SQUADRON ENERGY

Uungula Wind Farm Project

Traffic Management Plan

March 2025

SAMSA CONSULTING

TRANSPORT PLANNING & TRAFFIC ENGINEERING

VERSION CONTROL

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Samsa Consulting Pty Ltd
Transport Planning & Traffic Engineering
ABN: 50 097 299 717
46 Riverside Drive, Sandringham, NSW 2219, AUSTRALIA
Phone: (+61) 414 971 956
E-mail: alansamsa@gmail.com
Skype: alan_samsa
Web: www.samsaconsulting.com

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Key Terms

Term	Definition
Applicant	Uungula Wind Farm Pty Ltd, or any person carrying out the development approved under this approval.
CWP Renewables	Uungula Wind Farm Pty Ltd
CTAMP	Construction Traffic and Access Management Plan
Development Consent	Development Consent SSD-6687
DPE	Department of Planning and Environment (now DPHI)
DPIE	Department of Planning, Industry and Environment (now DPHI)
DPHI	Department of Planning, Housing and Infrastructure (formerly DPE)
DRC	Dubbo Regional Council
EIS	Environmental Impact Statement
EMS	Environmental Management Strategy
LGA	Local Government Area
NHVR	National Heavy Vehicle Regulator
OSOM	Over-size Over-mass vehicle
OSOM TMP	OSOM Transport Management Plan
Planning Secretary	Secretary of the Department of Planning and Housing and Infrastructure or nominee
Proponent	Uungula Wind Farm Pty Ltd
ROL	Road Occupancy Licence
Site	The Site defined in Appendix 1 of the Development Consent SSD6687.
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
The Consent	Uungula Wind Farm Development Consent SSD-6687
The Project	The Uungula Wind Farm Project
TMC	TfNSW Transport Management Centre
TMP	Traffic Management Plan
UWF	Uungula Wind Farm
WTG	Wind Turbine Generator

1. Introduction

1.1 Background

This Traffic Management Plan (TMP) has been prepared in accordance with Schedule 2, Condition B33 of the Uungula Wind Farm Development Consent (SSD-6687). The TMP incorporates the Uungula Wind Farm Project, Transport Assessment (TA document prepared by Samsa Consulting in April 2020), the Uungula Wind Farm Amendment Report (prepared by CWP Renewables in November 2020) and an iterative Over Size Over Mass Transport Management Plan and Route Survey (Uungula Wind Farm – Transport Management Plan) prepared by Rex J Andrews, (Version 8, August 2024).

The purpose of this TMP is to:

- Detail the transport routes to be used for all development-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 general details for a driver's code of conduct.

1.2 Stakeholder Consultation

The TMP has been reviewed and prepared in consultation with the following road authorities, in accordance with *Condition B33* of the Development Consent:

- Transport for NSW (TfNSW); and
- Dubbo Regional Council (DRC).

Refer to Section 8.1 of this TMP for a summary of the consultation outcomes.

1.3 Scope and Methodology

The preparation of this TMP report included the following tasks:

- Review of background information for the Project;
- Project discussions with Uungula Wind Farm Project (UWF) team;
- Discussions with DRC and TfNSW;
- Site inspections of the wind farm project area and surrounding road network, including the preferred transportation routes; and
- Development of measures to mitigate and/or manage potential impacts, including construction traffic control, road dilapidation surveys and measures to control dust generated by development related traffic.

This TMP is to be used during the construction, operation and decommissioning phases of the subject Project. This TMP will be further revised prior to the commencement of the Operations and Decommissioning phases. Once approved, in accordance with Development Consent Condition C16, the TMP will be implemented and made publicly available on the Uungula Wind Farm website:

https://www.squadronenergy.com/our-projects/uungula-wind-farm

1.4 Development Consent Requirements for Traffic Management

This report is a requirement of the UWF Development Consent SSD-6687 (the Consent) provided under *Section 4.38* of the *Environmental Planning and Assessment Act [1979*], granted 7 May 2021, with later modifications on 21 April 2022 and 2 December 2022.

This TMP addresses *Conditions B27* to *B33* of the subject Development Consent in the following document sections provided in *Table 1* following.

Table 1 Conditions of Consent relating to this TMP

Condition Number	Condition	Where Addressed
B27	**Designated Heavy and Over-Dimensional Vehicle Routes**	
	All over-dimensional associated with the development must travel to and from the site via Golden Highway, Saxa Road, Mitchell Highway, Goolma Road, Twelve Mile Road, as identified in the 'Indicative OSOM Route' and 'Project Access Route' in the figure in Appendix 8, and the approved site access point off Twelve Mile Road, unless the Planning Secretary agrees otherwise.	Section 3 Appendix B Section 6.14
	Notes: • The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network. • To avoid any doubt, this consent does not allow the use of Twelve Mile Road east of the approved site access point off Twelve Mile Road for over-dimensional access unless the Planning Secretary agrees otherwise.	
B28	All heavy and light vehicles associated with the development must travel to and from the site via Twelve Mile Road (west) and the approved site access point off Twelve Mile Road, as identified by the 'Project Access Route' in the figure in Appendix 8, unless the Planning Secretary agrees otherwise. Note: To avoid any doubt, this consent does not allow the use of Twelve Mile Road east of the approved site access point off Twelve Mile Road for heavy or light vehicle access, unless the Planning Secretary agrees otherwise.	Section 3 Appendix B

Condition Number	Condition	Where Addressed
B29	Uungula Road, Wuuluman Road and Ilgingery Road must only be used by over-dimensional, heavy and light vehicles at the following locations to allow access between portions of the site: (a) the secondary intersection on Uungula Road; (b) the four secondary intersections on Ilgingery Road; and (c) between secondary intersection (A) and secondary intersection (C) on Ilgingery Road. In addition, heavy vehicles and light vehicles may use Uungula Road, Wuuluman Road and Ilgingery Road for the purposes of upgrading the intersections in B29(a) and B29(b) above.	Section 3 Appendix B Section 4
B30	**Road Upgrades** Unless the Planning Secretary agrees otherwise, prior to commencing construction the Applicant must implement the required road upgrades identified in the Development Consent, to the standard and satisfaction of the relevant roads authority. 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 to the Planning Secretary for resolution.	Section 4
B31	**Road Maintenance** The Applicant must: (a) undertake an independent dilapidation survey to assess the: • existing condition of Twelve Mile Road on the transport route, and the sections of Uungula Road, Wuuluman Road and Ilgingery Road (described in Condition B29), prior to construction, upgrading or decommissioning works; and • condition of Twelve Mile Road on the transport route, and the sections of Uungula Road, Wuuluman Road and Ilgingery Road (described in Condition B29): – within 1 month of the completion of any construction, upgrading or decommissioning works; – on an annual basis during construction works; – rehabilitate and/or make good any development-related damage. (b) repair Twelve Mile Road, on the transport route, and the sections of Uungula Road, Wuuluman Road and Ilgingery Road (described in Condition B29), if dilapidation surveys identify that the road has been damaged during construction, upgrading or decommissioning works; in consultation with the relevant road's authority, to the satisfaction of the Planning Secretary.	Section 5
B32	**Unformed Crown Roads** The Applicant must ensure any unformed Crown road reserves affected by the development are maintained for future use, unless otherwise agreed with the DPIE Crown Lands	Section 6.1

B33	**Traffic Management Plan**	
	Prior to commencing road upgrades, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Planning Secretary. This plan must include:	This document
	(a) details of the transport route to be used for all development-related traffic;	Section 3 Appendix B
	(b) details of the road upgrade works required by condition B30 of Schedule 2 of this consent;	Section 4
	(c) details of the measures that would be implemented to:	
	• minimise traffic safety impacts of the development and disruptions to local road users during construction, upgrading or decommissioning works, including:	Section 5.1
	– details of the dilapidation surveys required by Condition B31;	Section 6.2 Section 6.3
	– temporary traffic controls, including detours and signage;	
	– notifying the local community about development-related traffic impacts;	Section 6.4
	– procedures for receiving and addressing complaints from the community about development-related traffic;	Section 6.6
	– minimising potential cumulative traffic impacts with other State significant development projects in the area;	Sections 6.7
	– minimising potential conflict between development-related traffic and rail services, stock movements and school buses, in consultation with local schools, including preventing queuing on the public road network;	Section 6.8
	– implementing measures to minimise development-related traffic on the public road network outside of standard construction hours;	Section 6.9 Section 6.10
	– minimising dirt tracked onto the public road network from development-related traffic;	
	– details of the employee shuttle bus service (if proposed), including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service;	Section 6.11 Section 6.12
	– encouraging car-pooling or ride sharing by employees;	Section 6.13
	– scheduling of haulage vehicle movements to minimise convoy length or platoons;	Section 6.9
	– responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;	Section 6.16.4
	– ensuring loaded vehicles entering or leaving the site have their loads covered or contained;	Section 6.14
	– responding to any emergency repair or maintenance requirements;	Section 6.15
	– a traffic management system for managing over-dimensional vehicles; and	Section 6.16
	– fatigue management.	Section 6.16.1
	• comply with the traffic conditions in this consent;	Section 6.16.2
	(d) include a Driver's Code of Conduct that addresses:	Section 6.16.3
	• travelling speeds;	
	• procedures to ensure that drivers to and from the development adhere to the designated over-dimensional and heavy vehicle routes;	Section 6.16.4
	• procedures to ensure that drivers to and from the development implement safe driving practices; and	

Condition Number	Condition	Where Addressed
	• 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.	

In addition to the Conditions listed in Table 1, Appendix C outlines Project compliance with a range of additional Development Consent Conditions, including:

- Evidence of Consultation (Condition A9);
- Compliance (Condition A13);
- Community Consultative Committee (Condition A20);
- Revision of Strategies, Plans and Programs (Condition C2);
- Staging, Combining and Updating Strategies, Plans or Programs (Condition C3, C4, C5 & C6);
- Notification of Department (Condition C7);
- Submission of Final Layout Plans (Condition C8);
- Submission of Works as Executed Plans (Condition C9);
- Incident Notification (Condition C10);
- Non-compliance Notification (Conditions C11, C12 & C13); and
- Access to Information (Condition C16).

1.5 Statement of Commitments

A Statement of Commitments was prepared as part of the Uungula Wind Farm Amendment Report (CWP Renewables, 2020). The Proponent's Statement of Commitments that relate to traffic and transport are provided in Table 2:

Table 2 Statement of Commitments relating to Traffic and Transport

Commitment	Where Addressed
Prior to the commencement of construction, a TMP will be prepared for the Project in consultation with Transport for NSW and the relevant Councils	Section 1.5 This document Section 8.1
Prior to transport, the over-size / over-mass (OSOM) transport route and port of entry will be confirmed by the construction contractor. Following which, the TMP will be updated and accompanied with a route survey for approval from the DPE	Section 3 Section 4.2 Appendix B Appendix D
Road dilapidation surveys will be undertaken in accordance with guidelines and standards established by Austroads of the designated vehicle route prior to construction and decommissioning works and post-construction and decommissioning. Following completion of construction and decommissioning works, any development related damage identified in post dilapidation survey will be rehabilitated / repaired	Section 5
Road infrastructure upgrade works will be undertaken to allow heavy vehicle and OSOM movements along the transport routes, subject to final Port selection and transport route identification. Road upgrades will be undertaken in consultation with relevant road authorities and permits / approvals obtained under the *Roads Act 1993*	Section 4 Section 8.2 Appendix B Appendix D
During peak traffic generation activities and movement of OSOM vehicles, escort vehicles and appropriate traffic management will be adopted to ensure safe passage from the public road network onto the Site. Relevant permits under the Heavy Vehicle National Law (NSW) for over-dimensional vehicle use will be sought by the construction contractor	Section 3 Section 6 Appendix D
The Twelve Mile Road intersection with Goolma Road will be upgraded prior to the commencement of construction generally in accordance with the drawing set entitled "*TMR / Goolma Road Intersection Preliminary Upgrade Design - Version 2"*	Section 4
Twelve Mile Road will be upgraded prior to the commencement of construction generally in accordance with the drawing included in the EIS as *Appendix N* (which are subject to detailed investigations and design).	Section 4
The parts of Ilgingery and Uungula Roads within the Development Corridor will be upgraded and maintained generally in accordance with *Table 1* of the DRC submission "*Uungula Wind Farm – Dubbo Regional Council Road Upgrades / Rectification Works*": "*Construct intersections for safe exit and entry movements and to provide adequate wind farm component access*	Section 4
Access to the Site by all OSOM, heavy and light vehicles travelling from Goolma Road will only be via the western end of Twelve Mile Road	Section 3 Appendix D

1.6 Project Environmental Management Strategy

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

The EMS has been developed to meet the requirements of Condition C1 of the Development Consent providing the strategic framework for environmental management of the Project. The EMS details how the Project will comply with the development consent conditions including but not limited to:

- Management Plan review and revision (Condition C2);
- Incident notification (Condition C10);
- Non-compliance notification (Conditions C11, C12 & C13); and
- Access to Management Plans (Condition C16);
- Community Consultative Committee (Condition A20);
- Notification of Department (Condition C7);
- Submission of Final Layout Plans (Condition C8);
- Submission of Works as Executed Plans (Condition C9); and
- Access to information (Condition C16).

1.7 Traffic Management Plan Structure

The remainder of this TMP is presented as follows:

Chapter 2 Project description including typical activities during the construction, operation, and decommissioning phases.

Chapter 3 The existing road network, and identification of the designated transport routes for OSOM vehicles and other construction traffic associated with the Project.

Chapter 4 Road upgrade works and temporary modifications required as part of the Project.

Chapter 5 Road maintenance and dilapidation reporting requirements.

Chapter 6 Traffic management measures including management of potential conflicts and driver conduct.

Chapter 7 provides a summary of incident and non-compliance notification and reporting requirements.

Chapter 8 Stakeholder consultation outcomes, requirements for review and improvement of the TMP, and references.

Appendix A Proposed Wind Farm Layout

Appendix B OSOM Transport Route maps

Appendix C Additional Compliance Requirements

Appendix D OSOM Transport Management Plan & Route Study

Appendix E Condition B30 Amendment Approval

Appendix F Relocation of Secondary Intersections Amendment Approval

2. Project Description

2.1 Project Background

The Uungula Wind Farm (the 'Project') is located on rural land between Wellington and Twelve Mile in New South Wales (NSW). The Project Site (the 'Site') is located within Dubbo Regional Council Local Government Area (LGA) to the west of Cudgegong River.

The approved layout of the Uungula Wind Farm Project is provided in *Appendix A: Proposed Wind Farm Layout* and described in the Project's EMS document.

Development Consent SSD 6687 was granted by the NSW Department of Planning, and Environment (DPE) on 7 May 2021. The Development Consent was modified by the Department on 21 April 2022 (Modification 1).

This TMP addresses the requirements of the Development Consent.

2.2 Overview of the Development

The Project generally consists of the installation, operation, maintenance and decommissioning of up to 93 wind turbine generators (WTGs) up to 250 m in height (base to tip), an energy storage facility (ESF), ancillary infrastructure and temporary facilities. It is estimated to have an installed generating capacity of approximately 400 MW.

The Project will connect to the 330 kV transmission line running approximately east-west within the northern part of the Site.

Other features of the Project include the following:

- Operation and maintenance facility incorporating a control room and equipment storage.
- Temporary concrete batching plants and construction facilities.
- Access tracks required for each wind turbine and the related ancillary facilities.
- Minor upgrades to local roads, as required for the delivery of the wind turbines.
- Up to six temporary meteorological masts and up to six permanent monitoring masts for wind speed verification, weather and general monitoring purposes.

2.3 Construction, Operation and Decommissioning

It is anticipated that the Project will take approximately 24 to 30 months to construct and will be operational over an initial term of approximately 30 years. The Project could be repowered and extended for a longer term depending on market and commercial circumstances. Alternatively, decommissioning and restoration will occur at the end of the operational life of the Project.

The Project will involve the following phases:

Pre-construction Activities

- Public road network upgrades to enable site access for wind farm construction vehicles.

- Building / road dilapidation surveys.
- Investigative drilling, excavation or salvage.
- Minor clearing or relocation of native vegetation.
- Establishing temporary site offices (in locations meeting the criteria identified in the conditions of this approval).
- Installation of environmental impact mitigation measures, fencing, enabling works, etc.
- Minor access roads and minor adjustments to services / utilities, etc.
- **Wind Farm Construction**On-site civil works for internal access roads, crane pads, lay-down areas, wind turbine footings and cable trenching.
- Delivery and installation of OSOM components / materials.
- Transport of non-OSOM wind turbine infrastructure to the Site.
- Installation of wind turbines on site via cranes.
- Construction of electrical sub-stations.
- Construction of site control room and operations and maintenance facilities.
- Construction of electrical transmission lines.
- Rehabilitation of disturbed areas.

Wind Farm Operation and Maintenance

- Scheduled / routine technical and mechanical servicing and maintenance of facilities and wind farm infrastructure
- Replacement of major turbine components, if required (e.g. blades)
- Unscheduled servicing and maintenance
- Access track and drainage network maintenance
- Environmental condition monitoring, surveys
- Landowner management

Wind Farm Decommissioning

- Reverse staging of construction over a shorter timeframe.
- Site restoration activities.

3. Road Network Access & Transport Routes

Condition Number	Condition
B27	***Designated Heavy and Over-Dimensional Vehicle Routes*** *All over-dimensional associated with the development must travel to and from the site via Golden Highway, Saxa Road, Mitchell Highway, Goolma Road, Twelve Mile Road and the approved site access point off Twelve Mile Road, as identified in the 'Indicative OSOM Route' and 'Project Access Route' in the figure in Appendix 8, unless the Planning Secretary agrees otherwise.* *Notes:* • *The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network.* • *To avoid any doubt, this consent does not allow the use of Twelve Mile Road east of the approved site access point off Twelve Mile Road for over-dimensional access unless the Planning Secretary agrees otherwise.*
B28	*All heavy and light vehicles associated with the development must travel to and from the site via Twelve Mile Road (west) and the approved site access point off Twelve Mile Road, unless the Planning Secretary agrees otherwise.* *Note:* • *To avoid any doubt, this consent does not allow the use of Twelve Mile Road east of the approved site access point off Twelve Mile Road for heavy or light vehicle access, unless the Planning Secretary agrees otherwise.*
B29	*Uungula Road, Wuuluman Road and Ilgingery Road must only be used by over-dimensional, heavy and light vehicles at the following locations to allow access between portions of the site:* *(a) the secondary intersection on Uungula Road;* *(b) the four secondary intersections on Ilgingery Road; and* *(c) between secondary intersection (A) and secondary intersection (C) on Ilgingery Road.* *In addition, heavy vehicles and light vehicles may use Uungula Road, Wuuluman Road and Ilgingery Road for the purposes of upgrading the intersections in B29(a) and B29(b) above.*

3.1 Description of Existing Road Network

3.1.1 State Road Network

Industrial Drive & Maitland Road

Approximately 13.5 km section of Industrial Drive and Maitland Road 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 park of the inland interstate road link between Brisbane and Sydney and is a dual carriageway road. Approximately 4km in length of the New England Highway will be used for the OSOM transport route.

John Renshaw Drive

John Renshaw Drive is part of the state road network. 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 39.5 km long, 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

The Golden Highway is a State Highway (SH84), forming arterial route from New England Highway to the Newell Highway. Between Dunedoo and Elong, the 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 suitable for larger heavy vehicles, eg. B-doubles.

The road environment is generally 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 vehicle transport. Specific OSOM vehicle transport will be managed under the National Heavy Vehicle Regulator (NHVR) permit system.

Mitchell Highway

Mitchell Highway is a State Highway (SH7). Approximately 2.5 km section (north of Wellington) will be required for OSOM transport between Saxa Road in the north and Goolma Road in the south.

Approaching Wellington, Mitchell Highway is a two-lane, undivided road with relatively wide shoulder widths and formations. The speed zoning of 80 km/h south of Saxa Road reduces to 60 km/h prior to Goolma Road. The pavement condition is generally good, commensurate with its status as a State Highway suitable for larger heavy vehicles, e.g. B-doubles.

The road environment is flat terrain with some gentle curves. The road environment and alignment are generally conducive to OSOM vehicle transport. Specific OSOM vehicle transport will be managed under the NHVR permit system.

Goolma Road

Approximately 3.2 km of Goolma Road (at its western end) will be required for OSOM transport between Mitchell Highway in the west and Twelve Mile Road in the east. Goolma Road is a State Road (MR 233) with a single carriageway, two-lane road and a 100 km/h speed zone.

Goolma Road varies in condition and standard along the relevant length at its western end. It is approximately 7 to 8 m wide incorporating two travel lanes and varying shoulder conditions. Centreline marking and edge line marking is present. Variable pavement conditions are typically average to good with some below average sections characterised by potholes, rutting and soft shoulder areas.

The road environment at Goolma Road's relevant western end is relatively flat terrain with some moderate curved alignments requiring lower advisory speeds within the background 100 km/h speed zone. Goolma Road is a B-Double route with a school bus route running along its length.

3.1.2 Regional Road Network

Saxa Road

Saxa Road (formerly Cobbora Road) is a Regional Road (MR 353), connecting Mitchell Highway in Wellington and the 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. It is generally 6 m wide incorporating two travel lanes and varying shoulder conditions. Centreline marking is provided with edge-line marking available along wider carriageway sections. The pavement is asphalt, in typically good / passable condition.

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

Saxa Road is a major local community link as the main access for the local population. The road is a B-Double route with one school bus completing two runs per day servicing schools in Wellington.

3.1.3 Local Road Network

Selwyn Street & George Street

Selwyn Street & George Street make up the local road network.

Selwyn Street is the local road continuing from George Street providing access to the private roads within the PON 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 links Industrial Drive and Selwyn Street. Approximately 70m of George Street will be required to connect the Selwyn Street and Industrial Drive Route.

Twelve Mile Road

At its western end, Twelve Mile Road is sealed with an approximate pavement width of 5 m to 6 m and a generally soft shoulder area. The road width reduces east of Uungula Road with sections similar to the western end.

The road pavement condition is considered above average. Some minor sections have rutting, potholes and previous patching works.

The road is not line-marked except for sporadic centreline marking through curved sections of the road for vehicle guidance. Guide posts are at irregular intervals for guidance.

The general road environment can be described as flat to gently rolling terrain with no speed limit signage. There is a school bus route along this section of Twelve Mile Road.

The road is unsealed from approximately 22.7 km east of Goolma Road. The unsealed

section is generally of average condition and up to approximately 5 m wide. East of Uamby Road, Twelve Mile Road narrows considerably with a 3 m to 4 m width.

Uungula Road / Wuuluman Road/ Ilgingery Road

Uungula Road, Wuuluman Road and Ilgingery Road are unclassified local roads. Uungula Road begins at Twelve Mile Road in the north continuing in an easterly direction, through the Site and farming land to Guroba Road located east of the Site.

A section of Wuuluman Road (approximately 800 metres in length) connects Uungula Road to Ilgingery Road. From its junction with Wuuluman Road, Ilgingery Road continues to the south terminating at the state water boundary of Lake Burrendong.

The Uungula Road / Wuuluman Road / Ilgingery Road routes have relatively consistent conditions and standards along their lengths. The pavement is unsealed with a varying carriageway width up to approximately 4 m, with numerous sections of narrower carriageway width and poor pavement, especially at the southern end. Although unsealed, the pavement conditions generally appear relatively stable, poor to average at best with substantial rutting, potholes and corrugations.

The general alignment is relatively flat to gently undulating with some smaller radius curves, some localised hilly sections and relatively sharp crest alignments. The roads are used for large stock transport vehicles and other heavy vehicles during Council road maintenance works.

3.2 Road Network Access During Road Upgrade works

In accordance with Condition B30 of the Development Consent, road upgrades listed in Appendix 7 of the Development Consent must be completed prior to commencing construction of the Wind Farm. On 23 November 2023, conditional approval was received from DPE and the Planning Secretary to allow use of the Twelve Mile Road and Goolma Road intersection for construction traffic prior to its upgrade, discussed further in Section 4.1.1.

In accordance with Condition B29 of the Development Consent, heavy vehicles and light vehicles may use Uungula Road, Wuuluman Road, and Ilgingery Road for the purpose of upgrading the intersections listed in Condition B29(a) and B29(b), being:

- The secondary intersection on Uungula Road; and
- The four secondary intersections on Ilgingery Road.

Figure 2 highlights the sections of Uungula Road, Wuuluman Road and Ilgingery Road for use when undertaking road intersection upgrades on Uungula Road and Ilgingery Road.

The road upgrades are described further in Section 4 of this TMP.

3.3 Road Network Access During Construction and Operation

3.3.1 Site Access Points

Once construction of the Wind Farm commences, the Project Site will be accessed via the Primary Project Site entry off Twelve Mile Road (west), approximately 17 km east of Wellington. This will be the Primary access point for OSOM vehicles and heavy and light vehicles.

The secondary intersections and cross-over locations along Uungula and Ilgingery Roads may be used as part of the internal site road network during the construction and operation phases. Secondary access points will facilitate the internal site road network, allow access within the Site (required for construction and operational vehicles) and link the public road network with the Site wind turbine locations.

During Wind Farm construction, all Wind Farm traffic will gain initial entry via the Primary Access point on Twelve Mile Road, to access Uungula Road and Ilgingery Road and between portions of the Site.

3.3.2 Road Network Access – OSOM Transport Route

Transport of materials, components and equipment will travel along the major road network surrounding the site, namely Golden Highway and Mitchell Highway. This includes all OSOM loads.

All routes from the port of entry at Newcastle[1] to the Site are via National Routes or State Highways utilizing Saxa and Goolma Roads. 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. With 100 km/h speed limits and subject to statutory permit conditions, the road network can readily accommodate OSOM vehicles with some minor works required along the route.

Turbine components including nacelles, drive-trains, hubs, blades and tower sections to be imported to Australia will arrive via the Port of Newcastle. All OSOM movements for component delivery are iteratively captured within the *OSOM Transport Management Plan Version 8 (iterations of the indicative Transport Route Study an appendices to the EIS).*

The OSOM transport route from Port of Newcastle to the Site follows:

- Selwyn Street, George Street, Industrial Drive, Maitland Road, New England Highway, John Renshaw Drive, Hunter Expressway, New England Highway, Golden Highway, Saxa Road, Mitchell Highway, Goolma Road, Twelve Mile Road (to primary site access point).

3.3.3 Road Network Access – Heavy and Light Vehicles

Transport of other construction materials such as gravel, concrete, steel, cement, water, construction plant and other miscellaneous equipment will be transported to the Site via

[1] Defined in the transport route study (Rex J Andrews "Transport Management Plan - Newcastle port to Uungula Windfarm REV08, August 2024.)

Twelve mile road west, in accordance with Condition B28 of the Development Consent.

Condition B28 of the Development Consent does not allow the use of Twelve Mile Road east of the approved primary site access point for heavy or light vehicle access unless the Planning Secretary agrees otherwise. Only legitimate vehicle users of the minor road network east of the primary Project Site entry (i.e.. for travel along Twelve Mile Road to the east) and that have been agreed to by the Planning Secretary will be permitted to travel along this route to access the primary Project Site entry.

Light vehicles (LVs) can utilise other surrounding major and local road networks west of the approved Site access point and will not be constrained to the designated transport route approved for OSOM vehicles.

It is likely that light vehicles associated with construction will include workers travelling to and from the from the centres of Wellington and Dubbo. Light vehicles travelling from Wellington will use Goolma Road and Twelve Mile Road. Light vehicles travelling from Dubbo will use Mitchell Highway, Goolma Road and Twelve Mile Road. The Project workforce will be encouraged to utilize car-pooling and ride-sharing from nearby centres to minimise construction and operational staff trips (refer to Section 6.11).

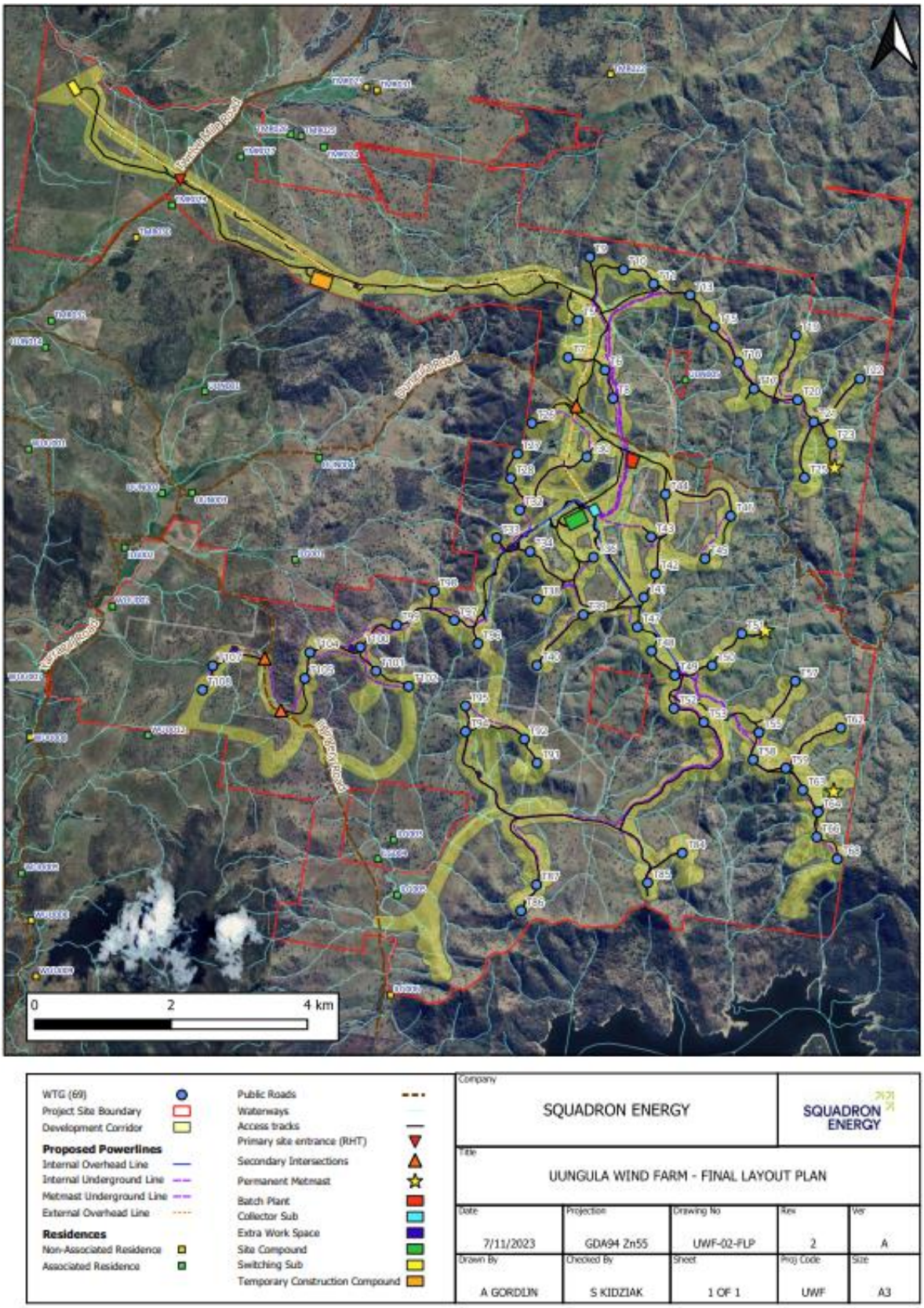


Figure 1: Site Access Locations

4. Road Upgrades and Temporary Modifications

Condition Number	Condition
B27	**Designated Heavy and Over-Dimensional Vehicle Routes** *All over-dimensional associated with the development must travel to and from the site via Golden Highway, Saxa Road, Mitchell Highway, Goolma Road, Twelve Mile Road and the approved site access point off Twelve Mile Road, as identified in the 'Indicative OSOM Route' and 'Project Access Route' in the figure in Appendix 8, unless the Planning Secretary agrees otherwise.* *Notes:* • *The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network.* *To avoid any doubt, this consent does not allow the use of Twelve Mile Road east of the approved site access point off Twelve Mile Road for over-dimensional access unless the Planning Secretary agrees otherwise.*
B29	*Uungula Road, Wuuluman Road and Ilgingery Road must only be used by over-dimensional, heavy and light vehicles at the following locations to allow access between portions of the site:* *(a) the secondary intersection on Uungula Road;* *(b) the four secondary intersections on Ilgingery Road; and* *(c) between secondary intersection (A) and secondary intersection (C) on Ilgingery Road.* *In addition, heavy vehicles and light vehicles may use Uungula Road, Wuuluman Road and Ilgingery Road for the purposes of upgrading the intersections in B29(a) and B29(b) above.*
B30	***Road Upgrades*** *Unless the Planning Secretary agrees otherwise, prior to commencing construction the Applicant must implement the required road upgrades identified in the Development Consent, to the standard and satisfaction of the relevant roads authority.* *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 to the Planning Secretary for resolution.*

4.1 Road Upgrades Identified in Development Consent Appendix 7

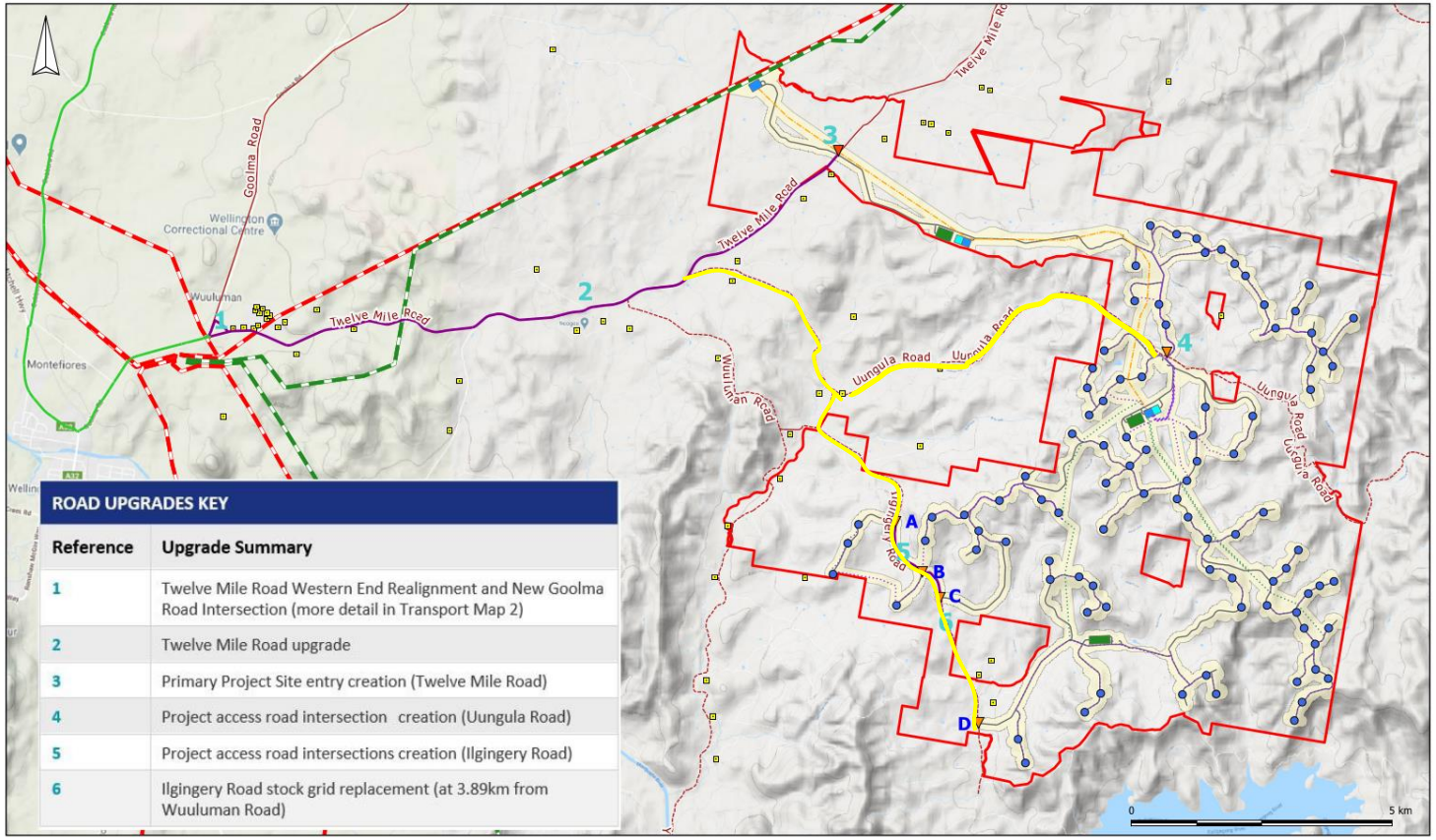
Public Road upgrade works detailed in the Development Consent are summarised in Table 3. Figure 2 highlights (in yellow) the sections of Uungula Road, Wuuluman Road and Ilgingery Road that may be used for the purpose of accessing and undertaking the Uungula and Ilgingery Road intersection upgrades.

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

Table 3 Consent Appendix 7 - Road Upgrades Summary

Road/ Intersection	Upgrade	Timing
Twelve Mile Road	• Permanently remove and close the existing intersection; and • Design and construct a new intersection with a channelised right (CHR) turn lane and an Auxiliary Left (AUL) turn lane treatment, generally in accordance with Figures 2 and 3 in this Appendix.	[Prior to commencing construction]. **Note: The Planning Secretary has provided approval for construction to commence prior to completing this road upgrade. Refer to Section 4.1.1 and Appendix E for full details.**
Roads Authority: Dubbo Regional Council		
Twelve Mile Road	Reconstruct the pavement full length to the horizontal and vertical alignment, generally in accordance with Appendix N of the EIS, in compliance with TfNSW's Roadworks specifications – design and construct (TfNSW, 2020) or its latest version.	Prior to commencing construction
Twelve Mile Road	Construct the primary project site access, generally in accordance with Appendix N of the EIS	Prior to commencing construction
Uungula Road	Construct secondary intersection for safe exit and entry movements, and to provide adequate wind farm component access.	Prior to any use by traffic associated with the construction of the development. **Note: The Planning Secretary has provided approval for the minor relocation of this Secondary Intersection. Refer to Section 4.1.2 for full details.**
Ilgingery Road	Construct secondary intersections for safe exit and entry movements, and to provide adequate wind farm component access.	Prior to any use by traffic associated with the construction of the development. **Note: The Planning Secretary has provided approval for the minor relocation of one Secondary Intersection on Ilgingery Road. Refer to Section 4.1.2 for full details.**
Ilgingery Road	Extend stock grid approach seal to 20 m x 4.5 m each side of grid with a two coat flush seal.	Prior to any use by traffic associated with the construction of the development

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



ROAD UPGRADES KEY	
Reference	**Upgrade Summary**
1	Twelve Mile Road Western End Realignment and New Goolma Road Intersection (more detail in Transport Map 2)
2	Twelve Mile Road upgrade
3	Primary Project Site entry creation (Twelve Mile Road)
4	Project access road intersection creation (Uungula Road)
5	Project access road intersections creation (Ilgingery Road)
6	Ilgingery Road stock grid replacement (at 3.89km from Wuuluman Road)

LEGEND

Existing Roads:
- Existing Unsealed Road
- Existing Sealed Road

Proposed Transport Route:
- Indicative OSOM Route
- Project Access Route
- Wind Farm Access tracks
- Pre-construction Minor Works

- Primary Project Site entry
- Secondary intersections
- Residence
- Project Site
- Wind Turbine Generator
- Site Compound
- Substation
- Energy Storage Facility

Existing powerlines:
- 132kV
- 330kV

Proposed powerlines:
- Overhead (high voltage)
- Underground (medium to low voltage)
- Overhead (medium to low voltage)

COMPANY				
UUNGULA WIND FARM PTY LTD				
TITLE				
Transport Map 1				
DATE	SCALE	DWG NO	REV	VER
20/04/2022	1:70000	UWF-129	D	2
DRAWN BY	CHECKED BY	SHEET	JOB NO	SIZE
B KRONENBERG	M FLOWER	1 OF 1	110247	A3

Figure 2: Development Consent Road Upgrades

4.1.1 Twelve Mile Road / Goolma Road Intersection Upgrade

An amendment request to Condition B30 of the Consent for the timing of the Goolma Road / Twelve Mile Road intersection upgrade was submitted by Squadron Energy (SQE) to the Department of Planning and Environment (DPE) on the 2 November 2023 for the Planning Secretary's consideration. The submission, with conditional support from TfNSW and the DRC, was to alter the completion of the upgrade 'prior to commencing construction' to 'prior to any use by over-dimensional vehicles'.

Approval from the Planning Secretary and the DPE was received on 23 November 2023 (Appendix E – Condition B30 Amendment Approval) to use the current intersection located on Twelve Mile Road and Goolma Road for light and heavy vehicles for construction:

- as long the new intersection is constructed and the old intersection is removed and closed prior to the route being used for OSOM; and
- subject to the TMP being updated in consultation with TfNSW and Council, approved and implemented to safely manage construction traffic:
    - prior to construction commencing (for construction stage prior to OSOM); and
    - further updated prior to OSOM using the new intersection.

As defined in Condition B30, OSOM movements associated with the project must not occur via the existing alignment of Goolma Road/Twelve Mile Road or commence until completion of the Goolma Road/Twelve Mile Road intersection upgrade.

The Twelve Mile Road/Goolma Road intersection upgrade is expected to commence in April 2025, subject to all requirements of the associated Works Authorisation Deed (WAD) being satisfied and Road Occupancy Licence (ROL) being granted.

Based on the proposed Staging of the intersection upgrade works it is anticipated that the Twelve Mile Road/Goolma Road intersection upgrade works will take approximately 9 months to complete.

It is noted that the Wind Farm construction is expected to commence in early to mid-April 2025. As such, some of the wind farm construction activities (and associated construction traffic movements) are expected to commence prior to the Twelve Mile Road / Goolma Road intersection upgrades commencing.

Below is a high-level summary of the key wind farm construction activities that may be undertaken prior to or concurrently with the Twelve Mile Road/Goolma Rd intersection upgrade, with indicative start and finish dates.

Wind Farm Construction Activity	Scheduled Start	Scheduled Finish
Construct main wind farm construction compound and facilities establishment and commissioning.	Early-mid April 2025	May 2025
Construct the wind farm switching station compound.	Early-mid April 2025	May 2025
Construct the wind farm switching station.	April 2025	Ongoing

Construct site access tracks to access the substation compound.	Early-mid April 2025	Ongoing
Construct the wind farm substation compound.	May 2025	Ongoing
Construct the wind farm substation.	May 2025	Ongoing
Commence construction of wind farm access tracks and turbine pads.	Early-mid April 2025	Ongoing

Wind farm construction traffic will access Twelve Mile Road via the existing Goolma Road intersection until such time as the new Goolma Road intersection has been constructed and opened to public traffic.

The safe access of wind farm construction traffic through the existing Twelve Mile Road/Goolma Road intersection will be managed through the use of temporary traffic control plans, a construction traffic and access management plan and Traffic Guidance Schemes (TGS) to be implemented by the contractor in association with the intersection upgrade (refer to Section 6.2 for details of these traffic management and control measures). These plans will incorporate safety measures to ensure use of the intersection prior to completion, will adequately protect road users and construction personnel.

4.1.2 Approved Relocation of Secondary Intersections – Uungula and Ilgingery Rd

In September 2023, UWF obtained the Planning Secretary's approval (refer to Appendix F) for the relocation of two secondary intersections identified in the Development Consent Appendix 7, being:

- Uungula Road Secondary Intersection - relocated approximately 750 metres to the north-west on Uungula Road, to accommodate internal road design; and
- Ilgingery Road Secondary Intersection - relocated approximately 300 metres to the west along Ilgingery Road, to accommodate internal road design. The internal road will approach Ilgingery Road from the north-east, from Turbine No. 105.

The final locations of these secondary intersections will be subject to final design and micro-siting of internal access tracks.

4.2 Road Upgrades required along the OSOM Transport Route

Road infrastructure upgrades will be required to enable over-dimensional vehicles to transport wind turbine components and other oversize equipment from the Port of Newcastle to the site of the Uungula Wind Farm.

The road infrastructure upgrades along the OSOM Transport route have been identified and assessed in Appendix M of the EIS and updated in Appendix E of the Transport Management Plan (OSOM TMP Version 8) for the Uungula Wind Farm. The OSOM Transport route also overlaps with the 'Port to REZ' OSOM route proposed by the Energy Corporation of NSW (EnergyCo) for the Central West Orana Renewable Energy Zone (REZ).

EnergyCo has confirmed that the OSOM road infrastructure upgrades required for the Uungula Wind Farm are incorporated in the Port to REZ scope of work and the associated Review of Environmental Factors prepared by EnergyCo and approved by Transport for NSW (TfNSW). EnergyCo has also confirmed that these works are due to commence in early 2025 and the necessary works to facilitate the Uungula Wind Farm will be completed in time to avoid any delays to the delivery of OSOM vehicles to the site in accordance with the TMP.

Any road upgrade designs required that are not covered by the EnergyCo Port to REZ scope, will be further developed and finalised in consultation with the relevant Roads Authorities. The appropriate authorisations and permits will be obtained from the Roads Authority prior to commencing the road upgrade work. Squadron Energy considers that remaining road infrastructure upgrades closer to the site, from the intersection at Goolma Road and Twelve Mile Road, are covered by the Uungula Wind Farm State Significant Development consent for the project.

5. Road Maintenance / Dilapidation Reports

Condition Number	Condition
B31	***Road Maintenance*** *The Applicant must:* *(a) undertake an independent dilapidation survey to assess the:* • *existing condition of Twelve Mile Road on the transport route, and the sections of Uungula Road, Wuuluman Road and Ilgingery Road (described in Condition B29), prior to construction, upgrading or decommissioning works; and* • *condition of Twelve Mile Road on the transport route, and the sections of Uungula Road, Wuuluman Road and Ilgingery Road (described in Condition B29):* – *within 1 month of the completion of any construction, upgrading or decommissioning works;* – *on an annual basis during construction works;* – *rehabilitate and/or make good any development-related damage.* *(b) repair Twelve Mile Road, on the transport route, and the sections of Uungula Road, Wuuluman Road and Ilgingery Road (described in Condition B29), if dilapidation surveys identify that the road has been damaged during construction, upgrading or decommissioning works;* *in consultation with the relevant roads authority, to the satisfaction of the Planning Secretary.*

5.1 Dilapidation Reporting

5.1.1 Pre and Post-construction - Dilapidation Reporting

A pre-construction dilapidation report was developed in 2023. The report will be updated prior to commencing construction incorporating all upgrades to Twelve Mile Road. A post-construction dilapidation report will be developed following completion of construction works. Dilapidation surveys will be undertaken in accordance with the guidelines and standards established by Austroads and the Consent Condition B31.

The methodology will include:

1. Pre-construction inspection, 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. Post-construction inspection to record any observable change in the road pavement condition.
4. Ongoing monitoring during warranty and defects periods for repair work.

The extent of the dilapidation surveys for regular construction traffic is proposed along Twelve Mile Road on the transport route and the sections of Uungula Rd, Wuuluman Rd and Ilgingery Rd.

The dilapidation report is required to be provided to TfNSW and DRC for consultation and approved by the Planning Secretary prior to construction-related transport occurring on public roads, in particular the local road network.

The inspection method to determine the local road condition and transport as well as the

survey methodology is:

- 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 – structural inspection 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.

Reporting will include street location, identifying features, photos and condition information for existing defects. This information will be collated and provided to Council (and TfNSW as relevant) prior to the use of the local road network for construction transport activities:

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

The reporting will document the review record / comment form from relevant road authorities. Once prepared and reviewed by the relevant road authorities, the dilapidation reports are to be submitted for the approval of the Planning Secretary.

On an annual basis during construction and within one month of the completion of all construction activities, a report will be prepared to assess any damage to the road that may have resulted from the construction of the Project. The same methodology outlined in pre-construction will be implemented to undertake the survey.

Any damage resulting from construction traffic, except that resulting from normal wear and tear, would be repaired to pre-existing conditions. The proponent would outline the proposed works, design criteria, location and scheduling of the work for approval by the relevant road authorities. Alternatively, a monetary contribution amount would be negotiated. In the event of a dispute between the proponent and Council or TfNSW on repair techniques, designs and the like, the matter would be referred to the Planning Secretary for resolution.

5.1.2 Decommissioning – Dilapidation Reporting

Decommissioning of the wind farm would occur after approximately 30 years of operation. Dilapidation surveys will be undertaken prior to the commencement of decommissioning activities and within one month after the completion of decommissioning activities.

In accordance with Condition C2 of the Development Consent, the TMP will be updated to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning on the Site. At this time, the TMP will be updated to detail the extent and scope of the pre and-post decommissioning phase dilapidation surveys, which will be developed to suit the local and regional traffic and road conditions/ requirements at the time. The decommissioning phase dilapidation survey requirements will be developed in consultation with the relevant road authorities.

5.2 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 as soon as practicable after the damage is identified and within a response time deemed (in conjunction with Council and/or the relevant roads authority) as reasonable. Urgent repairs, which threaten the safety of road users would be undertaken immediately in consultation with TfNSW and Council.

Repair work undertaken before the post construction dilapidation report would be in accordance with restoration requirements found in Road Opening Permit/s. Photos will be taken and placed on record after repairs are undertaken. The Council and TfNSW representative/s would be invited to inspect works and provide sign-off.

Any repairs identified during the annual and post construction dilapidation survey will be undertaken in consultation with the relevant roads authority and to the satisfaction of the Planning Secretary.

6. Traffic Management Measures

Condition Number	Condition
B32	***Unformed Crown Roads*** *The Applicant must ensure any unformed Crown road reserves affected by the development are maintained for future use, unless otherwise agreed with the DPIE Crown Lands.*
B33	***Traffic Management Plan*** *Prior to commencing road upgrades, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Planning Secretary. This plan must include:* *(a) details of the transport route to be used for all development-related traffic;* *(b) details of the road upgrade works required by condition B30 of Schedule 2 of this consent;* *(c) details of the measures that would be implemented to:* • *minimise traffic safety impacts of the development and disruptions to local road users during construction, upgrading or decommissioning works, including:* – *details of the dilapidation surveys required by Condition B31;* – *temporary traffic controls, including detours and signage;* – *notifying the local community about development-related traffic impacts;* – *procedures for receiving and addressing complaints from the community about development-related traffic;* – *minimising potential cumulative traffic impacts with other State significant development projects in the area;* – *minimising potential conflict between development-related traffic and rail services, stock movements and school buses, in consultation with local schools, including preventing queuing on the public road network;* – *implementing measures to minimise development-related traffic on the public road network outside of standard construction hours;* – *minimising dirt tracked onto the public road network from development-related traffic;* – *details of the employee shuttle bus service (if proposed), including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service;* – *encouraging car-pooling or ride sharing by employees;* – *scheduling of haulage vehicle movements to minimise convoy length or platoons;* – *responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;* – *ensuring loaded vehicles entering or leaving the site have their loads covered or contained;* – *responding to any emergency repair or maintenance requirements;* – *a traffic management system for managing over-dimensional vehicles; and* – *fatigue management.* • *comply with the traffic conditions in this consent;* *(d) include a drivers code of conduct that addresses:* • *travelling speeds;* • *procedures to ensure that drivers to and from the development adhere to the designated over-dimensional and heavy vehicle routes;* • *procedures to ensure that drivers to and from the development implement safe driving practices; and* • *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.*

6.1 Crown Road Reserves

The project has been designed and will be constructed to ensure that the future use of any unformed Crown Road Reserve will not be compromised by the development.

6.2 Traffic Management and Controls

6.2.1 Contractor Traffic Plans and Controls

The civil contractor will prepare and implement a Construction Traffic and Access Management Plan (CTAMP) to further manage the construction related traffic. The CTAMP will identify and manage traffic management risks, requirements and controls for the Project, in line with this TMP.

Temporary traffic control plans will be prepared by the construction contractor in accordance with the TCWS manual and *AS 1742.3*.[2] The plans will identify traffic control personnel, spotters and/or signage and devices, fencing, lighting and safety barriers on public roads.

Information and advance warning signage will be installed at the work sites and the surrounding road network for:

- protection of workers;
- adequate warning of changes in road surface condition and the presence of personnel or plant engaged in work on the road; and
- adequate instruction of road users and their safe guidance through, around or past work site(s).

The potential traffic control measures to be used during construction work will include:

- single-lane alternate (stop / slow) operations which may result in short-term delays;
- transport haulage operations and OSOM vehicle movements, which may impact other vehicles in the vicinity of haulage operations; and
- short-term lane closures with reduced speed limits, which may result in short-term delays.

Notifications would be prepared for the local community as outlined is *Section 6.3 of this TMP*.

6.2.2 Traffic Guidance Schemes (TGSs)

Detailed Traffic Guidance Schemes (TGSs) will or have been developed by the construction contractor for:

- Intersection upgrade of Goolma Road / Twelve Mile Road (Table 3).

2 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

- Intersection treatment works at the primary Site access point off Twelve Mile Road and the secondary Site access intersections / cross-overs along Uungula Road and Ilgingery Road (Table 3).
- Modifications works for OSOM deliveries, especially along the local road network (Table 3).
- Traffic control for OSOM deliveries (where large vehicles need to execute problematic manoeuvres on public roads) Appendix B.

6.2.3 Traffic Control Devices and Measures

On completion of short-term traffic control (one shift or less), all temporary traffic control signage and devices associated with the works / shift will be removed or covered. Any long-term traffic control devices and measures would remain in place until no longer required and then would also be removed.

Flashing arrow signs (vehicle or trailer mounted units) may also be used to protect the workforce and provide driver guidance during the installation, or removal of lane closures or during the initial implementation of traffic route alterations.

Portable variable message signs (VMS) may be deployed during the works to inform motorists of any significant changes to the road network.

Consideration will be given to installing truck mounted attenuators (TMAs) on vehicles to be used:

- to effect lane closures on multi-lane section of roads; and
- as shadow vehicles on mobile works as a device for traffic management and to protect workers.

Temporary speed zones will be implemented during road works to assist in controlling the speed of traffic through roadwork sites. Any reduced road speed zones would be implemented during works on public roads as per the Traffic Control At Work Stites (TCAWS) manual with approval from TfNSW. All non-applicable or redundant speed limit signs will be securely covered or removed (not turned around) during any period for which roadwork speed limits apply. Appropriate records will be kept for seven years of the locations, dates and times that road work speed limits are in operation.

6.2.4 Construction Inspections and Monitoring

During construction, the site will be monitored by the site supervisor. Signage, delineation and pavement markings that impact on public road users will be monitored daily during site operating hours (as per the TCAWS manual guidelines).

The following monitoring will occur during construction:

- Inspection and maintenance monitoring for the local road access network to ensure road conditions are maintained in a safe state.
- Monitoring of internal access tracks to ensure safe access.
- Additional traffic monitoring may be undertaken in response to complaints or incidents regarding traffic.
- Inspection of traffic control in accordance with the TCAWS manual including:
    - Daily pre-start and pre-close down inspections of short-term traffic control;

- Weekly inspections of long-term traffic control;
- Night inspections of long-term traffic control; and
- Pre-opening inspections of traffic switches.

Records including TGSs and Road Occupancy Licences (ROL) implemented for pedestrian management, lane closures, etc., will be maintained on site. Any 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.

6.3 Local Community Notification

The Community Consultative Committee (CCC) including community members and stakeholders held their first forum on Monday 11 February 2013 (*Condition A20* of the Consent). Forums are typically bi-annual providing details of transport-related construction, traffic delays, detours and other traffic impacts.

On-going community consultation activities with relevant stakeholders, resident landholders, emergency services, local businesses, school bus companies and other major projects in the area may include:

- notifications, prior to commencement of any significant works, to local residents, local newspapers, and on the project website;
- notifications on a case-by-case basis as construction progresses, including via the project website, shop front, local councils, local residents, newsletters and the Community Consultative Committee; and
- a dedicated telephone contacts list to enable any issues or concerns to be rapidly identified and addressed.

The following measures will be undertaken where the works impact on the travelling public.

- Changes including road and lane closures and road changes in advance using appropriate traffic control signage for motoring public.
- Variable Message Sign (VMS) will be utilised in advance of road closures, major detours and for expected traffic delays.
- VMS will be used for advance warning for long-term vehicle detours, which may be replaced with static signs during the detour period.
- Pedestrians and cyclists will be provided with advance warning traffic control signs and static signage for long-term detours.
- Warning signs will be placed near each of the primary and secondary site access points informing road users of construction traffic exiting and entering the site as per the TCAWS manual.

Uungula Wind Farm Pty Ltd is responsible for the dissemination of information to the community including impacts to residents, DRC, Warrumbungle Shire Council, motorists, businesses and the community. Table 4 summarises the proposed communications to be implemented for this TMP.

Table 4 Communication Notifications

Notification	Communication
Community notice	Major Project milestones Expected period of OSOM deliveries to affected business owners and residents at significantly affected intersections. Major traffic disruptions including detours, notice of expected traffic delays.
E-mail	General Project information Direct contact with individuals/companies providing regular updates, e.g. sensitive noise, traffic affected
Community information centre	General Project information Major Project milestones Construction access locations and designated OSOM and heavy vehicle transport routes
Internet	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
Press Release	Major Project milestones Long-term road closures
Community Consultative Committee	Major Project milestones Expected period of OSOM deliveries Major traffic disruptions including detours, notice of expected traffic delays, restricted access, etc.
Variable message signs	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 information line, via e-mail or to the project office.

6.4 Receiving and Addressing Complaints

A 24-hour telephone number, postal and e-mail address to receive complaints and respond to enquiries has been established during the construction and operation periods and is provided on the website. All community liaisons are recorded and responded to within 48 hours. The complaints register includes:

- Date and time of complaint.

- Type of communication (telephone, mail, meeting, e-mail, etc.).
- Name, address, contact telephone number of complainant / enquirer (if possible).
- Nature of the complaint and enquiry.
- Actions and implementation time frame.
- If no action was taken, the reason no action was taken.
- When and how the complainant was notified of the outcome.

For traffic / transport related complaints, the following management measures will be considered:

- 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 Planning Secretary).
- Variation to construction hours (where permitted in accordance with the development consent or otherwise seeking agreement from the Planning Secretary).
- Failure to comply with the Driver's Code of Conduct (Section 6.26) may result in dismissal of specific operator(s) from the Project.
- Road damage allegations will be investigated and if determined to be project-related, action will be implemented to rectify / repair the road damages.

6.5 Police and Emergency Services

Police and Emergency Services including the NSW Rural Bushfire Service will be notified of relevant construction activities in a timely manner. Regular updates will be provided to emergency services via emails and face to face. Updates may include changes to traffic control (e.g. short-term lane closures, stop / slow traffic control, etc.), road conditions and worksite access locations.

If the New South Wales Police Service, Emergency Services, TfNSW and TfNSW Transport Management Centre (TMC) are managing an incident, the Project team:

- Will comply with all instructions and directions by the New South Wales Police Service, Emergency Services, TfNSW and TMC in relation to any proposed full or partial road closure(s).
- Will 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 New South Wales Police Service, Emergency Services, TfNSW and TMC.
- Shall act in accordance with any instructions issued by the New South Wales 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).

Traffic will be maintained along existing public roads under traffic control throughout construction of the site accesses. The arrangements during operation will not change any access public roads for emergency vehicles.

6.6 Cumulative Traffic Impacts

There are several road projects that may conflict with the OSOM movements currently planned for Q4 2024 and Q4 2025. These projects have been identified in the OSOM TMP, which will be regularly reviewed. Transport operations will check proposed worksites daily to manage transport movements through each work site. Known major developments or projects may also result in cumulative impacts in conjunction with the Uungula Wind Farm Project summarised in Table 5.

Table 5 Cumulative Impacts

Project name	Project development status, as at March 2024
Liverpool Range Wind Farm	Progressive commencement of operations from 2025 to 2027
Forest Glen Solar Farm	In development with projected operation date of 2024
Cobbora Solar Farm	In development with construction projected to commence in 2025.
Dubbo Project (formerly known as the Dubbo Zirconia Mine)	Project construction has begun with preliminary site works. Project is "construction ready", however, is unclear on a construction timeline.
Wellington North Solar Farm	Currently under construction
Maryvale Solar Farm	Construction estimated to commence mid-2024, with operations commencing 2026.
Mumbil Solar Farm	Project shelved – suspension announced, or no progress observed for at least two years
Stubbo Solar Farm	In construction
Wollar Solar Farm	Construction started Feb 2023 (estimated for completion mid 2024)
Spicers Creek Wind Farm	Submission report phase.

Mitigation measures to reduce the impact of shared OSOM and heavy vehicle transport routes includes, but is not limited to:

- Notifying other wind farm contractors of the projected Uungula Wind Farm Project OSOM deliveries to minimise potential conflict between road transport movements along the common Golden Highway, Saxa Road and Goolma Road routes.
- Notifying other wind farm contractors of any changes to traffic control (e.g. short-term lane closures, stop / slow traffic control), road conditions and worksite access locations as a result of the Uungula Wind Farm Project.

- Regular meetings during concurrent construction activities between staff from all the wind farm / solar farm projects and their respective construction / transport contractors to discuss load deliveries and plans to minimise potential traffic congestion and conflicts.
- Independent scheduling of construction activities and deliveries for each project so that they do not overlap to minimise road transport movements.
- Region-wide traffic management.
- Shared road infrastructure upgrade works.
- Targeted dilapidation and reinstatement programs.
- Collective community consultation programs.

There are no known / planned road or other work sites adjacent or within the immediate area that would likely impact on the current traffic and transport network.

6.7 Potential Conflict Management

6.7.1 Public Transport / Rail Services

There are no regular public bus services in the vicinity of the Project Site or the general Wellington / Wuuluman / Uungula region.

The nearest train station is located at Wellington, almost 20 km to the west. Rail services and the road network servicing this train station will remain unaffected by the Project works due to their location from designated transport routes and/or roadwork sites associated with the Project.

6.7.2 Stock Movements

The designated OSOM and heavy vehicle transport route passes Traveling Stock Reserves (TSRs) on Saxa Road and Twelve Mile Road. The grazing industry uses TSRs for grazing stock. Local Land Services is responsible for the care, control and management of TSR land.

The movement of stock on a TSR or along a public road requires a permit. The permit enables stock movement over TSRs between sunrise and sunset and must be applied for at least two working days in advance. Approved stock warning signs must be displayed when stock is moving or grazing near or on a public road.

Scheduling of OSOM movements will generally occur overnight and outside of the stock permit hours to minimise potential conflicts with stock movements. Light vehicle traffic will travel on the roads during standard construction hours and may encounter stock movements at TSRs. Heavy vehicles movements will generally occur during standard construction hours with potential for overlap with stock movements at TSRs.

To manage unavoidable conflicts with TSRs and travelling stock, heavy and light vehicle drivers will be advised of possible livestock encounters and their requirement to adhere to safe driving practises at all times. The Driver's Code of Conduct (Section 6.16) specifies the drivers requirement to reduce speed when encountering a stock warning signs.

6.7.3 School Buses

There are no schools or school speed zones along the designated OSOM and heavy vehicle transport route. Several school bus routes operated by Ogden's Coaches use Saxa Road,

Goolma Road and Twelve Mile Road which may be impacted.

Ogden's coaches were provided a copy of this TMP for review and comment. Discussions were held to identify measures to be implemented to minimise potential conflict with school bus movements. No feedback or response was provided by Ogden's. No further consultation has occurred.

The Ogden's Coaches website provides school bus routes timetables in the area. All school bus routes operating along Saxa Road, Goolma Road and Twelve Mile Road were reviewed. To minimise interruption to the school bus routes, OSOM deliveries will occur outside school hours:

- OSOM vehicle movements will not occur along Saxa Road / Goolma Road / Twelve Mile Road between 7:30 am and 8:30 am or 3:30 pm and 4:30 pm on a school day.
- OSOM loads will not leave the site entrance between the hours of 2:30 pm and 4:30 pm.

Lay-by areas and rest stops along the designated OSOM and heavy vehicle transport route will be utilised to minimise traffic flow restriction during bus operational periods.

School bus operators will be notified of any planned works along school bus routes (*Section 6.3)*. Traffic management restricting traffic flow along Saxa Road / Goolma Road / Twelve Mile Road will be avoided during school bus operational periods.

Heavy vehicle movements during school drop-off and pick-up (8:00 am to 9:30 am and 2:30 pm to 4:00 pm) on school days will be avoided where possible to prevent conflicts with school buses and associated traffic. The Contractor will ensure appropriate training is provided during inductions and provided in the Driver's Code of Conduct.

6.7.4 Pedestrians and Cyclists

Some of the project construction works for the road upgrades and access 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 area, safe cyclist and pedestrian access will be maintained at all times through or around worksites during the construction phase. Pedestrians and cyclists will be provided with advance warning traffic control signs and static signage for long-term roadworks.

Local bicycle and walking groups will be updated as part of ongoing consultation on traffic controls / conditions throughout the works.

6.7.5 Commercial and Residential Property Access

There are no expected impacts to existing commercial or residential property access and these will be retained.

6.7.6 Special Events

Special events, including Wellington Show (May), Dunedoo Show (February) and Gulgong Show (February) are typically held annually. These and other similar events are generally located in urban centres away from the main through transport routes. The scheduled events are not expected to be impacted by the Project works.

6.8 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 the following circumstances:

- Activities that are inaudible at non-associated residences.
- The delivery of materials requested by the NSW Police Force or other authorities for safety reasons including the delivery of components by OSOM vehicles from the Port Newcastle.
- Emergency work to avoid the loss of life, property and/or material harm to the environment;
- Or otherwise approved by the DPHI.

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

It is anticipated that, subject to 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 7am, the provision for school bus routes (Section 6.7.3) prevails.

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 would be ensured by a combination of vehicle illumination, pilot / escort vehicles and detailed operational procedures produced as part of the NHVR permit approval process.

6.9 Soil Tracking / Covered Load Management

The operators of all vehicles associated with the Project will maintain a high level of vehicle maintenance. The following requirements will be exercised at all times:

- ensure their vehicle complies with relevant State legislation in relation to roadworthiness and modifications;
- undergo regular vehicle checks and maintenance;
- ensure that all loads are appropriately covered to restrict debris onto the public road network; and
- ensure vehicles have correctly fitted mufflers to minimise noise disturbance.

In order to minimise the potential for on-site soil and other debris being tracked onto the public road network at site accesses, soil shaker grids will be installed at all site access points. Regular inspection and cleaning will be undertaken during the construction and commissioning works to inspect for soil tracking onto public roads.

6.10 Construction Parking

Parking of staff vehicles and queuing of heavy vehicles on public roads during construction would be avoided as sufficient on-site parking and manoeuvring areas will be available. Designated areas for the standing / manoeuvring of trucks and parking would be provided within the Site during construction.

Staff car parking during wind farm construction and operation will be located within the Site and shall be designed in accordance with *AS2890.1*. Parking shall be on formed laydown and hardstand areas.

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

The site workforce will be encouraged to use car-pooling and ride-sharing from nearby centres to minimise construction and operational staff trips. Information will be provided during inductions on the benefits of car-pooling / ride-sharing. There is the potential to transport construction staff to site by shuttle buses from off-site hubs, which if utilised, could reduce the peak staff traffic generation.

Detailed plans and strategies for shuttle bus or car-pooling activities will be investigated by the EPC Contractor and their sub-contractors. If the EPC Contractor elects to implement a shuttle bus, drop-off and pick-up locations and parking arrangements will be determined in consultation with council dependant on:

- The location of employee accommodation
- Staff roster arrangements
- Subcontractor requirements

Pick-up and drop-off locations will consider dispersed car parking at multiple locations away from facilities, businesses and the Wellington CBD to reduce impacts to local residents and businesses. Shuttle bus services and details if implemented will be updated in the TMP.

6.12 Haulage Vehicle Scheduling

Haulage vehicle movements will be scheduled to minimise local traffic disruption and decreased safety risks. The timing of the deliveries must meet with the requirements of the NHVR permit, any out-of-hours (OOH) permits (where work to unload or load occurs immediately prior to or after the delivery), and ROL (where a licence applies to the delivery).

Fleet management measures include:

- Scheduling local deliveries to site during standard work hours and where practicable outside of peak travel periods, to mitigate safety issues on local roads, reduce disturbance for residences and minimise convoy length or platoons.
- Limiting trips number per day by consolidating transport, where practicable.
- All vehicles will enter and exit the site to/from the public road network in a forward direction only.
- All vehicles generated by construction staff will be accommodated within on-site parking areas.

- Notifying and consulting with other wind farm contractors of the projected Uungula Wind Farm Project OSOM deliveries to minimise any conflict between road transport movements along the common Golden Highway, Saxa Road and Goolma Road routes.
- Scheduling of OSOM transport deliveries to avoid school bus routes along Saxa Road, Goolma Road and Twelve Mile Road, ensuring that OSOM vehicles do not use these roads between 7.30 am and 8.30 am and 3:30 pm to 4:30 pm, unless in case of an emergency.
- OSOM transport that passes through any school zones along the designated OSOM and heavy vehicle transport route would be avoided during school drop-off and pick-up times (8:00 am to 9:30 am and 2:30 pm to 4:00 pm) on school days to prevent conflicts with school traffic and buses.
- Scheduling of OSOM transport deliveries to minimise platoons and convoys of vehicles along public roads, unless required by a NHVR permit.
- Managing transport operations including provision of warning and guidance signage, traffic control devices, temporary construction speed zones and other temporary traffic control measures.
- Undertaking community consultation before and during OSOM and night transport activities.
- Community information in regard to OSOM and heavy vehicle movements to include contact details to ensure community concerns are logged and addressed.

6.13 Local Climatic Conditions

As part of the Driver's Code of Conduct, vehicle operators are required to drive appropriately to local climatic conditions that may affect road safety such as fog, dust, wet weather and flooding. Site toolbox talks will be carried out for site personnel and vehicle drivers to update them on adverse road conditions and any site access issues.

6.14 Traffic Management of OSOM Vehicles

A NHVR permit is required for road access for OSOM vehicles along the public road network from areas of component import or manufacture. Any permits under the Heavy Vehicle National Law (NSW) for the use of OSOM vehicles on the road network will also be obtained prior to the commencement of OSOM vehicle transport tasks.

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

OSOM vehicles, generally vehicles that are greater than 25 m length or 3.5 m width, will have a pilot(s) as per the road authority requirements. Extremely long or wide vehicles may require a police escort. Other conditions in the TfNSW publication *'Additional Access Conditions: Oversize and overmass heavy vehicles and loads*' will be followed.

Transport Companies are responsible for obtaining all required approvals and permits from NHVR, TfNSW and local Councils and complying with approval conditions.

The designated OSOM transport routes will be inspected and any road infrastructure

modification works and/or bridge strengthening works (in addition to the works already identified by the specific route assessments undertaken) would be identified and acted on.

Traffic management for OSOM vehicles will be completed when crossing identified intersection / road section defined in road authority permit conditions.

Rest Stop Areas

Suitable rest stop areas in the designated OSOM transport route include Whittingham, Mount Thorley, Warkworth, Sandy Hollow, Gungal, Merriwa and Cassillis (Golden Highway). Rest area use may be shared and coordinated with OSOM deliveries for other wind farm development transport contractors and TfNSW to ensure sufficient available parking space for all project vehicles. Typically pilot or escort vehicles will scout ahead of the load to ensure a proposed rest area is clear and ready to use by the approaching OSOM vehicles.

Night Transport

It is anticipated that the majority of OSOM transport will occur at night when background traffic volumes are low. This will minimise disruption to other road users. During night travel, all OSOM transport vehicles and escort vehicles will be equipped with flashing lights and illumination of the load. Detailed operational procedures for night transport such as managing oncoming traffic, overtaking and end-of-queue management will be determined in consultation with TfNSW as part of the NHVR permit approval process. Final scheduling is subject to review and approval by NHVR and TfNSW as part of the OSOM transport permit approval process.

6.15 Fatigue Management

The National Heavy Vehicle Regulator (NHVR) has set out guidelines for managing driver fatigue. Fatigue management is a very important component of the transport haulage task, in particular OSOM transport. 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.

6.16 Driver's Code of Conduct

6.16.1 Travel Speeds

All personnel will adhere to site 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 Saxa Road, Goolma Road, and Twelve Mile 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 approach to the primary and secondary site access intersections along Twelve Mile Road, Uungula Road and Ilgingery Road.

6.16.2 Adherence With Designated Transport Routes

All large vehicles, including OSOM vehicles, associated with the Project will follow the approved, designated transport routes and main roads near the project area to minimise impact to the local road network and road users. A map of the approved transport routes highlighting critical locations is attached to the Code.

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.

6.16.3 Safe Driving Practices

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, 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 project and site-specific inductions.

All operators will be comprehensively trained with regard to 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 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.

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

- objectives of the TMP;
- performance goals;
- mitigation measures required to be implemented;
- traffic and access monitoring and reporting requirements; and
- incident investigation and response.

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 site 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 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; and
- keep their vehicle clean and in good mechanical condition to reduce any environmental impact.

The transport contractor is to develop and implement:

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

6.16.4 Monitoring and Reporting

All traffic related complaints will be managed in accordance with the project complaints handling procedures described in the Environmental Management Strategy. 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.

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

- The construction contractor would coordinate with 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 project team 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.
- A written incident notification is to be submitted within seven days after the Applicant becomes aware of an incident. Within 30 days of the incident occurring (or as otherwise agreed to by the Planning Secretary), the Applicant must provide a detailed report covering the following:
  - Summary of the incident.
  - Details of the outcomes of the incident investigation including causation.

  - Details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence.
  - Details of communication with other stakeholders regarding the incident.
- The construction 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 construction 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 emergency evacuation plans.

6.16.5 General

The following general rules / principles would always generally apply to the Driver's Code of Conduct:

- Obey all laws and regulations.
- 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.
- Minimise tracking soil from construction vehicles onto the public road network from the Site.
- Avoid compression braking near sensitive receivers and in built up areas.

- Avoid the use of sounding of horns and reversing alarms 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.
- 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 your task.

7. Incident and non-conformance notification and reporting

7.1 Incident Notification & Reporting

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.

If the Applicant becomes aware of an incident, the Department must be via the Major Projects portal immediately. The notification must identify the Development (SSD-6687; Uungula Wind Farm) and set out the location and nature of the incident.

A subsequent written notification must be given to the Planning Secretary within 7 days after the Applicant becomes aware of an Incident via the Major Projects portal and will:

a) identify the development and application number (Uungula Wind Farm; SSD-6687);

b) provide details of the Incident (date, time, location, a brief description of what occurred and why it is classified as an Incident);

c) identify how the incident was detected;

d) identify when the applicant became aware of the Incident;

e) identify any actual or potential Non-compliance with conditions of consent;

f) describe what immediate steps were taken in relation to the Incident;

g) identify further action(s) that will be taken in relation to the Incident; and

h) identify a project contact for further communication regarding the Incident

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

The Incident Report must include:

a) a summary of the Incident;

b) outcomes of an Incident investigation, including identification of the cause of the Incident;

c) details of the corrective and preventative actions that have been, or will be, implemented to address the Incident and prevent recurrence; and

d) details of any communication with other stakeholders regarding the Incident.

7.2 Non-compliance Notification & Reporting

In accordance with the Development Consent, a Non-compliance is defined as:

An occurrence, set of circumstances or development that is a breach of this consent.

If the Applicant becomes aware of a Non-compliance, the Planning Secretary will be notified in writing via the Major Projects website within seven days of becoming aware of the Non-compliance. The written notification must identify the development and the application number (Uungula Wind Farm; SSD-6687), set out the condition of consent that the development is non-compliance with, the way in which it does not comply, and the reasons for the Non-compliance (if known) and what actions have been or will be, undertaken to address the Non-compliance.

A Non-compliance which has been notified as an Incident does not need to also be notified as a Non-compliance.

8. Other

8.1 Stakeholder Consultation Summary

A number of stakeholders were consulted during the iterative development and preparation of this TMP. Details of the consultation are summarised in Table 6 following.

Table 6 Stakeholder Consultation during preparation of the TMP

Stakeholder	Date	Consultation	Outcome / Response
Dubbo Regional Council (DRC)	3 December 2021	Draft TMP emailed to DRC for review and comment.	DRC provided their comments on 22 March 2022.
	5 April 2022	A meeting was held between DRC and CWPR, to discuss the comments that DRC had provided on 22 March 2022.	Agreement was reached between DRC and CWP - all comments resolved. The Draft TMP was amended accordingly.
	6 April 2022	Email sent to DRC containing a summary of the meeting outcomes. A table identifying all DRC comments and CWPR responses was included.	No further response received from DRC.
Transport for NSW (TfNSW)	December 2021	Draft TMP emailed to TfNSW for review and comment.	TfNSW provided their comments on 31 January 2022. The Draft TMP was amended to address the TfNSW comments.
	21 April 2022	A table identifying all TfNSW comments and CWPR responses was emailed to TfNSW.	No further response received from TfNSW.
	22 September 2023	Revised TMP v004 was emailed to TfNSW for their review and comment	TfNSW provided comments on 3 November 2023.
	5 March 2024	Alignment workshop held at Parkes Office with GE, SQE and TfNSW	TMP was amended accordingly.
	17 April 2024	Follow up meeting held at Parkes Office with GE, SQE and TfNSW	TfNSW provided further comments for TMP review.
	01/07/2024	Received letter from TfNSW outlining further comments.	TMP Updated accordingly.
	29/07/2024	Email correspondence from TfNSW clarifying final comments for TMP review.	
	20/08/2024	Email correspondence from TfNSW clarifying final comments for TMP review.	

Stakeholder	Date	Consultation	Outcome / Response
School bus operator – Ogden's Coaches	9 February 2022	Phone call to discuss the Project and the TMP. Email to provide a copy of the TMP.	Nil

8.2 Review and Improvement

This TMP and its implementation will be reviewed at least every six months from commencement of construction including:

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

The effectiveness of the TGSs and site implementation will be assessed against relevant criteria. This will be reported monthly by the construction contractor to the Principal and during inspections, audit, incident management and compliance tracking. As appropriate, and in accordance with the EMS, reviews and updates may be made to the project risk register, objectives and targets of the TMP.

Specific triggers for TMP Review and Revision include:

- Within 3 months of a submission of an audit report under condition C15 of Schedule 2 of the Development Consent.
- Prior to commencement of construction (per Planning Secretary Approval letter, Appendix E);
- Prior to OSOM use of the new Goolma Road / Twelve Mile Road intersection (per Planning Secretary Approval letter, Appendix E);
- Prior to commencing the wind farm Operations phase; and
- Prior to commencing the wind farm Decommissioning phase.

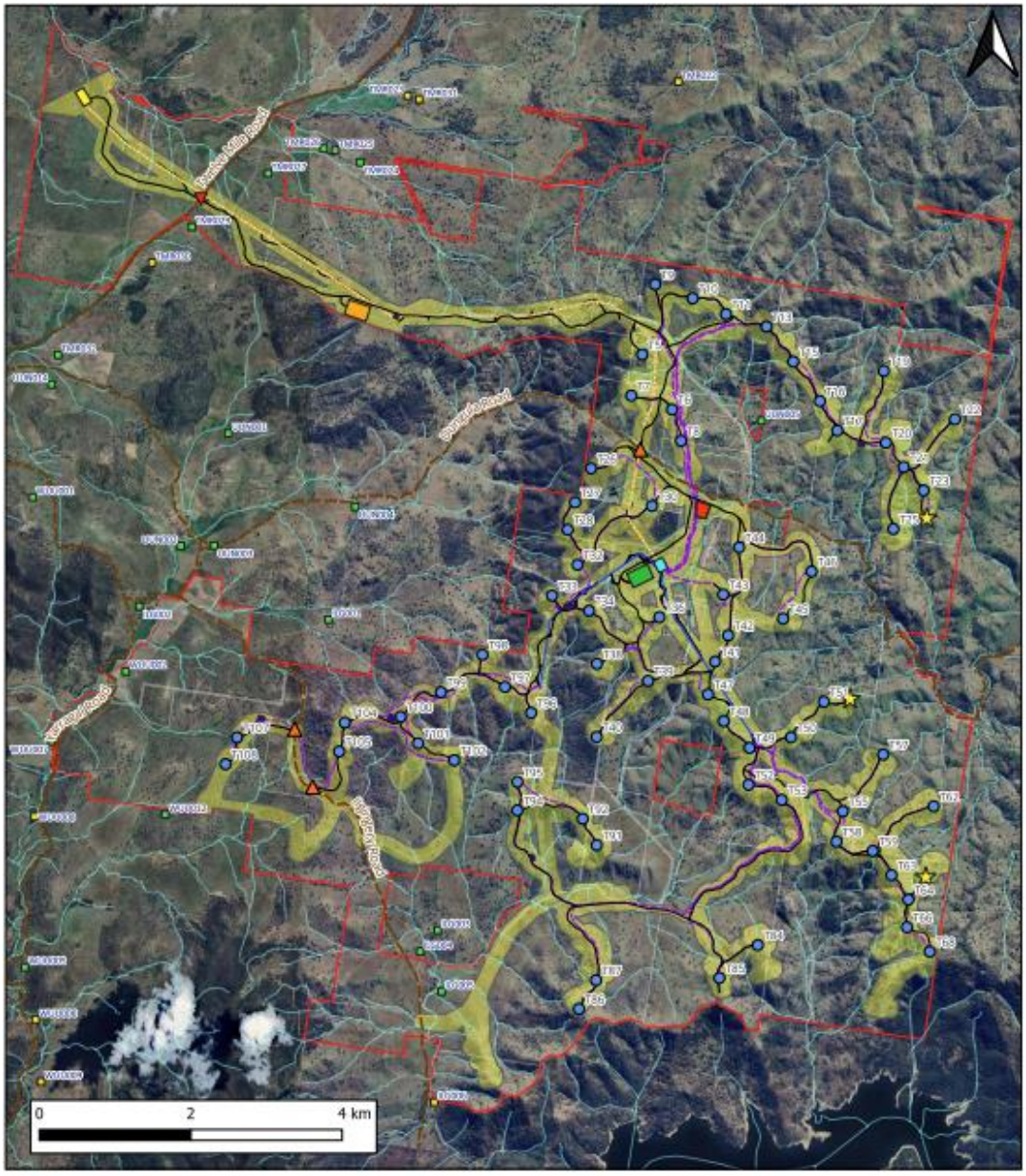
8.3 References

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

- Austroads "Guide to Road Design Part 3: Geometric Design (Edition 3.3)", April 2020
- Austroads "*Guide to Road Design Part 4: Intersections and Crossings – General", 2017*
- Austroads "Guide to Road Design Part 4A: Unsignalised and Signalised Intersections", October 2017
- Austroads "Rural Road Design: A Guide to the Geometric Design of Rural Roads", 2003
- CWP Renewables "Uungula Wind Farm: Environmental Management Strategy", 2021
- CWP Renewables "Uungula Wind Farm – Amendment Report", November 2020
- CWP Renewables "Uungula Wind Farm – Submissions Report", November 2020
- CWP Renewables "Uungula Wind Farm (SSD-6687): Response to Request for Additional Information", 22 January 2021
- NSW Centre for Road Safety "NSW Speed Zoning Guidelines (Version 4.0)", 2011
- NSW Department of Planning, Industry and Environment "*Development Consent for Application number SSD 6687*", 7 May 2021
- Relevant Austroads guides and TfNSW / RMS supplements
- Rex J Andrews "*Transport Management Plan - Newcastle port to Uungula Windfarm REV08*", August 2024.
- RTA "Delineation Guidelines: Parts 1 to 19 & Appendices A & B", assorted dates
- Samsa Consulting "Uungula Wind Farm Project: Transport Assessment", April 2020
- 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 6.0", 14 September 2020

Appendix A

Approved Wind Farm Layout



WTG (69)
Project Site Boundary
Development Corridor

Proposed Powerlines
Internal Overhead Line
Internal Underground Line
Metmast Underground Line
External Overhead Line

Residences
Non-Associated Residence
Associated Residence

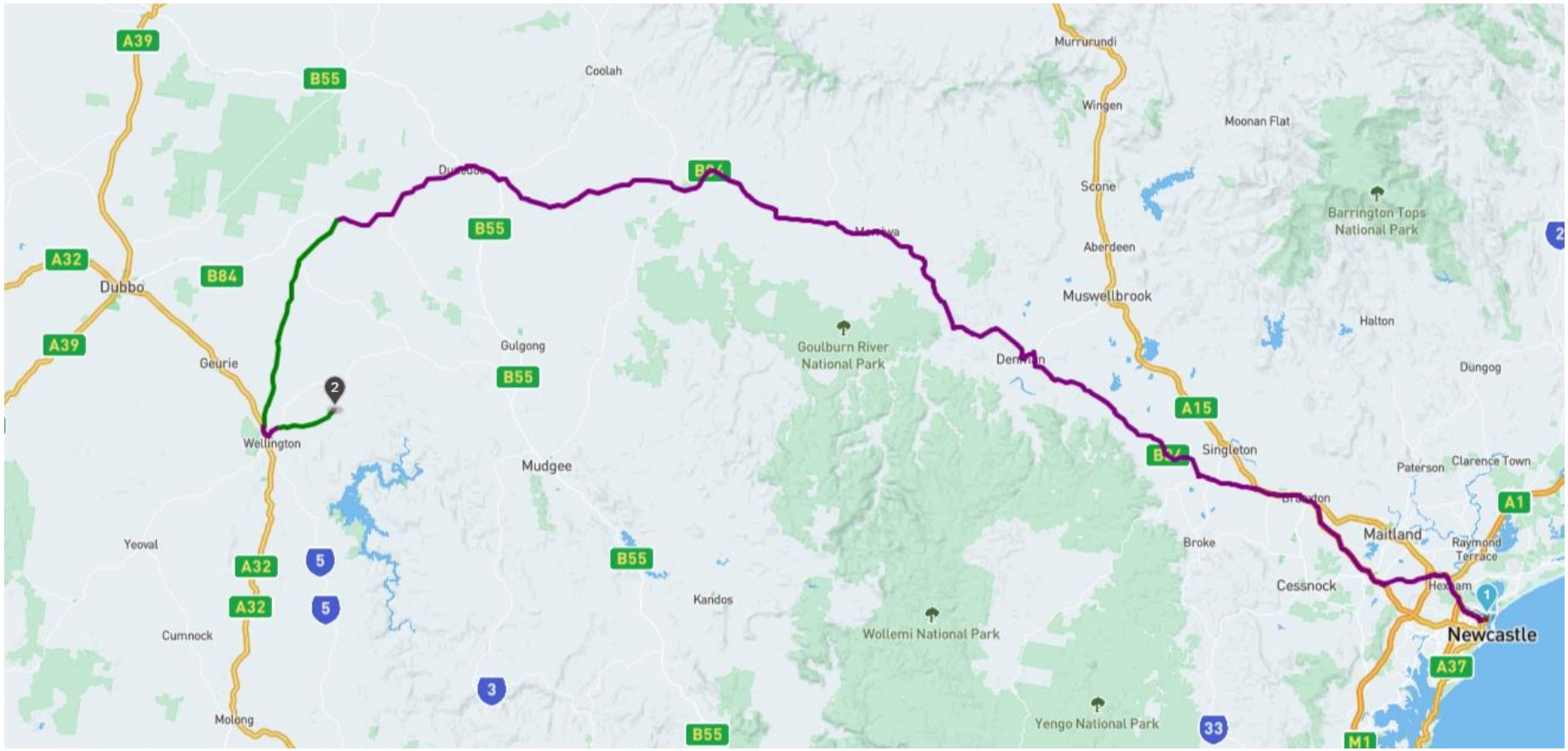
Public Roads
Waterways
Access tracks
Primary site entrance (RHT)
Secondary Intersections
Permanent Metmast
Batch Plant
Collector Sub
Extra Work Space
Site Compound
Switching Sub
Temporary Construction Compound

Company				
SQUADRON ENERGY				SQUADRON ENERGY
Title				
UUNGULA WIND FARM - FINAL LAYOUT PLAN				
Date	Projection	Drawing No	Rev	Ver
7/11/2023	GDA94 Zn55	UWF-02-FLP	2	A
Drawn By	Checked By	Sheet	Proj Code	Size
A GORDIJN	S KIDZIAK	1 OF 1	UWF	A3

Appendix B

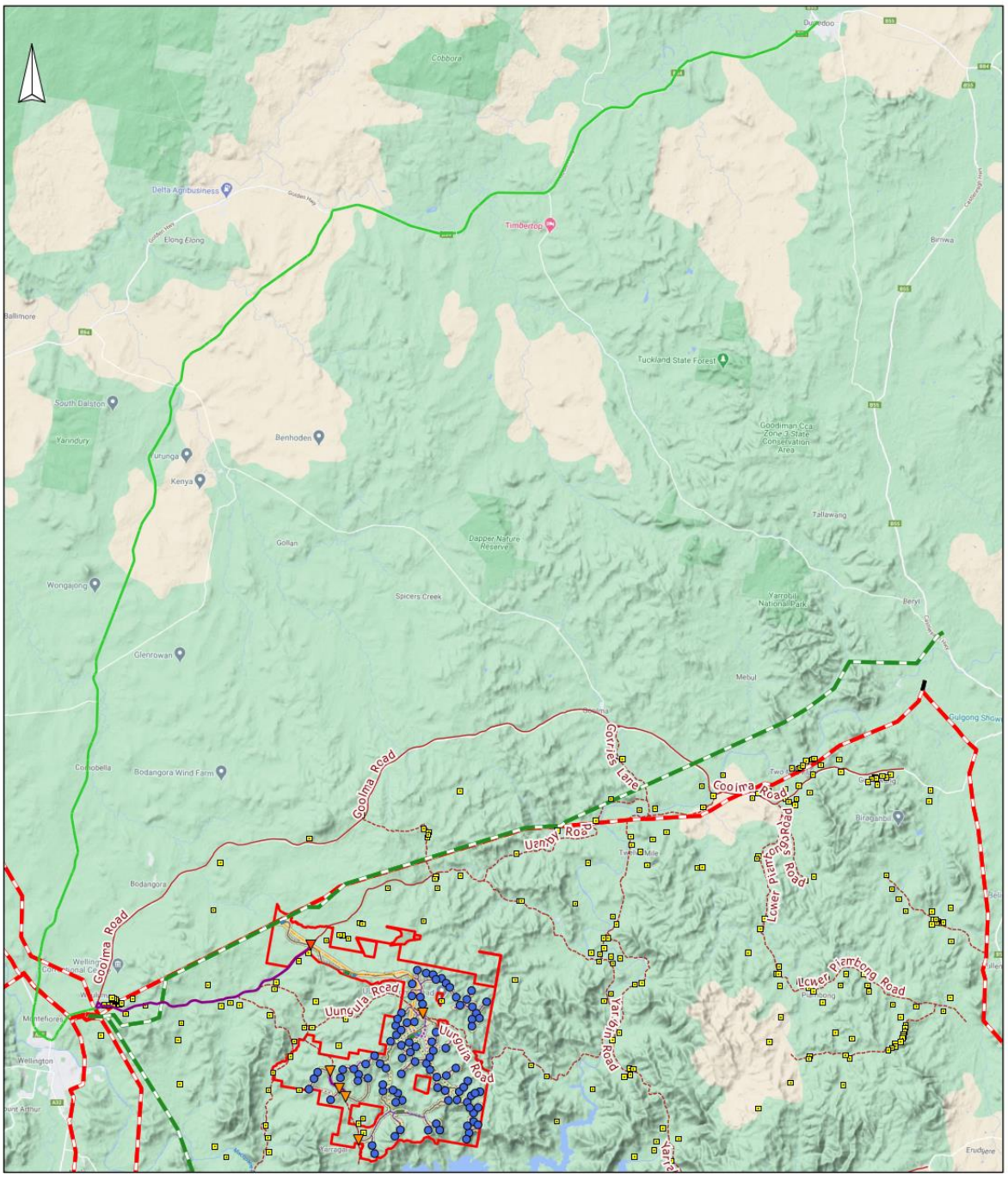
OSOM Transport Route maps

OSOM Transport Route – Port of Newcastle to Site:



Transport Route: Newcastle Port to Uungula Wind Farm
Distance: 395 Kilometres
Via: Selwyn Street, George Street, Industrial Drive, Maitland Road, New England Highway, John Renshaw Drive, Hunter Expressway, New England Highway, Golden Highway, Saxa Rd, Mitchell Highway, Goolma Road, Twelve Mile Road.

Designated OSOM Transport Route – Golden Highway to Site



LEGEND			COMPANY				
Existing Roads:	Primary Project Site entry	**Existing powerlines:**	UUNGULA WIND FARM PTY LTD				
Existing Unsealed Road	Secondary intersections	132kV					
Existing Sealed Road	Residences	330kV	TITLE				
Proposed Transport Route:	Project Site	**Proposed powerlines:**	Transport Map 3				
	Wind Turbine Generator	Overhead (high voltage)					
Indicative OSOM Route	Site Compound	U/G (med to low voltage)	DATE	SCALE	DWG NO	REV	VER
Project Access Route	Substation	O/H (med to low voltage)	20/04/2022	1:200000	UWF-132	C	1
Wind Farm Access tracks	Energy Storage Facility						
SCALE BAR			DRAWN BY	CHECKED BY	SHEET	JOB NO	SIZE
0 10 km			B KRONENBERG	M FLOWER	1 OF 1	110247	A3

Appendix C

Additional Compliance Requirements

Condition	Condition Wording	Commitment to Compliance
EVIDENCE OF CONSULTATION		
A9	Where conditions of this consent require consultation with an identified party, the Applicant must: a. consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and b. provide details of the consultation undertaken including: i. the outcome of that consultation, matters resolved and unresolved; and ii. details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.	Details of consultation completed with an identified party are included in this Management Strategy/Plan/Program.
COMPLIANCE		
A13	The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.	Employees, contractors, and sub-contractors will be made aware of, and are instructed to comply with the conditions of the consent, including the requirements of Management Plans and Strategies that are relevant to the works they carry out. This will be achieved through Project inductions, toolbox talks, and other training and awareness requirements detailed within the Environmental Management Strategy.
COMMUNITY CONSULTATIVE COMMITTEE		
A20	The Applicant must operate a Community Consultative Committee (CCC) for the development in accordance with the Department's Community Consultative Committee Guidelines: State Significant Projects (2016), or its latest version.	A Community Consultative Committee (CCC) was established for the Uungula Wind Farm in accordance with the Department's Guideline. Minutes of the CCC meetings are publicly available via the Project Website, at: http://cwprenewables.com/our-projects/uungula-wind-farm

Condition	Condition Wording	Commitment to Compliance
REVISION OF STRATEGIES, PLANS AND PROGRAMS		
C2	The Applicant must: a)update the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning activities on site; and b)review and, if necessary, revise the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary within 3 month of the: • submission of an incident report under condition C10 of Schedule 2; • submission of an audit report under condition C15 of Schedule 2; or • any modification to the conditions of this consent.	The Proponent will ensure that Management Strategies, Plans, and Programs will be reviewed and updated in accordance with the requirements of this Condition. If a Strategy, Plan or Program is updated, then the Proponent will comply with the requirements of Condition C3 regarding approval.
STAGING, COMBINING AND UPDATING STRATEGIES, PLANS OR PROGRAMS		
C3	With the approval of the Planning Secretary, the Applicant may: **a.** prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program); **b.** combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and **c.** update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).	The Project will be developed in two stages: • Stage 1: Wind Farm and associated infrastructure with the exception of the 'Battery Storage Facility'. • Stage 2: Battery Storage Facility. The Planning Secretary has agreed that the Fire Hazard Analysis (condition B38) and Fire Safety Study (condition B39) are only required for Stage 2. All other Strategies, Plans and Programs will be prepared and submitted for Stage 1, and then updated for Stage 2 where required. Updated Strategies, Plans and Programs will be submitted to the Planning Secretary for approval in accordance with Condition C3(c).
C4	If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent	The Proponent will stage or update Strategies, Plans or Programs in consultation with the relevant identified party, unless the Secretary has agreed that the consultation is not required.

Condition	Condition Wording	Commitment to Compliance
C5	If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program.	Updated Strategies, Plans and Programs will supersede the previous versions of them and will be implemented in accordance with the relevant condition. Also, the plan will be updated on the project website in accordance with Condition C16.
C6	If the Planning Secretary agrees, a strategy, plan or program may be staged without addressing particular requirements of the relevant condition of this consent if those requirements are not applicable to the particular stage.	The Project will be developed in two stages: • Stage 1: Wind Farm and associated infrastructure with the exception of the 'Battery Storage Facility'. • Stage 2: Battery Storage Facility. The Planning Secretary has agreed that the Fire Hazard Analysis (condition B38) and Fire Safety Study (condition B39) are only required for Stage 2. All other Strategies, Plans and Programs will be prepared and submitted for Stage 1, and then updated for Stage 2 where required.
NOTIFICATION OF DEPARTMENT		
C7	Prior to commencing the construction, operations, upgrading or decommissioning of the development or the cessation of operations, the Applicant must notify the Department in writing via the Major Projects website portal of the date of commencement, or cessation, of the relevant phase. If any of these phases of the development are to be staged, then the Applicant must notify the Department in writing prior to commencing the relevant stage, and clearly identify the development that would be carried out during the relevant stage.	Prior to commencing the construction, operations, upgrading or decommissioning of the development or the cessation of operations, the Applicant will notify the Department in writing via the Major Projects website portal of the date of commencement, or cessation, of the relevant phase. If any of these phases of the development are to be staged, then the Applicant will notify the Department in writing prior to commencing the relevant stage, and clearly identify the development that would be carried out during the relevant stage.

Condition	Condition Wording	Commitment to Compliance
FINAL LAYOUT PLANS		
C8	Prior to commencing construction, the Applicant must submit detailed plans of the final layout of the development to the Department via the Major Projects website, including: a. details on siting of wind turbines, including micro-siting of any wind turbines and/or ancillary infrastructure (including wind monitoring masts); b. the GPS coordinates of the wind turbines; and c. showing comparison to the approved layout. The Applicant must ensure that the development is constructed in accordance with the Final Layout Plans.	Detailed plans of the final layout of the development will be submitted to the Department via the Major Projects website, prior to the commencement of construction, in accordance with this Condition.
WORK AS EXECUTED PLANS		
C9	Prior to commencing operations or following the upgrades of any wind turbines or ancillary infrastructure, the Applicant must submit work as executed plans of the development and showing comparison to the final layout plans to the Planning Secretary, via the Major Projects website.	Work As Executed Plans will be submitted to the Planning Secretary prior to commencing operations or following the upgrades of any wind turbines or ancillary infrastructure. Note: The Work as Executed Plans can only be produced upon completion of construction of the development.
INCIDENT NOTIFICATION		
C10	The Department must be notified via the Major Projects website portal immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one), and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 9.	If the Applicant becomes aware of an Incident, the Department will be notified in writing via the Major Projects portal as soon as practicable. The requirements of Appendix 9 '*Incident Notification and Reporting Requirements*' are listed at the bottom of this Table. 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.*
NON-COMPLIANCE NOTIFICATION		
C11	The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance.	The Proponent will submit a written notification to the Department via the Major Projects website, within seven days of becoming aware of any non-compliance. A non-compliance is defined as: *An occurrence, set of circumstances or development that is a breach of this consent.*

Condition	Condition Wording	Commitment to Compliance
C12	A non-compliance notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	Any non-compliance notification submitted to the Department under Condition C11 will address the requirements of Condition C12.
C13	A non-compliance which has been notified as an incident does not need to also be notified as a noncompliance	The Proponent notes that a non-compliance does not need to be notified to the Department if it has already been notified as an Incident.
INDEPENDENT ENVIRONMENTAL AUDIT		
C15	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), unless otherwise agreed or directed by the Planning Secretary.	Unless otherwise agreed or directed by the Planning Secretary, an Independent Environmental Audit will be conducted in accordance with the timeframes nominated in the PAR (2020), being: • within the 12 weeks of the commencement of construction; • during construction, at intervals no greater than 6 months from the date of the initial audit; • within 6 months of commencement of operations; and • at intervals no greater than 3 years from the initial operational audit.

Condition	Condition Wording	Commitment to Compliance
ACCESS TO INFORMATION		
C16	The Applicant must: a) make the following information publicly available on its website as relevant to the stage of the development: i) the EIS; ii) the final layout plans for the development; iii) current statutory approvals for the development; iv)approved strategies, plans or programs required under the conditions of this consent; v) the proposed staging plans for the development if the construction, operation and/or decommissioning of the development is to be staged; vi) a comprehensive summary of the monitoring results of the development, which have been reported in accordance with the various plans and programs approved under the conditions of this consent; vii) a complaints register, which is to be updated on a monthly basis; viii) minutes of CCC meetings; ix) the annual Statement of Compliance with the EPL; x) any independent environmental audit, and the Applicant's response to the recommendations in any audit; and xi) any other matter required by the Planning Secretary; and xii) keep this information up to date	The Proponent will make this information available on the website, including Management Strategies, Plans and Programs per item (iv).

Condition	Condition Wording	Commitment to Compliance
INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS		
APPENDIX 9	1. A written incident notification addressing the requirements set out below must be submitted to the Planning Secretary via the Major Projects website within seven days after the Applicant becomes aware of an incident. Notification is required to be given under this condition even if the Applicant fails to give the notification required under condition C10 of Schedule 2 or, having given such notification, subsequently forms the view that an incident has not occurred. 2. Written notification of an incident must: b. identify the development and application number; c. provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident); d. identify how the incident was detected; e. identify when the applicant became aware of the incident; f. identify any actual or potential non-compliance with conditions of consent; g. describe what immediate steps were taken in relation to the incident; h. identify further action(s) that will be taken in relation to the incident; and i. identify a project contact for further communication regarding the incident 3. Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Applicant must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested. 4. The Incident Report must include: j. a summary of the incident; k. outcomes of an incident investigation, including identification of the cause of the incident; l. details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and m. details of any communication with other stakeholders regarding the incident.	This information will be included in any written Incident Notification that is submitted to the Department in accordance with Condition C10.

Appendix D

OSOM TRANSPORT MANAGEMENT PLAN

Transport Management Plan, Rex J Andrews, REV 08, August 2024

Appendix E

CONDITION B30 AMENDMENT APPROVAL

Department of Planning and Environment, November 2023

Appendix F

RELOCATION OF SECONDARY INTERSECTIONS AMENDMENT APPROVAL

Department of Planning and Environment, September 2023