

    Note: for some mitigation measures, there is more than one 'Responsible Party' and 'Personnel Responsible'

- The 'Timing/Frequency': describes when a traffic mitigation and/or management measure is to be implemented.
- The 'Implementation Action': describes the procedures that show how the proposed techniques for the traffic mitigation and/or management measures are practically being completed within the Project Area.
- The 'Compliance Record': identifies the record that will be used to maintain compliance with the applicable traffic mitigation and/or management measure.

Table 5-1: TMP Mitigation and Management Measures

Source	ID	Aspect	Mitigation / Management Measure	Development Phase				Responsible Party				Timing/ Frequency	Implementation Action	Compliance Record
				Early Works Construction	Main Works Construction	Operations and Maintenance	Upgrading or Decommissioning	Principal (Lightsource bp)	Construction Contractor	Operations and Maintenance Contractor	Personnel Responsible[1,2,3,4]			
SSD 33964533 Development Consent	TMP 01a	Traffic (general)	Prepare a TMP in accordance with Schedule 2, Condition B10	✓	✓	-	-	✓	-	-	1	Prior to construction	This TMP	This TMP
SSD 33964533 Development Consent	TMP 01b	Traffic (general)	Implement this TMP in accordance with Schedule 2, Condition B10	✓	✓	-	-	✓	✓	✓	1,2,3 & 4	Prior to Construction	This TMP	This TMP
SSD 33964533 Development Consent	TMP 02	Traffic (general)	The Applicant must ensure that the development does not generate more than 55 heavy vehicle movements a day (or 15 per hour) during construction, upgrading or decommissioning; or unless the Planning Secretary agrees otherwise.	✓	✓	-	✓	-	✓	✓	3 & 4	Construction and Decommissioning	Construction Traffic (**Section 3.6.3**) Management of Construction Vehicle Routes (**Section 5.6**)	Daily Traffic Movements Register A monitoring camera will be installed at the Golden Highway/ Ringwood Road intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance. Spot checks.
SSD 33964533 Development Consent	TMP 03	Traffic (general)	The Applicant must ensure that the development does not generate more than 24 movements of heavy vehicle requiring escort during construction, upgrading and decommissioning or unless the Planning Secretary agrees otherwise.	✓	✓	-	✓	-	✓	✓	3 & 4	Construction and Decommissioning	Construction Traffic (**Section 3.6.3**)	Daily Traffic Movements Register
SSD 33964533 Development Consent	TMP 04	Traffic (general)	The Applicant must ensure that the length of any vehicles (excluding heavy vehicle requiring escort) used for the development does not exceed 19 metres,or unless the Planning Secretary agrees otherwise.	✓	✓	-	✓	-	✓	✓	3 & 4	Construction and Decommissioning	Management of Construction Vehicle Routes (**Section 5.6**)	This will be a contractual requirement of the construction contractor and all sub-contractors. Daily Traffic Movements Register Spot checks.

Source	ID	Aspect	Mitigation / Management Measure	Development Phase				Responsible Party				Timing/ Frequency	Implementation Action	Compliance Record
				Early Works Construction	Main Works Construction	Operations and Maintenance	Upgrading or Decommissioning	Principal (Lightsource bp)	Construction Contractor	Operations and Maintenance Contractor	Personnel Responsible[1,2,3,4,]			
SSD 33964533 Development Consent	TMP 05	Traffic (general)	The Applicant must keep accurate records of the number of heavy vehicles and vehicles requiring escort entering or leaving the site each day for the duration of the project.	✓	✓	✓	✓	-	✓	✓	3 & 4	Construction, Operation and Decommissioning	Management of Construction Vehicle Routes (**Section 5.6**)	Daily Traffic Movements Register A monitoring camera will be installed at the Golden Highway/ Ringwood Road intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance.
SSD 33964533 Development Consent	TMP 06	Traffic (access routes)	Unless otherwise agreed by the Planning Secretary, all heavy vehicles and heavy vehicles requiring escort associated with the development must travel to and from the site via the Golden Highway / Ringwood Road intersection.	✓	✓	-	✓	-	✓	✓	3 & 4	Construction and Decommissioning	OSOM Vehicle Routes (**Section 3.5.2**) Management of Construction Vehicle Routes (**Section 5.6**) OSOM Vehicle Checks (**Appendix D)** Driver Code of Conduct (**Appendix F)**	A monitoring camera will be installed at the Golden Highway/Ringwood Road intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance.
SSD 33964533 Development Consent	TMP 07	Traffic (access routes)	All vehicles (excluding heavy vehicles requiring escort) associated with the development must access Ringwood Road by turning left in from the Golden Highway only.	✓	✓	-	✓	-	✓	✓	3 & 4	Construction and Decommissioning	Construction Vehicle Routes (**Section 3.5**) Swept Paths (Appendix C) Driver Code of Conduct (**Appendix F)** Turning Areas (**Section 3.7**)	A monitoring camera will be installed at the Golden Highway/Ringwood Road intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance.

Source	ID	Aspect	Mitigation / Management Measure	Development Phase				Responsible Party				Timing/ Frequency	Implementation Action	Compliance Record
				Early Works Construction	Main Works Construction	Operations and Maintenance	Upgrading or Decommissioning	Principal (Lightsource bp)	Construction Contractor	Operations and Maintenance Contractor	Personnel Responsible[1,2,3,4]			
SSD 33964533 Development Consent	TMP 08	Traffic (access routes)	All vehicles (excluding heavy vehicles requiring escort) associated with the development must exit Ringwood Road by turning left on to the Golden Highway only as shown in Figure 4 of Appendix 4;	✓	✓	-	✓	-	✓	✓	3 & 4	Construction and Decommissioning	Construction Vehicle Routes (**Section 3.5**) Swept Paths (**Section 3.5.1**) Driver Code of Conduct (**Appendix F**) Turning Areas (**Section 3.7**)	Signage will be installed on Ringwood Road stating that “site traffic must turn left”. A monitoring camera will be installed at the Golden Highway/Ringwood Road intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance. The construction contractor will undertake spot checks at the intersection for compliance.
SSD 33964533 Development Consent	TMP 09	Traffic (access routes)	All heavy vehicles associated with the development departing the site and needing to travel east along the Golden Highway must use the turnaround point at Barnett Street, as shown on Figure 4 in Appendix 4.	✓	✓	-	✓	-	✓	✓	3 & 4	Construction and Decommissioning	Construction Traffic (**Section 3.6.3**) Swept Paths (**Section 3.5.1**) **Appendix G**	Signage will be installed on Ringwood Road stating that “site traffic must turn left”. A monitoring camera will be installed at the Golden Highway/ Ringwood Road intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance.

Source	ID	Aspect	Mitigation / Management Measure	Development Phase				Responsible Party				Timing/ Frequency	Implementation Action	Compliance Record
				Early Works Construction	Main Works Construction	Operations and Maintenance	Upgrading or Decommissioning	Principal (Lightsource bp)	Construction Contractor	Operations and Maintenance Contractor	Personnel Responsible[1,2,3,4]			
SSD 33964533 Development Consent	TMP 10	Traffic (site access point)	All vehicles associated with the development must enter and exit the site via the Primary Access point off Ringwood Road, as identified in Appendix 1. Note: Other site access points may be used for emergency purposes.	✓	✓	-	✓	-	✓	✓	3 & 4	Construction and Decommissioning	Construction Vehicle Routes (**Section 3.5**) Swept Paths (**Section 3.5.1**) Driver Code of Conduct (**Appendix F)**	A monitoring camera will be installed at the Golden Highway/ Ringwood Road intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance.
SSD 33964533 Development Consent	TMP 11	Traffic (site access point)	Unless the Planning Secretary agrees otherwise, prior to commencing construction the Applicant must complete the road upgrades detailed in Appendix 4. Unless the relevant road authority agrees otherwise, these upgrades must comply with the current Austroads Guidelines, Australian Standards (as amended by TfNSW supplements), and be carried out to the satisfaction of the relevant roads authority.	✓	-	-	✓	✓	✓	-	1 & 2	Pre-construction	Early Works – Pre-Construction **(Section 3.1), T**raffic Guidance Scheme **(Section 5.3)** Road and Culvert Upgrades **(Appendix A)** Intersection Upgrades **(Appendix B**)	Stakeholder Consultation Records Detailed Design Council Approval Letter
SSD 33964533 Development Consent	TMP 12	Traffic (site access point)	The Applicant must, in consultation with the relevant roads authority undertake an independent dilapidation survey to assess the: - existing condition of Ringwood Road and Wollara Road on the transport route, prior to construction, upgrading or decommissioning works; and - condition of Ringwood Road and Wollara Road on the transport route, following construction, upgrading or decommissioning works;	✓	-	-	-	✓	✓	-	1 & 2	Pre-construction	Dilapidation Surveys (**Section 5.7.1**)	Stakeholder Consultation Records Pre-Construction Dilapidation Survey Report Post Construction Dilapidation Survey Report
SSD 33964533 Development Consent	TMP 13	Traffic (site access point)	On completion of the dilapidation reports undertaken in B8(a)(i) and (ii) provide a copy to the relevant road authority;	✓	-	-	-	✓	✓	-	1 & 2	Pre-construction	Dilapidation Surveys (**Section 5.7.1**)	Stakeholder Consultation Records

Source	ID	Aspect	Mitigation / Management Measure	Development Phase				Responsible Party				Timing/ Frequency	Implementation Action	Compliance Record
				Early Works Construction	Main Works Construction	Operations and Maintenance	Upgrading or Decommissioning	Principal (Lightsource bp)	Construction Contractor	Operations and Maintenance Contractor	Personnel Responsible[1,2,3,4]			
SSD 33964533 Development Consent	TMP 14	Traffic (site access point)	Repair the roads identified in condition B8(a) if dilapidation surveys identify that the road has been damaged due to development-related traffic during construction, upgrading or decommissioning works;	-	-	✓	✓	✓	✓	-	1 & 2	Post-construction	Repair of Roads (**Section 5.7.3**)	Stakeholder Consultation Records. On-going monitoring of Ringwood and Wollara Road condition will be undertaken monthly, with planned maintenance scheduled quarterly (or as required).
SSD 33964533 Development Consent	TMP 15	Traffic (site access point)	If there is a dispute between the Applicant and the relevant roads authority about road repairs (including timeframes) required under this condition, then either party may refer the matter to the Planning Secretary for resolution.	-	-	✓	✓	✓	✓	-	1 & 2	Post-construction	Repair of Roads (**Section 5.7.3**)	Stakeholder Consultation Records
SSD 33964533 Development Consent	TMP 16	Traffic (operating conditions)	The Applicant must ensure the internal roads are constructed as all-weather roads;	✓	✓	-	-	✓	✓	-	2, 3 & 4	Construction	Tracking of Dirt onto Public Roads (**Section 5.7.2**)	Detailed Design
SSD 33964533 Development Consent	TMP 17	Traffic (operating conditions)	The Applicant must ensure there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;	✓	✓	✓	✓	✓	✓	✓	2, 3 & 4	Construction, Operation and Decommissioning	Parking (**Section 3.8**)	Detailed Design Site Induction Complaints Register
SSD 33964533 Development Consent	TMP 18	Traffic (operating conditions)	The Applicant must ensure the capacity of the existing roadside drainage network is not reduced;	✓	✓	-	-	✓	✓	✓	1 & 2	Construction	**Section 3.1.1**	Detailed Design
SSD 33964533 Development Consent	TMP 19	Traffic (operating conditions)	The Applicant must ensure all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and	✓	✓	-	✓	-	✓	✓	2, 3 & 4	Construction and Decommissioning	Management of Construction Vehicle Routes (**Section 5.6**) Driver Code of Conduct (**Appendix F**)	A monitoring camera will be installed at the Golden Highway/Ringwood Road intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a non-compliance or complaint to ensure necessary corrective measures are taken to ensure compliance. Traffic controllers will undertake spot checks at the intersection for compliance.

Source	ID	Aspect	Mitigation / Management Measure	Development Phase				Responsible Party				Timing/ Frequency	Implementation Action	Compliance Record
				Early Works Construction	Main Works Construction	Operations and Maintenance	Upgrading or Decommissioning	Principal (Lightsource bp)	Construction Contractor	Operations and Maintenance Contractor	Personnel Responsible[1,2,3,4]			
SSD 33964533 Development Consent	TMP 20	Traffic (operating conditions)	The Applicant must ensure development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network.	✓	✓	✓	✓	-	✓	✓	2, 3 & 4	Construction, Operation and Decommissioning	Tracking of Dirt onto Public Roads (**Section 5.7.2**)	Routine road sweeping A monitoring camera will be installed at the Golden Highway/Ringwood Road intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance. Traffic controllers will undertake spot checks at the intersection for compliance.
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 21	Traffic (heavy vehicles)	Deliveries to site (excluding oversized loads) would be carried out by 19 metre semi-trailers to comply with heavy vehicle restrictions on Wollara Road and Ringwood Road	✓	✓	-	-	-	✓	✓	2 & 3	As Required,	Construction Vehicle Routes (**Section 3.5**)	Refer to final Drivers Code of Conduct and Site Induction Daily Traffic Movements Register
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 22	Traffic (oversize overmass vehicles)	A detailed OSOM and High Risk OSOM vehicle route assessment would be undertaken by the construction contractor and outlined in a Transport Management Plan. The Plan would discuss any traffic management measures required and include details on the OSOM vehicle route, duration, road closures, traffic detours, notifications and any required Traffic Guidance Schemes	✓	✓	-	-		✓	-	1, 2	Prior to OSOM movements	OSOM and High Risk OSOM Vehicles (**Sections 3.5.2** and **Section 5.9**)	OSOM, High Risk OSOMTMP (Appendix E of this TMP) *Note: The current Appendix E and G will be updated prior to the commencement of OSOM movements.*
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 23	Traffic (road closures)	The community would be notified in advance of proposed road and transport network changes through appropriate media and other forms of community liaison	✓	✓	-	-	✓	-	-	1, 2	As Required	Community and Stakeholder Consultation (**Section 6.1)**	Community and Stakeholder Consultation Records

Source	ID	Aspect	Mitigation / Management Measure	Development Phase				Responsible Party				Timing/ Frequency	Implementation Action	Compliance Record
				Early Works Construction	Main Works Construction	Operations and Maintenance	Upgrading or Decommissioning	Principal (Lightsource bp)	Construction Contractor	Operations and Maintenance Contractor	Personnel Responsible[1,2,3,4]			
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 24	Traffic (transport)	Construction workers would be encouraged to carpool or use the shuttle buses to travel to and from the construction site	✓	✓	-	-	-	✓	-	2 & 3	Construction	Construction Vehicle Routes (**Section 3.5**)	Pre-Start Briefings Site inductions
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 25	Traffic	Parking requirements for the Project during construction and operation would be provided on-site, and parking would not be provided on public roads adjacent to the site	✓	✓	✓	-	-	✓	✓	2 & 3	Construction and Operation	Parking (**Section 3.8**)	Site Induction
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 26	Traffic (signage)	Additional warning signs ("Symbolic Truck") are to be installed near the primary site access point	✓	✓	-	✓	-	✓	-	2 & 3	Once off	Additional Line marking and Signage (**Section 5.2**)	Environmental/Safety Inspection and site induction
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 27	Traffic (road upgrades)	Upper Hunter Shire Council would continue to be consulted on upgrades required on Ringwood and Wollara Road.	✓	✓	-	-	-	✓	-	1 & 2	Construction	Road Condition (**Section 5.7**) Community and Stakeholder Consultation (**Section 6.1**)	Stakeholder Consultation Records On-going monitoring of Ringwood and Wollara Road condition will be undertaken monthly, with planned maintenance scheduled quarterly (or as required).
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 28	Traffic (road upgrades)	Upgrades to Ringwood Road and Wollara Road (including culverts) and the Golden Highway / Ringwood Road intersection, as described in this TTIA	✓	-	-	-	-	✓	-	2 & 3	Construction	Road Upgrades (**Section 3.1.2**)	Post construction Road Safety Audit Road upgrade certificates
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 29	Traffic (signage)	Additional warning signs are to be installed along sections of Ringwood Road and Wollara Road where the road narrows and near the site access points.	✓	-	-	-	-	✓	-	2 & 3	Construction	Additional line-marking and signage (**Section 5.2**)	Post construction Road Safety Audit Site inductions Vehicle Movement Plan (**Appendix G**)

Source	ID	Aspect	Mitigation / Management Measure	Development Phase				Responsible Party				Timing/ Frequency	Implementation Action	Compliance Record
				Early Works Construction	Main Works Construction	Operations and Maintenance	Upgrading or Decommissioning	Principal (Lightsource bp)	Construction Contractor	Operations and Maintenance Contractor	Personnel Responsible[1,2,3,4]			
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 30	Traffic (general)	As part of the Construction Traffic Management Plan (CTMP) to be prepared post-approval, a Vehicle Movement Plan will be included that clearly shows the construction vehicle routes and permitted movements, including restriction at the Ringwood Road/Golden Highway intersection (left in/left out movement permitted). The CTMP will also encompass a Drivers Code of Conduct that all construction phase vehicle drivers (including of light vehicles) would need to read and sign to confirm their responsibilities and reinforce correct behaviour.	✓	-	-	-	✓	✓	-	1 & 2	Pre-construction	Driver Code of Conduct (**Appendix F**) Vehicle Movement Plan (**Appendix G**)	This TMP Driver Code of Conduct (**Appendix F**) Vehicle Movement Plan (**Appendix G**) Drivers Code of Conduct Record of Acknowledgement
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 31	Traffic (road upgrades)	Osborn's Transport, Merriwa Pre School, Scone Grammar School and Scone High School would be consulted on the proposed formalisation of the bus stop on Ringwood Road at the Golden Highway intersection and informed of the additional construction traffic that would be generated by the Project.	✓	-	-	-	✓	-	-	1	Pre-construction	Impacts on Public Transport (**Section 4.1.3**) Community and Stakeholder Consultation (**Section 6.1**)	Stakeholder Consultation Records
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 32	Traffic (signage)	Additional signage and line marking will be installed at the Golden Highway and Barnett Street intersection and installation of warning signs ("Symbolic Truck") are recommended near the primary site access point.	✓	-	-	-	✓	✓	-	1 & 2	Pre-construction	Additional line marking and signage (**Section 5.2**)	Post construction Road Safety Audit Site inductions
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 33	Traffic (general)	Where relevant, Road Occupancy Licences (ROLs) and crane permits would be submitted and approved prior to the closure of any roads.	✓	✓	-	-	✓	✓	-	1 & 2	Construction	Quality Assurance (**Section 1.2**)	Stakeholder Consultation Records

Source	ID	Aspect	Mitigation / Management Measure	Development Phase				Responsible Party				Timing/ Frequency	Implementation Action	Compliance Record
				Early Works Construction	Main Works Construction	Operations and Maintenance	Upgrading or Decommissioning	Principal (Lightsource bp)	Construction Contractor	Operations and Maintenance Contractor	Personnel Responsible[1,2,3,4]			
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 34	Traffic (general)	Upgrades and modifications to existing intersections for construction access. Based on turn path assessments and request from TfNSW.	✓	✓	-	-	✓	✓	-	1 & 2	Construction	Swept Paths (**Section 3.5.1**)	Post construction Road Safety Audit Swept Paths (**Appendix C**)
Traffic and Transport Impact Assessment (Turnbull 2023)	TMP 35	Traffic (road upgrades)	Works are to include vehicle volume monitoring during construction to ensure the morning peak traffic volume is not exceeded. Periodic traffic volume surveys on the Golden Highway will be undertaken to ensure Turn Warrants assessment remains valid. Lightsource bp propose to limit Project-related vehicle movements to outside of the AM peak period when cumulative traffic levels along Golden Highway exceed the threshold for a CHRs turn treatment during the AM peak period.		✓	-	-	✓	-	-	1 & 2	Construction	Monitoring of construction traffic (**Section 3.6.5**)	Traffic survey data collected periodically throughout construction.
Response to RFI (Umwelt 2024)	TMP 36	Traffic (site access)	A pre-and post-construction dilapidation survey will also be undertaken along the 1.32 km stretch of Ringwood Rod that sits within the Mid-Western Region LGA, considering potential impacts from use by locally-based workers travelling to site.	✓	-	-	-	✓	✓	-	1&2	Pre-construction	Dilapidation Surveys (**Section 5.7.1**)	Pre-Construction Dilapidation Survey Report Post Construction Dilapidation Survey Report

Source	ID	Aspect	Mitigation / Management Measure	Development Phase				Responsible Party				Timing/ Frequency	Implementation Action	Compliance Record
				Early Works Construction	Main Works Construction	Operations and Maintenance	Upgrading or Decommissioning	Principal (Lightsource bp)	Construction Contractor	Operations and Maintenance Contractor	Personnel Responsible[1,2,3,4]			
Planning Secretary Approval PA-88	TMP37	Over-length vehicles[4]	Any over-length vehicle approved by the Planning Secretary under Condition B1(b) will: - have a minimum 15-minute separation between over-length vehicles. - avoid AM peak (7:15am to 8:15am) or PM peak (3:00pm to 4:00pm). - avoid school bus periods (7:40am to 8:15am and 4:00pm to 4:40pm). - avoid concurrent turning movements of over-length vehicles.		✓	-	-	-	✓	-	2, 3 & 4	Construction	Monitoring of construction traffic (**Section 3.6.5**)	Daily Traffic Movements Register Spot Checks
Planning Secretary Approval PA-83	TMP38	Alternative access route (Condition B3)	Use of Cullingral Road turning area will: - Receive maintenance prior to use (i.e., new gravel) - Be subject to a dilapidation survey prior to use by the Project and maintained in accordance with Condition of Consent B8. - Avoid school bus times with a school bus blackout period (7:30–8:00 AM and 3:20–4:00 PM), with all vehicle movements restricted during these times and managed via dispatch and driver communication to ensure compliance. These measures considered the outcomes of consultation with the businesses located in the Cullingral Road industrial area.		✓	-	-	-	✓	-	2, 3 & 4	Construction	Monitoring of construction traffic (**Section 3.6.5**) Turning areas (**Section 3.7**)	Daily Traffic Movements Register Spot Checks of road condition and amenity, including dust, surface condition and stakeholder feedback.

[4] Note, Planning Secretary approval PA-88 permits a maximum of 38 movements of up to 26.5 metre vehicles within a 12-month period (from 22 December 2025).

5.2. Additional Linemarking and Signage

As discussed in **Section 3.5**, Project construction vehicles would use the turnaround facility on Barnett Street to return on the Golden Highway in the eastbound direction. No intersection geometry changes are required to accommodate these movements on Barnett Street. Notwithstanding, a give-way line and associated signage on Barnett Street will be implemented to indicate that vehicles exiting Barnett Street are to provide right of way to vehicles on Golden Highway. Additional signage on both Golden Highway approaches to the intersection will also be provided to warn general traffic that trucks are turning at the intersection. Additionally, installation of warning signs ("Symbolic Truck") will be placed near the primary site access point and along sections of Ringwood Road and Wollara Road where the road narrows. These are shown in **Appendix C**.

5.3. Traffic Guidance Schemes

Traffic Guidance Schemes (TGS) will be required for the road repairs and upgrades to be undertaken prior to construction of the solar farm. TGS' will be developed in accordance with TfNSW and Council requirements. The TGS will include all signage, barriers, traffic controllers, traffic diversions and lighting required. The TGS would be prepared in accordance with AS1742.3 by suitably qualified and accredited personnel.

5.4. Site Induction

All staff will be required to undertake a site induction. The site induction will cover details on the nominated construction vehicles routes, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures.

For subcontractors, inductions will take place prior to arrival. For independent operators and one-off personnel, inductions will take place on arrival at site. Alternatively, independent personnel may be escorted by an inducted employee.

5.5. Driver Code of Conduct

A Driver Code of Conduct has been prepared for the Project and is provided in **Appendix F**.

As per NSW Road Rules (2014) 127 (1), a driver of a long vehicle (7.5 m long or longer), except on a multi-lane road or any length of road in a built-up area, must travel at least 60 m behind any other long vehicle, other than a road train.

The potential for heavy vehicles to convoy or platoon together will be addressed through direction by the Construction Contractor to subcontractors and suppliers. Strategies will include:

- Staggered Scheduling: Heavy vehicle movements will be staggered to prevent convoys and minimise traffic congestion, particularly during peak times.
- Off-Peak Scheduling: Heavy vehicles will operate during off-peak hours to reduce interactions with peak traffic periods on the Golden Highway.
- Break Time Coordination: Managing driver breaks to avoid clustering after rest periods.

All long vehicle drivers and their respective supervisors/ transport managers will be reminded that:

- There is a maximum of 55 (two-way trips; 110 one-way trips) heavy vehicle movements per day, and a maximum of 15 two-way heavy movements per hour.
- when heavy vehicle drivers are leaving their depot/ quarry/ batch plant, or the Project site, that a minimum 1 minute gap in departure times is provided.
- when heavy vehicle drivers stop for breaks (rest, smoko, lunch, etc) together, that on departure from the stop that each subsequent heavy vehicle allows at least 1 minute between each subsequent heavy vehicle departure from the stop.

The Driver Code of Conduct will be communicated to all personnel through site inductions, toolbox talks and pre-start meetings. During these communications all drivers will also be reminded to drive to conditions which will also include providing up to date weather forecast.

Any non-compliance with the Drivers Code of Conduct will be managed through the Construction Contractors' general business code of conduct and the contracts that are in place with their subcontractors and suppliers.

5.6. Management of Construction Vehicle Routes

All construction personnel travelling to and from the site must adhere to the Vehicle Movement Plan (VMP) provided in **Appendix G**, which outlines the proposed access and egress routes.

The construction vehicle route applies to all vehicles associated with the development, including through early works, road upgrades, construction, upgrading and decommissioning.

All heavy vehicles will be required to travel via heavy vehicle approved roads, and all vehicles will be loaded and unloaded on site and will enter and exit the site in a forward direction.

Use of the road network in the Mid-Western Region LGA will largely be limited to locally based workers. There is potential for limited deliveries/supplier movements from adjacent LGAs / areas to the west of the Project Site, with a number of companies based to the west of the Project Site expressing interest in sub-contracting or supplying aspects of the Project. In this instance, adjacent LGA road networks will be utilised, however transport movements will align with the conditions of consent (B3-B5) and approach the site from the east, along the Golden Highway. Suppliers with journeys originating in Mid-Western Regional Council LGA will be limited to locally-based service providers. [5]

[5] An organisation that operates from permanently staffed premises within the boundaries of Mid-Western Regional Council's LGA and has operated from those premises for a minimum period of three (3) months prior, and/or an organisation that has less than 150 employees and is at least 50% owned by an individual (or individuals) that live within the boundaries of Mid-Western Regional Council's LGA and has done so for a minimum period of three (3) months prior, as defined by Lightsource bp

To ensure that construction vehicle drivers adhere to the left-in, left-out arrangement at the Golden Highway / Ringwood Road intersection during construction, the following will be implemented:

- A temporary monitoring camera alongside a traffic artificial intelligence portable traffic detection system has been installed at the Golden Highway/Ringwood Road intersection:
    - prior to construction commencing
    - capturing footage from one hour prior through to one hour post approved construction hours (i.e., from 0600 to 1900)
    - footage will be reviewed weekly for months one and two of construction, then monthly as a minimum thereafter or in response to a complaint
    - any non-compliant turns are compared to vehicle data from site security, and should the vehicle be related to the project, disciplinary action is taken.
    - the monitoring approach will be assessed for effectiveness periodically, and regular meetings with TfNSW held to assist with strategies to mitigate non-compliance (inclusion of alternative routes at Cullingral Road, implementation of additional signage).
- Installation of additional signage on Ringwood Road stating that “site traffic must turn left”.
- The construction contractor will undertake spot checks at the intersection for compliance. This will involve counts of vehicles leaving site, coupled with vehicle counts at the turn-around bay on Barnett Street. A randomised spot check will occur monthly at a minimum, or in response to a non-compliance, a complaint from the community or feedback from within the Project team.
- The approved vehicle route will be reinforced during site inductions, daily toolbox talks and as part of the Driver Code of Conduct. The mandatory project induction includes details of the conditions and are again repeated at the site familiarisation attended by every worker. Workers and HV drivers are required to sign a “Driver’s code of conduct” which expressly details conditions B4 and B5.
- Whilst delivery drivers are not required to go through the full Project induction, they must physically present a ‘vehicle route acknowledgement’ in order to enter the site.
- Quarterly Inspections and routine audits of the transport route shall be conducted to ensure compliance with site requirements on Traffic Management as outlined in this TMP.

Only locally based workers suppliers in light vehicles will be able to use Wollar Road to the south of the Project Site, with agreement from the Construction Contractor.

Limited traffic movements from suppliers operating under their own permits/licences (i.e. Environmental Authority) may utilise an alternative traffic route (where this is permitted under their licence conditions), with agreement from the Construction Contractor. These movements will be recorded as part of the register for heavy vehicles movements in and out of the Project Area (maintained by the Contractor Site Manager).

In the event that a non-compliance is identified, the driver will be managed through the Construction Contractors' general business code of conduct and the contracts that are in place with their subcontractors and suppliers.

5.7. Road Condition

The increase in vehicles movements on the surrounding road network has the potential to impact the conditions of these roads.

5.7.1. Dilapidation Surveys

In accordance with Condition B8 of the Development Consent, dilapidation surveys will be undertaken along Ringwood Road and Wollara Road prior to and following construction, upgrading or decommissioning works. In addition, a dilapidation survey will be undertaken along Barnett Street from its intersection with Golden Highway up to and including the turn around facility.

A pre-and post-construction dilapidation survey will also be undertaken along the 1.32 km stretch of Ringwood Road that sits within the Mid-Western Region LGA, despite this area being outside of the approved construction traffic route.

A pre-construction dilapidation report will be prepared documenting the findings of a visual inspection of damage to the roads, including potholes, rutting, scrubbing, cracking, and surface deformations including depressions. Recent maintenance activities undertaken will also be documented.

Upon completion of construction activities on the site, a post-construction dilapidation report will be prepared and follow a similar methodology to the pre-construction dilapidation report. The purpose of this will be to ascertain the impact of the construction activities on the condition of the haulage route.

In accordance with Condition B8, dilapidation survey reports will be provided to the relevant road authority.

5.7.2. Tracking of Dirt onto Public Roads

The Construction Contractor (or delegate) will be responsible for monitoring the condition of the public road network and routinely sweep the road to ensure that there is no build-up of dirt tracked from construction vehicles. Monitoring of the public road network will be undertaken monthly. Additional monitoring of the public road network will be undertaken after period of rainfall (.>10 mm in 24 hours).

All internal roads within the Project Area will be constructed as all-weather roads to minimise the generation of mud or large portions of dirt which can become caught on vehicles and subsequently tracked onto public roads.

5.7.3. Repair of Roads

Lightsource bp will consult with Upper Hunter Shire Council to agree on the damages as a result of construction activity, if any, and what repairs are required. Lightsource bp will

support Council to complete required works, either through provision of a civil crew or through funding. If a dispute arises between Council and Lightsource bp regarding road repairs, the dispute resolution process outlined in Section 6.3.1.1 in the EMS would be undertaken.

5.7.4. Emergency Road Repair

The Construction Contractor will have on-site resources to respond to emergency road repairs during construction and decommissioning. On receipt of notification of road damage, the Construction Contractor will dispatch resources to repair the road as required.

5.7.5. Air Quality

The generation of dust from construction traffic movements is expected to be localised.

Protocols to minimise air emissions during construction traffic movements will include:

- Water suppression on all exposed areas, unsealed roads when required (i.e. if visible dust emissions are observed.
- The location and scale of activities which generate dust emissions would be modified and limited during periods of dry and windy weather.
- Engines to switch off when not in use for prolonged periods.
- Development of a complaints procedure to identify and respond to complaints (refer to Section 6.2 and Section 6.3.1 of the EMS).

5.8. Speed Limits

All personnel driving construction vehicles to and from the Project Area will undergo a site induction which would include information on the management of traffic related issues while travelling to and from the site. The induction would include the following points:

- Consideration and courtesy are essential when driving on public roads.
- Speed limits must be strictly adhered to. The posted speed limit on Golden Highway is 100 km/h and Ringwood Road at 80 km/h.

The internal speed limit within the Project Area will be 40 km/h on the haul road and 20 km/h internal access tracks. Signage and other controls would be implemented to ensure that any driver operating a vehicle within the Project Area would do so in a safe manner.

5.9. Heavy Vehicles Requiring Escort

Condition B1(a)(ii) permits the Project to have 24 movements of heavy vehicles requiring escort during construction. A future modification associated with the standalone battery will include a request for an increase in the number of heavy vehicles requiring escort for the remainder of the Project.

To date, the Project has completed / planned the following one-way movements of heavy vehicles requiring escort (a total of 22):

- Four (4) movements for the transportable buildings (approved under PA-84)

- 12 movements for civil heavy vehicles (the subject of this TMP update)
- Four (4) contingency movements for civil heavy vehicles (the subject of this TMP update)
- Two (2) movements for the transformers (high risk OSOM; the subject of this TMP update)

The movements proposed in this TMP are compliant with Condition B1(a)(ii) as there will be less than 24 heavy vehicle requiring escort movements associated with construction of the solar farm and DC-BESS Phase 1 (current scope).

Any remaining requirements for heavy vehicles requiring escort will be the subject of a future request to the Planning Secretary. This would consider any remaining heavy vehicles requiring escort movements in construction of the DC-BESS Phase 2 and standalone BESS as well as through upgrades and decommissioning.

5.9.1 Transportable buildings: traffic management system

The first heavy vehicle requiring escort delivery occurred in mid-December and delivered the Auxiliary Services Building (ASB) to site.

The ASB and three other transportable substation buildings (switch room, service gear building and one additional transportable building) are not 'high-risk' (as defined in Transport Roads & Management Services, undated); therefore, an OSOM Transport Management Plan is not required.

The remaining transportable buildings will be delivered between December 2025 and 31 May 2026 using the same delivery vehicle (approx. 33.5 m long, 4.35 m wide, 5.0 m high, 79.6 t) under an NHVR Permit (or an updated/replacement permit, if required).

An addendum to the TMP covering these deliveries was submitted to the Planning Secretary, with approval received on 12 December 2025. The information from this addendum has now been included in the body of the TMP.

Table 5-2 Traffic management system for transportable buildings which are heavy vehicles requiring escort

ASPECT	DETAILS
Description of heavy vehicle requiring escort	Four (4) transportable buildings will come to site between 17 December 2025 and 31 May 2026, on the same type of delivery vehicle which will be: • 33.5m long • 4.35m wide • 5m in height • 79.6T. These do not meet the criteria for a high risk OSOM requiring a transport management plan (Transport Roads & Maritime Services, undated).

ASPECT	DETAILS
Swept paths and assessments	Swept paths for combination vehicles delivering transportable buildings are included as Attachment C. The transportable buildings will approach site on an extended vehicle (33.5m) however the length of the vehicle will be shortened on egress (to just below 30m). The transportable buildings will be travelling to site from Adelaide, entering Ringwood Road on a right-hand turn (permissible under Condition B4) and exiting Ringwood Road onto Golden Highway on a left turn, before continuing to the west.
Requirement for additional works	No additional works are required for these movements. The ASB trial run conducted under SD-33964533-PA-59 demonstrated that the delivery vehicle can safely and effectively make the turn into the site entrance at a full extension of 41m, without any impacts on native vegetation or fauna habitat.
Traffic management measures	Vehicle movements will comply with those measures included in the NHVR permit, including but not limited to: • Escort/pilots - minimum 2 pilots, 3 escorts for night travel • Spotters not required at pinch points • Overnight travel will be prioritised, where possible • Police escort not required in NSW • No manual traffic control required (i.e., in accordance with an appropriately designed Traffic Guidance Scheme). • In addition to the measures provided in the NHVR permit, pilot vehicles will manage eastbound traffic to prevent overtaking during the right-hand turn manoeuvre from Golden Highway to Ringwood Road, ensuring the turning path is kept clear. There is no intention to stop westbound traffic for this movement. Additional traffic management measures will be provided to reduce the speed of westbound vehicles on the Golden Highway during the right-hand turn manoeuvre from the Golden Highway to Ringwood Road. A pilot will be positioned on Ringwood Road to ensure oncoming vehicles do not block the OSOM's turning path, allowing the movement to be completed safely and without unnecessary traffic disruption.
Community consultation	A *Keeping You Informed* slip must be distributed to residents along Wollara Road, Ringwood Road and associated feeder roads at least 7 days prior to any heavy vehicle requiring escort movement. Distribution is to occur via letterbox drop (e.g., Australia Post) and the project email distribution list. The Project team must also directly consult with nearby farming properties likely to operate oversized agricultural equipment on public roads to obtain feedback on proposed movements and confirm local conditions relevant to OSOM/escorted transport.

5.9.2 Civil heavy vehicles requiring escort: traffic management system

A number of heavy vehicle requiring escort movements are required to enable the underground subcontractor to execute the site works safely and compliantly. They require a total of 12 cable trailers to enable safe and efficient cable hauling activities to be conducted on-site.

These cable trailers provide valued assistance in reducing the mechanical stress and potential line of fire hazards associated with cable hauling activities, while ensuring the cables enter the trench with as little interaction with mechanical components as possible ensuring a safe and efficient install.

A total of 12 trailers staged across seven separate deliveries are required to be brought to site in early March 2026 and will remain on site until November 2026. This will benefit

construction by enabling trenches to be backfilled in half the time, opening access to all other trades in a timely manner.

These movements will be covered under an overarching national notice called a Gazette notice, which the requirements of these moves with length, width and height are fully met. Under QLD and NSW legislation the requirement to have a specific NHVR permit is not necessary. These movements will each have one pilot vehicle in front of the truck.

Each move will have two cable trailers on board with a combined weight of 14 tonne. The trailer used is a deck widening trailer rather than a complete platform widener and will enter the site loaded at 4.35 m wide and leave at 2.5 m wide. Table 5-3 details the traffic management system for the heavy vehicles requiring escort which are associated with the electrical scope of works (cable trailers).

This traffic management system allows for an additional four (4) movements as a contingency. The contingency is for up to four trenchers and/or excavators associated with the civil works, in case there are any damages or faults with the equipment that require it to be transported offsite and replaced.

Table 5-4 provides the indicative traffic management system for the heavy vehicles requiring escort which are associated with the contingency.

This equipment will travel from the Queensland Border to site under a Gazette Notice.

Table 5-3: Traffic management system for cable trailers, associated with electrical scope which will come to site as heavy vehicles requiring escort

ASPECT	DETAILS
Description of heavy vehicle requiring escort	12 Cable Trailers on 7 separate transports will be mobilised to site early March 2026 and be demobilized in -November 2026 • 19m long • 4.35m wide • 4.5m in height • 14T. These do not meet the criteria for a high risk OSOM requiring a transport management plan (Transport Roads & Maritime Services, undated).
Swept paths and assessments	Swept paths for combination vehicles delivering transportable buildings are included as Attachment B. The Cable Trailer transports will not exceed this swept path as the trucks are 19m in length and 4.5m wide. It is important to note that the truck and axle dimensions are standard sizing, it is just the deck platform that is widening to accommodate the 4.35m load. The Cable Trailers will be travelling to site from QLD entering Ringwood Road on a right-hand turn (permissible under Condition B4) and exiting Ringwood Road onto Golden Highway on a left turn, before continuing to the west.
Requirement for additional works	No additional works are required for these movements, with no impacts on native vegetation or fauna habitat.

ASPECT	DETAILS
Traffic management measures	Vehicle movements will comply with those measures included in the Gazette permit, including but not limited to: • Escort/pilots - minimum 1 pilot • Spotters not required at pinch points • Police escort not required in NSW • No manual traffic control required (i.e., in accordance with an appropriately designed Traffic Guidance Scheme). A pilot will be positioned on Ringwood Road to ensure oncoming vehicles do not block the OSOM's turning path, allowing the movement to be completed safely and without unnecessary traffic disruption.
Community consultation	A Keeping You Informed slip will be distributed to the residents along Wollara, Ringwood and feeder roads more than 7 days prior. The project team will speak to the local farmer with oversized machinery to check if there might be any clashes with his equipment movements. The Project team has spoken directly to one of the farming properties most likely to have over-sized farm equipment on the public roads to request feedback on the proposed heavy vehicle requiring escort movements and receive advice about local conditions relevant to OSOM transport.

Table 5-4: Traffic management system for contingency movements, which will come to site as heavy vehicles requiring escort

ASPECT	DETAILS
Description of heavy vehicle requiring escort	Contingency approval for heavy vehicles requiring escort to cover heavy machinery due to potential damage, breakdowns requiring removal offsite for repair. Addition four (4) return journeys under escort: • 19m long • 4.35m wide • 4.5m in height • 14T. These do not meet the criteria for a high risk OSOM requiring a transport management plan (Transport Roads & Maritime Services, undated).
Swept paths and assessments	Swept paths for combination vehicles delivering transportable buildings are included as Attachment B. The Cable Trailer transports will not exceed this swept path as the trucks are 19m in length and 4.5m wide. It is important to note that the truck and axle dimensions are standard sizing, it is just the deck platform that is widening to accommodate the 4.35m load. The Cable Trailers will be travelling to site from QLD, entering Ringwood Road on a right-hand turn (permissible under Condition B4) and exiting Ringwood Road onto Golden Highway on a left turn, before continuing to the west.
Requirement for additional works	No additional works are required for these movements, with no impacts on native vegetation or fauna habitat.
Traffic management measures	Vehicle movements will comply with those measures included in the Gazette Notice, including but not limited to: • Escort/pilots - minimum 1 pilots, • Spotters not required at pinch points • Police escort not required in NSW • No manual traffic control required (i.e., in accordance with an appropriately designed Traffic Guidance Scheme). A pilot will be positioned on Ringwood Road to ensure oncoming vehicles do not block the OSOM's turning path, allowing the movement to be completed safely and without unnecessary traffic disruption.

ASPECT	DETAILS
Community consultation	A Keeping You Informed slip will be distributed to the residents along Wollara, Ringwood and feeder roads more than 7 days prior. The project team will speak to the local farmer with oversized machinery to check if there might be any clashes with his equipment movements. The Project team has spoken directly to one of the farming properties most likely to have over-sized farm equipment on the public roads to request feedback on the proposed heavy vehicle requiring escort movements and receive advice about local conditions relevant to OSOM transport.

5.9.3 Transformer / high risk heavy vehicle requiring escort: traffic management system

Transformer deliveries are classified as TfNSW “High Risk” OSOM movements (refer Section 3.5.2); therefore, a TfNSW Transport Management Plan (TMP) has been prepared for transformer movements to ensure safe delivery and minimise disruption and impacts to other road users and road infrastructure.

The contractor (Transgrid) has been responsible for the preparation, submission and progression through approval of the TfNSW TMP/OSOM transport management plan and the associated NHVR permit applications, and will remain responsible for implementing and maintaining compliance with the approved TfNSW TMP and the Project TMP for the duration of the escorted movement, in accordance with statutory obligations and NHVR permit conditions.

Two transformers will come to site for installation within the solar farm substation. These are presently being stored at the Port of Brisbane and will travel under three separate NHVR permits:

1. Port of Brisbane to Goondawindi
2. Goondawindi to Five Mile Rest Stop, Golden Highway, Merriwa
3. Five Mile Rest Stop to site.

The two transformer movements will occur within approximately 3-4 weeks of each other.

In NSW, the transformers will travel from:

- Goondawindi to Five Mile Rest Area (Golden Highway, Merriwa) as a 2 x 14-axle platform beam set configuration; Block-truck towing OS/OM/OSOM load - Block Truck, Block Truck, Platform, Platform, Block Truck and Block Truck configuration.
- Five Mile Rest Area to the solar farm site as a 14-axle platform trailer configuration with maximum of 6 x prime movers (3 at front, 3 at rear). This is likely to only require 3x prime movers on the public road, with additional prime movers once on site (weather dependent).

At Five Mile Rest Area, each transformer will be transferred from the 2 x 14 axle platform beam set configuration onto a 14-axle platform trailer for delivery along local roads into Goulburn Solar Farm. The transfer will be completed utilising an overhead lift system.

The traffic management system for travel within NSW is in Table 5-5. TMPs for each of the routes within NSW, along with a copy of the two associated NHVR permits, are included as Appendices E.3 and E.4.

Table 5-5 Traffic management system for substation transformers (2x) which will come to site as heavy vehicles requiring escort

ASPECT	DETAILS: Goondawindi to Five Mile Rest Area	DETAILS: Five Mile Rest Area to solar farm site
Description of heavy vehicle requiring escort	Two (2x) heavy vehicle requiring escort movements will bring two (2x) transformers to site from the Port of Brisbane, via Goondawindi. These movements will occur within approximately 3-4 weeks of each other. The transformers will travel from: 1. Goondawindi to Five Mile Rest Area (Golden Highway, Merriwa) as a 2 x 14 axle platform beam set configuration; Block-truck towing OS/OM/OSOM load - Block Truck, Block Truck, Platform, Platform, Block Truck and Block Truck configuration (Figure 5-1). 2. Five Mile Rest Area to the solar farm site as a 14 axle platform trailer configuration with maximum of 6 x prime movers (3 at front, 3 at rear) (Figure 5-2). This is likely to only require 3x prime movers on the public road, with additional prime movers once on site (weather dependent). At Five Mile Rest Area, each transformer will be transferred from 2 x 14 axle platform beam set configuration onto a 14 axle platform trailer for delivery into Goulburn Solar Farm. The transfer will be completed utilising an overhead lift system (OHLS). We estimate 2 - 3 days to complete the breakdown of the beam set and transfer to 14 axle trailer via OHLS. Five Mile Rest Area will be closed to non-associated traffic under a Road Occupancy Licence (issued by TfNSW) on two occasions, each closure lasting up to 72 hours, to facilitate two transfers within a one-month period (including contingency time). This will be managed through a Traffic Guidance Scheme. These movements meet the criteria for a high risk OSOM requiring a transport management plan (Transport Roads & Maritime Services, undated). The transport management plans for each of Goondawindi to Five Mile Rest Area, and for Five Mile Rest Area to Site, are provided as Appendix E.3 and Appendix E.4.	
NHVR permit number	NHVR Permit #1382894V1	NHVR Permit # 1309830V1
NHVR route ID	Goondiwindi to 5 Mile - 2OXWI-9 v5 - https://www.service.nhvr.gov.au/#page=informationHub/routePlannerTool&route-id=2OXWI-9&route-version=5&application-id=1382894	5 Mile to Site - https://maps.app.goo.gl/N4kGjTpTAsxgrh4v8
Combination details	• 2 x 14 Axle Platform Beam Set Configuration • 1.8m + 18m between both platforms	• 14 Axle Platform Trailer • 1.8m • 22.90 T

ASPECT	DETAILS: Goondawindi to Five Mile Rest Area	DETAILS: Five Mile Rest Area to solar farm site
	• 16.75 T	
Laden dimensions	Laden dimensions (Goondawindi to Five Mile Rest Area): • 135m long • 6m wide • 5.2m in height • 591.5T.	Laden dimensions (Five Mile Rest Area to solar farm site): • 77m long (based on assumed 3x prime movers) • 5.2m wide • 5.8m in height • 418.7T.
Swept paths and assessments	The two traffic management plans in Appendices E.3 and E.4 include: • The location of pull-over bays/rest areas, including GPS coordinates. All identified pull-over bays will have sufficient space for the transformers and the rest areas have room for the transformers to park up without impacting on the through lanes. The identified locations are more than required, for redundancy. The drivers will be provided with a Google map link showing key features of the journey, including bridges, rail crossings, pull-over bays and rest areas. • Swept path assessments • Bridge assessments • Consideration of road/rail projects under construction • Assessment of rail level crossings.	
Requirement for additional works	• No additional works are required for these movements, with no impacts on native vegetation or fauna habitat. • Impacts on existing infrastructure including pavement are considered to be unlikely. The greatest width of the OSOM (6m) is at 3.5m height, with the wheelbase within lane limits. The trailer has a ground contact width of 4.2m. • The beam set will be raised to avoid obstacles (i.e., garden beds within roundabouts). • Hand steer of the front trailer (as opposed to fixed (none) or self steering) will be used to improve manoeuvrability around obstacles. • Signs may need to be removed and replaced.	
Traffic management measures	Vehicle movements will comply with those measures included in the Gazette permit, which include specific measures for road conditions and travel conditions, as specified by Dubbo Regional Council, Warrumbungle Shire Council and TfNSW. Escort will include, but not limited to: • Escort/pilots – 2x front pilots; 1x rear pilot • The number of police escorts will be confirmed through consultation with the NSW Police, noting there will be a minimum of 2x police escorts. It is	Vehicle movements will comply with those measures included in the Gazette permit, including but not limited to: • Escort/pilots – 2x front pilots; 1x rear pilot • 2x police escorts • Site to restrict access to all heavy vehicles either arriving or departing site during transport window (TBC) • Police and Pilot vehicles to maintain running roadblock both front and rear of the convoy allowing for locals and emergency services vehicles access when safe to do so. • Trailer operator to run independent of pilot vehicles

ASPECT	DETAILS: Goondawindi to Five Mile Rest Area	DETAILS: Five Mile Rest Area to solar farm site

	anticipated that up to four (4) police escorts will travel with the transformers from Goondawindi to Five Mile.
	• VMS will be used in both directions to notify road users of potential delays along the Newell Highway, Pilliga, where the narrow sealed width limits traffic from passing. This will be included in the RoL.
	• The traffic guidance system for Five Mile Rest Area includes the following management measures:
	  ○ VMS approximately 700m west of the rest area to read FIVE MILE REST AREA CLOSED, along with temporary static signage
	  ○ ROAD CLOSED signage on barriers at entry and exit to the rest area
	  ○ All work vehicles to enter and exit worksite under direction of traffic controllers with traffic flow on designated UHF channel.
		• Site to have Security on gate house holding traffic where required (excluding emergency requirements)
		• Avoidance of AM peak (7:15am to 8:15am) or PM peak (3:00pm to 4:00pm).
		• Avoidance of school bus periods (7:40am to 8:15am and 4:00pm to 4:40pm).
		• Travel between 10am and 2pm
		• Maximum delay to any light vehicle to not exceed 10 minutes.

Community consultation	1. The project sends out a monthly newsletter to 1,455 residents from Gungal to Casillis. Both the January / February and March / April newsletter have included information about the upcoming high risk OSOM movements. 2. A Keeping You Informed slip will be distributed to the residents along Wollara, Ringwood and feeder roads more than 7 days prior. 3. The project team will speak directly with local farmers known to move oversized machinery on the local roads more than 7 days prior.	

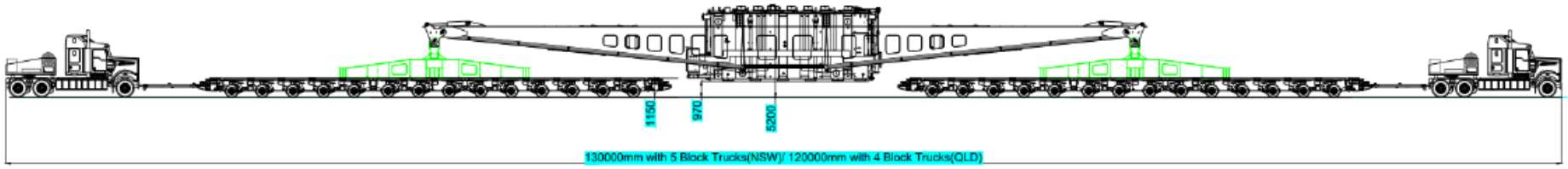


Figure 5-1 Transformer transporter: Goondawindi to Five Mile Rest Area

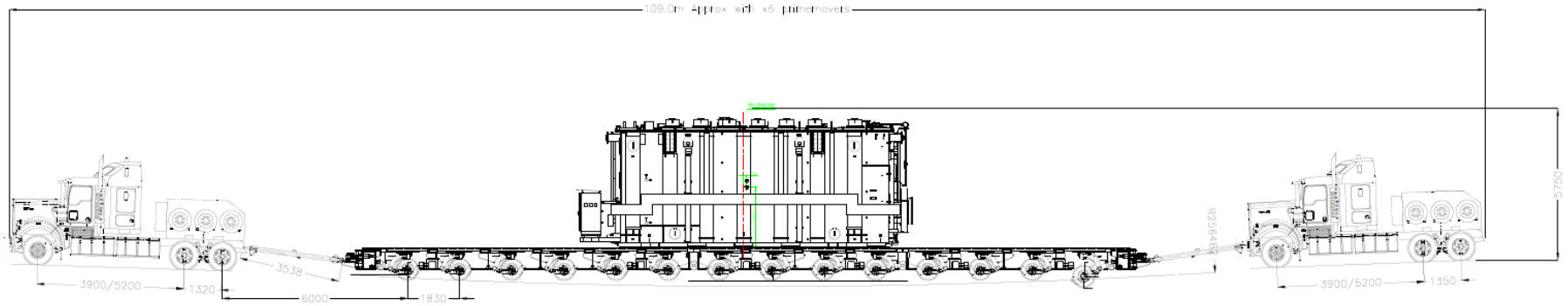


Figure 5-2 Transformer transporter: Five Mile Rest Area to solar farm site

6. Communication

6.1. Stakeholders

The Construction Contractor, in collaboration with Lightsource bp, will implement proactive measures to liaise, consult and communicate with the community, TfNSW, Upper Hunter Shire Council, and any other relevant stakeholders during the construction phase. This is to ensure timely, accurate and comprehensive traffic information to all existing and potential roads users is conveyed, and to accommodate any community and key stakeholder feedback regarding road safety and traffic management issues. Community and stakeholders will also be consulted regarding the road upgrades along the haulage route.

The strategies for community consultation include:

- Pre-construction: Project updates will be distributed to all key stakeholders where relevant contact details will be shared and the community will be informed of impacts of construction activities, including:
  - Planned start and end date of pre-construction early works
  - Timing of construction activities
  - Planned routes for construction vehicles
  - Planned duration and timing of any road or lane closure, if required.
- During construction: A 24-hour phone number will be displayed on the site entrance sign. The phone number will facilitate a line of communication between the community and any project-related matters. Where road access is to be restricted, the site management team will contact impacted community members in advance and advise them of any planned road access disruptions.

The Project team will work collaboratively with TfNSW and Council to identify and implement actions to further improve road safety for users. The mitigation and monitoring approach will be assessed for effectiveness periodically, and meetings with TfNSW, Council and DPHI held to assist with strategies to mitigate non-compliance.

Key stakeholder consultation will be undertaken in accordance with the consultation methods outlined in Section 6 of the EMS.

6.2. Complaints Management

In accordance with Condition B10 (vii) of the Development Consent, all complaints will be managed in accordance with the Project's Complaints Procedure outlined in Section 6.3.1 of the EMS.

All complaints will be collated and recorded in the feedback register published on the Project website. The Construction Contractor will provide a collated register of complaints to the Lightsource bp Project team on at least a monthly basis.

7. Roles and Responsibilities

The roles and responsibilities for the implementation of this TMP are shown in **Table 7-1**.

Table 7-1: Roles and responsibilities for TMP

Entity role	Responsibility
Lightsource bp Development Principal (Construction and Operation)	• Oversee the implementation of this TMP and other management plans which interface with the TMP. • Have working knowledge of the TMP. • Implementing mitigation measures as detailed in **Table 5-1**.
Construction Contractor Site Manager (Construction)	• Ensure resources are made available to enable works to comply with this TMP. • Ensure appropriate approvals and licences are held. • Responsible for the implementation of this TMP. • Responsible for the induction of staff and contractors. • Responsible for all aspects of the worksite including the coordination and management of all staff and contractors. • Responsible for addressing corrective actions arising from environmental inspections. • Responsible for notifying Lightsource bp of any non-compliances with this TMP. • Responsible for maintaining the complaints procedure and providing it to Lightsource bp on a monthly basis in accordance with the Complaints Procedure (refer to Section 6.3.1 of the EMS). • Implementing mitigation measures as detailed in **Table 5-1**.
Health, Safety and Environment (HSE) Coordinator (Construction) O&M Site Manager (Operation)	• Maintaining all traffic management documents • Identifying where traffic measures are not meeting the targets and where improvements can be achieved. • Monitoring and reporting traffic compliance. • Reviewing Project traffic documents. • Responsible for reporting traffic incidents in accordance with the Incident Management Procedure (refer to section 10.2 of the EMS). • Carry out routine environmental site inspections. • Implementing mitigation measures as detailed in **Table 5-1**.
All Employees and Contractors (Construction and Operation)	• Follow any instructions provided by Lightsource bp, the Construction Contractor Site Manager, O&M Site Manager or HSE Coordinator. • Work in accordance with the requirements of this TMP. • Report and raise any issues that arise that may have a traffic impact. • Implementing mitigation measures as detailed in **Table 5-1.**

8. Monitoring and Reporting

8.1. Traffic Mitigation and Management Monitoring

Monitoring of the traffic mitigation and management measures for the Project (see **Table 8-1**) will be undertaken to ensure that each measure is being carried out by the Project.

Table 8-1 Traffic Mitigation & Monitoring Methodology

ID	Aspect	Mitigation / Management Measure	Monitoring Methodology
TMP 01a & 01b	Traffic (general)	Prepare & implement a TMP in accordance with Schedule 2, Condition B10	Review of this TMP will be undertaken in accordance with Condition C2 of the Development Consent and also through the ongoing evaluation of the Project's performance against the traffic mitigation and management measures outlined in this TMP
TMP 02	Traffic (general)	The Applicant must ensure that the development does not generate more than 55 heavy vehicle movements a day during construction, upgrading or decommissioning: or unless the Planning Secretary agrees otherwise.	A daily traffic movements register will be maintained by the Contractor A monitoring camera will be installed at the intersection of Golden Highway Ringwood Road, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance. In addition, the 19m maximum length restriction excluding heavy vehicle requiring escort) will be a contractual requirement of the construction contractor and all sub-contractors. Spot checks and encouragement of workers to self-report non-compliances through inductions and tool boxes.
TMP 03	Traffic (general)	The Applicant must ensure that the development does not generate more than 24 movements of heavy vehicle requiring escort during construction, upgrading and decommissioning: or unless the Planning Secretary agrees otherwise.	
TMP 04	Traffic (general)	The Applicant must ensure that the length of any vehicles (excluding heavy vehicle requiring escort) used for the development does not exceed 19 metres, or unless the Planning Secretary agrees otherwise.	
TMP 05	Traffic (general)	The Applicant must keep accurate records of the number of heavy vehicles and vehicles requiring escort entering or leaving the site each day for the duration of the project.	
TMP 06	Traffic (access routes)	Unless otherwise agreed by the Planning Secretary, all heavy vehicles and heavy vehicles requiring escort associated with the development must travel to and from the site via the Golden Highway / Ringwood Road intersection.	

ID	Aspect	Mitigation / Management Measure	Monitoring Methodology
TMP 07	Traffic (access routes)	All vehicles (excluding heavy vehicles requiring escort) associated with the development must access Ringwood Road by turning left in from the Golden Highway only.	
TMP 08	Traffic (access routes)	All vehicles (excluding heavy vehicles requiring escort) associated with the development must exit Ringwood Road by turning left on to the Golden Highway only as shown in Figure 4 of Appendix 4;	Signage will be installed on Ringwood Road stating that “site traffic must turn left”. A monitoring camera will be installed at the intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance. The construction contractor will undertake spot checks at the intersection for compliance.
TMP 09	Traffic (access routes)	All heavy vehicles associated with the development departing the site and needing to travel east along the Golden Highway must use the turnaround point at Barnett Street, as shown on Figure 4 in Appendix 4.	
TMP 10	Traffic (site access point)	All vehicles associated with the development must enter and exit the site via the Primary Access point off Ringwood Road, as identified in Appendix 1. Note: Other site access points may be used for emergency purposes.	
TMP 11	Traffic (site access point)	Unless the Planning Secretary agrees otherwise, prior to commencing construction the Applicant must complete the road upgrades detailed in Appendix 4. Unless the relevant road authority agrees otherwise, these upgrades must comply with the current Austroads Guidelines, Australian Standards (as amended by TfNSW supplements), and be carried out to the satisfaction of the relevant roads authority.	Detailed Design documentation
TMP 12	Traffic (site access point)	The Applicant must, in consultation with the relevant roads authority undertake an independent dilapidation survey to assess the: - existing condition of Ringwood Road and Wollara Road on the transport route, prior to construction, upgrading or decommissioning works; and - condition of Ringwood Road and Wollara Road on the transport route, following construction, upgrading or decommissioning works;	Pre-Construction Dilapidation Survey Report Post Construction Dilapidation Survey Report
TMP 13	Traffic (site access point)	On completion of the dilapidation reports undertaken in B8(a)(i) and (ii) provide a copy to the relevant road authority;	Stakeholder Consultation Records

ID	Aspect	Mitigation / Management Measure	Monitoring Methodology
TMP 14	Traffic (site access point)	Repair the roads identified in condition B8(a) if dilapidation surveys identify that the road has been damaged due to development-related traffic during construction, upgrading or decommissioning works;	Stakeholder Consultation Records On-going monitoring of Ringwood and Wollara Road condition will be undertaken monthly, with planned maintenance scheduled quarterly (or as required).
TMP 15	Traffic (site access point)	If there is a dispute between the Applicant and the relevant roads authority about road repairs (including timeframes) required under this condition, then either party may refer the matter to the Planning Secretary for resolution.	Stakeholder Consultation Records
TMP 16	Traffic (operating conditions)	The Applicant must ensure the internal roads are constructed as all-weather roads;	Detailed Design
TMP 17	Traffic (operating conditions)	The Applicant must ensure there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;	Detailed Design Site Induction
TMP 18	Traffic (operating conditions)	The Applicant must ensure the capacity of the existing roadside drainage network is not reduced;	Detailed Design
TMP 19	Traffic (operating conditions)	The Applicant must ensure all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and	A monitoring camera will be installed at the intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance. Traffic controllers will undertake spot checks at the intersection for compliance.
TMP 20	Traffic (operating conditions)	The Applicant must ensure development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network.	Routine road sweeping. A monitoring camera will be installed at the intersection, with footage to be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint to ensure necessary corrective measures are taken to ensure compliance. Traffic controllers will undertake spot checks at the intersection for compliance.
TMP 21	Traffic (heavy vehicles)	Deliveries to site (excluding oversized loads) would be carried out by 19 metre semi-trailers to comply with heavy vehicle restrictions on Wollara Road and Ringwood Road	Refer to final Drivers Code of Conduct and Site Induction Daily Traffic Movements Register

ID	Aspect	Mitigation / Management Measure	Monitoring Methodology
TMP 22	Traffic (oversize overmass vehicles)	A detailed OSOM vehicle route assessment would be undertaken by the construction contractor and outlined in a Transport Management Plan. The Plan would discuss any traffic management measures required and include details on the OSOM vehicle route, duration, road closures, traffic detours, notifications and any required Traffic Guidance Schemes	OSOM TMP (Appendix E of this TMP) .
TMP 23	Traffic (road closures)	The community would be notified in advance of proposed road and transport network changes through appropriate media and other forms of community liaison	Community and Stakeholder Consultation Records
TMP 24	Traffic (transport)	Construction workers would be encouraged to carpool or use the shuttle buses to travel to and from the construction site	Pre-Start Briefings and Site inductions
TMP 25	Traffic	Parking requirements for the Project during construction and operation would be provided on-site, and parking would not be provided on public roads adjacent to the site	Site Induction
TMP 26	Traffic (signage)	Additional warning signs (“Symbolic Truck”) are to be installed near the primary site access point	Environmental/Safety Inspection and site induction
TMP 27	Traffic (road upgrades)	Upper Hunter Shire Council would continue to be consulted on upgrades required on Ringwood and Wollara Road.	Stakeholder Consultation Records On-going monitoring of Ringwood and Wollara Road condition will be undertaken monthly, with planned maintenance scheduled quarterly (or as required).
TMP 28	Traffic (road upgrades)	Upgrades to Ringwood Road and Wollara Road (including culverts) and the Golden Highway / Ringwood Road intersection, as described in this TTIA.	Post construction Road Safety Audit Road upgrade certificates
TMP 29	Traffic (signage)	Additional warning signs are to be installed along sections of Ringwood Road and Wollara Road where the road narrows and near the site access points.	Post construction Road Safety Audit Site inductions Vehicle Movement Plan (**Appendix G**)

ID	Aspect	Mitigation / Management Measure	Monitoring Methodology
TMP 30	Traffic (general)	As part of the Construction Traffic Management Plan (CTMP) to be prepared post-approval, a Vehicle Movement Plan will be included that clearly shows the construction vehicle routes and permitted movements, including restriction at the Ringwood Road/Golden Highway intersection (left in/left out movement permitted). The CTMP will also encompass a Drivers Code of Conduct that all construction phase vehicle drivers (including of light vehicles) would need to read and sign to confirm their responsibilities and reinforce correct behaviour.	This TMP Driver Code of Conduct (**Appendix F**) Vehicle Movement Plan (**Appendix G**)
TMP 31	Traffic (road upgrades)	Osborn's Transport, Merriwa Pre School, Scone Grammar School and Scone High School would be consulted on the proposed formalisation of the bus stop on Ringwood Road at the Golden Highway intersection and informed of the additional construction traffic that would be generated by the Project.	Stakeholder Consultation Records
TMP 32	Traffic (signage)	Additional signage and line marking will be installed at the Golden Highway and Barnett Street intersection and installation of warning signs ("Symbolic Truck") are recommended near the primary site access point.	Post construction Road Safety Audit Site inductions
TMP 33	Traffic (general)	Where relevant, Road Occupancy Licences (ROLs) and crane permits would be submitted and approved prior to the closure of any roads.	Stakeholder Consultation Records
TMP 34	Traffic (general)	Upgrades and modifications to existing intersections for construction access. Based on turn path assessments and request from TfNSW.	Post construction Road Safety Audit Swept Paths (**Appendix C**)

ID	Aspect	Mitigation / Management Measure	Monitoring Methodology
TMP 35	Traffic (road upgrades)	Works are to include vehicle volume monitoring during construction to ensure the morning peak traffic volume is not exceeded. Periodic traffic volume surveys on the Golden Highway will be undertaken to ensure Turn Warrants assessment remains valid. Lightsource bp propose to limit Project-related vehicle movements to outside of the AM peak period when cumulative traffic levels along Golden Highway exceed the threshold for a CHRs turn treatment during the AM peak period.	Traffic survey data collected periodically throughout construction.
TMP 36	Traffic (site access)	A pre-and post-construction dilapidation survey will also be undertaken along the 1.32 km stretch of Ringwood Rod that sits within the Mid-Western Region LGA, considering potential impacts from use by locally-based workers travelling to site.	Pre-Construction Dilapidation Survey Report Post Construction Dilapidation Survey Report
TMP 37	Over-length vehicles	Any over-length vehicle approved by the Planning Secretary under Condition B1(b) will: - have a minimum 15-minute separation between over-length vehicles. - avoid AM peak (7:15am to 8:15am) or PM peak (3:00pm to 4:00pm). - avoid school bus periods (7:40am to 8:15am and 4:00pm to 4:40pm). avoid concurrent turning movements of over-length vehicles.	Spot checks and encouragement of workers to self-report non-compliances through inductions and tool boxes. Daily Traffic Movements Register

ID	Aspect	Mitigation / Management Measure	Monitoring Methodology
TMP 38	Alternative access routes	Use of Cullingral Road turning area will: - Receive maintenance prior to use (i.e., new gravel) - Be subject to a dilapidation survey prior to use by the Project and maintained in accordance with Condition of Consent B8. - Avoid school bus times with a school bus blackout period (7:30–8:00 AM and 3:20–4:00 PM), with all vehicle movements restricted during these times and managed via dispatch and driver communication to ensure compliance. These measures considered the outcomes of consultation with the businesses located in the Cullingral Road industrial area.	Daily Traffic Movements Register Spot Checks of road condition and amenity, including dust, surface condition and stakeholder feedback

8.2. Training, Awareness and Competencies

All personnel (Lightsource bp employees, contractors and sub-contractors) engaged to carry out the development will complete an online HSEQ induction prior to commencing work on-site. The induction would include the following information on management of traffic related issues while travelling to and from the Project Area:

- Consideration and courtesy are essential when driving on public roads and the worksite.
- All employees would be required to comply with the onsite VMP (see **Appendix G**).
- Speed limits must be strictly adhered to.

After completing the induction, workers would sign a statement of attendance and records of this would be kept in the site office.

Further details regarding staff induction and training are outlined in the EMS. It will be emphasised to staff during toolbox talks and training that appropriate traffic management onsite is critical to the Project.

8.3. Audit

Auditing of this TMP will be carried out in accordance with Section 11.0 outlined in the EMS.

9. Review and Improvement

Consistent with Condition C2 of the Development Consent, Lightsource bp will:

- Update the TMP to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning activities on site.
- Review and revise (if necessary) the TMP to the satisfaction of the Planning Secretary within one month of:
  - the submission of an incident report under Condition C11 of Schedule 2 (see **Section 10.1**)
  - the submission of an audit report under Condition C15 of Schedule 2 or
  - any modification to the conditions of the Development Consent.

Review and improvement of this TMP will also be achieved through the ongoing evaluation of the Project's performance against the traffic mitigation and management measures outlined in this TMP.

The improvement process will be designed to:

- Identify areas of opportunity for improvement when implementing the Project's traffic mitigation/management measures outlined in **Section 5**.
- Determine the cause or causes of non-conformances with the Project's traffic mitigation/management measures outlined in **Section 5**.
- Develop and implement a plan of corrective and preventative actions to address any non-conformances and/or deficiencies with the Project's traffic mitigation/ management measures outlined in **Section 5**.
- Verify the effectiveness of the corrective and preventative actions.
- Document any changes in procedures resulting from the improvement process and communicate these changes with the responsible parties that are implementing this TMP.

This TMP may need to be revised if the Project's scope of works or work method, change, if the work methods are found to be ineffective, or if directed by the Lightsource bp Principal. This will occur as needed and in accordance with the process outlined in the Development Consent.

A copy of the updated TMP and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure identified in the EMS.

10. Incident Reporting

This section describes the incident reporting procedures for the Project, having regard to the requirements of the Development Consent.

10.1. Notification Procedures under Development Consent

10.1.1. Incident Notification

The Planning Secretary must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident.

Furthermore, a written notification addressing the requirements set out below must be submitted to the Planning Secretary via the Major Projects website within seven days after the Applicant becomes aware of the incident. Notification is required to be given under this condition even if the Applicant fails to give the notification required under Condition C11 of the Development Consent or, having given such notification, subsequently forms the view that an incident has not occurred.

Written notification of an incident must:

a. identify the development and application number (Goulburn River Solar Farm, SSD- 33964533)
b. provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident)
c. identify how the incident was detected
d. identify when the applicant became aware of the incident
e. identify any actual or potential non-compliance with conditions of consent
f. describe what immediate steps were taken in relation to the incident
g. identify further action(s) that will be taken in relation to the incident
h. identify a project contact for further communication regarding the incident.

Within 30 days of the date on which the incident occurred, or as otherwise agreed by the Planning Secretary, Lightsource bp will provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all the requirements below, and such further reports as may be requested.

The Incident Report must include:

a. a summary of the incident
b. outcomes of an incident investigation, including identification of the cause of the incident
c. details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence
d. details of any communication with other stakeholders regarding the incident.

10.1.2. Non-Compliance Notification

Non-compliance notification requirements are set out in Condition C12, C13 and C14 of the Development Consent. Under the Development Consent, a non-compliance is defined as an 'occurrence, set of circumstances or development that is a breach of this consent but is not an incident.'

Lightsource bp will notify the DPHI in writing via the Major Projects website within seven days after becoming aware of any non-compliance. Any non-compliance notification will identify the Project and the application number (Goulburn River Solar Farm, SSD 33964533), set out the condition of consent that the Project is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known). The notification will also identify what actions have been taken, or will be undertaken, to address the non-compliance.

Consistent with Condition C14 of Development Consent, a non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

11. References

Austroads (2020). *Guide to Traffic Management Part 6 – Intersections, Interchanges and Crossings*.

Austroads (2023). *Design Vehicles and Turning Path Templates*.

Roads and Traffic Authority (2002). *Guide to Traffic Generating Developments*.

TfNSW (2016). *Golden Highway Corridor Strategy*

Turnbull (2023). *Goulburn River Traffic and Transport Impact Assessment*.

Umwelt (2023a). *Goulburn River Solar Farm Environmental Impact Statement*.

Umwelt (2023b). *Goulburn River Solar Farm Amendment Report*.

Umwelt (2024). *Goulburn River Solar Farm Temporary Workers Accommodation Facility Amendment Report*.

Transport Roads & Maritime Services (undated) *Fact Sheet: Transport Management Plans for oversize and/or overmass movements in NSW*, Transport Management Plans (TMPs) | Service NSW, accessed December 2025.

NHVR (2025) *New South Wales Class 1 Load Carrying Vehicle Operator's Guide*, https://www.nhvr.gov.au/files/media/document/211/202512-1138-nsw-class-1-load-carrying-vehicle-operators-guide.pdf, accessed December 2025

Appendix A Road and culvert upgrades

GOULBURN RIVER SOLAR FARM

WOLLARA ROAD

ROAD UPGRADE

ISSUED FOR INFORMATION

NUMBER	DESCRIPTION			REV
0305-DRG-00-GE-0001	GENERAL	COVER SHEET AND DRAWING INDEX	1 OF 1	A
0305-DRG-00-GE-0031	PAVEMENT	PAVEMENT DETAILS	1 OF 1	A
0305-DRG-00-GE-0051	ROAD	TYPICAL SECTIONS	1 OF 1	A
0305-DRG-00-PV-0101	PAVEMENT	PLAN	1 OF 4	A
0305-DRG-00-PV-0102	PAVEMENT	PLAN	2 OF 4	A
0305-DRG-00-PV-0103	PAVEMENT	PLAN	3 OF 4	A
0305-DRG-00-PV-0104	PAVEMENT	PLAN	4 OF 4	A

FOR INFORMATION ONLY

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DESIGN CHECK	J.DeWIT	20.09.22
DESIGN MNGR	J.DeWIT	20.09.22
PROJECT MNGR	R.BANZON	20.09.22

DRAWINGS / DESIGN PREPARED BY
DESIGNER
turnbull

DRAWINGS / DESIGN PREPARED FOR
CLIENT

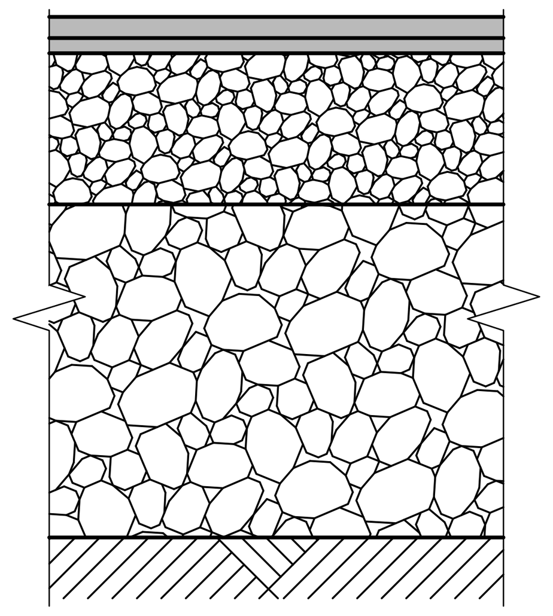
DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
GENERAL
COVER SHEET AND DRAWING INDEX

A1

SHEET
1 OF 1

DRAWING NUMBER 0305-DRG-00-GE-0001

ISSUE STATUS: FOR INFORMATION
SHEET No.: 00-GE-0001
ISSUE: A



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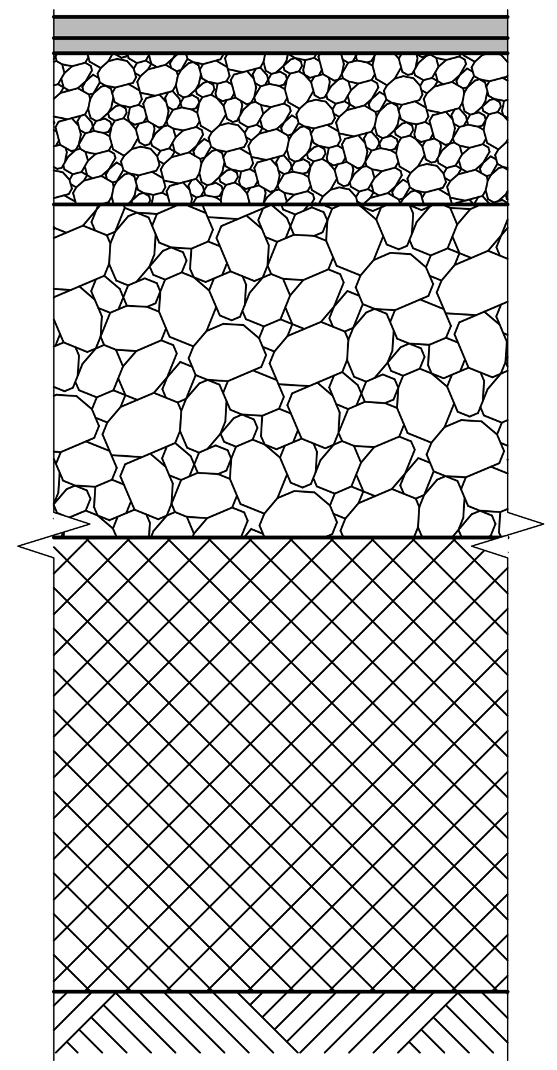

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CH 390 - CH 1000, CH 2420 - CH 2840, CH 3350 - CH 4100
SCALE 1:5

HOLD - SEE NOTE 1

NOTES
1. PAVEMENT TYPES ARE SUBJECT TO GEOTECHNICAL INVESTIGATION AND ASSUMED BASED ON PAVEMENT REHABILITATION WORKS ON RINGWOOD ROAD COMPLETED IN 2021.

FOR INFORMATION ONLY

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DESIGN CHECK	J.DeWIT	20.09.22
DESIGN MNGR	J.DeWIT	20.09.22
PROJECT MNGR	R.BANZON	20.09.22

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DESIGNER
turnbull

DRAWINGS / DESIGN PREPARED FOR
CLIENT

DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
GENERAL
PAVEMENT DETAILS

A1
SHEET 1 OF 1
DRAWING NUMBER: 0305-DRG-00-GE-0031
ISSUE STATUS: FOR INFORMATION
SHEET No.: 00-GE-0031
ISSUE: A

LEGEND

- EXISTING SURFACE
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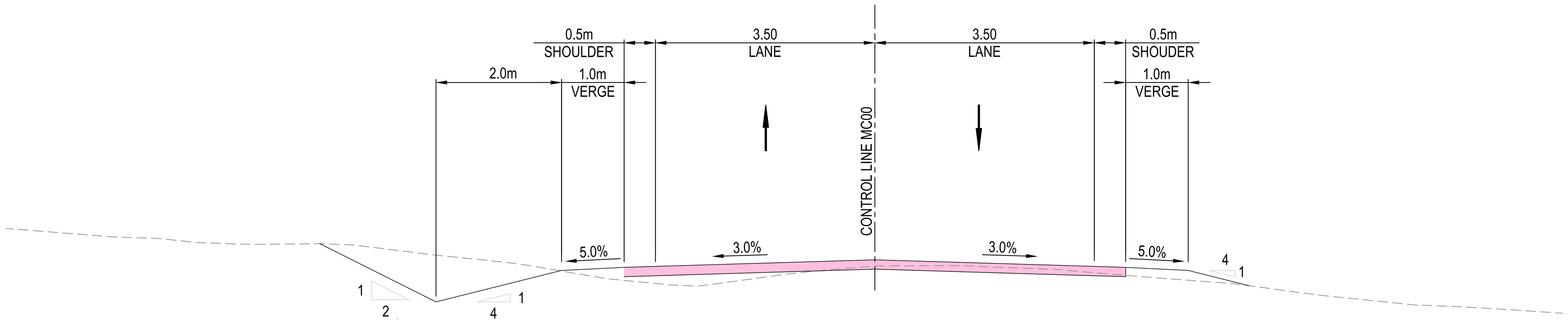
- PAVEMENT TYPE 1
- PAVEMENT TYPE 2

NOTE

1. FOR PAVEMENT TYPE REFER TO 0305-DRG-00-GE-0031.



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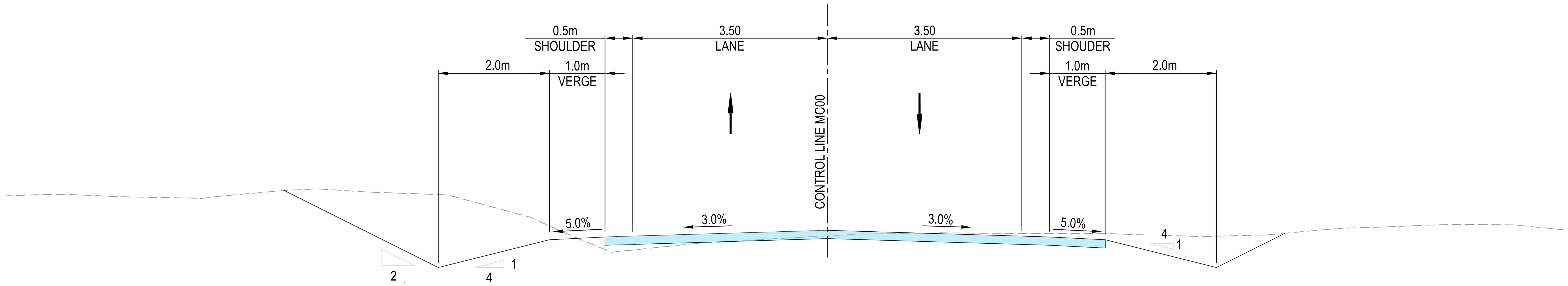

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CO-ORDINATE SYSTEM: MGA ZONE 56 (GDA2020)
HEIGHT DATUM: AHD

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DESIGN CHECK	J.DeWIT	20.09.22
DESIGN MNGR	J.DeWIT	20.09.22
PROJECT MNGR	R.BANZON	20.09.22

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DRAWINGS / DESIGN PREPARED FOR
CLIENT

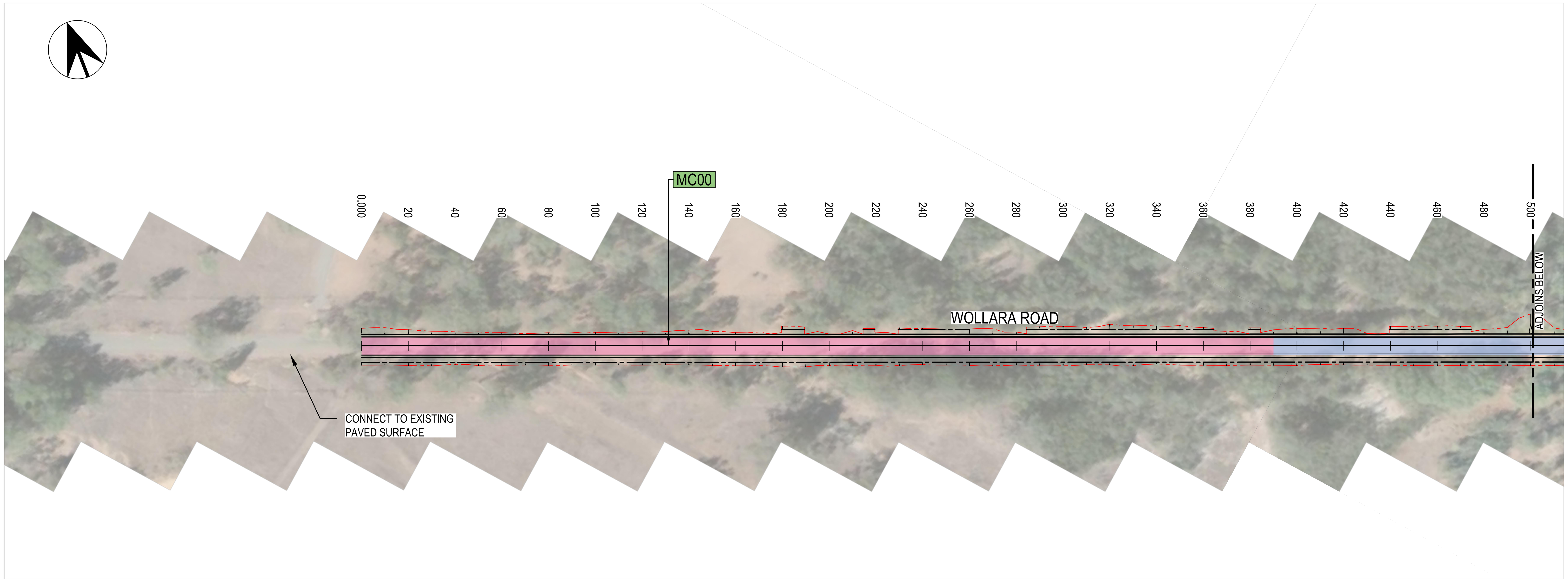
DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
ROAD
TYPICAL SECTIONS

A1

SHEET
1 OF 1

DRAWING NUMBER: 0305-DRG-00-GE-0051

ISSUE STATUS: FOR INFORMATION
SHEET No.: 00-GE-0051
ISSUE: A



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GENERAL

REF BOUNDARY

DESIGN

ROAD GEOMETRY

20 CONTROL LINE AND CHAINAGE

MCXX CONTROL LINE LABEL

PAVEMENT AND KERBS

TYPE 1

TYPE 2

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DESIGN CHECK	J.DeWIT	20.09.22
DESIGN MNGR	J.DeWIT	20.09.22
PROJECT MNGR	R.BANZON	20.09.22

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DRAWINGS / DESIGN PREPARED FOR
CLIENT

DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
PAVEMENT
PLAN

A1

SHEET 2 OF 4

DRAWING NUMBER: 0305-DRG-00-PV-0102

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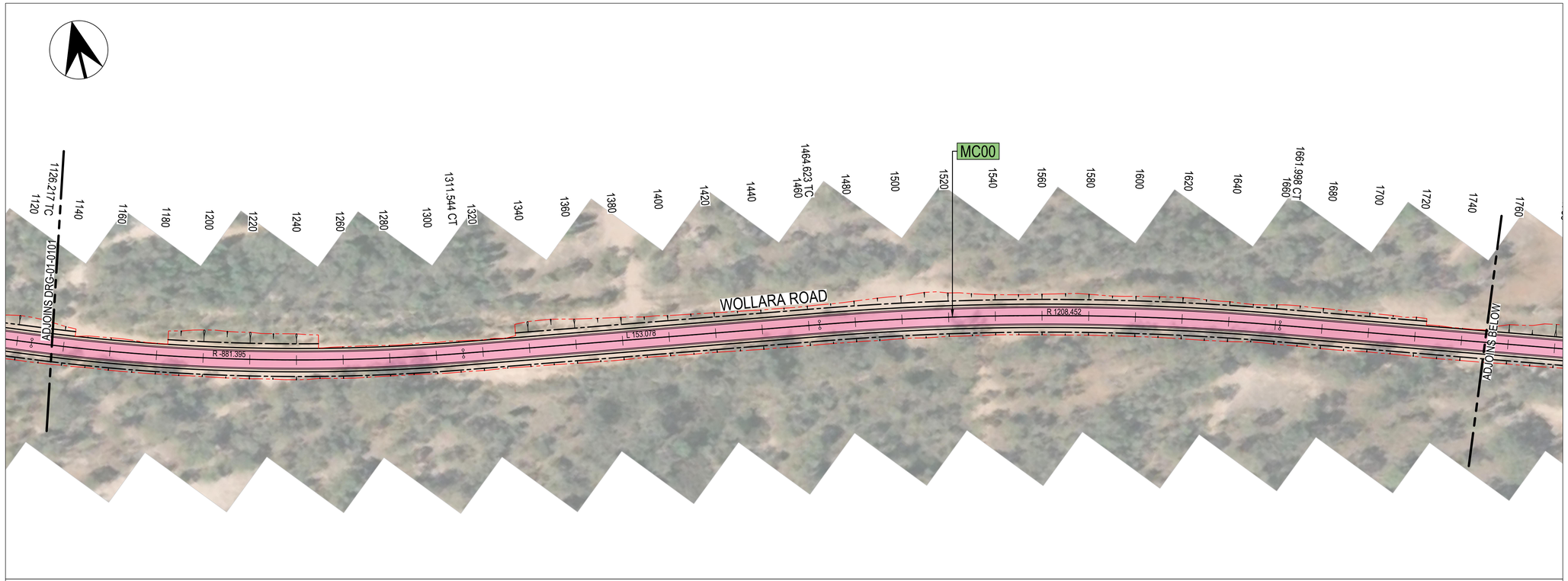
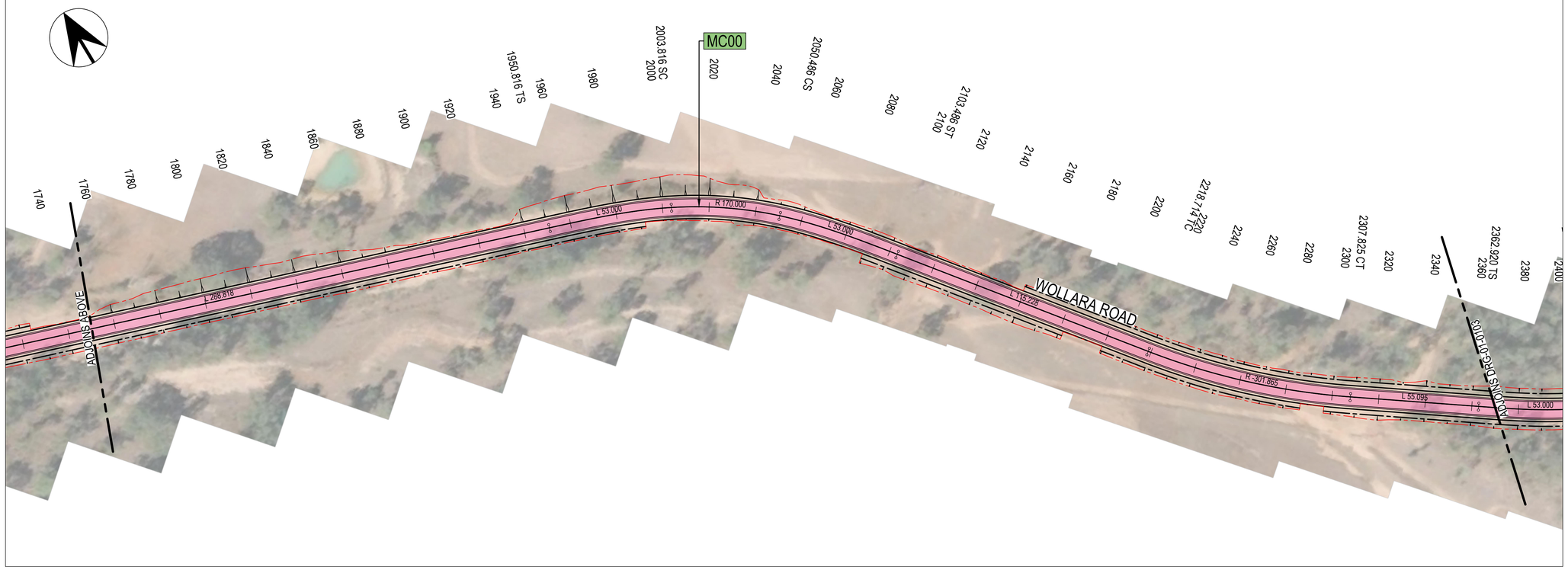
SHEET No.: 00-PV-0102

ISSUE: A





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- DESIGN

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- CONTROL LINE AND CHAINAGE (20)
- MCXX — CONTROL LINE LABEL

PAVEMENT AND KERBS

- TYPE 1
- TYPE 2

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A	20.09.22	ISSUED FOR INFORMATION	-	MD

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DESIGN CHECK	J.DeWIT	20.09.22
DESIGN MNGR	J.DeWIT	20.09.22
PROJECT MNGR	R.BANZON	20.09.22

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CLIENT

DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
PAVEMENT
PLAN

A1

SHEET
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DRAWING NUMBER
0305-DRG-00-PV-0102

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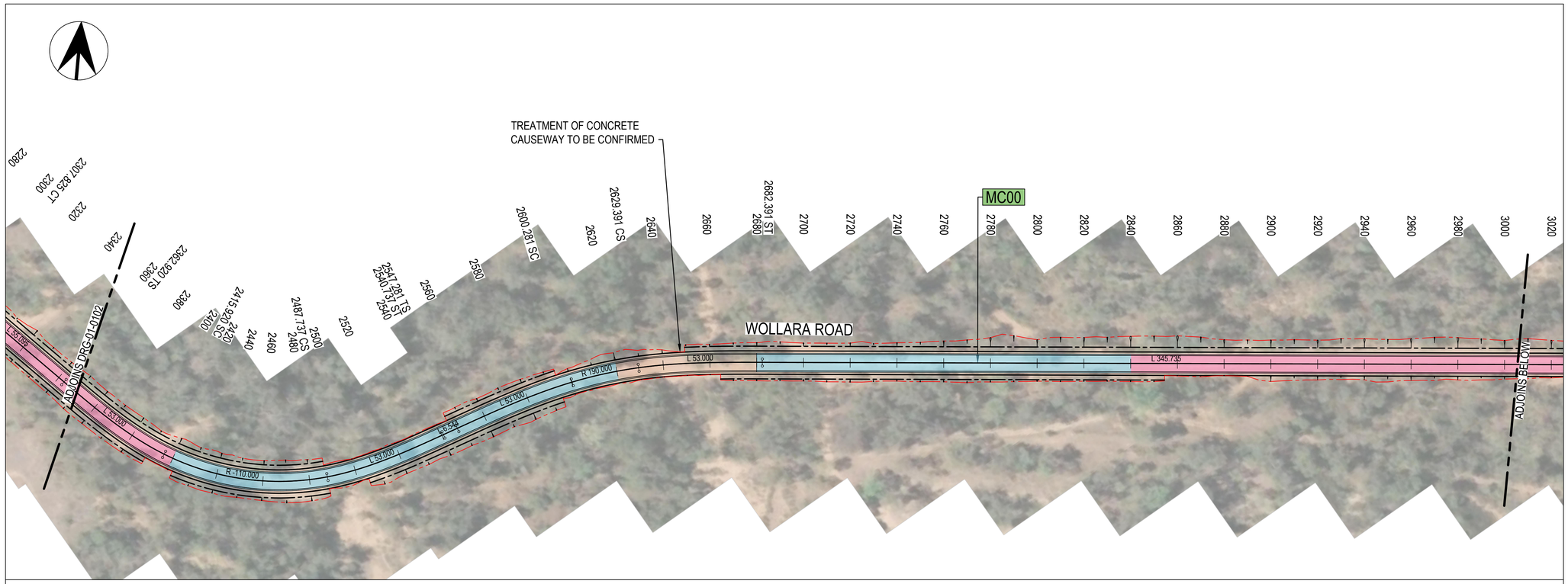

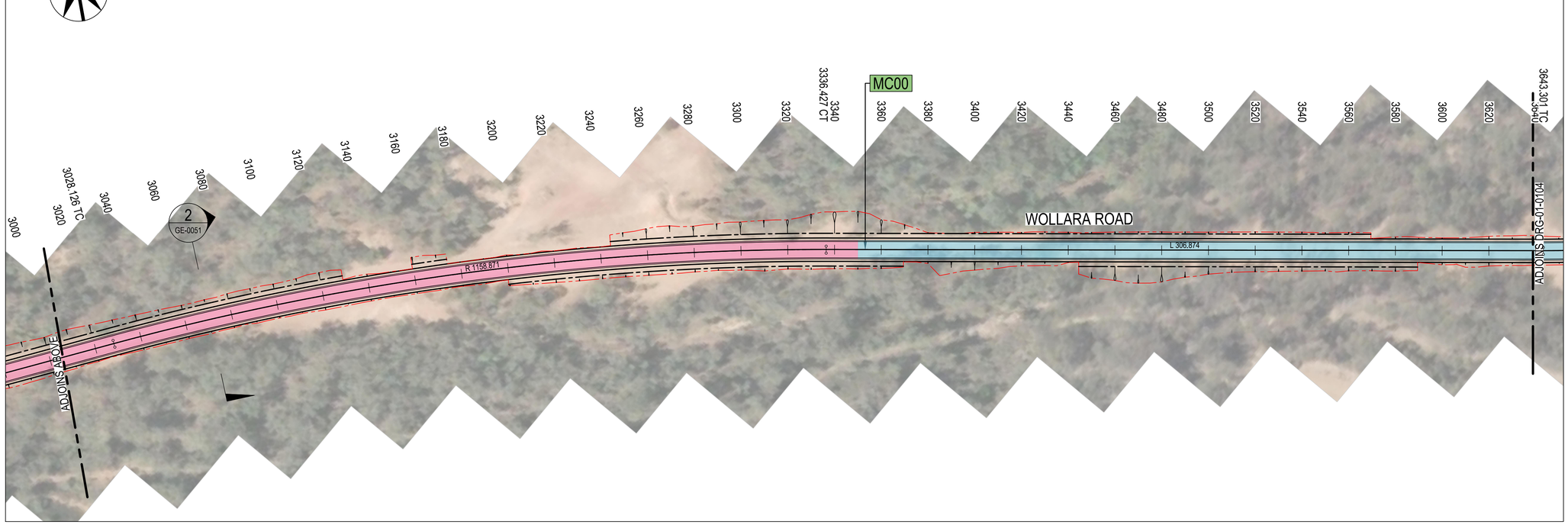

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- REF BOUNDARY
- DESIGN

ROAD GEOMETRY

- CONTROL LINE AND CHAINAGE
- MCXX CONTROL LINE LABEL

PAVEMENT AND KERBS

- TYPE 1
- TYPE 2

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DESIGN MNGR	J.DeWIT	20.09.22
PROJECT MNGR	R.BANZON	20.09.22

DRAWINGS / DESIGN PREPARED BY

DESIGNER

turnbull

DRAWINGS / DESIGN PREPARED FOR

CLIENT

DRAWING TITLE

GOULBURN RIVER SOLAR FARM, EIS
PAVEMENT
PLAN

A1

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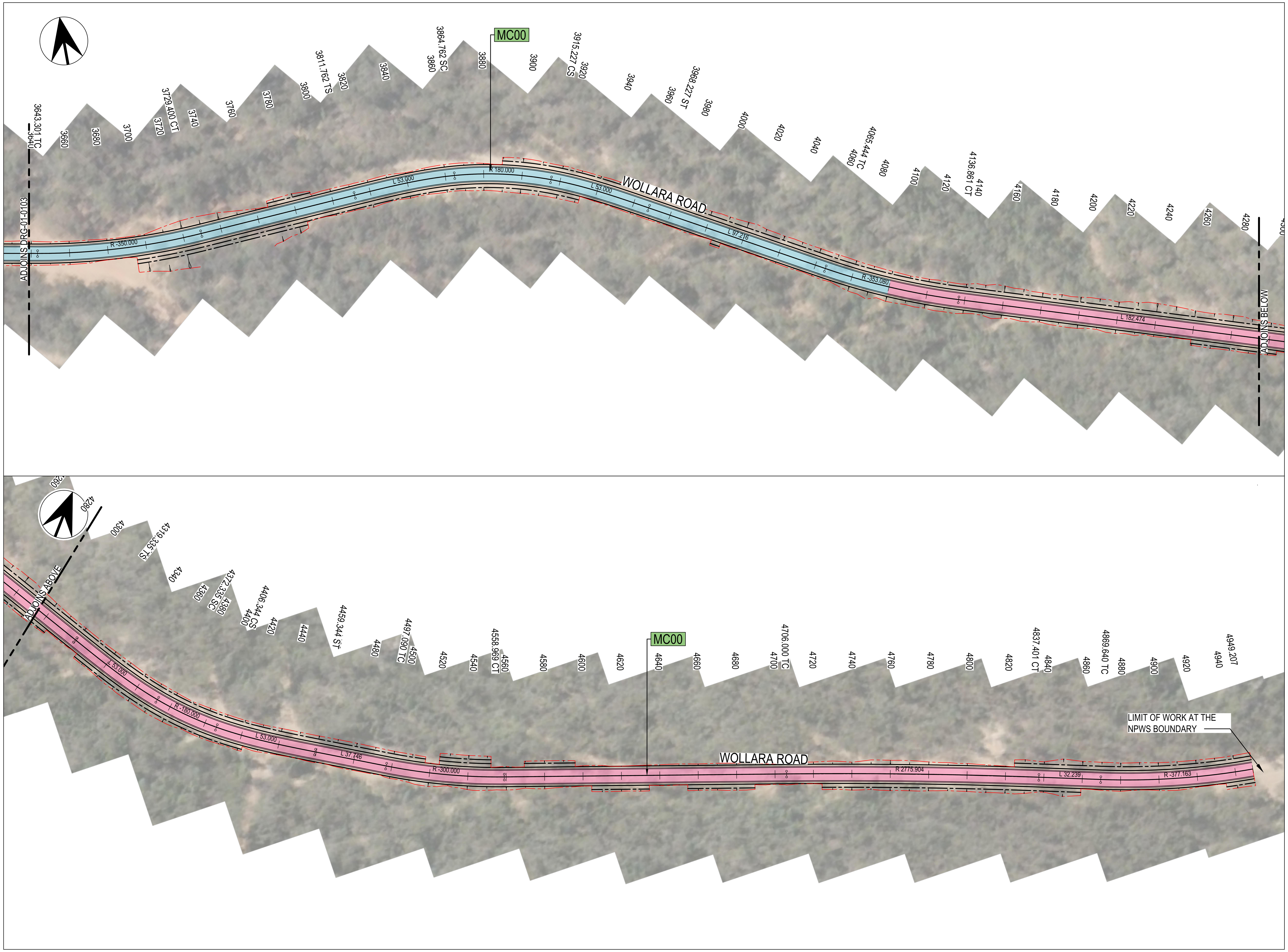

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GENERAL
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- DESIGN

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- CONTROL LINE AND CHAINAGE (20)
- MCXX — CONTROL LINE LABEL

PAVEMENT AND KERBS
- TYPE 1
- TYPE 2

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DESIGN CHECK	J.DeWIT	20.09.22
DESIGN MNGR	J.DeWIT	20.09.22
PROJECT MNGR	R.BANZON	20.09.22

DRAWINGS / DESIGN PREPARED BY
DESIGNER: turnbull

DRAWINGS / DESIGN PREPARED FOR
CLIENT

DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
PAVEMENT
PLAN

A1

SHEET 4 OF 4

DRAWING NUMBER: 0305-DRG-00-PV-0104

ISSUE STATUS: FOR INFORMATION
SHEET No.: 00-PV-0104
ISSUE: A

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- CADASTRAL BOUNDARY (DCDB)
- FENCE LINE
- FOG LINE
- CENTRELINE OF ROAD
- EDGE OF BITUMEN
- EDGE OF UNSEALED SHOULDER
- STORMWATER PIPE
- SURVEY CONTROL POINT
- DENOTES TREE
- DENOTES CUT AND FILL

TOWARDS MERRIWA

LOT 16
DP 11212

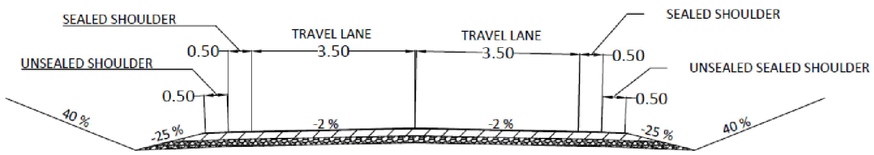
LOT 16
DP 11212

LOT 222
DP 750934

LOT 254
DP 722258

LOT 151
DP 1011943

5+000 5+020 5+040 5+060 5+080 5+100 5+120 5+140 5+160 5+180 5+200 5+220 5+240 5+260 5+280 5+300 5+320 5+340 5+360 5+380 5+400



TYPICAL SECTION
SCALE 1:100

HARRYAN
ENGINEERING COUNSULTING

CLIENT:
lightsourcebp bp

DATE:	REVISION:	DESCRIPTION:
24.01.2023	0	CLIENT REVIEW

PROJECT:
RINGWOOD ROAD UPGRADE

DRAWING TITLE:
Proposed Alignment

ISSUE STATUS:
CONCEPTUAL DESIGN CLIENT REVIEW

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DWG No: HEC22_
JOB No: 22Q3J3
COORDINATE SYSTEM: MGA ZONE 56 GDA 2020
DATUM: AHD

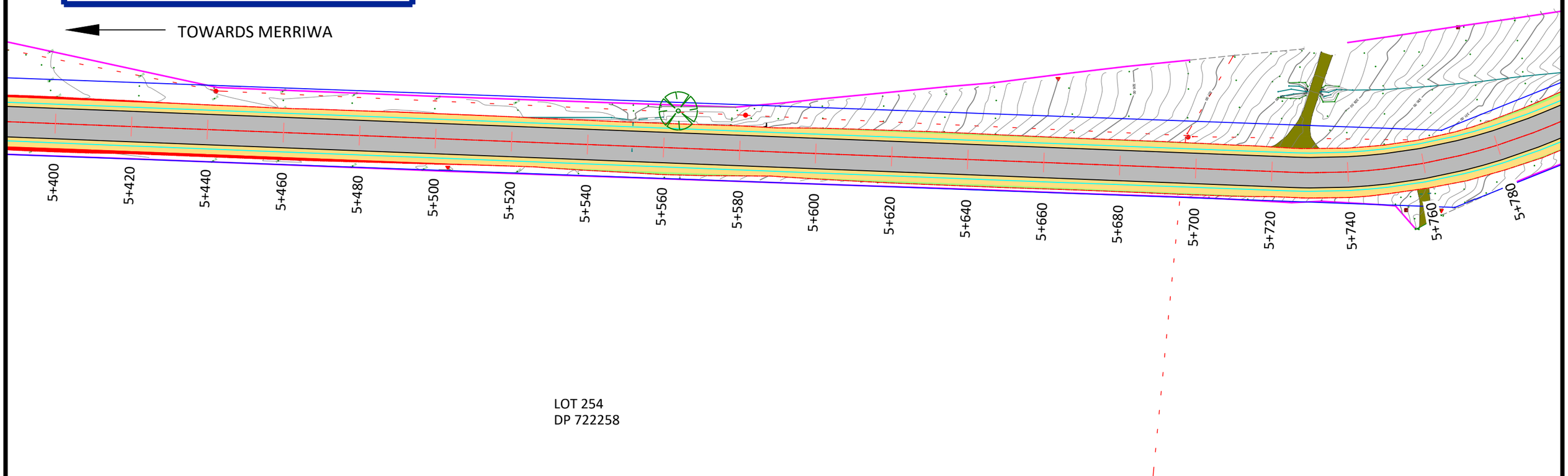
SURVEYED: RAP SURVEYING
DESIGNED: RS
DRAWN: RJ
SHEET: 1
REV: 0

LEGEND

- CADASTRAL BOUNDARY (DCDB)
- FENCE LINE
- FOG LINE
- CENTRELINE OF ROAD
- EDGE OF BITUMEN
- EDGE OF UNSEALED SHOULDER
- STORMWATER PIPE
- SURVEY CONTROL POINT
- DENOTES TREE
- DENOTES CUT AND FILL

TOWARDS MERRIWA

LOT 22
DP 750934



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HARRYAN
ENGINEERING COUNSULTING

CLIENT: lightsource bp

DATE:	REVISION:	DESCRIPTION:
24.01.2023	0	CLIENT REVIEW

PROJECT:
RINGWOOD ROAD UPGRADE

DRAWING TITLE:
Proposed Alignment

ISSUE STATUS:
CONCEPTUAL DESIGN CLIENT REVIEW

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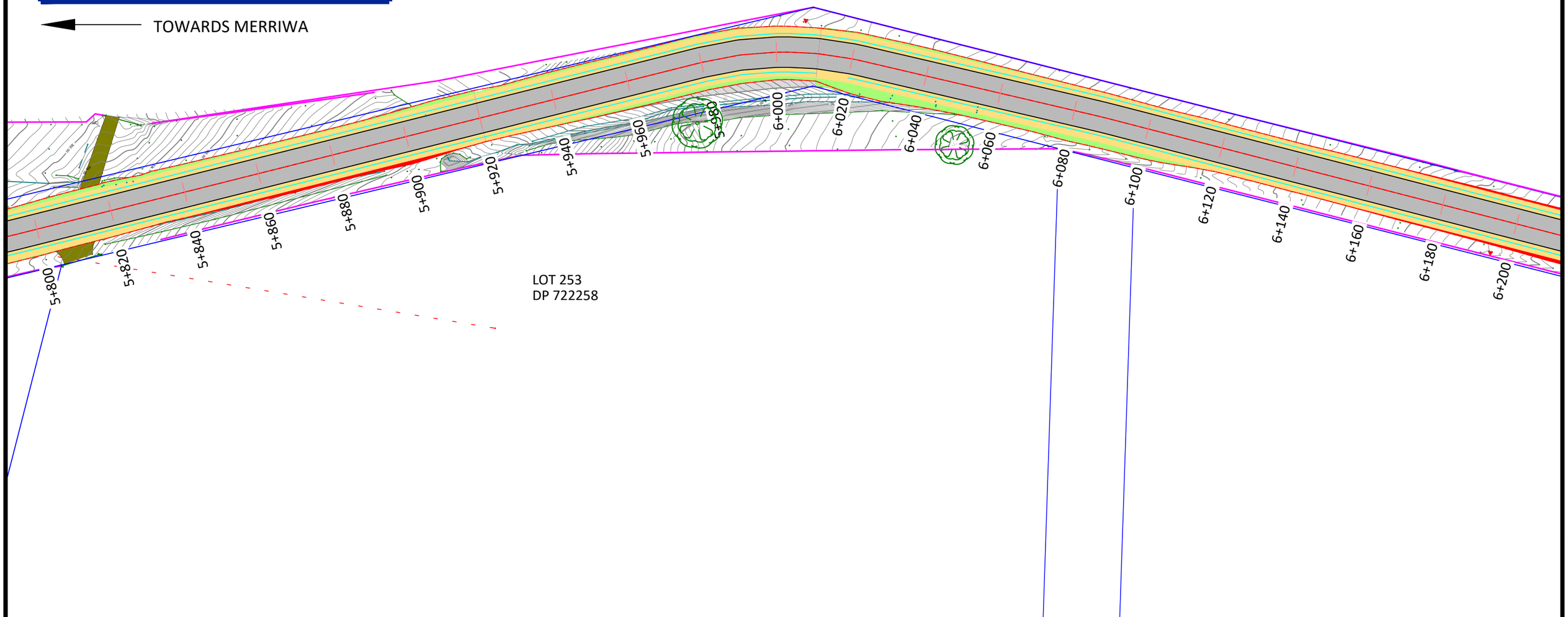
LEGEND

- CADASTRAL BOUNDARY (DCDB)
- FENCE LINE
- FOG LINE
- CENTRELINE OF ROAD
- EDGE OF BITUMEN
- EDGE OF UNSEALED SHOULDER
- STORMWATER PIPE
- SURVEY CONTROL POINT
- DENOTES TREE
- DENOTES CUT AND FILL

TOWARDS MERRIWA

LOT 222
DP 750934



LOT 253
DP 722258

HARRYAN
ENGINEERING COUNSULTING

CLIENT: lightsource bp

DATE:	REVISION:	DESCRIPTION:
24.01.2023	0	CLIENT REVIEW

PROJECT:
RINGWOOD ROAD UPGRADE

DRAWING TITLE:
Proposed Alignment

ISSUE STATUS:
CONCEPTUAL DESIGN CLIENT REVIEW

SCALE: 1:1000
DWG No: HEC22_
JOB No: 22Q3J3
COORDINATE SYSTEM: MGA ZONE 56 GDA 2020
DATUM: AHD

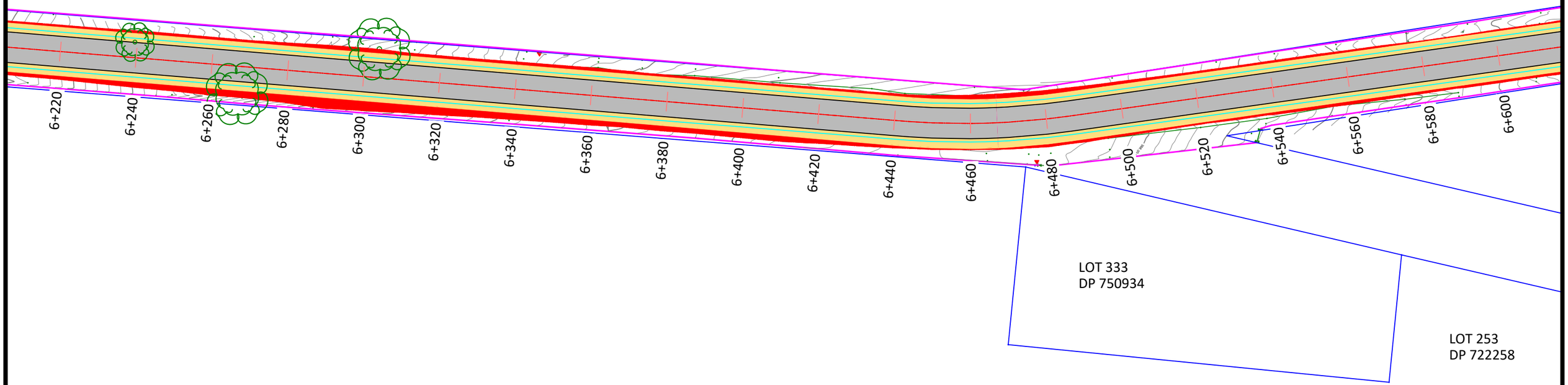
SURVEYED: RAP SURVEYING
DESIGNED: RS
DRAWN: RJ
SHEET: 3
REV: 0

LEGEND

- CADASTRAL BOUNDARY (DCDB)
- FENCE LINE
- FOG LINE
- CENTRELINE OF ROAD
- EDGE OF BITUMEN
- EDGE OF UNSEALED SHOULDER
- STORMWATER PIPE
- SURVEY CONTROL POINT
- DENOTES TREE
- DENOTES CUT AND FILL

TOWARDS MERRIWA

LOT222
DP 750934



HARRYAN ENGINEERING COUNSULTING

CLIENT: lightsource bp

DATE:	REVISION:	DESCRIPTION:
24.01.2023	0	CLIENT REVIEW

PROJECT: RINGWOOD ROAD UPGRADE

DRAWING TITLE: Proposed Alignment

ISSUE STATUS: CONCEPTUAL DESIGN CLIENT REVIEW

SCALE: 1:1000
DWG No: HEC22_
JOB No: 22Q3J3
COORDINATE SYSTEM: MGA ZONE 56 GDA 2020
DATUM: AHD

SURVEYED: RAP SURVEYING
DESIGNED: RS
DRAWN: RJ
SHEET: 4
REV: 0

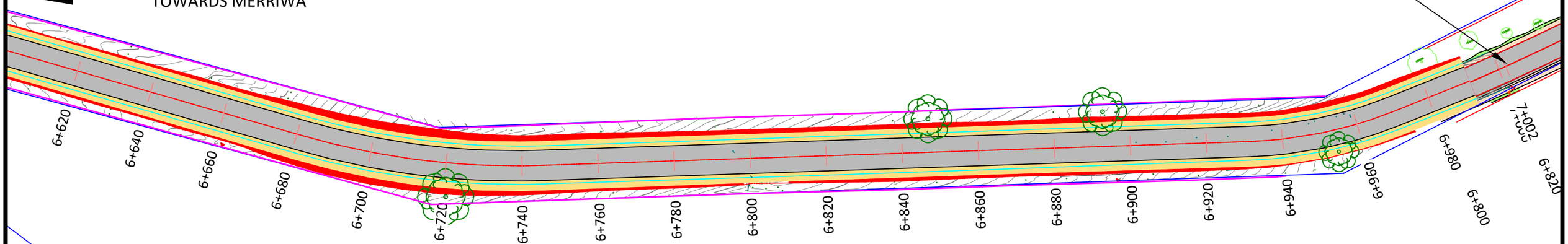
LEGEND

- CADASTRAL BOUNDARY (DCDB)
- FENCE LINE
- FOG LINE
- CENTRELINE OF ROAD
- EDGE OF BITUMEN
- EDGE OF UNSEALED SHOULDER
- STORMWATER PIPE
- SURVEY CONTROL POINT
- DENOTES TREE
- DENOTES CUT AND FILL

TOWARDS MERRIWA

LOT 222
DP 750934

TIE INTO EXISTING CONSTRUCTED ROAD. DESIGNED BY HEC



LOT 216
DP 750934

HARRYAN ENGINEERING COUNSULTING

CLIENT: lightsource bp

DATE:	REVISION:	DESCRIPTION:
24.01.2023	0	CLIENT REVIEW

PROJECT: RINGWOOD ROAD UPGRADE

DRAWING TITLE: Proposed Alignment

ISSUE STATUS: CONCEPTUAL DESIGN CLIENT REVIEW

SCALE: 1:1000
DWG No: HEC22_
JOB No: 22Q3J3
COORDINATE SYSTEM: MGA ZONE 56 GDA 2020
DATUM: AHD

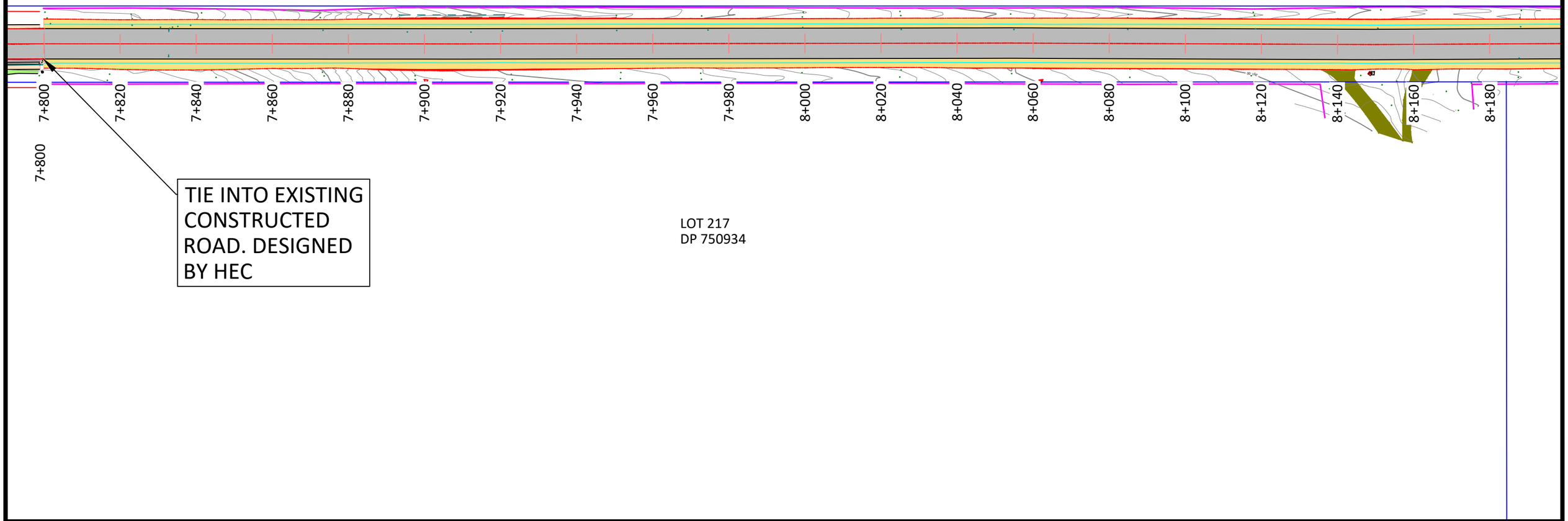
SURVEYED: RAP SURVEYING
DESIGNED: RS
DRAWN: RJ
SHEET: 5
REV: 0

LEGEND

- CADASTRAL BOUNDARY (DCDB)
- FENCE LINE
- FOG LINE
- CENTRELINE OF ROAD
- EDGE OF BITUMEN
- EDGE OF UNSEALED SHOULDER
- STORMWATER PIPE
- SURVEY CONTROL POINT
- DENOTES TREE
- DENOTES CUT AND FILL

TOWARDS MERRIWA

LOT 246
DP 750934



TIE INTO EXISTING CONSTRUCTED ROAD. DESIGNED BY HEC

LOT 217
DP 750934

HARRYAN
ENGINEERING COUNSULTING

CLIENT:
lightsource bp

DATE:	REVISION:	DESCRIPTION:
24.01.2023	0	CLIENT REVIEW

PROJECT:
RINGWOOD ROAD UPGRADE

DRAWING TITLE:
Proposed Alignment

ISSUE STATUS:
CONCEPTUAL DESIGN CLIENT REVIEW

SCALE: 1:1000
DWG No: HEC22_
JOB No: 22Q3J3
COORDINATE SYSTEM: MGA ZONE 56 GDA 2020
DATUM: AHD

SURVEYED: RAP SURVEYING
DESIGNED: RS
DRAWN: RJ
SHEET: 6
REV: 0

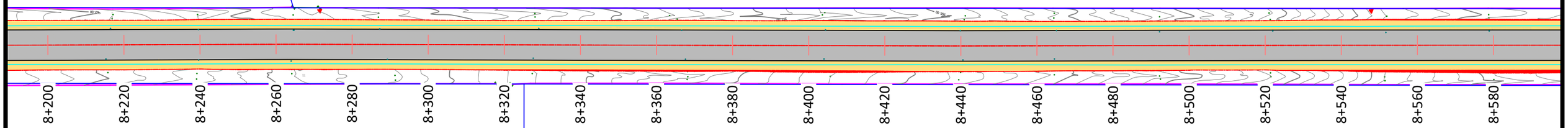
LEGEND

- CADASTRAL BOUNDARY (DCDB)
- FENCE LINE
- FOG LINE
- CENTRELINE OF ROAD
- EDGE OF BITUMEN
- EDGE OF UNSEALED SHOULDER
- STORMWATER PIPE
- SURVEY CONTROL POINT
- DENOTES TREE
- DENOTES CUT AND FILL

TOWARDS MERRIWA

LOT 222
DP 750934

LOT 223
DP 750934



LOT 237
DP 750934

LOT 217
DP 750934

HARRYAN
ENGINEERING COUNSULTING

CLIENT:

lightsource bp

DATE:	REVISION:	DESCRIPTION:
24.01.2023	0	CLIENT REVIEW

PROJECT:
RINGWOOD ROAD UPGRADE

DRAWING TITLE:
Proposed Alignment

ISSUE STATUS:
CONCEPTUAL DESIGN CLIENT REVIEW

SCALE: 1:1000
DWG No: HEC22_
JOB No: 22Q3J3
COORDINATE SYSTEM: MGA ZONE 56 GDA 2020
DATUM: AHD

SURVEYED: RAP SURVEYING
DESIGNED: RS
DRAWN: RJ
SHEET: 7
REV: 0

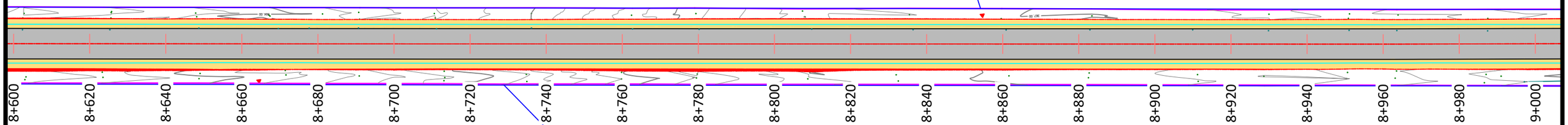
LEGEND

- CADASTRAL BOUNDARY (DCDB)
- FENCE LINE
- FOG LINE
- CENTRELINE OF ROAD
- EDGE OF BITUMEN
- EDGE OF UNSEALED SHOULDER
- STORMWATER PIPE
- SURVEY CONTROL POINT
- DENOTES TREE
- DENOTES CUT AND FILL

TOWARDS MERRIWA

LOT 223
DP 750934

LOT 224
DP 750934



LOT 217
DP 750934

LOT 220
DP 750934

HARRYAN
ENGINEERING COUNSULTING

CLIENT:
lightsource bp

DATE:	REVISION:	DESCRIPTION:
24.01.2023	0	CLIENT REVIEW

PROJECT:
RINGWOOD ROAD UPGRADE

DRAWING TITLE:
Proposed Alignment

ISSUE STATUS:
CONCEPTUAL DESIGN CLIENT REVIEW

SCALE: 1:1000
DWG No: HEC22_
JOB No: 22Q3J3
COORDINATE SYSTEM: MGA ZONE 56 GDA 2020
DATUM: AHD

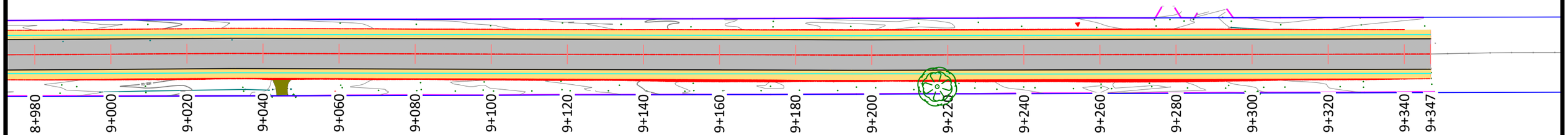
SURVEYED: RAP SURVEYING
DESIGNED: RS
DRAWN: RJ
SHEET: 8
REV: 0

LEGEND

- CADASTRAL BOUNDARY (DCDB)
- FENCE LINE
- FOG LINE
- CENTRELINE OF ROAD
- EDGE OF BITUMEN
- EDGE OF UNSEALED SHOULDER
- STORMWATER PIPE
- SURVEY CONTROL POINT
- DENOTES TREE
- DENOTES CUT AND FILL

TOWARDS MERRIWA

LOT 224
DP 750934



LOT 220
DP 750934

HARRYAN ENGINEERING COUNSULTING

CLIENT: lightsource bp

DATE:	REVISION:	DESCRIPTION:
24.01.2023	0	CLIENT REVIEW

PROJECT: RINGWOOD ROAD UPGRADE

DRAWING TITLE: Proposed Alignment

ISSUE STATUS: CONCEPTUAL DESIGN CLIENT REVIEW

SCALE: 1:1000		SURVEYED: RAP SURVEYING	
DWG No: HEC22_		DESIGNED: RS	DRAWN: RJ
JOB No: 22Q3J3			
COORDINATE SYSTEM: MGA ZONE 56 GDA 2020		SHEET: 9	REV: 0
DATUM: AHD			

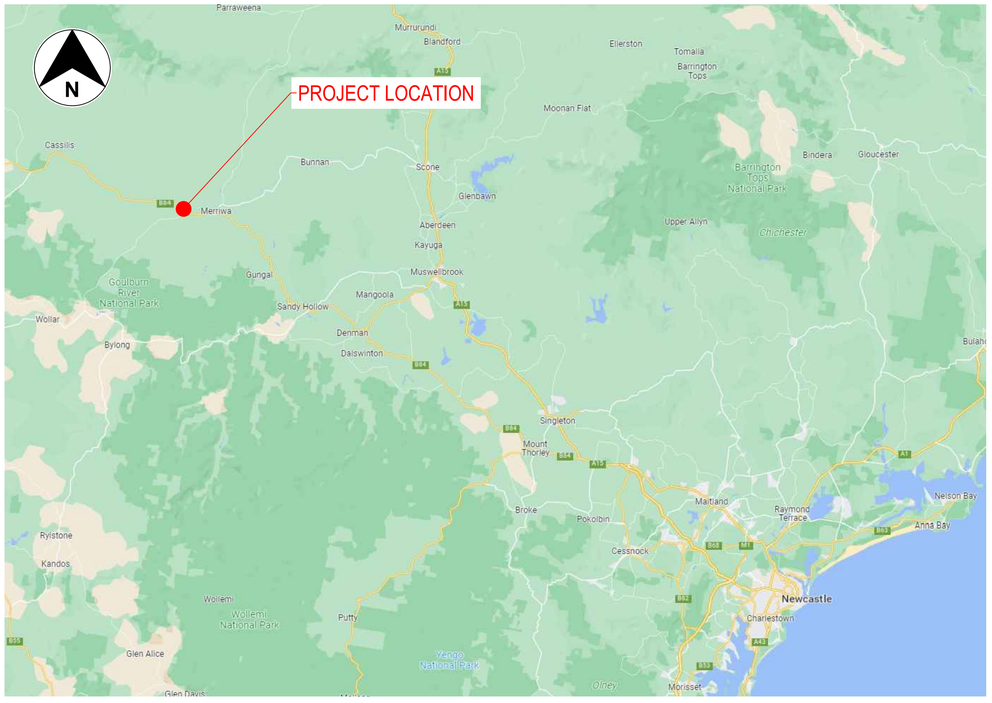
Appendix B Intersection upgrades

GOULBURN RIVER SOLAR FARM

RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION

ROAD UPGRADE

STRATEGIC DESIGN



LOCALITY PLAN
NOT TO SCALE

DRAWING INDEX

SHEET No.	SHEET TYPE	SHEET DETAILS	No. OF SHEETS	ISSUE
01-GN-0001	ROAD ALIGNMENT	COVER SHEET AND DRAWING INDEX	1 OF 1	A
01-RD-0101	ROAD ALIGNMENT	PLAN	1 OF 3	A
01-RD-0102	ROAD ALIGNMENT	PLAN	2 OF 3	A
01-RD-0103	ROAD ALIGNMENT	PLAN	3 OF 3	A
01-RD-0201	ROAD ALIGNMENT	TYPICAL CROSS SECTION	1 OF 1	A

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED
50mm ON A3 SIZE ORIGINAL
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DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES

REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
A	27.10.23	STRATEGIC DESIGN	-	RB

SCALES ON A1 SIZE DRAWING

CO-ORDINATE SYSTEM: MGA ZONE 56 (GDA2020)
HEIGHT DATUM: AHD

PLOT DATE / TIME: 27 October 2023 04:47:49 PM
PLOT BY: PakWaHo

TITLE	NAME	DATE
DRAWN	A.REIS	27.10.23
DRG CHECK	B.EVANS	27.10.23
DESIGN	P.PHAM	27.10.23
DESIGN CHECK	D.SHIROKOV	27.10.23
DESIGN MNGR	D.SHIROKOV	27.10.23
PROJECT MNGR	R.BANZON	27.10.23

DRAWINGS / DESIGN PREPARED BY
DESIGNER
turnbull

DRAWINGS / DESIGN PREPARED FOR
CLIENT

DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
ROAD ALIGNMENT
COVER SHEET AND DRAWING INDEX

A1
SHEET 1 OF 1

DRAWING NUMBER: 0305-DRG-01-RD-0001

ISSUE STATUS: STRATEGIC DESIGN
SHEET No.: 01-RD-0001
ISSUE: A

X:\0305-06-GE-A1.tmf

LEGEND

GENERAL

- DESIGN
- CADASTRAL
- SURVEY
- SAFETY BARRIER

ROAD GEOMETRY

- CONTROL LINE AND CHAINAGE (50)
- CONTROL LINE LABEL (MCXX)
- LINE MARKING LABEL (C1)
- EXISTING SIGN

PAVEMENT AND KERBS

- NEW PAVEMENT

NOTES

1. DESIGN IS UNDERTAKEN IN 2D.
2. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
3. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Snip".
4. PAVEMENT DESIGN AND JOINTING IS EXCLUDED.
5. PROPOSED BARRIER LOCATION IS SHOWN INDICITIVELY ONLY.
6. EXISTING GUIDE POSTS ALONG BARRIER EXTENTS ARE TO BE REMOVED.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES
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X-0305-01-RD-LEGEND
X-0305-01-SU-CADASTRAL
X-0305-01-RD-DESIGN-PLAN
X-0305-01-RD-DESIGN-CTRL
X-0305-01-RD-ANNO
X-SU-AERIAL-RINGWOOD-BARNETT
X-0305-01-RD-HATCH
X-0305-01-RD-SURVEY

REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
A	27.10.23	STRATEGIC DESIGN	-	RB

SCALES ON A1 SIZE DRAWING
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SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 56 (GDA2020)
HEIGHT DATUM: AHD

PLOT DATE / TIME: 27 October 2023 04:48:16 PM
PLOT BY: PakWaHo

TITLE	NAME	DATE
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DRG CHECK	B.EVANS	27.10.23
DESIGN	P.PHAM	27.10.23
DESIGN CHECK	D.SHIROKOV	27.10.23
DESIGN MNGR	D.SHIROKOV	27.10.23
PROJECT MNGR	R.BANZON	27.10.23

DRAWINGS / DESIGN PREPARED BY
DESIGNER
turnbull

DRAWINGS / DESIGN PREPARED FOR
CLIENT

DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
ROAD ALIGNMENT
PLAN

A1

SHEET 1 OF 3

DRAWING NUMBER 0305-DRG-01-RD-0101

ISSUE STATUS: STRATEGIC DESIGN
SHEET No.: 01-RD-0101
ISSUE: A

LEGEND

GENERAL

- DESIGN
- CADASTRAL
- SURVEY
- SAFETY BARRIER

ROAD GEOMETRY

- 50 — CONTROL LINE AND CHAINAGE
- MCXX — CONTROL LINE LABEL
- C1 — LINE MARKING LABEL
- EXISTING SIGN

PAVEMENT AND KERBS

- NEW PAVEMENT

NOTES

1. DESIGN IS UNDERTAKEN IN 2D.
2. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
3. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Snip".
4. PAVEMENT DESIGN AND JOINTING IS EXCLUDED.
5. PROPOSED BARRIER LOCATION IS SHOWN INDICITIVELY ONLY.
6. EXISTING GUIDE POSTS ALONG BARRIER EXTENTS ARE TO BE REMOVED.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
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SCALES ON A1 SIZE DRAWING: 0 5 10 15 20 25 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 56 (GDA2020) | HEIGHT DATUM: AHD

PLOT DATE / TIME: 27 October 2023 04:48:45 PM | PLOT BY: PakWaHo

TITLE	NAME	DATE
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DRG CHECK	B.EVANS	27.10.23
DESIGN	P.PHAM	27.10.23
DESIGN CHECK	D.SHIROKOV	27.10.23
DESIGN MNGR	D.SHIROKOV	27.10.23
PROJECT MNGR	R.BANZON	27.10.23

DRAWINGS / DESIGN PREPARED BY
DESIGNER
turnbull

DRAWINGS / DESIGN PREPARED FOR
CLIENT

DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
ROAD ALIGNMENT
PLAN

A1

SHEET 2 OF 3

DRAWING NUMBER: 0305-DRG-01-RD-0102

ISSUE STATUS: STRATEGIC DESIGN | SHEET No.: 01-RD-0102 | ISSUE: A

LEGEND

GENERAL

- DESIGN
- CADASTRAL
- SURVEY
- SAFETY BARRIER

ROAD GEOMETRY

- CONTROL LINE AND CHAINAGE (50)
- CONTROL LINE LABEL (MCXX)
- LINE MARKING LABEL (C1)
- EXISTING SIGN

PAVEMENT AND KERBS

- NEW PAVEMENT

NOTES

1. DESIGN IS UNDERTAKEN IN 2D.
2. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
3. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Snip".
4. PAVEMENT DESIGN AND JOINTING IS EXCLUDED.
5. PROPOSED BARRIER LOCATION IS SHOWN INDICITIVELY ONLY.
6. EXISTING GUIDE POSTS ALONG BARRIER EXTENTS ARE TO BE REMOVED.

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

50mm ON A3 SIZE ORIGINAL

DRAWING FILE LOCATION / NAME
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
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SCALES ON A1 SIZE DRAWING: 0 5 10 15 20 25 SCALE 1:500m

CO-ORDINATE SYSTEM: MGA ZONE 56 (GDA2020) HEIGHT DATUM: AHD

PLOT DATE / TIME: 27 October 2023 04:49:10 PM PLOT BY: PakWaHo

TITLE	NAME	DATE
DRAWN	A.REIS	27.10.23
DRG CHECK	B.EVANS	27.10.23
DESIGN	P.PHAM	27.10.23
DESIGN CHECK	D.SHIROKOV	27.10.23
DESIGN MNGR	D.SHIROKOV	27.10.23
PROJECT MNGR	R.BANZON	27.10.23

DRAWINGS / DESIGN PREPARED BY
DESIGNER: turnbull

DRAWINGS / DESIGN PREPARED FOR
CLIENT

DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
ROAD ALIGNMENT
PLAN

A1

SHEET 3 OF 3

DRAWING NUMBER: 0305-DRG-01-RD-0103

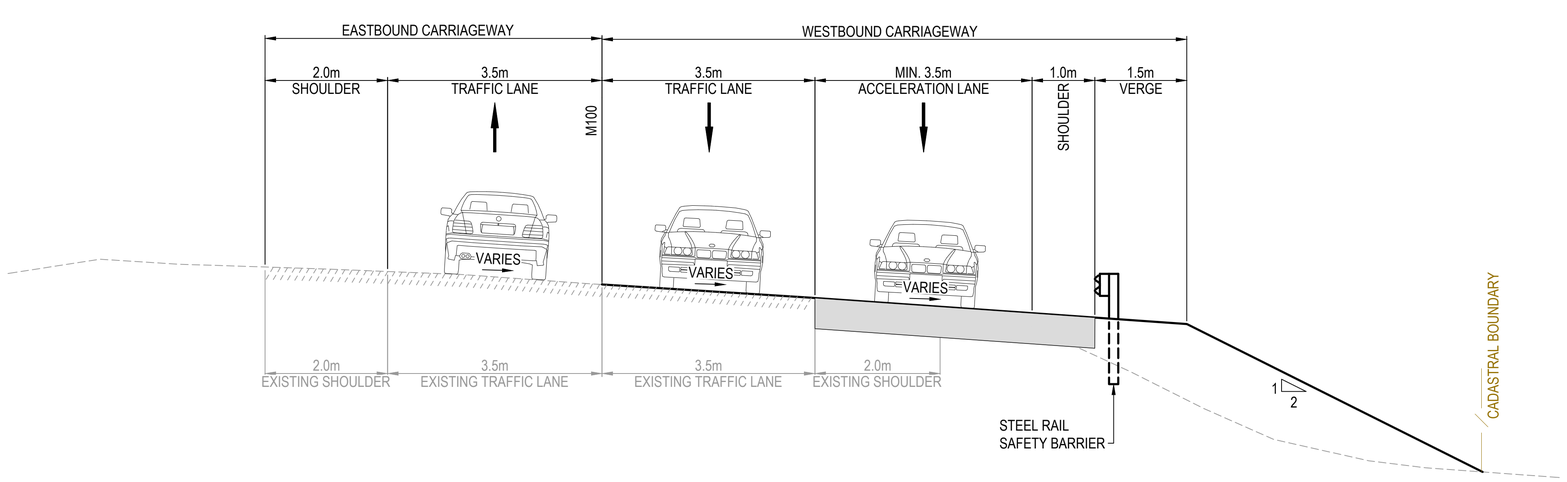
ISSUE STATUS: STRATEGIC DESIGN | SHEET No.: 01-RD-0103 | ISSUE: A

LEGEND

DESIGN SURFACE

EXISTING SURFACE

PROPOSED PAVEMENT



SECTION 1 / RD-0102

SCALE 1:50

GOLDEN HIGHWAY

NOTE

1. PROPOSED PAVEMENT SHOWN IS INDICATIVE ONLY. PAVEMENT DESIGN AND JOINTING IS EXCLUDED FROM SCOPE OF WORKS.
2. CADASTRAL BOUNDARY SOURCED FROM SIX MAPS "Clip 'n' SNIP".
3. GRADES OF PROPOSED ACCELERATION LANE AND SHOULDER TO MATCH EXISTING CONDITIONS.
4. PROPOSED BARRIER LOCATION IS SHOWN INDICATIVELY ONLY

NOT FOR CONSTRUCTION

THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED

0 5 10 15 20 25 30 35 40 45 50mm ON A3 SIZE ORIGINAL

X:0305-00-DE-A1.SHT
X:0305-01-RD-TYPICAL-SECTIONS

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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
	A	27.10.23	STRATEGIC DESIGN	-	RB

SCALES ON A1 SIZE DRAWING
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SCALE 1:50m

CO-ORDINATE SYSTEM: MGA ZONE 56 (GDA2020)
HEIGHT DATUM: AHD

PLOT DATE / TIME: 27 October 2023 04:49:13 PM
PLOT BY: PakWaHo

TITLE	NAME	DATE
DRAWN	A.REIS	27.10.23
DRG CHECK	B.EVANS	27.10.23
DESIGN	P.PHAM	27.10.23
DESIGN CHECK	D.SHIROKOV	27.10.23
DESIGN MNGR	D.SHIROKOV	27.10.23
PROJECT MNGR	R.BANZON	27.10.23

DRAWINGS / DESIGN PREPARED BY
DESIGNER
turnbull

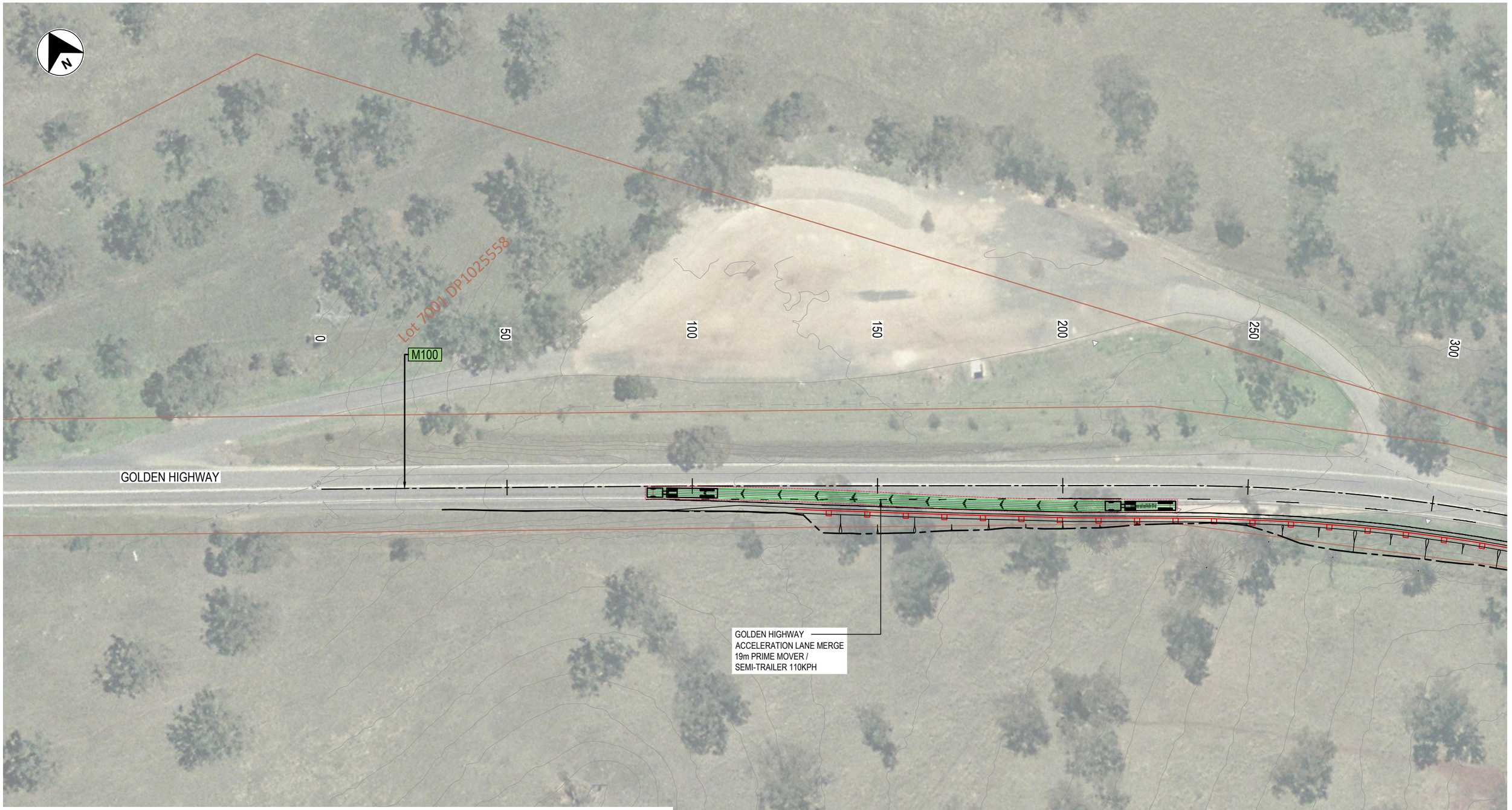
DRAWINGS / DESIGN PREPARED FOR
CLIENT

DRAWING TITLE
GOULBURN RIVER SOLAR FARM, EIS
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
ROAD ALIGNMENT
TYPICAL CROSS SECTION

A1
SHEET 1 OF 1

DRAWING NUMBER: 0305-DRG-01-RD-0201

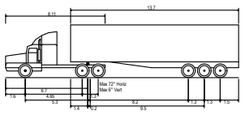
ISSUE STATUS: STRATEGIC DESIGN
SHEET No.: 01-RD-0201
ISSUE: A



NOTES

1. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR EXISTING PAVEMENT.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.
3. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
4. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Snip".
5. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR THE EXISTING GOLDEN HIGHWAY AND RINGWOOD ROAD INTERSECTION RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS. EXISTING VEHICLE MOVEMENTS AND INTERSECTION LAYOUT TO BE RESPECTED.

VEHICLE TURN PATH PROFILE



Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

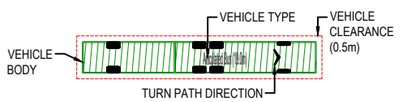
GENERAL

- DESIGN
- CADASTRAL
- SURVEY
- SAFETY BARRIER

ROAD GEOMETRY

- CONTROL LINE AND CHAINAGE (20)
- MCXX — CONTROL LINE LABEL

VEHICLE TURN PATH LEGEND



0 10 20 30 40
SCALE 1:1000m

FOR INFORMATION ONLY

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SWEPT PATHS
SHEET 1 OF 4
27/10/2023

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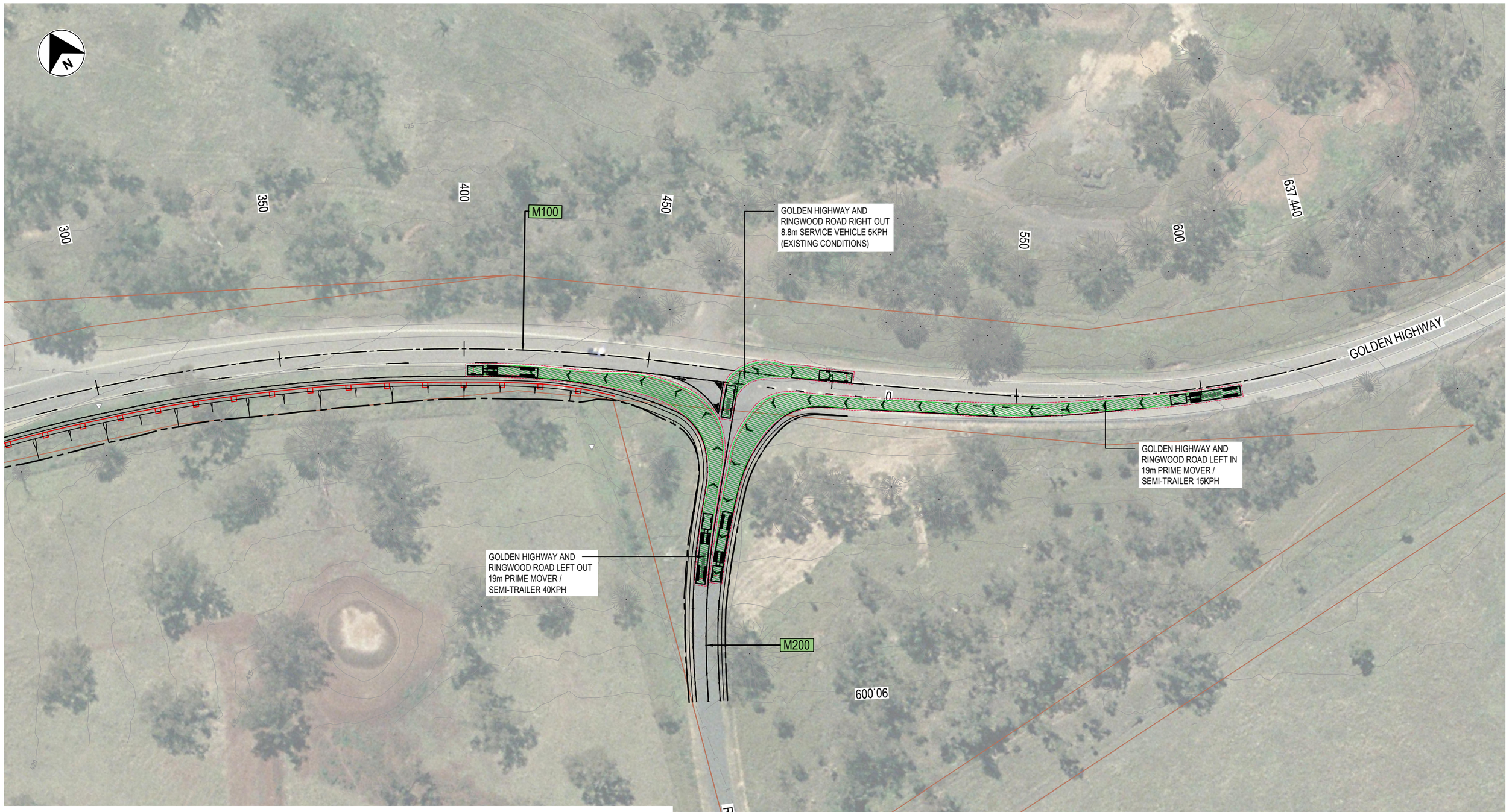
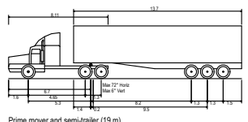
0305-INF-RD-SWEPT-PATH-RINGWOOD-01



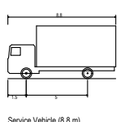
NOTES

1. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR EXISTING PAVEMENT.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.
3. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
4. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Snip".
5. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR THE EXISTING GOLDEN HIGHWAY AND RINGWOOD ROAD INTERSECTION RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS. EXISTING VEHICLE MOVEMENTS AND INTERSECTION LAYOUT TO BE RESPECTED.

VEHICLE TURN PATH PROFILE



Prime mover and semi-trailer (19 m)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

FOR INFORMATION ONLY

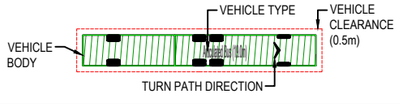
GENERAL

- DESIGN
- CADASTRAL
- SURVEY
- SAFETY BARRIER

ROAD GEOMETRY

- CONTROL LINE AND CHAINAGE (20)
- CONTROL LINE LABEL (MCXX)

VEHICLE TURN PATH LEGEND



0 10 20 30 40
SCALE 1:1000m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SWEPT PATHS
SHEET 2 OF 4
27/10/2023

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0305-INF-RD-SWEPT-PATH-RINGWOOD-02

NOTES

1. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR EXISTING PAVEMENT.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.
3. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
4. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Snip".
5. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR THE EXISTING GOLDEN HIGHWAY AND RINGWOOD ROAD INTERSECTION RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS. EXISTING VEHICLE MOVEMENTS AND INTERSECTION LAYOUT TO BE RESPECTED.

VEHICLE TURN PATH PROFILE

Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

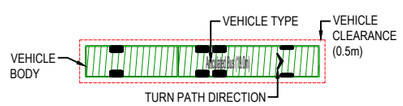
GENERAL

- DESIGN
- CADASTRAL
- SURVEY
- SAFETY BARRIER

ROAD GEOMETRY

- CONTROL LINE AND CHAINAGE (20)
- CONTROL LINE LABEL (MCXX)

VEHICLE TURN PATH LEGEND



0 10 20 30 40
SCALE 1:1000m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SWEPT PATHS
SHEET 3 OF 4
27/10/2023

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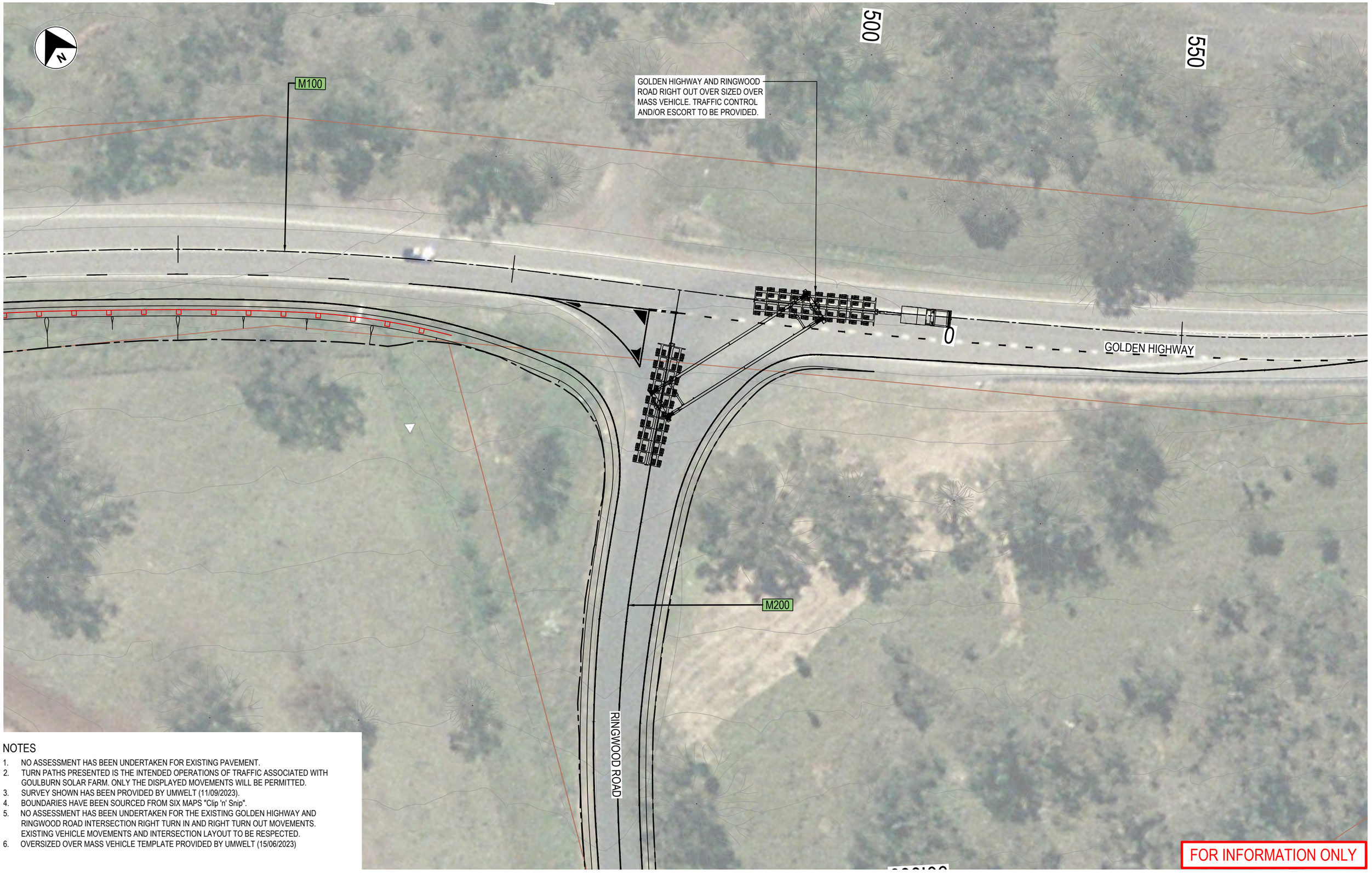
0305-INF-RD-SWEPT-PATH-RINGWOOD-03

FOR INFORMATION ONLY



NOTES

1. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR EXISTING PAVEMENT.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.
3. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
4. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Snip".
5. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR THE EXISTING GOLDEN HIGHWAY AND RINGWOOD ROAD INTERSECTION RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS. EXISTING VEHICLE MOVEMENTS AND INTERSECTION LAYOUT TO BE RESPECTED.
6. OVERSIZED OVER MASS VEHICLE TEMPLATE PROVIDED BY UMWELT (15/06/2023)

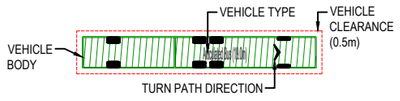
GENERAL

- DESIGN
- CADASTRAL
- SURVEY
- SAFETY BARRIER

ROAD GEOMETRY

- CONTROL LINE AND CHAINAGE (20)
- MCXX — CONTROL LINE LABEL

VEHICLE TURN PATH LEGEND



0 5 10 15 20
SCALE 1:500m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SWEPT PATHS
SHEET 4 OF 4
27/10/2023

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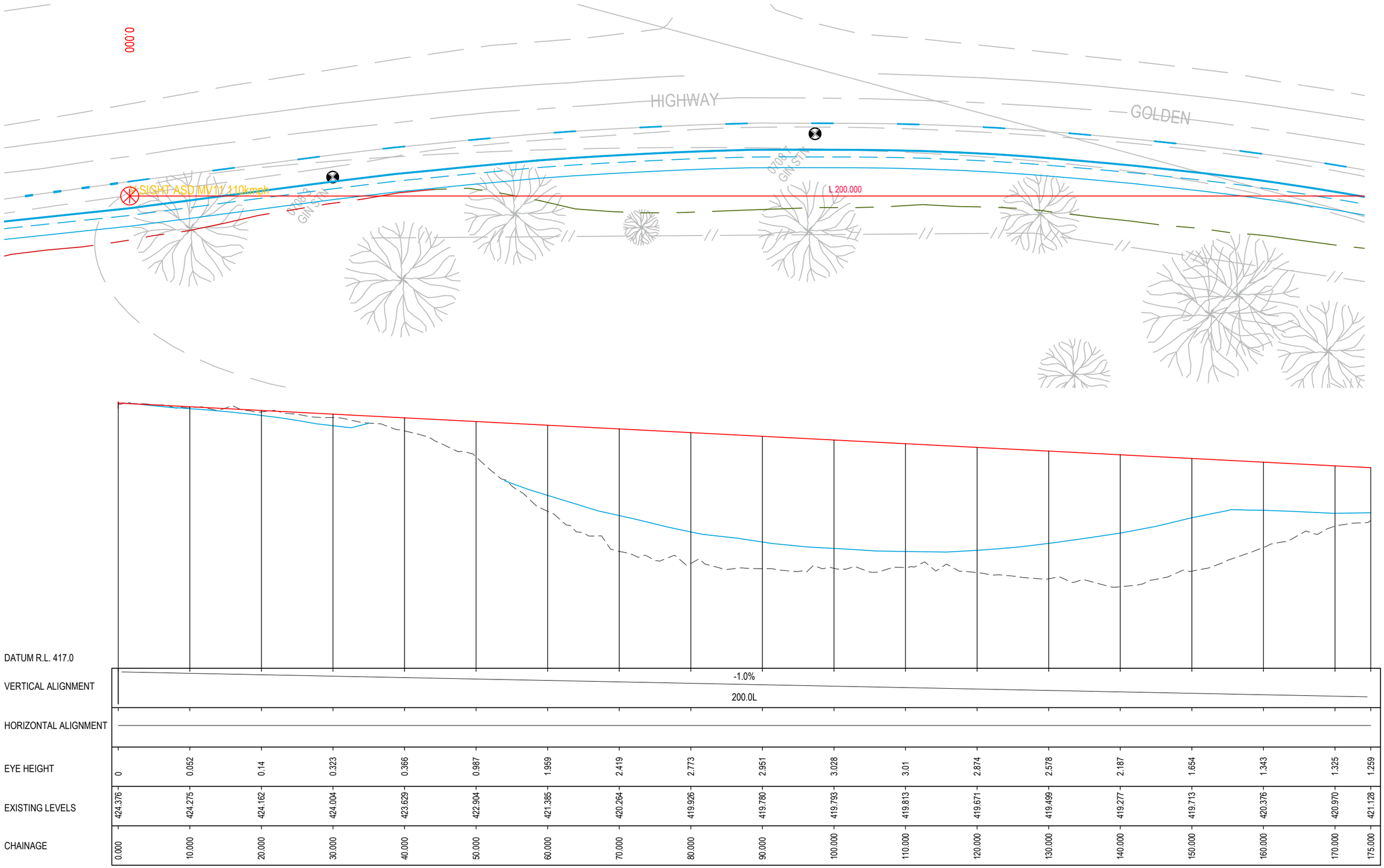
0305-INF-RD-SWEPT-PATH-RINGWOOD-04

Ringwood Road and Golden Highway Intersection and Acceleration Lane

Verification Summary - ASD

Location	Design Speed (km/hr)	Eye Height (m)	Object Height (m)	Reaction time (s)	Grade % (average)	ASD Required (m)	ASD Achieved (m)	ASD Control	Result (Pass/Fail)	Comments
Golden Highway WB Acceleration Lane End Merge Taper	110	1.1	0	N/A	N/A	375	200	MV11	FAIL	Merge Sight Distance value from AGRD Part 3 Table 9.3. Matching existing conditions, start of merge taper is at the crest of Golden Highway. Due to curvature of the existing road sight distance is obstructed by the existing terrain outside the road corridor.
Golden Highway WB Acceleration Lane Start	110	1.1	0	2	2	185.82	185.82	MV12	PASS	
Golden Highway WB Deceleration Lane Start	110	1.1	0	2	2	185.82	60.5	MV15	FAIL	54km/h ASD Achieved. Matching existing conditions, Start of deceleration lane taper is along a curved section of the Golden Highway and is uphill. Sight distance obstructed by existing road geometry.



CHAINAGE	EYE HEIGHT	EXISTING LEVELS
0.000	0	424.376
10.000	0.052	424.275
20.000	0.14	424.162
30.000	0.323	424.004
40.000	0.366	423.629
50.000	0.987	422.904
60.000	1.959	421.385
70.000	2.419	420.264
80.000	2.773	419.926
90.000	2.951	419.780
100.000	3.028	419.793
110.000	3.01	419.813
120.000	2.874	419.671
130.000	2.578	419.499
140.000	2.187	419.277
150.000	1.654	419.713
160.000	1.343	420.376
170.000	1.325	420.970
175.000	1.259	421.128

LONGITUDINAL SECTION ALONG - V SIGHT ASD MV11 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

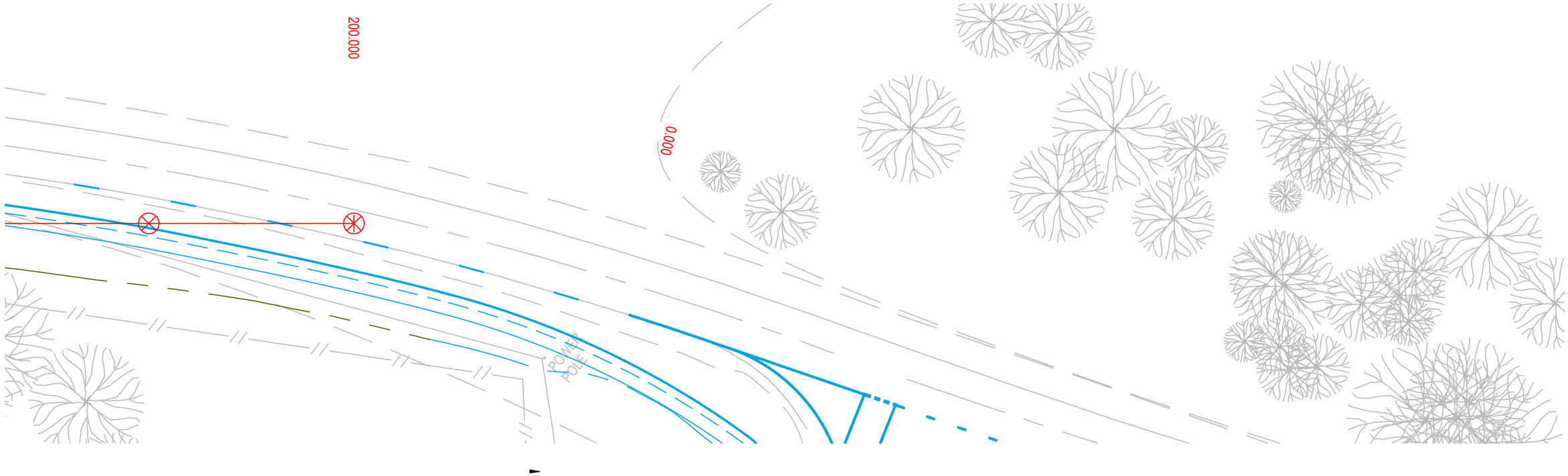
FOR INFORMATION ONLY

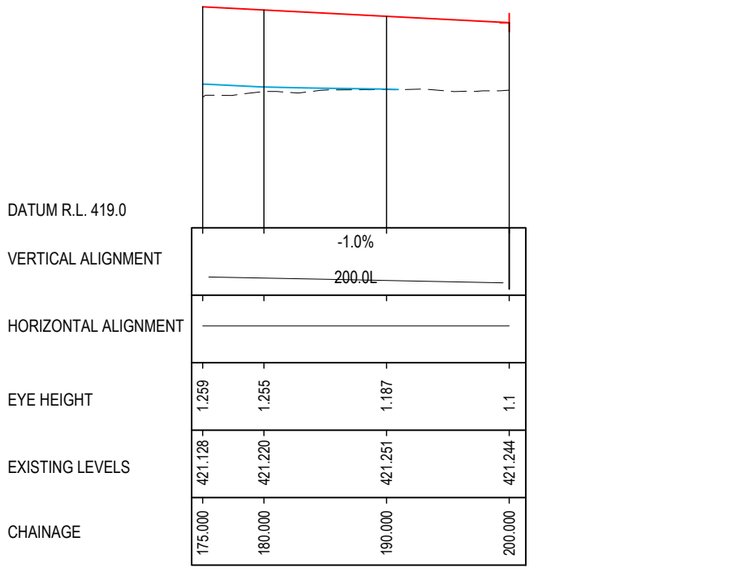
HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
APPROACH SIGHT DISTANCE
1 OF 5

turnbull

0305-INF-LS-SIGHT_ASD-01





LONGITUDINAL SECTION ALONG - V SIGHT ASD MV11 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

FOR INFORMATION ONLY

HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
APPROACH SIGHT DISTANCE
2 OF 5

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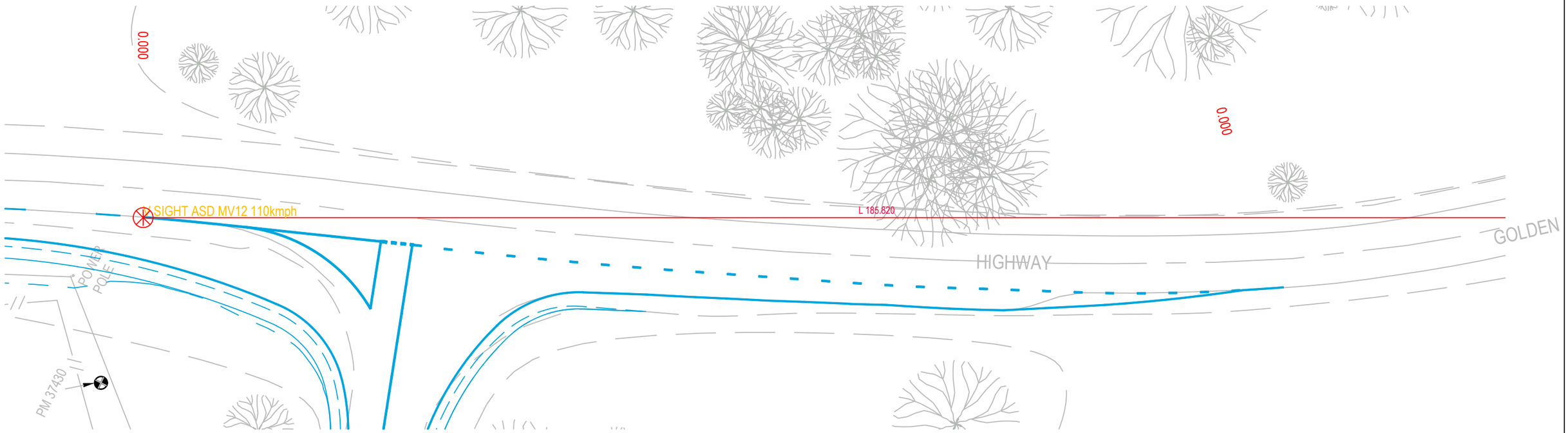
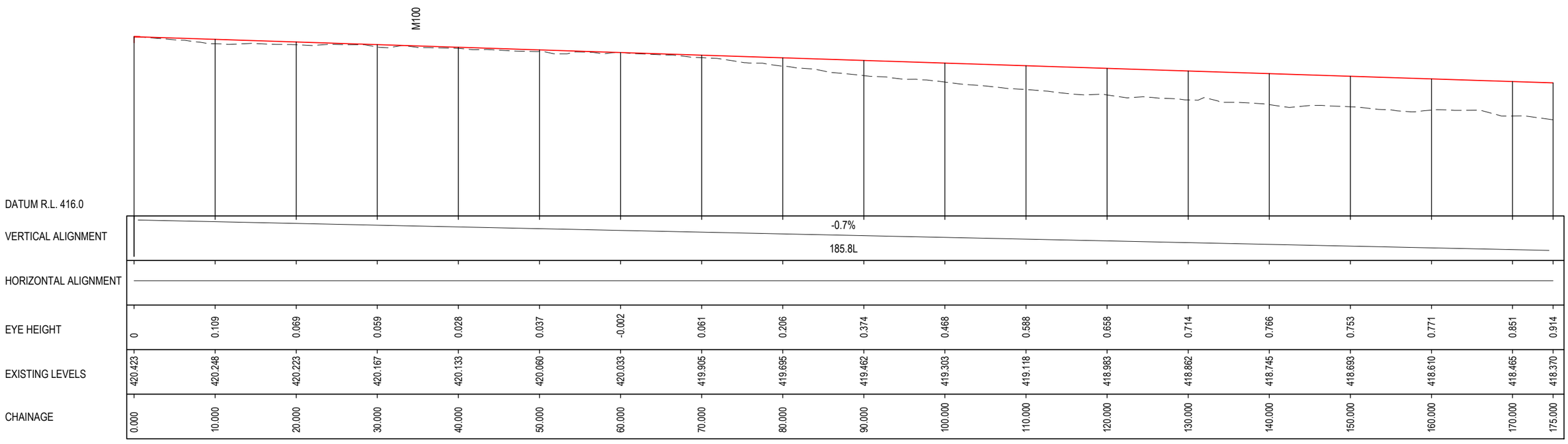
0305-INF-LS-SIGHT_ASD-02





LONGITUDINAL SECTION ALONG - V SIGHT ASD MV12 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

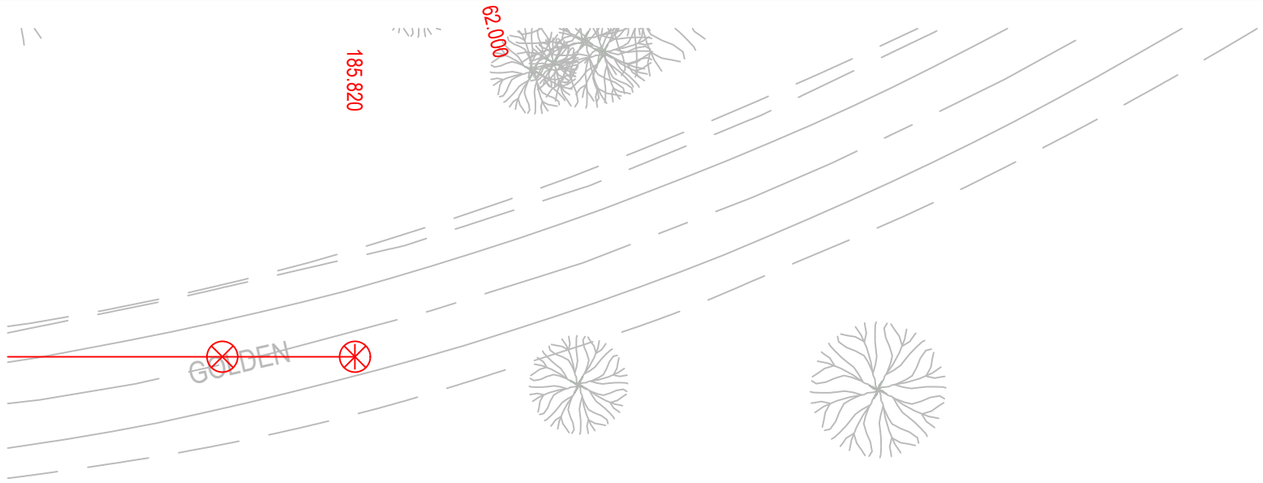
FOR INFORMATION ONLY

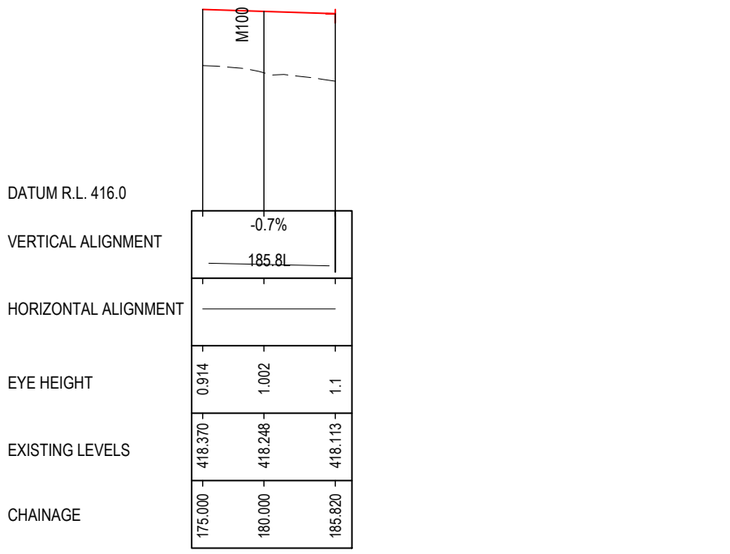
HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
APPROACH SIGHT DISTANCE
3 OF 5

turnbull

0305-INF-LS-SIGHT_ASD-03





LONGITUDINAL SECTION ALONG - V SIGHT ASD MV12 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

FOR INFORMATION ONLY

HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
APPROACH SIGHT DISTANCE
4 OF 5

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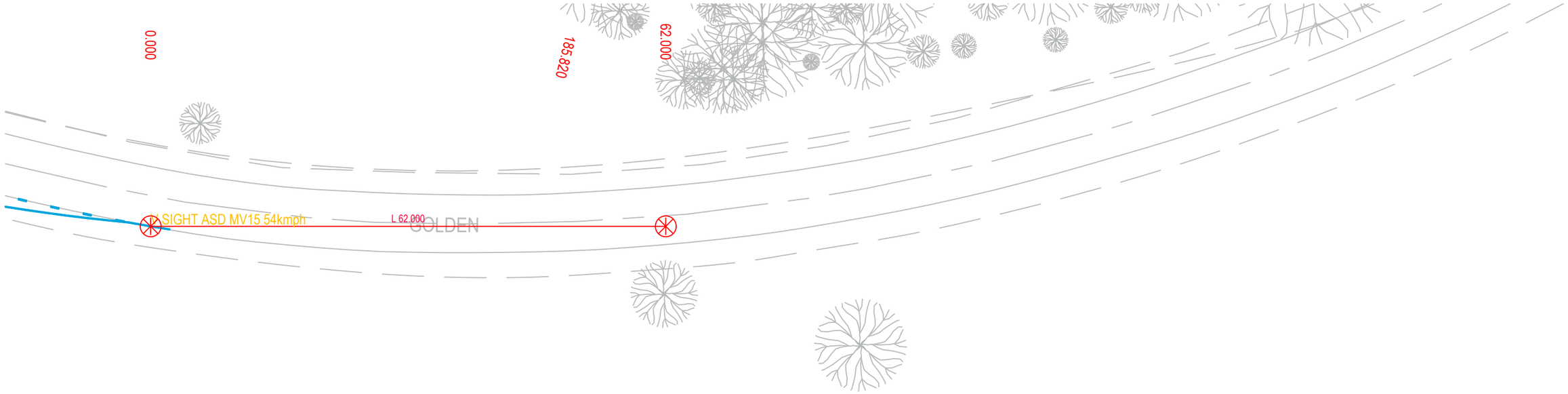
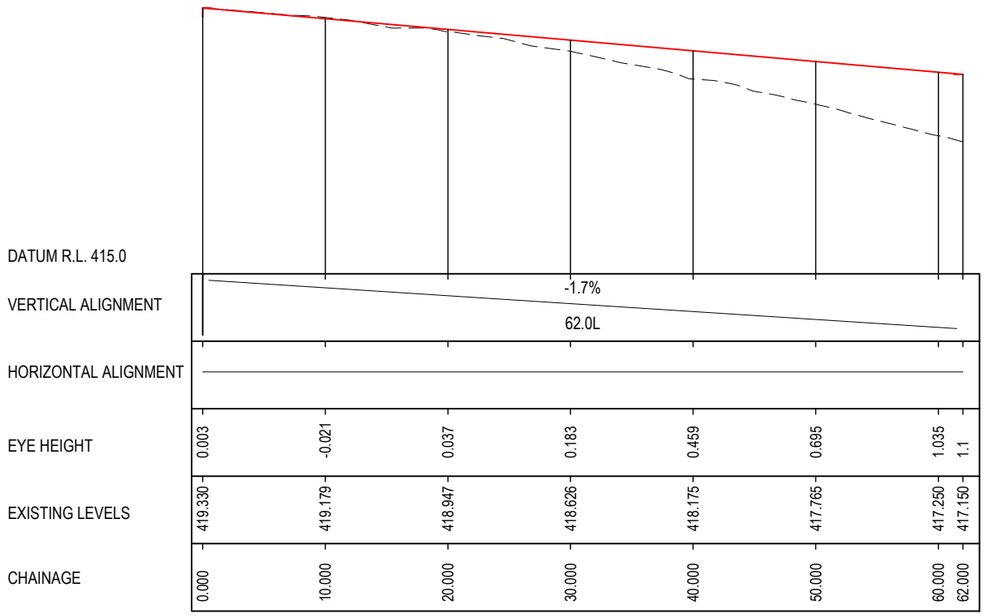
0305-INF-LS-SIGHT_ASD-04





LONGITUDINAL SECTION ALONG - V SIGHT ASD MV15 54kmph

HORIZONTAL 1:500
VERTICAL 1:100

FOR INFORMATION ONLY

HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
APPROACH SIGHT DISTANCE
5 OF 5

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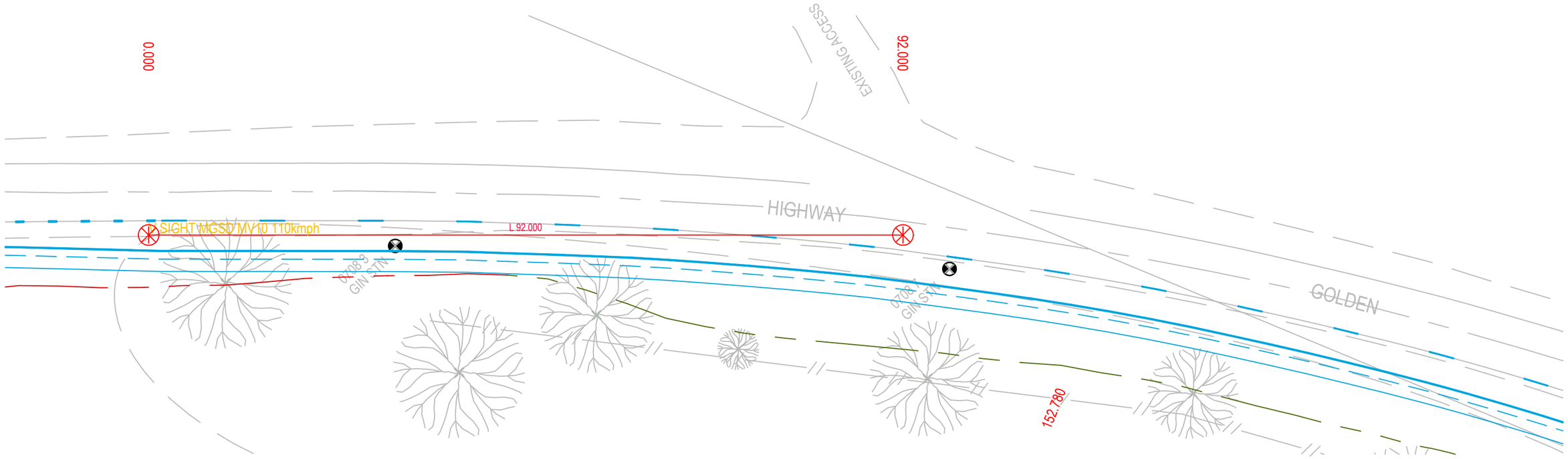
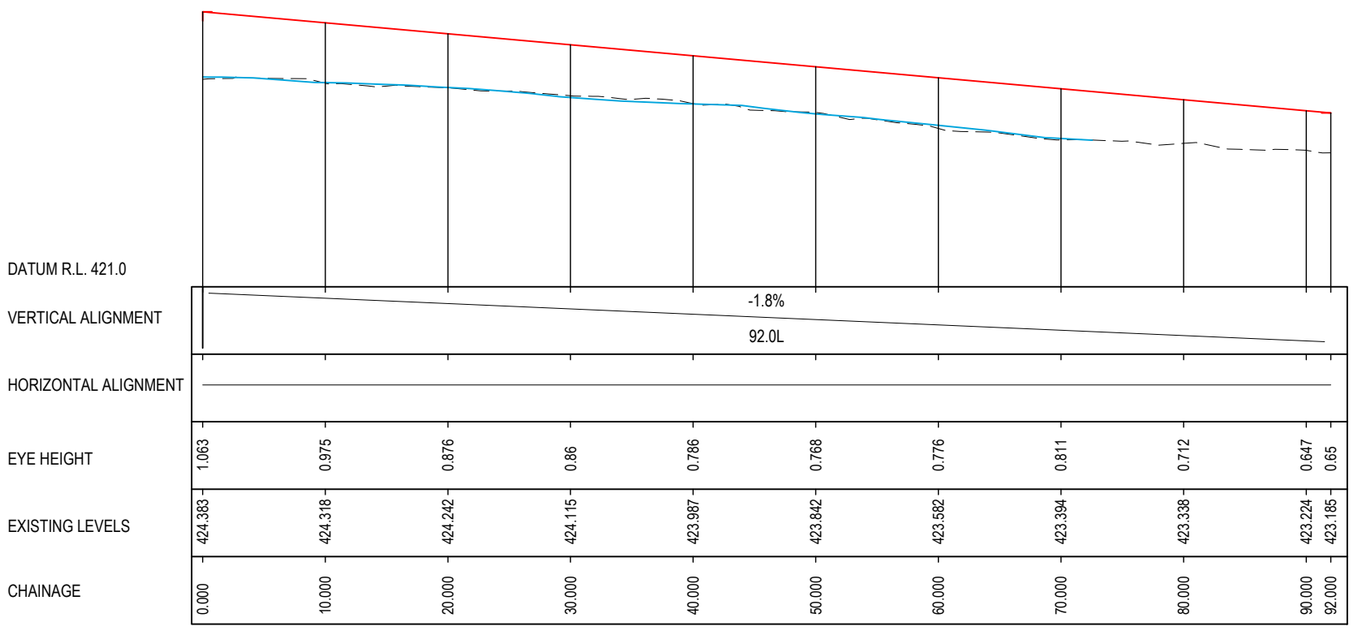
0305-INF-LS-SIGHT_ASD-05

Ringwood Road and Golden Highway Intersection Upgrade and Acceleration Lane

Verification Summary - MGSD

Location	Eye Height (m)	Object Height (m)	Critial Acceptance Gap (s)	MGSD Required (m)	MGSD Achieved (m)	MGSD Control	Result (Pass/Fail)	Comments
Golden Highway WB Acceleration Lane End	1.1	0.65	3	91.67	91.67	MV10	PASS	
Golden Highway EB and Ringwood Road SB Intersection - Right-In Turn	1.1	0.65	4	122.22	122.22	MV17	PASS	
Ringwood Road NB and Golden Highway EB and Intersection - Right-Out Turn	1.1	0.65	5	152.78	152.78	MV20	PASS	





LONGITUDINAL SECTION ALONG - V SIGHT MGSD MV10 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

FOR INFORMATION ONLY

HORIZ. 1:500m
0 5 10 15 20
VERT. 1:100m
0 1 2 3 4

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
MINIMUM GAP SIGHT DISTANCE
1 OF 3

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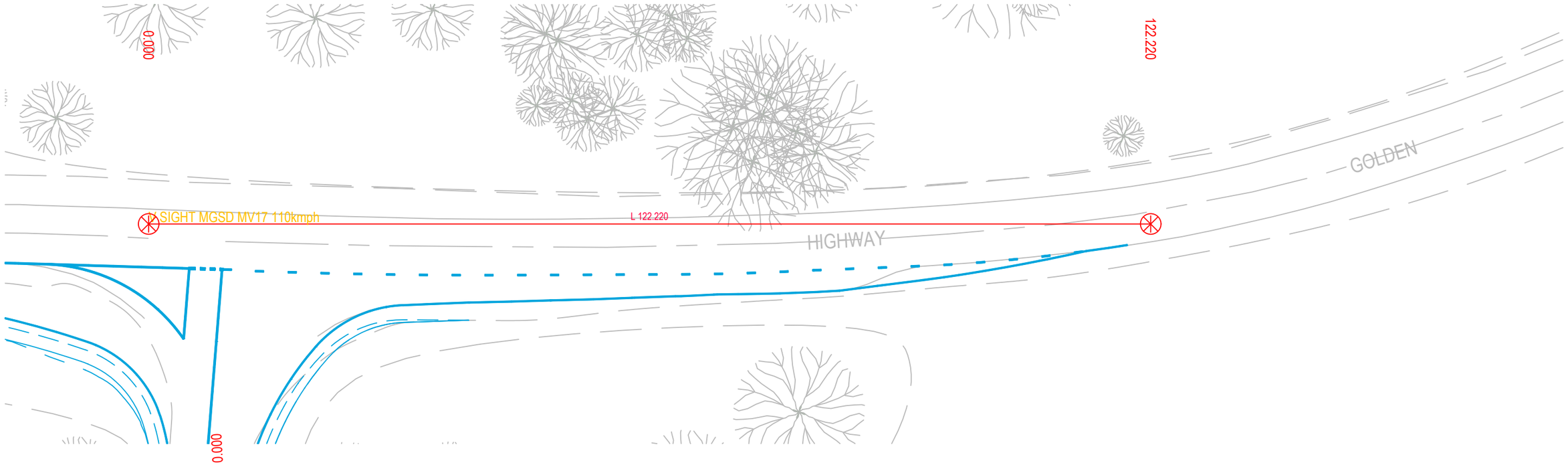
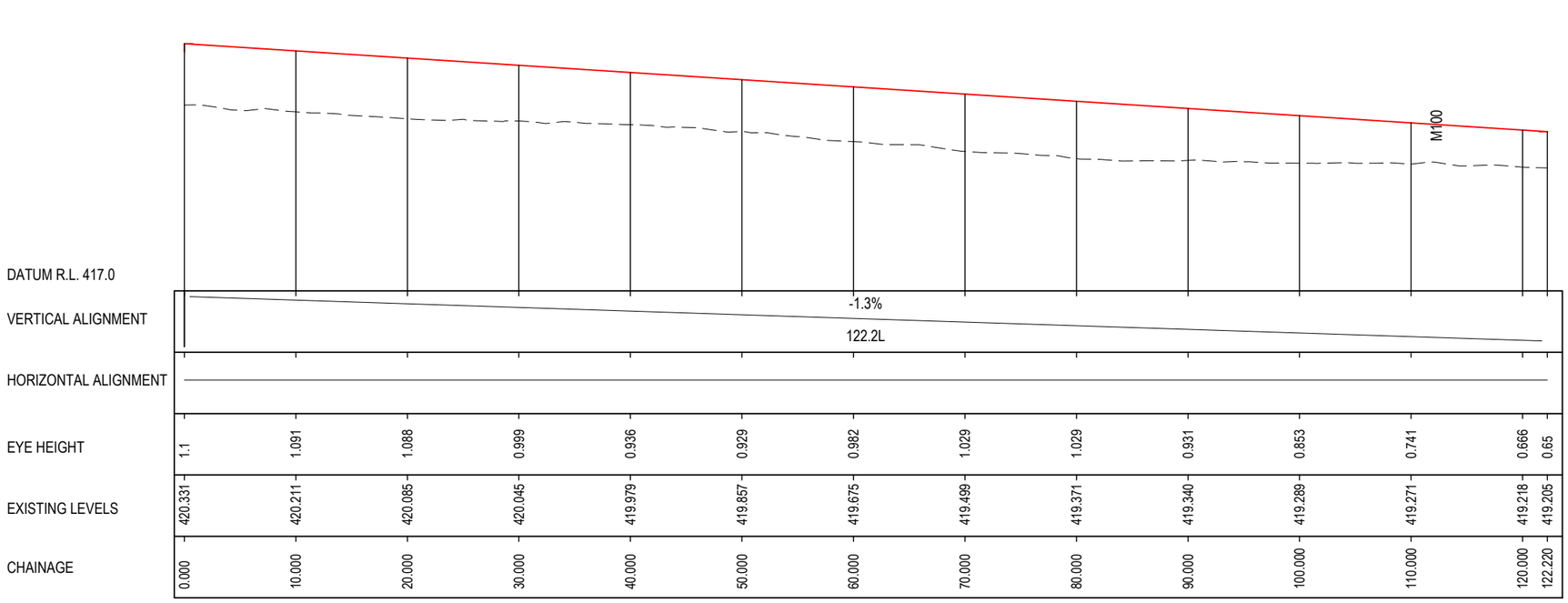
0305-INF-LS-SIGHT_MGSD-01





LONGITUDINAL SECTION ALONG - V SIGHT MGSD MV17 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

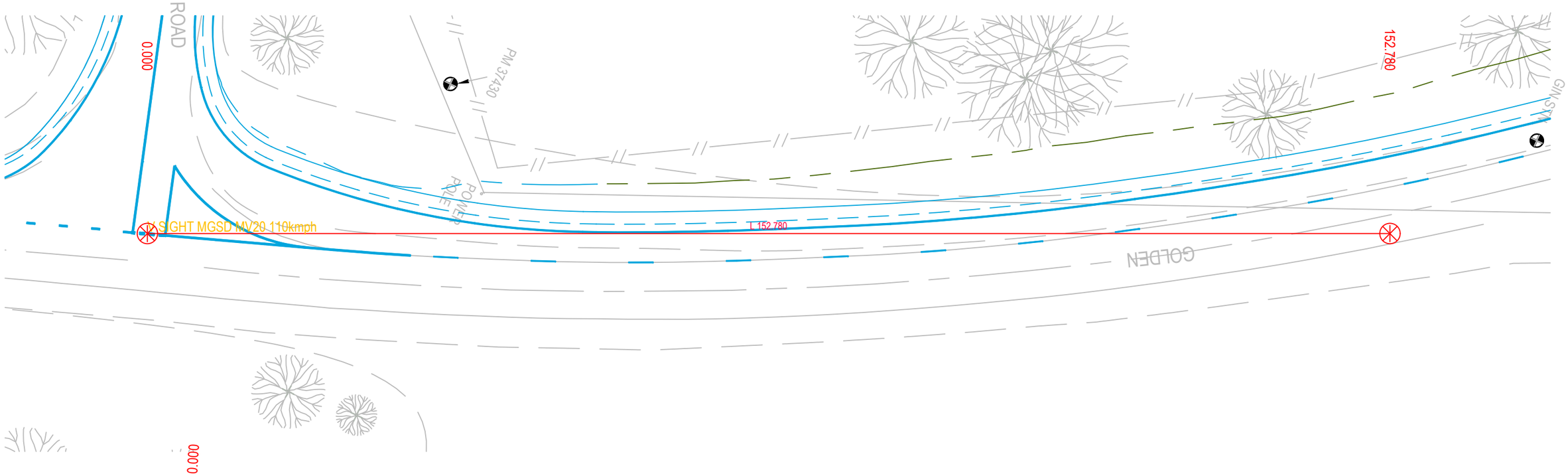
FOR INFORMATION ONLY

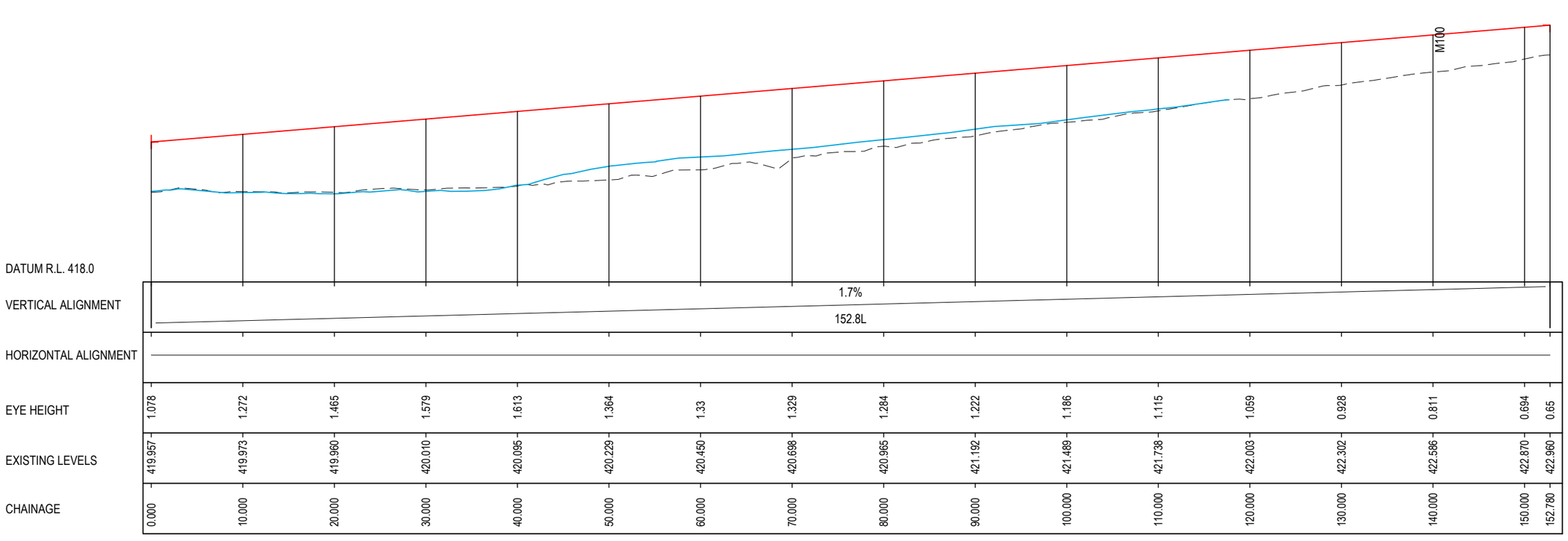
HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
MINIMUM GAP SIGHT DISTANCE
2 OF 3

turnbull

0305-INF-LS-SIGHT_MGSD-02





LONGITUDINAL SECTION ALONG - V SIGHT MGSD MV20 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

FOR INFORMATION ONLY

HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
MINIMUM GAP SIGHT DISTANCE
3 OF 3

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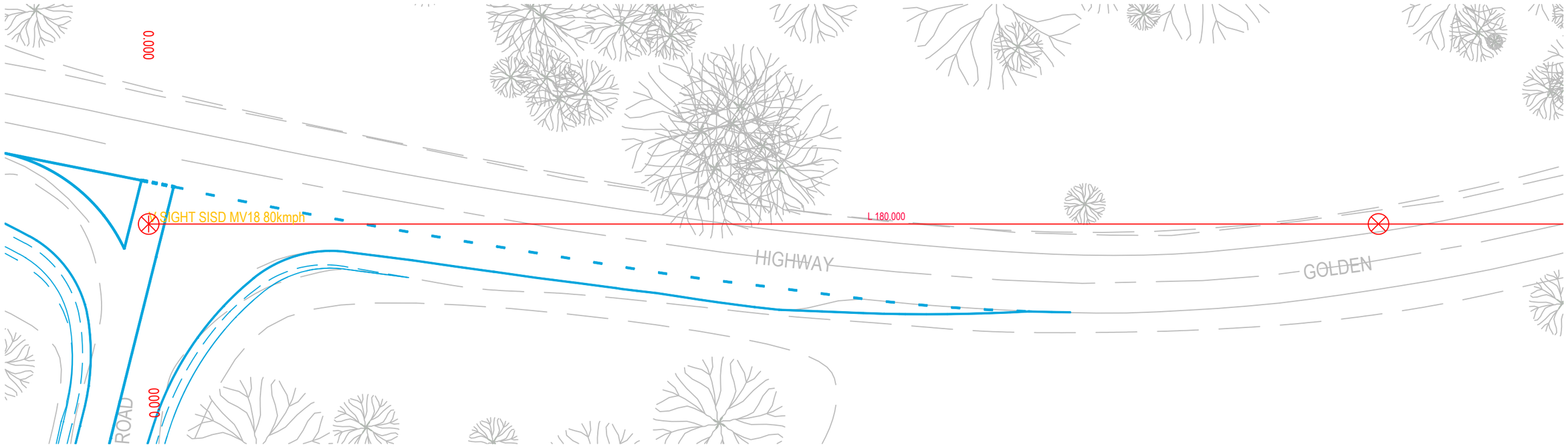
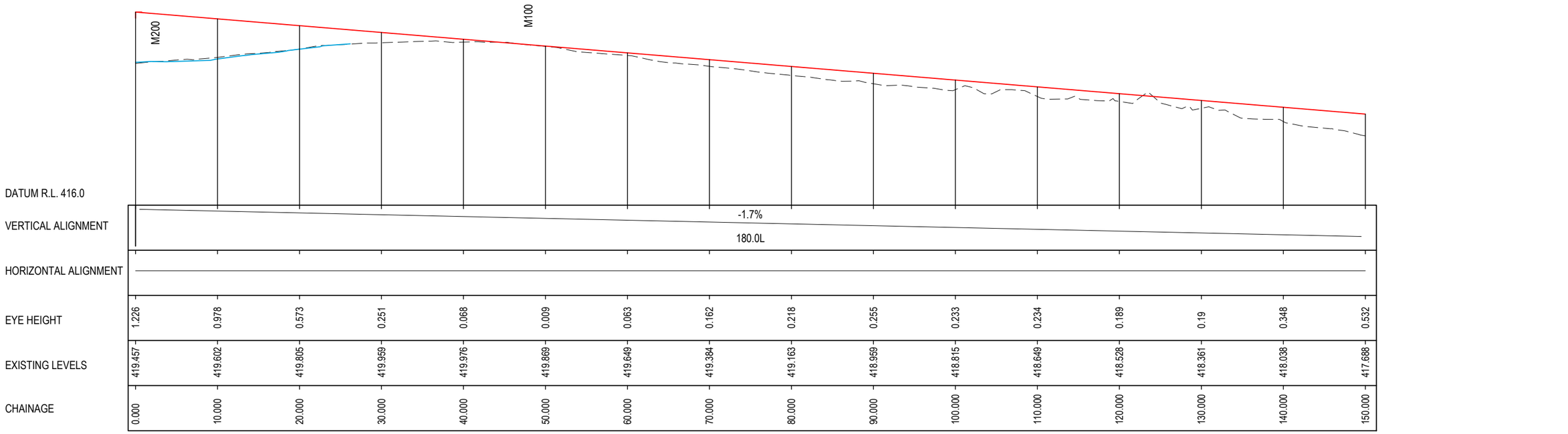
0305-INF-LS-SIGHT_MGSD-03

Ringwood Road and Golden Highway Intersection and Acceleration Lane

Verification Summary - SISD

Location	Design Speed (km/hr)	Eye Height (m)	Object Height (m)	Reaction time (s)	Observation Time (s)	Grade % (average)	SISD Required (m)	SISD Achieved (m)	SISD Control	Result (Pass/Fail)	Comments
Golden Highway WB and Ringwood Road NB Intersection	110	1.25	1.1	2	3	2	277.48	180	MV18	FAIL	80km/h SISD achieved. Matching existing conditions, existing intersection is following a curved section of the Golden Highway and is uphill. Sight distance obstructed by existing road geometry.
Golden Highway EB and Ringwood Road NB Intersection	110	1.25	1.1	2	3	-2	292.07	292.07	MV19	PASS	May be obstructed by existing trees.





LONGITUDINAL SECTION ALONG - V SIGHT SISD MV18 80kmph

HORIZONTAL 1:500
VERTICAL 1:100

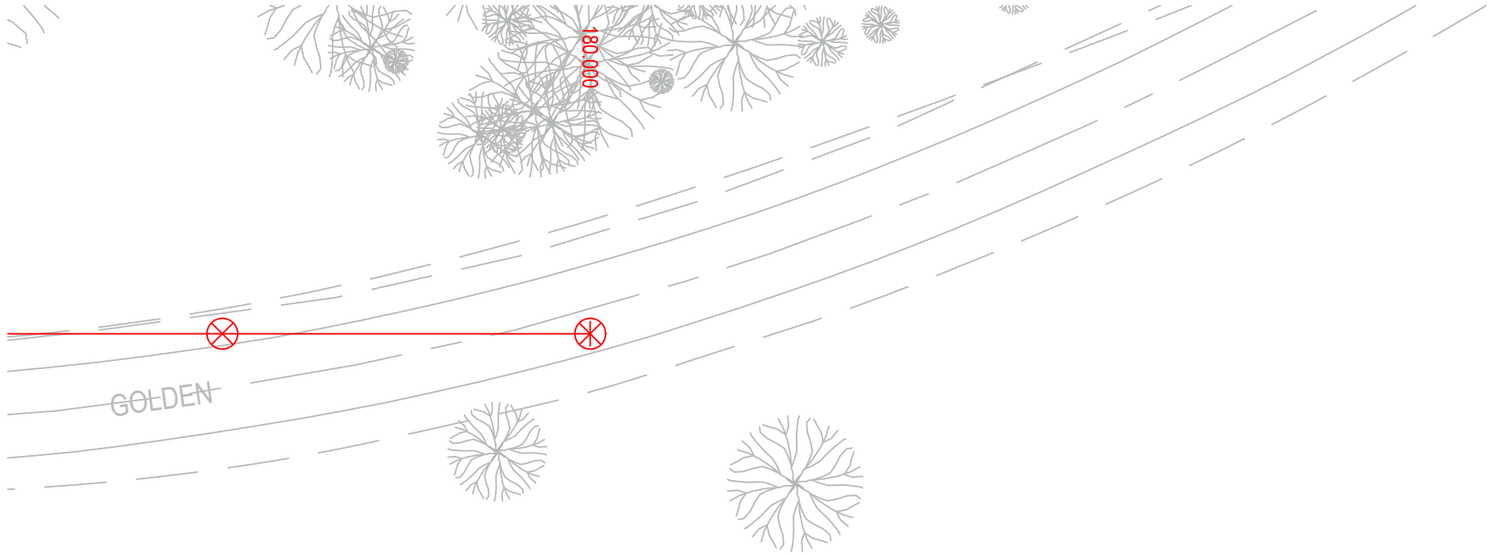
FOR INFORMATION ONLY

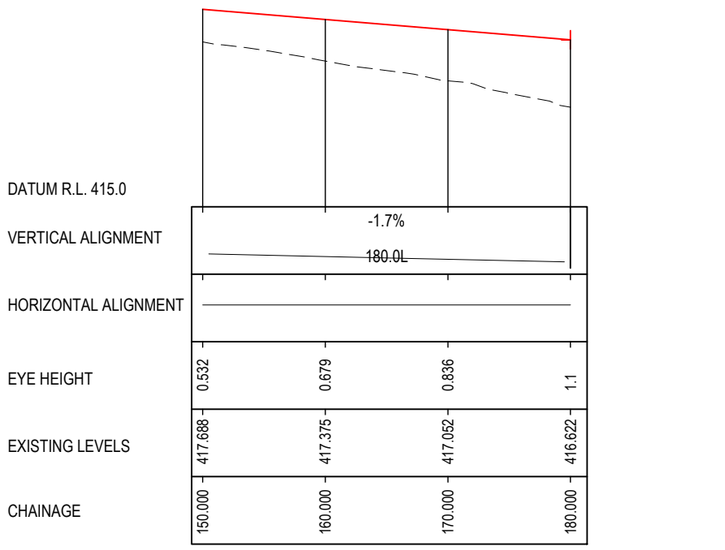
HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
SAFE INTERSECTION SIGHT DISTANCE
1 OF 4

turnbull

0305-INF-LS-SIGHT_SISD-01





LONGITUDINAL SECTION ALONG - V SIGHT SISD MV18 80kmph

HORIZONTAL 1:500
VERTICAL 1:100

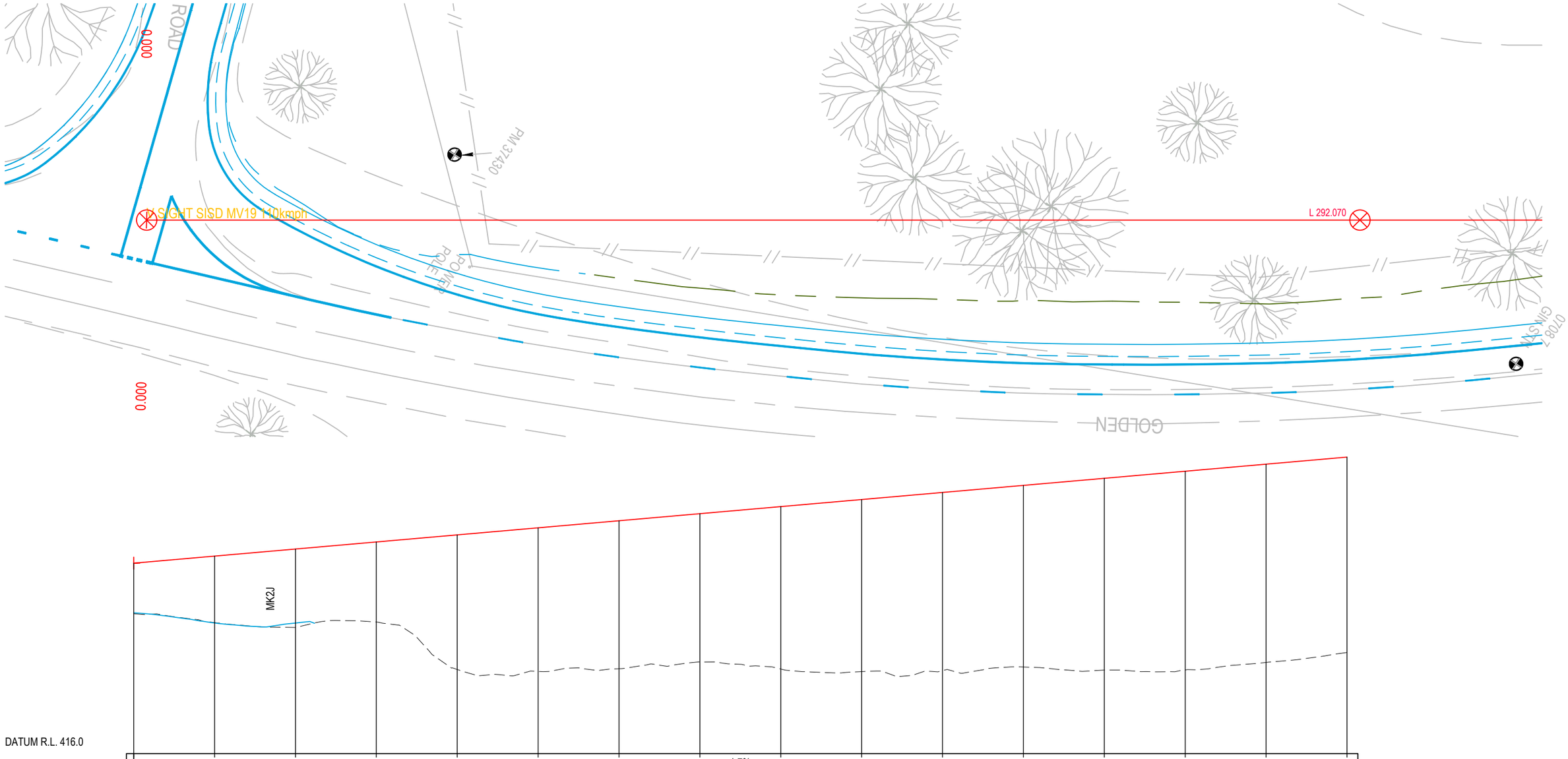
FOR INFORMATION ONLY

HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
SAFE INTERSECTION SIGHT DISTANCE
2 OF 4

turnbull

0305-INF-LS-SIGHT_SISD-02



LONGITUDINAL SECTION ALONG - V SIGHT SISD MV19 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

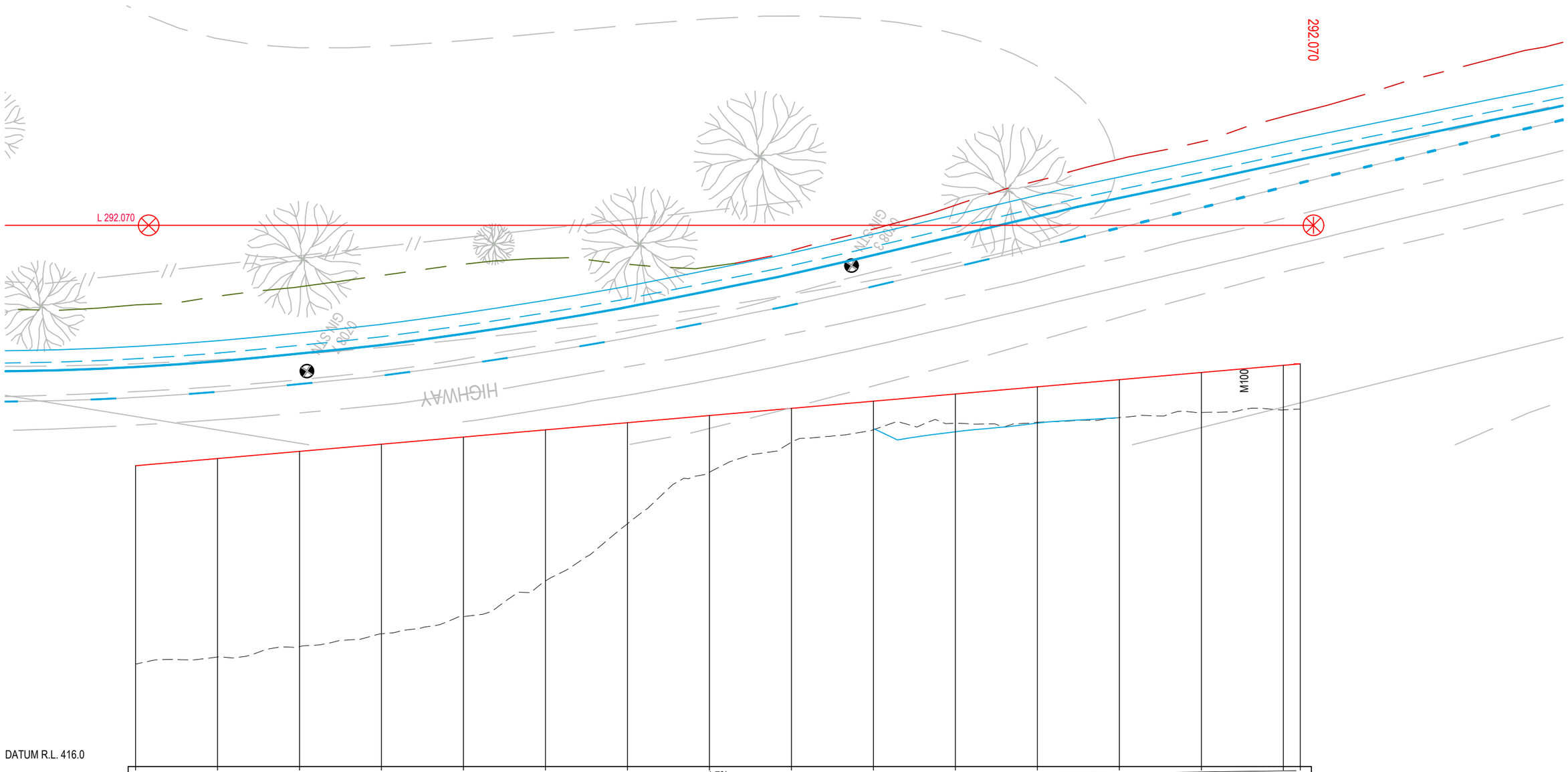
FOR INFORMATION ONLY

HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
SAFE INTERSECTION SIGHT DISTANCE
3 OF 4

turnbull

0305-INF-LS-SIGHT_SISD-03



DATUM R.L. 416.0																	
VERTICAL ALIGNMENT	1.7%																
	292.1L																
HORIZONTAL ALIGNMENT																	
EYE HEIGHT	4.83	4.835	4.758	4.621	4.374	3.683	2.461	1.385	0.824	0.696	0.92	0.886	0.924	0.972	1.087	1.1	
EXISTING LEVELS	418.499	418.669	418.921	419.233	419.654	420.521	421.917	423.168	423.903	424.207	424.364	424.389	424.503	424.630	424.690	424.713	
CHAINAGE	150.000	160.000	170.000	180.000	190.000	200.000	210.000	220.000	230.000	240.000	250.000	260.000	270.000	280.000	290.000	292.070	

LONGITUDINAL SECTION ALONG - V SIGHT SISD MV19 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

FOR INFORMATION ONLY

HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
SAFE INTERSECTION SIGHT DISTANCE
4 OF 4

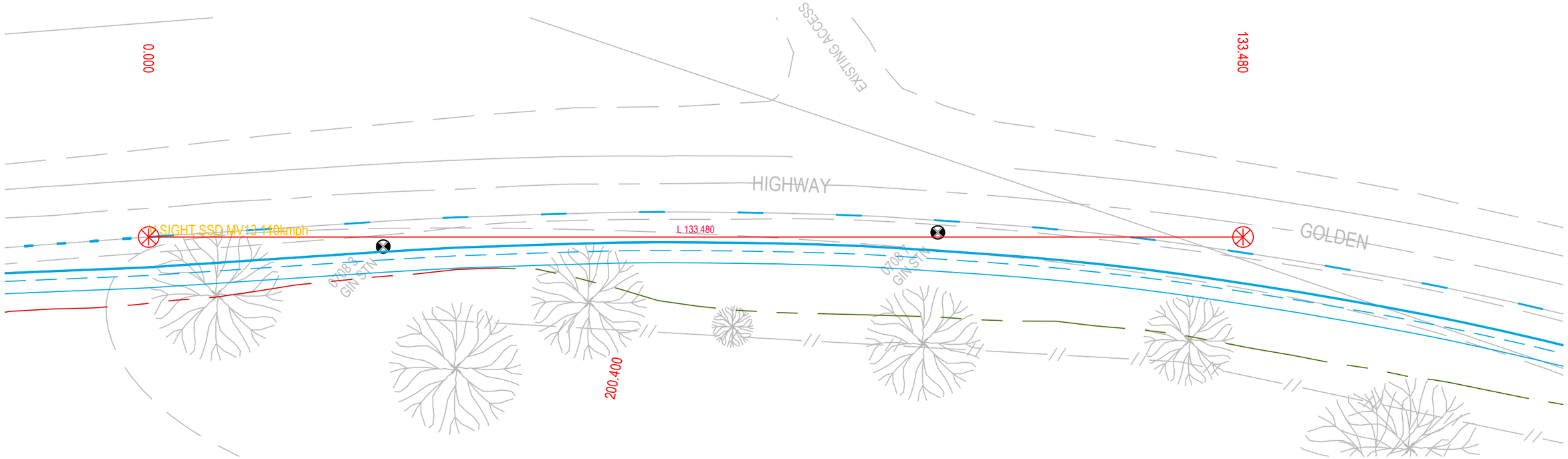
turnbull

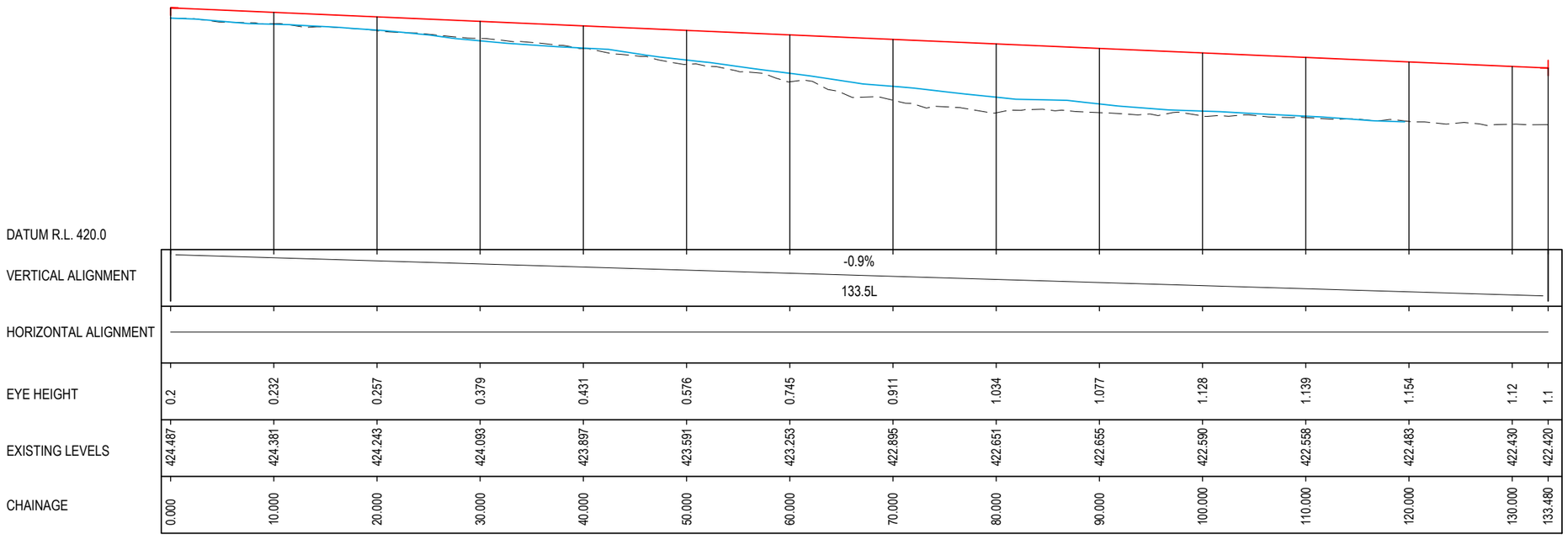
0305-INF-LS-SIGHT_SISD-04

Ringwood Road and Golden Highway Intersection Upgrade and Acceleration Lane

Verification Summary - SSD

Location	Eye Height (m)	Object Height (m)	Design Speed (km/hr)	Reaction time (s)	Grade % (average)	SSD Required (m)	SSD Achieved (m)	SSD Control	Result (Pass/Fail)	Comments
Golden Highway WB Acceleration Lane Merge Taper / End	1.1	0.2	90	2	2	133.48	133.48	MV13	PASS	May be obstructed by existing trees
Golden Highway WB and Ringwood Road Intersection	1.1	0.2	110	2	1	189.17	135	MV16	FAIL	89km/h SSD achieved. Matching existing conditions, existing intersection is following a curved section of the Golden Highway and is uphill. Sight distance obstructed by existing road geometry.
Golden Highway EB and Ringwood Road Intersection	1.1	0.2	110	2	-2	200.4	200.4	MV14	PASS	May be obstructed by existing trees





LONGITUDINAL SECTION ALONG - V SIGHT SSD MV13 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

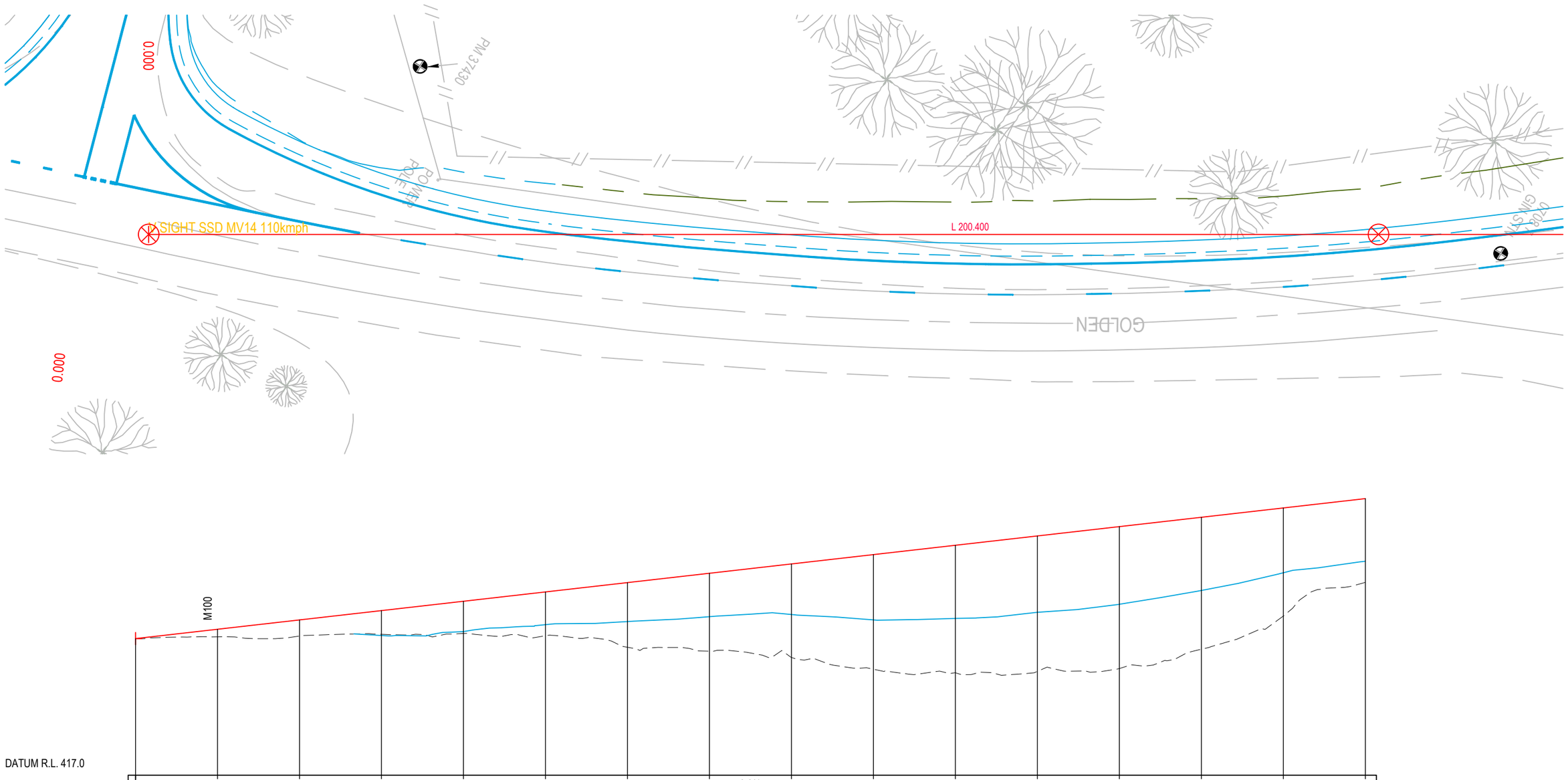
FOR INFORMATION ONLY

HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
STOPPING SIGHT DISTANCE
1 OF 4

turnbull

0305-INF-LS-SIGHT_SSD-01



LONGITUDINAL SECTION ALONG - V SIGHT SSD MV14 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

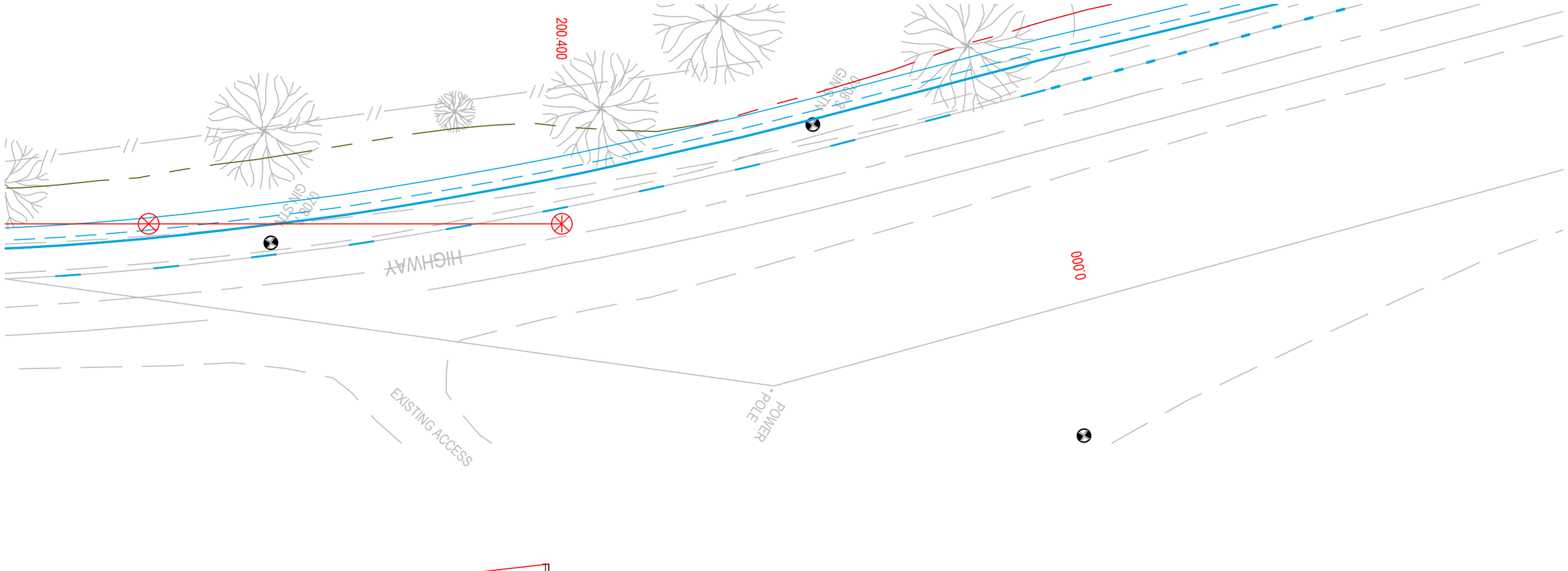
FOR INFORMATION ONLY

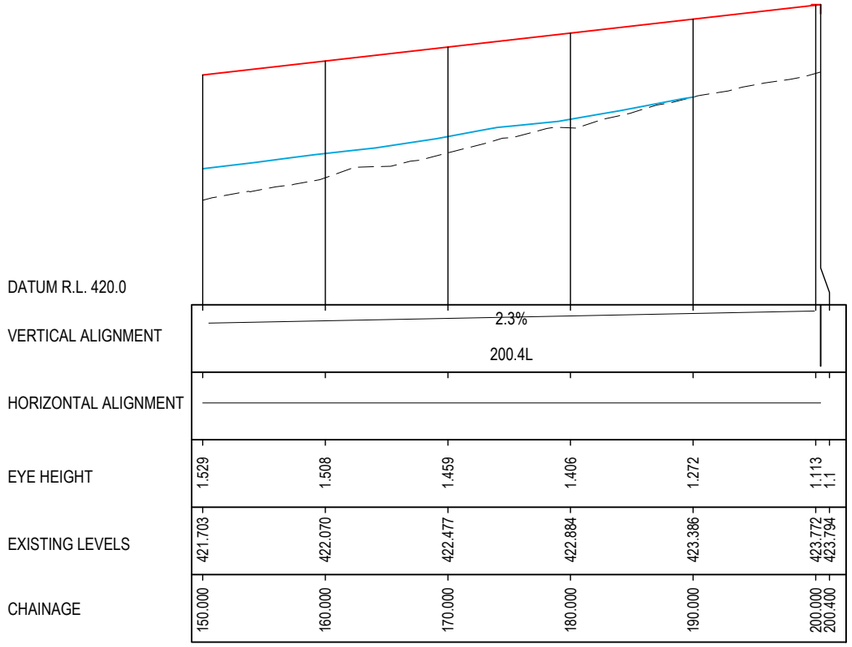
HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
STOPPING SIGHT DISTANCE
2 OF 4

turnbull

0305-INF-LS-SIGHT_SSD-02





LONGITUDINAL SECTION ALONG - V SIGHT SSD MV14 110kmph

HORIZONTAL 1:500
VERTICAL 1:100

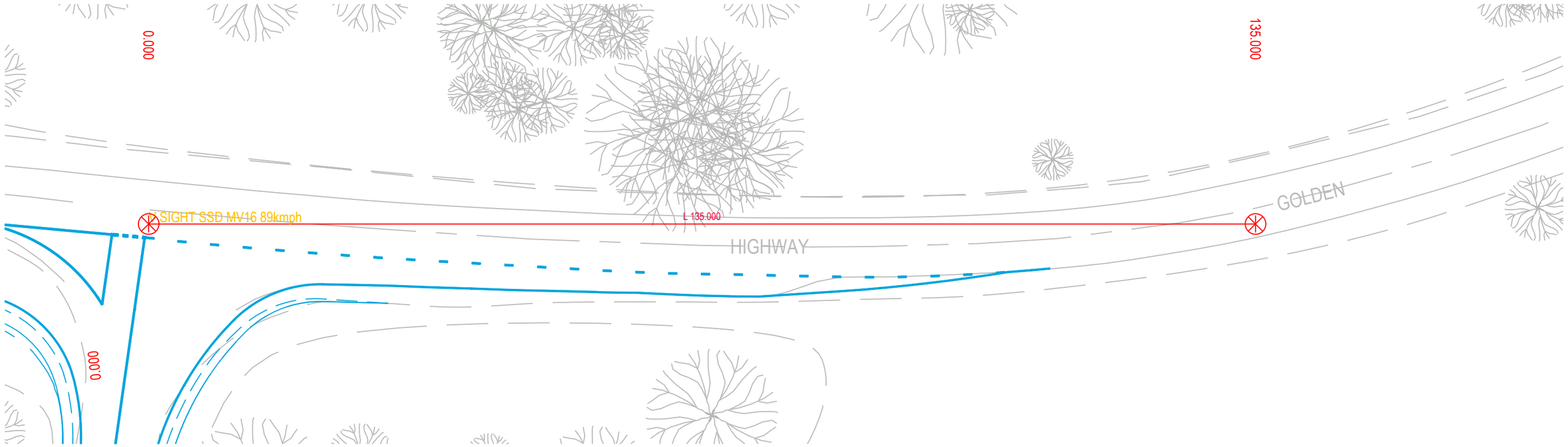
FOR INFORMATION ONLY

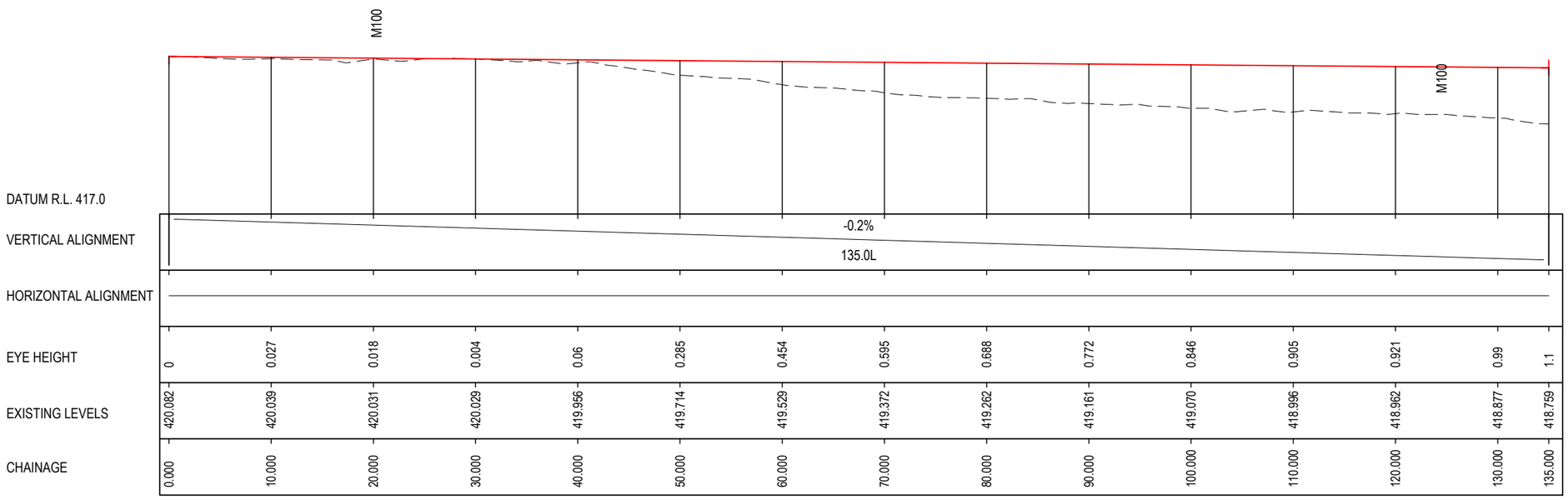
HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
STOPPING SIGHT DISTANCE
3 OF 4

turnbull

0305-INF-LS-SIGHT_SSD-03





LONGITUDINAL SECTION ALONG - V SIGHT SSD MV16 89kmph

HORIZONTAL 1:500
VERTICAL 1:100

FOR INFORMATION ONLY

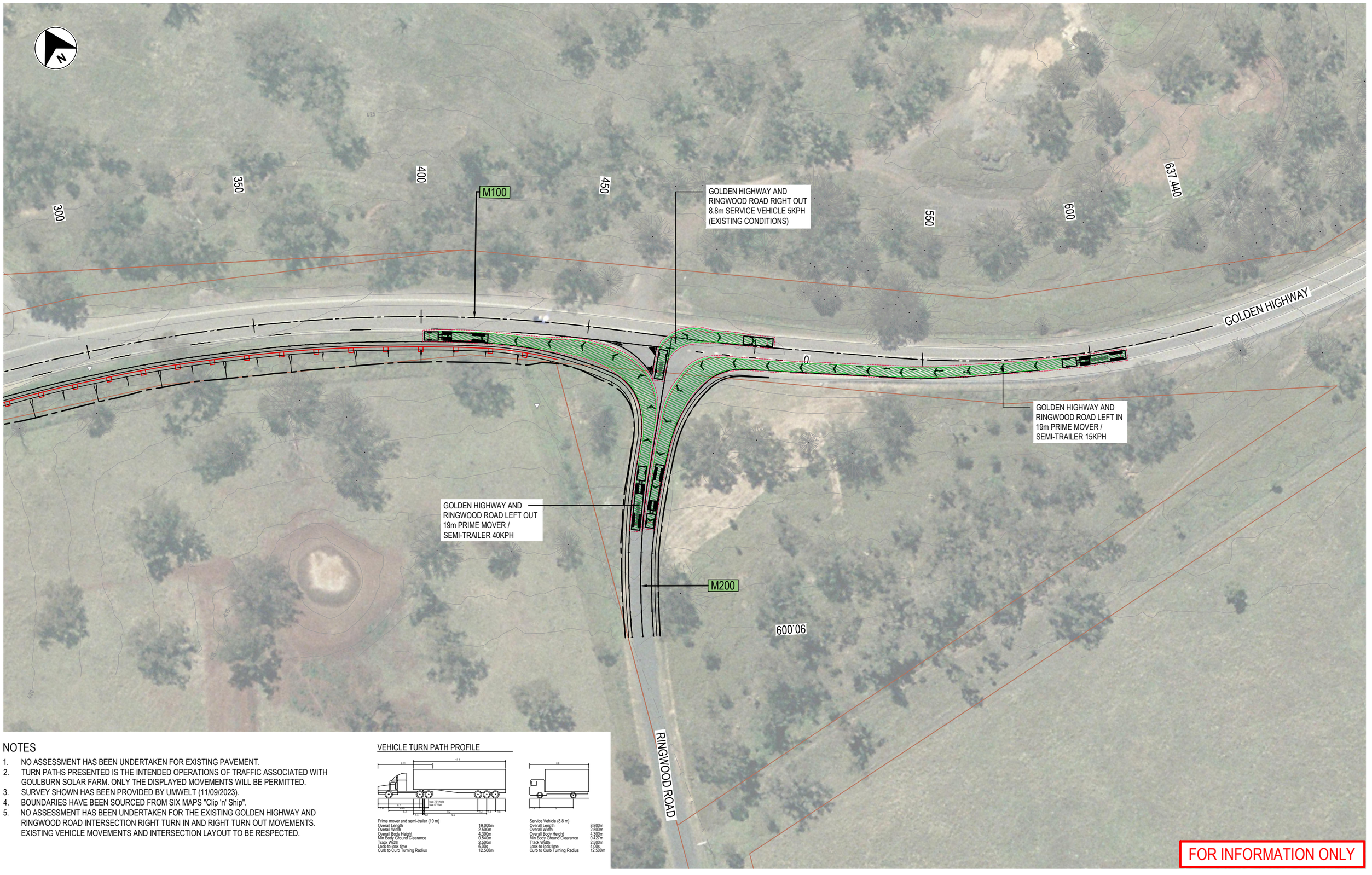
HORIZ. 1:500m
0 5 10 15 20
0 1 2 3 4
VERT. 1:100m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SIGHT DISTANCE CHECKS
STOPPING SIGHT DISTANCE
4 OF 4

turnbull

0305-INF-LS-SIGHT_SSD-04

Appendix C Heavy Vehicle Swept Paths



NOTES

1. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR EXISTING PAVEMENT.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.
3. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
4. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Ship".
5. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR THE EXISTING GOLDEN HIGHWAY AND RINGWOOD ROAD INTERSECTION RIGHT TURN IN AND RIGHT TURN OUT MOVEMENTS. EXISTING VEHICLE MOVEMENTS AND INTERSECTION LAYOUT TO BE RESPECTED.

VEHICLE TURN PATH PROFILE

Prime mover and semi-trailer (19 m)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.500m

FOR INFORMATION ONLY

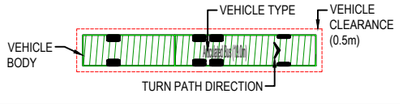
GENERAL

- DESIGN
- CADASTRAL
- SURVEY
- SAFETY BARRIER

ROAD GEOMETRY

- CONTROL LINE AND CHAINAGE (20)
- CONTROL LINE LABEL (MCXX)

VEHICLE TURN PATH LEGEND



0 10 20 30 40
SCALE 1:1000m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SWEPT PATHS
SHEET 2 OF 4
27/10/2023

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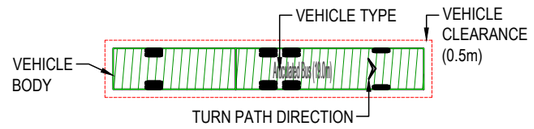
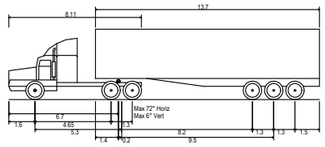
0305-INF-RD-SWEPT-PATH-RINGWOOD-02

VEHICLE TURN PATH LEGEND



VEHICLE TURN PATH PROFILE



Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

GENERAL NOTES

1. NO ASSESSMENT HAS BEEN UNDERTAKEN OF EXISTING INTERSECTION ARRANGEMENT OR EXISTING PAVEMENTS.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.

FOR INFORMATION ONLY

3.75 0 3.75 7.5 11.25 15m
1 : 750 FULL SIZE A3

GOULBURN RIVER SOLAR FARM
GOLDEN HIGHWAY AND BARNETT STREET INTERSECTION TURN PATHS
SHEET 1 OF 2

25/09/2023

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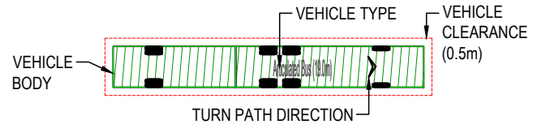
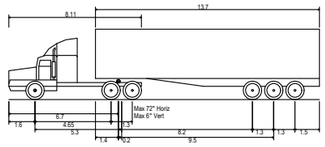
0305-INF-RD-SWEPT-PATH-BARNETT-01

VEHICLE TURN PATH LEGEND



VEHICLE TURN PATH PROFILE



Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

GENERAL NOTES

1. NO ASSESSMENT HAS BEEN UNDERTAKEN OF EXISTING INTERSECTION ARRANGEMENT OR EXISTING PAVEMENTS.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.

FOR INFORMATION ONLY

3.75 0 3.75 7.5 11.25 15m
1 : 750 FULL SIZE A3

GOULBURN RIVER SOLAR FARM
BARNETT STREET TURN AROUND FACILITY TURN PATHS
SHEET 2 OF 2

25/09/2023

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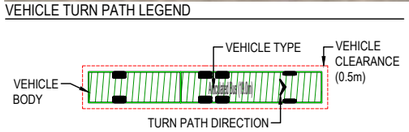
0305-INF-RD-SWEPT-PATH-BARNETT-02

FOR INFORMATION ONLY

VEHICLE TURN PATH LEGEND



SIGNAGE

PROPOSED SIGN POST LOCATION

PROPOSED SIGN

R4-1

EXISTING SIGN POST LOCATION

EXISTING SIGN

R4-1

5 0 5 10 15 20m

1 : 1000 FULL SIZE A3

GOULBURN RIVER SOLAR FARM
SIGNAGE & SWEPT PATH
SHEET 2 OF 2

25/01/2023

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0305-INF-RD-SWEPT-PATH-03

N

WOLLARA ROAD

T2-25

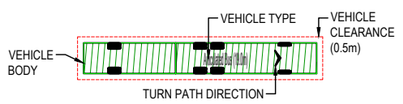
TRAFFIC MANAGEMENT WOULD BE USED TO CONTROL SINGLE VEHICLE MOVEMENTS AND NO VEGETATION REMOVAL IS REQUIRED FOR SINGLE VEHICLE MOVEMENTS

WOLLARA ROAD

T2-25

FOR INFORMATION ONLY

VEHICLE TURN PATH LEGEND



SIGNAGE

PROPOSED SIGN POST LOCATION

R4-1

PROPOSED SIGN

EXISTING SIGN POST LOCATION

R4-1

EXISTING SIGN

5 0 5 10 15 20m

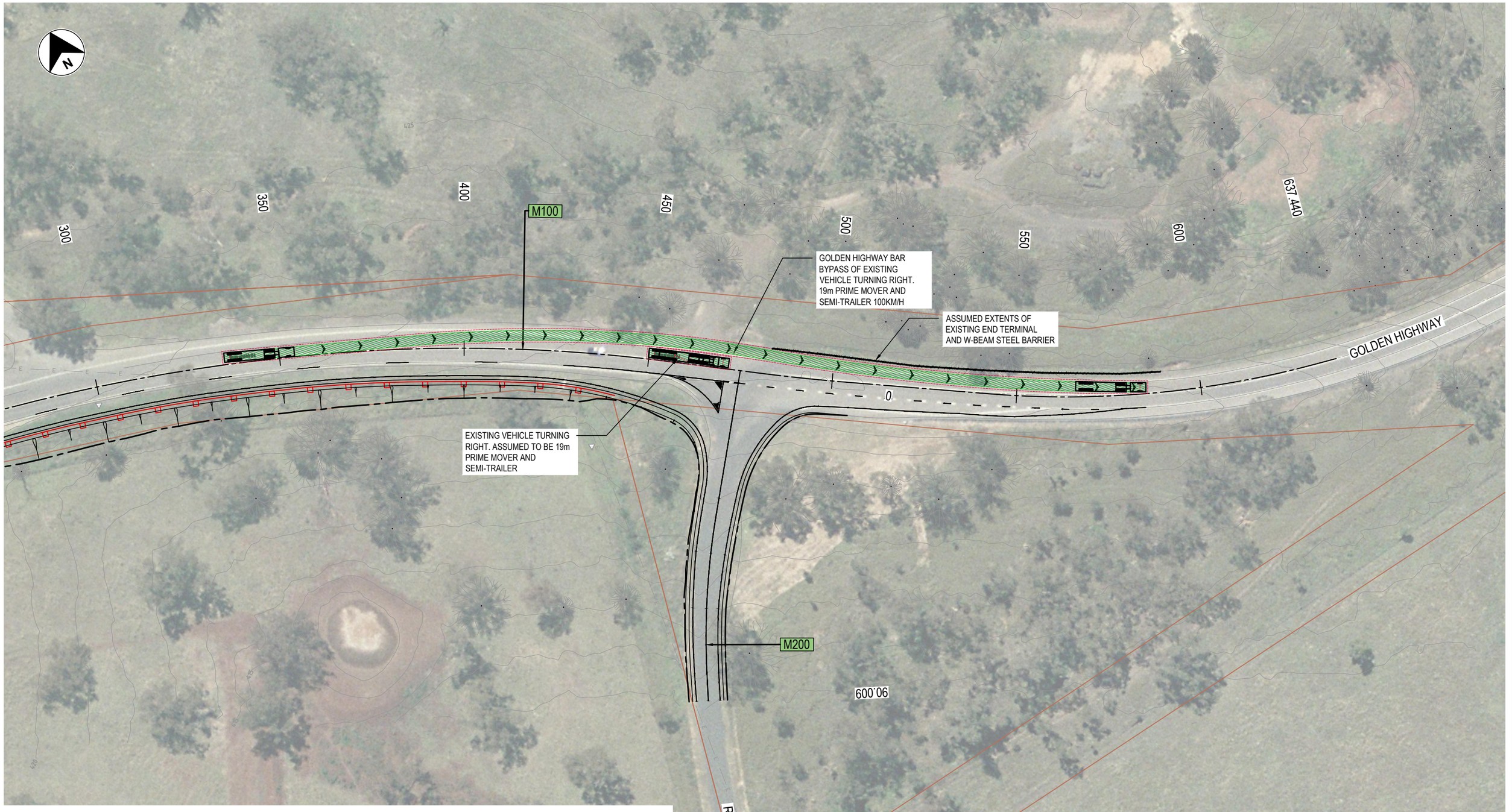
1 : 1000 FULL SIZE A3

GOULBURN RIVER SOLAR FARM
SIGNAGE & SWEPT PATH
SHEET 1 OF 2

25/01/2023

turnbull

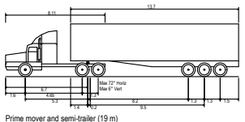
0305-INF-RD-SWEPT-PATH-02



NOTES

1. NO ASSESSMENT HAS BEEN UNDERTAKEN FOR EXISTING PAVEMENT.
2. TURN PATHS PRESENTED IS THE INTENDED OPERATIONS OF TRAFFIC ASSOCIATED WITH GOULBURN SOLAR FARM. ONLY THE DISPLAYED MOVEMENTS WILL BE PERMITTED.
3. SURVEY SHOWN HAS BEEN PROVIDED BY UMWELT (11/09/2023).
4. BOUNDARIES HAVE BEEN SOURCED FROM SIX MAPS "Clip 'n' Snip".

VEHICLE TURN PATH PROFILE



Prime mover and semi-trailer (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

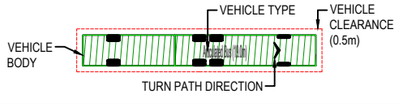
GENERAL

- DESIGN
- CADASTRAL
- SURVEY
- SAFETY BARRIER

ROAD GEOMETRY

- 20 — CONTROL LINE AND CHAINAGE
- MCXX — CONTROL LINE LABEL

VEHICLE TURN PATH LEGEND



0 10 20 30 40

SCALE 1:1000m

GOULBURN RIVER SOLAR FARM
RINGWOOD ROAD AND GOLDEN HIGHWAY INTERSECTION
SWEPT PATHS
SHEET 2 OF 4
27/10/2023

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0305-INF-RD-SWEPT-PATH-RINGWOOD BAR

FOR INFORMATION ONLY

Appendix D Heavy Vehicles Requiring Escort Swept Paths

Appendix D.1 Heavy vehicles requiring escort swept paths – Transportable Buildings

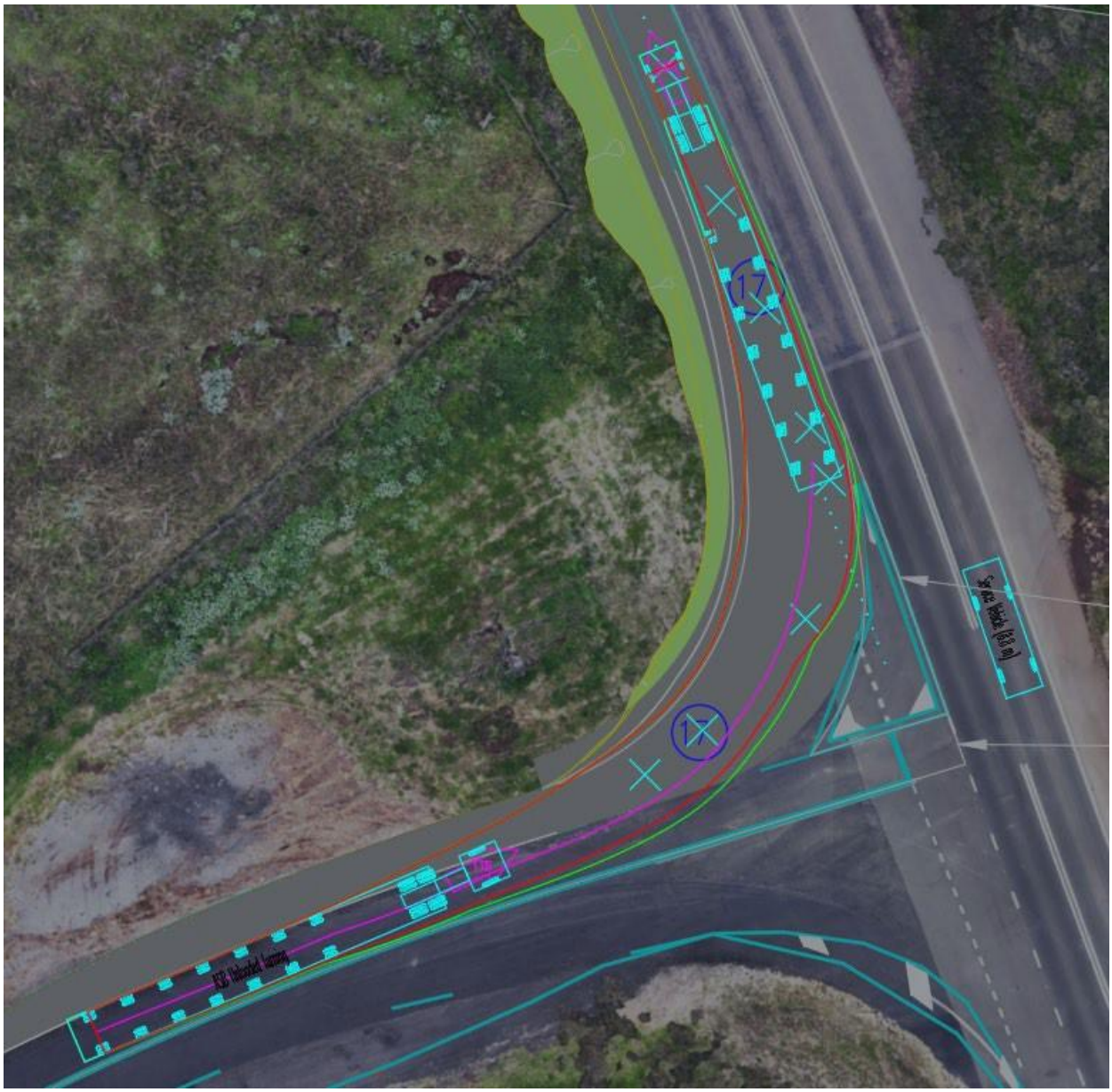
33.5m Right in onto Ringwood Road

The OSOM vehicle will enter Ringwood Road from the Golden Highway by making a standard right turn, similar to any other vehicle. Pilot vehicles will manage eastbound traffic to prevent overtaking during the manoeuvre, ensuring the turning path is kept clear. However, there is no intention to stop westbound traffic for this movement. The pilots will already be positioned on Ringwood Road to ensure oncoming vehicles do not block the OSOM's turning path, allowing the movement to be completed safely and without unnecessary traffic disruption.

33.5m Left Out onto Golden Highway

The left turn out will follow the method demonstrated in the trial run, which confirmed the manoeuvre can be completed without crossing into opposing lanes when using the reduced

trailer length configuration. By combining the shorter trailer length with the vehicle's multi-steering capability, the entire movement can be contained within the designated lanes. The prime mover will track closer to the inside radius of the curve, while the trailer steering will be used to angle the trailer away from the guardrail, maintaining safe clearance at all times.



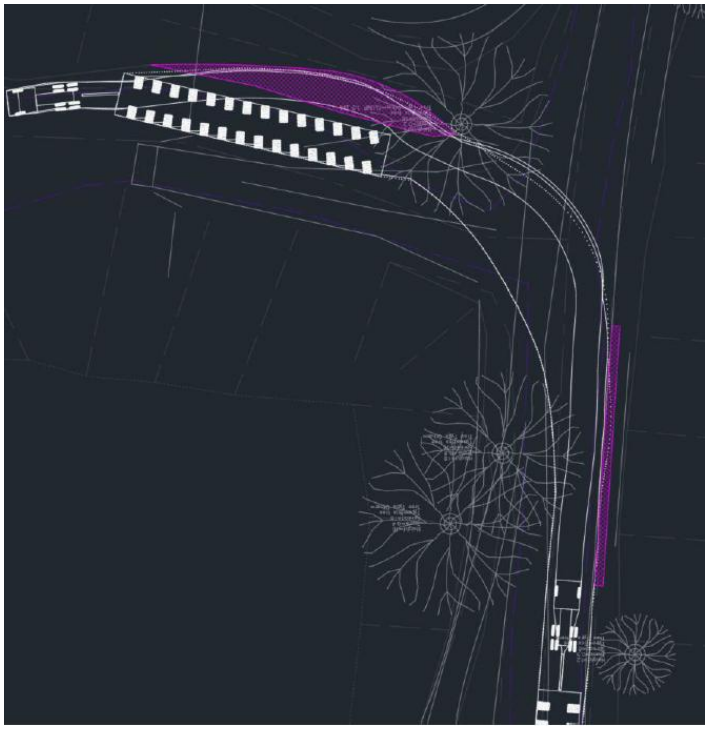
Appendix D.2 Heavy vehicles requiring escort swept paths – Civil Heavy Vehicles

This delivery will not require any swept path analysis as it is under 19m long and the width of the transport pertains to the trailer deck and not the trailer frame or axles. The swept paths in Appendix C adequately cover this vehicle type.

Appendix D.3. Heavy vehicles requiring escort swept paths – Transformer (high risk OSOM)

Appendices E.3 and E.4 include swept paths along the transformer's journey to site. The turn from Wollara Road into site has been ground-truthed by the experienced heavy vehicle driver who will operate the transporter which will bring the transformers to site and confirmed to be feasible.

SMEC completed a technical assessment of the route from the start of Ringwood Road to the site entrance, based on the 14-axle platform trailer configuration. Their assessment is summarised in the route conformance letter which is included as part of the TMP (Appendix E.4). The site entrance is constrained by trees located on both the inside and outside of the left hand turn into site. Detailed swept path analysis shows that the manoeuvre is feasible at low speed, with additional spotters on both sides and effective communication between all personnel. This manoeuvre is not expected to result in impacts on native vegetation or fauna habitat.



Site entrance swept path (transformer), turning left from Wollara Road

Appendix E Heavy Vehicles Requiring Escort Transport Management Plans

Appendix E.1 Transportable Buildings Transport Management Plan

OVERSIZE
LOAD AHEAD

mcdonald CONTRACTING

PERMITS FOR MOVEMENT OF LOAD

Movement of Transportable Building (Switch Room)

4.35 m (Width) 33.5 m (Length) 5.0 m (Height) 79.6 (Tonne)

Lai Switchboards, Ferryden Park, SA to Goulburn River Solar Farm, Merriwa, NSW

PERMIT 1334986v1 Expiry 06 February 2026

OVERSIZE PERMITS AUSTRALIA

Stephen & Susanne Jones
11 Jacana Place, Winya
KILCOY, Qld 4515
Ph 0447 376 480
Ph 0407 960 744

Email
permits@oversizedpermits.com.au

Permit number
1334986V1

Oversize and/or Overmass (OSOM) Mass or Dimension Exemption Permit

Heavy Vehicle National Law
This Permit is issued under the provisions of *Section 122 of the Heavy Vehicle National Law* for the operation of a Class 1 vehicle *(as defined in this Permit)* subject to the conditions set out in this Permit and any attachments.

Permit details

This Permit is issued to

MCDONALD CONTRACTING PTY LTD

Address

42A TORKINGTON RD
LONDONDERRY, NSW 2753

Vehicle configuration and description

Prime mover towing OS/OM/OSOM load
Prime Mover and Platform

Permit type

Oversize and Overmass (OSOM)

Permit period

Start date	End date
22-Nov-2025	06-Feb-2026

Period or fixed trips	Number of trips
Multiple Trips	4

continued on next page...

NHVR
National Heavy Vehicle Regulator

Permit number
1334986V1

Vehicle details

Prime mover

Registration	State of Registration	VIN	GVM (t)	GTM (t)
XN01TC	NSW	WMA30SZZ8EL069327	26t	n/a
XN64BD	NSW	WDB96442420270714	27.5t	n/a
XO78QA	NSW	W1T96442420641603	27.5t	n/a

Gooseneck Platform

Registration	State of Registration	VIN	GVM (t)	GTM (t)
YN33IK	NSW	7A9AS0324JH002034	n/a	60t
YO54IK	NSW	7A9AS0530SH002006	n/a	90t

GCM must not exceed manufacturer's specifications

Loaded axle mass and spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
Prime mover 1-2 axle								
Steer	6t	1	2	n/a	385mm	Yes	2.4m	No
Drive	18.5t	1	4	5.1m	279mm	No	2.4m	Yes
		2	4	1.4m	279mm	No	2.4m	Yes
Gooseneck platform 5 axle								
Trailer	70t	1	4	7.8m	266mm	Yes	3.6m	Yes
		2	4	1.6m	266mm	Yes	3.6m	Yes
		3	4	1.6m	266mm	Yes	3.6m	Yes
		4	4	1.6m	266mm	Yes	3.6m	Yes
		5	4	1.6m	266mm	Yes	3.6m	Yes

Unladen dimensions

Unladen width (metres)	Unladen length (metres)	Unladen height (metres)	Tare mass (tonnes)
2.5m	19m	3.9m	30.6t

Laden dimensions

Width (metres)	Length (metres)	Height (metres)	Total mass (tonnes)
4.35m	33.5m	5m	79.6t

Forward projection (metres)	Rear overhang (metres)
n/a	6.5m

Load type	Description of load
Indivisible	Indivisible Road Transportable Building (Switch Room) section

continued on next page...

Permit number

1334986V1

Authorised Routes

Turn by turn description

1334986r1v1 - Single Route

"Access granted for the following route including up to 7 tonnes on the steer on NSW roads only"

Start: Lai Switchboards, Days Road, Ferryden Park SA
Days Road, [Ferryden Park - Regency Park]
Regency Road, Regency Park
South Road, Regency Park
North South Motorway, [Regency Park - Wingfield]
Northern Connector, [Wingfield - Waterloo Corner]
Northern Expressway, [Waterloo Corner - Ward Belt]
Sturt Highway, [Ward Belt - Kingston On Murray]
Kingston Road, [Kingston On Murray - Loxton]
Karoonda Highway, [Loxton - Bookpurnong]
Stanitzki Road, [Bookpurnong - Pike River]
Sturt Highway, [Pike River - Hay South]
Cobb Highway, [Hay South - Hay]
Murray Street, Hay
Mid Western Highway, [Hay - West Wyalong]
Showground Road, West Wyalong
Compton Road, [West Wyalong - Wyalong]
Newell Highway, [Wyalong - Dubbo]
Erskine Street, Dubbo
Cobbora Road, Dubbo
Dunedoo Road, [Dubbo - Ballimore]
Golden Highway, [Ballimore - Merriwa]
Ringwood Road, Merriwa
Wollara Road, Merriwa
End: Goulburn River Solar Farm, Wollara Road, Merriwa NSW

Road conditions

CITY OF PORT ADELAIDE ENFIELD

(1) Da PAE - Report of damage - In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with The City of Port Adelaide Enfield traffic team via (08) 8405 6600.

A written statement of the damage must be recorded and provided in writing to the road manager via e-mail to Service@cityofpae.sa.gov.au prior to repairs of the damaged infrastructure or asset.

the damaged asset must be repaired/replaced at the Applicant's expense with all work completed to Council's satisfaction as a matter of urgency.

(2) P2E1 - A minimum of two Pilot vehicles plus one Escort vehicle are required.

Department for Infrastructure and Transport (DIT)

(1) BR05 - The heavy vehicle when travelling on GAWLER BYP/STURT must reduce speed to 10 KPH over structure at RAILWAY (GENESEE & WYOMING), AT WILLASTON, Longitude:138.73082, Latitude:-34.59207.

(2) BR05 - The heavy vehicle when travelling on STURT HWY must reduce speed to 10 KPH over structure at 1.27 KM NORTH OF RN4381, MALLALA - GAWLER, Longitude:138.74640, Latitude:-34.57171.

(3) BR05 - The heavy vehicle when travelling on STURT HWY must reduce speed to 5 KPH over structure at KAPUNDA - GREENOCK (RN4366), 0.32KM NORTH-EAST OF RN43611, SEPPELTSFIELD CONNECTOR,

Longitude:138.91802, Latitude:-34.46772.

(4) PE02 - For daytime travel

A minimum of two Pilot vehicle(s) and no Escort vehicle(s) are required.

(5) PE03 - For night-time travel

A minimum of two Pilot vehicle(s) and three Escort vehicle(s) are required.

(6) PE05 - In addition to the standard number of Pilot and Escorts indicated or expressed within this exemption, a minimum of no additional Pilot vehicle(s) and one additional Escort vehicle(s) are required between The Start (Adelaide metro) and the Penfield Interchange on the Northern Expressway (DAYLIGHT HOURS).

(7) PE06 - Police Escort - In South Australia, where an escort is required, it means a police escort. Time and days of travel will be at the discretion of the SA Police Escort Section. To arrange Police Escorts please phone Police Escort Section on phone 08 8207 6035. If unable to obtain police on the above number please phone SA Police on Phone No 131 444

(8) PE17 - Pilot and Escort Operating Conditions

The pilot vehicle/s driver/s must operate in accordance with, and carry a copy of the booklet titled Escorting Guidelines for Oversize and Overmass Vehicles and Loads, published By DPTI and must be produced when requested by a HVNL Authorised Officer under the Heavy Vehicle National Law (South Australia), or a Police Officer.

(9) PE24 - Laden Width - When the class 1 heavy vehicle and/or load exceeds 4m in width, operator must have SA Police in attendance to preserve safety and direct traffic whilst travelling over the following structure(s) -

1) Swanport Bridge - Murray Bridge Police 2) Berri Bridge - Berri Police 3) Blanchetown Bridge - Blanchetown Police 4) Kingston Bridge - Barmera Police 5) Port Augusta Rail Bridge (2.5km southeast of Joy Baluch Am Bridge, Port Augusta) – Port Augusta Police

To arrange Police Escort at the above site(s) please phone 131444

Prior arrangement is required in order to avoid delays.

(10) TP01 - It is requirement to contact SA Power Networks (SAPN) if your load exceeds 4.6m high. If a written over height clearance is issued by SAPN, it must be carried at all times and all conditions stated in that clearance must be adhered to.

Note - if a SAPN escort is required then transport is restricted to a specific date and time and two SA police escorts and two pilot vehicles are required to accompany the vehicle/load at all times.

Note - if a SAPN observer is required to accompany the vehicle/load and travelling in the Adelaide metropolitan area on the '4.0 wide load carrying vehicle' published heavy vehicle network on the National Network Map, then a minimum of one pilot vehicle is required to accompany the vehicle/load at all times to preserve safety and minimise risks.

Department of Transport and Planning

(1) BR01 - 1. STURT HWY over MURRAY RIVER FLOODPLAIN @ 0.13km (SN7191) [VSD 3D4] - Straddle centreline of bridge

(2) COT09 - Laden Height

When laden combination height exceeds 4.8m the item must be carried on a trailer where the laden deck height does not exceed 1.2m.

(3) COT13 -

For Portable Building and House Movements the following conditions apply -

(a) The building and or any underframe shall be positively located on the vehicle frame and secured in accordance with the guidelines detailed in the 'Load Restraint Guide' Published by the Australian Government Publishing Services.

(b) No part of any underframe or cross member support shall protrude laterally more than 50mm from any outside wall of the building directly above it.

(c) Window openings with broken glass, cracked glass, or louvre blades of glass shall have all glass removed before travel, or shall be totally covered by timber or other suitable solid material.

(d) Windows must be crossed taped with 50mm duct tape and secured to withstand transportation forces.

(e) Loose guttering, roofing sheets, wall siding, material or doors shall be secured prior to travel.

(f) Pilot vehicles, where required, are to remain in position ahead of and behind the load, and must not stop for the purpose of replacing signs, posts, etc.

(4) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

(a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic

(b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed

(c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern

(d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles

(e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(5) LEDD01 - Heavy Vehicle Movement - Assessing routes for potential disruptions and damage including advanced notification

(1) Before the heavy vehicle is driven along the approved route, the driver and operator must be satisfied that the vehicle can be driven along it without contravening subsection 2, 3 or 4

(2) The driver and operator must be satisfied that there is no impediment to the requested movement by ensuring that relevant affected parties such as residence or industry are notified in writing of the movement no less than 24 hours prior to the movement schedule.

(3) The heavy vehicle must not be driven along a route if to do so would be likely to cause;

(a) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services) or

(b) damage to road side furniture, roads (including a bridge), structure, rail crossing or tree (relevant property).

(4) Subsection (3) does not apply if the entity responsible for the relevant services or relevant property has given permission for the vehicle to travel along the route, and the vehicle is driven in accordance with the permission.

(6) PE01 - A minimum of two Certified Pilot vehicle(s) and no Escort vehicle(s) are required.

(7) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/ escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these assets.

(8) RNOT01 - The heavy vehicle is approved for a specific number of trips along the nominated route. Approved number of trip/s 4.

(9) RNRT01 -

The heavy vehicle combination is not permitted for return trip 1334986r1v1

(10) VR01 -

Steerable Axles - class 1 heavy vehicle

(1) This section applies to the heavy vehicle that is an oversize vehicle combination consisting of a prime mover and trailer that is in excess of 30.0m in length.

(2) The heavy vehicle trailing unit must be fitted with a steerable axle or steerable axle group.

(11) VR04 -

Non-conductive skid rails in accordance with electricity authority requirements must be attached on to the top of the load, in the direction of front to rear for the entire length of the load when the vehicle height exceeds:

(a) 4.8m under tram wires, and

(b) 5.0m under railway wires, electricity authority and telecommunication wires.

(12) VRPE01 - In Victoria a Certified Pilot Vehicle Driver (CPVD) is a Level 2 pilot that has obtained and holds the appropriate level of training through a Registered Training Organisation (RTO) and has a full and valid drivers licence.

(13) VRTP07 - Permission must be obtained and carried from the Department of Transport and Planning (DTP) before traversing any railway or tramway track where the heavy vehicle overall combination dimensions exceed the following:

Railway Track - Width over 5.0m, height over 4.9m and length over 26.0m.

Tramway Track - Width over 3.0m, height over 4.3m and length over 26.0m.

Refer to https://www.vic.gov.au/over-dimensional-load-permits to apply for an Over Dimensional Load Permit.

Permit applications must be submitted at least Fifteen business days before the intended crossing date unless discussed with the department. This is to ensure that the route, intended travel date and time is suitable for the transport task. For further information email: odlpermit@transport.vic.gov.au.

Regulator

(1) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

(a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic

(b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed

(c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern

(d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles

(e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

Transport for New South Wales (TfNSW)

(1) COT13 -

For Portable Building and House Movements the following conditions apply -

(a) The building and or any underframe shall be positively located on the vehicle frame and secured in accordance with the guidelines detailed in the 'Load Restraint Guide' Published by the Australian Government Publishing Services.

(b) No part of any underframe or cross member support shall protrude laterally more than 50mm from any outside wall of the building directly above it.

(c) Window openings with broken glass, cracked glass, or louvre blades of glass shall have all glass removed before travel, or shall be totally covered by timber or other suitable solid material.

(d) Windows must be crossed taped with 50mm duct tape and secured to withstand transportation forces.

(e) Loose guttering, roofing sheets, wall siding, material or doors shall be secured prior to travel.

(f) Pilot vehicles, where required, are to remain in position ahead of and behind the load, and must not stop for the purpose of replacing signs, posts, etc.

(2) NSWOSOMRIM - NSWOSOMRIM

If your combination exceeds five (5) metres wide and/or 30m long and/or five (5) metres high and/ or mass covered under the National Class 1 Load Carrying Vehicle Mass Exemption Notice you are required to obtain consent (approval) from the relevant Rail Infrastructure Manager (RIM) prior to travel over any rail infrastructure (level crossing and/ or bridge over rail). These approvals must be carried and produced on request by an authorised officer. Contact details can be found at https//www.nhvr.gov.au/road-access/access-management/third-party-approvals This requirement is in addition to any condition/s listed on the National Network Map

(3) RMSBS01 - The operator is only permitted to carry one (1) building section per trip.

(4) RMSCO01 - The permitted heavy vehicle combination must comply with the conditions of access located within “Schedule 2 New South Wales” forming part of the “National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025 (No.1)" located at https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices. The permitted heavy vehicle combination must also operate in accordance with "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.transport.nsw.gov.au).

(5) RMSCO02 - In addition to the pilot and escort requirements contained in the "New South Wales Class 1 Load Carrying Vehicle Exemption Notice 2023 (No.1)", the operator must comply with the pilot and escort requirements listed in the "New South Wales Class 1 Load Carrying Vehicle Operator’s Guide" document (available at www.nhvr.gov.au), and "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.rms.nsw.gov.au).

(6) RMSCT01 - Convoy travel is not permitted on state authority roads within NSW.

(7) RMSEI01 - In the event of an emergency or incident, the Traffic Management Centre (TMC) must be contacted Ph. 1800 679 782 to enable any necessary warnings to be issued to minimise the impact to other road users.

Upper Hunter Shire Council

(1) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with the Infrastructure Services Department of Upper Hunter Shire Council via 0265 401 100 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

Travel conditions

CITY OF PORT ADELAIDE ENFIELD

(1) Peak CFW - No access to any roads on the route belonging to the City of Port Adelaide Enfield between the hours of 7.00am to 9.00am and 4.00pm to 6.00pm, Monday to Friday inclusive.

Department for Infrastructure and Transport (DIT)

(1) DPTIRC01 - The Department of Infrastructure and Transport (DIT) provides road and traffic information to all road users. On the Traffic SA website at www.traffic.sa.gov.au you will find information about planned roadworks, road closures and traffic alerts. The website also contains information about roads and traffic during incidents and emergencies that may impact road users.

Prior to travelling, please check the Traffic SA website for the latest update information to ensure the vehicle combination listed in this permit can travel and is safe to do so. There may be road works that will inhibit travel.

Note: If travelling on outback roads please also check www.dpti.sa.gov.au/OutbackRoads for additional traffic information.

(2) DPTIRT01 - Travel Restrictions Adelaide Metropolitan Area -

No access between the hours of 0700-0900 and 1600-1800, Monday to Friday inclusive

The 'Adelaide Metropolitan Area' map can be viewed at the following link https://www.sa.gov.au/topics/driving-and-transport/heavy-vehicles/operating-a-heavy-vehicle/approved-areas-and-routes-maps

(3) RI16 - On the nominated route the driver must observe all overhead obstructions. Even though the stated overall height has been approved on the permit route, there is roadside furniture such as cantilever gantries, road signage, VMS boards etc that overhang onto the road space that may exceed the maximum clearance permitted on the permit. Caution must be taken to manoeuvre around these structures as the overall height may exceed the maximum clearance permitted on the lane/s under these structures. For further information please contact the Road Access Unit on 1300 310 505.

(4) RT03 -

Time of travel - Daytime & Nighttime

The class 1 heavy vehicle is permitted to travel during daylight and night hours.

Department of Transport and Planning

(1) VRRT01 - A heavy vehicle combination with an overall height exceeding 4.6m must not travel during night hours outside the Melbourne and Geelong urban areas. This restriction is defined on the Oversize & Overmass (OSOM) network map via the following links

- Classification of zones in the VICTORIAN OSOM Network Map https://maps.nhvr.gov.au/?view=Category&viewBy=Networks&exemptionSetId=-6&networkIds=%5B243%5D&networkLayerContext=NATIONAL_MAP

- OD Route Network Map https://nhvr.maps.arcgis.com/apps/webappviewer/index.html?id=8d4b64eef25c4f0384bc7674e3b01bd4

In this section night hours means between the hours of sunset to sunrise.

(2) VRRT04 - A heavy vehicle combination must not travel on a major road, the Calder Highway, the Hume Highway, the Northern Highway, or a freeway outside the Melbourne and Geelong Urban areas during the Christmas holiday period.

In this section the "Christmas holiday period" means from the 23rd of December to the 3rd of January inclusive.

In this section the Melbourne and Geelong Urban areas are defined on the Oversize & Overmass (OSOM) network map via the following links

- Classification of zones in the OSOM Network Map

https://maps.nhvr.gov.au/?view=Category&viewBy=Networks&exemptionSetId=-6&networkIds=%5B243%5D&networkLayerContext=NATIONAL_MAP

- OD Route Network Map

https://nhvr.maps.arcgis.com/apps/webappviewer/index.html?id=8d4b64eef25c4f0384bc7674e3b01bd4

(3) VRRT08 - A heavy vehicle combination may travel within Melbourne and Geelong Urban areas during the following time period;

Monday to Saturday inclusive - Permitted from 1:00 am to 5:00 am

Sunday - Permitted from 1:00 am to 5:00 am

Public holiday - Permitted from 1:00 am to 5:00 am

A heavy vehicle combination may travel on a Major Road during the following time period;

Any day - Permitted from Sunrise to Sunset.

Note: This does not include travel from 4:00 pm to Sunset on a public holiday, or the day before or the last day of the holiday period.

A heavy vehicle combination may travel within a Rural Area during the following time period;

Any day - Permitted during daylight hours only.

In this section a "Major Road" includes the Bass Highway, Calder Highway and Freeway between Diggers Rest and Bendigo, Goulburn Valley Highway, Great Alpine Road, Maroondah Highway outside the Melbourne Urban Area, Maroondah Link Highway, Mclvor Highway, Midland Highway (between the Calder Highway and Mansfield), Midland Highway (between Gheringhap and Sebastopol), Midland Link Highway, Northern Highway (between Wallan and Heathcote), Princes Highway (between Traralgon and New South Wales border), Princes Highway (between Waurn Ponds and South Australian border), South Gippsland Highway and Freeway (outside the Melbourne Urban Area), Western Highway (between Burrumbeet to South Australia border), Melba Highway and the Warburton Highway.

In this section "holiday period" means a period of three or more consecutive days consisting of a State-wide school holiday, a public holiday, or a Saturday, or a Sunday. Further clarification on a "holiday period" can be obtain via the following links

Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice

https://www.nhvr.gov.au/files/c2016g00970-multi-state-class-1-load-carrying-vehicles-dimension-exemption-notice-2016-no1.pdf

Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Amendment Notice

https://www.nhvr.gov.au/files/c2017g01306-multi-state-class-1-load-carrying-vehicles-dimension-exemption-amendment-notice-2017-no1.pdf

In this section "daylight hours" means between the hours of sunrise to sunset

(4) VRTR01 - The heavy vehicle operator must access the VicRoads VicTraffic (https://traffic.transport.vic.gov.au/) and Victoria's Big Build websites (https://bigbuild.vic.gov.au/disruptions) prior to commencing travel to ensure there are no road closures or travel conditions that affect clear passage for the transport task. In the event that such conditions and unforeseen closure arise, travel is suspended until confirmation can be made of clear passage or an approved alternative provided.

Transport for New South Wales (TfNSW)

(1) ARTC01 - Operators are required to carry an up-to-date Australian Rail Track Corporation Ltd (ARTC) rail clearance prior to travel over any Australian Rail Track Corporation (ARTC) managed infrastructure and comply with all conditions stated in that clearance. A copy of this approval must be carried with this permit.

All conditions imposed by ARTC must be adhered to.

ARTC contact details can be found on the NHVR Third Party website: https://www.nhvr.gov.au/road-access/access-management/third-party-approvals.

(2) NSWLIVETRAFFIC - TfNSW Live Traffic must be checked prior to departure, if there are any road works and/or restrictions along the planned route the operator must ensure that they can travel along the route without causing damage or disruption.

Please Note

Class 1 vehicles travelling under a Permit MUST NOT travel off the approved route listed in the permit unless an updated permit is obtained from the NHVR.

(3) RT16 - The heavy vehicle is not permitted to travel on George Chaffey Bridge on Sturt Highway over the Murray River Monday to Friday between 8.00am to 10.00am and 3.00pm to 6.00pm .

Vehicle conditions

Regulator

(1) LE14 - A class 1 heavy vehicle operating under this permit must comply with the conditions stated within Divisions 1, 2 and 5 of Schedule 8 of the Heavy Vehicle National (Mass, Dimension and Loading) Regulation, unless otherwise expressly exempted by a stated condition in this permit.

(2) LEHRAM - A class 1 Heavy Vehicle operating in New South Wales under this permit may operate with additional mass on the steer axle.

Exemption to Heavy Vehicle National (Mass, Dimension and Loading) Regulation is dependent upon compliance with the conditions of access stated within:

- **New South Wales Class 1 Load Carrying Combination (Hunter Region) Mass and Dimension Exemption Notice - Section 10 (1) a) or b)**

(3) LEMSAM -

A class 1 Heavy Vehicle operating in New South Wales under this permit may operate with additional mass on the steer axle.

Exemption to Heavy Vehicle National (Mass, Dimension and Loading) Regulation is dependent upon compliance with the conditions of access stated within:

(1) **Multi-State Class 1 Load Carrying Vehicle Mass Exemption Notice 2023 - NSW Schedule 1 - Section 5 (1) a) or b)**

(4) LEOL - Other Laws and Legislation

Nothing within this permit exempts the driver or operator of the permitted heavy vehicle from complying with legislation regulating the use of heavy vehicle. This includes but is not limited to conditions applied within the vehicles registration, compliance with sign posted restrictions, traffic law or compliance with lawful directions of authorised officer.

continued on next page...

Permit number

1334986V1

The driver of the heavy vehicle who is driving a vehicle that is subject to a permit issued under the HVNL must keep a copy of the permit for the exemption in the driver's possession.

The driver or operator of a heavy vehicle being used on a road that is subject to a permit issued under the HVNL must not contravene a condition of the permit.

The driver or operator must comply with the provisions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation unless anything contrary is applied within this permit.

It is an offence to operate a vehicle at a mass limit greater than indicated by an official traffic sign.

Declaration

Signed:

NHVR Delegate

Dated: 22-Nov-2025

Associated documents

N/A

END OF DOCUMENT

HARRISONS BUILDING SERVICES

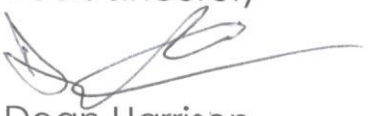
HARRISONS BUILDING SERVICES PTY LTD
9 Martin Street, Ryde, NSW 2112
Mobile: 0414 432 805 Ph/fax: 02 9807 1187
Email: info@harrisonsbuildingservices.com.au
Licence: 251937C ABN: 90 158404132

To Whom It May Concern;

Dean Harrison from Harrisons Building Services, hereby states that the building subject to this movement is structurally sound and is fit for transport by road from the starting point to the intended destination on a purpose built hydraulic house trailer.

The building structure has been additionally modified in the way of extra supporting walls, and bracing the windows have been taped or removed and openings covered.

Yours sincerely



Dean Harrison

Our Reference: HLHBT-169809481

Date 01/05/2025

To: McDONALD Contracting Pty Ltd
Attention: Mr. STEPHEN JONES
42A Torkington Rd,
Londonderry
NSW 2753

erial Asset Co-ordination Team

High Loads
P.O Box 408
Launceston TAS 7250
Fax 07 3013 2607
Email:
High.Loads.Telstra@team.telstra.com

Dear Mr. JONES,

Letter outlining process to move a vehicle and/or load of excess weight and/or dimensions.

You have contacted Telstra in relation to McDONALD Contracting Pty Ltd moving vehicle/s and/or load/s of excess weight and/or dimensions within the boundaries of Australia (all states and territories including Tasmania) during the next twelve months.

Contact with overhead lines/cable may occur or is possible

Telstra Corporation Limited grants approval for McDONALD Contracting Pty Ltd to move vehicle/s and/or load/s of excess weight and/or dimensions state boundaries of Australia (all states and territories including Tasmania) until 01/05/2026 ('Indivisible Load Transport') providing the following conditions are met -

- your vehicle/load not coming into contact with Telstra overhead lines/cable;

due care being exercised which includes McDONALD Contracting Pty Ltd undertaking a prior inspection of the actual route to ensure that there be no direct contact between Telstra plant (either overhead or on the ground) and the vehicle and/or its load;

McDONALD Contracting Pty Ltd accepts full liability and indemnifies Telstra against loss suffered by Telstra, including customer claims caused by any service disruption, arising from the Indivisible Load Transport; and

- Telstra Corporation Limited may revoke this approval at any time if the conditions above are not adhered to.

This letter is countersigned in acknowledgment of the above terms and returned to Telstra at the above address.

Appendix E.2 Civil Heavy Vehicles Transport Management Plan

While an OSOM Transport Management Plan is not required for the Cable Trailers, as they are not classified as high-risk, the Gazette permit exemption (below), along with the additional transport management provisions outlined in Section 5.9.2, satisfies the B10(e)(xvi) requirements for a traffic management system applicable to heavy vehicles requiring escort that are not considered high-risk OSOM.

15 October 2025

Information Sheet - National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025

Background

Eligible Class 1 Load Carrying Vehicles (LCVs) may operate under the National Class 1 Load Carrying Vehicle Notices. There is one for mass and another for dimension:

- *National Class 1 Load Carrying Vehicle Mass Exemption Notice 2025 (No.1)*
- *National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025 (No.1)*.

Purpose

This information sheet outlines the requirements to operate under the *National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025 (No.1)* or the **Dimension Notice**.

The Notice applies in the following participating jurisdictions: the Australian Capital Territory (ACT), New South Wales, Queensland, South Australia and Victoria.

Eligible vehicles

The Notice applies to an LCV that is comprised of:

(a) a truck; or
(b) a truck and trailer combination; or
(c) a prime mover towing –
  (i) a low loader; or
  (ii) a low loader dolly and a low loader; or
  (iii) a semitrailer; or
  (iv) a jinker trailer.

In Queensland, additional eligible vehicles are:

(a) A prime mover towing –
  (i) a house removal trailer; or
  (ii) a load platform; or
  (iii) a low loader dolly and a platform; or
  (iv) an extendable trailer; or
  (v) a low loader dolly and a jinker trailer.

Application and operating conditions

Each participating jurisdiction has differing application and operating conditions. These include, but are not limited to:

- vehicle characteristics
- areas or routes
- pilot and escort requirements
- travel restrictions on networks.

It is highly recommended that operators familiarise themselves with the Notice, schedule of operation and any additional documents required.

Network access

In compliance with the **Dimension Notice**, each participating jurisdiction has nominated permitted routes and areas. Travel conditions and restrictions may apply.

Note: Most networks are available on the NHVR National Network Map.

ACT

- ACT Load Carrying Vehicles Stated Routes and Areas document.

New South Wales

- New South Wales Oversize Overmass Load Carrying Vehicles Network Approved Roads (includes 4.6m High Vehicle Network).

Note: New South Wales Class 1 Load Carrying Vehicle Operator's Guide is available.

Queensland

- All roads (subject to compliance with the Queensland Excess Mass and Dimension Conditions; and the Access Conditions Guide; and the Pilot and Escort Guideline as it relates to Load Carrying Vehicles).

South Australia

- 23m 42.5t Low Loader 24-hr
- 23m 42.5t Low Loader Day Only
- 25m 59.5t Low Loader
- 4.0m Wide Load Carrying Vehicle
- 4.6m Wide Load Carrying Vehicle

Note: South Australia Load Carrying Vehicles Operator's Guide is available.

Victoria

- Victoria's Oversize/Overmass (OSOM) Network.

Frequently Asked Questions

Do I need to carry the Notice?

No, it is not a legal requirement to carry the Notice.

Where can I find the list of other conditions?

Please visit the NHVR website and download the National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025 and refer to the Schedule of the state or territory in which you wish to operate. The Schedule and body of the Notice will have all the conditions with which you need to comply, as well as links to additional documents (if applicable).

I would like to operate on routes not included in networks under this Notice. What do I need to do?

You will need to submit a Class 1 permit application via NHVR Go.

Where do I find contact details for (other entity/third party) organisations mentioned in the Notice?

Contact information for access-related organisations can be found at https://www.nhvr.gov.au/access-contacts.

Can I carry more than one large indivisible item?

Yes, however the vehicle together with its load must comply with general mass limits and must not exceed a prescribed dimension requirement applying to a vehicle that carries only one large indivisible item.

Please see the Multiple Loads on Class 1 Load Carrying Vehicles for more details. More information can be found in Schedule 8 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation.

Can I operate an eligible vehicle higher than 4.6m at night in Victoria outside of urban areas?

Section 7 of Schedule 8 of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation states that a Class 1 vehicle that, together with any load, is wider than 3.1m or longer than 22m must not, while being used at night:

- travel outside an urban area; or
- travel in an urban area without a pilot vehicle.

Section 6 of the Victorian Schedule to the notice permits Class 1 heavy vehicles higher than 4.6m to operate at night on all Victorian freeways and highways as well as in the Melbourne and Geelong urban areas. This is in addition to Class 1 heavy vehicles operating during daylight areas according to the times mentioned in the section.

What are the maximum daytime and nighttime dimension limits in Queensland for rigid trucks and truck and trailer combinations?

The maximum dimension for a rigid truck in Queensland operating day or night is 12.5m, and the maximum dimension for a rigid truck and trailer combination in Queensland operating day or night is 19m.

Contact us

If you have any further questions or require additional information, please don't hesitate to contact us.

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

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

Summary of allowances

Disclaimer ***The allowances in this table are subject to conditions including but not limited to trailer configuration, travel restrictions, pilot and escort requirements and may differ between states and territories. Dimensions given may reflect the maximum permissible for certain vehicle configurations. Please check the notice for the maximum allowable for your vehicle. Please refer to the Notice as the source of truth.***	 **ACT**	 **NSW**	 **QLD**	 **SA**	 **VIC**
Laden maximum width (m)	**5.0**	**5.0**	**5.5**	**4.6**	**5.0**
Unladen maximum width (m) for low loader, low loader dolly, or jinker	For New South Wales and Queensland: a) 2.5m where there are 4 tyres on each axle; or b) 2.7m where there are 8 tyres on each axle. In addition to the above, for Queensland only: c) 3.5m for a load platform where the ATM is 100t or greater; or d) 3.5m for a house removal trailer; or 3.5m for a load platform or module used to form a load platform.				
Maximum height (m)	**5.0**	**5.0**	**5.0**	**5.0**	**5.0**
Maximum length (m)	**30.0**	**30.0**	**35.0**	**30.0**	**30.0**
Maximum rear overhang[1] (m)	5.5 (@ 25m long) to 7.6 (@ >29m long)	5.5 (@ 25m long) to 7.5 (@ >29m long)	6.82 (@ 25m long) to 7.6 (@ 28m long)	5.5 (@ 25m long) to 7.6 (@ >29m long)	5.5 (@ 25m long) to 7.6 (@ >29m long)
Deck height requirement for loaded vehicles?	A loaded vehicle higher than 4.8m must carry its load on an eligible vehicle or trailer with a deck height no more than 1.2m above the ground.				
Maximum length/ width before pilot vehicle required (daytime, non-metro areas)	25m/3.5m	26m/3.5m	25m*/3.5m	20m/3.0m^ 26m/3.5m^^	26m/3.5m

[1] Lesser of this number or 25% of overall length

* A prime mover towing a low loader with or without a low loader dolly or an extendable trailer may travel on approved B-double or road train routes to a maximum length of 26m.

^ These pilot vehicle requirements apply for travel in the Adelaide Hills Area.

^^ These pilot vehicle requirements apply in the South Australia Country Zone.

Appendix E.3 Transformer (high risk OSOM) Transport Management Plan: Goondawindi to Five Mile Rest Area

Transport Management Plan

QLD/NSW Border TO Five Mile Rest Area

Goulburn River Solar

1. Movement Details

Load
Power Transformer
Shipping Dimensions: 11.85mL x 5mW x 4.6mH
Shipping Weight: 253.5 ton

Dimension of Combination
Length: 135m (5 x Block Truck)
Width: 6m
Height: 5.2m
Total Mass: 591.5t

Proposed Commencement Date & Times
ETA of vessel – 1st February 2026
Delivery Date: TBC

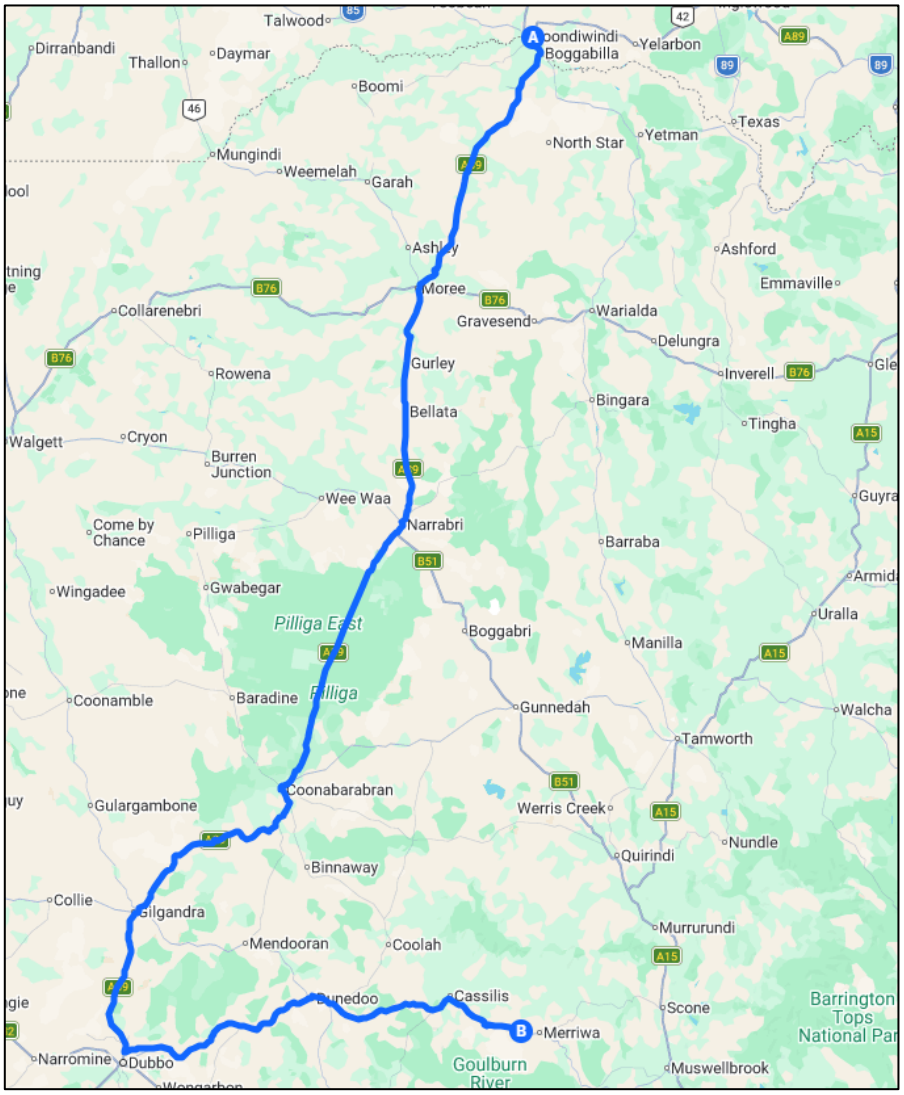
Proposed Route:
NHVR Journey Planner Link
2OXWI-9 v5

Google Maps Link
https://www.google.com/maps/d/edit?mid=1J0Xy2OWngTALOstrXX4qqYmzdHwF56M&usp=sharing
Distance of movement: **685.86 Km**

Third Party Approvals
Essential Energy – Approved
ARTC – Approved (Rail protection required)
UGL – Pending Approval

Applicant Details
Operator: Overdimensional Lift and Shift
Contact: Dion Le Grove
Phone: 0439 039 795
E-mail: dion.legrove@odls.com.au

Route Summary



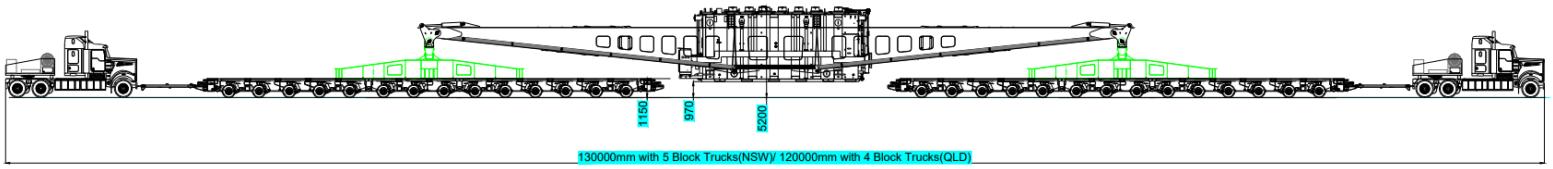
Start: QLD.NSW Border, Newell Highway, Goondiwindi QLD 4390

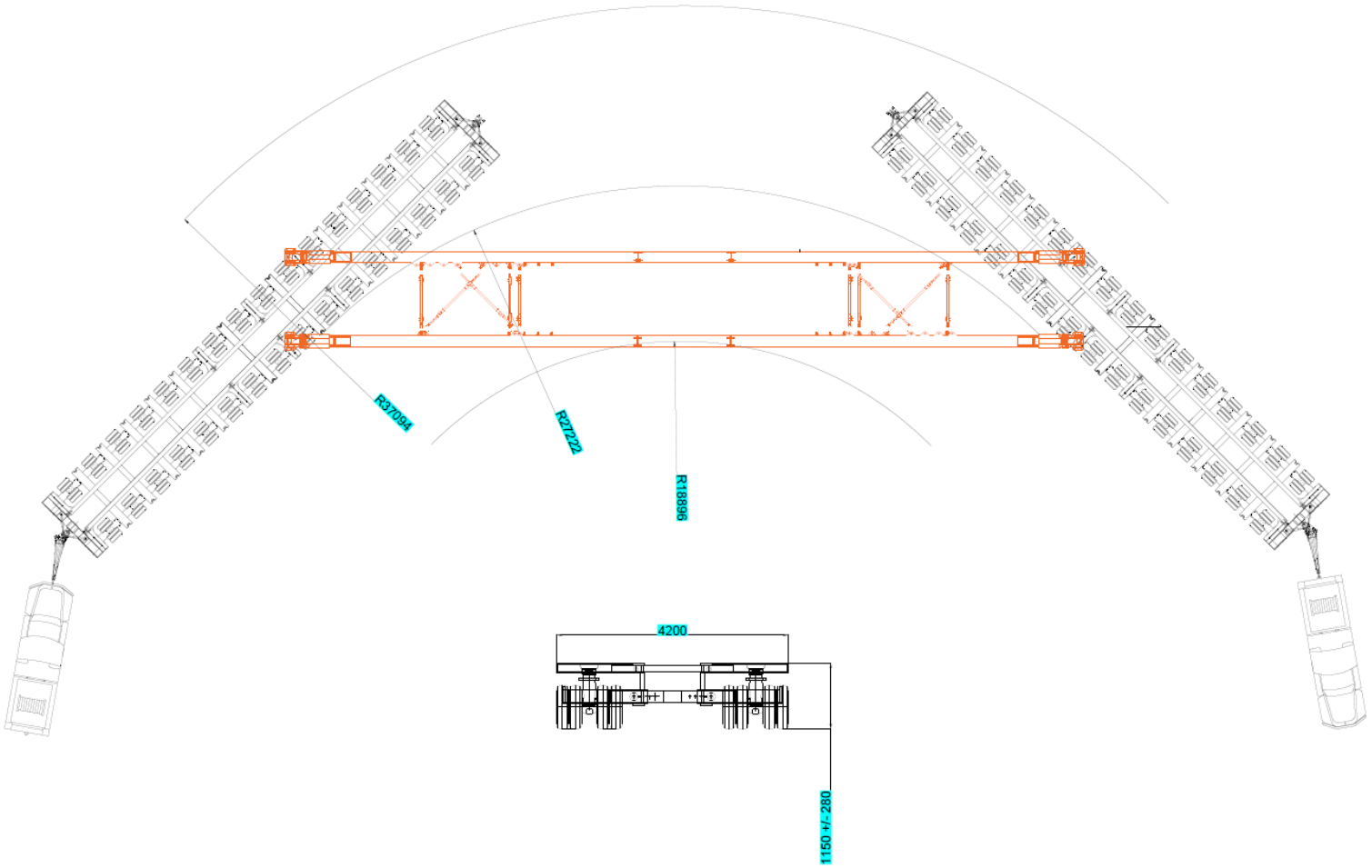
Newell Highway [Tulloona - Moree], Lou Swan Way – Moree, Greg Jones Bridge – Moree, Narrabri Road – Moree, Newell Highway [Moree - Gurley], Gurley Street – Gurley, Newell Highway [Gurley - Bellata], Railway Parade – Bellata, Newell Highway [Bellata – Narrabri], Barwan Street – Narrabri, Killarney Street – Narrabri, Tibbereena Street – Narrabri, Dangar Street – Narrabri, Cooma Road – Narrabri, Newell Highway [Narrabri – Coonabarabran], Gardener Street – Coonabarabran, Saleyard Road – Coonabarabran, Namoi Street – Coonabarabran, Edwards Street – Coonabarabran, Newell Highway [Coonabarabran - Gilgandra], Jack Renshaw Bridge – Gilgandra, Newell Highway – Gilgandra, Castlereagh Street – Gilgandra, Newell Highway [Gilgandra - Dubbo], Purvis Lane – Dubbo, Yarrandale Road – Dubbo, Cobbora Road – Dubbo, Dunedoo Road [Dubbo - Ballimore], Golden Highway [Ballimore - Dunedoo], Bolaro Street – Dunedoo, Sullivan Street – Dunedoo, Golden Highway – Dunedoo, Wilga Street – Dunedoo, Golden Highway [Dunedoo - Merriwa]

End: Golden Hwy, Merriwa NSW 2329 (Five Mile Rest Area)

88-98 Hallam Valley Road, Dandenong South, VIC 3175
PO Box 4376 Dandenong, VIC 3164
Tel: (03) 9791 7654 Fax: (03) 9791 7667
www.odliftandshift.com.au

Vehicle Details





Loaded Axle Mass and Spacing Details

Axle - Axle #	No. Tyres	Spacing	Axle group mass	Tyre size	Steerable	Ground contact width
	Block truck 1-2 axle					
Steer - 1	2		6t	295mm	Yes	2.4m
Drive - 1	4	3.4m		279mm	No	2.4m
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m
	Block truck 1-2 axle					
Steer - 1	2	4m	6t	295mm	Yes	2.4m
Drive - 1	4	3.4m		279mm	No	2.4m
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m
	Block truck 1-2 axle					
Steer - 1	2	4m	6t	295mm	Yes	2.4m
Drive - 1	4	3.4m		279mm	No	2.4m
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m
	Drawn platform 14 axle					
Trailer - 1	8	6m		215mm	Yes	4.2m
Trailer - 2	8	1.83m		215mm	Yes	4.2m
Trailer - 3	8	1.83m		215mm	Yes	4.2m
Trailer - 4	8	1.83m		215mm	Yes	4.2m
Trailer - 5	8	1.83m		215mm	Yes	4.2m
Trailer - 6	8	1.83m		215mm	Yes	4.2m
Trailer - 7	8	1.83m		215mm	Yes	4.2m
Trailer - 8	8	1.83m		215mm	Yes	4.2m
Trailer - 9	8	1.83m		215mm	Yes	4.2m
Trailer - 10	8	1.83m		215mm	Yes	4.2m
Trailer - 11	8	1.83m		215mm	Yes	4.2m
Trailer - 12	8	1.83m		215mm	Yes	4.2m
Trailer - 13	8	1.83m		215mm	Yes	4.2m
Trailer - 14	8	1.83m	234.5t	215mm	Yes	4.2m
	Drawn platform 14 axle					
Trailer - 1	8	18m		215mm	Yes	4.2m
Trailer - 2	8	1.83m		215mm	Yes	4.2m
Trailer - 3	8	1.83m		215mm	Yes	4.2m
Trailer - 4	8	1.83m		215mm	Yes	4.2m
Trailer - 5	8	1.83m		215mm	Yes	4.2m
Trailer - 6	8	1.83m		215mm	Yes	4.2m
Trailer - 7	8	1.83m		215mm	Yes	4.2m
Trailer - 8	8	1.83m		215mm	Yes	4.2m
Trailer - 9	8	1.83m		215mm	Yes	4.2m
Trailer - 10	8	1.83m		215mm	Yes	4.2m
Trailer - 11	8	1.83m		215mm	Yes	4.2m
Trailer - 12	8	1.83m		215mm	Yes	4.2m
Trailer - 13	8	1.83m		215mm	Yes	4.2m
Trailer - 14	8	1.83m	234.5t	215mm	Yes	4.2m
	Block truck 1-2 axle					
Steer - 1	2	6m	6t	295mm	Yes	2.3m
Drive - 1	4	3.4m		279mm	No	2.4m
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m
	Block truck 1-2 axle					
Steer - 1	2	4m	6t	295mm	Yes	2.4m
Drive - 1	4	3.4m		279mm	No	2.4m
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m

2. Emergency Contacts & Plans

- Police, Fire or Ambulance: 000
- TMC – Transport for NSW: 131 700 OR 1800 679 782
- Transport for NSW (TfNSW) must be contacted via email: roadmanager@transport.nsw.gov.au a minimum five (5) business days prior to proposed travel date.
- GRS Towing: 1300 550 600
- Dubbo Heavy Towing Salvage – 0488 003 595 / 02 6842 2170
- Gillies Enterprises Heavy Machinery Repair (Narrabri/Moree) – 0409 272 940
- In the event of a minor breakdown the combination will continue to a suitable pull over location if safe to do so, which will ensure traffic is not impeded and the relevant repairer contacted or the necessary repairs made on site.
- In the event of a major breakdown or unsafe to travel minor breakdown, the combination will pull over as far left at possible to try to clear the roadway so as to reduce the impediment on passing traffic. Police (if present) will assist in directing traffic around the combination, with pilot vehicles to position at the front and rear of combination to warn traffic.
  The Transport Management Centre (TMC) will be contacted when the road network is impacted. The relevant repairer will then be contacted..
- If ODLS decide that the movement should be suspended as a result of time or potential traffic impacts the trailer with the load will be moved to a safe parking location and the TMC will be notified
- In the event of bad weather such as heavy rain a decision will be made by the company by the afternoon of the movement date. All relevant parties will be notified at this time and a suitable alternative date for the movement will be set if required.
- Where bad weather is encountered along the way the movement is to proceed to the nearest and safest area suitable that can accommodate the load. A decision will be made by the company as to whether the movement is to proceed any further.
- Live Traffic NSW https://www.livetraffic.com/ must also be checked before departure and contact made with road work site representatives along the route using the information and tools provided by Live Traffic to ensure loads can be safely accommodated through the work site.
- Roadwork conflict check to be completed at point of notification of travel

3. Communication Protocol

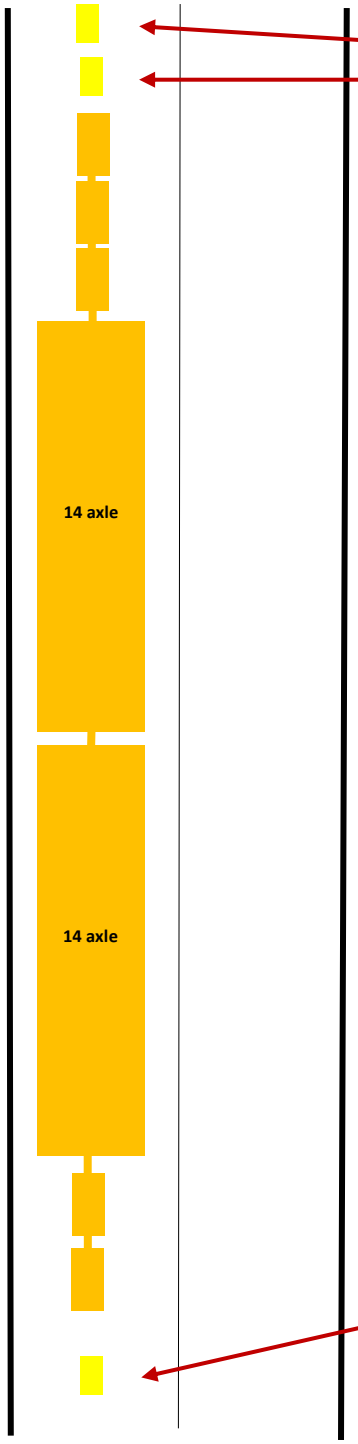
All communications between all parties will occur on UHF 40 unless otherwise specified on night of departure. Before move commences all parties will be informed of this channel in the pre departure meeting along with discussion of the roles of those involved, load measurements and restraint inspection, traffic management plans and escort/ pilot team duties and planning, route discussion including pinch point and pull over location management, emergency management plans, communication checks, TMC contact – at the commencement and conclusion of each stage of movement, and in the event of unplanned incidents and emergency, ensuring all personnel are fit for duties along with all other procedures outlined in this document.

4. Travel Protocol

The truck will travel at a maximum speed of 60kph. This combination will centreline all the bridges on the route with no other vehicles on the bridge at a speed not exceeding 10k/h. If required, the truck will pull over in suitable locations to allow traffic to pass. When the load is on the Freeway, the truck will utilize travelling in emergency lanes and sections with more than two lanes to allow traffic to pass safely *(Identified pullover locations along route Page 34-36).*

The rear pilot will monitor the queue of traffic and the load MUST pull over or slow to allow the backed-up vehicles to pass. Rear pilot will inform all other pilots/Police involved when there has been a lag from last pull over and other cars have been following for a short distance. The driver and pilots will also allow vehicles to pass at any opportunity that allows a safe area for this vehicle and its load to pull over safely and will allow a safe passing point for the passing vehicles. Safe pull over areas can include turn off into Private Roads and/or other roads, Pull over on the shoulder during over taking lanes, designated pull over/ rest stop areas or service stations. Front pilot will determine safe spot to pull over to allow backed up vehicles to pass. This will be a hard stand area, or an area wide enough for the escort to direct vehicles around the combination

5. Pilot and Police Positioning Diagram



Front Pilot(s) – 100 & 500m TO 1000m ahead of load. Task to radio call oncoming traffic and visually pre-warn oncoming traffic. Keep transport crew informed of traffic conditions.

3 pilots will accompany the load using the following configuration:

2 Front Pilots, Block Truck X3, Platform , Platform, Block Truck X2, 1 Rear Pilot

Rear pilot – 50m to 100m rear of load. Task to radio call rear oncoming traffic and visually pre-warn rear traffic. Keep transport crew informed of traffic conditions and monitor transport positioning.

6. Pinch Points – Turn By Turn

Please note: As our overall height is 5.2 metres, we are not concerned with any overhead structures along route. Route has been scoped and overhead approval has also been granted.

Description: Newell Hwy ONTO North St
GPS Co-ordinates: -28.60531, 150.36042
Comment:

Newell Hwy ONTO North St

Description: Rail Crossing – Newell Hwy, Camurra
GPS Co-ordinates: -27.38413, 153.1678
Comment: ARTC approved with conditions – Track Safety escort required


Description: Newell Hwy ONTO Killarney St
GPS Co-ordinates: -30.32048, 149.78195
Comment: *Spotters to be used*

Newell Hwy ONTO Killarney St

Description: Killarney St ONTO Tibbereena St
GPS Co-ordinates: -30.32144, 149.78002
Comment: *Travel on incorrect carriageway. Spotters to be used*

Killarney St ONTO Tibbereena St

Description: Tibbereena St ONTO Newell Hwy
GPS Co-ordinates: -30.32627, 149.78273
Comment: *Spotters to be used*

Tibbereena St ONTO Newell Hwy

Description: Newell Hwy Roundabout
GPS Co-ordinates: -30.34418, 149.76235
Comment: *Travel on incorrect carriageway. Spotters to be used*

Newell Hwy Roundabout 2

Description: Rail Crossing – Newell Hwy, Narrabri
GPS Co-ordinates: -30.34498, 149.76159
Comment: UGL Pending

Description: Newell Hwy Roundabout 2
GPS Co-ordinates: -30.34792, 149.7599
Comment: *Spotters to be used*

Newell Hwy Roundabout 2

Description: Newell Hwy Right Hand Turn ONTO Oxley Hwy/Newell Hwy
GPS Co-ordinates: -31.2456, 149.3133
Comment: *Spotters to be used*

Newell Hwy RHT ONTO Oxley Hwy Newell Hwy

Description: Newell Hwy ONTO Gardener St
GPS Co-ordinates: -31.25921, 149.2862
Comment: *Spotters to be used*

Newell Hwy ONTO Gardener St

Description: Namoi St ONTO Edwards St
GPS Co-ordinates: -31.27879, 149.27425
Comment: *Spotters to be used*

Namoi St ONTO Edwards St

Description: Edwards St ONTO Newell Hwy
GPS Co-ordinates: -31.2774, 149.27883
Comment: *Spotters to be used*

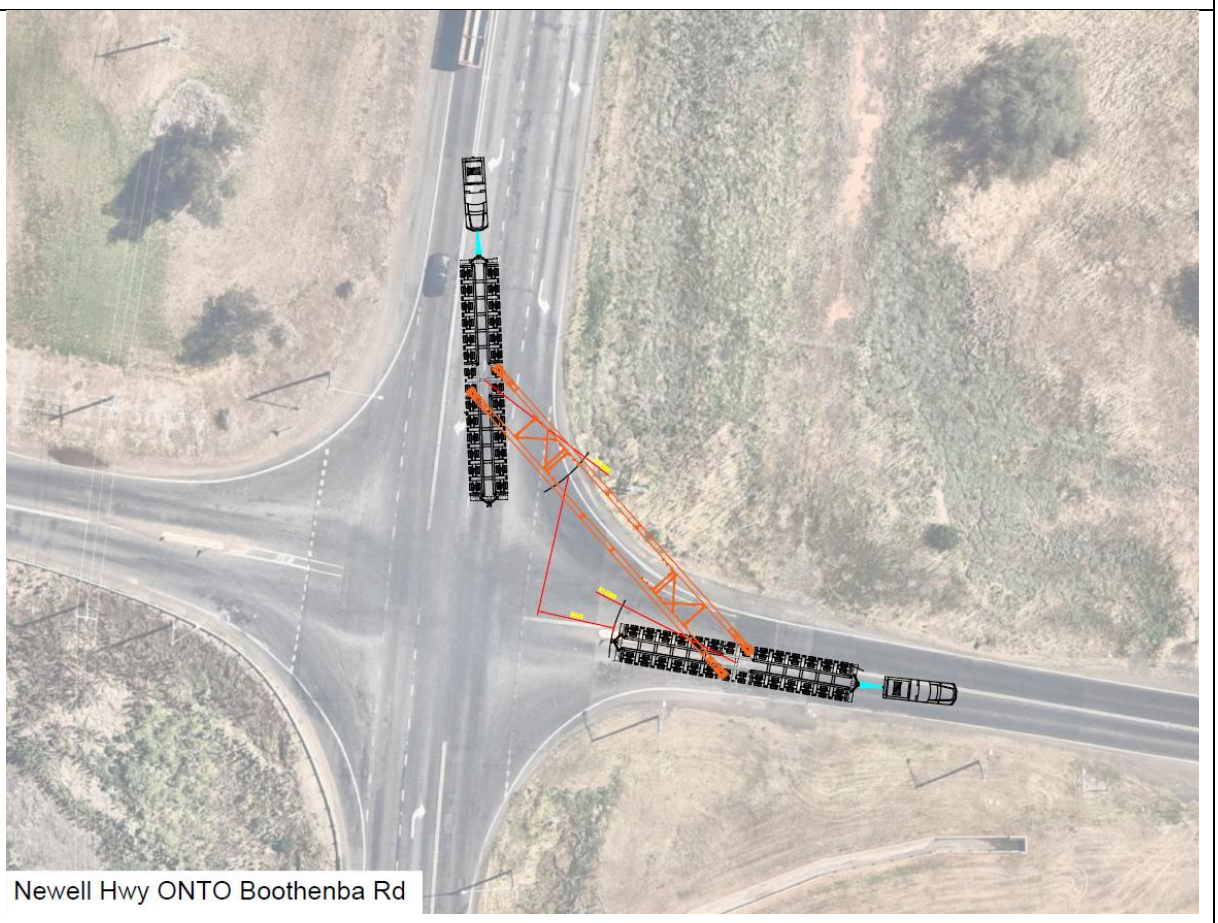
Edwards St ONTO Newell Hwy

Description: Newell Hwy/Oxley Hwy ONTO Castlereagh St
GPS Co-ordinates: -31.71283, 148.66621
Comment: *Spotters to be used*

Newell Oxley Hwy ONTO Castlereagh St

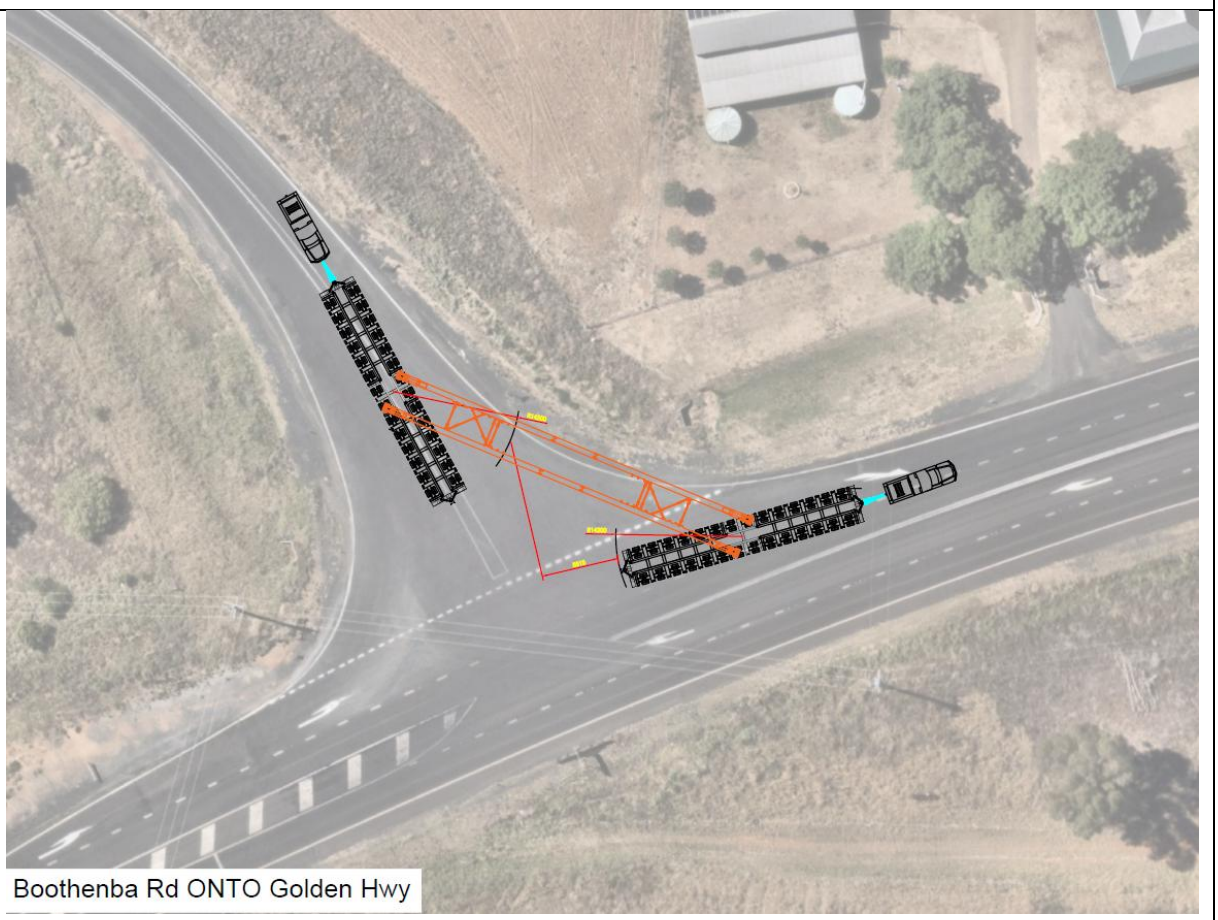
Description: Rail Crossing – Newell Highway, Gilgandra
GPS Co-ordinates: -31.72365, 148.65482
Comment: UGL Pending


Description: Newell Highway ONTO Boothenba Road
GPS Co-ordinates: -32.208, 148.6187
Comment: 137.45m to level crossing



Description: Rail Crossing – Boothenba Road, Dubbo
GPS Co-ordinates: -32.208, 148.6187
Comment: 137.45m from turn off Newell Hwy ONTO Boothenba Rd – UGL Pending...


Description: Boothenba Road ONTO Golden Highway
GPS Co-ordinates: -32.19644, 148.73251
Comment:



Boothenba Rd ONTO Golden Hwy

Description: Rail Crossing - Golden Hwy, Ballimore
GPS Co-ordinates: -32.20309, 148.81212
Comment: ARTC approved with conditions – Track Safety escort required

Description: Rail Crossing – Golden Hwy. Dunedoo
GPS Co-ordinates: -32.0155, 149.40086
Comment: ARTC approved with conditions – Track Safety escort required Spotters to be used

7. Bridge Crossing Procedure -This combination must centreline all the bridges on the route with no other vehicles on the bridge at a speed not exceeding 10k/h. Police to travel forward and stop all oncoming traffic on undivided carriageway. - Front pilot vehicle to move across bridge to assist to warn oncoming traffic and provide information to combination. - Once informed the road is clear of oncoming vehicles, combination is to travel across the bridge at permitted speed. Rear pilot to warn following vehicles not to overtake. This will also be required on dual carriageway bridges. Push Truck to confirm when the combination has cleared the bridge. Police to release any stopped traffic once combination has travelled across the bridge. Following traffic to be monitored and, if significantly built up combination to move into next available rest stop or pull over location.

The following bridge which will require this procedure:

- Whalan Creek, Boggabilla
- Wallaby Creek, Boggabilla
- Mungle Creek, Boggabilla
- Tackinbri Creek, Tulloona
- Croppa Creek, Tulloona
- Nee Nee Creek, Moree
- Gil Gil Creek, Moree
- Bunna Bunna Creek, Moree
- Wallon Creek, Moree
- Marshalls Ponds Creek, Moree
- Gwydir River, Moree
- Skinners Creek, Moree
- Mehi River, Moree
- Hallas Creek, Moree
- Tycannah Creek, Tycannah
- Gurley Creek, Gurley
- Tookey Creek, Bellata
- Boggy Creek, Bellata
- Bulldog Creek, Bellata
- Pan Creek, Edgeroi
- Ten Mile Creek, Edgeroi
- Galathera Creek, Edgeroi
- Spring Creek, Narrabri

Continued Next Page …

- Horsearm Creek, Narrabri
- Narrabri Creek, Narrabri
- Namoi River, Narrabri
- Mallallee Creek. Pilliga
- Timmallallie Creek, Pilliga
- Andys Creek, Pilliga
- Mckenzies Gully. Dandry
- Woolshed Creek, Dandry
- Red Ridge Gully, Dandry
- Dog Trap Creek, Coonabarabran
- Castlereagh River, Coonabarabran
- Billy Kings Creek, Coonabarabran
- Urabrible Creek, Coonabarabran
- Merryula Creek, Coonabarabran
- Wingabutta Creek, Gowang
- Greenbah Creek, Gowang
- Yarragrih Creek, Gowang
- Wallumburrawang Creek, Gowang
- Uargon Creek, Tooraweenah
- Nullen Creek, Tooraweenah
- Biddon Creek, Biddon
- Dustys Creek, Gilgandra
- Five Mile Creek, Gilgandra
- Castlereagh River, Gilgandra
- Marthaguy Creek, Gilgandra
- Oakvile Creek, Eumungerie
- Dohnts Creek, Eumungerie
- Coolbagie Creek, Eumungerie
- Yellow Creek, Eumungerie
- Medway Creek, Brocklehurst
- Mogriguy Creek, Brocklehurst
- Talbragar River, Brocklehurst

Continued Next Page …

- Troy Creek, Dubbo
- Beni Creek, Dubbo
- Plain Creek, Dubbo
- Mitchell Creek, Ballimore
- Ballimore Creek, Ballimore
- Spicers Creek, Ballimore
- Baragonumbel Creek, Elong Elong
- Medway Creek, Elong Elong
- Sandy Creek, Dunedoo
- Isebester Creek, Cobbora
- Edmonds Creek, Dunedoo
- Tucklan Creek, Dunedoo
- Back Creek, Leadville
- Cainbil Creek, Leadville
- Talbragar River, Uarbry
- Sawpit Creek, Cassilis
- Four Mile Creek, Cassilis
- Munmura River, Cassilis
- Borambil Creek, Cassilis
- Willy Wally Creek, Cassilis
- Krui River, Cassilis
- Ginghi Creek, Merriwa
- Killoe Creek, Merriwa
- Bow River, Merriwa

8. Parking & Pullover Locations

Location	*GPS Co-ordinates*
North Star Road Rest Area Newell Hwy, Boggabilla (39.7km from Origin)	-28.84068, 150.2261
Newell Hwy, Tulloona (17.8km from previously listed stop)	-28.94469, 150.09635
Gil Gil Creek Rest Area Newell Hwy, Moree (28.2km from previously listed stop)	-29.18222, 150.0099
Tycannah Rest Area Newell Hwy, Moree (54.1km from previously listed stop)	-29.59883, 149.81248
Tookey Creek Rest Area Newell Hwy, Bellata (32.1km from previously listed stop)	-29.87425, 149.78873
South Narrabri Stopping Bay Newell Hwy, Narrabri (56km from previously listed stop)	-30.34928, 149.75772
Gowan Rest Area Newell Hwy, Coonabarabran (100km from previously listed stop)	-31.23456, 149.31729
Newell Hwy/Oxley Hwy, Gowang (26.3km from previously listed stop)	-31.41445, 149.23019
Spire View Rest Area Newell Hwy/Oxley Hwy, Gowang (17.8km from previously listed stop)	-31.42752, 149.07868
Biddon Rest Area Newell Hwy, Biddon (34.5km from previously listed stop)	-31.56399, 148.79484
Marthaguy Rest Area Newell Hwy, Gilgandra (34.6km from previously listed stop)	-31.81799, 148.63937
Vehicle Inspection Bay Newell Hwy, Dubbo (45km from previously listed stop)	-32.1852, 148.62204
Dunedoo Truck Parking Bay Golden Hwy, Cobbora (68.5km from previously listed stop)	-32.10584, 149.2105
Duffys Rest Area Golden Hwy, Urabry (55.2km from previously listed stop)	-32.06204, 149.69754
Five Mile Rest Area – Configuration Change Golden Hwy, Merriwa (64km from previously listed stop)	-32.13349, 150.27711

88-98 Hallam Valley Road, Dandenong South, VIC 3175
PO Box 4376 Dandenong, VIC 3164
Tel: (03) 9791 7654 Fax: (03) 9791 7667
www.odliftandshift.com.au

Pull Over Points to be utilised in travel protocol (Page7):

- North Star Road Rest Area, Newell Hwy (-28.84068, 150.2261)
- Newell Hwy (-28.94469, 150.09635)
- Kiga Bore Rest Area, Newell Hwy/Talga Lane (-29.03549, 150.05726)
- Gil Gil Creek Rest Area, Newell Hwy (-29.18222, 150.0099)
- Newell Hwy (-29.53873, 149.84422)
- Tycannah Rest Area, Newell Hwy (-29.59883, 149.81248)
- Newell Hwy (-29.61932, 149.79643)
- Gurley St/Newell Hwy (-29.73653, 149.79989)
- Tookey Creek Rest Area (-29.87425, 149.78873)
- Newell Hwy (-30.05437, 149.7898)
- Newell Hwy (-30.15124, 149.81061)
- Newell Hwy (-30.30563, 149.78343)
- Dangar St/Newell Hwy (-30.3303, 149.77582)
- Newell Hwy (-30.34928, 149.75772)
- Newell Hwy (-30.44444, 149.67262)
- Sir William Bridges Rest Area, Newell Hwy (-30.4945, 149.63665)
- Pilliga Rest Area, Newell Hwy (-30.72274, 149.52498)
- Newell Hwy (-30.74212, 149.5149)
- Yamminba Rest Area, Newell Hwy (-30.85404, 149.45719)
- Newell Hwy (-30.92736, 149.43031)
- Newell Hwy (-30.98031, 149.41849)
- Newell Hwy (-31.00948, 149.40786)
- Newell Hwy (-31.03246, 149.39955)
- Newell Hwy (-31.09404, 149.38372)
- Gowan Rest Area, Newell Hwy (-31.23456, 149.31729)
- Newell Hwy (-31.2478, 149.30893)
- Oxley Hwy/Newell Hwy (-31.28242, 149.28274)
- Oxley Hwy/Newell Hwy (-31.36908, 149.2768)
- Oxley Hwy/Newell Hwy (-31.41445, 149.23019)
- Oxley Hwy/Newell Hwy (-31.42752, 149.07868)
- Oxley Hwy/Newell Hwy (-31.44891, 149.0254)
- Oxley Hwy/Newell Hwy (-31.47076, 148.912)
- Mount Pleasant Rest Area, Newell Hwy (-31.51715, 148.82824)
- Oxley Hwy/Newell Hwy (-31.55598, 148.8131)
- Biddon Rest Area, Newell Hwy (-31.56399, 148.79484)
- Yalcogrin Rest Area (-31.6322, 148.73439)
- Oxley Hwy/Newell Hwy (-31.65382, 148.72596)
- Oxley Hwy/Newell Hwy (-31.70313, 148.6796)

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- Castlereagh St/Newell Hwy (-31.71632, 148.65958)
- Newell Hwy (-31.7503, 148.64098)
- Newell Hwy (-31.77196, 148.63916)
- Marthaguy Rest Area (-31.81799, 148.63937)
- Newell Hwy (-32.04179, 148.56702)
- Newell Hwy Parking (-32.1852, 148.62204)
- Newell Hwy (-32.21697, 148.61749)
- Golden Hwy (-32.2357, 148.63705)
- Dunedoo Rd/Golden Hwy (-32.203, 148.71628)
- Dunedoo Rd/Golden Hwy (-32.19774, 148.79934)
- Dunedoo Rd/Golden Hwy (-32.2261, 148.8333)
- Dunedoo Rd/Golden Hwy (-32.22549, 148.85676)
- Dunedoo Truck Parking Bay, Golden Hwy (-32.10584, 149.2105)
- Golden Hwy (-32.03791, 149.30983)
- Castlereagh Hwy (-32.0159, 149.3899)
- Castlereagh Hwy (-32.01563, 149.39756)
- Castlereagh Hwy (-32.01664, 149.44019)
- Golden Hwy (-32.08984, 149.6032)
- Duffy's Rest Area (-32.06204, 149.69754)
- Golden Hwy (-32.05896, 149.90893)
- Golden Hwy (-32.04421, 149.94487)
- Golden Hwy (-32.02285, 149.95922)
- Golden Hwy (-32.05657, 150.04352)

TfNSW RFIs & ODLS Response

1. *Lou Swan Way, Moree- width restrictions. Can you confirm if there is a suitable width on Lou Swan Way to avoid the requirement to traverse the raised medians along this section of the state road network.*

Yes, there is suitable width available for the beam set combination.

2. *Lou Swan Way, Alice Street, Newell Highway- Confirm with swept paths that the clearance is provided to the traffic signals at this intersection.*

We are travelling straight through this intersection narrowest available is 7.0mW no concerns.

3. *Newell Highway, Pilliga- Narrow sealed width. How will this be managed to ensure that heavy vehicles can travel past the transformer without causing fatigue management requirements, as the narrow width does not allow vehicles to travel behind or oncoming to pass. How will this be managed?*

Correct, there are sections of this road that would not be conducive for traffic to pass we will our best to limit any exposure although when transport 500tonne + Its impossible to keep everyone happy option for VMS signs to be positioned stating potential delays for OSOM transport movement in both directions.

4. *Killarney St ONTO Tibbereena St-traversing medians-*

Awaiting response from assets regarding suitability for traversal. The alternative will be to temporarily remove it, change its route, or strengthen it to allow traversal.

5. *Newell Hwy Roundabout 2- Will the garden bed in the roundabout be impacted by the beamset articulation over the garden shrubs?*

No issue with the garden bed the beam set will be raised for the transformer to swing over the top.

6. *Newell Hwy Right Hand Turn ONTO Oxley Hwy/Newell Hwy-*

awaiting response from assets regarding suitability for traversal. The alternative will be to temporarily remove it, change its route, or strengthen it to allow traversal.

7. *Provide the schedule and timing of the movement from the Port to the site.*

This is pending subject to approved permit being received, can be supplied 2 weeks prior to proposed departure.

8. *Provide the TGS for the management of the Five Mile Rest area and the proposed communication protocols and notifications with TfNSW.*

TGS has been requested and in principle approval granted

9. *What is the swept path and design-laden loads for the high-risk OSOM-laden loads post Five Mile Rest area.*

Covered on another TMP

10. *Provide the NHVR permits and bridge assessments.*

This is supplied via TfNSW permits division generally not available until permit is issued.

11. *Provide protocols and accountability to ensure that the Road Manager conditions will be effectively implemented.*

As we are traveling with NSW police (guessing x4) it would be very hard for the operator/s not to comply with the permit requirements.

12. *Lou Swan Way: As you have attached the picture of Lou Swan Way below, I could not see any impact on the raised median as seen in the picture. The vehicle should be able to travel without driving over the medians.* **Proponent-confirm clearance of the laden high-risk OSOM combinations to the medians on Lou Swan Way.**

13. *Newell Hwy ONTO Killarney St: (-30.32048, 149.78195): existing medians are mountable hard stand. There is a sign in the median. The sign may need to be removed and replaced.*

    Noted.

14. *Killarney St ONTO Tibbereena St (-30.32144, 149.78002) existing medians are mountable hard stand. There is a sign in the median Sign may require remove and replace*

    Noted

15. *Tibbereena St ONTO Newell Hwy (-30.32627, 149.78273): mountable island and signage may require removal and replace*

    Noted

16. *Newell Hwy Roundabout (-30.34418, 149.76235) : Travel in the incorrect direction is proposed. Recommended to check the width at round about exit on Newell Hwy if a culvert extension is required. Sign on splitter island could be impacted.*

This has been updated.

17. *Newell Hwy Roundabout 2 -30.34792, 149.7599: The load seems to be over the Central Island Landscaping maintained by Narrabri Shire Council. Check for any impact on vegetation and consult with the council.* ***Also, the kerb on the central island is damaged, including the paved surface on the back of the kerb. Driving over it is not recommended.*** *Sign on splitter island could be impacted.*

Noted Front trailer may require hand steer through this section.

18. *Newell Hwy Right Hand Turn ONTO Oxley Hwy/Newell Hwy: Mountable Kerb. There is a sign on the travel path that needs to be removed and replaced.*

Noted

19. *Newell Hwy ONTO Gardener St: There are no issues except to check clearance from signage. Edwards St, ONTO Newell Hwy: NO issues.A more viable route to avoid the intersection proposed in the Kerb on Newell seems to be to avoid driving over.*

20. *Newell Hwy/Oxley Hwy ONTO Castlereagh St: NO issues*

21. *From Newell Highway to Golden Highway, Sundown Solar farm has proposed movement through Boothenba Road (Newell Hwy intersection is at -32.20804330579657, 148.61874498221397, Golden Hwy Intersection is at -32.19641088862301, 148.73248474226116). Check if this could be more viable route to avoid intersection proposed in current route.*

Route has been adjusted through NHVR portal.

Permit number

1382894V1

Oversize and/or Overmass (OSOM) Mass or Dimension Exemption Permit

Heavy Vehicle National Law
This Permit is issued under the provisions of *Section 122 of the Heavy Vehicle National Law* for the operation of a Class 1 vehicle *(as defined in this Permit)* subject to the conditions set out in this Permit and any attachments.

Permit details

This Permit is issued to

O. D. TRANSPORT PTY. LTD.

Address

88-98 Hallam Valley Rd
Dandenong South, VIC 3175

Vehicle configuration and description

Block-truck towing OS/OM/OSOM load
(With or Without Block Truck), Block Truck, Block Truck, , Platform, Platform, Block Truck and Block Truck

Permit type

Oversize and Overmass (OSOM)

Permit period

Start date	End date
16-Mar-2026	22-May-2026

Period or fixed trips	Number of trips
Multiple Trips	2

continued on next page...

Vehicle details

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	26.5t	n/a
ODT12	VIC	6F5000000JA464336	26.5t	n/a
ODT20	VIC	6F5000000EA453639	26.5t	n/a
ODT25	VIC	6FMB05E067D714642	26.5t	n/a
ODT30	VIC	6F50000002A423289	26.5t	n/a
ODT35	VIC	6F50000007A434522	26.5t	n/a
ODT40	VIC	W1T96442220653149	26.5t	n/a

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	180t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	180t

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	180t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	180t

Drawn Platform

Registration	State of Registration	VIN	GVM (t)	GTM (t)
YV50LG	VIC	VF9A5762GDX058026	n/a	170t
YV51LG	VIC	VF9A5762GDX058025	n/a	170t
YV52LG	VIC	VF9A6762GDX058027	n/a	204t
YV53LG	VIC	VF9A6762GDX058028	n/a	204t
YV54LG	VIC	VF9A3762GDX058021	n/a	102t
YV55LG	VIC	VF9A3762GDX058022	n/a	102t
YV56LG	VIC	VF9A4762GDX058023	n/a	136t
YV57LG	VIC	VF9A4762GDX058024	n/a	136t

Drawn Platform

Registration	State of Registration	VIN	GVM (t)	GTM (t)
YV50LG	VIC	VF9A5762GDX058026	n/a	170t
YV51LG	VIC	VF9A5762GDX058025	n/a	170t
YV52LG	VIC	VF9A6762GDX058027	n/a	204t
YV53LG	VIC	VF9A6762GDX058028	n/a	204t
YV54LG	VIC	VF9A3762GDX058021	n/a	102t
YV55LG	VIC	VF9A3762GDX058022	n/a	102t
YV56LG	VIC	VF9A4762GDX058023	n/a	136t
YV57LG	VIC	VF9A4762GDX058024	n/a	136t

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	180t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	180t

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	180t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	200t

GCM must not exceed manufacturer's specifications

Loaded axle mass and spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
Block truck 1-2 axle								
Steer	6t	1	2	n/a	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	4m	295mm	Yes	2.4m	No

Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	4m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Drawn platform 14 axle								
Trailer	234.5t	1	8	6m	215mm	Yes	4.2m	Yes
		2	8	1.83m	215mm	Yes	4.2m	Yes
		3	8	1.83m	215mm	Yes	4.2m	Yes
		4	8	1.83m	215mm	Yes	4.2m	Yes
		5	8	1.83m	215mm	Yes	4.2m	Yes
		6	8	1.83m	215mm	Yes	4.2m	Yes
		7	8	1.83m	215mm	Yes	4.2m	Yes
		8	8	1.83m	215mm	Yes	4.2m	Yes
		9	8	1.83m	215mm	Yes	4.2m	Yes
		10	8	1.83m	215mm	Yes	4.2m	Yes
		11	8	1.83m	215mm	Yes	4.2m	Yes
		12	8	1.83m	215mm	Yes	4.2m	Yes
		13	8	1.83m	215mm	Yes	4.2m	Yes
		14	8	1.83m	215mm	Yes	4.2m	Yes
Drawn platform 14 axle								
Trailer	234.5t	1	8	18m	215mm	Yes	4.2m	Yes
		2	8	1.83m	215mm	Yes	4.2m	Yes
		3	8	1.83m	215mm	Yes	4.2m	Yes
		4	8	1.83m	215mm	Yes	4.2m	Yes
		5	8	1.83m	215mm	Yes	4.2m	Yes
		6	8	1.83m	215mm	Yes	4.2m	Yes
		7	8	1.83m	215mm	Yes	4.2m	Yes
		8	8	1.83m	215mm	Yes	4.2m	Yes
		9	8	1.83m	215mm	Yes	4.2m	Yes
		10	8	1.83m	215mm	Yes	4.2m	Yes
		11	8	1.83m	215mm	Yes	4.2m	Yes
		12	8	1.83m	215mm	Yes	4.2m	Yes
		13	8	1.83m	215mm	Yes	4.2m	Yes
		14	8	1.83m	215mm	Yes	4.2m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	6m	295mm	Yes	2.3m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Block truck 1-2 axle								

Steer	6t	1	2	4m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes

Loaded axle mass and spacings for alternate configurations

Alternate configuration #1 Mass & Axle Spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
Block truck 1-2 axle								
Steer	6t	1	2	4m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	4m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Drawn platform 14 axle								
Trailer	234.5t	1	8	6m	215mm	Yes	4.2m	Yes
		2	8	1.83m	215mm	Yes	4.2m	Yes
		3	8	1.83m	215mm	Yes	4.2m	Yes
		4	8	1.83m	215mm	Yes	4.2m	Yes
		5	8	1.83m	215mm	Yes	4.2m	Yes
		6	8	1.83m	215mm	Yes	4.2m	Yes
		7	8	1.83m	215mm	Yes	4.2m	Yes
		8	8	1.83m	215mm	Yes	4.2m	Yes
		9	8	1.83m	215mm	Yes	4.2m	Yes
		10	8	1.83m	215mm	Yes	4.2m	Yes
		11	8	1.83m	215mm	Yes	4.2m	Yes
		12	8	1.83m	215mm	Yes	4.2m	Yes
		13	8	1.83m	215mm	Yes	4.2m	Yes
		14	8	1.83m	215mm	Yes	4.2m	Yes
Drawn platform 14 axle								
Trailer	234.5t	1	8	18m	215mm	Yes	4.2m	Yes
		2	8	1.83m	215mm	Yes	4.2m	Yes
		3	8	1.83m	215mm	Yes	4.2m	Yes
		4	8	1.83m	215mm	Yes	4.2m	Yes
		5	8	1.83m	215mm	Yes	4.2m	Yes
		6	8	1.83m	215mm	Yes	4.2m	Yes
		7	8	1.83m	215mm	Yes	4.2m	Yes
		8	8	1.83m	215mm	Yes	4.2m	Yes
		9	8	1.83m	215mm	Yes	4.2m	Yes
		10	8	1.83m	215mm	Yes	4.2m	Yes
		11	8	1.83m	215mm	Yes	4.2m	Yes

		12	8	1.83m	215mm	Yes	4.2m	Yes
		13	8	1.83m	215mm	Yes	4.2m	Yes
		14	8	1.83m	215mm	Yes	4.2m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	6m	295mm	Yes	2.3m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	4m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes

Permit number

1382894V1

Alternate configurations

Alternate configuration	Alternate configuration length	Alternate configuration tare mass	Alternate configuration total mass
Configuration #1	120m	313t	567t

Unladen dimensions

Unladen width (metres)	Unladen length (metres)	Unladen height (metres)	Tare mass (tonnes)
6m	135m	4.3m	337.5t

Laden dimensions

Width (metres)	Length (metres)	Height (metres)	Total mass (tonnes)
6m	135m	5.2m	591.5t

Forward projection (metres)	Rear overhang (metres)
n/a	n/a

Load type	Description of load
Indivisible	Transformer

continued on next page...

Authorised Routes

Turn by turn description

1382894r1v1 - Single Route

Start: QLD/NSW Border, Newell Highway, Boggabilla NSW
Newell Highway, [Boggabilla - Coonabarabran]
Gardener Street, Coonabarabran
Saleyard Road, Coonabarabran
Namoi Street, Coonabarabran
Edwards Street, Coonabarabran
Newell Highway, [Coonabarabran - Dubbo]
Boothenba Road, Dubbo
Golden Highway, [Dubbo - Merriwa]
End: "Five Mile Rest Area" Golden Highway, Merriwa NSW

Road conditions

Dubbo Regional Council

(1) RI01 - Weather and road access -

(1) On the approved route, travel is suspended during periods of prolonged rain and up to 1days for every 45mm of rain within the 24 hours period after the rainfall event. (i) When a prolonged rainfall event occurs, the restriction is applied to allow sufficient time for the road and road pavement to dry preventing damage.

(2) Access maybe further restricted or deferred in the event of a significant rainfall event. Contact must be made with the relevant traffic management information sources on such an occasion.

In this section -

"unsealed roads" means routes accessible by vehicles that are not sealed, or are not metalled, or are gravel roads

"single lane narrow road" means a road that permits two-way travel but is not wide enough in most places to allow vehicles to pass one another without travelling on unsealed shoulders

"prolonged rain" means periods of sustained rainfall that can also lead to flooding

"a significant rainfall event" means periods of constant or excessive rainfall that can also lead to flooding

(2) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/ escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these

assets.

(3) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Robert Flakelar Manager of Infrastructure Delivery via PHONE 02 6801 4000 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

(4) RSC01 -

Heavy Vehicle Movement - Speed Condition - Restricted speed on Specific Roads

The heavy vehicle is restricted to a maximum speed limit of 80 km/h on Boothenba Road, except where a traffic sign indicates a lower speed limit.

Regulator

(1) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

(a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic

(b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed

(c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern

(d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles

(e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

Transport for New South Wales (TfNSW)

(1) DPTICOA01 - The heavy vehicle must operate in accordance with the conditions listed in 1382894r1v1 Report QLD-NSW border to Merriwa NSW for O. D. TRANSPORT PTY. LTD.

(2) NSWCONTACT - The operator must contact the Transport for NSW (TfNSW) via email roadmanager@transport.nsw.gov.au a minimum five (5) business days prior to proposed travel date.

(3) NSWOSOMRIM - NSWOSOMRIM

If your combination exceeds five (5) metres wide and/or 30m long and/or five (5) metres high and/ or mass

covered under the National Class 1 Load Carrying Vehicle Mass Exemption Notice you are required to obtain consent (approval) from the relevant Rail Infrastructure Manager (RIM) prior to travel over any rail infrastructure (level crossing and/ or bridge over rail). These approvals must be carried and produced on request by an authorised officer. Contact details can be found at https//www.nhvr.gov.au/road-access/access-management/third-party-approvals This requirement is in addition to any condition/s listed on the National Network Map

(4) NSWPolSMR -

For all moves which require a NSW Police escort, a signed measurement record is required. Before commencing the journey you must take measurements of the actual height, width and length of the laden combination. This record must be signed by the operator, the person who took the measurements and the driver. The signed measurement record must be produced to a police officer or an authorised officer on request.

(5) RMSCO01 - The permitted heavy vehicle combination must comply with the conditions of access located within “Schedule 2 New South Wales” forming part of the “National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025 (No.1)" located at https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices. The permitted heavy vehicle combination must also operate in accordance with "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.transport.nsw.gov.au).

(6) RMSCO02 - In addition to the pilot and escort requirements contained in the "New South Wales Class 1 Load Carrying Vehicle Exemption Notice 2023 (No.1)", the operator must comply with the pilot and escort requirements listed in the "New South Wales Class 1 Load Carrying Vehicle Operator’s Guide" document (available at www.nhvr.gov.au), and "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.rms.nsw.gov.au).

(7) RMSCT01 - Convoy travel is not permitted on state authority roads within NSW.

(8) RMSEI01 - In the event of an emergency or incident, the Traffic Management Centre (TMC) must be contacted Ph. 1800 679 782 to enable any necessary warnings to be issued to minimise the impact to other road users.

(9) RMSPE01 - A minimum of 2 Pilot vehicle(s) are required at all times. The operator prior to travel must contact the NSW Police for any additional escort requirements.

(10) RMSPPE02 - The operator must contact the NSW Police prior to travel for any additional escort requirements.

(11) TfNSWPolice - Where a condition listed in this permit requires contact with NSW Police for any additional pilot or escort requirements, the written advice received from NSW Police must be attached and carried with this permit. NSW Police Traffic and Highway Patrol Command can be contacted at trafficosom@police.nsw.gov.au or (02) 8882 1436. A minimum of 5 working days notice will be required to allow police to issue notification letters and/or organise police resources. If police escort vehicles are not required, then you must obtain and carry the written advice from NSW Police stating the pilot vehicle requirements that apply for this journey.

Warrumbungle Shire Council

(1) BR01 - Namoi Street, Coonabarabran over Castlereagh River weir crossing - road is subject to closure on short notice due to water level. Please refer to Councils website for further details.

(2) RI06 - Position of travel - Road

The heavy vehicle must remain on the sealed sections of the road and avoid travelling off the edge (except in cases of emergency).

(3) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/ escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these assets.

(4) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Thushy Ananthalingam / Zachary Estens of Technical services Delegates via (02) 68492000 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

Travel conditions

Dubbo Regional Council

(1) RT06 -

Time of travel - School Bus Route

The heavy vehicle must not travel during the school bus operation times on Thompson Street between 08:00 am to 09:00 am and 03:00 pm to 04:00 pm, on an official school day.

Transport for New South Wales (TfNSW)

(1) ARTC01 - Operators are required to carry an up-to-date Australian Rail Track Corporation Ltd (ARTC) rail clearance prior to travel over any Australian Rail Track Corporation (ARTC) managed infrastructure and comply with all conditions stated in that clearance. A copy of this approval must be carried with this permit.

All conditions imposed by ARTC must be adhered to.

ARTC contact details can be found on the NHVR Third Party website: https://www.nhvr.gov.au/road-access/access-management/third-party-approvals.

(2) NSWCON01 - When width exceeds six (6) metres, or total combination mass exceeds 200 tonne, the operator is required to contact TfNSW OSOM Road Access Unit by email to spu@rms.nsw.gov.au at least five (5) business days prior to proposed date of travel.

(3) NSWCPT03 - Prior to travel on the Newell Hwy operator must contact Fulton Hogan via email newellhighwaywideloads@fultonhogan.com.au or call 1800 741 636 and select option 2 a minimum of five (5) days prior to proposed travel date. To ensure their load can be accommodated through roadworks being undertaken. Failure to provide notice may result in delays to travel.

(4) NSWLIVETRAFFIC - TfNSW Live Traffic must be checked prior to departure, if there are any road works and/ or restrictions along the planned route the operator must ensure that they can travel along the route without causing damage or disruption.

Please Note

Class 1 vehicles travelling under a Permit MUST NOT travel off the approved route listed in the permit unless an updated permit is obtained from the NHVR.

(5) NSWOH01 - For travel on State classified roads when overall height exceeds 5.0 metres, written approval must be obtained from the relevant telecommunications and/ or electrical authorities. A copy of this approval must be carried with this permit and produced on request by an authorised officer. Any conditions listed in this approval must be adhered to.

(6) RMSSZ01 - Travel is not permitted through sign posted school zones during the designated school operation

times.

(7) RMSTMC01 - The NSW Transport Management Centre (TMC) must be contacted prior to the commencement and at the conclusion of each stage of the movement. Phone 1800 679 782.

(8) TMP01 -

In accordance with the supplied Transport Management Plan (TMP), the operator must adhere to the identified special manoeuvers, removal and replacement of road side furniture, road closures and all other conditions identified as part of the approved TMP. The TMP must be carried in conjunction with this permit.

For further clarification, requirements and information relating to the Transport Management Plan (TMP), please seek advice directly from the corresponding jurisdiction in which you transport task will be completed.

Australian Capital Territory - www.accesscanberra.act.gov.au

New South Wales - www.transport.nsw.gov.au

South Australia - www.dpti.sa.gov.au

Tasmania - www.transport.tas.gov.au

Victoria - www.vicroads.vic.gov.au

Queensland - www.tmr.qld.gov.au

Vehicle conditions

Regulator

(1) LE14 - A class 1 heavy vehicle operating under this permit must comply with the conditions stated within Divisions 1, 2 and 5 of Schedule 8 of the Heavy Vehicle National (Mass, Dimension and Loading) Regulation, unless otherwise expressly exempted by a stated condition in this permit.

(2) LEOL - Other Laws and Legislation

Nothing within this permit exempts the driver or operator of the permitted heavy vehicle from complying with legislation regulating the use of heavy vehicle. This includes but is not limited to conditions applied within the vehicles registration, compliance with sign posted restrictions, traffic law or compliance with lawful directions of authorised officer.

continued on next page...

Permit number

1382894V1

The driver of the heavy vehicle who is driving a vehicle that is subject to a permit issued under the HVNL must keep a copy of the permit for the exemption in the driver's possession.

The driver or operator of a heavy vehicle being used on a road that is subject to a permit issued under the HVNL must not contravene a condition of the permit.

The driver or operator must comply with the provisions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation unless anything contrary is applied within this permit.

It is an offence to operate a vehicle at a mass limit greater than indicated by an official traffic sign.

Declaration

Signed:

NHVR Delegate

Dated: 16-Mar-2026

Associated documents

N/A

END OF DOCUMENT

Appendix E.4 Transformer (high risk OSOM) Transport Management Plan: Five Mile Rest Area to Site

Overdimensional Lift & Shift Pty Ltd
88-98 Hallam Valley Road,
P O Box 4376
Dandenong South Vic. 3164
Ph 03 9791 7654 Fax: 03 9791 7667
ABN – 43 137 038 183

Goulburn River Solar Transformer Transport Management Plan

Five Mile Rest area to site access track – Via: Golden Hwy, Ringwood Rd and Wollara Rd.

(for x2 Transformer Movements approx 3-4 weeks apart)

DOCUMENT HISTORY STATUS

Revision: 1

Prepared By: Michael Griffith
Date: 10/03/2026
Prepared For: Deugro/Hyosung

Primary Contacts:
ODLS Contact: Michael Griffith 0427 489 149

Deugro Contact: Madison Pfuhl 0457 004 074

Hyosung Contact: Martin Glass 0475 049 827

LightsourceBP Contact: Glenn Tilley 0414 716 699

Overdimensional Lift & Shift Pty Ltd
88-98 Hallam Valley Road,
P O Box 4376
Dandenong South Vic. 3164
Ph 03 9791 7654 Fax: 03 9791 7667
ABN – 43 137 038 183

Journey: Five Mile Rest area to Site access Rd			
Driver: Peter Head		Contact:0459 803 228	
Departure Day: TBC (10.00am -2.00pm)		Arrival Day: TBC(10.00am -2.00pm)	
Total Distance Estimate:	28	Total Hours Estimate:	2
No of Rests	nil	Rest Hours Driver	nil
Transport Supervisors:	Anthony May	Contact: 0418 343 328	
	Michael Griffith	Contact: 0427 489 149	

Departure Point/ Destination	Est. Time For travel	Hrs/Klms	Estimated Non Work & rest hours	Hrs	Deviations/Comment
Frome: Five Mile rest area	TBC	28		2	
32.133963786800514, 150.27747220942783					
To: Solar Farm Site					
-32.28467488972682, 150.07136299754967					

Travel Route:

Google Route Link:
https://maps.app.goo.gl/N4kGjTpTAsxgrh4v8

KMZ picture file of route:

Timemark_20251125 0904.kmz

Route Specific Requirements:

- Letter Box drop to residents advising time and date of movement
- Site to restrict access to all heavy vehicles either arriving or departing site during transport window (TBC)
- Police and Pilot vehicles to maintain running roadblock both front and rear of the convoy allowing for locals and emergency services vehicles access when safe to do so.
- Trailer operator to run independent of pilot vehicles
- Site to have Security on gate house holding traffic where required (excluding emergency requirements)
- **Avoidance of AM peak (7:15am to 8:15am) or PM peak (3:00pm to 4:00pm).**
- **Avoidance of school bus periods (7:40am to 8:15am and 4:00pm to 4:40pm).**
-

Overdimensional Lift & Shift Pty Ltd
88-98 Hallam Valley Road,
P O Box 4376
Dandenong South Vic. 3164
Ph 03 9791 7654 Fax: 03 9791 7667
ABN – 43 137 038 183

- There are 3 major culvert/bridge crossing along the route with the transport holding the centre line of each structure
- Max delay to any light vehicle not to exceed 10mins
    - Emergency service direct pass when safe to do so.
- Ringwood Rd is a local council owned paved Road approx. 13.6klms long
- Wollara Rd is local paved council Rd up to the point where it turns into a dirt road approx13.9klms prior to site

NHVR Permits: TBC

TfNSW/Council approval through NHVR Permit Process

ROL Required: 5mile Parking Bay

SSD approval under the EP&A Act will be through an update to the Project Traffic Management Plan

Standard hours

Standard hours apply to all drivers who do not have accreditation for fatigue management.

Solo drivers

TIME	WORK	REST
In any period of…	A driver must not work for more than a maximum of…	And must have the rest of that period off work with at least a minimum rest break of…
5 ½ hours	5 ¼ hours work time	15 continuous minutes rest time
8 hours	7 ½ hours work time	30 minutes rest time in blocks of 15 continuous minutes
11 hours	10 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	12 hours work time	7 continuous hours stationary rest time*
7 days	72 hours work time	24 continuous hours stationary rest time
14 days	144 hours work time	2 x night rest breaks# and 2 x night rest breaks taken on consecutive day

**Stationary rest time is the time a driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary heavy vehicle. #Night rest breaks are 7 continuous hours stationary rest time taken between the hours of 10pm on a day and 8am on the next day (using the time zone of the base of the driver) or a 24 continuous hours stationary rest break.*

Overdimensional Lift & Shift Pty Ltd
88-98 Hallam Valley Road,
P O Box 4376
Dandenong South Vic. 3164
Ph 03 9791 7654 Fax: 03 9791 7667
ABN – 43 137 038 183

Actions To Eliminate/ Reduce Hazards:

- Driver briefed on task and any known hazards associated with the intended route
- Driver to communicate with pilot vehicles regarding oncoming traffic
- Driver to be aware of road conditions of intended route (i.e. sharp corners, steep declines, etc.)
- It is advised that drivers visit the main roads website to be aware of any traffic conditions

Animals:

- Be aware of animal movements, remain vigilant and scan eyes to the sides of the road
- Be aware of traffic behind vehicle before braking too hard
- Do not swerve

Weather/Driving Conditions:

- Drive to weather conditions as seen fit (i.e. cyclone season, wind, heavy rain, fog etc.)
- Be aware of animals and their movements in relation to weather/driving conditions (i.e. head lights can startle cattle during night fall, congregations along roadside vegetation, etc.)
- If any of these weather conditions do occur, the Police Escort, Pilots, Transport Supervisor and Drivers of the convoy will communicate via the shared radio communications. The convoy will be stopped, where safe to do so and they shall jointly conduct a risk assessment to determine whether the works should proceed. If it is determined the risk is too high to proceed, the oversize load will stop and the Pilots will reposition themselves. The lead and rear Pilot will direct traffic around the oversize load, thus making the site as safe as practicable for both the passing public and the oversize vehicle. All non-essential work vehicles and personnel shall move off the road and stay inside their vehicles.
- If it is not possible to temporarily suspend the movements, the Police Escort, Pilots, Transport Supervisor shall jointly conduct a risk assessment and devise a suitable solution to continue with the Piloting controls, or find a suitable area off the road to park and stop proceedings.
  In the event of fog, the oversize load will find a suitable area off the road to park up as soon as practicable and stop proceedings. This will allow the carriageway to be reopened to the traffic. Once the fog has cleared, the oversize may re-enter the carriageway.
- In bush fire events, the OSOM load will park in the first available parking bay or any area unaffected off the road, where safe to do so and stop. Further information will be sort from the emergency service personnel/Police Escort. Daily, prior to movement all weather forecast, Bureau of Meteorology website will be checked for any severe weather warnings and a local weather report to ensure the transport convoy is aware of the conditions to expect each day.

Fatigue/Fitness for duty:

- Ensure fatigue management requirements are understood and have been met for previous 14 days.
- Follow the Journey Management/ Safe Driving Plan only as a guide it does not replace a permit, if any deviations please note
- Ensure driver is well rested and in healthy state

Load Restraint/Over dimensional freight

- Load restraint to be in accordance with the NHVR *Load Restraint Guide 2025.*
- Drive to permit requirements and ensure that all applicable / appropriate paperwork and permits have been issued before moving freight
- Over centre lever binders (DOGS) prohibited
- Ensure that load is checked regular and tighten if needed, also apply additional restraint if required
- Restraints must not show more than 10% wear
- Load and load restraint shall be verified for every load before it leaves (photographs and trailer inspection).
- No load is to leave without the correct restraint methods applied.

- **Emergency Management**

  In the event of catastrophic event, fatality or serious injury it is imperative that the oversize transport stops. An exclusion zone is to be implemented around the incident location using cones and hazard warning signs carried within the convoy. All evidence of the incident is preserved until police have had an opportunity to complete a forensic examination. The Pilots will be used to control and manage the traffic to keep the traffic flowing where practicable and safe to do so. Where a catastrophic event, fatal or serious injury has occurred, contamination of the site shall only occur for the purpose of saving life or rendering assistance.
  The site must not to be cleaned or tampered with and crash debris shall be left in situ until the Police back-up and/or WorkSafe arrives and gives further direction. All parties will also be immediately notified.
- In the event of a non-life-threatening emergency the oversize transport is to stop where it is safe to do so, notify ODLS management and wait for further directions. ODLS management will notify Deugro once the emergency is contained the oversize load is to move up to the next available position on the road where at least one lane of Traffic can be maintained, Pilots are to commence traffic control duties and direct traffic around the emergency / oversize.
  In events where emergency services need to pass by, the OSOM load convoy shall allow the emergency service access to pass-by, where practicable in a safe area.

- **Communications Star Link**

  ODLS will have direct contact through Star Link thought the movement, this will be for comms and internet access ie: Weather Reports and any Emergency requirements.

- **Radio Communications**

  During the transport, consistent communication between all personnel will be maintained by radio channel UHF40. Any directions between the steersmen and the driver will occur on a different UHF channel, to be decided at the onsite prestart meeting. All members of the crew will be alerted to this UHF channel at this time.

-

- **Pilots**

- The piloting of the load will be completed with two Police Escorts (TBC) and three Pilot vehicles (TBC), this will done using a ‘rolling road closure’.
- The pilot vehicle operators themselves do not have the authority to direct traffic, however they may position their pilot vehicle in such manner within the appropriate traffic lane to prevent other traffic conflicting with turning maneuverers of the oversize vehicle. The Police Escort will assist in directing traffic to ensure safe passage.
- Each pilot vehicle is fitted with warning lights and signage and communications via radio will be continuously maintained with the rest of the convoy.
  In built up areas, where there are higher traffic volumes and multi-lane carriageways, the pilot vehicles will remain as close as practical to the oversize vehicle without impeding its passage. The rear pilot will position their vehicle to ‘block’ lanes as required when the oversize vehicle is turning, to prevent other road users from colliding with the vehicle/load. The Police Escort will direct traffic as required.
- In rural areas, the pilot vehicles will be positioned well ahead/behind the oversize vehicle (up to 300m) depending on the traffic volumes and road conditions, in order to provide sufficient advanced warning to approaching traffic of an oversize vehicle. The Police escort will likely be positioned well in front of the load (up to around 500m) and will have the overall guidance in relation to directions given to oncoming traffic. Where possible, traffic will be directed to passing bays, if this isn’t possible vehicles may be directed by the Police to position themselves off the carriageway or travel back to a suitable passing point. This will be at the discretion of the police.

-

88-98 Hallam Valley Road, Dandenong South Vic 3175 PO Box 4376 Dandenong Vic 3164 Tel: **(03) 9791 7654** Fax: (03) 9791 7667

- **Cyclists and Pedestrians**
  It's likely that Cyclists and pedestrians will be present when transiting through to site
  Cyclists could be present on the roadway and pedestrians are likely to stop to observe the load. Communication between the Police escort, Pilot vehicles and the OSOM load drivers will determine actions taken by the OSOM drivers to avoid the cyclists and general public. The Pilots shall warn the OSOM Load driver of any pedestrian movements or cyclists via radio communications. The Police Escort will be able to assist in moving pedestrians on if this becomes a further risk.

- **Support Vehicles**
  A Trailerman in a service vehicle (independent of Pilot Escorts) will follow the convoy for quick access to Tools, Spill Kits and such, in case of breakdowns. Redundancy with a spare block truck with the same configuration (like for like) as the pull trucks will be readily available to assist with any breakdown issues.
  A spare block truck will travel within the convoy, for quick access

- **Speed Environment**
  The estimated vehicle operating speeds vary between 10km/h - 40 km/h
  for the duration. with 10klms accross all culverts and bridges

- **Risk Identification and Assessment**
  Risk analysis of the proposed activities has identified risk events/items that will be managed by effective traffic management planning and the implementation of this TMP. Refer risk analysis table below. The assessment process has been undertaken in accordance with Australian Standard AS/NZS 4360-2004, Risk Management.
  All identified risks have been treated by development of this JMP. Unforeseen risks arising during the activity will be treated in accordance with standard work practices and procedures where appropriate.

24 hour Emergency numbers:

- Relevant ODLS contact Andrew Crowe 0439 039790
  - Michael Griffith 0427489149
- Accidents/Incident & Emergency Response - 000

PLEASE ENSURE ALL DELAYS ARE COMUNICATED TO ODLS REPRESENTATIVE

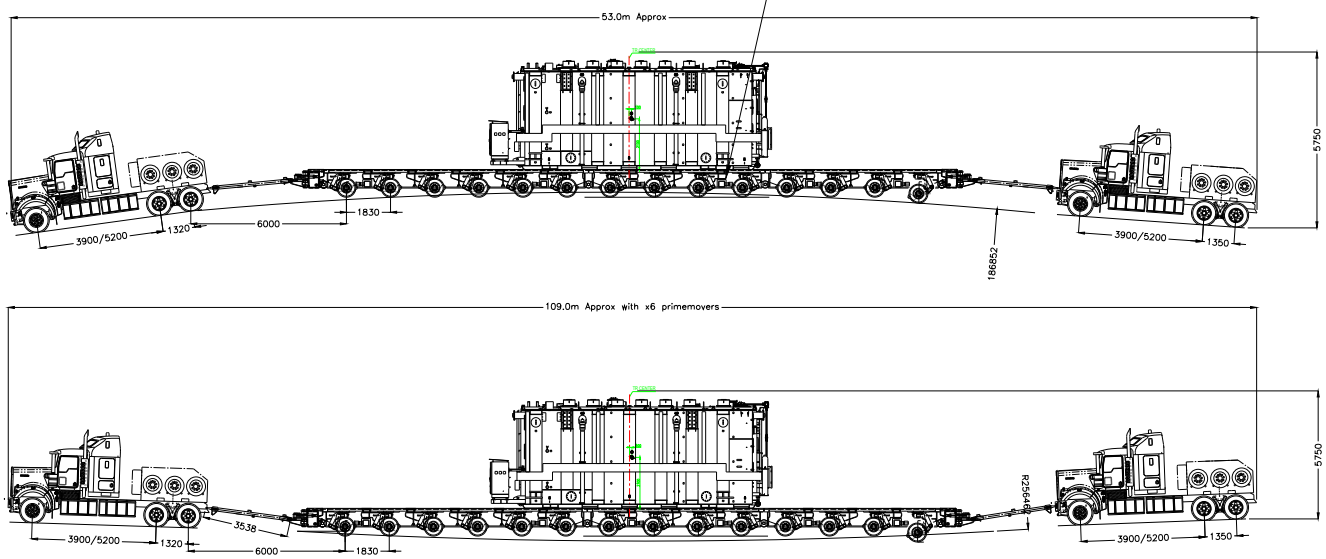
Drivers Name:	Signature:

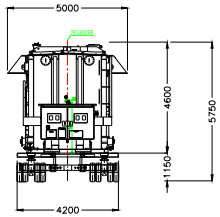
Journey Management Plan and a copy of Driver Fatigue Diary/Run Sheet for journey to be submitted to Operations upon return to the yard.

DRG No.	REV
GRSF	0

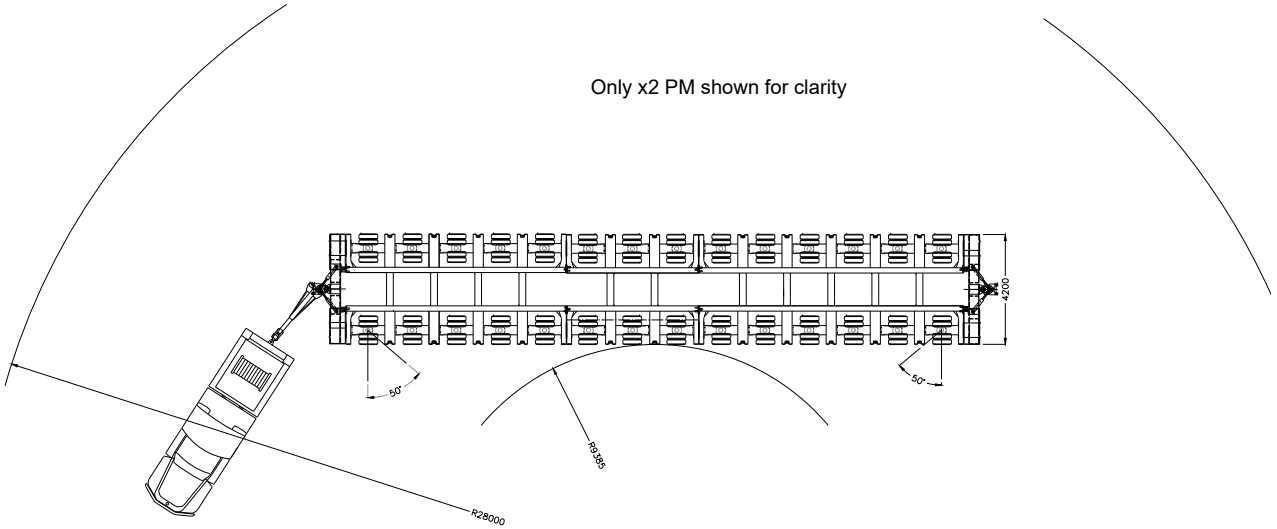
Site Access trailer - Radius allowing for x6 Pimemovers Gross Weight 470Tonne

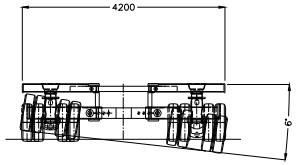
14 axle Proposal





Only x2 PM shown for clarity





TRAILER TWO INFORMATION	
MAKE	NICOLAS
MODEL	MDE
TYPE	16 LINE 2 FILE DRAW BAR
TECH CAPACITY	34 T/ AXLE LINE
NO. OF TYRES	8
WIDTH	4.2m
HYDRAULIC SUSPENSION	3 POINT
HYDRAULIC GROUPING	FRONT 12, SIDES 10
TRAILER TARE	67.20 T
GIRDER SPREADER TARE	N/A T
GIRDER BEAM TARE	N/A T
LOAD ON TRAILER	253 T
GROSS PER AXLE	22.90T/ AXLE LINE
GROUND PRESSURE	2.05 T/m2

No.	DRG. No.	REFERENCE DRAWINGS	DATE	No.	REVISION	DES BY	DRN BY	CHK BY	APP BY	DATE
										28 AUG 2025

CUSTOMER: Golbourn River
DRAWN BY: MICHAEL GRIFFITH
CHECKED BY: Ven.K
APPROVED BY: ANTHONY MAY

OVERDIMENSIONAL LIFT & SHIFT

OVERDIMENSIONAL Lift & Shift
ABN: 43 137 038 183
88-98 Hallam Valley Rd
Telephone: +61 (03) 9791 7654
Facsimile: +61 (03) 9791 7667
Web: www.odliftandshift.com.au

TITLE: 14 Axle Nicolas TRANSPORT PROPOSAL

SIZE	PROJECT	DRG No.	REV
A 4	DERUGRO		0

SCALE: NTS
SHEET: 1 OF 1


FIVE MILE REST AREA.
Golden Hwy.
© 2025 Microsoft Corporation © 2025 Maxar ©CNES (2025) Distribution Airbus DS


4 axle Nicolas 4-2 custom
4 axle Nicolas 4-2 custom
4 axle Nicolas 4-2 custom
4 axle Nicolas 4-2 custom
4 axle Nicolas 4-2 custom
R 243057 mm
R 20775 mm
R 33410 mm
R 14573 mm
R 14573 mm
Ringwood Rd.
Golden Hwy.
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Ringwood Road

Wollara Rd - State Forest

Causeway Crossing
Wollara Road.

Wollara Road - LHT into site entry

Type text here

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Site Access

SMEC REFERENCE NO: 30043767

23 February 2026

GOULBURN RIVER FUND PTY LIMITED- AS TRUSTEE FOR THE GOULBURN RIVER TRUST
Level 19 181 William Street
Melbourne VIC 3000

To whom it may concern,

Sub: Conformance letter of Ringwood and Wollara Road.

This letter is to confirm the conditional conformance of Wollara and Ringwood Roads capability to accommodate the proposed 14-axle Nicolas trailer (Please see appendix 1 for details). SMEC has carried out a detailed assessment of the route based upon the information available, to identify potential pinch point on route in terms of geometry and structures. The below sections list out the findings and limitations, which are necessary to be adhered to during the transport of the Transformers for the Substation of Goulburn River Solar Farm.

Vertical Geometric assessment findings.

A geometric road assessment was completed using Autodesk Vehicle Tracking software and the specified vehicle capabilities provided by the transportation company. The assessment was made using LIDAR data, supplemented by design surfaces where construction was ongoing at the time of assessment. Due to the absence of as-constructed surveys, several issues were identified:

1. Inconsistent ground data causing potential vertical clearance problems.
2. Vertical curves (crests/dips) exceeding OSOM vehicle limits.
3. Pavement widening required based on horizontal swept-path analysis.

Many of the vertical clearance issues have since been resolved now that construction of the upgrades along Ringwood and Wollara roads are complete. The remaining sections exhibit vertical curves that exceed the specified vehicle capabilities provided by the transportation company:

Chainage 7,100 (Killoe Creek Crossing): The road design of the vertical geometry over the culvert exhibits a relatively short curve. However, the constructed geometry appears visually to be much longer with an estimated radius of approximately 300m which is acceptable for the OSOM vehicles requirement. Since this part of the road during the LiDAR survey was still under construction, SMEC could not verify the compliance. Whilst it appears the residual risk is low in this location it is recommended to verify with the transport company, whether the OSOM vehicle will be able to traverse the crossing.

Chainage 24,900 & 25,600: It was identified that vertical curve limits were exceeded at these locations. However, the degree of exceedance is extremely minor and within tolerances of the LIDAR survey.

Chainage 26,600: It was identified that the vertical curve at this location was exceeding the vertical curve limit of the OSOM vehicle. It was noted during the last SMEC site visit that a base layer of 200mm was placed in the low point of the curve resulting in minor hinge points in the vertical geometry. Minor filling works have been recommended at this location to smoothen the geometry of the hinge points to create a singular large vertical curve that meets the requirements of the OSOM vehicle.

SMEC
Level 5 20 Berry Street
North Sydney NSW 2060
T (02) 9925 5555

www.smec.com

Horizontal Geometry Assessment Findings

The areas of widening identified by the initial initial swept path assessment have been further refined to account for the OSOM vehicle's independent steering capabilities. These locations, originally flagged in the preliminary assessment, will still require cautious navigation by the OSOM vehicle. Independent steering should be applied, and the outer edge of the road curve utilised, to ensure all wheels remain within the sealed road pavement.

It is recommended that due to the constraints of the trees at the entrance of the Solar Farm, formalisation of widening areas by way of placement of wearing course gravel should be implemented. . This location was identified as the tightest turning manoeuvre of the assessment. It is recommended to have spotters and implement positive communication two-way communication in between truck drivers and spotters to avoid the obstructions in this area.

Structural assessment findings.

A structural assessment was conducted on the newly installed RCPs and Box culverts (Bow and Killoe Creek Crossing). RCP structural assessment was conducted using Pipeclass software and the Box culverts structural integrity was assessed using a tier 1 assessment.

The following assumptions were made:

1. Pipes have been installed with appropriate bedding in accordance with the relevant Australian Standards.
2. Pipes have been constructed in accordance with the relevant Australian Standards.
3. Pipe size and class installed per the provided design drawings (RD23-001 Profile Grade Rev07-23-05-2025) (RINGWOODS - 12-03-2025 - REV03)
4. Traffic management plan shall be implemented during the time OSOM vehicle is traversing over box Culverts.
5. Travelling speed shall not exceed 10km/h, when passing over the Box Culverts.
6. The trailer shall be positioned centrally over the Box Culverts.
7. Given the proposed loading does not exceed the structural design loading limit, a similar comparative approach was adopted to carry out the Geotech analysis.

The existing culverts could not be assessed due to the limited information available on them. It is assumed as a low to medium risk item. It is recommended that be inspected after the delivery of the first transformer for visible signs of cracking, spalling or deformation so appropriate remediation works can be conducted.

Engineering Verdict.

Based on the above discussion, the proposed 14-axle Nicolas trailer and OSOM vehicle should be able to transport the Transformers for the Goulburn River Solar Farm over Ringwood and Wollara Roads subject to the recommendations made and information available. It is highly recommended that these limitations should be implemented during the proposed OSOM vehicle traverse over the Box Culverts (Bow Creek and Killoe Crossings).

1. Traffic management plan shall be implemented during the time OSOM vehicle is traversing over box Culverts.
2. Travelling speed shall not exceed 10km/h, when passing over the Box Culverts.
3. The trailer shall be positioned centrally over the Box Culverts.

Permit number
1309830V1

Oversize and/or Overmass (OSOM) Mass or Dimension Exemption Permit

Heavy Vehicle National Law
This Permit is issued under the provisions of *Section 122 of the Heavy Vehicle National Law* for the operation of a Class 1 vehicle *(as defined in this Permit)* subject to the conditions set out in this Permit and any attachments.

Permit details

This Permit is issued to

O. D. TRANSPORT PTY. LTD.

Address

88-98 Hallam Valley Rd
Dandenong South, VIC 3175

Vehicle configuration and description

Block-truck towing OS/OM/OSOM load
Block Truck, Block Truck, Platform, Block Truck and Block Truck

Permit type

Oversize and Overmass (OSOM)

Permit period

Start date	End date
04-Mar-2026	04-May-2026

Period or fixed trips	Number of trips
Multiple Trips	2

continued on next page...

Vehicle details

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	26.5t	n/a
ODT12	VIC	6F5000000JA464336	26.5t	n/a
ODT20	VIC	6F5000000EA453639	26.5t	n/a
ODT25	VIC	6FMB05E067D714642	26.5t	n/a
ODT30	VIC	6F50000002A423289	26.5t	n/a
ODT35	VIC	6F50000007A434522	26.5t	n/a
ODT40	VIC	W1T96442220653149	26.5t	n/a

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	180t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	200t

Drawn Platform

Registration	State of Registration	VIN	GVM (t)	GTM (t)
52456S	VIC	7A9MT25WE61001063	n/a	35t
69612S	VIC	7A9MT50WE71001108	n/a	50t
YV04FP	VIC	7A9MT10WE61001058	n/a	130t
YV06FP	VIC	7A9MT10WE61001062	n/a	130t
YV07FP	VIC	7A9MT15WE71001104	n/a	150t
YV50LG	VIC	VF9A5762GDX058026	n/a	170t
YV51LG	VIC	VF9A5762GDX058025	n/a	170t
YV52LG	VIC	VF9A6762GDX058027	n/a	204t
YV53LG	VIC	VF9A6762GDX058028	n/a	204t
YV54LG	VIC	VF9A3762GDX058021	n/a	102t
YV55LG	VIC	VF9A3762GDX058022	n/a	102t
YV56LG	VIC	VF9A4762GDX058023	n/a	136t
YV57LG	VIC	VF9A4762GDX058024	n/a	136t
YV69DC	VIC	7A9MT50PAL1001127	n/a	50t
YV70DC	VIC	7A9MT50PAL1001126	n/a	50t
YV71DC	VIC	7A9MT50PAM1001026	n/a	50t
YV72DC	VIC	7A9MT10PAL1001125	n/a	100t

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	180t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	200t

Block Truck

Registration	State of Registration	VIN	GVM (t)	GTM (t)
ODT1	VIC	6FMM22E43AVB04445	n/a	200t
ODT12	VIC	6F5000000JA464336	n/a	180t
ODT20	VIC	6F5000000EA453639	n/a	250t
ODT25	VIC	6FMB05E067D714642	n/a	200t
ODT30	VIC	6F50000002A423289	n/a	200t
ODT35	VIC	6F50000007A434522	n/a	200t
ODT40	VIC	W1T96442220653149	n/a	200t

GCM must not exceed manufacturer's specifications

Loaded axle mass and spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
Block truck 1-2 axle								
Steer	6t	1	2	n/a	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	4.5m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	Yes	2.4m	Yes
		2	4	1.35m	279mm	Yes	2.4m	Yes
Drawn platform 14 axle								
Trailer	320.7t	1	8	6m	215mm	Yes	3.45m	Yes
		2	8	1.83m	215mm	Yes	3.45m	Yes
		3	8	1.83m	215mm	Yes	3.45m	Yes
		4	8	1.83m	215mm	Yes	3.45m	Yes
		5	8	1.83m	215mm	Yes	3.45m	Yes
		6	8	1.83m	215mm	Yes	3.45m	Yes
		7	8	1.83m	215mm	Yes	3.45m	Yes
		8	8	1.83m	215mm	Yes	3.45m	Yes

		9	8	1.83m	215mm	Yes	3.45m	Yes
		10	8	1.83m	215mm	Yes	3.45m	Yes
		11	8	1.83m	215mm	Yes	3.45m	Yes
		12	8	1.83m	215mm	Yes	3.45m	Yes
		13	8	1.83m	215mm	Yes	3.45m	Yes
		14	8	1.83m	215mm	Yes	3.45m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	6m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	4.5m	295mm	Yes	2.4m	No
Drive	18.5t	1	4	3.4m	279mm	No	2.4m	Yes
		2	4	1.35m	279mm	No	2.4m	Yes

Unladen dimensions

Unladen width (metres)	Unladen length (metres)	Unladen height (metres)	Tare mass (tonnes)
3.5m	41.5m	4.3m	165.2t

Laden dimensions

Width (metres)	Length (metres)	Height (metres)	Total mass (tonnes)
5.2m	77m	5.8m	418.7t

Forward projection (metres)	Rear overhang (metres)
n/a	n/a

Load type	Description of load
Indivisible	TRANSFORMER

continued on next page...

Authorised Routes

Turn by turn description

1309830r1v1 - Single Route

Start: Five Mile Rest Area, Golden Hwy, Merriwa NSW
Golden Hwy, Merriwa
Ringwood Rd, Merriwa
Wollara Rd, Merriwa
End: Goulburn River Solar Farm, Wollara Rd, Merriwa NSW

Road conditions

Regulator

(1) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

(a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic

(b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed

(c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern

(d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles

(e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

Transport for New South Wales (TfNSW)

(1) NSWCONTACT - The operator must contact the Transport for NSW (TfNSW) via email roadmanager@transport.nsw.gov.au a minimum five (5) business days prior to proposed travel date.

(2) NSWLoadDec - For all moves which require a Transport Management Plan (TMP), the driver must carry a signed NSW Load Declaration that certifies the total masses and overall dimensions (height, width and length) of the loaded combination undertaking the move. A copy must also be provided to the escort vehicle driver. Where more than one escort vehicle driver is required for the movement, the copy of this declaration

must be provided to the lead escort driver for the movement.

(3) NSWOSOMRIM - NSWOSOMRIM

If your combination exceeds five (5) metres wide and/or 30m long and/or five (5) metres high and/ or mass covered under the National Class 1 Load Carrying Vehicle Mass Exemption Notice you are required to obtain consent (approval) from the relevant Rail Infrastructure Manager (RIM) prior to travel over any rail infrastructure (level crossing and/ or bridge over rail). These approvals must be carried and produced on request by an authorised officer. Contact details can be found at https//www.nhvr.gov.au/road-access/access-management/third-party-approvals This requirement is in addition to any condition/s listed on the National Network Map

(4) NSWPolSMR -

For all moves which require a NSW Police escort, a signed measurement record is required. Before commencing the journey you must take measurements of the actual height, width and length of the laden combination. This record must be signed by the operator, the person who took the measurements and the driver. The signed measurement record must be produced to a police officer or an authorised officer on request.

(5) RMSCO01 - The permitted heavy vehicle combination must comply with the conditions of access located within “Schedule 2 New South Wales” forming part of the “National Class 1 Load Carrying Vehicle Dimension Exemption Notice 2025 (No.1)" located at https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices. The permitted heavy vehicle combination must also operate in accordance with "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.transport.nsw.gov.au).

(6) RMSCO02 - In addition to the pilot and escort requirements contained in the "New South Wales Class 1 Load Carrying Vehicle Exemption Notice 2023 (No.1)", the operator must comply with the pilot and escort requirements listed in the "New South Wales Class 1 Load Carrying Vehicle Operator’s Guide" document (available at www.nhvr.gov.au), and "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.rms.nsw.gov.au).

(7) RMSCT01 - Convoy travel is not permitted on state authority roads within NSW.

(8) RMSEI01 - In the event of an emergency or incident, the Traffic Management Centre (TMC) must be contacted Ph. 1800 679 782 to enable any necessary warnings to be issued to minimise the impact to other road users.

(9) RMSPE01 - A minimum of 2 Pilot vehicle(s) are required at all times. The operator prior to travel must contact the NSW Police for any additional escort requirements.

(10) RMSPPE02 - The operator must contact the NSW Police prior to travel for any additional escort requirements.

(11) TfNSWPolice - Where a condition listed in this permit requires contact with NSW Police for any additional pilot or escort requirements, the written advice received from NSW Police must be attached and carried with this permit. NSW Police Traffic and Highway Patrol Command can be contacted at trafficosom@police.nsw.gov.au or (02) 8882 1436. A minimum of 5 working days notice will be required to allow police to issue notification letters and/or organise police resources. If police escort vehicles are not required, then you must obtain and carry the written advice from NSW Police stating the pilot vehicle requirements that apply for this journey.

Upper Hunter Shire Council

(1) LEDD01 - Heavy Vehicle Movement - Assessing routes for potential disruptions and damage including advanced notification

(1) Before the heavy vehicle is driven along the approved route, the driver and operator must be satisfied that the vehicle can be driven along it without contravening subsection 2, 3 or 4

(2) The driver and operator must be satisfied that there is no impediment to the requested movement by ensuring that relevant affected parties such as residence or industry are notified in writing of the movement no less than 24 hours prior to the movement schedule.

(3) The heavy vehicle must not be driven along a route if to do so would be likely to cause;

(a) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services) or

(b) damage to road side furniture, roads (including a bridge), structure, rail crossing or tree (relevant property).

(4) Subsection (3) does not apply if the entity responsible for the relevant services or relevant property has given permission for the vehicle to travel along the route, and the vehicle is driven in accordance with the permission.

(2) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/ escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these assets.

(3) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with the Infrastructure Services Department of Upper Hunter Shire Council via 0265 401 100 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

Travel conditions

Transport for New South Wales (TfNSW)

(1) NSWCON01 - When width exceeds six (6) metres, or total combination mass exceeds 200 tonne, the operator is required to contact TfNSW OSOM Road Access Unit by email to spu@rms.nsw.gov.au at least five (5) business days prior to proposed date of travel.

(2) NSWLIVETRAFFIC - TfNSW Live Traffic must be checked prior to departure, if there are any road works and/ or restrictions along the planned route the operator must ensure that they can travel along the route without causing damage or disruption.

Please Note

Class 1 vehicles travelling under a Permit MUST NOT travel off the approved route listed in the permit unless an updated permit is obtained from the NHVR.

(3) NSWOH01 - For travel on State classified roads when overall height exceeds 5.0 metres, written approval must be obtained from the relevant telecommunications and/ or electrical authorities. A copy of this approval must be carried with this permit and produced on request by an authorised officer. Any conditions listed in this approval must be adhered to.

(4) RI16 - On Golden Hwy the driver must follow the below conditions. a) No travel during or after rain events or when the pavement is still wet b) The vehicle should not travel along the shoulders c) No travel on roads with ambient temperature exceeds 40 degrees or exceeds 35 degrees on three or more consecutive days d) Must notify TfNSW of any pavement damage caused by the travel of their vehicles on TfNSW roads at the earliest practical opportunity.

(5) RMSSZ01 - Travel is not permitted through sign posted school zones during the designated school operation times.

(6) RMSTMC01 - The NSW Transport Management Centre (TMC) must be contacted prior to the commencement and at the conclusion of each stage of the movement. Phone 1800 679 782.

(7) TMP01 -

In accordance with the supplied Transport Management Plan (TMP), the operator must adhere to the identified special manoeuvers, removal and replacement of road side furniture, road closures and all other conditions identified as part of the approved TMP. The TMP must be carried in conjunction with this permit.

For further clarification, requirements and information relating to the Transport Management Plan (TMP), please seek advice directly from the corresponding jurisdiction in which you transport task will be completed.

Australian Capital Territory - www.accesscanberra.act.gov.au

New South Wales - www.transport.nsw.gov.au

South Australia - www.dpti.sa.gov.au

Tasmania - www.transport.tas.gov.au

Victoria - www.vicroads.vic.gov.au

Queensland - www.tmr.qld.gov.au

Upper Hunter Shire Council

(1) UHSC - Travelling speed shall not exceed 10km/h when passing over box culverts along Ringwood & Wollara Roads, Merriwa.

The OSOM vehicle must be positioned centrally over the box culverts.

Vehicle conditions

Regulator

(1) LE14 - A class 1 heavy vehicle operating under this permit must comply with the conditions stated within Divisions 1, 2 and 5 of Schedule 8 of the Heavy Vehicle National (Mass, Dimension and Loading) Regulation, unless otherwise expressly exempted by a stated condition in this permit.

(2) LEOL - Other Laws and Legislation

Nothing within this permit exempts the driver or operator of the permitted heavy vehicle from complying with legislation regulating the use of heavy vehicle. This includes but is not limited to conditions applied within the vehicles registration, compliance with sign posted restrictions, traffic law or compliance with lawful directions of authorised officer.

continued on next page...

Permit number

1309830V1

The driver of the heavy vehicle who is driving a vehicle that is subject to a permit issued under the HVNL must keep a copy of the permit for the exemption in the driver's possession.

The driver or operator of a heavy vehicle being used on a road that is subject to a permit issued under the HVNL must not contravene a condition of the permit.

The driver or operator must comply with the provisions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation unless anything contrary is applied within this permit.

It is an offence to operate a vehicle at a mass limit greater than indicated by an official traffic sign.

Declaration

Signed:

NHVR Delegate

Dated: 04-Mar-2026

Associated documents

N/A

END OF DOCUMENT

Appendix F Driver Code of Conduct

The Driver Code of Conduct is to ensure that drivers adhere to safe driving practices. Any non-compliance with the Drivers Code of Conduct will be managed through the Construction Contractors' general business code of conduct.

Section 1 – General Commitments

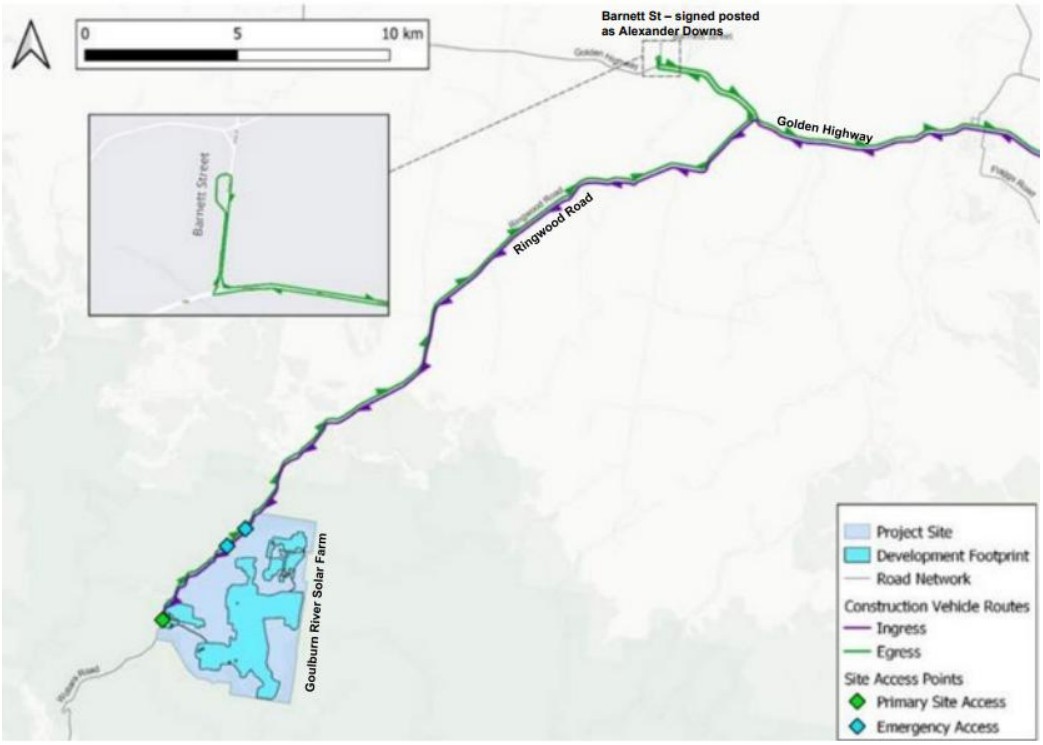
Drivers must:

- Comply with the Project Traffic Management Plan.
- Hold the appropriate licence class for the vehicle driven.
- Comply with all road laws and regulations.
- Exercise extra care in adverse weather conditions that may affect road safety. such as fog, dust, wet weather and flooding.
- Report any observations of driver fatigue or misconduct to the HSE Coordinator.
- Respect the rights of all road users to share the road.
- Cover loads when transporting loose materials (e.g. aggregate).
- Avoid travelling in convoys or platoons, with all long vehicles (7.5m long or longer) to be driven at least 60m behind another long vehicle, that they are following.
- Report any incidents in accordance with the Work Health and Safety Management Plan.

Section 2 – Travel Routes

The Development Consent specifies that:

- Unless otherwise agreed by the Planning Secretary, all heavy vehicles and heavy vehicles requiring escort associated with the development must travel to and from the site via the Golden Highway / Ringwood Road intersection.
- All vehicles (excluding heavy vehicles requiring escort) associated with the development accessing the site via the Golden Highway / Ringwood Road intersection:
  - (a) must access Ringwood Road by turning left from the Golden Highway only; and
  - (b) must exit Ringwood Road by turning left on to the Golden Highway only.
- All vehicles (excluding heavy vehicles requiring escort) associated with the development departing the site and needing to travel east along the Golden Highway must use the turnaround point at Barnett Street.



- Use only the established Project access point off Wollara Road to enter/exit the Project.
- Use agreed travel routes unless an approved alternative route is in place (e.g OSOM, emergency or other unavoidable circumstance).
- Enter and exit the Project in a forward direction.
- Make sure the vehicles are loaded and unloaded on site only and do not queue on public roads.
- Ensure vehicles leaving the Project are in a clean condition.
- Notify the HSSE team immediately if there is any damage to the travel route which may present a safety hazard.

Section 2.1 – Wollara Road Radio Communication Protocol

- Drivers travelling on Wollara Road between Zone 1 and Zone 4 must notify other project vehicles via the designated radio channel 28 when public vehicles are present on the road.
- This notification must include the direction of travel and approximate location (e.g. “All Solar Farm personnel please be aware there is a public vehicle travelling outbound from Zone 2”).
- This requirement applies to both inbound and outbound travel and is intended to improve situational awareness and safe vehicle movements along Wollara Road.

Section 2.2 – Construction Hours and Heavy Vehicle Restrictions

Drivers must ensure that vehicle movements associated with the Project comply with the approved construction hours. No driver is permitted to arrive at or enter the Project site outside of these hours unless specifically authorised by DTI.

Approved construction hours are:

- 7:00 am to 6:00 pm Monday to Friday
- 8:00 am to 1:00 pm Saturday
- No work on Sundays or NSW Public Holidays

To ensure compliance with these hours, all heavy vehicles must adhere to the following access requirements:

- Heavy vehicles must not enter Ringwood Road from the Golden Highway before 6:30 am Monday to Friday.
- Heavy vehicles must not enter Ringwood Road from the Golden Highway before 7:30 am on Saturdays.
- Drivers must manage travel times to ensure they do not arrive early and are not parked on public roads.

Vehicle Length Restrictions

- Heavy vehicles associated with the Project must not exceed 19 metres in length.
- Any heavy vehicle greater than 19 metres in length requires prior approval from DTI before travelling to site.
- Drivers or transport providers must contact DTI in advance to obtain approval for any vehicle exceeding this limit.

Section 2.3 – Turning Areas and Approved Turnarounds

This section gives effect to Section 3.7 of the approved Traffic Management Plan.

- The Barnett Street turnaround facility is the primary and approved turning area for Project construction vehicles exiting the site, as outlined in Section 3.5 of the Traffic Management Plan.
- Project construction vehicles must not perform right-turn movements from the Golden Highway into Ringwood Road.
- Where a Project construction vehicle approaches the site from the west along the Golden Highway, the driver must not attempt a right turn into Ringwood Road and must continue through to Merriwa to undertake a turnaround before re-approaching the site from the east to enable a left-in movement at the Golden Highway / Ringwood Road intersection.
- Turnaround routes within Merriwa are:

- Dutton Street
- Blaxland Street
- Bow Street

- Unauthorised turning movements or routine use of Merriwa local roads contrary to this section constitutes a breach of this Driver Code of Conduct, the Traffic Management Plan, and Project approval conditions.

Section 3 – Driving Hazards

Driving to and from the Project

Driving presents a serious risk to health and safety and all precautions are to be taken when driving to and from site. Major driving hazards include mobile phone use, speeding and drug and alcohol usage and fatigue.

Mobile Phone Use

The use of mobile phones while operating a motor vehicle is strictly prohibited unless a blue tooth hands-free kit is utilised. Placing mobile phones in ‘Do not disturb’ mode while driving is encouraged.

Travelling Speeds

The newly changed speed limits for Golden Highway, Ringwood Road and Wollara Road are sign posted, however workers are reminded to drive to conditions which can change without notice.

Drivers must:

- Be aware of the legal speed limit.
- Not exceed the legal speed limit on public roads.

  - Ringwood Rod from Golden Highway to Hulks Road is 80km/h

  - Wollara Road from Hulks Road to site Entry is 60km/h.

  - Barnett turn around is 10km/h.

- Not exceed the speed limit of 40km/h designated for internal access roads within the Project and 10 km/h in the vicinity of workgroups.
- Not exceed the Project Speed Limits on Ringwood, Wollara Roads and Barnett Street.
- Not exceed the signposted ROADWORKS speed limits.
- Adjust speed to suit the road environment and prevailing weather conditions.
- Adjust speed to ensure the safe movements of the vehicle based on the vehicle configuration.

Drug and Alcohol Usage

The Project has a zero-alcohol tolerance and zero illicit drugs tolerance or impairment by prescription medication. Drivers must follow any driving limitations while taking prescription medication.

Drug and alcohol testing will be conducted at random times.

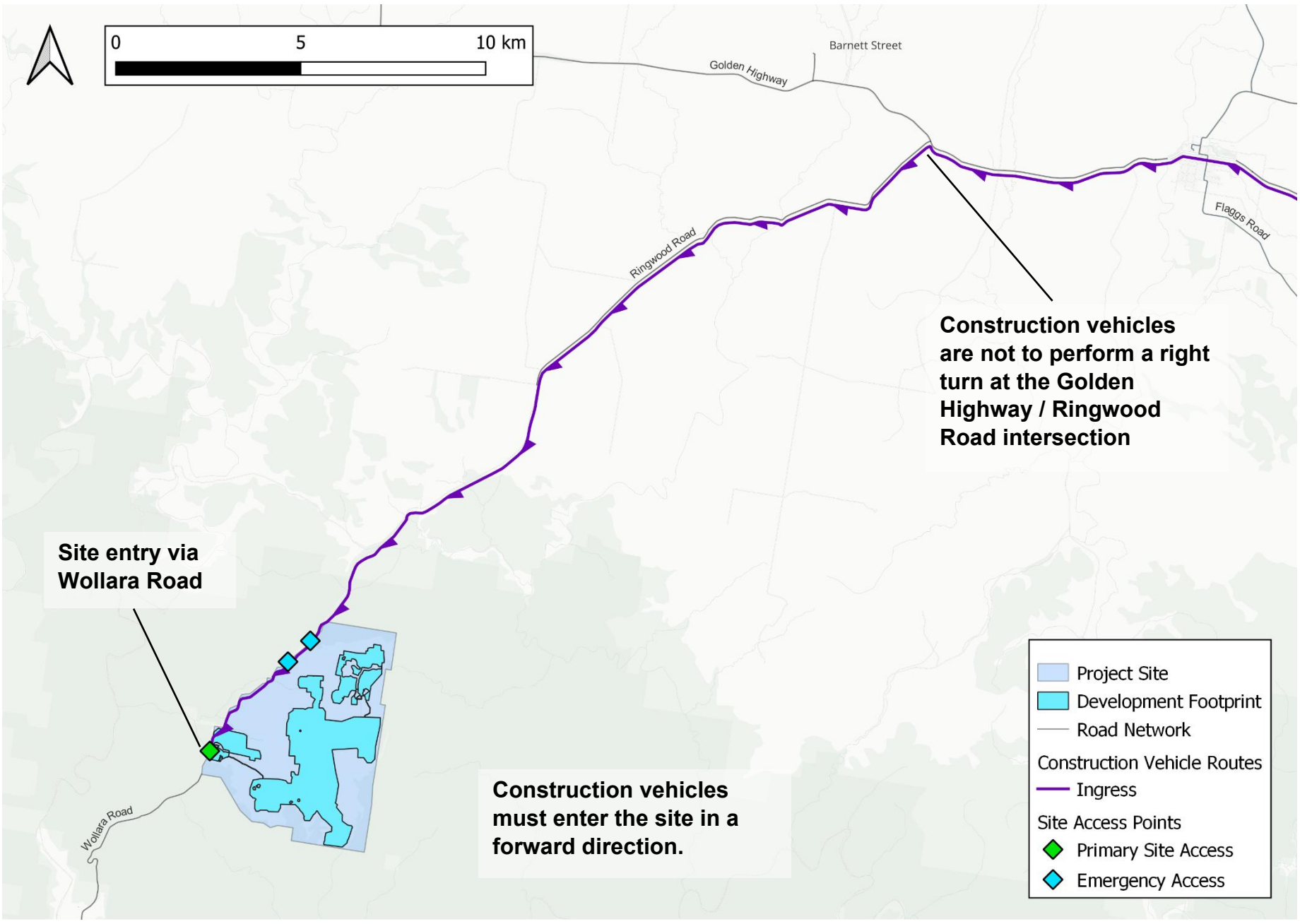
Driver Fatigue

Under the Heavy Vehicle Driver Fatigue Reform (2008), all drivers of trucks and truck combinations over 12 tonne GMV (except for Ministerial Exemption Notices that may apply) are required to operate under one of three fatigue management schemes:

- Standard Hours of Operation
- Basic Fatigue Management
- Advanced Fatigue Management.

All heavy vehicle operators are to be aware of their adopted fatigue management scheme and operate within its requirements.

Appendix G Vehicle Movement Plan



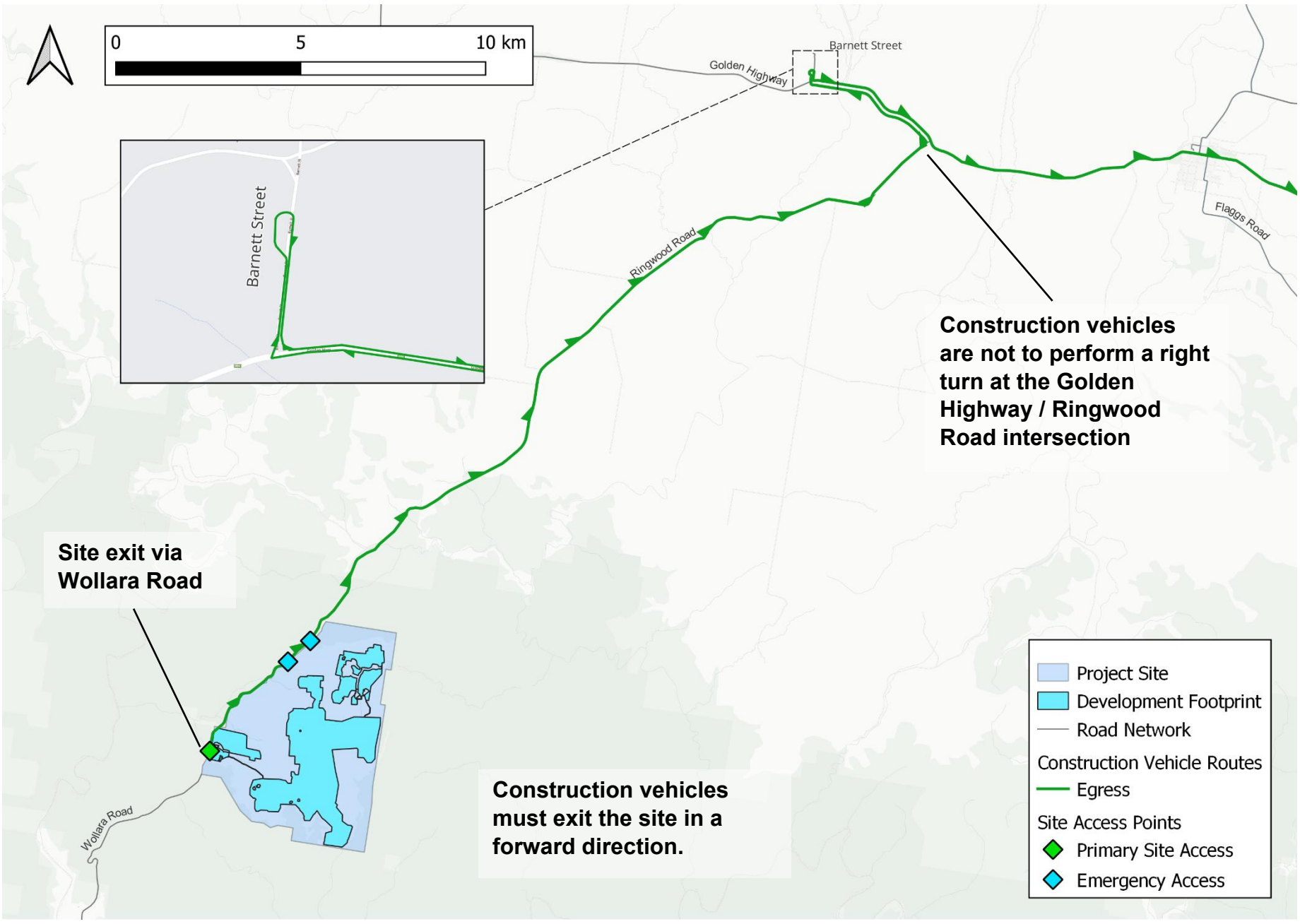
Construction vehicle route - ingress:

Golden Highway westbound, left turn onto Ringwood Road southbound, continue straight onto Wollara Road southbound and left-turn into the site.

VEHICLE MOVEMENT PLAN – GOULBURN RIVER SOLAR FARM

SITE ENTRY / INGRESS

Adherence to this VMP is mandatory. Deviation from this plan may find you personally liable and subject to further action.



Construction vehicle route - egress:

From the site, right turn onto Wollara Road northbound, continue straight onto Ringwood Road northbound, left turn onto Golden Highway westbound, right turn onto Barnett Street northbound, U-turn via turnaround facility approximately 190 metres north and continue onto Barnett Street southbound, left turn on Golden Highway eastbound.

VEHICLE MOVEMENT PLAN – GOULBURN RIVER SOLAR FARM

SITE EXIT / EGRESS

Adherence to this VMP is mandatory. Deviation from this plan may find you personally liable and subject to further action.

Appendix H Stakeholder Consultation for TMP Approval

Comments were received from TfNSW on 21 October 2024, Midwestern Regional Council on 1 October 2024 and Upper Hunter Shire Council on 21 October 2024 following review of the Goulburn River Solar Farm – Traffic Management Plan, Lightsource bp have addressed each comment with responses provided in **Table 1** below.

Table 1 Responses from TfNSW, Mid-Western Regional Council and Upper Hunter Shire Council

TfNSW Comment	Lightsource bp's Response
Condition B10 (b) has not been satisfied and is required to include details of the road works required for the sealing of Barnett Street.	*Section 2.4, dot point 7 of this TMP* **New Text has been added to this TMP:** Road upgrades required on Ringwood Road, Wollara Road and at the intersections of Ringwood Road **and Barnett Street** with the Golden Highway. *Section 3.1.3 Intersection Upgrade* ***– Golden Highway & Ringwood Road*** *"The Golden Highway / Ringwood Road intersection …….* *The intersection upgrade footprint is shown in* ***Figure 3-3****. Drawings of the proposed intersection upgrades are provided in* ***Appendix B****.* Rename Section 3.1.4 *Intersection Upgrade* ***– Golden Highway & Barnett Street*** **New Text has been added to this TMP; Section 3.1.4 Intersection Upgrade – Golden Highway and Barnett Street :** The Golden Highway / Barnett Street intersection will be upgraded to accommodate the requirements for the Barnett Street turnaround point. These upgrades will include: Reconstruction of the initial 30m of the throat of Barnett Street to a TfNSW compliant sealed pavement, with unsealed shoulders. Delineation, line-marking and give-way signage, within Barnett Street. Installation of truck turning movement warning signs on both approaches to the intersection. The intersection upgrade footprint is shown in ***Figure 3-5***. Drawings of the proposed intersection upgrades are provided in **Appendix B.** We will also include the 80% design drawing for Barnett St intersection, currently being assessed by TfNSW as part of WAD application.

TfNSW Comment	Lightsource bp's Response
Condition B10 (d) requires greater controls to be implemented to ensure compliance. This should include commitment to surveillance and records to be kept and available for auditing.	**New text has been added to this TMP; Section 5.6 Management of Construction Vehicle Routes:** The construction vehicle route applies to all vehicles associated with the development, including through early works, road upgrades, construction, upgrading and decommissioning. To ensure that construction vehicle drivers adhere to the left-in, left-out arrangement at the Golden Highway / Ringwood Road intersection during construction, the following will be implemented: A monitoring camera will be installed at the Golden Highway/Ringwood Road intersection: prior to construction commencing capturing footage from one hour prior through to one hour post approved construction hours (i.e., from 0600 to 1900) footage will be reviewed weekly for months one and two of construction, then monthly thereafter or in response to a complaint the monitoring approach will be assessed for effectiveness periodically, and any proposed changes discussed proactively with TfNSW. Appropriate corrective measures Installation of additional signage on Ringwood Road stating that "site traffic must turn left". The construction contractor will undertake spot checks at the intersection for compliance. This will involve counts of vehicles leaving site, coupled with vehicle counts at the turn-around bay on Barnett Street. A randomised spot check will occur monthly at a minimum, or in response to a complaint from the community or feedback from within the Project team. A register of heavy traffic movements in and out of the Project Area will be maintained during construction. The register will be maintained by the Construction Contractor. The approved vehicle route will be reinforced during site inductions, daily toolbox talks and as part of the Driver Code of Conduct. The approved vehicle route will be specified in a pre-arrival flyer which would detail delivery instructions and be distributed to drivers before coming to site. Quarterly Inspections and routine audits of the transport route shall be conducted to ensure compliance to site requirements on Traffic Management. Due to limited deliveries/supplier movements from adjacent LGAs / areas to the west of the Project Site, with a number of companies based to the west of the Project Site expressed interest in sub-contracting or supplying aspects of the Project. This has been utilised in the project and some deliveries arrive from the west. Deliveries to the project site originating from the west along the Golden highway are required to continue onto to Merriwa to turn around via Dutton Street, Blaxland Street and Bow Street (to enable an eastbound left turn into Ringwood Road).
Condition B10 (e)(x) is not satisfied suitably. Limited detail is provided regarding pick up/ drop off locations and further information is required on how uptake of the shuttle bus will be enforced	**3.6.4 Employees Shuttle Bus Service** As noted in **Section 3.6.3**, a shuttle bus service will be commissioned to assist with employee and contractor transportation during construction to the Project. An estimated 30 one-way shuttle bus journeys (15 return trips) will transport locally-based workers to and from the Project Area. Shuttle buses will also transport workers staying at the TWA Facility into Merriwa to replenish personal supplies and for general recreation.

TfNSW Comment	Lightsource bp's Response
	Within the Project Area, shuttle buses will transport workers from the TWA Facility to construction compounds across the Project. This service is intended to manage vehicle traffic on the local road network as well as internally within the Project Area. The Merriwa pick up/ drop off point would be located either on the Golden Highway or on Vennacher Street, close to the intersection with the Golden Highway, as both locations have parallel parking spaces. This location is near the Merriwa Post Office. The shuttle bus may be used to provide workers with connections to the local bus services, for travel to other regional locations such as Scone, Dubbo and Newcastle. The nominated location is also in close proximity to the local key Merriwa town centre commercial businesses (i.e., IGA supermarket). Shuttle bus services have been successfully used on recent Lightsource bp projects, Wellington Solar Farm and Wellington North Solar Farm. Measures to actively encourage use of shuttle buses will include: Employees will be made aware of the contractual requirements and actively encouraged to use the shuttle bus service. This will be managed through incorporation into site inductions and regular broadcasting (e.g. posters and signage throughout the TWA Facility). Use of the shuttle service (and ride-sharing) will be contractually required (see also Section 3.6.3). Provision of a certain number of on-site car parking spaces will be monitored through ad hoc visual inspections to identify whether increased parking demand has resulted from reduced usage of the shuttle bus service and/pr carpooling. Secure storage would be available on-site to trades for safely storing tools/ equipment, which would otherwise necessitate a higher rate of workers driving to site.
Condition B10 (e)(xi) is not satisfied suitably. Further information is required on how light vehicle numbers will be limited during construction	During peak construction and with the on-site TWA Facility operational the following trips are anticipated to be generated by the Project: Light vehicles – there are up to approximately 60 two-way movements expected per day (120 light vehicle movements per day), as estimated in the amended TTIA (Turnbull 2023). Contractually, car-pooling and ride-sharing initiatives will be required and encouraged with the Project engaged subcontractors and suppliers, for their Workers. This will be undertaken by shuttle busses, which are included in the light vehicle volume. Shuttle buses – 15 two-way movements expected per day (30 shuttle bus movements per day), as estimated in the Amended TTIA (Turnbull 2023). Heavy vehicles – 55 movements a day (a maximum of 15 heavy vehicle movements per hour) during construction, upgrading or decommissioning. 24 movements of heavy vehicles requiring escort during construction, upgrading or decommissioning.
Condition B10 (e)(xii) is not satisfied suitably. Further information on how heavy	**New text has been added to this TMP; S 5.5 (Driver Code of Conduct)**

TfNSW Comment	Lightsource bp's Response
vehicles would be scheduled to avoid convoys and light vehicles is required. An indicative schedule of movements of heavy vehicles at peak construction is required.	As per NSW Road Rules (2014) 127 (1), a driver of a long vehicle (7.5m long or longer), except on a multi-lane road or any length of road in a built-up area, must travel at least 60m behind any other long vehicle, other than a road train. The potential for heavy vehicles to convoy or platoon together will be addressed through direction by the Construction Contractor to subcontractors and suppliers. Strategies will include: Staggered Scheduling: Heavy vehicle movements will be staggered to prevent convoys and minimise traffic congestion, particularly during peak times. Off-Peak Scheduling: Heavy vehicles will operate during off-peak hours to reduce interactions with peak traffic periods on the Golden Highway. Break Time Coordination: Managing driver breaks to avoid clustering after rest periods. All long vehicle drivers and their respective supervisors/ transport managers will be reminded that: There is a maximum of 55 (two-way trips; 110 one-way trips) heavy vehicle movements per day, and a maximum of 15 two-way heavy movements per hour. when heavy vehicle drivers are leaving their depot/ quarry/ batch plant, or the Project site, that a minimum 1 minute gap in departure times is provided. when heavy vehicle drivers stop for breaks (rest, smoko, lunch, etc) together, that on departure from the stop that each subsequent heavy vehicle allows at least 1 minute between each subsequent heavy vehicle departure from the stop. The Driver Code of Conduct will be communicated to all personnel through site inductions, toolbox talks and pre-start meetings. Any non-compliance with the Drivers Code of Conduct will be managed through the EPC's general business code of conduct, and the Contracts that are in place with their subcontractors and suppliers. ***Appendix F, Section 1 – General Commitments = new text*** Drivers must: Comply with the Project Traffic Management Plan. Hold the appropriate licence class for the vehicle being driven. Comply with road laws and regulations. Exercise extra care in adverse weather conditions that may affect road safety such as driving at night, fog, dust, wet weather and flooding. Report any observations of driver fatigue or misconduct to the HSE Coordinator. Respect the rights of all road users to share the road. Cover loads when transporting loose materials (e.g. aggregate). Avoid travelling in convoys or platoons, with all long vehicles (7.5m long or longer) to be driven at least 60m behind any another long vehicle that they are following. Report any incidents in accordance with the Work Health and Safety Management Plan.

TfNSW Comment	Lightsource bp's Response
Upper Hunter Shire Council	
We are generally satisfied with the TMP, however, Council does have some concerns in relation to the sizing of the proposed culverts on Ringwood Road identified in the proposed road and culvert upgrades. It is understood that the designs are inconsistent with the previously agreed design parameters. Council is currently working with your design engineers to address this issue.	Lightsource bp will continue to work with UHSC to confirm design suitability prior to commencing road and culvert upgrades on Ringwood and Wollara Roads.
Mid-Western Regional Council	
Council notes: The only road within the Mid-Western Region (MWR) LGA affected by the proposal is Wollar Road, which is assessed as carrying light vehicle commutes to the construction site only. There is no truck or specialist heavy haul traffic listed using roads in the MWR LGA There are no intersections listed in the TMP requiring capacity assessment. Council requests, if the TMP changes, that Council are consulted.	No changes required. Lightsource bp will consult with Mid-Western Regional Council if any changes to the TMP are proposed.

Comments on the Goulburn River Solar Farm – Traffic Management Plan V4 were received from TfNSW on 2 April 2026, Mid-Western Regional Council on 27 March 2026, and Upper Hunter Shire Council on 2 April 2026. Lightsource bp has addressed each comment, with responses provided in **Table 2** below.

Table 2 Responses from TfNSW, Mid-Western Regional Council and Upper Hunter Shire Council

TfNSW Comment	Lightsource bp's Response
TfNSW has no further comments in relation to the revised TMP, subject to addressing the matters identified within the attached email from Lightsource BP titled ADDITIONAL INFORMATION: SSD-33964533 Goulburn River solar farm: Consultation on Traffic Management Plan (B10) dated 1 of April 2026. TfNSW is to site a copy of the TMP post completion of the requested updates. No further consultation required with TfNSW in relation to this revision of the Goulburn River Solar Farm TMP.	Copy of finalised TMP will be provided to TfNSW following DPHI's approval. Lightsource bp will consult with TfNSW if any changes to the TMP are proposed.
Mid-Western Regional Council Comment	**Lightsource bp's Response**
Given there is NO IMPACT ON MID-WESTERN REGIONAL LOCAL ROADS, Council will not review the full TMP and have no further comments	No change required. Lightsource bp will consult with Mid-Western Regional Council if any changes to the TMP are proposed.
Upper Hunter Shire Council Comment	**Lightsource bp's Response**
Upper Hunter Shire Council has no comments or concerns with the updated Goulburn River Solar Farm Traffic Management Plan	No change required. Lightsource bp will consult with Upper Hunter Shire Council if any changes to the TMP are proposed.