

Wollar Solar Farm Development

Ref: 043
22 November 2024

Issued via email: duncan.upton@bjeiaustralia.com

Dear Duncan

**Wollar Solar Farm and BESS
Traffic and Transport Assessment – SSD-9254-Mod-4**

Amber Organisation has been requested to provide an assessment of traffic and transport aspects of the Wollar Solar Farm and BESS which has arisen because of a proposed increase in the capacity of the BESS to approximately 280MW (two hour storage duration).

The proposed increase of the capacity if the BESS results in:

- an increase in the anticipated construction duration of the BESS from 12 to 21 months. No increase in daily traffic volumes generated is anticipated as the traffic will be spread over an extended construction period, and
- an increase of up to five (5) heavy vehicles requiring escort to the project for the delivery of substation buildings (up to 3) and transformers (up to 2) to the BESS.

Whilst no change in the day-to-day traffic volumes is anticipated as part of the modification, it is noted that the modification represents a change to construction activities originally assessed and approved due to the lengthening of the construction program.

In addition, to provide greater flexibility and reduce reliance on the immediate local area, the access routes for staff shuttle buses and the delivery of waste and wastewater from the site are proposed to change as compared to that originally considered.

As outlined, the proposal results in an increase in heavy vehicles requiring escort for the largest plant to site. Previous assessments grouped all Over-Sized/Over-Mass (OSOM) vehicles together regardless of size or risk, with the current Development Consent (DC) reflecting this approach. To better define and limit heavy vehicles requiring escort it is proposed to modify the definitions and conditions in the DC in-line with current practice.

This letter outlines the proposed modification to conditions and definitions, presents the status and previous assessments of the proposal, considers the impacts of potential changes of shuttle buses transporting staff to site heavy vehicles transporting waste and wastewater to facilities in Dubbo, and the cumulative impacts of surrounding projects due to the change in the construction program.

The impact of the additional heavy vehicles requiring escort are being considered as part of a detailed route assessment which is being undertaken by others. The haulage route in Appendix 3 of the Development Consent was successfully utilised for the transformers for the Solar Farm component. It



is anticipated that the same route from the Port of Newcastle to site will be used for haulage of the BESS transformer.

1. Proposed Modifications to Definitions and Conditions

1.1 Over-Sized/Over-Mass (OSOM) vehicles

Over-Sized/Over-Mass (OSOM) vehicles are governed by the National Heavy Vehicle Regulator (NHVR). OSOM vehicles are defined as *Class 1 vehicles* under the Heavy Vehicle National Law and are considered OSOM if they exceed any general mass or dimension limits.

There are a range of Class 1 OSOM examples, including¹:

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

There is a variety of OSOM vehicles which have a range of risk profiles reflecting their size and impact. Management requirements increase with the vehicle combination size and mass.

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

A project like the Wollar Solar Farm and BESS generate the need for a range of specialist plant that would require OSOM vehicles for transportation, as follows:

- Excavators,
- Bulldozers,
- Graders,
- Drill Rigs,
- Drum Rollers,
- Cranes,
- Electrical Buildings (up to 4.0m in width), and
- Transformer (approximately 200 Tonnes).

As shown, there is a mix of typical construction vehicles that would be formally classified as OSOM under the Heavy Vehicle National Law but would be considered low risk, as well as a small proportion of very large and or heavy specialist infrastructure.

The definitions of heavy vehicles in the DC currently group all over-dimensional vehicle together regardless of size or risk profile.

To address this issue, it is proposed to change the definition and conditions to capture high-risk OSOM vehicle combinations more accurately, with other lower risk OSOM combinations still being

¹ <https://www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/heavy-vehicles/road-access/restricted-access-1>



defined as heavy vehicles between 12.5m and 26m in length and managed under other relevant conditions. This approach is consistent with other similar BESS and solar farms in NSW².

The proposed changes to definitions and conditions are outlined in Table 1 and 2, respectively.

Table 1: Proposed Modification to Definitions

Current Wording		Proposed Wording	
Term	Definition	Term	Definition
AV/B-Double	An articulated vehicle that has a combined Gross Vehicle Mass or Aggregate Trailer Mass of up to 62.5 tonnes	Heavy Vehicle between 12.5m and 26m	A Heavy Vehicle as defined by the National Heavy Vehicle Regulator under the Heavy Vehicle National Law (NSW) between 12.5m and 26m in length
Over-dimensional vehicle	Over-mass and/or over-size/length vehicles	Heavy vehicle requiring escort	Any vehicle that requires a pilot vehicle and/or escort vehicle, as defined by the National Heavy Vehicle Regulator's NSW Class 1 Load Carrying Vehicle Operator's Guide

Schedule 3, Condition 2, 3, 3A, 4, 5 and the figure in Appendix 3 of the DC are proposed to be updated to reflect the changes in terms and definitions outlined in Table 1.

Table 2: Proposed Modification to Conditions

Ref.	Existing Condition	Proposed Modification
Schedule 3, Condition 1	<p>The Applicant must ensure that the:</p> <p>1) development does not generate more than:</p> <ul style="list-style-type: none"> a combined total of up to 72 medium, heavy rigid vehicle and/or AV/B-double movements a day during construction, upgrading and decommissioning, with a maximum of 36 AV/B-double vehicle movements a day. 60 over-dimensional vehicle movements during construction, upgrading and decommissioning; and; 7 AV/B-Double, medium and/or heavy rigid vehicle movements a day during operations; on the public road network; <p>2) length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres</p>	<p>The Applicant must ensure that the:</p> <p>(a) development does not generate more than:</p> <ul style="list-style-type: none"> a combined total of up to 72 medium, heavy rigid vehicle and/or AV/B-double Heavy Vehicles between 12.5m and 26m movements a day during construction, upgrading and decommissioning, with a maximum of 36 AV/B-double Heavy Vehicles between 12.5m and 26m vehicle movements a day. 60 over-dimensional vehicle 10 heavy vehicles requiring escort movements during construction, upgrading and decommissioning; and; 7 AV/B-Double, Heavy Vehicles between 12.5m and 26m, medium and/or heavy rigid vehicle movements a day during operations; on the public road network; <p>(b) length of any vehicles (excluding over-dimensional vehicles heavy vehicles requiring escort) used for the development does not exceed 26 metres</p>

As shown in Table 2, the proposed changes in wording do not seek to increase the quantum of heavy vehicles generated to site but rather better define the heavy vehicle types consistent with current practice.

² For example: Marulan Solar Farm (SSD-13137914), Glenellen Solar Farm (SSD-9550), Glanmire Solar Farm (SSD-21208499)



1.2 Shuttle Buses

In order to provide greater flexibility for staff accommodation locations it is proposed to modify the conditions related to the shuttle bus access routes. The reason for this change is to reduce the impact of staff accommodation on the immediate local area by facilitating access to and from other townships such as Rhylstone, Kandos, Dunedoo, Sandy Hollow and Denman.

The proposed changes to definitions and conditions are outlined in Table 3 and 4, respectively.

Table 3: Proposed Modification to Definitions

Current Wording		Proposed Wording	
Term	Definition	Term	Definition
Medium and/or heavy rigid vehicle	<i>A vehicle that has a combined Gross Vehicle Mass or Aggregate Trailer Mass of up to 30.0 tonnes and a maximum length of up to 12.5 metres</i>	Medium and/or heavy rigid vehicle	<i>A vehicle that has a combined Gross Vehicle Mass or Aggregate Trailer Mass of up to 30.0 tonnes and a maximum length of up to 12.5 metres excluding shuttle buses</i>

Table 4: Proposed Modification to Conditions

Ref.	Existing Condition	Proposed Modification
Schedule 3, Condition 4	<p>4) <i>All medium and/or heavy rigid vehicles and shuttle buses associated with the development must travel to and from the site via the routes detailed in condition 3 of Schedule 3 to this consent, and/or via:</i></p> <p>(a) <i>Cope Road, Ulan Road, Ulan-Wollar Road, Barigan Street, Maitland Street, Wollar Road and Barigan Road; and/or</i></p> <p>(b) <i>Castlereagh Highway, Ulan Road, Wollar Road, Phillip Street, Maitland Street, Wollar Road and Barigan Road;</i></p> <p><i>as identified in the figure in Appendix 3.</i></p>	<p>4) <i>All medium and/or heavy rigid vehicles and shuttle buses associated with the development must travel to and from the site via the routes detailed in condition 3 of Schedule 3 to this consent, and/or via:</i></p> <p>(a) <i>Cope Road, Ulan Road, Ulan-Wollar Road, Barigan Street, Maitland Street, Wollar Road and Barigan Road; and/or</i></p> <p>(b) <i>Castlereagh Highway, Ulan Road, Wollar Road, Phillip Street, Maitland Street, Wollar Road and Barigan Road;</i></p> <p>(c) <i>as identified in the figure in Appendix 3.</i></p>

The figure in Appendix 3 of the DC is proposed to be updated to reflect the changes in definition and conditions outlined in Table 3 and 4.

The anticipated impact of this change is considered below in Section 3.

2. Current Status

The construction of project commenced with the solar farm component in late-2022 and is currently being undertaken.

2.1 Approved Traffic Assessment

The traffic generation characteristics and associated impact of the project were previously considered as part of an original Traffic Impact Assessment prepared by Ontoit Consulting³ and addendum report prepared by Amber⁴ as part of the original submission. As a result of Mod-3, there

³ <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-9254%2120190321T011730.204%20GMT>

⁴ <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-9254%2120191117T225608.241%20GMT>



was an increase in the total number of AV/B-Double vehicles anticipated per day but no change to the overall total number of heavy vehicles per day as outlined in an assessment letter prepared by Amber⁵.

The daily traffic generation during the peak construction period is outlined Table 5.

Table 5: Traffic Generation During Peak Construction Periods

Vehicle Type	Vehicle Movements per Day
Light Vehicle (car / 4WD)	60
Shuttle Bus	40
MRV/HRV	36
AV/B-Double	36
Total	172

Accordingly, the site generates up to 172 vehicle movements per day during peak periods which aligns with the relevant development consent conditions.

Both the original TIA and subsequent amendment reports concluded that the traffic generated by the project could be accommodated on the surrounding road network with suitable management measures implemented.

2.2 Current Management Plans

The construction of the solar farm is currently being undertaken in accordance with the measures outlined in the approved Traffic Management Plan (TMP), which was prepared in accordance with Condition 10 of Schedule 3 of the Development Consent.

Specifically, the approved TMP responds to the following conditions:

Prior to commencing the development, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW, Council, Ulan, Moolarben and Wilpinjong mines and to the satisfaction of the Planning Secretary in writing:

- a) details of the transport route to be used for all development-related traffic;
- b) details of the road upgrade works required by condition 8 of Schedule 3 of this consent;
- c) a protocol for undertaking independent dilapidation surveys to assess the:
 - existing condition of Ulan-Wollar Road, Wollar Road, Phillip Street, Barigan Street, Maitland Street, Barigan Road and Maree Road prior to construction, upgrading or decommissioning activities; and
 - condition of Ulan-Wollar Road, Wollar Road, Phillip Street, Barigan Street, Maitland Street, Barigan Road and Maree Road following construction, upgrading or decommissioning activities;
- d) a protocol for the repair of Ulan-Wollar Road, Wollar Road, Phillip Street, Barigan Street, Maitland Street, Barigan Road and Maree Road if dilapidation surveys identify these roads to be damaged during construction, upgrading or decommissioning works;
- e) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:
 - temporary traffic controls, including detours and signage;
 - notifying the local community about project-related traffic impacts;
 - procedures for receiving and addressing complaints from the community about development-related traffic;

⁵ <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-9254-MOD-3%2120220621T093626.119%20GMT>



- *minimising potential cumulative traffic impacts with other projects in the area, including the Ulan Coal Mine, Moolarben Coal Mine and Wilpinjong Coal Mine during construction, upgrading or decommissioning works*
- *minimising potential for conflict with school buses, other motorists, rail services and the construction traffic of other solar farms as far as practicable (measures also required during operation of the project);*
- *details of the employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to ensure employee use of this service*
- *scheduling of haulage vehicle movements to minimise convoy length or platoons;*
- *responding to local climate conditions that may affect road safety such as fog, dust, wet weather;*
- *responding to any emergency repair or maintenance requirements; and*
- *a traffic management system for managing over-dimensional vehicles;*
- f) *a driver's code of conduct that addresses:*
 - *travelling speeds;*
 - *driver fatigue;*
 - *procedures to ensure that drivers adhere to the designated transport routes;*
- 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; and*
- h) *a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.*

Per the above conditions, the approved TMP was prepared in consultation with the relevant road authorities and the local mines and includes measures to minimise the cumulative impacts of nearby projects.

3. Proposed Change to Shuttle Bus Access Routes

The original assessments and associated DC requirements reflected staff being principally located within Mudgee and Gulgong. Since that time alternative locations have been identified to accommodate staff such as townships to the south including Rhyllstone, Kandos, Dunedoo, Sandy Hollow and Denman which would reduce reliance and impacts to the local area.

To gain an understanding of the impact of the routes of shuttle buses the potential alternative staffing locations have been spatially mapped as shown in Figure 1.

The figure shows that the locations to the west (including Mudgee, Gulgong and Dundedoo) would be accessed via the currently approved routes to site. However, the remaining townships to the east and south would take alternative routes to site, as summarised in Table 5.

Figure 1: Additional Staffing Locations



Source: Google MyMaps

Table 6: Potential Access Roads to Additional Staff Locations

Township/s	Roads Used	Condition and Classification	Authority
Sandy Hollow and Denman	Wollar Road (east) and Bylong Vally Way (east)	Sealed Regional Roads	Mid-Western Regional Council and Muswellbrook Shire Council until Merriwa Road (State Road)
Rylstone and Kandos	Wollar Road (east) and Bylong Vally Way (south)	Sealed Regional Roads	Mid-Western Regional Council

Table 6 shows that the new routes would principally use roads that are sealed Regional Roads managed by the relevant local Council to access the site.

As described above, no change in day-to-day traffic generation is anticipated because of this modification, however, the use of additional routes to site would result in a redistribution of shuttle bus movements. The Applicant has advised that the expected distribution of shuttle bus movements as summarised in Table 7.



Table 7: Expected Shuttle Bus Distribution per Day

Origin / Destination	Distribution	Shuttle Bus Movements per Day
West – Dunedoo, Mudgee and Gulgong	60%	6
South – Rylstone and Kandos	20%	2
East - Sandy Hollow and Denman	20%	2
Total	100%	10

The table show that four additional shuttle bus movements per day would be expected to the south and west which are not currently approved for use per the current DC. These movements would occur during the hours starting 6:00am and 5:00pm, reflecting staff arrival and departure times.

The shuttle bus movements represent approximately one movement every six minutes, on average. In addition, because of the redistribution of the movements, there would be a reduction in movements to and from Mudgee and Gulgong

Accordingly, the surrounding road network would be expected to accommodate this modest change without adverse safety or operational impacts.

4. Waste and Wastewater Transportation to Dubbo

As a result of Council consultation it is proposed to utilise waste and wastewater facilities in Dubbo in addition if those in Mudgee assessed as part of the original EIS process do not have sufficient capacity. The additional locations comprise:

- Dubbo Sewerage Treatment Plant⁶
- Dubbo Recycling Centre⁷
- Dubbo Waste⁸

All of these sites are located to the west of the project and would be accessed by approved heavy vehicle routes in the DC. The trucks used would be Medium and Heavy Rigid Vehicles.

The road network would be expected to readily accommodate the heavy traffic associated which is expected to be up to one truck movement per day to each facility in Dubbo.

5. Cumulative Impacts

5.1 Change in Construction Timeframe

Key construction activities and timeframes are summarised in Table 8 below. The construction of the BESS is anticipated to commence after the solar farm stage is complete. The BESS is expected to commence construction in the fourth quarter of 2025.

⁶ <https://maps.app.goo.gl/AdZYVfQ6SVonXqWB6>

⁷ <https://maps.app.goo.gl/wNCnin5fZwMD4rtj8>

⁸ <https://maps.app.goo.gl/yMX17f3TB56bHtV99>



Table 8: Key Construction Activities and Timeframes

Phase	Commencement	Approximate Duration
Construction - Solar Farm	Q4 2022	26 months
Construction - BESS	Q4 2025	12 months <i>originally approved</i> 21 months <i>because of Mod-4</i>
BESS Operation	Q3 2027	30 years
Decommissioning	2057	9 months

Table 8 shows the construction duration of the BESS will increase in duration and occur from 12 months to 21 months with completion expected in the third quarter of 2027.

The change in construction timeframes for the BESS will mean that the traffic generated during construction will occur at a changed time and potentially coincide with major projects in the area different to that originally considered.

5.2 Surrounding Projects

A summary of the major projects that are proposed in the surrounding area is provided in Table 9.

Table 9: Assessment of Cumulative Impacts of Nearby Developments

Project	Description	Potential Vehicle Conflict
Bowdens Silver (Approved)	Development of an open cut silver mine and associated infrastructure approximately 28 kilometres south of the project.	There is potential for construction of both projects to overlap. The traffic generated from both projects may interact along Castlereagh Highway and within Mudjee between Castlereagh Highway and Lue Road.
Barneys Reef Wind Farm (Prepare EIS)	Development of a wind farm with up to 63 wind turbines and associated infrastructure, located approximately 50 kilometres northwest of the project	Construction of the BESS is anticipated to be complete before the commencement of any construction is undertaken of the Wind Farm.
Bellambi Heights BESS (Approved)	Development of a 204 MW / 408 MWh BESS and associated infrastructure, located approximately 44 kilometres west of the project	There is potential for construction of both projects to overlap. The traffic generated from both projects may interact along Castlereagh Highway.
Beryl Solar (Approved)	Development of an 87 MW solar farm and associated infrastructure, located approximately 44 kilometres west of the project	There is potential for construction of both projects to overlap. The traffic generated from both projects may interact along Castlereagh Highway.
Beryl BESS (Prepare EIS)	Development of a 100 MW / 200 MWh BESS approximately 45 kilometres west of the project	Construction of the BESS is anticipated to be complete before the commencement of works for this project.
Birriwa Solar (Recommendation)	Development of a 600 MW solar farm and associated infrastructure, located approximately 55 kilometres northwest of the project	There is potential for construction of both projects to overlap. The traffic generated from both projects may interact along Golden Highway.



Project	Description	Potential Vehicle Conflict
Burrendong Wind Farm (Response to Submissions)	Development of a wind farm with up to 63 wind turbines and associated infrastructure, located approximately 75 kilometres east of the project	Construction of the BESS is anticipated to be complete before the commencement of on-site works for this project, which is due to start in late-2025.
Central West EnergyCo Transmission Line (Approved)	Delivery of 500 kV transmission lines between Wollar and the substations at Merotherie and Elong Elong.	Construction is anticipated to commence late-2024 based on project website. The traffic generated from both projects may interact on Cope Road, Ulan Road, Ulan-Wollar Road and Berigan Road and surround State Roads. However, at the time of writing there was no information available to the construction methodology or schedule and whether works could occur near the site concurrent with the BESS construction.
Mayfair Solar Farm (Prepare EIS)	Development of a 60 MW solar farm and associated infrastructure, located approximately 40 kilometres west of the project	Construction of the BESS is anticipated to be complete before the commencement of works for this project.
Narragamba Solar Farm (Prepare EIS)	Development of a 320 MW solar farm and associated infrastructure, located approximately 45 kilometres northwest of the project	Construction of the BESS is anticipated to be complete before the commencement of works for this project.
Moolarben OC3 Extension Project (More Information Required)	Extension of open cut mining, located approximately 25 kilometres northwest of the site.	The mine extension may commence during the construction of the project and traffic generated from both projects may interact on Ulan Road and Ulan-Wollar Road.
Piambong Wind Farm (Prepare EIS)	Development of a wind farm with up to 92 wind turbines, energy storage and associated infrastructure located approximately 65 kilometres west of the project	Construction of the BESS is anticipated to be complete before the commencement of works for this project.
Stubbo Solar Farm (Under construction)	Development of a 400 MW solar farm and associated infrastructure, approximately 38 kilometres northwest of project.	Construction of the Stubbo Solar project is anticipated to be complete before the construction of the BESS commences.
Tallawang Solar Farm (More Information Required)	Development of a 500 MW solar farm with 200 MW battery energy storage system and associated infrastructure approximately 45 kilometres northwest of project.	Construction of the BESS is anticipated to be complete before the commencement of works for this project.
Wilpinjong Coal Mine Extension Project (Approved)	Extension of mining operations approximately 10 kilometres northwest of the site.	The mine extension may commence during the construction of the project and traffic generated from both projects may interact on C Ulan Road and Ulan-Wollar Road.

The above assessment indicates that a number of projects are expected to generate additional vehicle movements in the area.

The projects highlighted in the table are those that have the potential to generate additional traffic movements on the key access routes to site, with some projects in the immediate adjacent area, and others in the broader area, which are considered in turn below.



5.3 Adjacent Projects

There are three projects located adjacent to the project site as follows:

- Moolarben OC3 Extension Project
- Wilpinjong Coal Mine Extension Project
- Central West EnergyCo Transmission Line

The anticipated traffic generation of these is outlined in turn below.

5.3.1 Mining Projects

As part of the Moolarben OC3 Extension Project EIS a comprehensive Road Transport Assessment was undertaken⁹ in 2022 to assess the impact on the surrounding local road network. Projections were provided for a 2025 future case, where were based of 2022 existing conditions (with a 1.8% per annum growth rate), project traffic generation, and inclusion of the cumulative impacts of other surrounding projects, including the Wilpinjong Coal Mine Extension Project.

The anticipated total 2025 traffic volumes on the roads shared with the Wollar Solar Farm and BESS are summarised in Table 10.

Table 10: 2025 Weekday Traffic Volumes – Moolarben and Wilpinjong Mining Projects

Road	Average Weekday (vehicles per day)	AM Peak Hour 6-7am (vehicles per hour)	PM Peak Hour 4-5pm (vehicles per hour)
Ulan Road <i>north of Ulan-Wollar Road</i>	3,106	305	231
Ulan Road <i>south of Ulan-Wollar Road</i>	4,742	685	395
Ulan-Wollar Road	2,674	458	194

The table shows the anticipated weekday traffic volumes on local roads in 2025 which would be shared for access with Wollar Solar Farm and BESS during construction.

5.3.2 Central West EnergyCo Transmission Line

The Central West EnergyCo Transmission Line project is a large-scale project with limited details currently available on its construction methodology or staging. Consequently, it remains unclear when construction will commence or whether activities will coincide with the construction of the project.

Nevertheless, in order to undertake a conservative assessment, it has been assumed that peak construction works would occur concurrently with the construction of the project.

⁹ Moolarben Stage 3 Road Transport Assessment (Final Oct 2022), The Transport Planning Partnership <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-33083358%2120221104T091016.928%20GMT>



Construction peak hour traffic volumes were included as part of a technical paper¹⁰ prepared as part of the EIS process. The provided peak hour volumes on the local roads shared with the project are summarised in Table 11.

Table 11: Peak Hour Construction Volumes – Transmission Line Works

Road	AM Peak Hour (vehicles per hour)	PM Peak Hour (vehicles per hour)
Ulan Road	75	75
Ulan-Wollar Road	75	75
Wollar Road	50	50
Barigan Road	25	25

The table shows that up to 75 vehicles would be expected per hour on the local roads near the site, reducing to 25 vehicles in an hour on Barigan Road closest to the project site.

5.3.3 Mid-Block Assessment

The total cumulative peak hour traffic volumes on the adjacent road network are summarised in Table 12.

Table 12: Summary of Adjacent Project Cumulative Impacts

Road	2025 Baseline		Mining Projects		Transmission Line Works		Wollar BESS		Total	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Ulan Road <i>north of Ulan-Wollar Road</i>	305	231	Included in baseline		75	75	4	4	384	310
Ulan Road <i>south of Ulan-Wollar Road</i>	685	395			75	75	9	9	769	479
Ulan-Wollar Road	458	194			75	75	13	13	546	282
Wollar Road	16 ¹¹	17 ¹¹	0	0	50	50	35	35	101	102
Barigan Road	10 ¹¹	10 ¹¹	0	0	25	25	35	35	70	70

The table shows the total peak hour traffic volumes based on all projects being undertaken concurrently. It also shows the small proportional impact of the project on the road network, except along Wollar Road and Barigan Road.

In order to assess the impact of the impact on the road network, a mid-block assessment has been undertaken to determine the level of service.

¹⁰ Central-West Orana Renewable Energy Zone Transmission project Technical paper 13 – Traffic and transport, WSP. <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-48323210%2120230921T140326.261%20GMT>

¹¹ Based on traffic volumes included in the Technical paper to the Transmission Line project.



Level of service is defined within the *Austrroads Guide to Traffic Management Part 3: Traffic Studies and Analysis* as:

‘... a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A level of service definition generally describes these conditions in terms of factors such as speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety.’

Levels of service are designated from A to F from best (free flow conditions) to worst (forced flow with stop start operation, long queues and delays). Table 4.5 of the RTA Guide sets out two-way hourly road capacities for two-lane roads for different levels of service and based on different terrain types.

Table 13 shows the mid-block level of service which is based on rolling terrain with 10% heavy vehicles and the traffic volumes outlined in Table 12.

Table 13: Mid-Block Assessment Findings

Road	2025 Baseline				2025 Cumulative Impacts			
	AM	LOS	PM	LOS	AM	LOS	PM	LOS
Ulan Road north of Ulan-Wollar Road	305	A	231	A	384	B	310	A
Ulan Road south of Ulan-Wollar Road	685	C	395	B	769	C	479	B
Ulan-Wollar Road	458	B	194	A	546	B	282	A
Wollar Road	16	A	17	A	101	A	102	A
Barigan Road	10	A	10	A	70	A	70	A

The table shows that most roads would operate with a good level of service (A or B) except for the Ulan Road south of Ulan-Wollar Road where a level of service C is expected in the morning peak hour, and that the level of service remains broadly consistent with the addition of the traffic associated with the project.

Overall, the result show that the surrounding road network would operate in an appropriate manner with concurrent development of the projects.

5.3.4 Intersection Assessment

The traffic would also interact at two key intersections near the project site, as follows:

- Barigan Road and Wollar Road, which is a t-intersection. It would be expected to continue to be suitable to accommodate the cumulative impacts given the relatively low peak hour existing and cumulative traffic volumes (as shown in Table 13).
- Ulan Road and Ulan-Wollar Road which is also a t-intersection. It is provided with high order treatments with a channelised right turn and auxiliary left turn. The turn treatments would be anticipated to accommodate the cumulative impacts of the project.

Overall, the intersections near the projects are suitably configured to safely accommodate the cumulative project impacts.



5.4 Broader Area Projects

There are three renewable energy projects, and one mining project, that could generate traffic on routes to site in the broader area, as follows:

- Bellambi Heights BESS
- Beryl Solar
- Birriwa Solar
- Bowdens Silver

A review of the available information shows that all four projects could be under construction concurrent with the construction of the BESS.

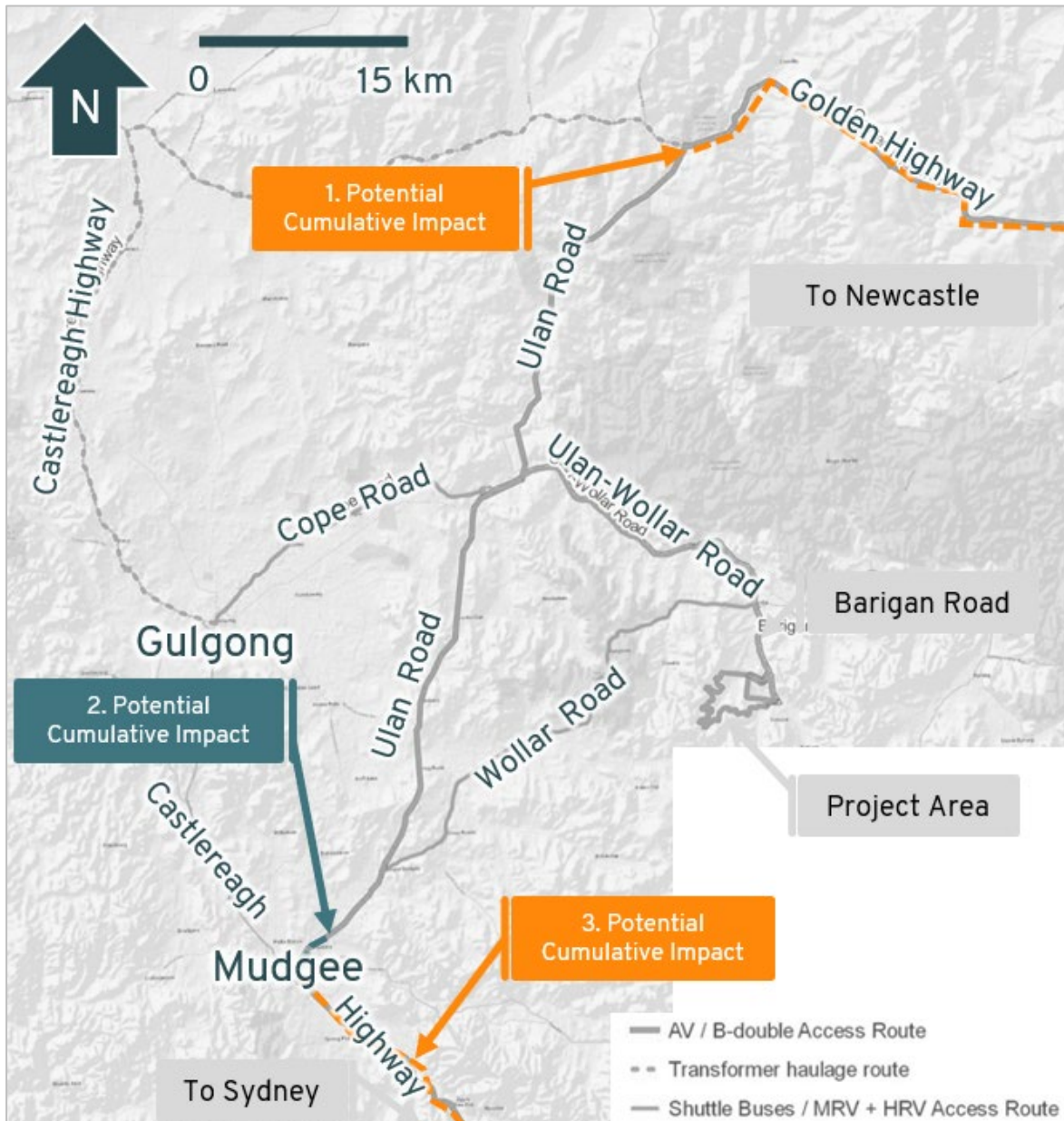
The three renewable projects are located in the order of 40 kilometres to the west and northwest of the project area. They would be expected to interact on Castlereagh Highway and the Golden Highway over the course of a day associated with haulage, with some peak period traffic interacting in the towns on Mudgee and Gulgong associated with staff. The staff traffic movements would not be expected to share routes as they will be travelling to and the from the west and northwest.

The Bowens Silver mine is located to the northeast of Mudgee, accessed via Lue Street. Construction traffic could interact on the Castlereagh Highway and on Church Street / Ulan Road between the Castlereagh Highway and Lue Street.

The transmission line works near the site would also be expected to generate traffic in the broader area associated with staff and deliveries and are included in the assessment. However, as there is no data available associated with the Moolarben and Wilpinjong projects in the broader area, their impact has not been included.

The areas where the traffic routes could interact in the broader area are shown diagrammatically in Figure 2, taken from the DC.

Figure 2: Potential Cumulative Impacts – Projects in Broader Area



Source: NGH / Development Consent Appendix 3

The figure shows that the three areas where cumulative impacts in the broader area could be expected, as follows:

1. Golden Highway, east of Ulan Road
2. Church Street / Ulan Road between Castlereagh Highway and Lue Road (approx. 1.5km)
3. Castlereagh Highway, east of Ulan Road

Based on the project traffic generation (inclusive of the redistribution of shuttle buses), and available information on the projects in the area discussed above, the daily traffic generation is summarised in Table 14.



Table 14: Project and Cumulative Traffic Summary

Locations	Project Traffic	Cumulative Project Traffic	Total
1.	54 vehicles per day	170 vehicles per day	224 vehicles per day
2.	90 vehicles per day	440 vehicles per day	530 vehicles per day
3.	62 vehicles per day	270 vehicles per day	332 vehicles per day

Based on the above, the projects would be expected to generate a cumulative traffic impact of up to 224, 530 and 332 vehicles per day, at each of the three road sections.

This represents up to 70 vehicles per hour over an eight-hour work day, or an increase around one additional vehicle per minute, on average. This would only occur on the 1.5 kilometre road section between Castlereagh Highway and Lue Road in Mudgee, with other impacts more modest.

This level of daily traffic can readily be accommodated on these roads given their respective classifications.

The traffic would also interact at two key intersections, as follows:

- Church Street (continuation of Ulan Road) and Castlereagh Highway which is controlled by way of a roundabout in the centre of Mudgee. The level of traffic generated by the projects would not be expected to have a significant operational impact on the intersection.
- Ulan Road and Golden Highway is a t-intersection provided with an auxiliary left turn and basic right turn treatment. The additional traffic movements at this intersection of up to 174 vehicles over the course of a day would not be expected to create significant safety or operational impacts.

Overall, the above assessment shows that the cumulative impacts of the projects in the broader area would be modest and principally on higher-order State Roads.

5.5 Other Considerations

The assessment presented above conservatively assumes all projects in the area are generating construction traffic concurrently. However, it is considered unlikely that all projects would have peaks at the same time.

It is also noted that there are existing management measures included as part of a TMP that applies to the project (as discussed in Section 2.3). Presently, the project seeks feedback from the adjacent mine on shift times and works and plans routes and works accordingly. Other state significant projects in the area will (or already) have similar requirements. This includes the transmission line works which requires a comprehensive Traffic and Transport Management Plan prior to the commencement of construction which must include measures to *minimise potential cumulative traffic impacts with other projects in the area*¹².

5.6 Summary

Based on the above considerations that potential cumulative impacts are modest and would not be expected to result in significant safety or operational impacts both in the local road network nearest the project or the broader area.

It is also noted that impacts will be managed through existing (and future) management measures for both the project and other state significant projects in the area.

¹² Refer Condition B35 of the DC, SSI 48323210



6. Conclusions

Based on the above, the following conclusion are made:

- The proposed modification of the definitions and conditions related to OSOM vehicles would better align with the risk profile of these vehicles and be in-line with current practice on similar renewable energy projects.
- The modification of conditions related to shuttle buses would allow for more flexibility for staffing accommodation and would not be expected to result in adverse safety or operational impacts in the surrounding road network.
- The road impacts associated with the use of waste and wastewater facilities in Dubbo by the project would be expected to be negligible.
- A comprehensive review of the cumulative impacts of nearby projects confirms that the surrounding local and State Road network would be expected to continue to operate in a satisfactory manner, particularly given the low likelihood that all projects are under construction concurrently, and the existing and future management measures that apply to both the project and others in the area.
- A review is being undertaken into the impact of the additional heavy vehicles requiring escort are as part of a detailed route assessment which is being undertaken by others. It is anticipated that the haulage route for the BESS transformer will be the same as that successfully utilised for the transformers for the Solar Farm component shown in Appendix 3 of the Development Consent.

Accordingly, the proposed modification is considered suitable from a traffic and transport perspective. If you have any questions, please feel free to contact the undersigned.

Yours sincerely
Amber Organisation

A handwritten signature in black ink, appearing to read 'Tom Dwyer', with a long horizontal line extending to the right.

Tom Dwyer
Associate



Appendix A

Class 1 Load Carrying Vehicle
Operator's Guide NSW



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

Important:

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

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

21 December 2023

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Purpose

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

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

Please note:

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

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

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

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

Definitions

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

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

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

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

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

Public holiday period means:

- a) a period of three or more consecutive days covering a declared NSW Statewide public holiday and adjacent weekend days (for example Easter and every long weekend); and
- b) the period between 23 December and 3 January (inclusive).

Regional Zone means the area outside of the Urban Zone.

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

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

Disclaimer

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

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

New South Wales Travel Zones

NSW Urban Zone

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

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



Newcastle Outer Zone

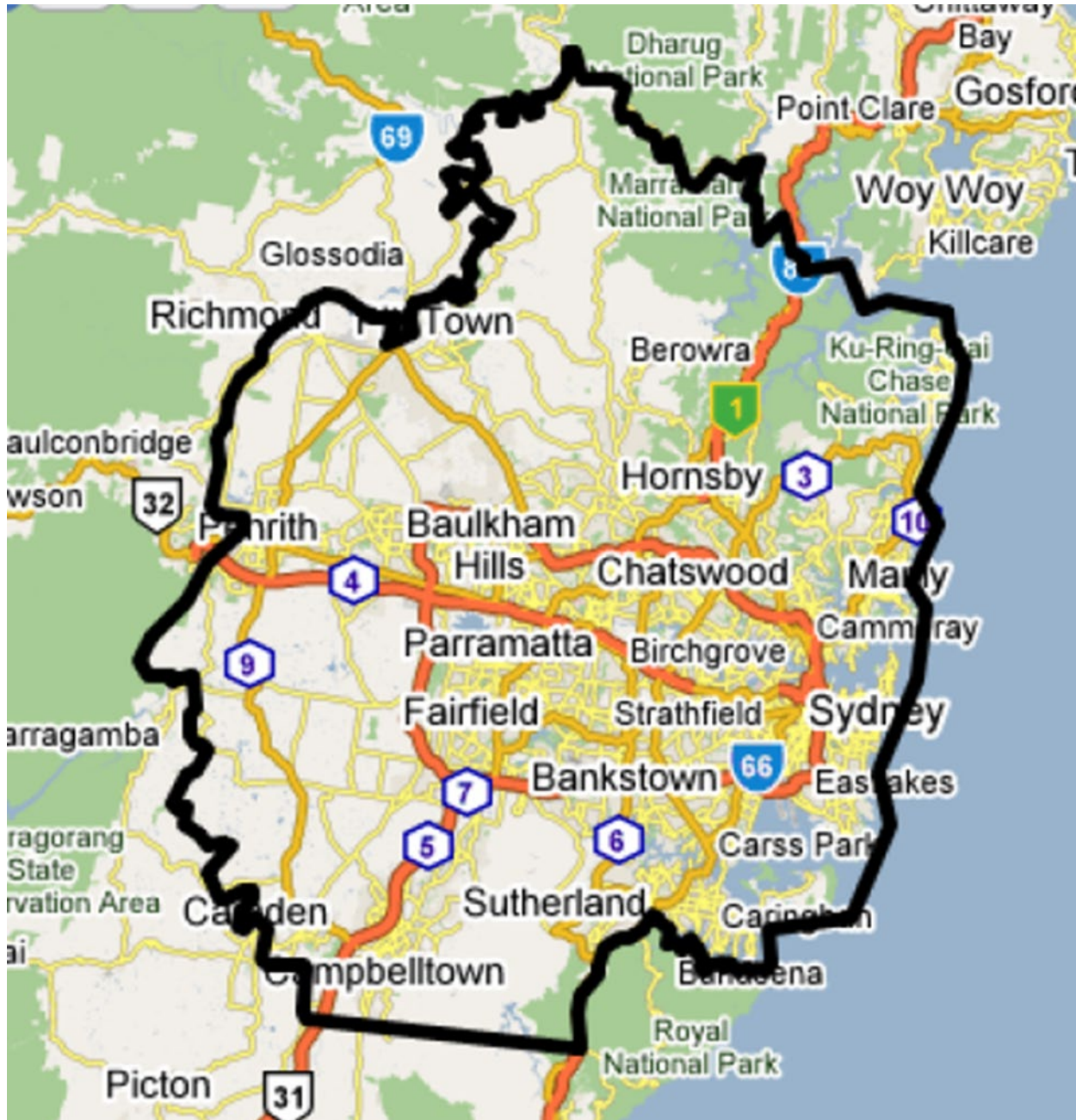


Newcastle Inner Zone



Sydney Metropolitan Zone

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



Part A – NSW Class 1 Load Carrying Vehicles Notice

About the Notice

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

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

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

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

- (a) the driver or operator of an eligible vehicle must undertake a route survey before travel to ensure that the vehicle can do so safely and without—
 - (i) damaging road, structure (including a bridge), rail crossing, tree, road infrastructure, or roadside furniture; or
 - (ii) disrupting essential services, including telecommunication, electricity, rail, gas, water or sewage services.
- (b) prior to commencing a journey a driver or operator of an eligible vehicle must check a route network map mentioned in the relevant Schedule of the Notice for updates and any restrictions or limitation applying to the proposed route.
- (c) For the purposes of section 11(1) of Schedule 8, the driver or operator must, before commencing the relevant journey, identify any relevant road closures and road conditions or restrictions that may inhibit the movement of the eligible vehicle.

1 Travel conditions

1.1 Pilot and escort requirements

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

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

1.2 Night travel

- 1.2.1 Eligible vehicles not exceeding 2.5m wide or 22m long may travel within the NSW Urban Zone between sunset and sunrise.
- 1.2.2 Eligible vehicles exceeding 2.5m wide or 22m long may travel between 9.30pm and 5:30am on the roads or area as defined in the table below.

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

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

1.3 Daytime travel

1.3.1 Weekday Urban Zone

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

1.3.2 Weekends Urban Zone

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

1.3.3 Newcastle Zone

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

1.3.4 Weekday Regional Zone

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

1.4 Clearway and transit lane travel

An eligible vehicle that is wider than 2.5m or longer than 22m must not travel in a Clearway or Transit Lane in the NSW Urban Zone between Monday and Friday (except on a state-wide public holiday) between the hours of 5:30am and 10:00am and between the hours of 3:00pm and 7:00pm on a day when a clearway or transit lane restriction applies.

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

1.5 Weekday and peak hour travel – Urban Zone

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

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

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

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

1.6 Weekday and peak hour travel restrictions – Regional Zone

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

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

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

1.7 State-wide public holiday restrictions

1.7.1 Sundays and state-wide public holidays

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

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

1.7.2 Weekends and state-wide public holidays – Regional Zone

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

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

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

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

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

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

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

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

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

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

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

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

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

2 Limited Access Locations

2.1 Limited Access Locations and Zones – NSW Urban Zone

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

2.1.1 Limited Access Zone: Sydney and Inner Suburbs

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



2.1.2 Limited Access Locations: Sydney CBD and Inner Suburbs

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

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

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

2.1.3 Limited Access Location: Sydney North

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

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

2.1.4 Limited Access Location: Sydney South

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

2.1.5 Limited Access Location: Sydney West

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



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

2.1.6 Limited Access Location: Wollongong

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



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

2.1.7 Limited Access Locations: Newcastle and Central Coast

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

2.2 Limited Access Locations and Zones – NSW Regional Zone

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

2.2.1 Limited Access Locations: Northern Ranges and North Coast NSW

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

2.2.2 Limited Access Locations: Northern Ranges and North West NSW

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

2.2.3 Limited Access Location: Hunter and Central Coast

Location / Road	Dimension Limit (metres)			Location Restriction and Condition of Access
	Width	Height	Length	
Edderton Road between Denman Road and Golden Highway	2.5	N/A	25.0	An eligible vehicle that exceeds a dimension limit must obtain a Class 1 permit before travel.

2.2.4 Limited Access Location: South Western and Southern NSW

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

2.2.5 Limited Access Location: Southern Ranges and South Coast NSW

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

3 Bridge mass restrictions

3.1 NSW Urban Zone – Bridge mass restrictions

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

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

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

3.2 NSW Regional Zone – Bridge Mass Restrictions

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

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

3.2.1 Hunter Region

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

3.2.2 Northern Region

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

3.2.3 Western Region

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

3.2.4 Southern Region

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

3.2.5 South Western Region

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

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

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

About the Notice

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

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

Further information

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

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

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

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

Approved routes

An eligible vehicle:

- a) may operate on 'NSW Oversize Overmass Load Carrying Vehicles Network Approved Routes' specified on the map titled 'NSW Oversize Overmass Load Carrying Vehicles Network' published by Transport for NSW (TfNSW); and
- b) that is higher than 4.3 metres may only operate on a route that is also approved for 4.6 metres high vehicles as displayed on the 'NSW Oversize Overmass Load Carrying Vehicles Network' map published by TfNSW; and
- c) that is higher than 4.6 metres may only operate on a route that is approved for 4.6m high vehicles as displayed on the 'NSW Oversize Overmass Load Carrying Vehicles Network' map published by TfNSW contingent to the operator satisfying Section 11 of Schedule 8 of the MDL National Regulation.

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

4 Travel conditions

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

4.1 Pilot and escort requirements

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

4.2 Daytime travel – Sydney Metropolitan Zone

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

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

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

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

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

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

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

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

The following vehicles are exempt:

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

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

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

4.6 General

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

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

Contact details for the M2, M5 and M7 Motorway operators are [found here](#).

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

About the Notice

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

Approved routes

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

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

General conditions

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

Key contacts

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

Further Information

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

PART D - NSW Bushfire Emergency Travel

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

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

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

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

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

For more information:

Visit: www.nhvr.gov.au

Email: info@nhvr.gov.au

Phone: 13 NHVR (13 64 87) *

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