

Spicers Creek Wind Farm

**Traffic Management Plan – Stage 1a&b
SSD 41134610**

25 June 2026



Final

Revision Control

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Abbreviations

Term	Definition
CCC	Community Consultative Committee
CEMP	Construction Environmental Management Plan
CWO REZ	Central West Orana Renewable Energy Zone
DPE	Department of Planning and Environment (now referred to as Department of Planning, Housing and Infrastructure)
DPHI	NSW Department of Planning, Housing and Infrastructure
DRC	Dubbo Regional Council
EIS	The Environment Impact Statement for Spicers Creek Wind Farm dated July 2023, the Submissions Report dated December 2023
EnergyCo	The Energy Corporation of NSW
EMS	Environmental Management Strategy
EP&A Act	Environmental Planning and Assessment Act 1979
EPC	Engineering Procurement and Construction contractor; also refers to any other principal contracting entity engaged on the Project, such as Energy Corporation and the REZ Network Operator
HSEQ	Health, Safety, Environment and Quality
LGA	Local Government Area
NHVR	National Heavy Vehicle Regulator
OSOM	Over Size, Over Mass vehicle; vehicle configuration which requires a permit from the National Heavy Vehicle Regulator.
PCMW	Pre-construction Minor works (Stage 1a)
ROL	Road Occupancy Licence
SCWF	Spicers Creek Wind Farm Pty Ltd
TCWS	Traffic Control at Work Sites
TGS	Traffic Guidance Scheme
TMA	Truck Mounted Attenuators
TMC	Transport Management Centre
TMP	Traffic Management Plan
TSR	Travelling Stock Route
VMP	Vehicle Movement Plan
VMS	Variable Message Sign
WSC	Warrumbungle Shire Council
WTG	Wind Turbine Generator

Key Terms

Term	Definition
Ancillary infrastructure	All project infrastructure with the exception of wind turbines, including but not limited to collector substations, switching stations, permanent offices, electricity transmission lines, site compounds, communication cables (including control cables and earthing), wind monitoring masts and internal roads.
Applicant	Spicers Creek Wind Farm Pty Ltd, or any person carrying out the development approved under this consent.
Battery storage	Large scale energy storage system.
Clearing	As defined in Part 5A of the Local Land Services Act 2013.
Commissioning	The testing of the components, equipment and systems of the development following completion of construction, prior to operations commencing.
Construction	The construction of the Project, including but not limited to, the carrying out of any earthworks on site and the construction of any ancillary infrastructure (but excludes road upgrades or maintenance works to the public road network, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying).
Development Consent	SSD-41134610.
Development Corridor	The area generally bound by a buffer of 100 m radius around the Development Footprint. For the absence of doubt, the over-sail of WTGs may extend beyond this Development Corridor but will be within the Project Site.
Development Footprint	The extent of ground disturbance including earthworks associated with permanent infrastructure and temporary facilities (other than temporary field laydown areas) in the Project Site.
Ground Disturbance	Activities that cut into the existing ground surface. For the absence of doubt this does not include activities that occur on the ground surface including but not limited to driving vehicles on the ground, parking vehicles, placing infrastructure or materials such as stockpiles on the ground.
Heavy Vehicle	As defined under the <i>Heavy Vehicle National Law</i> (NSW), but excluding light and medium rigid trucks and buses no more than 8 tonnes and with not more than 2 axles.
Heavy Vehicle Requiring Escort	Any vehicle that requires a pilot vehicle and/or escort vehicle, as defined by the National Heavy Vehicle Regulator's <i>NSW Class 1 Load Carrying Vehicle Operator's Guide</i> .
High-risk Heavy Vehicle Requiring Escort	Heavy Vehicles Requiring escort which are associated with transport of the following wind turbine components from Port of Newcastle to Site: Nacelles, Drive-Trains, Hubs, Tower Sections, Blades.
Light Vehicle	Car or rigid truck to 8T GVM or bus to 12 seats.
Meteorological Masts	Temporary and Permanent masts up to hub height of the WTGs and of a guyed, narrow lattice or tubular steel design and concrete footings of approximately 1 m ² for each of the mast and guy wires. Guy wires may extend beyond 100 m from the base of the mast. The final number and location of the masts will be determined post-Development Consent, post-WTG selection and detailed design. The masts and the guy wires that secure them may need to be located outside of the Development Corridor, however they will remain within the Project Site.
Micro-siting	The process of locating WTGs, battery storage, ancillary infrastructure and temporary infrastructure during detailed design without further approval providing: - The ground disturbance remains within the Development Corridor (with the exception of wind monitoring masts) - No WTG is moved more than 100 metres from the relevant GPS coordinates. - The revised location of the blade of a WTG is at least 50 metres from the canopy of existing hollow-bearing trees; or where the proposed location of the blade of a WTG is already within 50 metres of the canopy of existing hollow-bearing trees, the revised location is not any closer to the existing hollow-bearing trees - The meteorological masts are located within the Project Site

Term	Definition
Operation	The operation of the project, but does not include commissioning, trials of equipment or use of temporary facilities.
Preconstruction Minor Works	Includes the following activities: • surveys; • overhead line safety marking; • building/road dilapidation surveys; • investigative drilling, excavation or salvage; • minor clearing or translocation of native vegetation; • establishment of temporary site office (in locations meeting the criteria defined in the Development Consent); • installation of environmental impact mitigation measures, fencing, enabling works; • wind monitoring masts; and • Construction of minor access roads and minor adjustments to services/utilities, etc.
Project	The Spicers Creek Wind Farm
Project Site	The land within the cadastral boundaries associated with the proposed Project, as defined in Appendix 1 and 4 of the Development Consent.
Proponent	Spicers Creek Wind Farm Pty Ltd (SCWF)
Substations	Infrastructure required to collect the internal electrical reticulation to increase the voltage for transmission to connect to the grid, and the infrastructure to physically connect to the grid (i.e. switching station). Typically includes step-up transformers, an array of cable marshalling, busbars, switchgear and protection, various voltage and current transformers, operation and facilities building with parking, communication facilities and tower, diesel generator, lighting, a buried earth grid, lightning masts, power conditioning equipment, a reactive power control system, and network support equipment as required and agreed with REZ Network Operator (or other transmission network system operator).
The Minister	Minister for the Environment and Water (Commonwealth)
The Secretary	Planning Secretary under the EP&A Act, or nominee.

1 Introduction

1.1 Background

The Proponent, Spicers Creek Wind Farm Pty Ltd (SCWF), has obtained Development Consent for the construction, operation, maintenance, and decommissioning of the Spicers Creek Wind Farm (the Project). The Project is located approximately 25 km north-west of Gulgong and 35 km north east of Wellington in the Central West Orana region of New South Wales (NSW), within the Dubbo Regional and Warrumbungle Shire Local Government Areas (LGA).

The Project will have a capacity of approximately 700 megawatts (MW), with the potential to power approximately 397,000 homes. The Project comprises up to 117 wind turbine generators (WTGs), battery storage and associated infrastructure including, access roads, hardstands, laydown areas, internal electrical reticulation, temporary construction compounds, rock crushing facilities, concrete batching plant(s), substations, an operations and maintenance facility, overhead transmission line and switching stations. The development footprint comprises a total area of approximately 1,471 ha.

Refer to **Figure 1.1** for the approved Project layout. This layout will be further refined throughout detailed design and a Final Layout Plan will be prepared and submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) in accordance with Development Consent Condition C8.

A full description of the Project is provided in the Submissions Report, which can be accessed on the SCWF website at <https://www.squadronenergy.com/our-projects/spicers-creek-wind-farm>.

1.2 Purpose and Scope of this TMP

The purpose of this Traffic Management Plan (TMP) is as follows:

- Detail the transport routes to be used for all Project-related traffic.
- Detail the road upgrade works required.
- Detail the dilapidation surveys required under the Development Consent.
- Detail the measures that will be implemented to minimise traffic safety impacts and disruptions to local road users during construction, upgrading or decommissioning works including cumulative impacts.
- Detail measures that will be implemented to comply with the traffic / transport consent conditions.
- Include a Driver's Code of Conduct.

Once approved, in accordance with Development Consent Condition C15, the TMP will be published and made publicly available on the SCWF website as follows:

<https://www.squadronenergy.com/our-projects/spicers-creek-wind-farm>

1.3 Staging

In accordance with Development Consent Condition C3, any strategy, plan or program required under the Development Consent may be prepared and submitted on a staged basis, with the approval of the NSW Planning Secretary.

SCWF has received approval from the NSW Planning Secretary to stage the Project and the TMP as outlined in **Table 1-1** below.

Table 1-1: Project Staging Approach

Stage	Description of Stage	Triggers for TMP preparation and revision
Stage 1a	Pre-construction minor works activities associated with the wind farm and associated infrastructure, and road upgrades.	TMP to be prepared prior to commencing the road upgrades required in Development Consent Condition B33.
Stage 1b	Commence construction of the wind farm (excluding High-risk Heavy Vehicles Requiring Escort).	<i>TMP to cover Stages 1a & 1b.</i>
Stage 1c	Continue construction of the wind farm (including High-risk Heavy Vehicles Requiring Escort).	Revise TMP to incorporate details of the final transport route and information and measures associated with High-risk Heavy Vehicles Requiring Escort.
Stage 1d	Commence operation of the wind farm	<i>Revised TMP to cover Stages 1c – 1d.</i>
Stage 2a	Commence construction of the Battery Energy Storage System (BESS)	Revise TMP to incorporate relevant details and measures associated with the BESS construction and operation.
Stage 2b	Commence operation of the BESS	<i>Revised TMP to cover Stages 2a – 2b.</i>
Stage 3	Decommissioning of the wind farm (and battery storage system, if constructed) at end of life	Revise the TMP to incorporate all necessary details and measures associated with Decommissioning. <i>Revised TMP to cover Stage 3 only.</i>

This version of the TMP applies to sub-stages 1a & 1b as described in **Table 1-1** above and therefore does not address deliveries of High-risk Heavy Vehicles Requiring Escort¹ (noting that other heavy vehicles and OSOM requiring escort are included within the scope of this document).

Triggers for review and revisions required to support the transition of this TMP between stages are outlined in **Table 1-1** above. Additional requirements for review and revision of the TMP are provided in **Section 11.1**.

¹ High-risk Heavy Vehicles Requiring Escort as defined in the Key Terms table of this TMP.

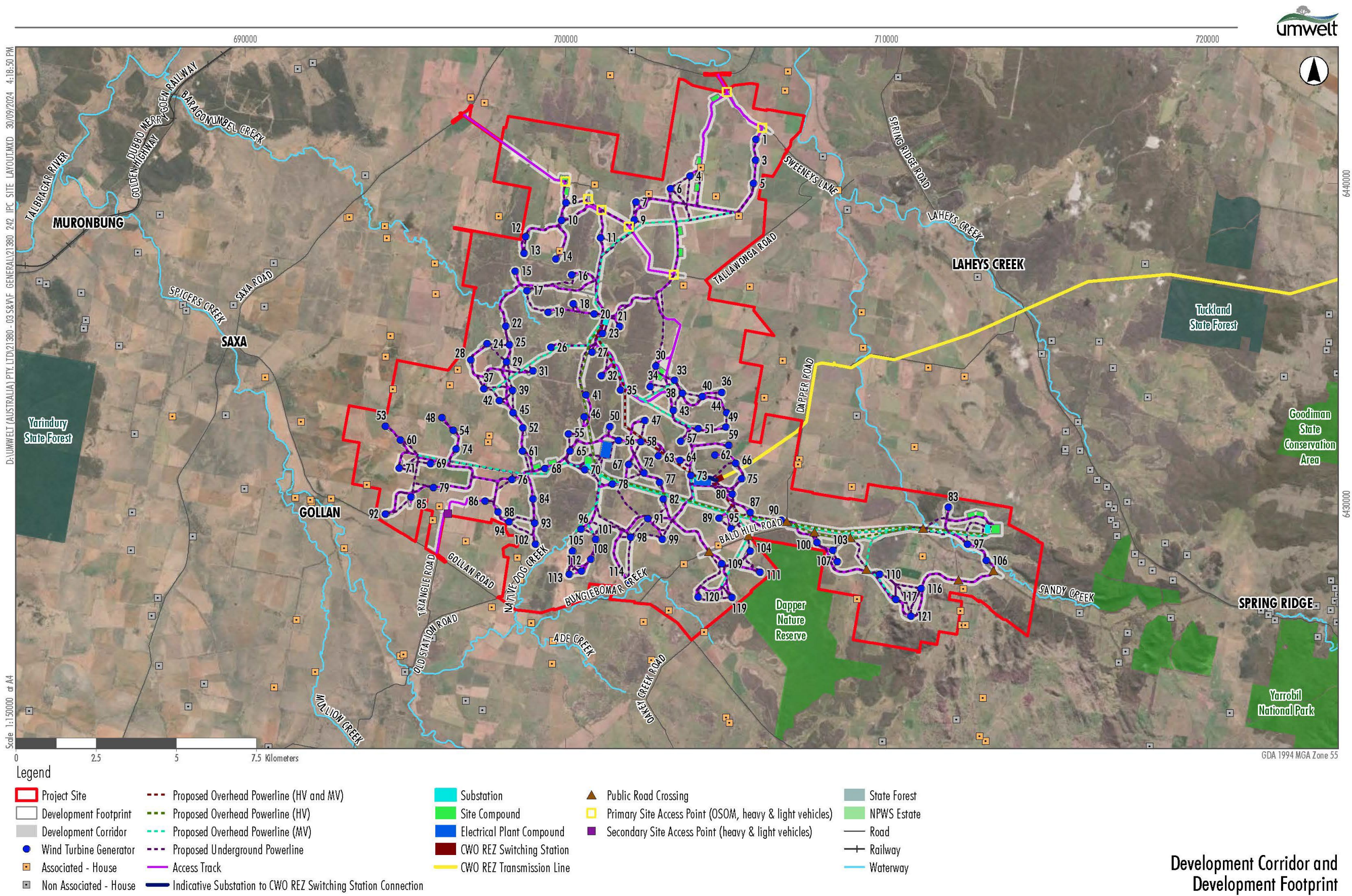


Figure 1.1: Approved Project Layout (SSD-41134610, Appendix 1)

1.4 Methodology

The preparation of this TMP included the following tasks:

- Review of background information for the Project.
- Project discussions with the SCWF project team.
- Consultation with Dubbo Regional Council (DRC), Warrumbungle Shire Council (WSC), EnergyCo and TfNSW.
- Development of measures to mitigate and/or manage potential impacts, including construction traffic control, road dilapidation surveys and measures to manage cumulative traffic impacts generated by Project-related traffic.

1.5 Project Environmental Management Strategy

This TMP has been written to complement other Project management plans and has been developed as a component of, and must be read in conjunction with, the Project's Environmental Management Strategy (EMS).

The EMS has been prepared to meet the requirements of Development Consent Condition C1, which requires the EMS to provide a strategic framework for environmental management of the Project. Accordingly, the EMS details how the Project will comply with the Development Consent requirements including, but not limited to, the following:

- Management Plan review and revision (Condition C2).
- Incident notification (Condition C10 and C11).
- Non-compliance notification (Conditions C12).
- Community Consultation (Condition A18).
- Notification of DPHI (Condition C7).
- Submission of Final Layout Plans (Condition C8).
- Access to information (Condition C15).

2 Statutory Approvals

2.1 NSW Development Consent

This TMP is required by Development Consent Condition B36 for SSD 41134610 provided under Section 4.38 of the *Environmental Planning and Assessment Act (1979)*.

This TMP addresses Development Consent Conditions B30 to B36 in the following document sections as shown in **Table 2-1** below.

Table 2-1: Development Consent Conditions Relating to this TMP

Condition Number	Condition	Where Addressed
B30	Heavy Vehicles Requiring Escort and Heavy Vehicle Routes The Applicant must ensure that for all heavy vehicles requiring escort associated with the development access to and from the site is via Selwyn Street, George Street, Industrial Drive, Maitland Road, New England Highway, John Renshaw Drive, Hunter Expressway, New England Highway and:	Section 5.5
	(a) for vehicles with loads up to 5.6 m in height (standard route): Golden Highway (to Dunedoo); or	Figure 5.1 Section 5.5
	(b) for vehicles with loads exceeding 5.6 m in height (high load route): Golden Highway, Denman Road, Bengalla Road, Wybong Road, Golden Highway (to Dunedoo); as identified in Appendix 7 unless otherwise agreed by the Planning Secretary and in consultation with the relevant roads authority.	Figure 5.1 Section 5.5
	<i>Note: The Applicant is required to obtain relevant permits under the Heavy Vehicles National Law (NSW) for the use of over-dimensional vehicles on the road network.</i>	Section 2.2
B31	Site Access Unless the Planning Secretary agrees otherwise, the Applicant must ensure that vehicles associated with the development access the site:	Section 5.6
	(a) for light and heavy vehicles: via Golden Highway, (i) Sweeneys Lane; (ii) Saxa Road and Tallawonga Road; and (iii) Saxa Road, Gollan Road and Ben Hoden Road;	Figure 5.1 Section 5.6
	(b) for heavy vehicles requiring escort: via Golden Highway, (i) Sweeneys Lane; and (ii) Saxa Road and Tallawonga Road.	Figure 5.1 Section 5.6
	<i>Note: The Applicant is required to obtain relevant permits under the Heavy Vehicles National Law (NSW) for the use of over-dimensional vehicles on the road network.</i>	Section 2.2
B32	Site Access Access between portions of the site via the public road network must only be undertaken at the crossing points on Bald Hill Road, Dapper Road, Diehm Road, Lambing Hill Road and Sandy Creek Road identified in the figure in Appendix 1.	Section 5.6
B33	Road Upgrades Unless the Planning Secretary agrees otherwise, the road upgrades identified in:	Section 5.2.1
	(a) Table 1 of Appendix 7 must be implemented in accordance with the relevant timing requirements. (b) Table 2 of Appendix 7 must be implemented by the Applicant in accordance with the relevant timing requirements, to the satisfaction of the relevant roads authority.	Section 5.2.1

Condition Number	Condition	Where Addressed
	If there is a dispute about the road upgrades to be implemented, or the implementation of these upgrades, then either party may refer the matter of the Planning Secretary for resolution.	Section 5.2.1
B34	Road Maintenance The Applicant must, in consultation with the relevant Council: (a) undertake an independent dilapidation survey, prior to construction, upgrading or decommissioning works, to assess the existing condition of: (i) Gollan Road, Saxa Road, Sweeneys Lane, Ben Hoden Road, Tallawonga Road along the access route within the Dubbo Regional LGA and with the Project Site boundary as defined in the EIS; and (ii) all crossing points identified in condition B32;	Section 6
	(b) undertake an independent dilapidation survey one month following completion of construction, upgrading or decommissioning works, to assess the condition of roads listed in condition B34(a) and describe the necessary repairs to return the route to a condition that is equivalent to, or better than, the existing condition identified in B34(a); and	Section 6
	(c) repair and/or make good any development-related damage identified during: (i) the carrying out of the relevant construction and/or decommissioning works if it could endanger road safety, as soon as possible after the damage is identified but within 7 days at the latest; and	Section 6
	(ii) any dilapidation survey carried in accordance with condition B34(b) within 2 months of the completion of the survey, unless the relevant road authority agrees otherwise; in consultation with the relevant roads authority, to the satisfaction of the Planning Secretary.	Section 6
	If there is a dispute between the Applicant and the relevant Council about the repair of the above listed roads, then either party may refer the matter to the Planning Secretary for resolution.	Section 5.2.1 6.2
B35	Operating Conditions The Applicant must ensure:	Section 5.2.1
	(a) any existing internal roads are maintained as all-weather roads;	
	(b) any new internal roads are constructed as all-weather roads;	Section 5.2.1
	(c) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;	Section 7.8
	(d) the capacity of the existing roadside drainage network is not reduced;	Noted.
	(e) any unformed Crown road reserves affected by the development are maintained for future use, unless otherwise agreed with the DPHI Crown Lands;	Section 7.1
	(f) any road upgrades that may affect watercourse crossings comply with the <i>Policy and Guidelines for Fish Habitat Conservation and Management (2013)</i> , unless otherwise agreed with DPI Fisheries;	Noted.
	(g) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and	Section 7.12 Appendix C.6
	(h) development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network.	Section 7.11
B36	Traffic Management Plan Prior to commencing road upgrades identified in condition B31, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW, EnergyCo and Councils, and to the satisfaction of the Planning Secretary. This plan must include:	This document

Condition Number	Condition	Where Addressed
	(a) details of the haulage route to be used for all development-related traffic;	Section 5.5
	(b) details of the road upgrade works required by condition B33;	Section 5.2.1
	(c) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:	Section 6
	(i) details of the dilapidation surveys required by condition B34;	
	(ii) meeting the operating conditions required by condition B35;	Refer to various section references for Condition B35 above.
	(iii) temporary traffic controls in accordance with Austroads Guide to Traffic Management and relevant roads authority requirements;	Section 7.2
	(iv) notifying the local community about development-related traffic impacts;	Section 7.3
	(v) procedures for receiving and addressing complaints from the community about development related traffic;	Section 7.4
	(vi) minimising potential cumulative traffic impacts with other projects in the area during construction, upgrading or decommissioning works, including consultation with TfNSW regarding their projects;	Section 7.6
	(vii) minimising potential conflict with rail services, stock movements, school buses and other road users as far as practicable, including preventing queuing on the public road network;	Section 7.7
	(viii) minimising dirt tracked onto the public road network from development-related traffic;	Section 7.11
	(ix) 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 as described in the EIS;	Section 7.9
	(x) encouraging car-pooling or ride sharing by employees;	Section 7.9
	(xi) scheduling of haulage vehicle movements to minimise convoy lengths or platoons, and to minimise conflict with light vehicles;	Section 7.12
	(xii) ensuring loaded vehicles entering or leaving the site have their loads covered or contained;	Section 7.11
	(xiii) responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;	Section 7.10
	(xiv) avoiding impacts on Water NSW water quality monitoring sites and ensuring suitable access to these sites is maintained;	Section 7.7.5
	(xv) responding to any emergency repair or maintenance requirements;	Section 7.5
	(xvi) a traffic management system for managing heavy vehicles requiring escort; and	Section 7.14
	(xvii) a revised turn warrant assessment updating the traffic generation, directions, and routes if the temporary workers accommodation in Dubbo LGA is not provided, to ensure compliance with Austroads and the approved road upgrades.	Section 7.6 and 7.9
	(d) a driver's code of conduct that addresses:	Appendix C
	(i) driver fatigue;	
	(ii) procedures to ensure that drivers adhere to the designated haulage routes and speed limits;	
	(iii) procedures to ensure that drivers implement safe driving practices; and	

Condition Number	Condition	Where Addressed
	(e) include a detailed program to monitor and report on the effectiveness of these measures and the code of conduct.	
	Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan.	Section 1.2 Section 8.1

2.2 Additional Approvals, Licences, Permits and Requirements

Table 2-2 below details the additional approvals, licences, and permits that are required for the Project.

Table 2-2: Additional Approvals, Licences and Permits

Approval Type	Activity Relating to Approval	Timing	Approval Authority
Heavy vehicle permits for the use of over-dimensional vehicles	Required for the transport of OSOM components to the Project.	Prior to transporting OSOM components.	National Heavy Vehicle Regulator
Consent under Section 138 of the Roads Act 1993	Required for road upgrades.	Prior to undertaking any road upgrades.	DRC, WSC
Works Authorisation Deed (WAD)	Required to undertake roadworks on the State road network and/or traffic control signals.	Required prior to undertaking road upgrades within the State road network.	TfNSW

2.3 Guidelines and Standards

A number of guidelines and standards were used in the development of this TMP, the most pertinent being as follows:

- Austroads "Guide to Road Design Part 3: Geometric Design (Edition 3.4)", February 2021.
- Austroads "Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (Edition 3.1)", February 2021.
- Austroads "Guide to Traffic Management (Set: Parts 1 to 13)", 2020.
- Austroads "Guide to Temporary Traffic Management (Set: Parts 1 to 10)", 2019 / 2021.
- Austroads "Rural Road Design: A Guide to the Geometric Design of Rural Roads", 2003.
- Standards Australia "AS 1742.1 – 2003: Manual of uniform traffic control devices, Part 1: General introduction and index of signs", 2003.
- Standards Australia "AS 1742.3 – 2009: Manual of uniform traffic control devices, Part 3: Traffic control for works on roads", 2009.
- Transport Management Centre "Road Occupancy Manual", 14 May 2015.
- Transport for NSW "Additional Access Conditions: Oversize and overmass heavy vehicles and loads", October 2020.
- Transport for NSW "Traffic Control at Work Sites, Technical Manual – Issue 6.1", 28 February 2022 including "Technical Direction TD 00003:2022" (16 November 2022) and "Technical Direction TD 00031:2022" (04 November 2022).

3 Stakeholder Consultation

3.1 Agency Consultation

The TMP has been reviewed and prepared in consultation with the following road authorities, in accordance with Condition B36 of the Development Consent:

- Transport for NSW (refer to **Table 3-1**)
- Dubbo Regional Council (refer to **Table 3-2**)
- Warrumbungle Shire Council (refer to **Table 3-3**)
- Energy Corporation of NSW (refer to **Table 3-4**)

Evidence of consultation completed to date is included in **Appendix A**.

Table 3-1: TfNSW Consultation

Date	Consultation	Response
1 April 2025	Initial meeting held with TfNSW (Alexandra Power and Tim Mitchell) to discuss the preparation and submission of the TMP.	TMP has addressed the following with respect to pre-construction minor works (PCMW) traffic access • Traffic volumes. Section 5. • Traffic impact management measures. Section 6 and 7 • Community /stakeholder notifications. Section 7.3 and 7.4 • Management of road damage. Section 6.1 and 6.2 • Timing of use and minimisation of conflict with other road users. Section 7.7 and 7.10 • Safety considerations and turn management. Section 5.2.1, 7.2, 7.7 and 7.14 • Main objective is to ensure safe use of the road and the access points. Section 1.2 • TGS' (Traffic Guidance Schemes) would be required for the road upgrades Section 7.2.1
22 January 2026	• Requested clearer explanation of how traffic and road safety will be managed during Stage 1A prior to completion of upgrades under Condition B33. • Sought clearer identification of Stage 1A traffic volumes, access points, road suitability prior to upgrade, and interim safety measures. • Considered the TMP did not demonstrate intersections would be safe prior to permanent upgrades and requested swept path evidence and mitigation. • Requested targeted assessment of pre-construction minor works including peak hour volumes, route confirmation and coordination commitments. • Requested further detail on workers accommodation and workforce travel arrangements.	• TMP updated to explain the WAD process for Stage 1A, confirm contractor-prepared TMP/TGS will apply, separate Stage 1A and 1B arrangements, and confirm Stage 1B traffic will not use roads or intersections until required upgrades are completed. • TMP now identifies Stage 1A traffic volumes in Table 5-1, confirms use of approved routes under Condition B31, explains traffic is low-volume and comparable to existing rural traffic, and commits to temporary traffic controls via WAD and contractor TGS where required. • TMP clarifies swept path analysis was undertaken in the TIA and OSOM assessment, confirms upgrade designs include widening/sealing where required, commits to temporary traffic controls in Section 7, and confirms Stage 1B traffic will only occur after upgrades are complete. • TMP identifies Stage 1A traffic in Section 5.2, confirms volumes are low and comparable to existing conditions, identifies approved routes in Section 5.6, and includes mitigation and coordination measures in Section 7.

Date	Consultation	Response
	- Requested stronger controls to ensure drivers adhere to approved routes and crossing points (Conditions B31 and B32). - Requested confirmation that each road section will be upgraded before first use by project traffic (Condition B33). - Requested explicit reference to TGS/ROL approvals and compliance with relevant standards. - Requested clearer coordination measures for cumulative traffic impacts with TfNSW and other major projects. - Requested additional detail on employee shuttle bus service, parking and measures to encourage use. - Requested further detail on OSOM convoy length, spacing and operational controls. - Requested clearer program to monitor driver behaviour and demonstrate effectiveness of the Driver's Code of Conduct (Condition B36).	- TMP clarifies Stage 1A personnel are locally based, Stage 1B accommodation will follow the approved Accommodation and Employment Strategy, shuttle buses will be used, and workforce travel is included in traffic estimates. - TMP updated to include driver inductions, provision of route maps, signage at access points, spot checks and vehicle monitoring, compliance framework in Section 9, and behavioural requirements in the Driver's Code of Conduct. - TMP now links upgrade staging to traffic use, confirms Stage 1B traffic will not use infrastructure until upgrades are complete, references Appendix 7 timing, and notes a separate request to the Planning Secretary regarding incremental upgrade timing. - Section 7.2 updated to confirm TGS will be prepared and approved prior to works, ROL or WAD approvals will be obtained where required, and controls will comply with AS 1742.3:2019 and TfNSW requirements. - Section 7.6 and Table 8-1 updated to identify monitoring of nearby projects, require consultation where overlap occurs, provide for scheduling or traffic management adjustments, and clarify responsibilities. - Sections 7.8 and 7.9 updated to address worker parking, car-pooling and workforce transport measures, inclusion of workforce travel in modelling, and measures to minimise private vehicle use. - TMP clarifies OSOM movements are managed through delivery scheduling, approved routes, authority coordination, and NHVR permit conditions which govern convoy parameters. - TMP now includes new Section 9.1.1 defining monitoring responsibilities and breach management, and Section 9.2 establishing periodic compliance review and continuous improvement linked to the project incident and non-compliance system.
26/03/2026	TfNSW reviewed the updated TMP and noted the importance of road safety and the sequencing of road upgrades. TfNSW raised concern regarding any proposed variation to the timing of upgrades to Tallawonga Road and Sweeneys Lane.	The Proponent acknowledged TfNSW's comments. A request has been submitted to the Department seeking the Planning Secretary's agreement under Condition B33 to revise the timing of local road upgrades. This TMP has been prepared to reflect the proposed sequencing of road upgrades outlined in that request. Construction traffic will not access any road segment or site access point until the relevant upgrade works for that segment have been completed. Traffic will be managed in accordance with this TMP.

Table 3-2: Dubbo Regional Council Consultation

Date	Consultation	Response
1 April 2025	Initial meeting held with DRC (Lachlan George and Musarrat Khan) to discuss	No specific comments or concerns were raised at the time.

Date	Consultation	Response
	the preparation and submission of the TMP.	
17 December 2025	Council has no further comments on the submitted TMP.	Noted. No revisions to the TMP

Table 3-3: Warrumbungle Shire Council Consultation

Date	Consultation	Response
24 September 2025	Initial meeting held with WSC (Joe Townsend, Kevin Tighe, Leeanne Ryan, Erin Player, Bevan Crofts, and Warwick Giblin to discuss the preparation and submission of the TMP.	Council Questions and SCWF responses • Definition of “Pre-construction Minor Works” – clarified as per State Conditions of Approval. • Timing of Stage 1a works – expected to commence April 2026. • Timing of WSC access crossing works – expected late 2027/early 2028. • Location of main access points – confirmed all three within Dubbo Regional Council. • WSC works during Stage 1a – confirmed none. • Access crossing locations (5)– Bald Hill Rd, Sandy Creek Rd, Dapper Rd, Lambing Hill Rd, Spring Ridge Rd . • Easement crossing for electrical infrastructure (4) - Bald Hill Rd, Sandy Creek Rd, Dapper Rd Issues Raised • Monitoring methods for construction vehicle movements. Section 9 • Verification methods to ensure compliance with road use restrictions. Section 9 • Clear identification of SCWF construction vehicles given overlap with EnergyCo traffic. Section 9 • High traffic volumes expected at crossing points (e.g., worker buses and vehicles accessing compounds in the south) – Section 5 Recommendations from WSC • Dilapidation surveys at access points should extend a short distance on either side of the crossing footprint. Section 6. • Include provisions for gravel loss/armouring, patrol and dust suppression access points (to support Section 138 applications). • Ensure the project and contractor allocate adequate resources for monitoring and managing crossing traffic. Section 9 • Ensure adequate auditing measures to confirm construction vehicles are complying with road use restrictions eg. a tiered strategy or traffic light system to ‘ratchet up’ if there are compliance issues. Section 9.1.1

Date	Consultation	Response
11 December 2025	• Statutory and document references — Clarification requested on Section 139 permit references and correction of appendix cross-references. • Traffic generation clarity — Council sought confirmation that traffic tables accurately represent construction and peak traffic movements. • Dilapidation survey requirements — Council requested clearer methodology, confirmation of qualified personnel, and timing of surveys prior to works. • Road condition monitoring and damage management — Council noted the inspection framework and damage response process were not sufficiently clear. • Use of local roads — Concern raised regarding potential use of certain Warrumbungle local roads. • Repair timeframes — Clarification requested on timeframe for urgent road repairs. • Community and stakeholder notification — Responsibilities in the notification table required clarification. • Cumulative traffic impacts — Council considered wording did not fully align with consent requirements and requested stronger coordination measures. • Driver behaviour and compliance controls — Council requested clearer provisions for travel speed compliance and adherence to designated transport routes. • Consistency with the EIS — General comment that TMP should reflect the impacts identified in the EIS.	• TMP updated to clarify the Section 139 permit process in Section 5.2.1 and correct appendix references within the traffic tables. • TMP confirms relevant tables present estimated average and peak project traffic movements and clarifies the basis of the traffic generation figures. • Sections 6.1.1 and 6.1.3 updated to clarify the survey methodology, confirm surveys will be undertaken by suitably qualified personnel, and confirm surveys will occur prior to construction activities affecting roads. • Section 6.2 updated to strengthen the inspection and monitoring framework, clarify procedures for managing and rectifying road damage, and confirm restoration requirements following works. • TMP confirms project traffic will not utilise the identified local roads. • TMP confirms Section 6.2 reflects the required repair timeframes. • Table 7-4 updated to clarify stakeholder notification responsibilities in accordance with the TMP. • Table 7-7 updated to identify relevant nearby projects, and Table 7-8 strengthened to clarify coordination and mitigation measures where overlapping works may occur. • Appendix C updated to strengthen travel speed requirements and route compliance provisions for drivers. • TMP reviewed and updated to ensure consistency with the EIS traffic assessment and associated commitments.
20/03/2026	• WSC notes the updated TMP satisfactorily addresses Councils previous comments.	• Noted. No revisions to the TMP

Table 3-4: EnergyCo Consultation

Date	Consultation	Response
14/04/2026	EnergyCo advised they completed their review of the TMP and had no comments	Noted. No revisions to the TMP

4 Existing Road Network Conditions

The following sections provide an overview of the current physical and operational characteristics of the road network identified for project use. The sections have been broken down to address the state road network, regional road network and the local (Council) road network.

4.1 State Road Network

Industrial Drive and Maitland Road

Industrial Drive and Maitland Road are part of the state road network, and only an approximate 13.5 km section will be required for OSOM transport between Selwyn Street in the south and The New England Highway in the north. This section is a dual carriageway road.

New England Highway

The New England Highway forms part of the inland interstate road link between Brisbane and Sydney and is a dual carriageway road. Only an approximate 4 km section of the New England Highway will be required for OSOM transport.

John Renshaw Drive

John Renshaw Drive is part of the state road network, and only an approximate 12 km section will be required for OSOM transport between The New England Highway and the Hunter Expressway. This section is a dual carriageway road.

Hunter Expressway

The Hunter Expressway (M15) is a 39.5 kilometres long road, running generally northwest from the Pacific Motorway at the Newcastle Link Road interchange to the eastern end of the Belford Bends Deviation on the New England Highway. Only 30 km will be required for OSOM transport between John Renshaw Drive in the south and The New England Highway in the north. It is a dual carriageway road, with a speed zone of 110 km/h.

Golden Highway

Golden Highway is a State Highway (B84) forming an arterial route from New England Highway between Branxton and Singleton to the Newell Highway at Dubbo, passing through Denman, Merriwa and Dunedoo. Golden Highway is generally a two-lane, undivided road with varying shoulder widths and formations. The pavement condition is generally good, commensurate with its status as a State Highway and its suitability as a route for larger heavy vehicles, e.g. B-doubles.

The general road environment can be described as flat to gently rolling terrain with some moderate curved alignments requiring lower advisory speeds within the background 100 km/h speed zone. The road environment and alignment are generally conducive to OSOM and heavy vehicle transport. Any specific OSOM vehicle transport considerations will be identified by the successful transport contractor and covered under the TfNSW permit system for OSOM transportation along the major road network.

Sight distance along Golden Highway at the Sweeneys Lane site access and at the Saxa Road intersection is substantial with at least 300 m available in both directions along Golden Highway at both locations.

4.2 Regional Road Network

Saxa Road

Saxa Road (formerly known as Cobbora Road) is a regional road (MR 353), forming a regional connection between Mitchell Highway at Wellington and Golden Highway at Elong. It is a single carriageway, two-lane road with a 100 km/h speed zone.

Saxa Road is relatively consistent in condition and standard along its length. For the majority of its length, it is generally some 6 m wide incorporating two travel lanes and varying shoulder conditions. Centreline marking is generally provided with edge-line marking also available along wider carriageway sections.

The pavement is asphalt, which is generally in average or passable condition. However, during the site inspections, completed as part of the Project Environmental Impact Statement (EIS), there were a number of sections undergoing pavement upgrades due to significant rainfall in the area compromising the road carriageway surface (currently temporary hardstand pavement) due to potholes and damaged pavement.

The general road environment can be described as relatively flat with sections of gently rolling terrain and some gentle curved alignments requiring lower advisory speeds within the background 100 km/h speed zone.

Saxa Road is a major link to the local community as it is the main access for the population in the area. The road is a B-Double route and there is one school bus that completes two runs per day servicing schools in Wellington.

Sight distances at the Tallawonga Road intersection as well as at the Gollan Road intersection are generally substantial with at least 300 m available in both travel directions along Saxa Road apart from north of Tallawonga Road, where there is slightly less than 250 m available along Saxa Road.

Gollan Road

Gollan Road is a regional road (RR 7512) connecting the village of Goolma in the south with Saxa Road and then Golden Highway in the north via Muronbung Road. It is a single carriageway, two-lane road with a 100 km/h speed zone.

Gollan Road is relatively consistent in condition and standard along its length. For the majority of its length, it is approximately 5 m to 6 m wide incorporating two travel lanes and varying shoulder conditions. Centre-line marking of varying condition is provided intermittently along wider carriageway sections although the majority of the relevant road section is unmarked.

The pavement is asphalt, which is generally in average condition although during the site inspections, there were a numerous patched sections including areas of potholes / damaged pavement.

The general road environment can be described as gently rolling terrain with some tighter curved alignments requiring lower advisory speeds within the background 100 km/h speed zone.

Sight distance at the Ben Hoden Road intersection is generally satisfactory for the 100 km/h speed zone with at least 300 m available in both travel directions along Gollan Road. It is noted that the Gollan Road access location at Ben Hoden Road will not be used for OSOM vehicles.

4.3 Local Road Network

Selwyn Street and George Street

Selwyn Street and George Street make up the local road network in the Port of Newcastle area.

Selwyn Street is the local road continuing from George Street and provides access to the private roads within the Port of Newcastle site. It is a two-lane undivided road with a sign posted speed limit of 50 km/h. Selwyn Street is a B-Double approved vehicle route.

George Street is a four-lane road with two traffic lanes and two parking lanes. To the east of the intersection George Street provides a link between Industrial Drive and Selwyn Street. Approximately 70m of George Street will be required to connect the route between Selwyn Street and Industrial Drive.

Sweeneys Lane

Sweeneys Lane is a local road providing access to a small number of properties between Golden Highway in the north and Sandy Creek Road to the south-east (approximately 6 km in length). It is an unpaved, single carriageway local road with no designated speed zones.

During site inspections completed for the Project EIS, Sweeneys Lane was closed for through travel. A desktop assessment (via Google Earth / Google Maps) indicates that Sweeneys Lane appears to be relatively consistent in condition and standard for the majority of its length with an approximate 6 m width and varying shoulder conditions.

Sight distance along Golden Highway at the intersection with Sweeneys Lane is substantial with at least 300 m available in both directions along Golden Highway.

Tallawonga Road

Tallawonga Road is an unclassified and unsealed local access road with a relatively narrow carriageway width between approximately 3 m to 4 m. The unsealed road surface condition is considered to vary from poor to average with numerous sections during site inspections, displaying rutting, potholes and uneven travel surfaces due to poor distribution of sub-base material.

The horizontal alignment to the site access point is relatively straight with some moderate crests and sags. The road width is restricted at numerous locations by roadside trees and other vegetation.

There is no meaningful delineation along the road apart from a small number of guide posts that are provided at irregular intervals for guidance.

The general road environment can be described as flat to gently rolling terrain and there is no speed limit signage.

Ben Hoden Road

Ben Hoden Road is an unclassified and unsealed local access road that serves only a limited number of properties. It has a relatively narrow carriageway width between approximately 3 m to 4 m. The unsealed road surface condition varies from poor to average with sections displaying rutting, potholes and uneven travel surfaces.

The horizontal alignment to the site access point is generally straight connected by some tight horizontal radius curves. The road width is partially restricted at a number of locations by roadside trees and other vegetation.

The general road environment can be described as flat to gently rolling terrain and there is no speed limit signage.

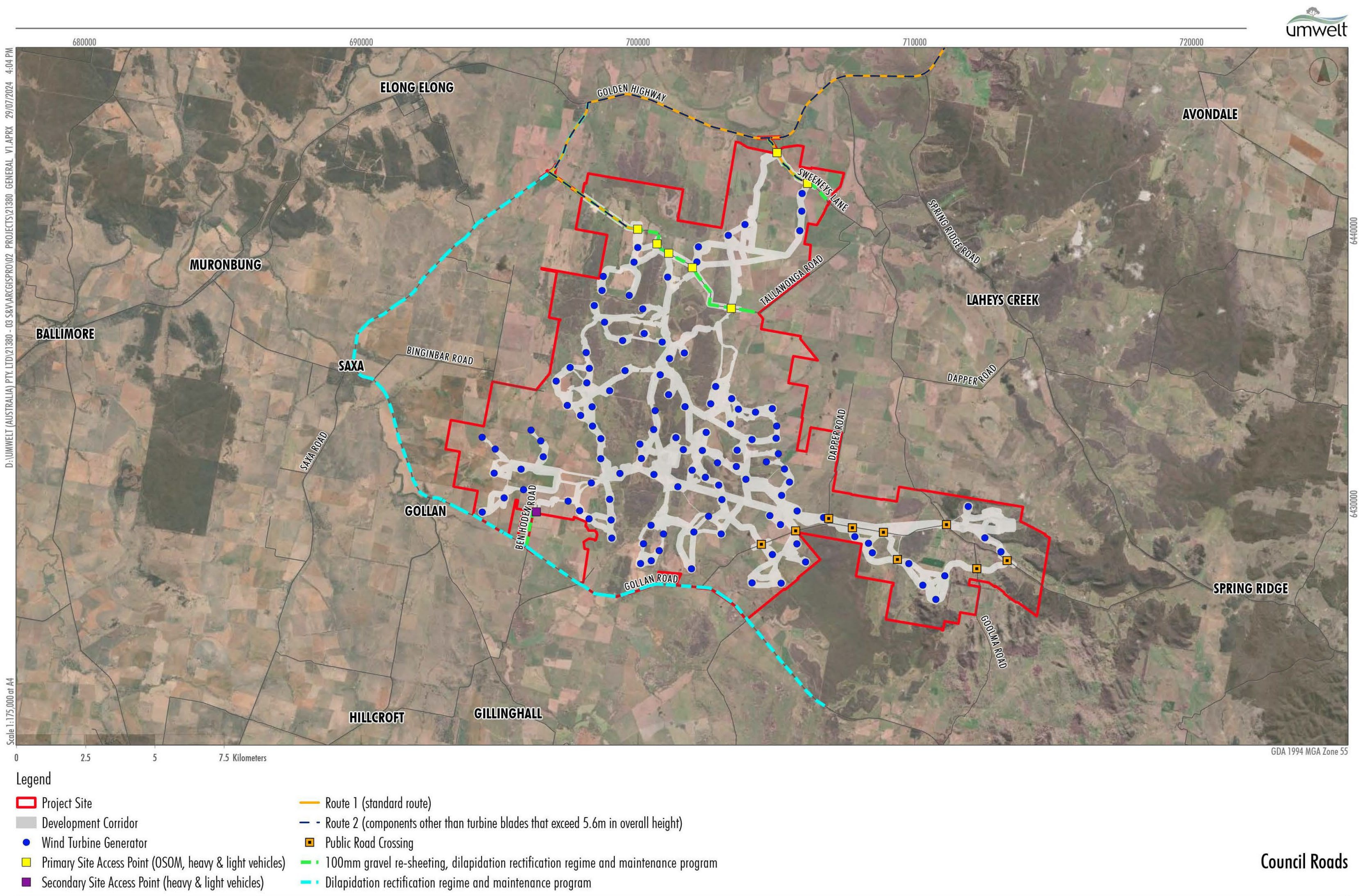


Figure 4.1: Project Site Access (from SSD-41134610, Appendix 7)

5 Project Activities and Traffic Impacts

5.1 Project Overview and Traffic Generation

The Project generally consists of the installation, operation, maintenance and decommissioning of up to 117 WTGs, sub-stations, overhead and/or underground transmission lines, ancillary infrastructure and temporary facilities, and battery storage ((refer to Section 1.3 for further details regarding Project staging)). The Project is designed to accommodate WTGs of up to 256 m in height and is estimated to have a total, installed generating capacity of approximately 700 MW.

The approved layout of the Project is shown in Figure 1.1. A breakdown of Project activities for Stage 1a and Stage 1b, relevant to this TMP, and associated traffic impacts is provided in the sections below.

5.2 Pre-construction Minor Works & Road Upgrades (Stage 1a)

Road upgrades are required to be implemented in accordance with Condition B33 and the timing requirements set out in Appendix 7 of SSD-41134610. Further details of road upgrades are provided in Section 5.2.1.

Pre-construction Minor Works (PCMW) will be required on site prior to commencing wind farm Construction (Stage 1b), and will include:

- Surveys;
- Overhead line safety marking;
- Building and road dilapidation surveys;
- Investigative drilling, excavation or salvage;
- Minor clearing or translocation of native vegetation;
- Establishing temporary site office (in locations meeting the criteria identified in the conditions of the Development Consent)
- Installation of environmental impact mitigation measures, fencing, enabling works;
- Wind monitoring masts; and
- Construction of minor access roads and minor adjustments to services/utilities, etc.

A WAD will be obtained by the Project for Stage1a. The WAD will include a Transport Management Plan and TGS specifically for Stage1a. These would be prepared by the Contractor, as the TGS are specific to the contractor's scope. Further details of the Traffic Guidance Schemes (TGS) preparation is provided in Section 7.2.1

Traffic associated with Stage 1a activities is limited to low-volume light and heavy vehicles associated with surveys, minor works and road upgrades. These movements will utilise approved access routes and will be managed using temporary traffic control measures as described in Section 7.

Heavy construction traffic associated with Stage 1b will only commence once the relevant road and intersection upgrades required under Condition B33 have been completed and made available for use.

PCMW will be required in various locations across the Project and will involve a low volume of light and heavy vehicles accessing the site via the approved roads and access points, listed in **Section 5.6**.

The indicative traffic generation associated with PCMW is shown in **Table 5-1**. It is anticipated that PCMW will take approximately 6 to 9 months to complete.

Road and intersection upgrades required under Condition B33 are primarily intended to accommodate construction traffic associated with later project stages. Traffic during Stage 1A consists mainly of low-volume light vehicles and limited heavy vehicle movements associated with surveys and road upgrade

works, which are comparable to existing rural traffic conditions. Accordingly, Stage 1A activities can operate safely on the existing road network, with traffic control measures implemented where required (as per the Transport Management Plan and TGS to be prepared by the Contractor prior to commencement of associated works) until permanent upgrades are completed. It should be noted that swept path analysis for design vehicles was undertaken as part of the Traffic Impact Assessment and OSOM route assessment informing the intersection upgrades required under Condition B33.

PCMW traffic will utilise the approved access routes and access points identified in Section 5.6. Vehicle types and indicative traffic volumes for PCMW are provided in Table 5-1. Traffic management and mitigation measures applicable to PCMW, including where works affect traffic operations on public roads, are set out in Section 7 (including TGS requirements and stakeholder notifications, where relevant).

Table 5-1: Traffic Generation Associated with Pre-construction Minor Works (excluding traffic associated with road upgrades)

Activity / Works	Light Vehicle Movements		Heavy Vehicle Movements	
	Average daily	Peak daily	Average daily	Peak daily
Surveys / inspections on site	8	16 (allowing for multi site entrances in a day).	0	0
Investigative drilling, excavation or salvage	6	12	2	4
Construct minor access roads and minor adjustments to services / utilities etc	4	6	4	6
Establishing temporary site office	6	10	4	6
Wind monitoring mast installation	4	8	2	4

Based on the findings in the Spicers Creek Wind Farm Traffic Impact Assessment (Samsa Consulting, 2023), it is evident that traffic conditions (levels of service) along the affected rural road network would only change marginally from existing conditions, even after the addition of the conservative scenario (maximum peak) wind farm generated construction traffic.

The majority of the rural road network under consideration has significant spare capacity and is operating at high levels of service (LoS A). The addition of heavy vehicles and construction staff traffic during peak construction periods is able to be readily absorbed by the rural road network with minimal impacts.

The Proponent will consult and coordinate with TfNSW, Councils and other relevant stakeholders to manage cumulative traffic impacts and maintain safe and efficient network operation, in accordance with the coordination and communication measures in Section 7.

5.2.1 Road Upgrades and Temporary Modifications

Road infrastructure upgrades and modification will be required to enable OSOM vehicles to transport WTG components from the Port of Newcastle to the Project.

The required road upgrades fall into three categories:

- Road upgrades to be undertaken by others² (the Energy Corporation of NSW) (Table 1, Appendix 7 of Development Consent);
- Road upgrades and treatments to be implemented by the Applicant (Table 2, Appendix 7 of the Development Consent); and
- Others (including temporary modifications and proposed traffic controls) as identified by the OSOM transport route study³ which was prepared for the Project and which formed part of the EIS (refer to **Appendix B**).

The road upgrades to be completed by the Applicant include:

- Intersection upgrades (**Table 5-2**);
- Road upgrades / treatments (**Table 5-3**); and
- Site access point upgrades (**Table 5-4**).

Appendix 7 of the Development Consent contains functional layout drawings for the three intersection upgrades. The designs will be further developed and finalised in consultation with the relevant roads authorities. Further development of public road crossing arrangements (Table 5-4) will occur during detailed design following completion of detailed survey. Detailed design will be undertaken by the construction contractor and submitted to the relevant road authority for approval prior to construction.

Works undertaken on the State road network during Stage 1a will be carried out under TfNSW approvals, including a Works Authorisation Deed (WAD) and associated Traffic Guidance Schemes (TGS) prepared by the Contractor, ensuring safe management of traffic during road and intersection upgrade works.

Works within public roads will be undertaken in accordance with the Roads Act 1993, with relevant approvals obtained from the appropriate roads authority where required. Detailed design will include assessment of traffic volumes and approach characteristics, swept path assessments for heavy and emergency vehicles, sight distance and intersection safety assessments, and compliance with relevant Austroads Guides. Additional mitigation measures, such as advance warning signage, will be implemented where required and agreed with the relevant road authority.

The Planning Secretary provided agreement on 1 June 2026 to revise the timing of the road upgrades identified in Condition B33 and Appendix 7. Accordingly, road upgrades may be completed progressively based on the site access point being used, provided construction traffic only uses road segments once the relevant upgrade works have been completed.

Intersection and road upgrades identified under Condition B33⁴ are required to accommodate construction traffic volumes associated with later project stages, including heavy construction traffic and OSOM movements. Prior to completion of these upgrades, traffic associated with Stage 1a activities is limited to low-volume light vehicles and road upgrade construction traffic, which can operate safely under existing intersection arrangements, subject to implementation of traffic control measures where required.

Where required, temporary traffic management measures described in Section 7 of this TMP will be implemented to ensure safe vehicle movements until permanent intersection upgrades are completed.

² EnergyCo have committed to completing upgrades to the state road network to facilitate the transport of OSOM components from the Port of Newcastle to the Project (Table 1 of Appendix 7 of the Development Consent). Those upgrades will be subject to a separate Development Consent and have therefore been omitted from this TMP.

³ Rex J Andrews "Route Study – Spicers Creek Windfarm Ex Port of Newcastle (REV03)", 03/03/2023

⁴ Planning Secretary agreement to revise road upgrade timing dated 1 June 2026

Table 5-2: Intersection Upgrades and treatments as required by SSD-41134610

Road Section/Intersection	Treatment	Timing
Golden Highway / Sweeneys Lane intersection	Basic left-turn (BAL) and channelised right-turn (short) (CHR-S) generally in accordance with Figure 3 of Appendix 7 of the Development Consent.	Prior to use by heavy vehicles requiring escort.
Saxa Road / Tallawonga Road intersection	Basic left-turn (BAL) and channelised right-turn (short) (CHR-S) generally in accordance with Figure 4 of Appendix 7 of the Development Consent.	Prior to use by heavy vehicles, or heavy vehicles requiring escort.
Gollan Road / Ben Hoden Road intersection	Basic left-turn (BAL) and basic right-turn (BAR) generally in accordance with Figure 5 of Appendix 7 of the Development Consent.	Prior to use by heavy vehicles

Table 5-3: Road upgrades / treatments as required by SSD-41134610

Road upgrades	Start Point	Chainage	Treatment	Timing
Tallawonga Road	Saxa Road	0m to 10,010m	Gravel re-sheeting all areas of unsealed roads, applied to a minimum depth of 100 mm and minimum width of 6 m; Replacement or installation of new drainage structures (as necessary); and Upgrade, remove or replace stock grids.	Prior to use of the relevant site access point
Ben Hoden Road	Gollan Road	0m to 1,410m		
Sweeneys Lane	Golden Hwy	0m to 3,300m		

Table 5-4: Site access and public road crossing upgrades / treatments as required by SSD-41134610

Site Access Point / Road Crossing	Start Point	Chainage	Treatment	Timing
Sweeneys Line Site Access Point (2 total)	Golden Hwy	650m & 2,200m	Construct access points for safe entry and exit for the largest vehicles accessing the site at this location.	Prior to use of the site access point.
Tallawonga Rd Site Access Point (5 total)	Saxa Road	3,800m, 5,100m, 5,600m, 6,600m & 9000m		
Ben Hoden Road Site Access Point (1)	Gollan Road	1,400m		
Public road crossings on Sweeneys Lane, Bald Hill Road, Dapper Road, Diehm Road, Sandy Creek Road, Lambing Hill Road	-	-	Construct public road crossings for safe crossing by the largest vehicles across the public road, as identified in Figure 2 of Appendix 7 of the Development Consent	Prior to use of the public road crossing

All public road crossings identified in Table 5-4 are proposed as permanent works unless otherwise agreed with the relevant road authority. Concept and detailed design drawings will be prepared and submitted to the relevant road authority as part of the approval process prior to construction.

In the event of a dispute in relation to road upgrades either party may refer the matter to the NSW Planning Secretary for resolution in accordance with Development Consent Condition B53. Advice may also be sought if mediation is considered to be required to resolve the dispute.

Once OSOM deliveries have been completed, road modifications will either be left in place (subject to agreement from the relevant roads authority) or removed and/or reinstated to ensure the intended swept path and traffic control devices of the road for typical usage are maintained, i.e. to maintain safe operations.

This could include reinstatement of temporary in-fill areas, landscaping works and relocation of road furniture, signage, etc.

In addition, new internal roads will be constructed as all-weather roads and any existing internal roads will be maintained as all-weather roads

Traffic movement associated with upgrade works

The staging of upgrade works will be planned to minimise the impacts on the major and minor road networks and facilitate cost effective construction phases.

SCWF will complete the required intersection upgrades in Stage 1a prior to commencement of construction (Stage 1b). Construction traffic associated with Stage 1b will not use any road segment, site access point, or intersection until the relevant upgrades and access treatments required under Condition B33 have been completed and are available for use.

Where upgrades are staged, traffic access will only occur on road sections that have already been upgraded or where temporary traffic management measures approved by the relevant road authority are in place to ensure safe operation until permanent upgrades are completed.

The required upgrades to Tallawonga Road, Ben Hoden Road and Sweeneys Lane will be completed progressively along each road prior to the upgrade of each site access point that is required for construction access (i.e. on a road-by-road basis, whereby a particular road is upgraded for use in construction separately to other road upgrades).

The following tables provide indicative daily peak traffic movements for light vehicles (LV), heavy vehicles (HV), and over-size/over-mass vehicles (OSOM) associated with the construction of intersection upgrades, road upgrades/treatments, site access point upgrades and crossing upgrades. These estimates exclude mobilisation and demobilisation days, reflecting only the typical daily peaks during active upgrade works.

Intersection and associated road upgrade works may occur concurrently at Tallawonga, Sweeneys and Ben Hoden. Traffic movements in Table 5-5 to Table 5-7 are indicative for an active work site; where works occur concurrently, cumulative traffic movements may occur only on shared sections of the road network where access routes overlap, primarily on the Golden Highway.

Table 5-5: Daily Peak Traffic Movements – Intersection Upgrades

Intersection	Treatment Type	Light Vehicles (LV)	Heavy Vehicles (HV)	OSOM Vehicles
Golden Highway / Sweeneys Lane	BAL + CHR-S	6–10	8–14	0
Saxa Road / Tallawonga Road	BAL + CHR-S	6–10	8–14	0
Gollan Road / Ben Hoden Road	BAL + BAR	5–8	6–12	0

Table 5-6: Daily Peak Traffic Movements – Road Upgrades / Treatments

Road Section	Typical Activity (Peak Day)	Light Vehicles (LV)	Heavy Vehicles (HV)	OSOM Vehicles
Tallawonga Road	Re-sheeting, drainage, grids	7–12	12–20	0
Ben Hoden Road	Re-sheeting, grids	5–9	8–14	0
Sweeneys Lane	Re-sheeting, drainage	6–10	10–16	0

Table 5-7: Daily Peak Traffic Movements – Site Access Point Upgrades/Road crossing upgrades

Access Point/Road Crossing	Number of Points/crossings	Light Vehicles (LV)	Heavy Vehicles (HV)	OSOM Vehicles
Sweeneys Lane	2	4–7	6–10	0
Tallawonga Road	5	5–9	8–14	0
Ben Hoden Road	1	3–5	5–8	0
Public road crossings on Sweeneys Lane, Bald Hill Road, Dapper Road, Diehm Road, Sandy Creek Road, Lambing Hill Road	variable	2–4	3–6	0

Notes:

- Heavy vehicles shown are for daily deliveries and construction activities only; plant and equipment typically remain on site for the duration of the works.
- OSOM movements are excluded from daily peaks, as these only occur on mobilisation and demobilisation days (bringing in/removing large plant).
- Light vehicles represent daily staff, supervision, and traffic management movements.

5.3 Construction (excluding High-risk Heavy Vehicles Requiring Escort) (Stage 1b)

Construction of the wind farm and associated infrastructure includes but is not limited to the carrying out of any earthworks on site and construction of any ancillary infrastructure (but excludes road upgrades or maintenance works to the public road network, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying).

During Construction Stage 1b, traffic generating activities will include staff transport, deliveries of construction plant, equipment, machinery, materials and wind farm components, and will exclude High-risk Heavy Vehicles Requiring Escort. Key materials to be delivered during construction will include road base, concrete constituent materials (sand, cement, aggregate, water), steel reinforcement materials and the like.

Stage 1a activities involve locally based personnel and generate limited workforce travel demand. During Stage 1b construction, a temporary workforce accommodation facility will be established in accordance with the approved Accommodation and Employment Strategy (AES). Construction workers accommodated at this facility will primarily travel to and from the Project site via shuttle buses, thereby minimising private vehicle movements on the surrounding road network. Workforce traffic volumes are included within the construction traffic estimates presented in this section.

Table 5-8 below provides an overview of construction traffic generation along the three critical road sections for both moderate and conservative (in brackets) scenarios, as presented in the Spicers Creek Wind Farm Traffic Assessment (Samsa Consulting, 2023). Note this table includes the trips per day for the high risk heavy vehicles requiring escort (Wind Farm component delivery (OSOM vehicles)).

A conservative (high) traffic generation scenario would apply for about six months of the 18 months construction duration of Stage 1b, corresponding to peak activities. During this peak period, maximum daily traffic is expected to be 236 light vehicle trips per day, 248 heavy vehicle trips per day and 80 bus (return) trips.

For the remaining 12 months (majority of the Stage 1b construction period), a moderate (average) traffic generation scenario has been assumed where maximum daily traffic generation would potentially be 236 light vehicle trips per day, 168 heavy vehicle trips per day and 40 bus (return) trips.

Construction worker parking and measures to minimise private vehicle use, including car pooling and workforce transport arrangements, are described in Sections 7.8 and 7.9 of this TMP.

Table 5-8: Construction traffic generation (Samsa Consulting, 2023)

Traffic Generating Activity		Golden Hwy	Saxa Road	Gollan Road
Construction staff (light vehicles only)	vpd	96 (96)	48 (48)	96 (96)
	vph	48 (48)	24 (24)	48 (48)
Construction staff (bus transport)	vpd	20 (40)	10 (20)	10 (20)
	vph	10 (20)	6 (10)	6 (10)
Wind farm component delivery (OSOM vehicles)	vpd	0 (10)	0 (10)	0 (0)
	vph	0 (2)	0 (2)	0 (0)
Wind farm component delivery (non-OSOM heavy vehicles)	vpd	0 (6)	0 (6)	0 (0)
	vph	0 (2)	0 (2)	0 (0)
Concrete batch plant material delivery (heavy vehicles)	vpd	10 (20)	10 (20)	10 (20)
	vph	4 (10)	4 (10)	4 (10)
Delivery of steel reinforcement (heavy vehicles)	vpd	2 (4)	2 (4)	2 (4)
	vph	1 (2)	1 (2)	1 (2)
Gravel / road base delivery (heavy vehicles)	vpd	30 (30)	30 (30)	30 (30)
	vph	4 (4)	4 (4)	4 (4)
Inter-turbine cabling delivery (heavy vehicles)	vpd	2 (2)	0 (0)	0 (0)
	vph	1 (1)	0 (0)	0 (0)
Water deliveries (heavy vehicles)	vpd	18 (18)	18 (18)	18 (18)
	vph	2 (4)	2 (4)	2 (4)
Other miscellaneous construction deliveries (HVs)	vpd	2 (2)	2 (2)	2 (2)
	vph	2 (2)	2 (2)	2 (2)
TOTAL Light vehicles	vpd	96 (96)	48 (48)	96 (96)
	vph	48 (48)	24 (24)	48 (48)
Staff buses	vpd	20 (40)	10 (20)	10 (20)
	vph	10 (20)	6 (10)	6 (10)
Heavy vehicles	vpd	64 (82)	62 (80)	62 (74)
	vph	14 (25)	13 (24)	13 (22)
OSOM vehicles	vpd	0 (10)	0 (10)	0 (0)
	vph	0 (2)	0 (2)	0 (0)

Source: *Spicers Creek Wind Farm Traffic Assessment (Samsa Consulting, 2023)*.

5.4 Future Stages

Construction including High-risk Heavy Vehicles Requiring Escort (Stage 1c)

As per Section 5.2.1 above but including High-risk Heavy Vehicles Requiring Escort associated with WTG component deliveries. Additional information will be provided in a revised version of this TMP prior to commencing Stage 1c.

Wind Farm Operation and Maintenance (Stage 1d)

The operations and maintenance phase of the Project includes operation of the WTGs and routine maintenance of the Project infrastructure.

Maintenance staff will be on-site throughout the year, making routine checks of the WTGs on an ongoing basis. Major planned servicing would be carried out approximately twice a year on each WTG. Each major service visit would involve several service vehicles (4WD) on-site. Occasionally, access by medium and heavy vehicles may be required to repair or maintain overhead transmission line components. Access will be gained via dedicated on-site internal roads within the overhead transmission line corridor.

Battery Energy Storage System (Stage 2a & 2b)

Construction of the Battery Energy Storage System would be undertaken separately to wind farm construction. The main traffic generated during construction of the BESS would include staff transportation, and deliveries of containers housing the battery units and the power conversion units (approximately 240 total).

Decommissioning (Stage 3)

Decommissioning and restoration will occur at the end of the operational life of the Project. Decommissioning activities will be similar to construction activities but generally in reverse and across a shorter timeframe.

Decommissioning will also include site rehabilitation activities.

5.5 Approved Transport Routes for Heavy Vehicles Requiring Escort

Components of the WTGs (including nacelles, drive-trains, hubs, blades and tower sections) that will be imported to Australia will arrive at the Port of Newcastle⁵ and will be transported to site via the approved transport route as per Condition B30 of the development consent (unless otherwise agreed by the Planning Secretary and in consultation with the relevant roads authority).

The approved transport routes for heavy vehicles requiring escort (OSOM transport) are as follows (refer also to **Figure 5.1** below and **Appendix B**):

- **Standard route:** Selwyn Street, George Street, Industrial Drive, Maitland Road, New England Highway, John Renshaw Drive, Hunter Expressway, New England Highway, Golden Highway (to primary site access point off Sweeneys Lane) and Saxa Road (to primary site access point off Tallawonga Road).
- **High load route** (for loads exceeding 5.6 m in height): Selwyn Street, George Street, Industrial Drive, Maitland Road, New England Highway, John Renshaw Drive, Hunter Expressway, New England Highway, Golden Highway then turning into Denman Road, Bengalla Road, Wybong Road and back to Golden Highway continuing to the primary site access point off Sweeneys Lane or to Saxa Road to access the primary site access point off Tallawonga Road.

All routes from the Port of Newcastle to the Project areas are via National Routes or State Highways to Golden Highway and Saxa Road. The major road network provides a high standard of road infrastructure with relatively wide carriageways and road formations, pavement line marking and controlled access to side roads. In general, it has 100 km/h speed limits and subject to statutory permit conditions, the road network can readily accommodate OSOM vehicles.

5.6 Approved Site Access Roads / Points

In accordance with Condition B31 of the Development Consent, vehicles associated with the Project may originate from any location and will access the site via these roads, refer to Figure 4.1:

- **For light and heavy vehicles:** via Golden Highway and then:
 - Sweeneys Lane (Primary Site Access for OSOM, heavy and light vehicles);
 - Saxa Road > Tallawonga Road (Primary Site Access for OSOM, heavy and light vehicles); and
 - Saxa Road > Gollan Road > Ben Hoden Road (Secondary Site Access for heavy and light vehicles only).
- **For heavy vehicles requiring escort:** via Golden Highway, and then:
 - Sweeneys Lane; and

⁵ Based on the transport route study undertaken by Rex J Andrews "Route Study – Spicers Creek Windfarm Ex Port of Newcastle (REV03)", 03/03/2023

- Saxa Road > Tallawonga Road.

In accordance with the Planning Secretary's agreement dated 1 June 2026 regarding the timing of road upgrades required under Condition B33, access routes will be brought into use progressively based on the site access point being utilised. Construction traffic will only use road segments where the relevant road upgrades have been completed

In accordance with Condition B32 of the development consent, access between portions of the site via the public road network will be restricted to Public Road crossing points on Bald Hill Road, Dapper Road, Diehm Road, Lambing Hill Road and Sandy Creek Road, as identified in Appendix 7 of the Development Consent (refer also to **Figure 4.1**).

Compliance with approved transport routes and access arrangements will be managed through driver inductions, distribution of approved route mapping, site access signage, vehicle monitoring and compliance auditing, as described in Section 7, 8, and 9. Driver behavioural requirements, including adherence to approved routes and consequences for breaches, are set out in Appendix C (Driver's Code of Conduct).

Transport route compliance monitoring outcomes will be recorded and addressed through the TMP monitoring and reporting framework described in Section 9.

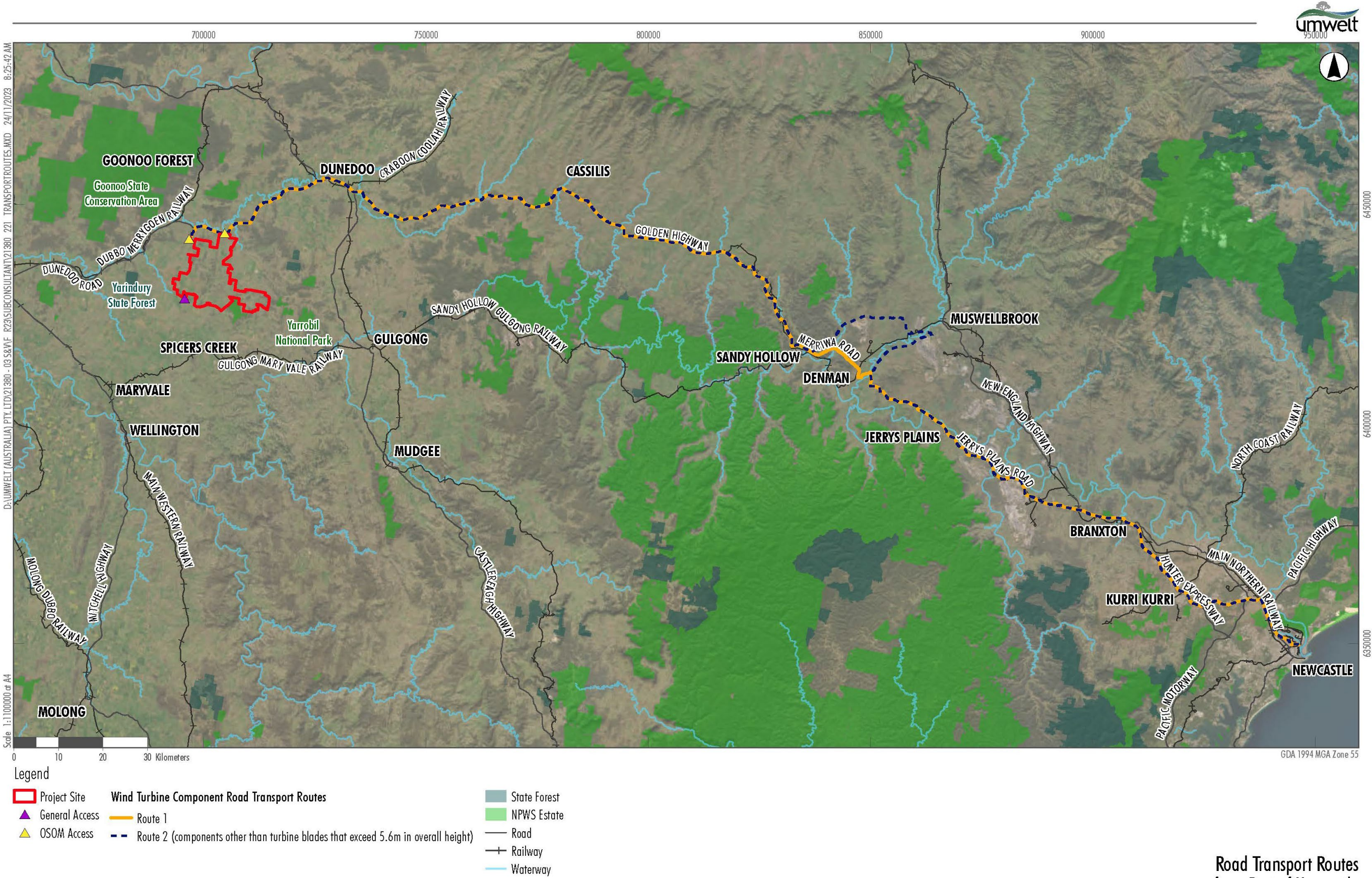


Figure 5.1: Transport Routes for Heavy vehicles requiring escort (from SSD-41134610, Appendix 7)

6 Dilapidation Reporting and Road Maintenance

6.1 Dilapidation Reporting: Pre and Post-Construction

6.1.1 Overview

The contractor shall engage a suitably qualified person to prepare a pre-construction dilapidation report prior to the commencement of construction and a post-construction dilapidation report at the completion of construction works. The dilapidation survey will be carried out in accordance with Development Consent Condition B34 and relevant industry guidelines and standards, including Austroads guidance and recognised practices applicable to sealed and unsealed road assessments..

The extent of the dilapidation surveys for regular construction traffic is proposed along Saxa Road, Gollan Road, Tallawonga Road, Ben Hoden Road and Sweeneys Lane on the transport route as well as all crossing points on Bald Hill Road, Dapper Road, Diehm Road, Lambing Hill Road and Sandy Creek Road.

6.1.2 Timing

The dilapidation surveys will be carried out at the following times in consultation with the relevant Council:

1. Prior to construction, upgrading or decommissioning works (in accordance with Development Consent Condition B34(a)), which records the existing condition of the relevant road pavements and forms the basis for future comparison.
2. Annual contractor inspections throughout the construction works period to identify any project-related damage that may require repair.
3. One month following completion of construction, upgrading or decommissioning works (in accordance with Development Consent Condition B34(b) to record any observable change in the road pavement condition.
4. Ongoing monitoring during warranty and defects periods for repair work.

6.1.3 Survey and Inspection Methodology

The survey and inspection methodology will be implemented in accordance with relevant industry standards and guidelines applicable to sealed and unsealed road and bridge assessments, and in consultation with the relevant road authority. The survey and inspection methodology to be implemented is detailed as follows:

- Pavement condition – a survey will be carried out using a video drive through. Each travel lane will be surveyed. A desktop inspection will be carried out of the video to locate any existing defects.
- Bridge and culvert condition – visual inspection to record existing observable defects or damage and reporting.
- Structural condition of footpaths, buildings, and other utilities in the vicinity of the Project – identification of existing defects.
- Signs – surveyed using the video from the pavement survey. This will identify any faded, damaged, or out of specification minor signs.

6.1.4 Reporting

Reporting will include street location, identifying features, photos, and condition information for existing defects. This information will be collated and provided to Dubbo Regional Council, or Warrumbungle Shire council or TfNSW as relevant prior to the use of the relevant road asset for construction transport activities:

- Videos of public roads.
- Dilapidation reports.
- Details of any defects or damage identified during the site inspection – to be recorded in a register and presented in a spreadsheet format.

The dilapidation report will document review records/comments from the relevant road authorities and be provided to the relevant road authority, including TfNSW, Dubbo Regional Council or Warrumbungle Shire Council as applicable, for consultation prior to submission to the NSW Planning Secretary for approval before construction-related transport occurs on public roads..

6.2 Road Maintenance

Any damage caused by the Project works will be raised to the relevant Council representative to seek work permit approvals to allow for remediation works. Repairs and damage resulting from construction traffic will be undertaken in accordance with the requirements of Development Consent Condition B34(c) after the damage is identified in conjunction with the relevant Council and/or roads authority. Urgent repairs, which threaten the safety of road users would be undertaken within seven (7) days at the latest in consultation with TfNSW and the relevant Council. Road condition inspections during construction will be undertaken in accordance with the monitoring program described in Table 9-1 of this TMP.

Road condition concerns raised by Council or members of the public will be recorded through the Project's complaints and incident management process and investigated in consultation with the relevant roads authority where required. Where Project traffic is identified as contributing to deterioration at public road crossings or adjacent areas, appropriate maintenance or remediation measures will be implemented in accordance with the provisions of this section.

Deterioration associated with Project traffic may include gravel loss, surface deformation or dust generation at public road crossings and immediately adjacent areas. Where such impacts are identified, maintenance measures such as grading, gravel replacement, dust suppression or surface stabilisation may be undertaken in consultation with the relevant roads authority to maintain safe road operation.

Repair work undertaken before the post-construction dilapidation report would be undertaken in accordance with restoration requirements specified by the relevant roads authority approvals. Photos will be taken and placed on record after repairs are undertaken. DRC and TfNSW representative/s would be invited to inspect works and provide sign-off.

Any repairs identified during the post-construction dilapidation survey will be undertaken in consultation with the relevant roads authority within two months of the completion of the survey, unless the relevant roads authority agrees otherwise.

Where there is a dispute between the Applicant and the relevant Council regarding the repair of roads subject to Condition B34, the Applicant will consult with the relevant Council to seek resolution. If the dispute cannot be resolved, either party may refer the matter to the Planning Secretary for resolution in accordance with Condition B34.

7 Traffic Mitigation and Management

7.1 Crown Road Reserves

Table 7-1 Crown Road Reserves

Activity	Timing	Responsibility
Crown road reserves affected by the development will be maintained for future use unless otherwise agreed with the DPHI Crown Lands.	Stage1a Stage1b	Contractor

7.2 Temporary Traffic Management

The following traffic control measures are proposed for use during Stage1a and Stage1b, where applicable.

Where works affect traffic operations on the State or local road network, Traffic Guidance Schemes (TGS) will be prepared by suitably qualified designers in accordance with relevant road authority requirements and implemented prior to works commencing. Required approvals, including Road Occupancy Licences (ROL) or Works Authorisation Deeds (WAD) where applicable, will be obtained prior to implementation. Temporary traffic control devices and layouts will comply with AS 1742.3:2019 and applicable TfNSW Traffic Control at Work Sites requirements.

Notifications would be prepared for the local community, by the SCWF Project Environmental Advisor as outlined in **Section 7.3** (community notifications) of this TMP.

7.2.1 Traffic Guidance Schemes (TGSs)

Table 7-2 TGSs

Activity	Timing	Responsibility	Notes
Prepare TGS in accordance with Traffic Control at Work Sites (TCWS) technical manual, Austroads 'Guide to Temporary Traffic Management', Austroads 'Guide to Road Design', AS 1742.3 ⁶ , and relevant roads authority requirements.	Prior to and during construction works requiring traffic control	Contractor	Applies to all activities requiring TGS TGS applicable to works on the State road network will be implemented in accordance with TfNSW approval requirements, including WAD and/or Road Occupancy Licence approvals where required.
Works that are anticipated to require a TGS include: - Intersection upgrade of Golden Highway / Sweeneys Lane. - Intersection upgrade of Saxa Road / Tallawonga Road. - Intersection upgrade of Gollan Road / Ben Hoden Road.	During construction works requiring traffic control	Contractor	—
Modifications for OSOM deliveries along local road network	Prior to and during OSOM deliveries	Contractor	See Table 5-2, Table 5-3, Table 5-4 for details

⁶ TfNSW "Traffic Control at Work Sites, Technical Manual – Issue 6.0" (TCWS) and Standards Australia "AS 1742.3 – 2009: Manual of uniform traffic control devices, Part 3: Traffic control for works on roads", 2009

Activity	Timing	Responsibility	Notes
Traffic control for OSOM deliveries (problematic manoeuvres on public roads)	During OSOM deliveries	Contractor	Spotters and traffic controllers likely required
Traffic Guidance Scheme The scheme plan must cover how traffic control will be managed, including: - Spotters to guide vehicle movements. - Road signage, cones, and other traffic control devices. - Licensed traffic controllers (stop/slow). - Temporary fencing to separate work areas from traffic and pedestrians. - Lighting for night or low-visibility conditions. - Safety barriers to protect road users and workers.	Prior to and during works requiring traffic control	Contractor	Applies to all public road works

Note: EnergyCo will undertake the Golden Highway / Saxa Road intersection upgrade.

7.2.2 Traffic Control Measures and Devices

Table 7-3 Traffic Control Measures and Devices

Description	Timing	Responsibility
Temporary lane closures / stop slow arrangements		
Implement single-lane alternate (stop/slow) operations (may cause short-term delays)	During road works	Contractor
Implement short-term lane closures with reduced speed limits (may cause short-term delays)	As required during Stage1a, Stage1b activities where works affect traffic operations.	Contractor
Temporary speed zones to control traffic speed through roadwork sites. Reduced road speed zones implemented as per TCWS manual and TfNSW approval.	During construction on public roads	Contractor, and with TfNSW approval
Signage		
For the protection of workers, provide advance notice to motorists of upcoming road changes, closures, or lane restrictions	Before and during roads works impacting traffic	Contractor
Provide advance warning traffic control signs for pedestrian and cyclist detours. Static signage may be used for long-term detours	Before and during roads works	Contractor
Install warning signs at all primary and secondary site access points to alert road users to construction traffic entering and exiting the site, in accordance with TCWS manual requirements.	Before and during roads works	Contractor
Remove or cover temporary traffic control signage and devices after short-term traffic control (one shift or less). Long-term devices remain until no longer required.	On completion of short-term or long term traffic control	Contractor
If suitable, use flashing arrow signs (vehicle or trailer mounted) to protect workforce and guide drivers during lane closures or traffic route changes.	During installation/removal of lane closures or traffic route changes	Contractor
If suitable, deploy portable variable message signs (VMS) to inform motorists of significant road network changes (e.g. major detours). VMS may be replaced with static signs for long-term detours	Prior to significant changes to the road network	Contractor

Description	Timing	Responsibility
If suitable, install truck mounted attenuators (TMAs) on vehicles for lane closures on multi-lane roads and as shadow vehicles for mobile works.	During lane closures and mobile works	Contractor
Cover or remove non-applicable or redundant speed limit signs during roadwork speed limit periods.	During roadwork speed limit periods	Contractor
Keep appropriate records for seven years of the locations, dates and times that road work speed limits are in operation.	When temporary roadwork speed limits are implemented	Contractor

7.3 Local Community Notification

In addition to the signage requirements outlined in Section 7.2.2, the following notification activities will be implemented where and when relevant.

Table 7-4 Local Community Notification

Activity	Timing	Responsibility	Notes
Ongoing consultation with relevant stakeholders (local landholders, emergency services, business owners, other major projects, school bus companies, local councils)	During Stage1a, Stage1b, where traffic impacts occur	SCWF Project team	Part of general community engagement
Establish a Community Consultative Committee (CCC) in accordance with Development Consent Condition A18	Prior to commencement of Stage 1b	DPHI appoint CCC Chairperson	CCC includes community members and stakeholders
Provide CCC with regular updates on transport-related construction (traffic delays, detours, other impacts)	During Stage 1b	SCWF Project team	—
Liaison activities may include: • Notifications prior to significant works • Notifications on a case-by-case basis as construction progresses	• Before commencement of significant works in Stage 1b • As required during Stage 1b	SCWF Project team	• Use local residents, newspapers, project website • Via website, shop front, local councils, newsletters, CCC
Maintain dedicated telephone contact list for rapid issue resolution	During Stage 1b	SCWF Project team	—

SCWF will be responsible for the dissemination of information to the community including affected residents, Councils, drivers, businesses and the public.

Table 7-5 below provides the proposed communications that will be implemented for this TMP.

Table 7-5: Communication Notifications

Notification	Communication
Community notice	Major Project milestones, e.g. start of OSOM transportation. Expected period of OSOM deliveries to affected business owners, residents at significantly affected intersections, etc. Major traffic disruptions including detours, notice of expected traffic delays, etc.

Notification	Communication
E-mail	General Project information Direct contact with individuals that require regular updates, e.g. sensitive noise, traffic affected
Website	Major Project milestones Construction access locations and approved transport routes Expected period of OSOM deliveries Projected component deliveries Major traffic disruptions including detours, notice of expected traffic delays, restricted access, etc.
On site briefings	As required
CCC	Major Project milestones Expected period of OSOM deliveries Major traffic disruptions including detours, notice of expected traffic delays, restricted access, etc.
Variable message signs (if used)	Major traffic disruptions including detours, notice of expected traffic delays, restricted access, etc. As required by other approvals, e.g. road occupancy licence
Advanced warning signage	Construction access locations

Any enquiries, complaints and/or compliments will be directed to the Project's website (<https://www.squadronenergy.com/our-projects/spicers-creek-wind-farm>) or to the Project office.

7.4 Complaints management

All Complaints and enquiries relating to traffic and transport activities will be managed in accordance with the SCWF Environmental Management System (EMS) complaints handling procedure (EMS Section 4.4).

All complaints will be forwarded to the Project Community Relations Advisor within 24 hours of receipt, and relevant project personnel will be notified where action is required.

Complainants will receive an initial response within 48 hours of receipt, either outlining actions taken or providing a holding response while the matter is investigated..

The complaints register will typically record the following:

- Date and time of the complaint;
- Type of communication (i.e. telephone, mail, meeting, email etc);
- Name, address, contact telephone number of complainant/enquirer (where available);
- Nature of the complaint and enquiry;
- Actions taken in response including any associated timeframes for implementing the action;
- If no action was taken, the reason why no action was taken; and
- When and how the complainant/enquirer was notified of the outcome or provided an answer.

A de-identified complaints register will be published on the project website and updated monthly.

In the event of any inconsistency between this TMP and the EMS, the EMS procedure will prevail.

If a complaint is traffic / transport related, appropriate investigation / assessment would be undertaken with consideration of implementing additional mitigation measures as required. The management measures which would be considered may include the following:

- Additional traffic controls, e.g. signage, safety barriers, lighting.
- Additional on-site traffic management, e.g. staffed traffic controllers.
- Alternate access route – where permitted in accordance with the Development Consent or otherwise seeking agreement from the NSW Planning Secretary.
- Variation to construction hours – where permitted in accordance with the Development Consent or otherwise seeking agreement from the NSW Planning Secretary.
- Failure to comply with the Driver's Code of Conduct (refer to **Appendix C**) may result in dismissal of specific operator(s) from the Project.
- If the complaint is related to road damage, the alleged road damage will be investigated and if it is found to be Project-related, action will be implemented to rectify / repair the road damages.

7.5 Police and Emergency Services

Table 7-6: Police and Emergency Services notification

Activity	Timing	Responsibility
Inform Police and NSW Rural Fire Service of relevant construction activities, including changes to traffic control (short-term lane closures, stop/slow), road conditions, and worksite access locations.	Inform prior to and during key construction activities or changes affecting road access. Update at least weekly or as required for major changes	Contractor

If the NSW Police Service, Emergency Services, TfNSW and Transport Management Centre (TMC) are controlling an incident, the Project team act as follows:

- Comply with any instruction or direction by the NSW Police Service, Emergency Services, TfNSW and TMC in relation to any proposed full or partial road closure(s).
- Not restrict, close, interfere with or obstruct the free flow of traffic on the existing highway or a local road contrary to the instructions of the NSW Police Service, Emergency Services, TfNSW and TMC.
- Act in accordance with any instructions issued by the NSW Police Service, Emergency Services, TfNSW and TMC including to suspend any of the construction contractor's work and to re-open the full or partial road closure(s).

Where emergency road repairs or maintenance are required on roads used by Project traffic, consult with the relevant roads authority and implement any traffic management measures required to maintain road safety and facilitate the emergency works.

7.6 Cumulative Traffic Impacts

Table 7-7 identifies nearby major projects which may conflict with traffic planned in Q2, Q3 2026 and early 2027 for Stages 1a and 1b. SCWF transport operations will undertake daily inspections of proposed worksites to oversee and manage vehicle movements at each location. With the implementation of the mitigation measures outlined below, cumulative traffic impacts are expected to be minor and short-term in nature.

Coordination measures to manage cumulative traffic impacts are implemented in accordance with Table 7-8. The Project team and Contractors will monitor nearby development activities and initiate consultation with TfNSW regarding their projects and other proponents where overlapping activities or transport demands are identified, with outcomes implemented through scheduling or traffic management adjustments as required.

Once construction of Stage 1c is confirmed, a revised turn warrant assessment may be prepared to consider any potential cumulative impacts.

Table 7-7: Cumulative Impacts

Project name	Project development status, at time of TMP submission
Uungula Wind Farm	Construction of wind farm commenced in March 2025, likely completion mid 2027
Maryvale Solar Farm	Construction commenced August 2025. Operation projected to commence in early 2027.
Forest Glen Solar Farm	Pre-works completed. Construction of solar farm now commencing.
Dubbo Project (formerly known as the Dubbo Zirconia Mine)	FID expected in first half of 2026.
Cobbora Solar Farm	EIA currently on exhibition. Construction projected to commence in 2027
Liverpool Range Wind Farm	Currently in detailed project planning for the next 12-18 months.
Stubbo Solar Farm	Construction nearing completion. Operation expected to commence in late 2025
Wellington North Solar Farm	Construction completed. Now in operation
Mumbil Solar Farm	Project shelved – suspension announced, or no progress observed for at least two years.
Barneys Reef Wind Farm	Project withdrawn
Bellambi Heights BESS	Construction is anticipated to commence in the fourth quarter of 2025.
Birriwa Solar Farm	Modification submitted to increase capacity. Construction for this new project is anticipated to begin in late 2026 or early 2027, subject to federal approval.
Burrendong Wind Farm	EIS currently under assessment. Not yet approved.
Dapper Solar Farm	EIS under preparation
Dubbo Firming Power Station	Construction has not commenced. No construction timeline given
Dunedoo Solar Farm	The project was approved in 2021 but never commenced, with consent expiring in September 2026. The original proponent is now pursuing other projects in the region.
Orana BESS	Early works beginning and the project expected to be completed and operational in 2026.
Orana Wind Farm	EIS under preparation
Sandy Creek Solar Farm	EIS currently under assessment. Not yet approved.
Stubbo Solar Farm	Nearing Operation.
Valley of the Winds Wind Farm	Approved in June 2025. Construction likely to commence in 2027.
Bulabul Battery (was Wellington South BESS)	Bulabul 1 is beginning construction in August 2025, with initial energisation occurring in mid 2026, and full operations by 2027. Bulabul 2 is expected to begin construction in Q2 2026, with energisation and full operations in 2027
Wollar Solar Farm	Operation commenced in May 2025

Mitigation measures to reduce the impact of shared OSOM and heavy vehicle transport routes during construction and upgrading works includes are detailed in the following table.

Table 7-8 Coordination measures for construction traffic on shared transport routes

Activity	Timing	Responsibility	Notes
Notify other development contractors of predicted Project OSOM deliveries	Prior to and during OSOM deliveries	Project team / Contractor	Minimises conflicts along common transport routes (Golden Highway, Saxa Road, others)
Notify other development contractors of changes to traffic control, road conditions, or worksite access	As required	Project team / Contractor	Includes short-term lane closures, stop/slow traffic control, etc.
Conduct regular meetings during concurrent construction activities with staff from all relevant developments	Throughout overlapping construction activities	Project team / Contractors	Discuss load deliveries and minimise traffic congestion/conflicts
Schedule construction activities and deliveries to minimise overlap	During planning and construction of Stage1a Stage1b	Contractors	Reduces road transport congestion
Consult with other development contractors of the projected Project OSOM deliveries to minimise conflict between road transport movements along the common Golden Highway and Saxa Road routes.	During planning and construction of Stage1a Stage1b	Contractors	Haulage vehicle scheduling
Coordinate traffic management during concurrent construction activities	During Stage1a Stage1b	Project team / Contractors	Ensures coordinated traffic control across common transport routes
Coordinate upgrades of shared road infrastructure	During Stage1a Stage1b	Project team / Contractors	Includes works to improve safety and efficiency of shared routes
Implement targeted dilapidation and reinstatement programs	During and after Stage1a Stage1b	Project team / Contractors	Ensures roads are maintained or restored following heavy vehicle use
Conduct collective community consultation programs	During Stage1a Stage1b	Project team / Contractors	Coordinates messaging and notifications across all affected communities

7.7 Potential Conflict Management

7.7.1 Public Transport: Bus / Rail Services

There are no regular public bus services in the vicinity of the Project along Golden Highway or Saxa Road or the general Elong Elong area.

The nearest train station is located at Wellington, over 40 km to the south-west. Rail services and the road network servicing this train station will not be affected by Stage 1a and Stage 1b as they are located away from the designated transport routes and/or roadwork sites associated with the Project.

7.7.2 School Buses

With respect to school bus transport and the relatively minor nature of bus movements, construction traffic is anticipated to have minimal impacts on school bus road safety, especially given that the peak construction vehicle (staff) movements will occur before 7 am and after 6 pm, and thus not coincide with school bus service times.

While there are no schools or school speed zones along the designated OSOM and heavy vehicle transport route, there is one school bus that operates twice per day along Golden Highway and Saxa Road that could be impacted. This bus route is operated by Ogden's Coaches.. The Ogden's Coaches website provides timetables for school bus routes in the area. All school bus routes which operate along Golden Highway and Saxa Road along the heavy vehicle / OSOM routes have been reviewed.

There is one school bus that operates twice per day along Sweeneys Lane that could be impacted. This bus route is operated by Courtys Bus Service

Table 7-9 School Buses and Heavy vehicle / OSOM

Activity	Timing	Responsibility	Notes
Restrict OSOM / heavy vehicle access to site between school hours (morning)	During confirmed morning bus window on school days	Contractor	Minimises interruption to school bus routes
Restrict OSOM / heavy vehicle access to site between school hours (afternoon)	During confirmed afternoon bus window on school days	Contractor	Minimises interruption to school bus routes
Restrict OSOM / heavy vehicles past Sweeneys Lane school bus stop	During identified school bus stop activity periods	Contractor	Prevents conflicts with school buses
Utilise lay-by areas / rest stops along OSOM / heavy vehicle transport route (Golden Highway)	During OSOM / heavy vehicle movements	Contractor	Ensures vehicles do not block traffic during school bus operation periods
Notify school bus operators of planned works along routes	Prior to relevant construction works	Project team / Contractor	As per community consultation plan
Where possible, avoid traffic management that restricts school bus routes during school bus operation periods	During school bus operating hours	Contractor	Ensures safe and uninterrupted bus movement
Communicate school bus and heavy vehicle movement requirements to drivers and sub-contractors	Prior to and during construction	Contractor	Include in driver and sub-contractor inductions

7.7.3 Pedestrians and Cyclists

Some of the Project construction works for the road upgrades and accesses will include the closure of some road shoulder areas. Even though cyclist and pedestrian travel is anticipated to be very low to negligible in the affected Project's area, safe cyclist and pedestrian access will be maintained at all times through or around worksites during construction works Stage 1a and Stage 1b.

Table 7-10 Pedestrian and Cyclist

Activity	Timing	Responsibility	Notes
Provide advance warning traffic control signs for pedestrian and cyclist detours	Prior to and during works impacting traffic	Contractor	Refer to Section 7.2.2 Signage

Activity	Timing	Responsibility	Notes
Update local bicycle and walking groups on traffic controls / conditions	During construction of Stage 1a and Stage 1b	Project team / Contractor	Refer to Section 0 Community notification

7.7.4 Stock Movements

The OSOM and heavy vehicle transport route passes Traveling Stock Reserves (TSRs) on Golden Highway, Saxa Road, and Gollan Road. Stock movement on TSRs or public roads requires a permit from Local Land Services, with stock warning signs displayed during movement or grazing.

Most OSOM movements are planned overnight, outside stock permit hours, to minimise conflicts.

Heavy and light vehicle movements during construction hours may still overlap with stock movements.

Table 7-11: Stock Movements

Activity	Timing	Responsibility	Notes
Provide information on TSR locations to drivers	Prior to commencement of driving on transport routes	Project team / Contractor	Included in Driver's Code of Conduct
Instruct drivers to follow safe driving practices and reduce speed around TSRs and stock	During all vehicle movements	Contractor	Included in Driver's Code of Conduct
Schedule OSOM movements overnight where possible	During OSOM transport	Contractor	Minimises overlap with stock permit hours

7.7.5 Commercial and Residential Property Access

There are no impacts on existing commercial or residential property accesses as these will be retained. Suitable access to any Water NSW water quality monitoring sites will be maintained during construction or upgrading works unless a prior agreement with Water NSW has been reached.

7.7.6 Special Events

Special events, such as the Wellington Show (May), Dunedoo Show (February) and Gulgong Show (February), are the most major special events and are generally held annually. However, the shows and other similar events are located in the urban centres and generally away from the main through transport routes. Therefore, they are unlikely to be impacted by the Project works.

7.8 Construction Parking

Table 7-12 Construction Parking

Activity / Measure	Timing	Responsibility
There is to be no parking of staff vehicles and/or queuing of heavy vehicles, on public roads. Sufficient on-site parking and manoeuvring areas will be provided within the Development Footprint.	During Stage1a Stage1b	Contractor
Provide designated areas within the development footprint for standing, manoeuvring of trucks, and parking.	During Stage1a Stage1b	Contractor

Activity / Measure	Timing	Responsibility
Provide staff car parking within the development footprint on formed laydown and hardstand areas.	During Stage1a Stage1b	Contractor
Design staff car parking in accordance with AS2890.1.	During Stage1a Stage1b	Contractor

7.9 Car-Pooling / Ride-Sharing / Employee Shuttle Bus

The majority of Stage 1b construction staff will be housed in temporary workers' accommodation east of Dubbo and will be transported to and from the Project on a daily basis by buses. The travel distance between temporary workers' accommodation and the preferred main Project entrance (at Sweeneys Lane) is within approximately 50 km (or less than one-hour travel time).

The remainder of the workforce for the site (approximately 20-30%) will be encouraged to arrive using car-pooling and ride-sharing from nearby centres to minimise construction and operational staff trips.

Table 7-13: Car pooling / Ride-Sharing / Employee Shuttle Bus

Action	Timing	Responsibility
Provide bus transport for majority of construction staff between Dubbo accommodation and Project.	During Stage1b	Contractor
Encourage remaining workforce to car-pool or ride-share; provide information at inductions.	During Stage1b	Contractor
Determine bus drop-off/pick-up locations and parking in consultation with Dubbo Regional Council.	During Stage1b	Contractor
Select bus drop-off/pick-up points to minimise impacts on residents, businesses, and town centres.	During Stage1b	Contractor

In the event that the temporary workers accommodation in Dubbo LGA is not provided for Stage 1b, a revised turn warrant assessment will be prepared. The assessment will update the traffic generation, travel directions and routes that workers are anticipated to take to/from the Project. The assessment will consider compliance with relevant Austroads guidelines and the approved road upgrades to determine they are still appropriate.

7.10 Local Climatic Conditions

As part of the Driver's Code of Conduct, vehicle operators will be required to drive appropriately to local climatic conditions that may affect road safety such as fog, dust, wet weather and flooding.

Project toolbox talks will be carried out for site personnel and vehicle drivers to update them on adverse road conditions and any site access issues.

7.11 Soil Tracking / Weed Hygiene / Covered Load Management

Table 7-14 Soil Tracking / Weed Hygiene / Covered Load Management

Activity	Timing	Responsibility
Ensure vehicles comply with relevant State legislation regarding roadworthiness and modifications	During Stage1a Stage1b	Contractor

Activity	Timing	Responsibility
Undertake regular checks and servicing to maintain vehicles in safe condition	During Stage1a Stage1b	Contractor
Ensure all loads are covered to prevent debris from entering public roads	During Stage1a Stage1b	Contractor
Install soil shaker grids at all site access points	Prior to site access use	Contractor
Inspect and clean shaker grids and access points regularly to prevent soil/debris being carried onto public roads	During Stage1a Stage1b	Contractor

7.12 Haulage Vehicle Scheduling

The following haulage vehicle scheduling measures will be implemented to minimise disruption to local traffic and mitigate safety risks. The timing of the deliveries will meet with the requirements of the National Heavy Vehicle Regulator (NHVR) permit, any out-of-hours permits (where work to unload or load occurs immediately prior to or after the delivery), and ROL (where a licence applies to the delivery).

Table 7-15: Haulage Vehicle Scheduling

Activity / Measure	Timing	Responsibility
Schedule local deliveries to the Project during standard work hours and where practicable outside of peak travel periods	During Stage1a Stage1b	Contractor
Minimise convoy length/platoons unless required by NHVR permit	During Stage1a Stage1b	Contractor
Limit the number of trips per day by consolidating transport, where practicable	During Stage1a Stage1b	Contractor
Ensure all vehicles enter and exit the Project to/from the public road network in a forward direction only	During Stage1a Stage1b	Contractor

7.13 Traffic Management Outside Standard Construction Hours

In general, construction will be limited to the following hours:

- Monday to Friday – 7:00 am to 6:00 pm.
- Saturday – 8:00 am to 1:00 pm.

Construction works required to be undertaken outside of the standard construction hours may be undertaken in accordance with the requirements of Development Consent Condition B7.

Heavy vehicle deliveries / movements will generally take place during standard construction hours.

It is anticipated that, subject to the NHVR permit conditions, the majority of the OSOM transport will occur outside of standard construction hours at night. If deliveries are scheduled to arrive to site later than 7 am, then the provision regarding school bus routes (refer to **Section 7.7.2** above) will prevail.

The final scheduling of OSOM night transport is subject to review and approval by the NHVR and TfNSW as part of the OSOM transport permit approval process. Detailed operational procedures for night transport

(such as managing oncoming traffic, overtaking and end-of-queue management) will be produced as part of the NHVR Permit approval process in consultation with TfNSW.

Road safety during night transport will be ensured by a combination of vehicle illumination and detailed operational procedures produced as part of the NHVR permit approval process.

7.14 Traffic Management of OSOM Vehicles

NHVR Permits

OSOM Vehicles require NHVR permits for access along the public road network from component import or manufacturing locations. Transport companies are responsible for obtaining all required approvals and permits from NHVR, TfNSW, and relevant local councils and for complying with all conditions. Pilot vehicles and, if required, police escorts will accompany loads per permit conditions.

Night Transport

It is anticipated that the majority of OSOM Vehicles transport would typically occur through the night when background traffic volumes are low. This would minimise disruption to other road users. The final scheduling of OSOM Vehicles transport is subject to review and approval by NHVR and TfNSW as part of the OSOM Vehicles transport permit approval process. Detailed operational procedures for night transport such as managing oncoming traffic, overtaking and end-of-queue management will be produced as part of the NHVR permit approval process in consultation with TfNSW.

Table 7-16: Traffic Management of OSOM Vehicles

Activity	Timing	Responsibility	Notes
Obtain NHVR, TfNSW, and local council permits for OSOM Vehicles	Prior to commencement of OSOM transport	Contractor	Include compliance with permit conditions
Conduct pre-route inspections and identify road/bridge modifications required	Prior to transport	Contractor	Apply to full OSOM route
Deploy pilot vehicles as per road authority requirements	During OSOM transport	Contractor	For vehicles >25 m length or >3.5 m width
Deploy police escort if required for extremely long or wide vehicles	During OSOM transport	Contractor	As determined by road authority / TfNSW
Comply with all TfNSW Additional Access Conditions for Oversize and Overmass Vehicles	During OSOM transport	Contractor	Includes signage, escort, and load-specific conditions
Undertake traffic management at intersections / road sections as per road authority permit conditions	During OSOM transport	Contractor	Ensures safe passage of OSOM vehicles through the network
Use designated rest stop areas along route (Whittingham, Mount Thorley, Warkworth, Sandy Hollow, Gungal, Merriwa, Cassillis)	During transport	Contractor	Coordinate with other developments and TfNSW to ensure availability
Night transport with flashing lights and load illumination	Night transport of OSOM loads	Contractor	Operational procedures to manage oncoming traffic, overtaking, and queue management

7.14.1 High Risk Heavy Vehicle Traffic Management

In addition to the measure outlined above, prior to commencing the High Risk Heavy Vehicles deliveries from Port of Newcastle to Site (Stage 1c), the transport contractor will be responsible for preparing a High Risk Heavy Vehicles Transport Management Plan which will detail:

- High Risk Heavy Vehicles transport combinations
- Escort requirements
- Details of the final approved Transport Route
- Details of all transport approvals required from stakeholders and authorities
- Schedule of movements
- Transport conditions
- Details of all 'Pinch Points' and associated procedures
- Confirmation of any temporary road modifications required along the route, and details
- Protocol for the management of queued traffic behind the High Risk Heavy Vehicles load
- Procedures for interactions with road works or other High Risk Heavy Vehicles loads on the road
- Communication procedures
- Fatigue scheduling and fatigue parking locations
- Details of emergency stopping / rest areas
- Emergency Procedures and contacts
- Transport Drawings

Pilot vehicles

Pilot vehicles, transport restrictions and appropriate traffic management would be adopted to ensure safe passage from the public road network onto the site by High Risk Heavy Vehicles to be used for WTG component delivery.

8 Roles, Responsibilities and Training

8.1 Roles and Responsibilities

Traffic management roles and responsibilities relevant to the Project, including the implementation of this TMP, are defined in **Table 8-1** below.

Table 8-1: Roles and Responsibilities

Role	Responsibilities
SCWF Project Manager	• Ensure the Drivers Code of Conduct is communicated to all site personnel and is included in training/induction material. • Respond to community concerns. • Undertake incident/non-compliance reporting to DPHI and relevant agencies. • Coordinate with TfNSW, Councils and other relevant project proponents where required to manage cumulative traffic impacts and implement agreed traffic management measures.
SCWF Project Environmental Advisor	• Ensure the community is well-informed of activities at the Project, and activities which may affect the community and their interests. • Report community concerns to the SCWF Project Manager. • Review and revision of this TMP.
Contractor Project Manager	• Ensure the Drivers Code of Conduct is implemented at all times by road users, including subcontractors. • Ensure all personnel have appropriate vehicle qualifications and licences. • Undertake inspections and/or monitoring of road conditions, signage, pavements etc. • Communicate the scheduling of OSOM and other deliveries to site personnel during daily pre-starts. • Implement corrective actions as required. • Report any incidents or non-compliances to the SCWF Project Manager.
Turbine Supply and Install Contractor	• Engage a suitable contractor to prepare the OSOM Transport Management Plan (for the delivery of wind turbine components from Port to Site). • Ensure all necessary NHVR permits are obtained for OSOM deliveries.
All personnel and road users	• Comply with the Drivers Code of Conduct. • Follow all relevant traffic and road safety standards. • Operate vehicles to minimise dust and noise. • Observe all speed limits and other traffic rules. • Operate all vehicles in a safe manner. • Report any non-compliances to the Contractor Project Manager.

8.2 Training

The following sections provide a summary of training, awareness and competency with regards to construction traffic and transport. For further details with regards to training, awareness and competency for the Project, refer to Section 4.2 of the SCWF EMS.

8.2.1 Project Inductions

All personnel will attend a site induction and show competence in the safety, quality and environmental requirements of the Project. The induction will include the Driver's Code of Conduct and the requirements set out in this TMP covering vehicle maintenance requirements, covering of loads, designated transport routes and site-specific conditions relating to relevant school zones, potential stock movements, climatic conditions etc.

A copy of the Driver's Code of Conduct is provided as Appendix C.

Operators and drivers will be required to have general construction industry induction cards and will be required to attend ongoing general development and site-specific inductions.

All operators and drivers will be comprehensively trained with regard to community expectations and impacts from haulage operations. The induction will have a particular focus on operator and driver behaviour. Operator and driver competency and standards of behaviour will be continually assessed, and discipline procedures will be put in place to maintain compliance.

8.2.2 Toolbox Talks

Site toolbox talks will be carried out for site personnel and vehicle drivers to update on road conditions and any access issues. Vehicle operators will be advised of designated access routes and roadways during inductions. Refer to Section 4.2.3 of the SCWF EMS for further details with regards to Project requirements for toolbox talks.

Personnel involved in traffic management would be trained in TfNSW Traffic Controller Certification policy in line with relevant guidelines and policies.

9 Monitoring, Reporting and Corrective Action

The following sections outline the monitoring and auditing requirements to ensure compliance with this TMP and overall compliance with relevant project approvals.

9.1 Construction Inspections and Monitoring

Table 9-1 Construction Inspections and Monitoring

Activity	Timing	Responsibility
Monitor signage, delineation, pavement markings, and traffic control measures affecting public road users	Daily during site operating hours (Stage 1a, Stage 1b)	Contractor implementing TGS / management plan
Inspect and maintain local road access network (non-OSOM transport routes) to ensure safe road conditions	Weekly or after significant rainfall	Relevant contractor undertaking the works
Monitor internal access tracks to ensure safe access	Monthly or as required	Relevant contractor undertaking the works
Inspect access points and unsealed road sections for gravel loss, rutting, or deterioration. Confirm armouring or stabilisation remains intact.	Weekly and after significant rainfall or high traffic periods	Relevant contractor undertaking the works
Conduct road patrols along haul routes and access points to identify potholes, surface damage, or material tracked onto public roads. Record findings in inspection log	Weekly during active haulage and post-rainfall	Relevant contractor undertaking the works
Monitor designated dust suppression access and refill locations to ensure they are used safely and remain free of debris or surface damage. Check that dust suppression is adequate and not causing runoff.	Daily during dry conditions	Relevant contractor undertaking the works
Spot check project traffic activity at site access points and public road crossings. If necessary, camera monitoring may also be implemented to enhance monitoring capabilities	As required during construction of Stage 1a, Stage 1b	Relevant contractor undertaking the works
Undertake additional traffic monitoring in response to complaints or incidents	As required during construction of Stage 1a, Stage 1b	Relevant contractor undertaking the works
Inspect traffic control in line with TCWS manual: - Daily pre-start and pre-close inspections of short-term traffic control - Weekly inspections of long-term traffic control - Night inspections of long-term traffic control - Pre-opening inspections of traffic switches	Daily / Weekly / Night / Pre-opening as specified	Contractor implementing TGS / management plan
Monitor compliance with and effectiveness of the Driver's Code of Conduct including: - review daily plant/vehicle pre-start checklists to ensure vehicles/machinery are serviceable - inspect work areas to verify SWMS/JHAs are implemented (where required) - verify drivers' licences/qualifications are recorded in inductions	Monthly	Contractor Project Manager

Activity	Timing	Responsibility
monitor traffic control issues/disruptions and reporting at daily pre-start/debrief meetings or through incident investigations		
Maintain records of TGSs, Road Occupancy Licences (ROL), pedestrian management, lane closures, etc.	During construction	Contractor implementing TGS / management plan
Changes required to the traffic control set up will be authorised by a holder of an TfNSW 'Prepare a Work Zone Traffic Management Plan' or equivalent	As required	Contractor implementing TGS / management plan

9.1.1 Transport Route Compliance Monitoring

Compliance with approved transport routes and speed limits will be monitored through site access inspections and spot checks undertaken by the Contractor during construction activities. Monitoring frequency will be determined based on construction activity levels and risk, with checks undertaken as required throughout construction.

Any identified breaches of approved routes or traffic requirements will be recorded through the Project's incident and non-compliance reporting system and reported to the Contractor Project Manager. Corrective actions may include driver retraining, modification of traffic management arrangements or removal of personnel from the Project where repeated or serious breaches occur.

9.2 Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of environmental controls, compliance with this sub-plan and other relevant approvals, licenses and guidelines.

Audit requirements must comply with Development Consent Condition C14., which states *Independent Audits of the development must be conducted and carried out at the frequency described and in accordance with the Independent Audit Post Approval Requirements (2020) or as updated from time to time and published on the Department's website.*

In addition, internal compliance reviews may be undertaken periodically to assess driver behaviour and compliance trends associated with transport route use and traffic management requirements. These reviews may consider information including compliance inspections, complaints, incidents and near misses. Outcomes of these reviews will be used to implement corrective or improvement actions where required, including updates to driver inductions or traffic management arrangements.

10 Incident and Non-Compliance Management

10.1 Incident Notification

In accordance with the Development Consent, an incident is defined as *'An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance'*.

All site personnel must immediately report any incident or potential incident to the Contractor Project Manager and SCWF Project Manager.

The SCWF Project Manager, in consultation with the Project Environmental Advisor (and Contractor Environmental Advisor where required), will determine whether the incident has caused or threatens to cause material harm to the environment or constitutes a reportable incident under the development consent.

Where a reportable incident occurs, the Project Environmental Advisor (or delegate) will notify DPHI via the NSW Planning Portal within 24 hours of becoming aware of the incident, identifying the project, location, and nature of the incident. This notification will address details of the incident as required by Development Consent Condition C10.

Within seven days of making the initial incident notification, SCWF will provide DPHI with a subsequent incident report in accordance with the requirements of Condition C11 and Appendix 8 of the Development Consent.

Refer to Section 4.5.1 of the SCWF EMS for further details with regards to incident management and reporting.

10.2 Non-Compliance Notification and Reporting

Under the Development Consent, a non-compliance is defined as:

"an occurrence, set of circumstances or development that is a breach of the consent but is not an incident."

SCWF will notify DPHI in writing via the NSW Planning Portal website within seven days after becoming aware of any non-compliance, in accordance with Development Consent Condition C12. Any non-compliance notification will identify the Project and the application number, set out the condition of consent that the Project is non-compliant with, why it does not comply, the reasons for the non-compliance (if known), and what actions have been undertaken, or will be undertaken, and when, to address the non-compliance.

Under the Development Consent, a non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

Refer to Section 5.5 of the SCWF EMS for further details with regards to non-compliance and corrective and preventative action.

11 Review and Revision

11.1 Triggers for Review and Revision

As per Development Consent Condition C2, the TMP will be reviewed:

- Prior to carrying out any upgrading activities on site;
- Within three months of the following:
 - Submission of an incident report in accordance with Development Consent Condition C10,
 - Submission of an audit report in accordance with Development Consent Condition C14; or
 - Any modification to the conditions of the Development Consent.

Additionally, as outlined in Section 1.3, this TMP will also be reviewed and revised prior to the commencement of Stage 1c (i.e. construction, including High-risk Heavy Vehicles Requiring Escort). The review will consider the following:

- Client, site personnel and relevant agency comments.
- Inspection records.
- Complaints.
- Incident reports.
- Non-compliance reports.
- Changes in organisational structure.
- Changes in construction methodology.
- Changes in legislation and standards.

Where the review results in the revision to the TMP, consultation with TfNSW, EnergyCo and relevant councils will be undertaken as relevant, following which the revised document/s will be submitted to DPHI for approval.

Once approved, a copy of the revised document/s will be uploaded to the Project website at <https://www.squadronenergy.com/our-projects/spicers-creek-wind-farm>.

12 References

The following references, guides and documents were used in the development of this TMP:

- Australian Standard “AS2890.1:2004, Parking facilities – Part 1: Off-street car parking”, August 2005
- Austroads “Guide to Road Design Part 3: Geometric Design (Edition 3.4)”, February 2021
- Austroads “Guide to Road Design Part 4: Intersections and Crossings – General (Edition 2.1)”, February 2021
- Austroads “Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (Edition 3.1)”, February 2021
- Austroads “Rural Road Design: A Guide to the Geometric Design of Rural Roads”, 2003
- NSW Centre for Road Safety “NSW Speed Zoning Guidelines (Version 4.0)”, 2011
- Relevant Austroads guides and TfNSW / RMS supplements
- Rex J Andrews “Route Study – Spicers Creek Windfarm Ex Port of Newcastle (REV03)”, 03/03/2023
- RTA “Delineation Guidelines: Parts 1 to 19 & Appendices A & B”, assorted dates
- Samsa Consulting “Spicers Creek Wind Farm Project: Revised Transport Assessment (Version C)”, 24/11/2023
- Standards Australia “AS 1742.1 – 2003: Manual of uniform traffic control devices, Part 1: General introduction and index of signs”, 2003
- Standards Australia “AS 1742.3 – 2009: Manual of uniform traffic control devices, Part 3: Traffic control for works on roads”, 2009
- Standards Australia “AS 2890.1 – 2004: Parking Facilities, Part 1: Off-street car parking”, 2004
- Transport Management Centre “Road Occupancy Manual”, 14 May 2015
- Transport for NSW “Additional Access Conditions: Oversize and overmass heavy vehicles and loads”, October 2020
- Transport for NSW “Traffic Control at Work Sites, Technical Manual – Issue 6.1”, 28 February 2022 including “Technical Direction TD 00003:2022” (16 November 2022) and “Technical Direction TD 00031:2022” (04 November 2022)
- Umwelt (Australia) “Spicers Creek Wind Farm: Environmental Impact Statement (Final)”, 4 July 2023
- Umwelt (Australia) “Spicers Creek Wind Farm: Submissions Report (Final)”, 6 December 2023

Appendix A Agency Consultation

26 March 2026

TfNSW reference: REN 25/00081/004 | SF2025/052000

Your reference: SSD-41134610

Zeina Jokadar

Squadron Energy

By Email: zeina.jokadar@squadronenergy.com

Review of Traffic Management Plan for Spicers Creek Wind Farm - Stages 1A&B, Revision B dated 23 February 2026

Reference is made to the Traffic Management Plan (TMP) submitted to Transport for NSW (TfNSW) for consideration in accordance with consent Condition B30 - B36 of Notice of Determination for SSD41134610 issued 31 October 2024.

TfNSW has reviewed previous comments dated 22 January 2026 and the updated Spicers Creek Wind Farm Traffic Management Plan - Stage 1A&B, Revision B, dated 23 February 2026 prepared by Squadron Energy and notes that whilst the majority of matters previously raised have been included with the revised TMP, Condition B33 - Road upgrades remains outstanding.

It is mentioned that a proposed variation to the timing of upgrades to Tallawonga Road and Sweeneys Lane is being considered (please note TfNSW has not received a request to date). Road upgrade requirements as per consent are noted as follows and identified within Tables 5-3 and 5-4 of TMP:

Table 5-3: Road upgrades / treatments as required by SSD-41134610

Road upgrades	Start Point	Chainage	Treatment	Timing
Tallawonga Road	Saxa Road	0m to 10,010m	Gravel re-sheeting all areas of unsealed roads, applied to a minimum depth of 100 mm and minimum width of 6 m;	Prior to commencement of construction ⁴
Ben Hoden Road	Gollan Road	0m to 1,410m	Replacement or installation of new drainage structures (as necessary); and	
Sweeneys Lane	Golden Hwy	0m to 3,300m	Upgrade, remove or replace stock grids.	

Table 5-4: Site access and public road crossing upgrades / treatments as required by SSD-41134610

Site Access Point / Road Crossing	Start Point	Chainage	Treatment	Timing
Sweeneys Line Site Access Point (2 total)	Golden Hwy	650m & 2,200m	Construct access points for safe entry and exit for the largest vehicles accessing the site at this location.	Prior to use of the site access point.
Tallawonga Rd Site Access Point (5 total)	Saxa Road	3,800m, 5,100m, 5,600m, 6,600m & 9000m		
Ben Hoden Road Site Access Point (1)	Gollan Road	1,400m		
Public road crossings on Sweeneys Lane, Bald Hill Road, Dapper Road, Diehm Road, Sandy Creek Road, Lambing Hill Road	-	-	Construct public road crossings for safe crossing by the largest vehicles across the public road, as identified in Figure 2 of Appendix 7 of the Development Consent	Prior to use of the public road crossing

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The TMP identifies the required road upgrade sequencing as follows:

- Tallawonga Road: Upgrade to be completed prior to any construction traffic use.
- Sweeneys Lane: Upgrade to be completed prior to use as a site access point.
- Other local access routes: Upgrades to be completed prior to use by construction traffic.

TfNSW raises concerns regarding any variation to the upgrade timing, as the completion of these road works prior to use is critical to ensure the safety and efficient operation of the Project and the network as a whole.

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

Yours sincerely,

A handwritten signature in black ink, appearing to read "Alexandra Power".

Alexandra Power

A/Manager of Development Services – West

Transport Planning

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Please address all mail to:
The General Manager

Nicole Benson

Please refer enquiries to:

Doc ID: 324563

20 March 2026

Zeina Jokadar
Senior Environmental Advisor – Operations
Squadron Energy Pty Ltd
55 Market Street
Sydney NSW 2000

zeina.jokadar@squadronenergy.com

Dear Zeina

Warrumbungle Shire Council's Response to Traffic Management Plan Rev 000B (SSD 41134610)

Thank you for the opportunity to review the Spicers Creek Wind Farm Traffic Management Plan (TMP), Revision 000B, submitted on 27 February 2026.

Council acknowledges that the NSW Planning Secretary has endorsed a staged approach to the project, with this revision of the TMP pertaining to Stages 1a and 1b, including pre-construction minor works, associated road upgrades, and the commencement of construction activities.

Following Council's review, it is noted that the TMP satisfactorily addresses Councils previous comments. Council notes that the delegation or transfer of duties within the TMP to a contractor does not relieve, diminish or otherwise alter the legal obligations, liabilities and accountability of Squadron Energy who remains responsible to the relevant authorities and stakeholders for proper performance and compliance of the works.

Yours sincerely

NICOLE BENSON
DIRECTOR INFRASTRUCTURE SERVICES

Zeina Jokadar

From: Tulasi Lamichhane <Tulasi.Lamichhane@dubbo.nsw.gov.au>
Sent: Wednesday, 17 December 2025 2:19 PM
To: Zeina Jokadar
Cc: Musarrat Khan; Lachlan George; Peter James; Peng Li; Sian Meath
Subject: RE: Spicers Creek Wind Farm - Traffic Management Plan submission for consultation

[CAUTION] This email originated outside SQE's network. If you do not recognise the sender or did not expect this email then please do not open any attachments or click any link.

Hi Zeina,

Hope this email finds you well.

Sorry for the delay in response.

Council has no further comments on the submitted TMP.

For OSOM, the formal approval for access of state highways and DRC roads will be required under regulatory(NHVR) approvals.

Thanks and Regards,
Tulasi Lamichhane

From: Zeina Jokadar <>
Date: 16 December 2025 at 2:40:17 pm AEST
To: Musarrat Khan <Musarrat.Khan@dubbo.nsw.gov.au>, Lachlan George <>, Mark Johnston <Mark.Johnston@dubbo.nsw.gov.au>, Peter James <>
Cc: Jonathan Post <Jonathan.Post@squadronenergy.com>, Peng Li <>, Sian Meath <>
Subject: RE: Spicers Creek Wind Farm - Traffic Management Plan submission for consultation

CAUTION: This email came from outside the organisation. Be cautious clicking links and do not open attachments unless they are expected.

Dear Dubbo Regional Council Team,

I hope you are well. I am writing to follow up on the Traffic Management Plan submitted for TfNSW consultation on 17 November 2025. As the consultation period concluded on 15 December 2025, we would be grateful if you could advise when feedback might be provided, to assist with project timeframes.

Thank you very much for your attention to this matter.

Kind regards,
Zeina

Zeina Jokadar

Senior Environmental Advisor
Operations



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Squadron Energy acknowledges the Traditional Owners and ongoing Custodians of the lands and waters on which we operate. We pay our respects to Elders past, present and emerging.

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Tulasi Lamichhane (He/Him)

Subdivision Engineer

Infrastructure Strategy & Design

P 02 6801 4927

Tulasi.Lamichhane@dubbo.nsw.gov.au

We acknowledge the traditional custodians of the Wiradjuri land where we work and their ongoing connections to land and community.

Your experience matters!
Click an Icon to let us know how we went.



Click here
to view our
closures over
the festive season

From: Zeina Jokadar

Sent: Monday, 17 November 2025 1:18 PM

To: Musarrat.Khan@dubbo.nsw.gov.au; Lachlan.George@dubbo.nsw.gov.au;
Mark.Johnston@dubbo.nsw.gov.au; Peter.James@dubbo.nsw.gov.au

Cc: Jonathan Post <Jonathan.Post@squadronenergy.com>; Peng Li
<Peng.Li@squadronenergy.com>; Sian Meath <Sian.Meath@squadronenergy.com>

Subject: Spicers Creek Wind Farm - Traffic Management Plan submission for consultation

Dear Dubbo Regional Council Team,

I hope this email finds you well. Following the presentation of the Spicers Creek Wind Farm (SCWF) Traffic Management Plan (TMP) by my colleague, Alana Gordjin, in 1 April 2025, I am now formally submitting the TMP for Dubbo Regional Council's consultation.

The TMP has been prepared in accordance with Condition B36 and outlines the proposed traffic management measures for the early works and upcoming road upgrades (Stage 1a and Stage 1b).

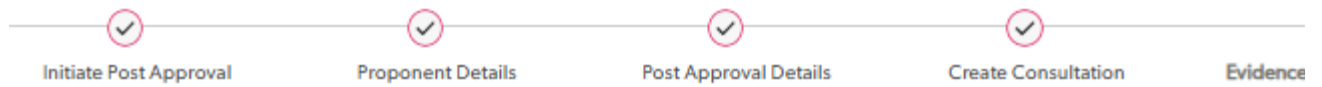
We would appreciate your review and any comments or feedback you may have. To support project timeframes, we kindly request feedback by 15 December 2025, noting that the TMP has also been submitted via the NSW Planning Portal (see snip below). Please let me know if you require additional time.

If you have any questions or would like to discuss any aspect of the TMP, please feel free to contact

Spicers Creek Wind Farm

Lodge

Post Approval (SSD-41134610-PA-5)



Evidence of Consultation



Attach Evidence

Below is a list of any consultation you have initiated through the port has responded, click "Continue". Please attach any other evidence (

Public Authority Response Summary

TRANSPORT For NSW ([PAE-99602710](#))

Status

Pending Advice

DUBBO REGIONAL COUNCIL ([PAE-99602713](#))

Status

Pending Advice

Warrumbungle Shire Council ([PAE-99602716](#))

Status

Pending Advice

Attachments

[Back](#)



Kind regards,

Zeina Jokadar

From: Darren Clarke <darren.p.clarke@energyco.nsw.gov.au>
Sent: Friday, 17 April 2026 2:14 PM
To: Zeina Jokadar
Cc: Brad Whittard; Matt Richards
Subject: FW: Spicers Creek Wind Farm - SSD 41134610- Traffic Management Plan submission for consultation

[CAUTION] This email originated outside SQE's network. If you do not recognise the sender or did not expect this email then please do not open any attachments or click any link.

Hi Zeina,

Thanks for your patience on this one.

Confirming EnergyCo has reviewed the TMP and have no comments.

Regards
Darren

Darren Clarke
Director Planning & Policy
Planning and Communities
Energy Corporation of NSW (EnergyCo)

M 0455 566 284
E darren.p.clarke@energyco.nsw.gov.au **W** EnergyCo.nsw.gov.au



EnergyCo

From: Thomas Watt <thomas.watt@energyco.nsw.gov.au>
Sent: Monday, 2 March 2026 11:18 AM
To: Zeina Jokadar <zeina.jokadar@squadronenergy.com>
Subject: Re: Spicers Creek Wind Farm - SSD 41134610- Traffic Management Plan submission for consultation

[CAUTION] This email originated outside SQE's network. If you do not recognise the sender or did not expect this email then please do not open any attachments or click any link.

Hi Zeina,

Confirming receipt. We will review and revert with any comments by the due date.

Regards,
Tom

Thomas Watt
Director Planning and Policy
Planning and Communities

Energy Corporation of NSW (EnergyCo)

T 1800 118 894 **M** 0497 816 163

E thomas.watt@energyco.nsw.gov.au **W** energyco.nsw.gov.au



EnergyCo

I acknowledge the traditional custodians of the land and pay respects to Elders past and present. I also acknowledge all the Aboriginal and Torres Strait Islander staff working with NSW Government at this time.

Proudly supporting Diversity and Inclusion.

From: Zeina Jokadar <zeina.jokadar@squadronenergy.com>
Sent: Monday, March 2, 2026 10:56 AM
To: Thomas Watt <thomas.watt@energyco.nsw.gov.au>
Subject: Spicers Creek Wind Farm - SSD 41134610- Traffic Management Plan submission for consultation

Dear Mr Watt and EnergyCo team,

In accordance with Condition B33 of the project approval, Spicers Creek Wind Farm Project Co Pty Ltd is required to prepare a Traffic Management Plan (TMP) for the development in consultation with EnergyCo, and to the satisfaction of the Planning Secretary.
Please find attached the TMP for the Spicers Creek Wind Farm, prepared to address the requirements of the above condition.

Consistent with Condition C3, any strategy, plan or program required under the Development Consent may be prepared and submitted on a staged basis with the approval of the NSW Planning Secretary. SCWF has received approval from the Planning Secretary to stage the Project and the TMP, as outlined in Table 1-1 of Section 1.3 of the TMP.

This TMP has been prepared for:

- Stage 1a (early works and road upgrades); and
- Stage 1b (construction of the wind farm, excluding High-risk Heavy Vehicles Requiring Escort).

The TMP includes the prescribed information relating to haulage routes, required road upgrade works, traffic impact minimisation measures, the driver code of conduct, and associated management and monitoring commitments.

We invite EnergyCo's review of the attached TMP and invite any comments or feedback. Subject to EnergyCo's satisfaction, the document will be finalised for submission to the Planning Secretary. If you are not the appropriate contact for this consultation, please forward this email to the relevant person or advise the correct contact.

We would appreciate your response by **27 March 2026**. Should you wish to discuss any aspect of the TMP, please contact me at your convenience.

Kind regards,
Zeina Jokadar

Zeina Jokadar

Senior Environmental Advisor
Operations



Squadron Energy acknowledges the Traditional Owners and ongoing Custodians of the lands and waters on which we operate. We pay our respects to Elders past, present and emerging.

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Appendix B OSOM Route Study

Appendix C SCWF Driver's Code of Conduct

1) Introduction

A Driver's Code of Conduct is a set of guidelines outlining expected safe and responsible driving behaviour, typically including adherence to traffic laws, maintaining proper vehicle condition, practicing courtesy towards others road users, and avoiding distractions while driving – essentially defining the standards for appropriate driving conduct. The following sections outline typical measures that will be covered by a Driver's Code of Conduct, which will be developed by the appointed transport contractor.

2) Travel Speeds

All personnel will adhere to Project and public road vehicle speed limits. Along external routes, speed limits will be observed as signposted unless driving conditions or restrictions imposed on the personnel or vehicle to drive at a lower speed.

In situations where driver's visibility and traffic safety on public roads is affected by weather related conditions such as heavy rainfall or fog, construction vehicles should reduce their speed limit until visibility and traffic safety has improved.

Sections of Golden Highway, Saxa Road and Gollan Road have adjacent Travelling Stock Reserves (TSRs). When being used, the TSRs must be appropriately signposted. Driver's must reduce their speeds when encountering any stock warning signage.

Internal traffic movements will be restricted to a maximum of 40 km/h on site and 10 km/h around personnel or as otherwise signposted. The speed limit within the construction compound will be 10 km/h. There would be a reduced speed limit of 15 km/h on the approaches to the primary and secondary Project Site Access Points off Sweeneys Lane, Tallawonga Road and Ben Hoden Road; and road crossing locations.

3) Adherence to Designated Transport Routes

The Project will be accessed from the public road network at the following locations during construction and operation:

- Sweeneys Lane (accessed directly off the Golden Highway)
- Tallawonga Road (accessed from the Golden Highway followed by Saxa Road).

These will be the main access points for OSOM vehicles, heavy and light vehicles. To limit impacts to road users and the surrounding community, the main Project entries on Sweeneys Lane and Tallawonga Road will only be accessed from the Golden Highway.

The Project will also be accessed from the public road network at Gollan Road onto Ben Hoden Road by heavy vehicles and light vehicles only (not OSOM vehicles).

All large vehicles, including OSOM vehicles, associated with the Project will follow the approved, designated transport routes (refer to **Figure 4.1**) and main roads near the Project to minimise impact to the local road network and road users.

The public road network surrounding the Project (including Gollan Road, Binginbar Road, Bald Hill Road, Sandy Creek Road, Dapper Road, Lambing Hill Road, Spring Ridge Road) will not be used by Project construction and delivery vehicles. Project personnel commuting to and from the site will be directed, where practicable, to utilise the approved transport routes identified in this TMP. Emergency services vehicles responding to incidents are exempt from this requirement.

The Project proposes to allow heavy and light vehicles to use other public roads, but only to:

- Undertake pre-construction minor works
- Construct necessary intersection upgrades off Gollan Road

- Undertake dust suppression

Utilise the secondary intersections and crossovers identified above to facilitate construction and operational vehicles. Procure resources from licensed operators and suppliers which are located along these roads. Drivers are to ensure that they use the appropriate transport route for their vehicle type in accordance with the Project's Development Consent and Road Authority permits. The OSOM routes may be further restricted and the routes approved on the permit for the particular load / time and day from the road authority would prevail.

Measures will be employed to ensure that drivers comply with condition, including adherence to designated haulage routes. Monitoring will include spot checks of project traffic activity at site access points and public road crossings. If necessary, camera monitoring may also be implemented to enhance monitoring capabilities.

Failure to comply with any procedures for designated transport routes may result in dismissal of specific operator(s) from the Project.

4) Safe Driving Practices

All personnel will attend a Project induction and show competence in the safety, quality and environmental requirements of the Project. The induction will include the Driver's Code of Conduct and the requirements set out in this TMP covering vehicle maintenance requirements, covering of loads, travelling stock reserves, and site-specific conditions relating to school bus routes / school zones.

Operators and drivers will be required to have general construction industry induction cards and will be required to attend ongoing general and Project specific inductions.

All operators will be comprehensively trained regarding community expectations and impacts from haulage operations. The induction will have a particular focus on operator behaviour. Operator competency and standards of behaviour will be continually assessed, and discipline procedures will be put in place to maintain compliance.

Site toolbox talks will be carried out for Project personnel and vehicle drivers to update on road conditions and any access issues. Vehicle operators will be advised of designated access routes and roadways during inductions.

Details of the traffic and access training and induction will focus on the following:

- The existence of this TMP and its purpose.
- Transport route and site access limitations.
- Mitigation and management measures required to be implemented.
- Traffic and access monitoring and reporting requirements.
- Incident and non-compliance requirements.

Training is to be provided prior to start-up of any traffic and access related management tasks and updated if task, equipment or procedures are expected to, or have changed.

Heavy vehicles to be used on the Project will be compliant with NSW legislation and standards including the Heavy Vehicle National Legislation.

Drivers of vehicles shall be responsible for driving safely and in accordance with the road rules, exercising care and working in accordance with VMPs.

The following requirements would always be exercised:

- Obey all the laws and regulations.
- Not drive whilst under the influence of alcohol, drugs, nor any medication which may affect their ability to drive.

- Be medically fit to drive at all times and must inform Project co-ordinators if they have any medical condition that may affect their ability to drive.
- Drive in a considerate manner at all times and respect the rights of others to use and share the road space.
- Report all vehicle defects to their employer – serious defects must be corrected immediately, or an alternative vehicle supplied.
- Any vehicle accident resulting in injury and/or damage to property must be reported to the NSW Police.
- Report any near misses.
- Only drive during designated construction hours when conducting Project works (unless permission to conduct Project works has been provided at other times and only in accordance with permits for travel from the relevant road authority).
- Securely fasten and cover loads as appropriate.
- Keep their vehicle clean and in good mechanical condition to reduce any environmental impact.

The transport contractor is to develop and implement the following:

- Safety initiatives for transport through residential areas and/or school zones (incorporating the requirements in the TMP and Code).
- Maintenance program for the heavy transport vehicles that is consistent with these safety requirements.

5) Monitoring and Reporting

Complaints

All traffic related complaints will be managed in accordance with **Section 7.5** of this TMP and the Project complaints handling procedures described in the EMS.

Complaints will be investigated and a report prepared on the circumstances of the complaints, risks arising and any non-compliance with Project procedures.

Failure to comply with any procedures for safe transport may result in dismissal of specific operator(s) from the Project.

Incident and emergency response

In the event of a transport-related incident, the following management measures would typically be implemented:

- The Contractor Project Manager would coordinate with TfNSW TMC's Traffic Operations Manager in event of incidents or undue congestion to minimise delays and improve public safety.
- In the event of a traffic accident occurring within the construction work sites or at other locations affected by the works, the Contractor Project Manager is required to record the facts and photograph the approach to the accident site including the location of all safety devices and signs as soon as possible after the accident. A report with this information must be forwarded to the TfNSW, TMC and WorkCover.
- An incident notification would be prepared in accordance with the procedures outlined in the EMS and **Section 10.1** of the TMP.
- The contractor will assign labour, plant and material to repair, make safe and/or cordon areas where an incident has occurred. For example:
 - In the event of vehicle breakdown, arrange for load to be retrieved and vehicle towed (without load).

- In the event of pavement damage that affects road safety, repair damage as soon as possible.
- In the event of materials on roadway arrange crane to retrieve materials.
- Traffic control by qualified traffic controllers would be provided for emergencies associated with the Project within or adjacent to the work sites, roadways and footpaths.
- Planned works that will interfere with the incident or create additional delays to those road users already affected by incident would be re-scheduled until the incident has been resolved.
- TGSs and this TMP document would be reviewed and updated, in response to an incident, if deemed necessary.
- In the event of flooding or bushfire in the area, the contractor will allow for emergency or evacuation access for local properties via the worksite and/or internal road under instruction of emergency services and in accordance with the Emergency Response Plan.

Table C-1: Monitoring and Reporting Program

Activity	Timing	Responsibility
Review fatigue-related incidents, near misses and fitness-for-work concerns associated with Project transport activities. Verify that drivers have completed Project inductions and are complying with contractor fitness-for-work and fatigue management requirements where applicable.	Monthly and following any fatigue-related incident or complaint	Relevant contractor undertaking the works
Review GPS, IVMS or other vehicle monitoring data (where fitted) to verify compliance with approved haulage routes. Investigate any route deviations, complaints, incidents or reported breaches.	Monthly during active haulage operations and following any reported breach	Relevant contractor undertaking the works
Review GPS, IVMS or other vehicle monitoring data (where fitted) to verify compliance with applicable speed limits. Investigate any speeding complaints, incidents or speed limit infringements.	Monthly during active haulage operations and following any reported breach	Relevant contractor undertaking the works
Review traffic-related complaints, incidents, near misses and reported breaches of the Driver's Code of Conduct associated with driver behaviour and safe driving practices.	Monthly and following any incident or complaint	Relevant contractor undertaking the works
Review monitoring outcomes to assess the effectiveness of fatigue management measures, haulage route requirements, speed limit requirements and safe driving practices. Implement corrective actions, tool box talks or additional training or revised procedures where required.	Monthly	Relevant contractor undertaking the works

6) General Rules / Principles

The following general rules / principles apply:

- Obey all laws and regulations.
- Fatigue management to be managed in accordance with the requirements of Section 7 of this Appendix.
- Ensure that drivers have a copy of Road Authority permits.
- Drive with head-lights on during daylight hours for increased visibility.
- Drive appropriately to local climatic conditions that may affect road safety such as fog, dust, wet weather and flooding.
- Always cover or tie down loads.

- Always give way to pedestrians and cyclists at designated crossings or where they have right of way.
- Do not queue across intersections.
- Wear seatbelts at all times.
- Obey the sign posted speed limits.
- Load and unload all vehicles on site, and enter and leave the site in a forward direction.
- Minimise tracking of soil from construction vehicles onto the public road network from the Project.
- Avoid compression braking near sensitive receivers and in built up areas.
- Avoid the use of horns and reversing alarms (where safe to do so) to minimise traffic generated noise.
- Take extra precaution during school periods.
- Obey school speed zones.
- Take extra precaution and reduce speeds whenever stock warning signs or livestock are encountered on the road.
- Do not queue or idle on public roads or adjacent to sensitive receivers.
- All vehicles will be loaded and unloaded on site and enter / exit the Project in a forward direction.
- Never drive between machines when they are being unloaded.
- Stick to the identified access tracks onsite.
- Follow all on-site signage (directional and speed).
- Undertake appropriate induction training where required as part of the driving / transportation task.

7) Fatigue Management

Fatigue management is a very important component of the transport haulage task, in particular OSOM transport. The NHVR has set out guidelines for managing driver fatigue. Due to the nature of the OSOM transport, the appointed transport contractor will develop a fatigue management system as described by the NHVR. The fatigue management system will typically cover the following items.

- *Scheduling and rostering* – scheduling of trips and rostering of drivers must incorporate fatigue management measures.
- *Readiness for duty* – drivers are in a fit state to safely perform required duties.
- *Fatigue knowledge and awareness* – all personnel involved in the management, operation, administration, participation and verification of the Fatigue Management System can demonstrate competency in fatigue knowledge relevant to their position on the causes, effects and management of fatigue and the operator's fatigue management system.
- *Responsibilities* – the authorisations, responsibilities and duties of all positions involved in the management, operation, administration, participation and verification of their operations under the Fatigue Management System are current, clearly defined and documented and carried out accordingly.
- *Internal review* – an internal review system is implemented to identify non-compliances and verify that the activities comply with the Fatigue Management System Standards and the operator's fatigue management system.
- *Records and documentation* – the operator will implement, authorise, maintain and review documented policies and procedures that ensure the effective management, performance and verification of the Fatigue Management System in accordance with the standards. Records that demonstrated the compliant operation of the Fatigue Management System are collected, stored and maintained to verify compliance.

- *Health* – drivers are to participate in a health management system to identify and manage fatigue risks.
- *Workplace conditions* – workplace environments and conditions must assist in the prevention of fatigue.
- *Management practices* – management practices are to minimise the risks relating to driver fatigue.
- *Operating limits* – operating limits will provide drivers and operators with the flexibility to effectively manage fatigue.

For drivers not covered by an approved Fatigue Management System, the following fatigue minimisation strategies should be adopted for journeys over two hours in duration:

- Schedule journeys carefully to avoid night driving and those times of day when falling asleep is most likely (2 am to 6 am).
- Ensure that the driver is well rested prior to commencing their journey.
- Plan when and where to take rests of at least ten minutes every two hours.
- Take into account road hazards and weather conditions.
- Adhere to the legal restrictions on driving times, distances, drug and alcohol consumption.
- Allow for unexpected delays.
- Know what to do in case of an emergency.
- Notify supervisor upon arrival at the final destination.

Squadron Energy is Australia's leading renewable energy company. Proudly Australian owned, our mission is to be a driving force in Australia's transition to a clean energy future by providing green power to our customers.

We develop, operate and own renewable energy assets in Australia, with 1.1 gigawatts (GW) of renewable energy in operation and a development pipeline of 20GW.

With proven experience and expertise across the project lifecycle, we work with local communities and our customers to lead the transition to Australia's clean energy future.

Squadron Energy acknowledges the Traditional Owners of Country throughout Australia. We pay our respects to Elders past, present, and emerging.

