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Traffic and Transport Management Plan

HumeLink East

HLE-AGJ-MGT-ALE-PLN-0000-00031

HumeLink East

acciona | GENUS



Traffic and Transport Management Plan

HLE-AGJ-MGT-ALE-PLN-0000-00031 | Rev 04

I. APPROVALS

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The authorized use of this document shall only be once approved by way of presence of signatories under Approvals.

II. DOCUMENT CONTROL – REVISION HISTORY

Revision History				
Rev	**Date**	**Pages**	**Revised By**	**Description**
A	29/1/24	All	[redacted]	Original issue for Transgrid review
B	14/3/24	All	[redacted]	Update to address Transgrid comments
C	22/4/24	Appendices	[redacted]	Update to address Transgrid comments
D	5/6/24	All	[redacted]	Updated to reflect final Updated Mitigation Measures and Project description
00	25/06/24	Nil	[redacted]	Final for submission to Transgrid. IFU.
01.1	18/7/24	2, 5-10, 22-23	[redacted]	Update to address initial TfNSW comment
01.2	4/11/24	All	[redacted]	Update to address final CoA's and Council comments
01.3	21/3/25	All	[redacted]	Update to address ER and stakeholder comments
01.4	11/4/2025	All	[redacted]	Update to address ER comments
01.5	24/4/2025	All	[redacted]	Update to address ER comments
01.6	06/06/2025	All	[redacted]	Update to address TfNSW comments
01.7	23/6/2025	Sections 5.3.4, 5.3.5, 5.3.6 and Appendix E	[redacted]	Update to include intersection assessment
01.8	9/72025	All	[redacted]	Update to address TfNSW comments
01.9	4/8/2025	Several	[redacted]	Update to address DPHI comments
02	15/09/2025	Nil		Issued for Use
02.1	1/10/2025	Table 5 and Appendix A	[redacted]	Update for Adjungbilly batch plant and to remove roads from SVC
02.2	3/10/2025	14 and 21	[redacted]	Update to address Transgrid and ER comments
03	14/10/2025	Nil	[redacted]	Issued for Use

Revision History				
03.1	11/03/2026	Section 1.3, 5.3.3, 6.5 & Appendix F	[redacted]	Post approval update to include high risk OSOM
03.2	27/03/2026	Section 1.3, 5.3.3, 6.5 & Appendix F	[redacted]	Updated to address Goulburn Mulwaree Council and ER Comments
04	1/04/2026	Nil	[redacted]	Issued for Use

GENERAL REQUIREMENTS

The Project Director is responsible for the distribution of this Management Plan. The controlled master version of this document is available for distribution as appropriate and maintained on RIB | CX. All circulated hard copies of this document are deemed to be uncontrolled. The implementation of this Management Plan is under the authority of AGJV and the Project Director. All personnel employed on the Project will perform their duties in accordance with the requirements of this Management Plan, supporting management plans, and related procedures.

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TERMS AND DEFINITIONS

Abbreviations	Expanded text
AGJV	Acciona Genus Joint Venture
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
OSOM	Oversize and/or Overmass, referring to heavy vehicles or loads exceeding standard dimension/mass limits
Plan	Traffic and Transport Management Plan
Project, the	HumeLink East
Relevant road authority	For National and State Roads; TfNSW, for Regional and Local Roads; the relevant Council, and for Forestry Roads; Forestry Corporation of NSW.
ROL	Road Occupancy Licence
Secretary	Secretary of the NSW Department of Planning and Environment or nominee, whether nominated before or after the date on which this approval was granted
SZA	Speed Zone Authorisation
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
TMA	Truck Mounted Attenuator
TMP	Traffic Management Plan
TMSP	Traffic Management and Safety Plan (Aka Traffic Strategy)
TTMP	Traffic and Transport Management Plan
UMM	Updated Mitigation Measure
VMS	Variable Message Signs

1. INTRODUCTION

1.1 CONTEXT

This Traffic and Transport Management Plan (TTMP or Plan) forms part of the Construction Environmental Management Plan (CEMP) for the HumeLink East Project (the Project).

This Plan has been prepared to address the traffic and transport requirements of the Conditions of Approval (CoA) for the HumeLink Project, the Project Environmental Impact Statement (the EIS) and applicable guidelines and legislation.

This Plan describes how Acciona Genus Joint Venture (AGJV) proposes to manage potential traffic impacts during the construction of the Project.

1.2 BACKGROUND AND PROJECT DESCRIPTION

The overall HumeLink project includes the construction and operation of around 365 kilometres of new 500 kilovolt (kV) electricity transmission lines, substations, permanent and temporary access tracks and roads, and ancillary facilities. The project is being delivered under two separate Contract Packages - HumeLink East and HumeLink West. HumeLink East and HumeLink West will join and integrate together to form HumeLink, and enable the overall project to operate safely, reliably and efficiently as part of Transgrid's network and the National Electricity Market (NEM) as a whole.

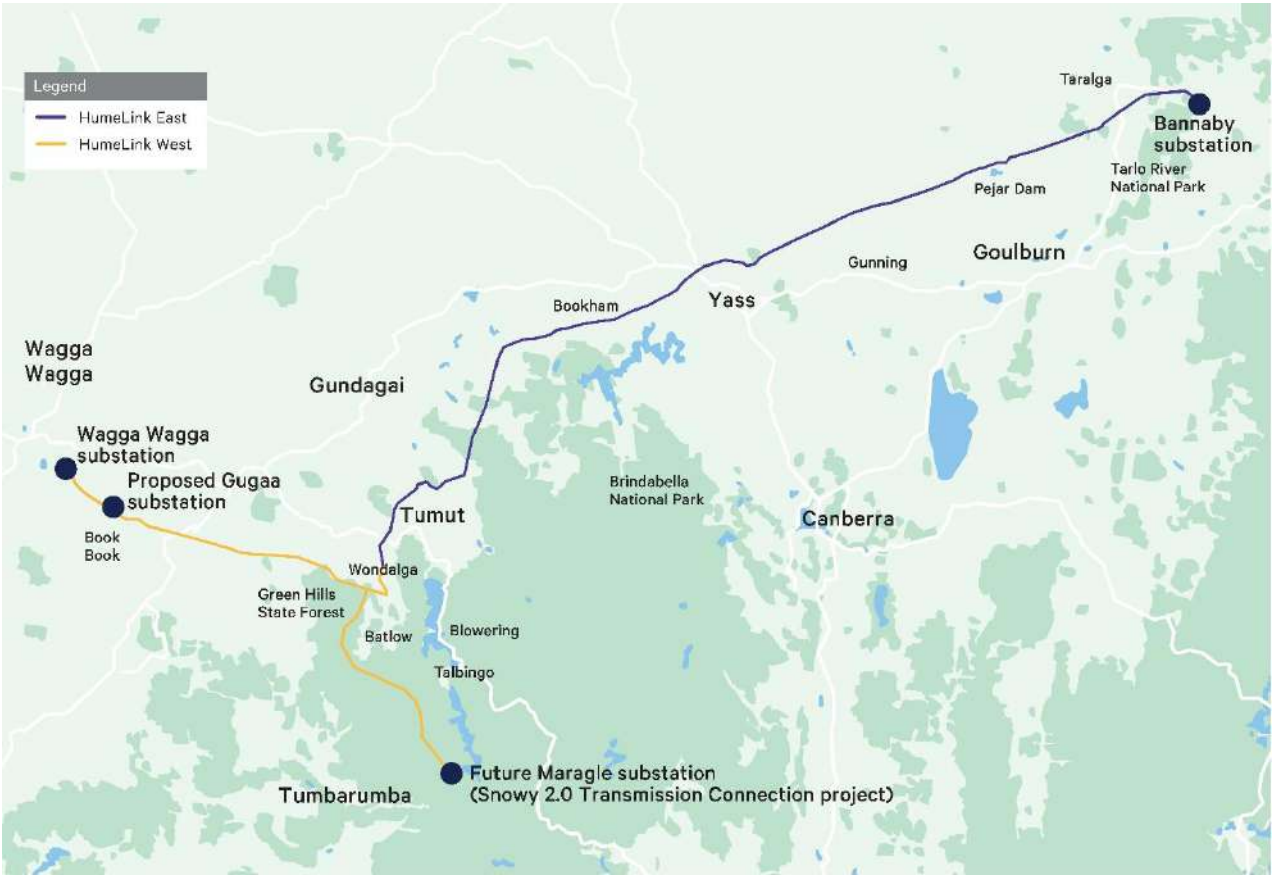


Figure 1 Indicative High-Level Scope of HumeLink East and HumeLink West

The project includes the following key components:

- Construction and operation of around 360 kilometres of new double circuit 500 kV transmission lines and associated infrastructure between Wagga Wagga, Bannaby and Maragle
- Construction of a new 500/330 kV substation at Gregadoo (Gugaa 500 kV substation) approximately 11 kilometres south-east of the existing Wagga 330/132 kV substation (Wagga 330 kV substation)
- Demolition and rebuild of a section of Line 51 (around two kilometres in length) as a double circuit 330 kV transmission line connecting into the Wagga 330 kV substation

- Modification of the existing Wagga 330 kV substation and Bannaby 500/330 kV substation (Bannaby 500 kV substation) to accommodate the new transmission line connections
- Connection of transmission lines to the future Maragle 500/330 kV substation (Maragle 500 kV substation, approved under the Snowy 2.0 Transmission Connection Project (SSI-9717))
- Telecommunications connections to existing substations
- Establishment of new and/or upgraded temporary and permanent access tracks
- Ancillary works required for construction of the project such as construction compounds, worker accommodation facilities, utility connections and/or relocations, brake and winch sites, and helipad/helicopter support facilities.

Acciona Genus Joint Venture (AGJV) have been appointed to deliver the construction of HumeLink East.

Enabling Works (not subject to this TTMP), including road upgrades, commenced on 13 January 2025. Main construction works are expected to start in mid-2025 (about July/August). Construction is proposed to be complete by mid-2027. Commissioning is proposed to begin in mid-2026 and complete by mid-2027 (noting substation commissioning is proposed to begin in early 2026). A summary program for HumeLink East is provided in Figure 2.

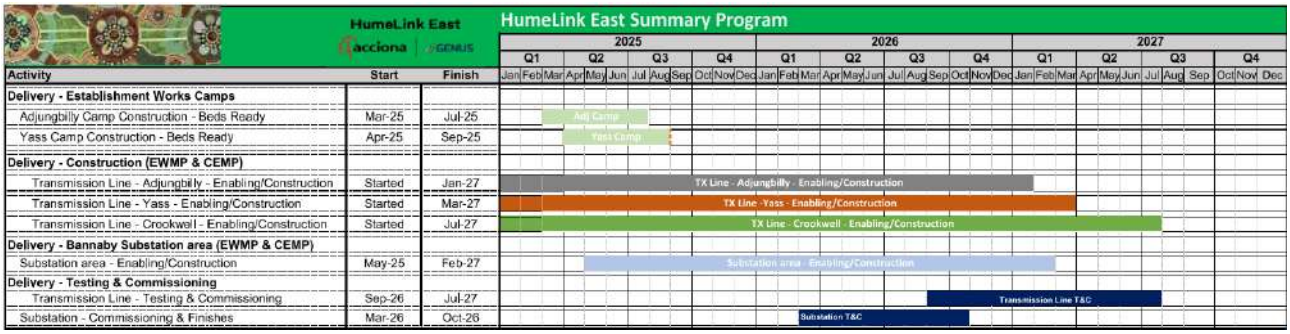


Figure 2: HumeLink East summary program

1.3 SCOPE AND STAGING

The Conditions of Approval (CoA) for the Project permit staging of any plans required by the CoA. The Project is being staged in accordance with the approved Staging Requests (TransGrid, 22 November 2024 and 25 June 2025), which was approved by DPHI (NSW Department of Planning Housing and Infrastructure) on 22 November 2024. This Plan describes how AGJV will manage potential traffic and transport impacts during construction of the Project. It does not address operational impacts. A separate TTMP is being developed by others for HumeLink West.

Consistent with the 25 June 2025 Staging Request approval, this revision of the TTMP addresses the delivery of Oversize Overmass (OSOM) reactors to the existing Bannaby 500 kV substation (Stage 3A(v)). Updates to address stringing across State roads (Stage 3a(iii))will be prepared prior to that activity occurring. A summary of the 25 June 2025 Staging Request approval is provided below. Stages that require this TTMP to be approved and/or updated are in **bold**.

- **Stage 3A(i) - HLE construction supported by Adjungbilly accommodation facility (expected to commence in July 2025)**
- Stage 3A(ii) - HLE construction supported by Adjungbilly and Yass Valley Way accommodation facilities (expected to commence in September 2025)
- **Stage 3A(iii) – HLE construction including cable stringing over State roads (expected to commence in April/May 2026)**
- Stage 3A(iv) - HLE construction supported by Adjungbilly, Yass Valley Way and Crookwell accommodation facilities (expected to commence in January 2026)
- **Stage 3A(v) – HLE construction including OSOM delivery of reactors to Bannaby 500 kV substation (expected to commence in April 2026).**

1.4 INTERFACE WITH OTHER PLANNING DOCUMENTS

This Plan is a component of a suite of documents, prepared as part of the implementation of the Project's Environmental Management System. The Environmental Management System overview is described in Section 3.1 of the CEMP.

The key documents that interface with this Plan are outlined in Table 1.

In accordance with CoA B67, at the conclusion of the enabling works stage the any remaining enabling works activities will be managed via the CEMP and sub-plans (including this TTMP).

Table 1 Key interfaces with this document

Plan	Interface
Construction Environmental Management Plan	• Provides the overall environmental management framework for construction of the Project • Provides details on overall Project staging, interactions between Sub-Plans of the CEMP, and management of cumulative impacts • Identifies procedures, processes and management systems that will apply in relation to construction activities • Provides environmental planning and controls for construction including environmental risk assessment, regulatory requirements, protection measures and sustainability requirements.
Noise and Vibration Management Plan	• Sub-plan to the CEMP • Identifies potential sensitive receivers • Describes measures to prevent and/or minimise potential noise and vibration impacts, including potential road traffic noise • Includes an Out of Hours Works Procedure to manage construction works outside of standard construction hours
Community Communication Strategy	• Describes how community and stakeholder engagement will be managed and facilitates communication about construction of the project with the community as well as relevant Councils and agencies • Specifies the process for receiving, addressing, resolving and recording complaints as well as outlines the process required in the escalation of a complaint to an independent mediator

2. PURPOSE AND OBJECTIVES

2.1 PURPOSE

The purpose of this TTMP is to describe how AGJV will safely manage vehicular traffic, construction access and minimise traffic disruptions during construction of the Project.

This TTMP has been prepared to address the applicable statutory requirements and aims to ensure that the commitments in the planning approval are met regarding construction traffic, transport and access impacts.

2.2 OBJECTIVES AND TARGETS

The key objective of the TTMP is to ensure that traffic impacts during construction are minimised and are within the scope permitted by the planning approval. This includes minimising delays, ensuring consideration is given to the needs of all road users and maintaining safety for both workers and the general public. Traffic and Transport management performance objectives and targets are described in Table 2.

To achieve these objectives, the Project will undertake the following:

- Ensure appropriate controls and procedures are implemented during construction activities to address potential traffic impacts along the Project corridor, as well as manage risks from analysis of relevant construction activities
- Ensure appropriate measures are implemented to address the relevant CoA outlined in Table 3
- Ensure appropriate measures are implemented to comply with all relevant legislation and other requirements as described in Section 3 of this Plan.

Table 2 Performance outcomes relevant to this Plan

Performance outcome	Targets	Records
Compliance with legislation, statutory approvals and the Infrastructure Approval	▪ Full compliance with statutory approvals. ▪ No regulatory infringements (PINs or prosecutions) or formal regulatory warnings.	▪ Audit findings, environmental inspection records, monitoring records. ▪ Number of regulatory infringements (PINs or prosecutions), formal regulatory warnings.
Implement and comply with the TTMP	▪ Zero non-compliances identified during internal site audits of the TTMP ▪ Management of construction traffic and transport in accordance with legislation.	▪ Internal traffic inspection records. ▪ Internal audits.
Minimise community complaints due to traffic and transport	▪ Implementation of management measures as per this TTMP ▪ All complaints are reviewed within the timeframes specified within the Community Communication Strategy (CCS).	▪ Timeliness of response to complaints as identified in complaints register.
Provide a safe environment for road users	No death or injury to workers and the public as a result of traffic incidents.	Number of incidents recorded relating to traffic.

3. ENVIRONMENTAL REQUIREMENTS

3.1 LEGISLATION

Legislation and regulatory requirements relevant to traffic, transport and access for this Project include:

- *Roads Act 1993* (NSW)
- *Road Transport Act 2013*
- *Environmental Planning and Assessment Act 1979*
- Australian Road Rules.

3.2 GUIDELINES AND STANDARDS

The main guidelines, specifications and policy documents relevant to this plan include:

- AS 1742.3: Manual of Uniform Traffic Control Devices – Part 3: Traffic Control for Works on Roads
- AS 1743:2023 – Road signs – Specifications
- AUSTROADS Guide to Traffic Management, 2020 – Parts 1-13
- AUSTROADS Guide to Road Design, 2021 – Parts 1-7
- AUSTROADS Guide to Road Safety, 2021 – Parts 1-7
- Transport for New South Wales (TfNSW) Truck and Plant Requirements: Specification (2020)
- TfNSW Supplement to Australian Standard AS 1742.9:2018, Manual of Uniform Traffic Control Devices
- TfNSW Traffic Control at Worksites Manual (Version 6.1, 2022)
- TfNSW – Accepted Road Safety Barrier Systems and Devices
- TfNSW – TS 06314 Instructions for the use of portable variable message signs (VMS) TfNSW – TS 05462 (All parts) Delineation and Pavement Marking
- TfNSW – Traffic Modelling Guidelines
- TfNSW – Guidelines for Road Safety Audit Practices
- Relevant Council standards or guidelines, such as driveway access standards and road and pavement restoration/design specifications.

3.3 CONDITIONS OF APPROVAL

The CoA relevant to this Plan are listed in Table 3. A cross reference is also included to indicate where and how the conditions are addressed in this Plan or other Project management documents.

Table 3 CoA relevant to the Traffic and Transport Management Sub-Plan

CoA No.	Condition Requirements	Document Reference
A8	Where conditions of this approval require consultation with an identified party, the Proponent must:	A8 Consultation Report submitted seperately
	(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 Proponent and how the Proponent has addressed the matters not resolved.	
B34	All heavy vehicles requiring escort associated with the development must only travel to and from the site via the construction routes described in the EIS, as identified in Figure 4-2 in Appendix 4, unless the Planning Secretary agrees otherwise. Note: The Proponent is required to obtain relevant permits and approvals under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network.	Section 5.3.3 and Section 6.5, Appendix D

CoA No.	Condition Requirements	Document Reference
B35	All heavy and light vehicles associated with construction, upgrading and decommissioning of the development must travel to and from the site via the construction routes as described in the EIS and identified in the Figure 4-1 in Appendix 4, unless the Planning Secretary agrees otherwise.	Section 5.3.3
B36	Prior to commencing the relevant road upgrades referenced in Table 4-1 of Appendix 4, the Proponent must prepare a Transport Strategy for those road upgrades, in consultation with the TfNSW and relevant Council(s), to the satisfaction of the Planning Secretary, which: (a) identifies the location and type of any necessary road upgrades (including roads, intersections and access points); (b) ensures the road upgrades comply with the Austroads Guide to Road Design (as amended by TfNSW supplements), unless the relevant road authority agrees otherwise; (c) includes strategic concept designs prepared in accordance with Austroads Guide to Road Design (as amended by TfNSW supplements); (d) includes a detailed assessment of potential impacts of any necessary road upgrades (such as heritage and biodiversity impacts) and appropriate mitigation measures, including consideration of cumulative traffic impacts from approved projects; (e) include a schedule for the commencement and completion of all necessary road upgrades; (f) identifies whether intersections and access points would be permanent or temporary.	N/A – B36 is not applicable to HumeLink East as the only road upgrade identified in Table 4-1 of Appendix 4 of the CoA as requiring a Transport Strategy under B36 is within the HumeLink West Project. This is confirmed in the Staging Report approved by DPHI on 22 November 2024.
B37	Unless the Planning Secretary agrees otherwise, the Proponent must implement the road upgrades and the mitigation measures identified in Appendix 4 in accordance with the relevant standard and timing requirements in Appendix 4, to the satisfaction of the relevant roads authority. If there is a dispute about the road upgrade works, or the implementation of these works, then either party may refer the matter to the Planning Secretary for resolution.	Section 3.2 and 5.3.1
B38	The Proponent must:	-
	(a) undertake an independent dilapidation survey:	-
	(i) assessing the existing condition of all local roads on the transport route shown in Figure 4-1 in Appendix 4 (including local road crossings) prior to Enabling works, construction, upgrading or decommissioning works; and	Section 6.2.1
	(ii) assessing the condition of all local roads on the transport route (including local road crossing); • within 1 month of the completion of construction, upgrading or decommissioning works, or within a timeframe agreed to by the relevant roads authority/manager; • on an annual basis during construction, or within a timeframe agreed to by the relevant roads authority/manager;	Section 6.2.1
	(b) repair (or pay the full costs associated with repairing) any damage to local roads on the transport route (including local road crossings) as a result of development related road traffic:	Section 6.2.1
	(i) as soon as possible after the damage is identified but within 7 days at the latest if it could endanger road safety; and	Section 6.2.2
	(ii) within 2 months of the completion of the survey; unless the relevant roads authority agrees otherwise;	Section 6.2.2
	(c) prepare a report in consultation with the relevant roads authority.	Section 6.2.1

CoA No.	Condition Requirements	Document Reference
	If there is a dispute about the road maintenance works, or the implementation of these works, then either party may refer the matter to the Planning Secretary for resolution.	-
B39	Prior to commencing construction or road upgrades identified in condition B37 (whichever comes first) but excluding Enabling Works where the relevant requirements of this condition are adequately addressed in the Enabling Works Management Plan of condition B64, the Proponent must prepare a Traffic Management Plan for the development in consultation with FCNSW, TfNSW, Snowy Valleys Council, Wagga Wagga City Council, Cootamundra-Gundagai Regional Council, Yass Valley Council, Upper Lachlan Shire Council and Goulburn-Mulwaree 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;	Section 5.3.3 and Appendix A
	(b) details of the road upgrade works required by condition B37;	Section 5.3.1 and 5.3.2
	(c) details of the measures that would be implemented to comply with the transport management requirements in conditions B34 to B38;	Refer to the rows addressing B34 to B38 to in this Table.
	(d) details of the measures that would be implemented to:	-
	(i) minimise traffic safety impacts of the development and disruptions to local road users during construction, upgrading or decommissioning works, including:	Sections 6.3.1, 7.2, 7.2.1, 8.1, 6.6 and Appendix B
	• description of the proposed timeframe and schedule of construction works;	Section 1.2
	• a description of the proposed dilapidation surveys required by condition B38;	Section 6.2.1
	• strategic concept designs and procedures for stringing cables and transmission lines across roads to ensure compliance with Austroads Guide and TfNSW requirements (for crossing of state roads);	To be addressed at next stage (prior to stringing across State roads)
	• scheduling heavy vehicle movements to avoid peak periods where reasonable and feasible;	Section 6.1
	• reducing the speeds of development-related traffic at key intersections (not applicable to Hume Highway);	Appendix B
	• temporary traffic controls, including detours and signage;	Section 6.3 and Section 6.8
	• notifying the local community about development-related traffic impacts;	Section 4.2
	• procedures for receiving and addressing complaints from the community about development-related traffic;	Section 4.2.1
	• minimising potential cumulative traffic impacts with other projects in the area;	Section 4.2.3
	• 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 4.2, 5.5, 5.6 and 6.1
	• implementing measures to minimise development-related traffic on the public road network outside standard construction hours;	Section 6.1, Section 6.6 and Appendix B
	• minimising dirt and debris tracked onto the public road network from development-related traffic;	Section 6.2.4
	• details of the employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for	Section 6.10

CoA No.	Condition Requirements	Document Reference
	construction workers, and measures to encourage employee use of this service;	
	• measures for managing light vehicle peak numbers, such as encouraging car-pooling or ride sharing by employees;	Section 6.7 and Appendix B
	• scheduling the haulage vehicle movements to minimise convoy length or platoons;	Section 6.1, Section 6.6 and Appendix B
	• responding to local climate conditions that may affect road safety, such as, fog, dust, wet weather and flooding;	Section 6.7, 6.9 and Appendix B
	• ensuring loaded vehicles entering or leaving the site have their loads covered or contained and leave site in a forward direction;	Section 6.2.4, 6.7 and Appendix B
	• a schedule for the periodic inspection and maintenance of the condition of all local roads used by development-related traffic;	Section 6.2.1
	• responding to any emergency repair or maintenance requirements;	Section 6.2.2
	• provisions for maintaining emergency vehicle access at all times;	Section 4.2.4 and Section 4
	• a traffic management system for managing over-dimensional vehicles; and	Section 6.5, Appendix D and Appendix F
	• fatigue management;	Section 6.7, 6.12 and Appendix B
	(ii) minimise the impacts of the road and intersection upgrades of the development;	Section 5.3
	(iii) minimises parking on the public road network;	Section 5.2, 6.8 and 6.10
	(iv) maintain all roads and water-related infrastructure on site in a safe and serviceable condition;	Section 6.2
	(v) minimise the traffic noise impacts of the development;	NVMP Section 6.6, 7.2 and Table 18
	(e) include a drivers code of conduct that addresses:	Appendix B
	(i) travelling speeds;	Appendix B
	(ii) procedures to ensure that drivers to and from the development adhere to the designated heavy vehicles requiring escort and heavy vehicle routes;	Appendix B
	(iii) procedures to ensure that drivers to and from the development implement safe driving practices; and;	Appendix B
	(iv) including a detailed program to monitor and report on the effectiveness of these measures and the code of conduct.	Section 7.2
	(f) include a program to:	-
	(i) ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic and Transport Management Plan; and	Section 6.7 and CEMP
	(ii) monitor and publicly report on the effectiveness of these measures.	Section 7.2 and 8.3
	(g) a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	Appendix C
B49	The Proponent must ensure that the storage, handling, and transport of dangerous goods is undertaken in accordance with the relevant Australian Standards and guidelines, particularly AS1940 *The storage and handling of flammable and combustible liquids* and AS/NZS 1596:2014 *The storage and handling of LP Gas*, the *Dangerous Goods Code*, and the EPA's *Storing and Handling of Liquids: Environmental Protection – Participants Manual*.	Section 6.15

3.4 UPDATED MITIGATION MEASURES

Relevant Updated Mitigation Measures (UMMs), as identified in Appendix B of the Amendment Report, are listed in Table 4. A cross reference is also included to indicate where and how the conditions are addressed in this TTMP or other Project management documents.

Table 4 UMMs relevant to the Traffic and Transport Management Sub-Plan

Aspect	Reference	Commitment	Document Reference
Road safety – design	TT1	Access tracks, access connections and road upgrades required to facilitate the movement of project related traffic will be designed and constructed in a fit for purpose manner for construction. Where required, intersection works with public roads will be designed and constructed according to relevant Austroads guides or the relevant asset owners' standards.	Section 3.2 and 6.3
Impact to road network during OSOM deliveries	TT2	Prior to commencement of transportation activities, the validity of the previously undertaken haulage route studies will be confirmed in consideration of final haulage route conditions and applicable route restrictions for the period during which transportation of such components is planned. Any relevant permits and approvals will be sought from National Heavy Vehicle Regulator, the relevant road and rail authorities, NSW Police, and utility owners and providers.	Section 6.5, Appendix D and Appendix F
General construction impacts	TT3	Traffic controls will be aligned with Traffic Control at Work Sites – Technical Manual Version 6.1 (Transport for NSW (TfNSW), 2022). Traffic controls will be confirmed in consultation with the relevant road authority.	Section 6.3 and Section 6.4
Road maintenance	TT4	Prior to construction, road condition assessments will be carried out for all local roads to be used during construction. The surveys will assess the current condition of the road surface and will be documented in a road condition report, with a copy being provided to the relevant road authority. Road condition assessments will be undertaken during and following construction to assess the damage to roads accessed by project-related traffic. Damage caused by the project will be rectified or compensated for, during or after construction, in consultation with the relevant road authority.	Section 6.2.1
Impact on rail operation	TT5	All project activities in rail corridors will be undertaken in accordance with the permission granted by the appropriate rail authority. Stringing of transmission line over rail tracks will be scheduled during rail maintenance periods or in a duration which permits sufficient gap between scheduled freight or passenger services to undertake the work.	Section 5.6
Temporary lane/road closure	TT6	Road closures will be undertaken with the approval of the appropriate road authority and under the relevant road occupancy licence to be obtained prior to construction. Where feasible, road closures will be planned outside of the traffic peak to minimise the impact on the road network.	Section 6.3.2 and Section 6.1
Road safety – driver related	TT7	A Code of Conduct applicable to all construction workers will be developed and implemented which will define acceptable driver behaviour. The purpose of the Code of Conduct is to promote road safety and ensure that the impacts of construction-related vehicle movements on local roads and the local community are minimised. The Code of Conduct will be developed as part of a wider	Section 6.6 and Appendix B

Aspect	Reference	Commitment	Document Reference
		suite of documents under work health and safety requirements.	
Community and stakeholder consultation	TT8	Community and stakeholder communication strategies will be established and implemented to notify the affected communities, visitors, emergency services and relevant road and rail authorities in advance of any disruptions to traffic, anticipated delays, disruptions to property access and changes to travel routes. The strategies will be developed including details on communication channels, frequency of communication and response measures in relaying information to the community and stakeholders.	Section 4.2
Dangerous goods and hazardous materials	HR10	Dangerous goods and hazardous substances will be transported in accordance with relevant legislation and codes, including the *Dangerous Goods (Road and Rail Transport) Act 2008*, Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998 and the *Australian Code for the Transport of Dangerous Goods by Road and Rail* (National Transport Commission, 2018).	Section 6.15

4. CONSULTATION

4.1 CONSULTATION FOR PLAN PREPARATION

As part of the plan development, this TTMP has been issued to TfNSW, Forestry Corporation of NSW (FCNSW) and the following Councils consistent with CoA B38:

- Snowy Valleys Council,
- Cootamundra-Gundagai Regional Council
- Upper Lachlan Shire Council
- Yass Valley Council
- Goulburn Mulwaree Council.

Consultation with Wagga Wagga City Council is not required for HumeLink East.

Feedback received has been incorporated into the TTMP for approval as required. Details of all consultation with the above Councils and TfNSW will be included with submission of this TTMP.

4.2 ONGOING CONSULTATION

Community feedback and complaints will be managed in accordance with the CCS and as part of the complaints management system.

Ongoing and extensive consultation with TfNSW, Councils, rail operators and other key affected stakeholders will be undertaken regarding impacts associated with construction and construction traffic. Key stakeholders will also include businesses, landowners, schools and bus operators.

The stakeholder notifications will encompass community, businesses and stakeholders within 500 metres from work and haulage routes in advance of work and include information on several factors including:

- Location of the activity in relation to residences, sensitive receivers, and businesses
- The potential impact work may have (such as noise, dust, access, traffic changes and other work activity)
- The type and frequency of the activity being carried out (this will include any impulsive noise activities)
- The time of day or night the activity is being carried out (this will include any out-of-hours works proposed)
- The duration of the activity
- The type of equipment that is being used
- The direct or indirect impact that is predicted or level of interest in a particular activity.

Communication tools include, but are not limited to, stakeholder briefings, project website, community drop-in sessions, door knocks and project factsheets. Refer to the CCS for further information. Notifications will include publicly available information through the project website.

4.2.1 COMPLAINTS

The contractors Complaints Management System (CMS) includes a complaints register which will record the details of all complaints relating to the Project, including the following as a minimum:

- Date and time of the complaint
- Method by which the complaint was made
- Any personal details of the stakeholder
- Number of people affected in relation to a complaint
- Nature of the complaint
- Action taken in relation to the complaint, means by which the complaint was addressed and any follow up
- Whether resolution was reached, with or without mediation
- If no action taken, reasons why
- The status of resolution of the complaint.

All complaints will be recorded in the Complaints Register within 24 hours. Records of complaints will be published to the Project website monthly in accordance with CoA D12.

If investigation identifies Project activities being undertaken as the likely source of the complaint, the relevant contractor will initiate an investigation. The complainant will be advised of the results of the investigation into their complaint and any proposed remedial action as relevant.

4.2.2 TRAFFIC CONTROL GROUP

A Traffic Control Group (TCG) will be established as a technical forum to discuss road safety and traffic management measures, potential impacts on the road, pedestrian and cycle network, TMPs and program. The TCG will include representatives from Transgrid, TfNSW and relevant Councils. On occasion the TCG may include adjacent construction project representatives. The TCG will be active during the construction phase of the Project and the frequency of meetings will be determined on establishment of the group (it is likely to be monthly).

The TCG will assist in achieving alignment between the various traffic requirements under the Conditions of Approval. Outcomes from the TCG meetings will be conveyed to the Project by the AGJV Traffic Manager and/or Interface Manager.

4.2.3 CUMULATIVE IMPACTS WITH OTHER PROJECTS

No known projects are expected to generate cumulative construction issues during the delivery of HumeLink East. HumeLink West project will be running concurrently to HumeLink East, however follows a separate alignment and impacts separate regions. Works at the interface point between the two projects are programmed to occur independently of one another. As a result, cumulative traffic impacts at the interface point are not expected.

The EIS identified Project EnergyConnect East, Jeremiah Wind Farm and the Snowy 2.0 Transmission Project as being sources of potential cumulative impacts. However;

- Project EnergyConnect East concludes at Wagga Wagga (>70km from HumeLink East) - therefore not likely to present a cumulative traffic impact
- Jeremiah Wind Farm has not exhibited its EIS – therefore construction timeframe is unclear and can't be considered as a cumulative impact at present
- Snowy 2.0 transmission is over 50km south of HumeLink East - therefore not likely to present a cumulative traffic impact

Contacts within Council and TfNSW will be used to establish a TCG (as outlined in Section 4.2.1, above). As part of these meetings representatives from any existing or new projects will be invited who may contribute to the cumulative impacts on roads associated with or used by HumeLink East (including HumeLink West representatives when appropriate).

Should there be an anticipated unacceptable impact as a result of combined vehicle movements mitigation measures will be investigated and employed. Options available to HumeLink East include program changes. Program changes may avoid the cumulative impact (especially for short-term cumulative impacts). Other mitigation measures include modifications to how the sites are accessed (ie. to use the next access for a greater part of construction). Altering the access arrangements will be generally undesirable as it would potentially increase the time it takes to reach the active worksite area and contribute to an extended overall program duration, however will still be investigation should an issue of cumulative impacts be identified.

This plan may be updated because of any other adjacent and significant construction project commencing during delivery which may trigger a change to delivery methodology (due to undesirable cumulative impacts).

Figure 3 shows the relationship and proximity of works associated with Humelink West and Humelink East.

The road upgrades and Transport Strategy documents required under the Project Approval relate only to works for the Humelink West Project and will not have any baring or impact on the Humelink East project due to their outcome.



Figure 3 Overview map of Humelink East and Humelink West projects

4.2.4 EMERGENCY SERVICES

Emergency service representative contacts will be confirmed at the commencement of works. Any potential traffic impacts anticipated as part of the project which may affect the routes or access arrangements for emergency services will be communicated prior to the commencement of the relevant activity by either the AGJV Interface Manager and/or Traffic Manager through either providing site specific TMPs, via the TCG and/or other meetings as agreed with emergency services (or a combination of these). Any access required by emergency services during construction will take priority.

4.2.5 GOCUP ROAD ACCESS POINT

Through ongoing consultation with TfNSW, monthly updates will be provided on the scheduled use of the at Gocup Road stockpile access point.

5. CONSTRUCTION AND POTENTIAL TRAFFIC IMPACTS

5.1 CONSTRUCTION METHODOLOGY

5.1.1 SITE AND CAMP ESTABLISHMENT

The initial phases of the project will include establishment of project camps and compounds, access points and laydown areas (noting that some of these activities may be managed under the Enabling Works Management Plan). Once access points are established internal site haul roads will be constructed. These roads will typically have a limited grade to ensure the required plant and equipment can access the site. Construction of the internal haul roads is likely to require excavation and compaction of material to provide a smooth track to access the various sites of the transmission tower locations.

Piling pads and compounds would be established with some minor cribbing facilities at a number of sites along the alignment which would be relocated progressively as works advance.

Suitable material for roads and pads will be imported to ensure access will be achieved with the construction support vehicles, plant and equipment.

5.1.2 LINE AND TOWER INSTALLATION

Once the access roads, access points, camps and laydown sites are established the towers and lines will be installed. The towers will be lifted into position with cranes and lifting equipment and secured to the new footings. Once a series of towers are installed the installation and connection of the transmission lines will be conducted.

Line installation will typically be conducted using a helicopter or drone to haul lines between the various towers and secured between tension posts. During this phase of the work, should the cables cross a road an exclusion zone will be established on the roadway. This will be achieved through the use of localised traffic controls. For smaller roads this will be achieved through a localised road closure or under a stop/go arrangement with traffic control. Road closures will only be undertaken with the agreement and approval of the relevant road authority, and with an approved S138 permit and where there is a reasonable detour available for motorists.

For larger roads, motorways and highways additional measures may be necessary. The Hume Highway crossing will be managed with a combination of temporary works and localised traffic controls.

Any impact on motorists will be minimised as much as possible.

5.1.3 DEMOBILISATION

On the completion of works, any temporary works constructed to allow access and egress to and from the sites for larger vehicles will typically be decommissioned. Some of these access points will remain as upgraded driveways for residents.

Some access points will be kept as permanent access and maintenance points for the new transmission lines.

5.2 CONSTRUCTION CAMPS

There are two construction camps for project works delivery. The camps are located in:

- Adjungbilly
- Yass.

The sites will behave been established to accommodate living, sleeping, food and recreational spaces for workers during stints working on the project. The camps can accommodate up to 300 192 workers at Adjungbilly and 170 workers at Yass.

Parking spaces for work vehicles, personal vehicles and other support equipment are provided at these camp sites. It is not anticipated that there would be parking impacts on the public road network. Access roadways in and out of the sites has been upgraded as necessary to ensure there are no capacity issues with the adjacent roads used for access.

5.3 CONSTRUCTION ACCESS

5.3.1 ACCESS POINTS, ROAD IMPACTS AND TRAFFIC GENERATION

The project has a large number of access points throughout the alignment. The implementation and use of these access points will be subject to further assessment however will adopt one of a number of different design arrangements. Where road upgrades are required, they will be implemented as per Appendix 4 of the infrastructure approval, consistent with CoA B37. This includes timing, which will generally be prior to construction/upgrade of the relevant access track from the public road network. Use of the access points will continue until construction works delivered via the relevant access points cease. If there is a dispute about the road upgrade works referenced in Appendix 4 of the infrastructure approval, or the implementation of these works, then either party (the relevant roads authority or the proponent) may refer the matter to the Planning Secretary for resolution, consistent with CoA B37.

Generally access points will be designed to at least allow a 19m semi-trailer to enter and/or exit. The frequency of vehicles and the likelihood of movements frequent enough to need two-way simultaneous access/egress will determine the degree of upgrade required. However, it is to be noted that for the state-classified road network simultaneous access/egress is not permitted. This will be managed in accordance with Section 6.1.

The design of the site access points for areas publicly accessible will be in accordance with the AUSTROADS guides to road design. Any non-conformances with the design criteria will be addressed as part of site-specific approvals and in consultation with the relevant road authority.

The access points will be included in regular maintenance and traffic control inspection schedules which will include inspections of the compliance with the traffic mitigation measures and traffic volumes stipulated within this TTMP for the State Road network. The site access points may incorporate rumble grids where regular exporting of spoil movements are expected however tracking of material is expected to be minimal, and any tracking experienced would be identified as part of regular inspections and rectified with a mechanical sweeper (either truck or machine mounted). Biosecurity measures would be incorporated in accordance with the Biosecurity Management Plan.

The requirements for use of the access points on State Roads, are during day light construction hours, no use of the access points for OOHW during the night unless otherwise agreed with TfNSW.

Table 5 outlines the access points proposed for use for delivery of the project and anticipated heavy vehicle movements associated with the works. This includes the length of anticipated time permitted for use (for State roads), traffic volumes, intersection design, timing for construction, use of the access during construction and turning restrictions. TfNSW specific requirements are also included in Table 5. The use of each access point (on state roads) is subject to TGS arrangements and be agreed with TfNSW prior to consent.

Removal of access gates will be required for Gocup Road stockpile access and Derringullen Creek Rest Area. Any damage to the Gocup Road Stockpile or Derringullen Creek Rest area, will be the responsibility of HumeLink to repair post completion of use of these locations for construction.

5.3.2 DESIGN OF UPGRADES

The design of the access points will be in accordance with Figure 4-4 (as shown below in Figure 4), consistent with Table 4-1 of Appendix 4 of the Infrastructure Approval and Figure 5. This outlines the various access point designs to be adopted for the Project delivery and will be submitted to the relevant road authorities for S138 approvals prior to implementation. Additionally, the timing of the upgrades will be in accordance with Table 4-1 of Appendix 4 of the Infrastructure Approval. This is typically prior to construction or upgrade of the relevant access track associated with the access point.

Which access design is to be adopted for the access points outlined in Table 5 is reflected in Table 4-4 of the Project Approval for the access points relating to the HumeLink East project. The access points in Table 5 are also mapped in Appendix A.

Note that there are no road upgrades required or currently proposed as part of the works for the HumeLink East Project beyond access points. Roads proposed for use are expected to be suitable for the delivery of project works.

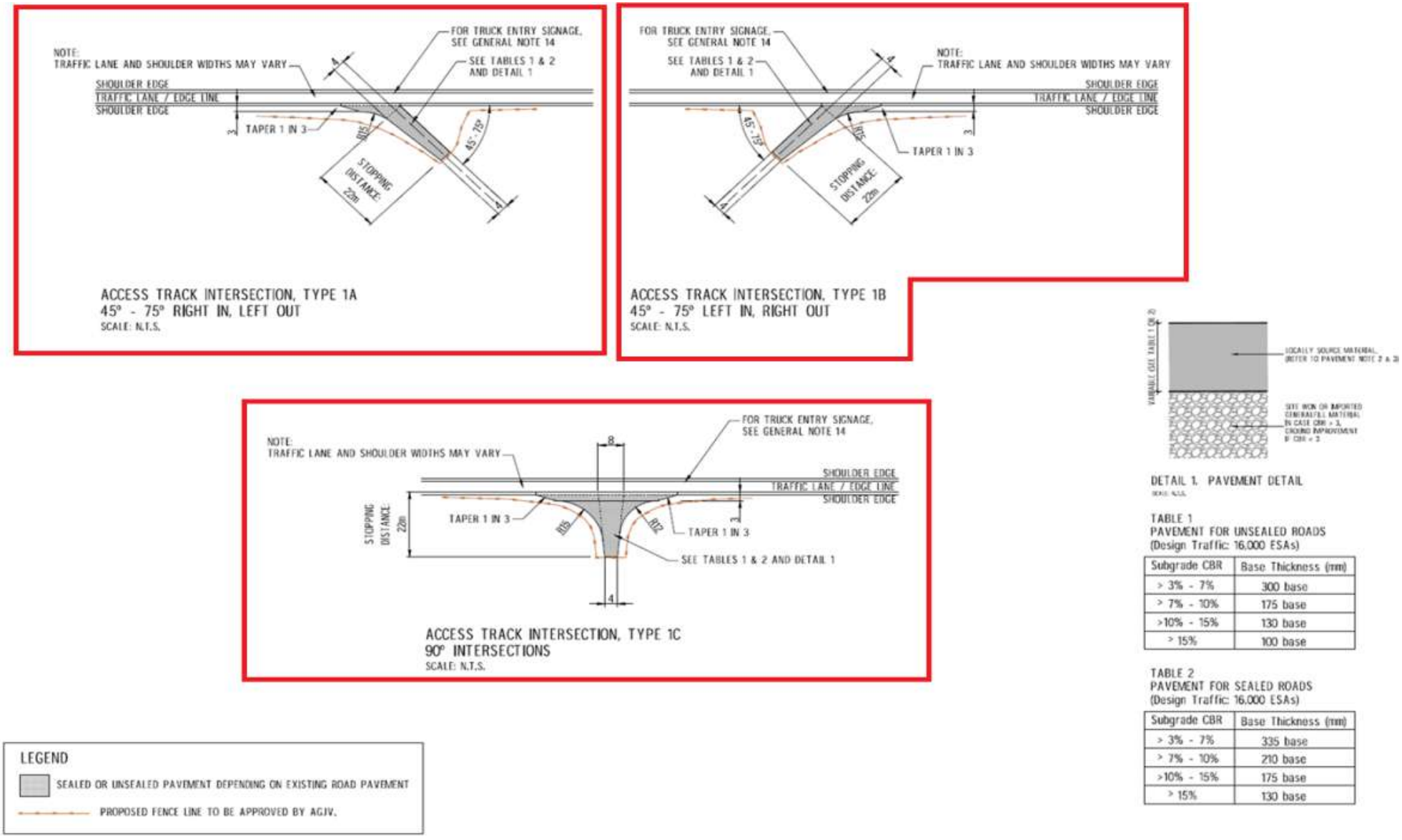


TABLE 1
PAVEMENT FOR UNSEALED ROADS
(Design Traffic: 16,000 ESAs)

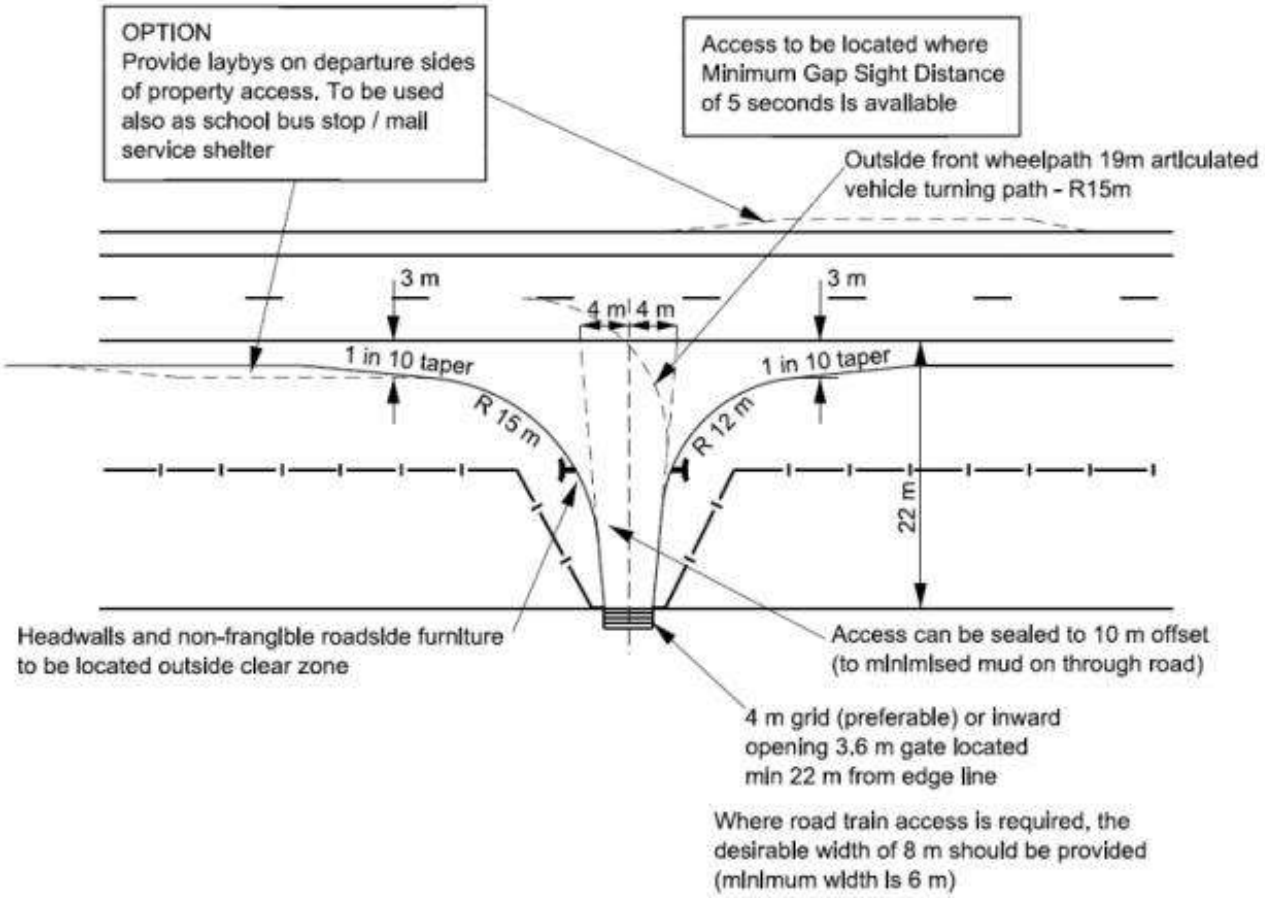
Subgrade CBR	Base Thickness (mm)
> 3% - 7%	300 base
> 7% - 10%	175 base
>10% - 15%	130 base
> 15%	100 base

TABLE 2
PAVEMENT FOR SEALED ROADS
(Design Traffic: 16,000 ESAs)

Subgrade CBR	Base Thickness (mm)
> 3% - 7%	335 base
> 7% - 10%	210 base
>10% - 15%	175 base
> 15%	130 base

Figure 4 Site access point concept designs (Source: Infrastructure Approval – Appendix 4, Figure 4-4)

Figure 7.4: Example of a rural property access specifically designed for articulated vehicles



Note: Minimum requirement for a single carriageway with design AADT < 2000 or minimum requirement for dual carriageway left-in–left-out access for single unit truck. Where AADT > 1000 and access is required for a semi-trailer then use the layout.

Figure 5: Site access point concept designs (Source: Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4)

Table 5 Proposed construction access points and indicative vehicle movements

Access Point ID	Table 4-1 reference	Latitude	Longitude	Road Name	Road Owner	LGA	New / upgrade / existing	Type of concept design	Arrangement	Indicative peak hour HV movements	Indicative peak hour LV movements	Duration (State roads)	S138 Required
AP-SUBSTATION	-	-34.43285517	150.0380718	HANWORTH RD (SUBSTATION)	Council	Upper Lachlan Shire Council	Existing	Nil	Right in / left out	4	10	-	N
AP-T004	241	-34.43055221	150.0434073	HANWORTH RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T005	-	-34.429897	150.044092	HANWORTH RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T008	-	-34.43206384	150.0305512	HANWORTH RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T009	247	-34.43459725	150.027326	HANWORTH RD	Council	Upper Lachlan Shire Council	Upgrade	1B	Left in / right out	4	10	-	Y
AP-T013	-	-34.43545935	150.0068221	HANWORTH RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T017	-	-34.42238067	149.9804454	ADAVALE RD	Council	Upper Lachlan Shire Council	New	1A	Right in / left out	4	10	-	Y
AP-T018	-	-34.43151117	149.9788661	ADAVALE RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T020	-	-34.43640205	149.952625	BANNABY RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T025	240	-34.430324	149.937345	BANNABY RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T026	239	-34.43014796	149.9334849	BANNABY RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T027	-	-34.42993758	149.9287711	BANNABY RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	6	15	-	Y
AP-T035	-	-34.455613	149.885658	HILLCREST RD	Private	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	6	15	-	N
AP-T038	-	-34.45883199	149.88147	HILLCREST RD	Private	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	6	15	-	N
AP-T039	-	-34.4594182	149.8796533	HILLCREST RD	Private	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	N
AP-T040	235	-34.46625754	149.8709448	HILLCREST RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T041	236	-34.46714413	149.8697137	HILLCREST RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T042	237	-34.46827745	149.8640773	HILLCREST RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T045	-	-34.48213398	149.8498118	SOLDIERS SETTLEMENT	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T046	-	-34.48228607	149.8497047	SOLDIERS SETTLEMENT	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T052	233	-34.49097559	149.8180309	TARALGA RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Right in / left out	4	10	-	Y
AP-T054	232	-34.49504407	149.8130993	TARALGA RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Right in / Left out	4	10	-	Y
AP-T055	251	-34.50157224	149.8129807	TARALGA RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left in / right out	4	10	-	Y
AP-T062	-	-34.511374	149.767334	RHYANNA RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T064	252	-34.51311178	149.7668799	RHYANNA RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T068	383	-34.53165823	149.7436219	BACK ARM RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T069	-	-34.524215	149.741998	BACK ARM RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T072	382	-34.53335541	149.7188162	MIDDLE ARM RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T073	382B	-34.53274793	149.7181455	MIDDLE ARM RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T074	257	-34.530972	149.711632	MIDDLE ARM RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T075	-	-34.53036861	149.7089569	MIDDLE ARM RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP - WOODHOUSELEE	-	-34.582381	149.624494	WOODHOUSELEE RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T088	-	-34.55289359	149.6292324	WOODHOUSELEE RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	6	15	-	Y
AP-T089	-	-34.55291901	149.628934	WOODHOUSELEE RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP-T102	376	-34.56572195	149.5769718	CROOKWELL RD	TfNSW	Upper Lachlan Shire Council	Existing	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.	Right in / left out	4	10	6 months	N
AP-T103	377	-34.56815917	149.5785815	CROOKWELL RD	TfNSW	Upper Lachlan Shire Council	Upgrade	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.	Left in / right out	4	10	6 months	Y
AP-T112	-	-34.568159	149.578582	DAWSONS CREEK RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	6	15	-	Y
AP-T119	378B	-34.59770357	149.4973999	RANGE RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	6	15	-	Y
AP-T120	378	-34.59793656	149.4968036	RANGE RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T125	-	-34.60325897	149.4629933	STORRIERS LN	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T126	-	-34.603244	149.462845	STORRIERS LN	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T127	330B	-34.61272017	149.4540812	STORRIERS LN	Private	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	N

Access Point ID	Table 4-1 reference	Latitude	Longitude	Road Name	Road Owner	LGA	New / upgrade / existing	Type of concept design	Arrangement	Indicative peak hour HV movements	Indicative peak hour LV movements	Duration (State roads)	S138 Required
AP-T128	330	-34.61291757	149.453682	STORRIERS LN	Private	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	N
AP-T129	-	-34.615813	149.452107	STORRIERS LN	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T130	-	-34.617497	149.438065	PRICES LANE	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T131	225	-34.61895192	149.4373266	PRICES LANE	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T132	-	-34.62067224	149.4373861	PRICES LANE	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T135	223	-34.62675484	149.4143424	BANNISTER LANE	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T137	223B	-34.626812	149.413995	BANNISTER LANE	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T138	-	-34.63199744	149.4126314	BANNISTER LANE	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T143	-	-34.639426	149.375185	GURRUNDAH RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T144	-	-34.639073	149.374707	GURRUNDAH RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T145	220	-34.63716919	149.3691106	GURRUNDAH RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T153	354B	-34.64949324	149.327073	GRABBEN GULLEN RD	Council	Upper Lachlan Shire Council	New	1C	Right in / left out	4	10	-	Y
AP-T154	354	-34.64950442	149.3265613	GRABBEN GULLEN RD	Council	Upper Lachlan Shire Council	New	1C	Left in / right out	4	10	-	Y
AP-T157A		-34.658431	149.322533	GRABBEN GULLEN RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T157B	-	-34.649326	149.299159	CLANCYS RD	Private	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T158	323	-34.65405181	149.2985334	CLANCYS RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T159	-	-34.65409203	149.2983301	CLANCYS RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T160	-	-34.648956	149.293992	PRIVATE RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T162	-	-34.662486	149.292323	CLANCYS RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T163	219B	-34.66239965	149.2703232	SAPPHIRE RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T164	219	-34.66269662	149.2699346	SAPPHIRE RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	6	15	-	Y
AP-T169	-	-34.64276035	149.244432	CASTLE HILL RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP-T180	211	-34.69143717	149.1847231	WALSHS RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T181	-	-34.69453	149.184449	WALSHS RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T183	-	-34.69882076	149.1739405	RUGBY RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T184	213	-34.69928429	149.1732471	RUGBY RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T185	-	-34.70247136	149.1685148	FELLED TIMBER RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T187	409B	-34.70843494	149.1494694	GREENDALE RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T188	-	-34.70835982	149.149146	GREENDALE RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T189	373	-34.710311	149.14239	GREENDALE RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T190	216	-34.71369753	149.1361197	RYE PARK RD	Council	Upper Lachlan Shire Council	New	1C	Right in / left out	4	10	-	Y
AP-T191	217	-34.713091	149.133715	RYE PARK RD	Council	Upper Lachlan Shire Council	New	1C	Left in / right out	4	10	-	Y
AP-T192	218	-34.711471	149.123703	RYE PARK RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left in / right out	4	10	-	Y
AP-T196	207	-34.73428404	149.1086306	DAWES RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T197	371B	-34.73033709	149.0950591	FLACKNELL CREEK RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T198	371	-34.73031602	149.0947405	FLACKNELL CREEK RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T200	370	-34.73601893	149.0812439	STINK POT RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T201	406	-34.73878407	149.0739971	STINK POT RD	Council	Upper Lachlan Shire Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T202	-	-34.74150519	149.0675713	STINK POT RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T203	-	-34.74152489	149.0658771	STINK POT RD	Council	Upper Lachlan Shire Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T207	205	-34.75627605	149.035349	BUSHS RD	Council	Upper Lachlan Shire Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T209	206	-34.75879493	149.032192	BUSHS RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T213	-	-34.7828577	149.0167749	BUSHS RD	Council	Yass Valley Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP-T222	388	-34.76962244	148.9815104	BANGO LANE	Council	Yass Valley Council	Upgrade	1A	Right in / left out	6	15	-	Y
AP-T223	260	-34.76779624	148.980199	BANGO LANE	Council	Yass Valley Council	Upgrade	1B	Left in / right out	4	10	-	Y
AP-T229	385	-34.7664915	148.9497239	COOKS HILL RD	Council	Yass Valley Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y

Access Point ID	Table 4-1 reference	Latitude	Longitude	Road Name	Road Owner	LGA	New / upgrade / existing	Type of concept design	Arrangement	Indicative peak hour HV movements	Indicative peak hour LV movements	Duration (State roads)	S138 Required
AP-T230	204	-34.762884	148.947605	COOKS HILL RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T234	-	-34.76881873	148.9220253	FAIRY HOLE RD	Council	Yass Valley Council	Existing	Nil	Right in / left out	4	10	-	N
AP-T235	-	-34.76991166	148.9210118	FAIRY HOLE RD	Council	Yass Valley Council	Existing	Nil	Left in / right out	4	10	-	N
AP-T239	267	-34.774922	148.895968	WARGEILA RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T241	273	-34.77729798	148.8918147	BUGGALI RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T242B	274	-34.777341	148.891523	BUGGALI RD	Council	Yass Valley Council	New	1C	Left in / right out	4	10	-	Y
AP-T243	266	-34.78224048	148.8918111	WARGEILA RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T247	275	-34.787561	148.857451	LACHLAN VALLEY WAY	TfNSW	Yass Valley Council	Existing	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.	Right in / left out	4	10	4 months	N
AP-T248	272	-34.7947878	148.8685438	HUME HIGHWAY	TfNSW	Yass Valley Council	Existing	Installation of access gate. Maximum design vehicle is 19 m. Post-construction access gate is to be removed. Maximum of 1 HV using the intersection at 1 time	Left in / right out	4	10	4 months	N
AP - YASS	-	-34.807984	148.880396	YASS VALLEY WAY / COMMERCIAL ROAD / ENTERPRISE PLACE	Council	Yass Valley Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP - YASS LAYDOWN	-	-34.816836	148.90596	FAULDER AVE	Council	Yass Valley Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP - YASS LAYDOWN 2	-	-34.818081	148.905148	FAULDER AVE	Council	Yass Valley Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP - YASS LAYDOWN 3	-	-34.816017	148.906525	FAULDER AVE	Council	Yass Valley Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T256	-	-34.82248	148.835385	BLACK RANGE RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T261	269	-34.82414432	148.8382734	BLACK RANGE RD	Council	Yass Valley Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T266	276	-34.81611256	148.7821222	BLACK RANGE RD	Council	Yass Valley Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T273	-	-34.8388415	148.7505909	BLACK RANGE RD	Council	Yass Valley Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T278	279	-34.85062659	148.7336791	BLACK RANGE RD	Council	Yass Valley Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T281	280	-34.86608002	148.7226619	BLACK RANGE RD	Council	Yass Valley Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T281B	-	-34.865262	148.72259	BLACK RANGE RD	Council	Yass Valley Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T282	281	-34.871811	148.720645	BLACK RANGE RD	Council	Yass Valley Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T283	392	-34.87386765	148.7184584	BLACK RANGE RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T288	399	-34.88218757	148.6869724	BURRINJUCK RD	Council	Yass Valley Council	New	1C	Left in / right out	4	10	-	Y
AP-T289	399B	-34.88213529	148.6865444	BURRINJUCK RD	Council	Yass Valley Council	New	1C	Left in / right out	4	10	-	Y
AP-T292	-	-34.89968155	148.659283	BURRINJUCK RD	Council	Yass Valley Council	New	1C	Right in / left out	4	10	-	Y
AP-T292.1	-	-34.907414	148.670267	BURRINJUCK RD	Council	Yass Valley Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T301	283	-34.87967365	148.6046398	CHILDOWLA RD	Council	Yass Valley Council	Upgrade	1C	Left or right in / left or right out	6	15	-	Y
AP-T302	295	-34.89122085	148.6106603	TALMO RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T303	295B	-34.89135017	148.6106795	TALMO RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T306	393	-34.89403604	148.5838871	CHILDOWLA RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T307	286	-34.89539788	148.5815182	CHILDOWLA RD	Council	Yass Valley Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T309	398	-34.89681693	148.5759095	CHILDOWLA RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T311	394	-34.89756701	148.5701567	CHILDOWLA RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T312	397	-34.901275	148.564248	CHILDOWLA RD	Council	Yass Valley Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T315	-	-34.900773	148.553104	CHILDOWLA RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T318	-	-34.903064	148.546181	NANANGROE RD	Council	Yass Valley Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T320	-	-34.91399901	148.5311679	BUNDARBO RD	Council	Cootamundra - Gundagai Regional Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T325	-	-34.92973962	148.5073375	NANANGROE RD	Council	Cootamundra - Gundagai Regional Council	Upgrade	1C	Left or right in / left or right out	6	15	-	Y
AP-T332	317	-34.940904	148.4714267	NANANGROE RD	Council	Cootamundra - Gundagai Regional Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP-T334	-	-34.90470734	148.4601451	BUNDARBO RD	Council	Cootamundra - Gundagai Regional Council	Upgrade	1C	Left or right in / left or right out	6	15	-	Y
AP-T342	-	-34.96040583	148.4413094	MARYVALE RD	Council	Cootamundra - Gundagai Regional Council	Existing	Nil	Left or right in / left or right out	6	15	-	N

Access Point ID	Table 4-1 reference	Latitude	Longitude	Road Name	Road Owner	LGA	New / upgrade / existing	Type of concept design	Arrangement	Indicative peak hour HV movements	Indicative peak hour LV movements	Duration (State roads)	S138 Required
AP-T347	-	-34.96799605	148.4363978	MARYVALE RD	Council	Cootamundra - Gundagai Regional Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T358	312	-35.01170169	148.3953858	PARSONS CREEK RD	Council	Cootamundra - Gundagai Regional Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP-T360	310	-35.013048	148.390938	PARSONS CREEK RD	Council	Cootamundra - Gundagai Regional Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T361 Option 2	296	-35.01400758	148.3840753	PARSONS CREEK RD	Council	Cootamundra - Gundagai Regional Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T367	-	-35.051097	148.411724	NANANGROE RD	Council	Cootamundra - Gundagai Regional Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T372	-	-35.069261	148.374541	GOBARRALONG ADJUNGBILLY RD	Council	Cootamundra - Gundagai Regional Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T373	298	-35.069258	148.374251	GOBARRALONG ADJUNGBILLY RD	Council	Cootamundra - Gundagai Regional Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-ADJUNGBILLY 1	-	-35.066788	148.359744	GOBARRALONG ADJUNGBILLY RD	Council	Cootamundra - Gundagai Regional Council	Existing	Nil	Left or right in / left or right out	9	10	-	N
AP-T380	-	-35.10472901	148.3796142	RED HILL RD	Council	Cootamundra - Gundagai Regional Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T381	-	-35.11015928	148.3519608	SAWMILL CREEK RD	Forestry	Cootamundra - Gundagai Regional Council	New	1C	Left or right in / left or right out	4	10	-	N
AP-T382	-	-35.10801	148.355675	RED HILL RD	Forestry	Cootamundra - Gundagai Regional Council	New	1C	Right in / left out	4	10	-	N
AP-T385	411	-35.12471979	148.3522025	SAWMILL CREEK RD	Forestry	Cootamundra - Gundagai Regional Council	Upgrade	1C	Left or right in / left or right out	4	10	-	N
AP-T386	412	-35.12292004	148.3500937	SAWMILL CREEK RD	Forestry	Cootamundra - Gundagai Regional Council	New	1B	Left in / right out	4	10	-	N
AP-T387	-	-35.124576	148.349995	SAWMILL CREEK RD	Forestry	Cootamundra - Gundagai Regional Council	Upgrade	1C	Left in / right out	4	10	-	N
AP-T388	308	-35.1396224	148.352737	HONEYSUCKLE RD	Forestry	Snowy Valleys Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T389	305B	-35.13950001	148.346723	HONEYSUCKLE RD	Forestry	Cootamundra - Gundagai Regional Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T390	305	-35.13959524	148.3464137	HONEYSUCKLE RD	Council	Cootamundra - Gundagai Regional Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T392	-	-35.13888171	148.3423823	HONEYSUCKLE RD	Council	Cootamundra - Gundagai Regional Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP-T400	-	-35.186855	148.324544	BRUNGLE CREEK RD	Council	Snowy Valleys Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP-T401	-	-35.19200445	148.3265337	BRUNGLE CREEK RD	Council	Snowy Valleys Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP-T403	300	-35.19685849	148.3276888	BRUNGLE CREEK RD	Council	Snowy Valleys Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T407	-	-35.20448721	148.3282416	BRUNGLE CREEK RD	Council	Snowy Valleys Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP-T414	190	-35.227974	148.29653	WEBBS RD	Council	Snowy Valleys Council	Existing	Nil	Left or right in / left or right out	6	15	-	N
AP-T421	186	-35.21264286	148.2450044	BRUNGLE RD	Council	Snowy Valleys Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T422	187	-35.211684	148.243794	BRUNGLE RD	Council	Snowy Valleys Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T425	-	-35.219922	148.231246	COCKATOO RD	Council	Snowy Valleys Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T429	-	-35.22252648	148.2228224	COCKATOO RD	Council	Snowy Valleys Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T433	366	-35.237709	148.197756	GOCUP RD	TfNSW	Snowy Valleys Council	New	Installation of access gates. Maximum design vehicle is 19m.	Left in / right out	4	10	6 months	Y
AP-T434	-	-35.24249287	148.1984806	ROCKY GULLY RD	Council	Snowy Valleys Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T435	181	-35.24141251	148.1905806	ROCKY GULLY RD	Council	Snowy Valleys Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T436	181B	-35.24164662	148.1903115	ROCKY GULLY RD	Council	Snowy Valleys Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T437	180	-35.24669786	148.179696	MEADOW CREEK RD	Council	Snowy Valleys Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T439	-	-35.24673458	148.1786482	CLEES TRAIL	Council	Snowy Valleys Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T451	-	-35.30531201	148.1433845	GADARA RD	Council	Snowy Valleys Council	Existing	Nil	Left or right in / left or right out	4	10	-	N
AP-T452	192	-35.30978365	148.1499759	GADARA RD	Council	Snowy Valleys Council	Upgrade	1C	Left or right in / left or right out	4	10	-	Y
AP-T453 (TUMUT)	-	-35.311646	148.152343	GADARA RD	Council	Snowy Valleys Council	New	1C	Left in / right out	4	10	-	Y
AP-T453.1	193	-35.312454	148.153392	GADARA RD	Council	Snowy Valleys Council	New	1C	Left or right in / left or right out	4	10	-	Y
AP-T454*	194B	-35.3208399	148.1400934	SNOWY MOUNTAINS HWY	TfNSW	Snowy Valleys Council	Upgrade	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.	Right in / left out	4	10	5 months	Y
AP-T456*	194	-35.32117506	148.1400296	SNOWY MOUNTAINS HWY	TfNSW	Snowy Valleys Council	Upgrade	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.	Left in / right out	4	10	5 months	Y

Access Point ID	Table 4-1 reference	Latitude	Longitude	Road Name	Road Owner	LGA	New / upgrade / existing	Type of concept design	Arrangement	Indicative peak hour HV movements	Indicative peak hour LV movements	Duration (State roads)	S138 Required
AP-T464	-	-35.35544341	148.1536112	GADARA LN	Council	Snowy Valleys Council	Existing	Nil	Left or right in / left or right out	4	10	-	N

*Not to be used simultaneously

5.3.3 HAULAGE ROUTES

The project will prioritise haulage routes in accordance with the hierarchy outlined below:

1. State Roads (motorways, highways, freeways)
2. Regional Roads
3. Local Roads

Actual access points for entering the alignment for construction are typically via local and Council roads as they are typically where the alignment bisects a roadway.

An attachment showing the access routes is included in Appendix A: Haulage routes and access points. The details show the main alignment of the transmission lines and the proposed state, regional and local roads which are to be used for construction access. The access routes are consistent with those included in the Amendment Report and identified in the Figure 4-1 in Appendix 4 of the Infrastructure Approval, as per the requirements of CoA B35. If a route not included in the Amendment Report and identified in the Figure 4-1 in Appendix 4on the indicative and alternative access routes in Appendix A is required during construction, AGJV would seek agreement with the Planning Secretary to use the route in accordance with CoA B35. If use of any additional routes is approved, the attachments in Appendix A would be updated as required.

Note, CoA B35 also requires light vehicles use these routes in Appendix A. Light vehicles travelling between any two of the following will follow these routes:

- Accommodation camp
- Construction compound
- A worksite within the project footprint.

As described in the Staging Request (Transgrid, June 2025), modification of the existing Bannaby 500 kV substation will require delivery of reactors which are oversized equipment. Due to their dimensions and/or weights, these movements are considered as ‘high risk’, and have therefore undergone additional assessment provided in Appendix F.

For low risk OSOM movements, the National Heavy Vehicle Regulator (NHVR) process will be followed for any permits required (refer to Section 6.5 and Appendix D for further information).

Oversize and/or overmass vehicles will only use the primary access routes as outlined in the EIS, unless agreement and approval is received from The Planning Secretary. These routes are shown in Appendix D, Figure 1 (which is consistent with Figure 4-2 of the Infrastructure Approval).Some infrequent movements may need to use alternate roads depending on project procurement and delivery origins when accessing specific sites. If this scenario presents, the TMP will be updated.

Any alternate routes that are not included in Appendix A will require approval from DPHI under MCoA B35 prior to use and will then be included in an updated revision to this plan. All revisions to the TTMP will be sent to TfNSW for information.

The movements associated with the project are outlined above as during peak construction and are daily movements. These movements are not significant enough to trigger any delays to the public and will easily be absorbed into the existing network without affecting the current level of service.

5.3.4 INTERSECTION USE AND ANALYSIS

Access associated with the Project is outlined in the VMP located in Appendix A, and outlines the routes used between the State Road network and the site access points, located throughout the alignment.

The route connecting each access point back to the State Road network has been tracked, and intersections interfacing with the State Roads have been incorporated into Table 6. These intersections are therefore intended for use by the construction traffic during the course of the Project works. The identified intersections have undergone assessment as described below.

Table 6 List of Intersection for Assessment

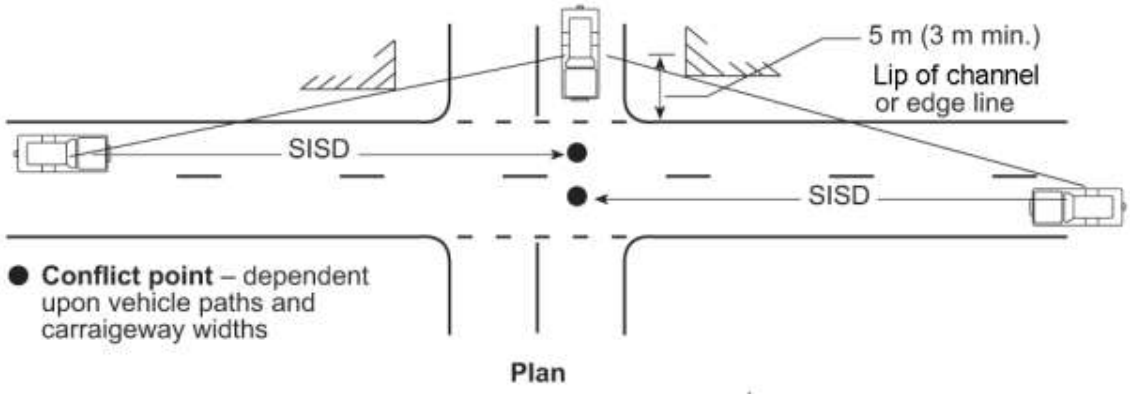
No.	Intersection Detail
1	Crookwell Road / Woodhouselee Road
2	Crookwell Road / Mary's Mount Road
3	Goulburn Road / Pejar Road
4	Goulburn Road / Rosyln Road
5	Goulburn Street / East Street
6	Goulburn Street / Colyer Street
7	Hume Highway / Gundaroo Road
8	Hume Highway / Collector Road
9	Hume Highway / Jerrawa Road / Lade Vale Road
10	Hume Highway / Yass Valley Way (east)
11	Hume Highway / Yass Valley Way (west)
12	Hume Highway / Common Road
13	Hume Highway / Paynes Road
14	Hume Highway / Burrinjuck Road
15	Hume Highway / Illalong Road
16	Hume Highway / Unnamed Road
17	Hume Highway / Audley Road
18	Hume Highway / Riverside Drive (east)
19	Hume Highway / Riverside Drive (west)
20	Hume Highway /Gobarralong Road
21	Hume Highway /Muttama Road
22	Hume Highway /Cross Street
23	Gocup Road / Meadow Creek Road
24	Snowy Mountains Highway / Wee Jasper Road
25	Snowy Mountains Highway / Gocup Road / Adeong Road / Capper Street

No.	Intersection Detail
26	Snowy Mountains Highway / Reka Siding Road
27	Snowy Mountains Highway / Gadara Lane
28	Snowy Mountains Highway / Gadara Road

These intersections have been assessed. The assessment is included in Appendix E. The assessments aim to verify the intersections adequacy for use, in their existing configuration, prior to construction access, identifying all the construction activities that each intersection with the State Road network will be used for during construction. Where deficiencies have been identified, mitigation measures are included to ensure safe operation of the intersection during use by construction traffic.

5.3.5 SAFE INTERSECTION SIGHT DISTANCE (SISD)

SISD checks have been undertaken for existing intersections listed in Table 6 and included in Appendix E. These checks were based on a combination of aerial imagery (the latest available will be used) and street view or site assessments. They were based on Figure 3.2 of the AUSTROADS Guide to Road Design Part 4A: Unsignalised and Signalised Intersections. An extract of the figure is provided below, for reference:



This will be based on the posted speed and be checked against the posted speed of the through road +10km/h, but otherwise where this is not achieved the intersection will be checked against the posted speed itself.

This will determine if there is sufficient visibility for traffic turning out of the side road, onto the public roadway.

5.3.6 INTERSECTION MITIGATION MEASURES

If the SISD identifies a deficiency, mitigation measures have been investigated to ensure safe operation of the site.

Mitigation measures may include a combination of some of the following:

- Limitation on frequency of vehicle movements during construction works, especially in peak periods;
- Localised speed reduction under an ROL or S138 permit, as required
- Additional signage
- Trimming of vegetation (where vegetation obstructs the SISD)
- Vehicle movement plans favouring complying intersections.

Mitigation measures are included in Appendix E. Any mitigation measure for an intersection that identifies a deficiency will be incorporated into the appropriate permit application for either a Road Occupancy Licence or Section 138 application to Council, to support the use of the intersection and mitigation measure, as required.

In some instances, Council will be notified of the deficiency in sight distance as a result of vegetation, as typically vegetation control is a council responsibility (even on the State Road network).

Monitoring and implementation of TGS at each intersection and/or access point (that does not have existing intersection treatments) will occur to ensure that the traffic volumes within Table 5 and Appendix A are not exceeded during the peak hour. Monitoring will utilise LinkedSite data. LinkedSite is discussed in Section 7.2.2.

HV access (entry and exit) to/from the Hume Highway without auxiliary lanes and/or shoulders will consider arrival and departure times outside of peak hours in order to minimise potential impacts.

5.4 VULNERABLE ROAD USER GROUPS

5.4.1 PEDESTRIANS AND CYCLISTS

Pedestrian impact on the project is expected to be minimal as a result of limited pedestrian demand around the construction site access points and typically no existing pedestrian facilities.

Cycle movements on some roads are likely however not to a volume that would be a measurable risk to their safety.

An item has been incorporated into the Drivers Code of Conduct (refer to Appendix B) to ensure priority is given to pedestrians and cyclists throughout the project delivery cycle.

5.5 PUBLIC TRANSPORTATION

There are negligible impacts expected on public transportation as part of the project works as described in the Amendment Report (refer to Section 6.3.6 of the Revised Traffic and Transport Impact Assessment, Technical Report 16). This is primarily due to the Revised Traffic and Transport Impact Assessment concluding that construction is not anticipated to adversely impact on the road network performance. By extension, public bus services and school bus services are not expected to experience delays. Where construction activities (including line stringing, oversize movements or roadwork) are being conducted on a known school bus or public transport route, the relevant stakeholders (including the bus operators and school representatives) will be notified of any works.

Where practical, the works will be conducted when there are no anticipated public transport movements expected. Additionally, where practical heavy vehicle usages will avoid peak time school bus times and routes.

5.6 RAIL IMPACTS

Construction works will affect the rail network where the new transmission lines cross the existing rail network. Existing maintenance closures and occupations are scheduled for the rail network as well as schedules of rail services, any construction works that affect the rail corridor will be communicated with the appropriate rail personnel prior to being conducted. The consultation would confirm authority requirements (such as track occupancy authorisations) and necessary requirements for staff working within the rail corridor (accreditations).

Any lines being installed across the rail network will only be conducted during a maintenance closure, or where there is sufficient time between services to allow the safe installation and termination of the transmission cable.

6. CONTROL MEASURES

6.1 TRAFFIC DELAY MANAGEMENT

There are a number of construction activities which will result in an impact on public traffic due to the movement of oversize vehicles, roadways with limited width to accommodate heavy vehicles and during the installation of overhead wires.

Where localised traffic controls are required the duration of any holds will be minimised as much as possible (while not compromising public or motorists safety). Table 7 outlines appropriate worksite lengths compared to two-way traffic volumes as a guide for what would be an appropriate performing shuttle-flow arrangement, consistent with the guidance provided in the *Guide to Temporary Traffic Management Part 3: Static Worksites* (Austroads, September 2021). Where these vehicle numbers or distances of the worksite exceed those is Table 7, alternative work hours (and lower traffic periods) will be sought. Should that not be possible an increased community notification campaign will be implemented to aim to reduce the number of vehicles affected by the works.

Table 7 Shuttle flow operation lengths and volumes

Traffic volume in both directions (vph)	Length of single lane section (m)
701-800	70
601-700	100
501-600	150
401-500	250
351-400	400
301-350	600
≤300	800

Scheduling will be used a tool to minimise traffic and transport impacts as far as practical. The scheduling will aim to achieve the following:

- Avoid project traffic on the public road network during peak periods and outside standard construction hours as far as reasonable and feasible
- Minimise potential for conflict with local climate conditions such as fog, wet weather and flooding
- Minimise potential for conflict with traffic and rail services, stock movements and other projects in the area, as far as practicable
- Minimise convoying or platoons
- Avoid simultaneous use of access points where not permitted.

LinkedSite is a web-based program designed to virtually track, analyse, and manage vehicle movements in and around projects. AGJV will deploy LinkedSite on AGJV vehicles to track vehicle movements and to assist with scheduling. LinkedSite has further abilities as described in Section 7.2. Further, site supervisors will utilise UHF radio's as an additional control to manage access/egress, particularly where simultaneous access/egress is not permitted.

Typically, smaller or ad-hoc delivery trucks are not captured with inductions and onboarding but will have delivery dockets and chain of responsibility reviews undertaken to monitor movements and compliance in lieu of GPS tracking. Private vehicles will not be tracked.

Scheduling will be the responsibility of the Traffic Manager specifically and implemented by the site supervisors.

6.2 PROVISION FOR MAINTENANCE

Maintenance for the site/s will be conducted based on a dilapidation inspection regime along with regular inspections by project staff. The inspections will be conducted regularly while the roads are in use by the project.

6.2.1 ROAD CONDITION ASSESSMENTS

As outlined in CoA B38, independent road condition assessments will be conducted on local roads (including local road crossings) proposed for use by the project. The assessment records and findings (incorporated into a report) will be issued to the affected Council prior to any planned use of the roadway by heavy construction traffic. The road condition assessment reports will include visual documentation of the road conditions prior to use of the roadway by heavy construction traffic.

Subsequent surveys will be conducted in consultation with the relevant roads authority (likely to be Council for local roads) when works utilising the road are completed, and any deterioration or damage because of the Project will be rectified to at least the pre-construction conditions (alternatively an agreement may be reached with the relevant roads authority/Council for a financial compensation in lieu of rectification, this will be subject to agreement with the relevant roads authority/Council). Ongoing independent road condition assessments will be conducted at least annually, or within a timeframe agreed with the roads authority, during construction (or while the road is required for construction), consistent with CoA B38(a)(ii). Typically, all site access points will also be inspected as part of ongoing monitoring by the construction site Traffic Manager or delegate at least monthly.

Within one month of the completion of works that would require the use of the road (or within a timeframe agreed with the road authority) a final road condition assessment will be conducted to verify the extent of any damage caused by The Project and will be issued to the affected relevant roads authority/Council. Any disagreement in the damage caused or rectification requirements may be referred to The Planning Secretary.

6.2.2 ROAD REPAIR

Where an issue is reported or identified in a survey on a local road (including local road crossings) and subsequently confirmed to be as a result project related traffic, a roadwork construction crew will be arranged to attend the site of the issue as a priority. Temporary repairs with available resources on site will be implemented. Temporary repairs may include sweeping or clearing debris from the roadway or infilling a pothole with an appropriate material. Material for repairs will be made available at the main site compounds. Temporary repairs will be monitored regularly until such time that a permanent repair can be made.

Where a more permanent repair is required, a better equipped maintenance and traffic control crew will be deployed to implement a localised traffic worksite as soon as practical after the issue is identified. Permanent repair will be made to the relevant standard for the type of road in question.

Repairs (or payment for the full costs associated with repairs) to any damage to local roads as a result of use by the project will be undertaken as soon as practical after the damage is identified, but within:

- Seven days of identification if the damage could endanger road safety, or otherwise;
- Two months of the completion of the relevant survey (unless the relevant roads authority agrees otherwise).

6.2.3 WATER RELATED INFRASTRUCTURE

HumeLink East does not propose to utilise any water related infrastructure for the Project. This plan will be updated should this change. If there is a required change and water supply points are identified and require access to the state road network TfNSW will be consulted on the proposed access arrangements and approvals obtained prior to construction

6.2.4 DIRT AND DEBRIS

In order to minimise tracking of dirt and debris from the project area on to the public road network, the following will be implemented:

- Implementing progressive erosion sediment control plans (ESCP)
- Installation of rumble grids or wheel washes where necessary
- Where weather warrants, inspections to monitor the condition of public sealed roads and access points may be undertaken by the traffic team
- Covering of heavy vehicle loads, on all roads
- Where necessary public sealed roads will be maintained.

See section 7.2 for details on inspections and monitoring. See section 7.5 for detail on incident management

6.2.5 ACCESS POINT RESTORATION

Restoration will be undertaken in accordance with Section 4.3 of the CEMP. For clarity, with specific reference to access points, this requires AGJV to reinstate and restore all access points, not required by a subsequent phase, disturbed by construction activities upon completion of works. Access points will be returned to a condition similar to its pre-disturbance condition and in accordance with CEMP sub-plans and other management plans, or as agreed with a landowner and documented in a Property Management Plan.

6.3 TRAFFIC CONTROLS, SIGNS AND DEVICES

6.3.1 REGULATORY ADVICE AND GUIDANCE

Construction works may create impacts on the existing road network information and distance information signage. Consideration will be given to ensuring that existing road information and distance information signage is always kept relevant and consistent with the changed traffic conditions.

Signage associated with property access, local community access and businesses will be considered during the detailed design and implementation of temporary traffic management schemes and any impacts addressed to ensure the appropriate information for road users is effectively communicated.

Additional temporary signage will be incorporated into the temporary worksites as necessary. Any impacts to TfNSW signage will be checked via the TfNSW signage register. All temporary signs will be reviewed and approved by TfNSW and/or the relevant Authorities as part of the relevant road occupancy application or Traffic Management Plan approval. Further temporary signage will be included where any prohibitions on turn directions exist at access points or on the public road network.

Information and advance warning signage will be designed in accordance with:

- AS 1428 Design for access and mobility
- AS 1742.1-15
- AS 1742.3
- AS 1743 Road Signs – Specifications.

6.3.2 DETOURS AND ROAD CLOSURES

Where detours and road closures are required to deliver the works, the alternative routes identified will be signed in accordance with an approved Traffic Guidance Scheme and road occupancy permit. This may include either a Council permit or a Road Occupancy Licence (ROL).

The traffic guidance scheme, detour route and signage arrangement would be reviewed and approved in consultation with the relevant road authority.

Advanced warning of the detour may be provided via VMS where the road is either a Regional or State Road and constitutes a valuable element to the road network. Where the road is a smaller local or Council road more targeted communications may be employed to those affected stakeholders.

A detour sign would be provided at every decision point. Where possible, detours and road closures will be conducted and implemented outside of peak periods. Detours will only be considered when supported by the relevant road authority, would only be implemented under an approved permit and would only be pursued when there was a reasonable detour available for impacted traffic that did not generate excessive delays or additional travel.

This section does not apply to the State Road network. Consultation regarding detours on the State Road network would occur per Section 8.2 as part of an update to the TTMP.

6.4 LANE AND SHOULDER CLOSURES

A variety of construction activities will require lane and shoulder closures to facilitate safety buffers or clearance to traffic to achieve the required construction outcome. These may be for widening of roads or access points.

Any lane and shoulder closures required by the project will be implemented in accordance with the AS1742.3. Any occupation of a road will also only be undertaken with appropriate permits and approvals in place. Permits and approvals would include Council approvals where the works fall on a Council road, alternatively ROLs and Speed Zone Authorisations (SZAs) will be applied for from TfNSW.

6.5 OVERSIZE VEHICLE MANAGEMENT

As described in the Staging Request (Transgrid, June 2025), modification of the existing Bannaby 500 kV substation will require delivery of reactors which are oversized equipment. Due to their dimensions and/or weights, these movements are considered as 'high risk', and have therefore undergone additional assessment provided in Appendix F. The Traffic Management Plan (ODLS, March 2026) provided in Appendix F details the delivery route and assesses the travel times, overhead clearance, rail approvals, permit requirements and all swept path analysis, and has been prepared in consultation with TfNSW and relevant Councils (Upper Lachlan Shire Council and Goulburn Mulwaree Council).

For low risk OSOM movements, the National Heavy Vehicle Regulator (NHVR) process will be followed for any permits required (refer to Appendix D for further information).

The typical process for oversize vehicle movements associated with the project will see an initial assessment of the route by the transport company or operator. Problem areas identified as part of the assessment will have swept paths undertaken to identify any additional controls which may be required.

Any additional controls required will be prepared and submitted for approval prior to the load being transported on public roads. Where certain triggers are met, this may require an oversize Traffic Management Plan to be submitted to support the National Heavy Vehicle Regulator (NHVR) application of the oversize load. In this case the loads and approvals will be managed through that pathway.

Escorts may be required in accordance with the NHVR guidelines for the New South Wales operators guidelines and any other jurisdictional requirements. Where required, they will be incorporated into the planning for deliveries. Should additional traffic controls be required to ensure the safe movement of oversize loads, these will be implemented under appropriate road occupancy approvals and permits.

The process for planning delivery of major equipment or materials (including OSOM movements) is outlined in the Major Equipment and Materials Road Transport Procedure included in Appendix D.

6.6 VEHICLE RECORDING

Construction vehicles will typically be onboarded through a plant induction system as part of the standard safety procedures. This would ensure their safety and compliance with project requirements.

Driver logbooks would be used as a tool for recording historical movements of vehicles around the project, as well as pre-start meetings and inspections with site supervision. Additionally, transport of waste will typically be recorded via waste transfer dockets, validated by the receiving entity.

Vehicle recording using more modern methods including GPS is not always practical or possible on the site, and throughout the Project corridor as these systems are heavily dependent on mobile network coverage, which is not available throughout the entire alignment. Whilst it will be utilised where possible, it cannot be the basis of all tracking and recording.

Private vehicles which are not intended to enter the construction corridor would not typically be onboarded, recorded or tracked.

6.7 DRIVERS CODE OF CONDUCT

A Drivers Code of Conduct has been developed for inclusion in the project staff onboarding process for workers. The Code of Conduct outlines the permitted use of vehicles on the project including appropriate behaviour and methods of minimising the impact on the community.

The Drivers Code of Conduct includes requirements for drivers such as;

- Travelling speeds
- Use of approve roads
- Safe driving practices
- Carpooling when necessary
- Minimising operation of vehicles unnecessarily outside of normal construction hours

- Driver etiquette
- Operation of vehicles during poor climatic conditions that may affect road safety.

A copy of the Drivers Code of Conduct is included in Appendix B of this plan. All vehicle drivers operating in connection with Acciona Genus JV work including suppliers and subcontractors will be required to be inducted on and sign the Drivers Code of Conduct.

6.8 TRAFFIC MANAGEMENT PLANS

The project site specific Traffic Management Plans (TMPs) will be developed to outline discreet elements of construction. The TMPs will include details of construction activities, and traffic, pedestrian and vehicle impacts associated with the planned works.

The TMPs will include the following elements:

- Details of proposed changes for each area interfacing with the broader road network, shared path and footway
- Traffic Staging Plans
- Traffic Guidance Schemes
- Vehicle Movement Plans
- Pedestrian and/or cyclist Movement Plans
- Local access arrangements for local properties, side roads, relocated bus stops and any temporary parking arrangements (with the intent of minimising parking on public roads)
- Design drawings for any temporary roadways and detours, alignment and surface levels, pavement widths, pavement cross-sections, lane configurations, pavement markings, signage and approved traffic signal plans if applicable.

Where applicable, TMPs may also include details of:

- Safety barrier type and positioning inordinately
- Hours of use
- Signage
- Public notifications, in accordance with Section 4.2
- Traffic assessment/modelling
- Swept paths analysis
- Traffic Assessment / Modelling where required
- Pre and Post Road Safety Audits (RSA) (not required for State roads)
- Vehicle movement plans
- Any proposed VMS strategies and plans.
- Include the site specific traffic arrangement for the access points with the state road network.
- including permitted hours of operation to access the site, only during daylight hours on the state road network.
- UHF protocols to limit the use of access points to one HV at a time.
- The prohibited turning movements for each access.
- The maximum heavy vehicle permitted for each access point.
- U-turn points to support any prohibition of turning directions into the state road network turning points.
- Compliance with peak hour traffic numbers.
- Staggering of HVs and minimizing conveys.
- School zones

The TMPs will be developed to comply with the Traffic control at worksites manual (Version 6.1) and AS 1742.3.

TMPs will be approved by the appropriate road authority (either the local Council or TfNSW). The approval would be provided through issue of either Road Occupancy Licences or approved Section 138 permits under the Roads Act (sometimes referred to as Road Opening Permits or otherwise as described in the Council permit system).

The site-specific TMPs are to be consistent with the requirements, commitments and mitigation measures stipulated within this TTMP for the State Road network (refer to Table 5 and Appendix E). Any inconsistencies will require further consultation with TfNSW in accordance with Section 8.2, prior to implementation of any changes to the relevant mitigation measures for the State Road network access point or intersection.

6.8.1 CONSTRUCTION STAGING DESIGNS

Construction staging designs associated with the project will be designed, developed and implemented in accordance with the following guidelines and requirements:

- Austroads “Guide to Road Design Part 3: Geometric Design"
- Austroads “Guide to Road Design Part 6: Roadside Design, Safety and Barriers”
- Austroads “Guide to Road Design Part 6A: Pedestrian and Cyclist Paths”.

Any changes, including those relevant to state roads, will also be implemented in accordance with any jurisdictional requirements and guidelines (including TfNSW standards and procedures).

Any non-conformances that are identified as part of the staging development which may affect traffic operations or safety will be submitted to the road authority for assessment and agreement on the mitigation measures and permissible arrangements prior to the associated TMP being implemented.

The implementation of any design which affects long-term changes to linemarking, barriers or signage will be discussed and agreed to with the relevant Roads Authorities and TfNSW prior to a TMP being updated. This will form part of an approved TMP prior to implementation. The relevant and required S138 will also be sought. Consultation on any long-term changes (greater than six months) on the State Road network, will involve consultation and update of this TTMP in accordance with Section 8.2, and relevant approvals will be obtained and upgrades implemented prior to commencement of any construction staging.

6.8.2 TRAFFIC GUIDANCE SCHEMES

Traffic Guidance Schemes (TGS) compliant with the TfNSW Traffic Control at Worksites manual and AS 1742.3 will be developed for the project and will be submitted with applications for Road Occupancy Licences. Site-based risk assessments will be conducted to assist in the development of TGS.

Each Traffic Guidance Scheme will be designed for site specific activities by a suitably qualified person (with a PWZTMP qualification) and endorsed as suitable for use by someone with at least an Implement Traffic Control Plan qualification or higher.

Traffic Guidance Schemes will show anticipated work activity, their location, guidance notes for those conducting the works and any other special considerations.

Works currently anticipated to be undertaken under a Traffic Guidance Scheme include:

- Construction of access points
- Management of traffic during stringing operations
- Installation of site related traffic signs
- Road maintenance works.

Other activities may be identified during construction that would also require TGS’s. TGS’s will be developed and submitted for either a Road Occupancy Licence or a Section 138 permit application. These activities and associated plans will be discussed with the relevant road authority approving the permits, alternatively TGS will be included as attachments to TMPs.

Once approved, TGS will be implemented as depicted in the approved TGS.

6.9 INCLEMENT WEATHER

Local conditions and weather will be monitored and interpreted onsite via the BoM Warning Centre website (http://www.bom.gov.au/australia/index.shtml).

In the lead up to severe or extreme weather events (as defined by BoM), there may also be warnings of a flood or storms through:

- Media reports
- NSW State Emergency Service (SES) total flood warning systems

- NSW SES Dam failure alerts
- Water NSW's early warning network.

Monitoring of information via these channels will be used to inform the appropriate planning for work tasks to be undertaken for the day, including consideration of potential weather conditions (including fog, dust, wet weather and flooding) potentially impacting access to and from site. Adverse weather event alerts will be provided to workforce and highlight any route issues where applicable (ie black ice or snow etc).

AGJV engineering staff and site supervisors that are responsible for ordering items that require OSOM will notify the haulage contractors when there are road closures on the haulage route due to flooding.

Heavy vehicles that are in the vicinity of the project will follow the direction provided by the Site Supervisors regarding which access route should be used in the event there are local road closures due to flooding.

6.9.1 FLOOD MANAGEMENT PLAN

A Flood Response Plan has been prepared detailing procedures and options for safe access to and from the site in the event of flooding (refer to Appendix C).

In the event of a flood, evacuation from the sites will be via a determined safe route given by the Project Management Team (PMT). To determine the safest route, the PMT will monitor warning channels to determine the status of surrounding roads.

6.10 SHUTTLE BUSES, CAR POOLING AND PARKING

Site vehicles will be minimised on site with the use of crew buses to transport construction workers to and from the work fronts. Shuttle bus pick up/drop off will be at workers accommodation camps to and from the work fronts. This arrangement will be reviewed and amended as the Project progresses in accordance with project resourcing requirements. Once established, construction workers will be informed of this service and encouraged to use it as much as is practical. Parking for workers utilising this service would be provided within the accommodation camps.

In addition, workers may travel to site in designated site vehicles. Workers will be encouraged to travel in groups where practicable to specific worksites. Workers will only park on public roads if undertaking their duties within the public road network and/or in accordance with an approved TGS (refer to Section 6.8.2). Otherwise, parking will be within the construction footprint. This is captured within the Driver Code of Conduct. Heavy vehicles will be instructed to not park on public roads unless it is necessary to meet fatigue management requirements, or is required as part of a designated work site (designated worksites, near a road, would require a TGS and relevant approvals as outlined by this plan). Where required as part of a designated worksite, vehicles would be scheduled to ensure appropriate volumes are within the worksite at any one time.

Parking at accommodation camps and compounds is being designed to include sufficient parking spaces for workers at any one time.

This will be communicated through the Project Induction, toolbox talks and site inductions. Due to the location of the Project the need for parking on public roads is expected to be very little to none.

6.11 COVERING LOADS AND ENTERING / EXITING SITE IN A FORWARD DIRECTION

At all times heavy vehicle drivers will be required to obey the road rules which includes covering loads when in transit to and exit from the project site. Additionally, all vehicles must enter and exit site in a forward direction. This will be communicated to drivers during induction and is included in the Drivers Code of Conduct (refer to Appendix B).

Site supervisors and engineering staff will be responsible for monitoring the compliance of load covering for vehicles entering and leaving the sites and that they leave site in a forward direction, and be required to report any non-compliance to the project team. Depending on the extent of the non-compliance, this may result in a contract notice being issued to the relevant subcontractor to ensure their compliance. This may request a toolbox to their staff, or in some extreme cases of non-compliance or repeat offence may see drivers removed from the project.

6.12 FATIGUE MANAGEMENT

Fatigue management of HV operators will be managed in accordance with the Heavy Vehicle (Fatigue Management) National Regulation (NSW).

The Project and its subcontractors will ensure that driver fatigue (for light and heavy vehicles) will be managed in accordance with the following principles:

- The Project and its subcontractors will not cause, incentivise, or encourage any driver to drive while impaired by fatigue
- Where AGJV has direct impact, steps will be taken to assess and minimise any negative impact of any of our activities on a driver's work and rest hours
- Prescriptive work / rest breaches will be monitored by the driver's employer in the first instance (subcontractor) with the primary duty to ensure safety of the driver
- AGJC will monitor corrective actions implemented by the subcontractor in relation to driver non-compliance

The Chain of Responsibility laws provide for three work and rest hours options:

1. Standard hours - Standard hours are the work and rest hours allowed in the HVNL for all drivers who are not operating under National Heavy Vehicle Accreditation Scheme (NHVAS) accreditation or an exemption. They are the maximum amount of work and minimum amount of rest possible that can be performed safely without additional safety countermeasures.
2. Basic Fatigue Management (BFM) - Those operating under NHVAS with Basic Fatigue Management (BFM) accreditation can operate under more flexible work and rest hours, allowing for (among other things) work of up to 14 hours in a 24-hour period. BFM gives operators a greater say in when drivers can work and rest, as long as the risks of driver fatigue are properly managed.
3. Advanced Fatigue Management (AFM) – Those operating under NHVAS with AFM accreditation can operate under more flexible work and rest hours allowing for work of up to 15.5 hours in a 24-hour period. A driver operating under an AFM accreditation must comply with the maximum work time and minimum rest time requirements set out in the AFM accreditation certificate.

6.13 STOCK MOVEMENTS

Where required, procedures for managing vehicle movements and other construction activities within the vicinity of livestock are being developed in consultation with landowners. This process is occurring progressively as part of the development of individual Property Management Plans for each property.

6.14 CONSTRUCTION HOURS

In accordance with CoA B1, and in line with the ICNG standard construction hours for road upgrades, construction, upgrading or demobilisation may only be undertaken between:

- 7am to 6pm – Monday to Friday;
- 8am to 1pm – Saturdays; and
- At no time on Sundays and NSW public holidays; unless the Planning Secretary agrees otherwise.

In accordance with CoA B16(i), an Out-of-Hours Work Protocol has been developed for the Project. The Out-of-Hours Work Protocol identifies the process for the consideration, management and approval of works outside the hours defined in condition B1. Should Out-of-Hours works be required, they will be managed in accordance with the Out-of-Hours Work Protocol and the Noise and Vibration Management Plan.

6.15 Dangerous goods

In NSW, the transportation of dangerous goods and hazardous substances is governed by the *Dangerous Goods (Road and Rail Transport) Act 2008*. All contractors involved in the transportation of such will be expected to adhere to the requirements of this Act, Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998 and the Australian Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2007) while travelling on both public roads and on the site.

Dangerous goods will be stored, handled and transported in accordance with AS1940 *The storage and handling of flammable and combustible liquids* and AS/NZS 1596:2014 *The storage and handling of LP Gas*, the Australian Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission 2020), and the EPA's *Storing and Handling of Liquids: Environmental Protection – Participants Manual*.

7. COMPLIANCE MANAGEMENT

7.1 ROLES AND RESPONSIBILITIES

The AGJV Project Team's organisational structure and overall roles and responsibilities are outlined in Section 3.5 of the CEMP. The AGJV Environment and Sustainability Manager has overall responsibility for the CEMP and subplans. Those specific roles and responsibilities relating to Traffic Management are outlined in Table 8.

Table 8 Roles and Responsibilities specific to the TTMP

Role	Responsibilities
Traffic Manager	The Traffic Manager is responsible for traffic management on the Project. The Traffic Manager will be qualified, as a minimum, in the Roads and Maritime Prepare a Work Zone Traffic Management Plan course. The Traffic Manager must oversee, delegate or deliver the following key elements of the project scope: ▪ Development of TMSP, TMPs, VMPs, TGS, Approvals and various road occupancy approvals in a timely manner and in accordance with the CoA Appenidx 4 which states, Prior to construction or use of compounds and for TfNSW Sate Roads prior to ccommencement of Rural Property Access upgrade with commencement of use. ▪ Manage interface meetings, consultation and dissemination of information and requirements to project and stakeholders alike in relation to traffic matters, through the Traffic Control Group, as described in the Section 4.2.2 ▪ Manage the traffic management teams, budgets, forecast, program and delivery methodologies ▪ Ensure all legislated and company procedural inspections and documentation are completed and filed, as well as any quality assurance documentation ▪ Conduct Road Safety Audits to ensure works are safe for both workers, pedestrians, cyclists and the travelling public (including temporary traffic arrangements and side-tracks) ▪ Regularly review and update management plans and approvals as outlined in Section 8.2 ▪ Ensure Road Safety Audits are conducted on all necessary project works, and any audit findings are responded to and closed out in a timely manner.
Traffic Control Crews	Traffic Controllers must have a minimum competency of RIIWHS205E – Control traffic with a stop-slow bat. Traffic Control Team Leaders must have a minimum competency of RIIWHS302E – Implement traffic management plans.
Independent Road Safety Auditor	The project will engage an independent road safety audit team to conduct independent road safety audits on relevant construction staging arrangements and road openings. The audit team will comprise of at least two auditors, one of which will be a minimum level 3 (lead) road safety auditor with the additional team member being of at least a level 2 certification. Both auditors shall be listed on the NSW Centre for Road Safety's Register of Road Safety Auditors (https://www.roadsafetyregister.com.au/).
All vehicle drivers	All vehicle drivers operating in connection with Acciona Genus JV work including suppliers and subcontractors to be inducted on, sign and abide by the the Drivers Code of Conduct.

7.2 MONITORING AND INSPECTION

Inspections for traffic controls will be undertaken in accordance with the requirements of the Traffic Control at Worksites manual. Table 9 outlines the planning and delivery monitoring and inspections that will be undertaken. This includes a monthly inspection of TMPs (which would typically include current long-term traffic arrangements on public roads) for all roads, including state roads

Note that the majority of works being undertaken as part of the Project will be on private property and not within the public domain. Inspections within the construction sites will be conducted by the relevant project managers and site safety representatives.

Table 9 Traffic Control Inspections

Stage	Activity	Purpose	Responsibility	Records
Planning	TGS verification	To ensure that the TGS selected or designed is suitable for the works and location	Traffic Manager	s.138 approval
During	Weekly inspections (includes pre-opening inspection)	To ensure that the TMP and relevant TGS are appropriate and operating safely, effectively and efficiently	Traffic Manager/Traffic Controllers	Weekly Inspection Checklist
	Shift inspections	To ensure that the TGS is, approved and implemented as designed. This includes at a minimum twice per shift and when: • A TGS is installed, changed or updated • At regular frequency after work commences, recommended every two hours • Once aftercare arrangements have been installed if required.	Traffic Manager/Traffic Controllers	Site diaries
	TMP review	To ensure that TMP controls are achieving the required outcomes. Completed monthly.	Traffic Manager	Monthly report
Post Completion	Post-completion inspection	To ensure that the site has been demobilised as planned and is safe for opening to traffic.	Traffic Manager/Traffic Controllers	Site diaries
During	Traffic Volume inspections	Traffic Manager or delegate are to undertake a review of vehicle movements at one of the key access points of the project and summarise against permitted movements (using GPS data or monitoring on site)	Traffic Manager/Traffic Controllers	Site diaries/weekly inspection

7.2.1 DRIVERS CODE OF CONDUCT

The Drivers Code of Conduct will be monitored through site observations and consultation with site works supervisors. The inspections will be documented via a weekly environmental inspection checklist. The responsibility of the monitoring of the Drivers Code of Conduct will be undertaken by the Construction Manager, Safety Manager, Environmental Manager and/or the Project Engineer.

7.2.2 LINKEDSITE

Additionally, LinkedSite is a web-based program designed to virtually track, analyse, and manage vehicle movements in and around projects. AGJV will deploy LinkedSite on AGJV vehicles to track vehicle movements and to ensure designated routes are used. Further, LinkedSite has the ability to assist with the following:

- Pre-start plant inspections
- Fitness for duty checks
- Fatigue management
- Mass management
- Speed management
- Haulage route tracking
- Alerts to drivers regarding weather and traffic trends
- Non-compliance alerts
- Data collection and analysis
- Traceability of all deliveries and disposal locations of materials.

Data from LinkedSite is recorded and can be provided to DPHI or TfNSW on request.

7.3 TRAINING

All site personnel will undergo the site induction prior to the personnel participating in on-site construction activities. The induction training addresses elements related to traffic and transport management including, but not limited to:

- Complying with the conditions of the Infrastructure Approval
- The environmental management system, including the CEMP
- Sensitive receivers in close proximity to project locations
- Management measures that are necessary to comply with the control measures outlined in this TTMP
- The Drivers Code of Conduct.

Targeted training in the form of toolbox talks or specific training will also be delivered to personnel with a key role in traffic and transport management. Examples of training topics include, but are not limited to, the following:

- Approved access routes to project work sites
- Access point turning movement arrangements
- Fatigue management
- Drivers Code of Conduct.

Records of training, including attendance, will be retained by AGJV.

7.4 AUDITING

Audits will be undertaken to assess the effectiveness of the management measures and overall compliance with this plan, and other relevant approvals, licences and guidelines. Audit requirements are detailed in Section 3.9 of the CEMP.

In line with CoA C13, independent audits will be undertaken in accordance with the Independent Audit Post Approval Requirements (2020).

Road Safety Audits will be undertaken for construction works associated with the Project, including state roads, for the following arrangements:

- Introduction of temporary safety barriers to a public roadway
- Introduction of new or temporary line marking to a public roadway
- Opening of a new section of public roadway to traffic (noting this is not currently proposed for HumeLink East).

Consistent with the Guidelines for Road Safety Audit Practices (RTA, 2011), these audits will include both a pre-construction (desktop) road safety audit as well as a site post-construction road safety audit. The desktop audit would be undertaken on the design drawings associated with the works on site. The site post-construction audit would be undertaken on the site, once the changes have been implemented.

Audits would be completed by an audit team consisting of at least a Level 3 (Lead) Road Safety Auditor and minimum Level 2 Road Safety Auditor. Audits will be completed by a registered auditor.

Road Safety Audit's will be undertaken in accordance with the Guidelines for Road Safety Audit Practices (Roads and Traffic Authority of New South Wales, 2011).

7.5 INCIDENTS AND NON-COMPLIANCES

All incidents will be managed in accordance with Section 3.8 of the CEMP.

All non-compliances will be managed in accordance with Section 3.9.4 of the CEMP.

8. REVIEW AND IMROVEMENT

8.1 CONTINUOUS IMPROVEMENT

Management reviews will be undertaken as part of the continual improvement process. The reviews will be initiated by the Environment and Sustainability Manager and include relevant project team members and stakeholders. Continuous improvement of this plan and of monitoring requirements detailed in Section 7.2 of this Plan will be achieved by the ongoing evaluation of environmental management performance against planning approval requirements, environmental policies, objectives and targets for the purpose of identifying opportunities for improvement.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of environmental management and performance
- Determine the cause or causes of non-conformances and deficiencies
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies
- Verify the effectiveness of the corrective and preventative actions
- Document any changes in procedures resulting from process improvement
- Make comparisons with objectives and targets outlined in Section 2 of this Plan.

8.2 PLAN UPDATE AND AMENDMENT

This TTMP will be reviewed at least annually and updated, if required, in accordance with Section 3.11 of the CEMP. This includes the review and, if necessary, revision of this TTMP in accordance with CoA C2 within three months of the following:

- Submission of an incident report under CoA A20/C10 of the Infrastructure Approval
- Submission of an audit report under CoA C14 of the Infrastructure Approval
- Any modifications to the Infrastructure Approval
- The issue of a direction of the Planning Secretary under condition A3 which requires a review.

Any revision of this TTMP related to changes to the State Road network management and mitigations (refer to Table 5 and Appendix E) will be sent to TfNSW for consultation per the requirements of the CoA B39. Following that, this Plan well be sent to the ER for approval if it constitutes a minor amendment as per CoA A13(c). Otherwise, it will be sent to the ER for endorsement (as per CoA A13(a)(i)) and then to the Planning Secretary for approval. Following the ER's or Planning Secretary's approval, the Project will implement the requirements of the updated Plan.

8.3 REPORTING

Table 10 outlines the required monitoring and reporting criteria relevant to Traffic and Transport Management on The Project.

Table 10 Reporting requirements for the project

Reporting item	What to report	Frequency	To whom	Delivery method
Non-compliance with this plan	Details of non-compliance	As needed	The Planning Secretary, ER and Traffic Coordination Group	Written and as part of regular meeting minutes
Road safety audit	Details of findings and close-out	As needed	Traffic Coordination Group	Populated close-out actions for audit

Reporting item	What to report	Frequency	To whom	Delivery method
Dilapidation survey reports	Details of the pre-construction dilapidation surveys	Prior to use of local roads for Construction	DPHI and road authority	Planning Portal (DPHI) and as email / requested by road authority
	Details of the post-construction dilapidation surveys	Within one month of completion of construction works that would require the use of the road (or within a timeframe agreed with the road authority)	DPHI and road authority	Planning Portal (DPHI) and as email / requested by road authority

A periodic report will be developed and issued to capture the effectiveness of controls outlined within this Plan. The scope of the periodic report will be to capture a 6-monthly update for the following metrics:

- Traffic related incidents on site
- Maintenance issues identified on roads
- Effectiveness of the TGSs and associated vehicle tracking
- Effectiveness of Driver Code of Conduct

Any incidents identified at any of the roadwork sites or as part of staff travelling to and from worksites will be logged in a register and reported with non-personal information, including location, time of day, and severity and any other necessary commentary.

Maintenance issues will be registered in a log and a summary of the maintenance issues identified will be appended to the periodic report.

Effectiveness of both the TGSs and Driver Code of Conduct will be assessed by reporting:

- Any incidents involving reported (by public) non-conformance of vehicles using non-approved local roads
- Incidents of GPS tracked vehicles using non-approved local roads report (by project)

The first periodic report will be prepared to address the first six months of construction. Subsequent periodic reports will be prepared at a six-monthly interval. The frequency of the reporting may be adjusted after the first 12 months based on consultation with relevant authorities as part of the TCG meetings.

Once finalised, the periodic reports will be uploaded to the project website to be publicly available in accordance with CoA C15(a)(vi).

APPENDIX A: HAULAGE ROUTES AND ACCESS POINTS

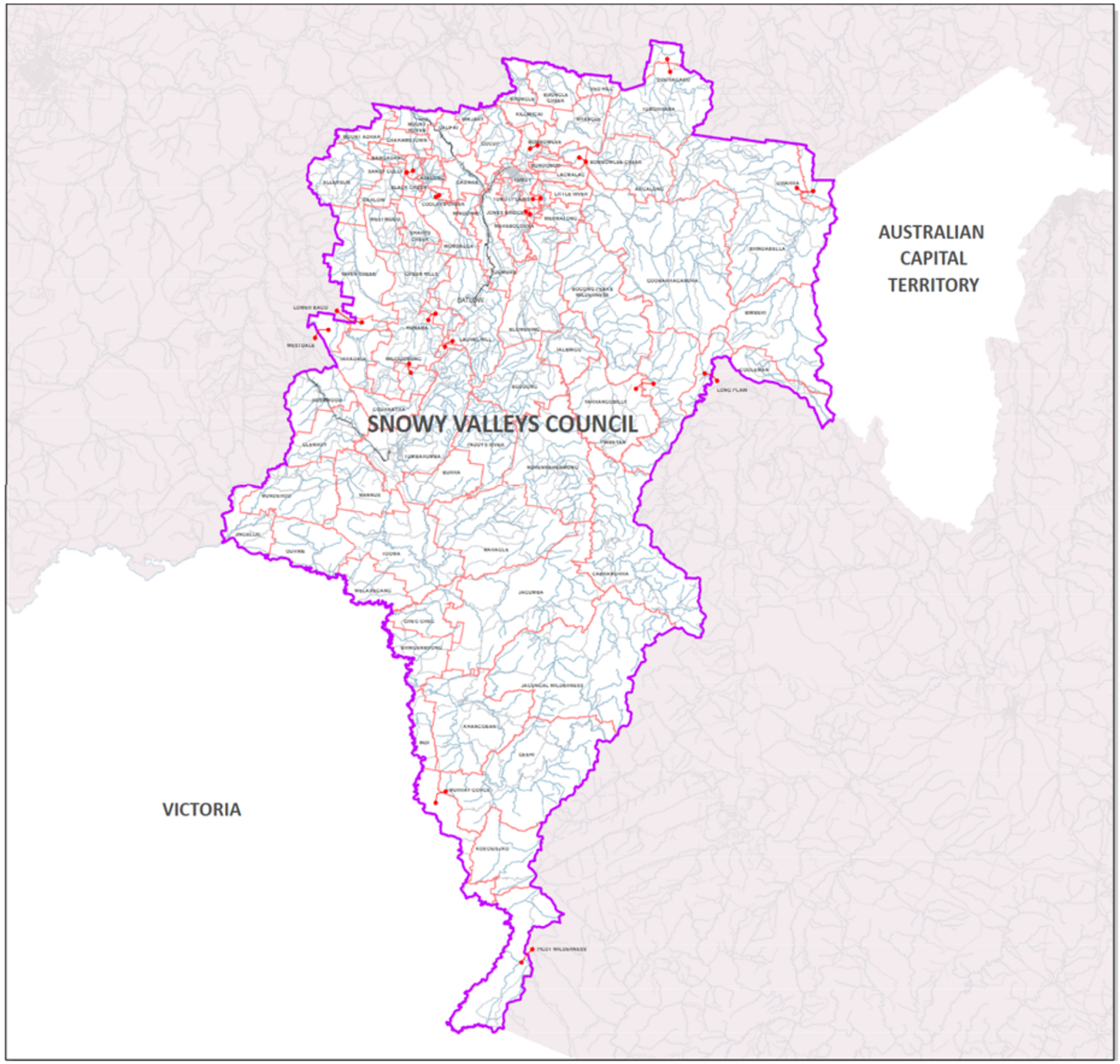
Table A-1 HumeLink East indicative haulage routes list:

Road name and location	NSW Road Network Classification	Pavement type
Snowy Valleys LGA		
Adelong Creek Road	Local road	Unsealed
Adelong Road	State road	Sealed
Ardrossan Headquarters Road	Local road	Unsealed
Batlow Road	State road	Sealed
Brungle Creek Road	Local road	Unsealed
Brungle Road	Local road	Sealed
Cockatoo Road	Local road	Unsealed
East Bago Powerline Road	Local road	Unsealed
Elliott Way	Regional road	Sealed
Gadara Lane	Local road	Unsealed
Gadara Road	Local road	Unsealed
Gilmore Mill Road	Local road	Sealed
Gocup Road (west Of Tumut)	State road	Sealed
Green Hills Forest Way	Local road	Unsealed
Greenhills Road	Local road	Sealed
Honeysuckle Road	Local road	Unsealed
Kileys Creek Road	Local road	Unsealed
Kileys Road	Local road	Unsealed
Meadow Creek Road	Local road	Unsealed
Nursery Access Road	Local road	Unsealed
Prickle Road	Local road	Unsealed
Red Hill Road	Local road	Unsealed
Rocky Gully Road	Local road	Unsealed
Sargood Trail	Local road	Unsealed
Sharps Creek Road	Local road	Unsealed
Sharps Road	Local road	Unsealed
Shedleys Road	Local road	Unsealed
Sixty Five Feeder Road	Local road	Unsealed
Snowy Mountains Highway (west of Batlow Road)	State road	Sealed
Webbs Road	Local road	Unsealed
Wee Jasper Road (north-east of Tumut)	Regional road	Unsealed
Wondalga Road	Regional road	Sealed
Cootamundra-Gundagai Regional LGA		
Adjungbilly Road	Local road	Sealed
Bundarbo Road	Local road	Unsealed
Fernhill Road	Local road	Unsealed
Honeysuckle Road	Local road	Unsealed
Hume Highway (north of Coolac)	National road	Sealed
Maryvale Road	Local road	Unsealed
Nanangroe Road	Local road	Unsealed
Parsons Creek Road	Local road	Unsealed
Red Hill Road	Local road	Unsealed
Red Strip Road	Local road	Unsealed

Road name and location	NSW Road Network Classification	Pavement type
Sawmill Creek Road	Local road	Unsealed
Yass Valley LGA		
Bango Lane	Local road	Unsealed
Black Range Road	Local road	Unsealed
Blakney Creek Road South	Local road	Sealed
Buggali Road	Local road	Unsealed
Burley Griffin Way	State road	Sealed
Burrinjuck Road	Regional road	Sealed
Bushs Road	Local road	Unsealed
Childowla Road	Local road	Sealed
Comur Street	Regional road	Sealed
Cooks Hill Road	Local road	Sealed
Coolalie Road	Local road	Unsealed
Days Road	Local road	Unsealed
Fagan Drive	Local road	Sealed
Fairy Hole Road	Local road	Unsealed
Faulder Avenue	Local road	Unsealed
Glebe Street	Local road	Sealed
Grand Junction Road	Local road	Sealed
Hovell Street	Local road	Sealed
Hume Highway (between Burley Griffin Way and Burrinjuck Road)	National road	Sealed
Hume Highway (between Yass Valley Way and Barton Highway)	National road	Sealed
Hume Highway (between Yass Valley Way and Lachlan Valley Way)	National road	Sealed
Illalong Road	Local road	Sealed
Laidlaw Street	Regional road	Sealed
Mcintosh Lane	Local road	Unsealed
Orion Street	Local road	Sealed
Paynes Road	Local road	Unsealed
Perry Street	Local road	Sealed
Pollux Street	Local road	Sealed
Reddall Street	Local road	Sealed
Talmo Road	Local road	Unsealed
Wargeila Road	Local road	Sealed
Warroo Road	Local road	Sealed
Yass Valley Way	Regional road	Sealed
Commercial Road	Local Road	Sealed
Industrial Close	Local Road	Sealed
Enterprise Place	Local Road	Sealed
Upper Lachlan Shire LGA		
Adavale Road	Local road	Unsealed
Back Arm Road	Local road	Unsealed
Bannaby Road	Local road	Sealed
Bannister Lane	Local road	Unsealed
Blakney Creek North Road	Local road	Sealed
Blakney Creek Road South	Local road	Sealed

Road name and location	NSW Road Network Classification	Pavement type
Blakney Creek South Road	Local road	Sealed
Britannia Street	Regional road	Sealed
Brown Street	Local road	Unsealed
Bulleys Crossing	Local road	Unsealed
Bunnaby Street	Regional road	Sealed
Butcher Road	Local road	Unsealed
Camp Street	Regional road	Sealed
Carnells Lane	Local road	Unsealed
Carrabungla Road	Local road	Unsealed
Castle Hill Road	Local road	Unsealed
Chapel Street	Local road	Sealed
Church Street	Local road	Sealed
Clancys Road	Local road	Unsealed
Colyer Street	Local road	Sealed
Coolalie Road	Local road	Unsealed
Crookwell Road	State road	Sealed
Cullerin Road	Local road	Sealed
Dawes Road	Local road	Unsealed
Felled Timber Road	Local road	Unsealed
Flacknell Creek Road	Local road	Unsealed
Goulburn Road	State road	Sealed
Grabben Gullen Road (north of Cullerin Road)	Regional road	Sealed
Graywood Siding Road	Local road	Unsealed
Greendale Road	Local road	Unsealed
Gundaroo Road	Regional road	Sealed
Gunning Street	Regional road	Sealed
Gurrundah Road	Local road	Sealed
Hanworth Road	Local road	Sealed
Harley Road	Local road	Unsealed
Hillcrest Road	Local road	Unsealed
Hume Highway	National road	Sealed
Hume Street	Regional road	Sealed
Jerrawa Road	Local road	Sealed
Kialla Road	Local road	Sealed
Lachlan Valley Way	Regional road	Sealed
Lade Vale Road	Local road	Unsealed
Laggan – Taralga Road	Regional road	Sealed/Unsealed
Loop Road	Local road	Unsealed
Lower Greendale Road	Local road	Unsealed
Macarthur Street	Local road	Sealed
Mcdonald Street	Local road	Sealed
Menzies Lane	Local road	Unsealed
Middle Arm Road	Local road	Sealed
Mount Rae Road	Local road	Unsealed
Offleys Lane	Local road	Unsealed

Road name and location	NSW Road Network Classification	Pavement type
Orchard Street	Regional road	Sealed
Parsons Lane	Local road	Sealed
Pejar Road	Local road	Unsealed
Prices Lane	Local road	Unsealed
Range Road	Local road	Sealed
Rhyanna Road	Local road	Sealed
Robertson Lane	Local road	Sealed
Roslyn Road	Local road	Sealed
Rugby Road	Local road	Sealed
Rye Park Road	Regional road	Sealed
Sapphire Road	Local road	Sealed
Soldiers Settlement Road South	Local road	Unsealed
Spicers Lane	Local road	Unsealed
Stink Pot Road	Local road	Unsealed
Storriers Lane	Local road	Unsealed
Strathaird Lane	Local road	Sealed
Taralga Road	Regional road	Unsealed
Veterans Road	Local road	Sealed
Walsh Street	Local road	Sealed
Walshs Road	Local road	Unsealed
Woodhouselee Road	Local road	Sealed
Yass Street	Regional road	Sealed
Goulburn Mulwaree LGA		
Crookwell Road	State road	Sealed
Middle Arm Road	Local road	Sealed
Mount Pedlar Road	Local road	Unsealed
Rhyanna Road	Local road	Sealed
Woodhouselee Road	Local road	Sealed
Hilltops LGA		
Audley Road	Local road	Sealed
Bundarbo Road	Local road	Unsealed
Hume Highway (Jugiong)	National road	Sealed
Riverside Drive	Local road	Sealed



LEGEND

HLE TRANSMISSION LINE

LIGHT VEHICLE ROUTE

LIGHT & HEAVY VEHICLE ROUTE

B-DOUBLE OR HEAVY VEHICLES NOT PERMITTED DURING WINTER 1 JUNE- 31 AUGUST

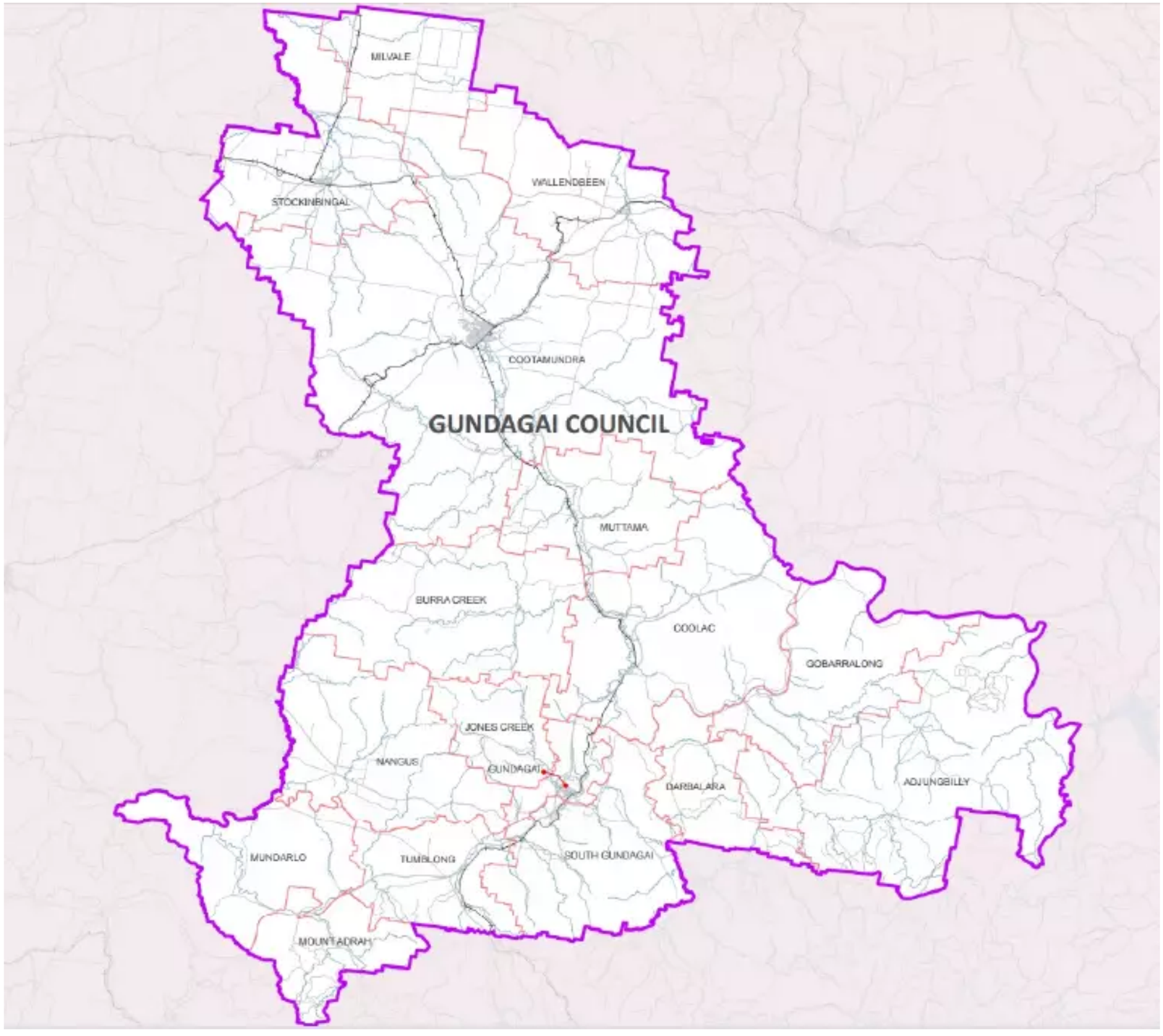
NATIONAL PARKS WILDLIFE SERVICES

B-DOUBLES NOT ALLOWED

PRIVATE PINE PLANTATION ROAD

FCNSW ROAD

ACCESS POINT



LEGEND

HLE TRANSMISSION LINE

LIGHT VEHICLE ROUTE

LIGHT & HEAVY VEHICLE ROUTE

B-DOUBLE OR HEAVY VEHICLES NOT PERMITTED DURING WINTER 1 JUNE- 31 AUGUST

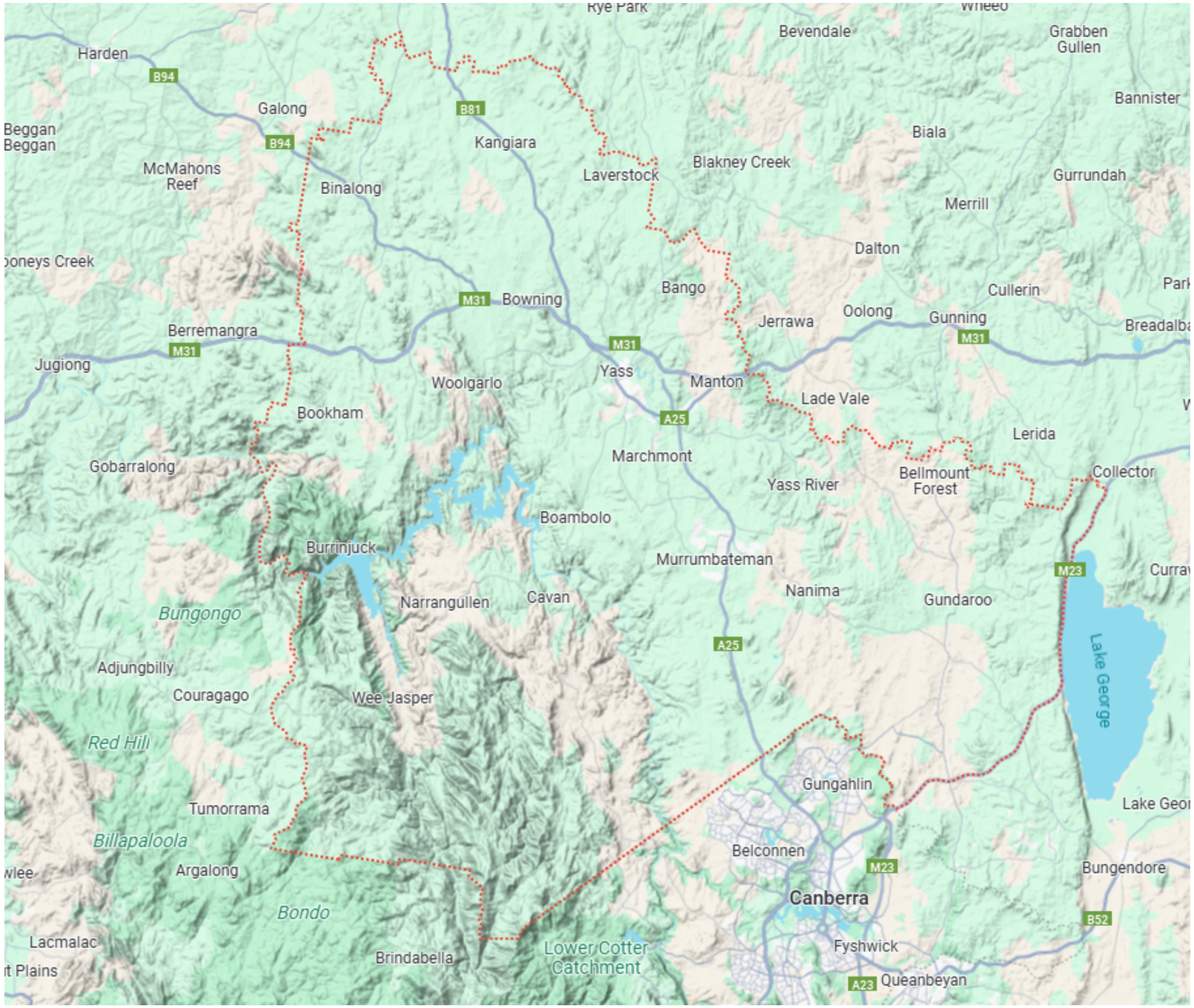
NATIONAL PARKS WILDLIFE SERVICES

B-DOUBLES NOT ALLOWED

PRIVATE PINE PLANTATION ROAD

FCNSW ROAD

ACCESS POINT



LEGEND

HLE TRANSMISSION LINE

LIGHT VEHICLE ROUTE

LIGHT & HEAVY VEHICLE ROUTE

B-DOUBLE OR HEAVY VEHICLES NOT PERMITTED DURING WINTER 1 JUNE- 31 AUGUST

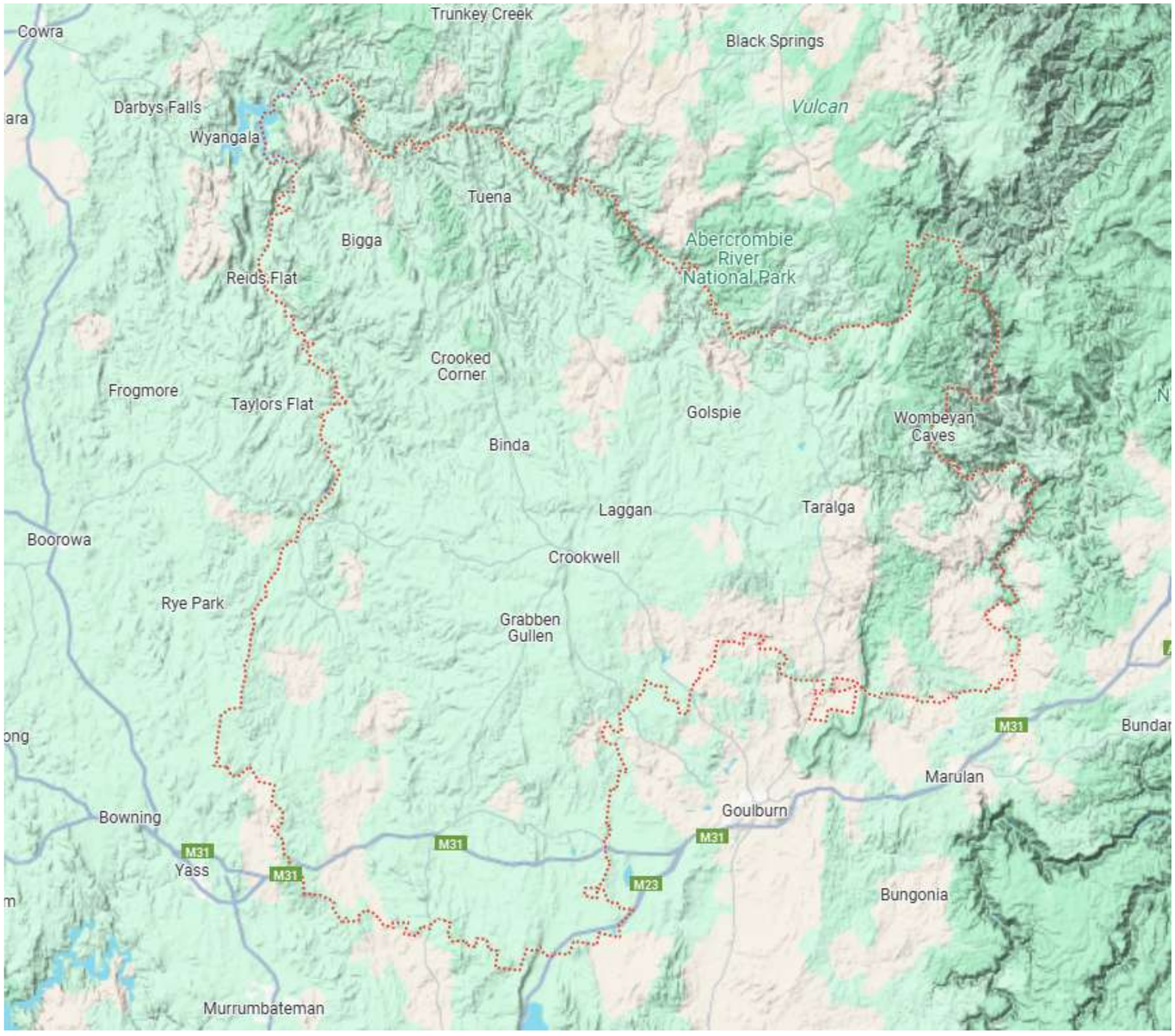
NATIONAL PARKS WILDLIFE SERVICES

B-DOUBLES NOT ALLOWED

PRIVATE PINE PLANTATION ROAD

FCNSW ROAD

ACCESS POINT



LEGEND

HLE TRANSMISSION LINE

LIGHT VEHICLE ROUTE

LIGHT & HEAVY VEHICLE ROUTE

B-DOUBLE OR HEAVY VEHICLES NOT PERMITTED DURING WINTER 1 JUNE- 31 AUGUST

NATIONAL PARKS WILDLIFE SERVICES

B-DOUBLES NOT ALLOWED

PRIVATE PINE PLANTATION ROAD

FCNSW ROAD

ACCESS POINT

HumeLink East

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Approved by:
PWZTMP # TCTXXXXXXX

NOT DRAWN TO SCALE

Rev	Author	Role	Date	Signature
1.0	[redacted]	Senior Project Engineer	4/06/2025	[redacted]

N
W E
S

VEHICLE MOVEMENT PLAN

UPPER LACHLAN SHIRE

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BRUNGLE RD

BRUNGLE CREEK RD

386 385 387 381 382 389 392 390 388

COOTAMUNDRA-GUNDAGAI

RED HILL RD

BILLAPALOOLA RD

COOTAMUNDRA-GUNDAGAI
SNOWY VALLEYS

BRUNGLE CREEK RD

400 401 403 407

WEEJASPER RD

COOTAMUNDRA-GUNDAGAI
SNOWY VALLEYS

COOTAMUNDRA-GUNDAGAI
SNOWY VALLEYS

BRUNGLE RD

422 421

GOCUP RD

425 429

414

WEBBS RD

WEEJASPER RD

BILLAPALOOLA RD

436 433 435 434 439 437

WEEJASPER RD

GOCUP RD

BOMBOWLEE RD

BOMBOWLEE RD

GADARA LN LAYDOWN

451 GADARA RD 453 453.1 454 456

TUMUT OFFICE

SNOWY MOUNTAINS HWY

GADARA LANE

BATLOW RD

464

VEHICLE MOVEMENT PLAN

SNOWY VALLEY COUNCIL ZONE

LEGEND

- HLE TRANSMISSION LINE
- LIGHT VEHICLE ROUTE
- LIGHT & HEAVY VEHICLE ROUTE
- B-DOUBLE OR HEAVY VEHICLES NOT PERMITTED DURING WINTER 1 JUNE-31 AUGUST
- NATIONAL PARKS WILDLIFE SERVICES
- B-DOUBLES NOT ALLOWED
- PRIVATE PINE PLANTATION ROAD
- FCNSW ROAD
- ACCESS POINT

VEHICLE MOVEMENT PLAN

COOTAMUNDRA - GUNDAGAI & YASS VALLEY COUNCIL ZONE

BUNDARBO RD
334
YASS VALLEY
BUNDARBO RD
COOTAMUNDRA-GUNDAGAI
318
315
312
309
306
301
307
302
311
CHILDOWLA RD
TALMO RD
320
NANANGROE RD
325
332
BURRINJUICK RD
292
292.1
289
288
BLACK RANGE RD
281
281B
282
283
342
347
HUME HWY
GOBARRALONG ADJUNGBILLY ROAD
PARSONS CREEK RD
361
360
358
NANANGROE RD
367
ADJUNGBILLY CAMP
373
GOBARRALONG ADJUNGBILLY ROAD
RED HILL RD
COOTAMUNDRA-GUNDAGAI
SNOWY VALLEYS
YASS VALLEY
COOTAMUNDRA-GUNDAGAI
YASS VALLEY
SNOWY VALLEYS

REFER TO SNOWY VALLEY COUNCIL VMP

LEGEND

- HLE TRANSMISSION LINE
- LIGHT VEHICLE ROUTE
- LIGHT & HEAVY VEHICLE ROUTE
- B-DOUBLE OR HEAVY VEHICLES NOT PERMITTED DURING WINTER 1 JUNE-31 AUGUST
- NATIONAL PARKS WILDLIFE SERVICES
- B-DOUBLES NOT ALLOWED
- PRIVATE PINE PLANTATION ROAD
- FCNSW ROAD
- ACCESS POINT

VEHICLE MOVEMENT PLAN

UPPER LACHLAN SHIRE& YASS VALLEYCOUNCIL ZONE

LEGEND

- HLE TRANSMISSION LINE
- LIGHT VEHICLE ROUTE
- LIGHT & HEAVY VEHICLE ROUTE
- B-DOUBLE OR HEAVY VEHICLES NOT PERMITTED DURING WINTER 1 JUNE-31 AUGUST
- NATIONAL PARKS WILDLIFE SERVICES
- B-DOUBLES NOT ALLOWED
- PRIVATE PINE PLANTATION ROAD
- FCNSW ROAD
- ACCESS POINT

BANNABY SUBSTATION

CROOKWELL LAYDOWN

YASS CAMP

FAULDER LAYDOWN

YASS VALLEY WAY

REFER TO YASS VALLEY COUNCIL VMP

YASS VALLEY

UPPER LACHLAN

BANNABY RD

ROSLYN RD

MOUNT RAE RD

STRATHAIRD LN

TARALGA RD

HANWORTH RD

GRABBEN CULLEN RD

KIALLA RD

PEJAR RD

LEAHY RD

BLAKNEY CREEK N RD

CLANCYS RD

BANISTER LN

PRICES LN

STORRIES LN

DAWSONS CREEK RD

GOULBURN RD

MIDDLE ARM RD

BACK ARM RD

RHYANNA RD

PARSONS LN

CROOKWELL RD

RANGE RD

GURRUNDAH RD

MULLINS CREEK RD

HUME HWY

RYE PARK RD

SAPPHIRE RD

RUGBY RD

DALTON RD

GRANNEM CULLEN RD

BLAKNEY CREEK S RD

WARGEILA RD

COCKS HILL RD

BROADWAY RD

JERRAWA RD

COOLALIE RD

RUSHES RD

WINDOLA

COMMON RD

BURRINUCK RD

CHILDOWLA RD

BLACK RANGE RD

APPENDIX B: DRIVERS CODE OF CONDUCT

DRIVERS CODE OF CONDUCT

PURPOSE AND OBJECTIVES

The purpose of this Code is to ensure the impacts of construction traffic on the road network, the community, businesses and properties close to construction sites is minimised.

This Code clearly defines and details acceptable behaviour for all vehicle drivers operating in connection with Acciona Genus JV work including suppliers and subcontractors.

RESPONSIBILITIES

Responsibilities of all drivers:

- Must follow all road rules and regulations required by law including:
  - Hold a current and appropriate licence for the class of vehicle they are operating
  - Comply with speed limits on all roads
  - Comply with all road work speed limits
  - Only use approved haulage routes and either log onto LinkedSite or complete a drivers logbook to record journey
  - Obey construction traffic signs and devices
  - For access points to the State road network only one vehicle may access and/or egress at any time
  - Obey sign posted (road) load limits
  - Reduce speed safely on approach to intersections
  - Ensuring the vehicle does not exceed mass or dimension limits as stipulated by the Nation Heavy Vehicle Regulator (NHVR)
  - Ensuring loads are distributed to remain within the capacity of the vehicle and axles
  - Loads are appropriately restrained in accordance with the National Transport Commission (NTC) Load Restraint Guide
  - Comply with Oversize Overmass (OSOM) permits
  - Making sure that your vehicle is roadworthy and well maintained
- Must practise safe and respectful driving and behaviour which includes, but is not limited to:
  - Making sure you are medically fit to drive and not under the influence of drugs and/or alcohol
  - Driving in a calm, courteous manner that is appropriate with existing road, traffic and weather conditions
  - Implementing and/or following fatigue management procedures in accordance with NHVR and jurisdictional requirements
  - Responding to changes in circumstances (such as delays), reporting these to your base (if possible) to implement short-term fatigue management measures
  - Making sure that your rest breaks are taken at the prescribed intervals and are effective
- If you are concerned about the placement of a load or mass of loaded materials raise the issue with the AGJV and do not leave the site
- Must behave in a respectful, courteous and professional manner at all times. If approached by members of the public direct them to the HumeLink East phone number (1800 317 367)
- Must observe school zone speed limit periods - 08:00-09:30 and 14:30 – 16:00
- Drivers must not obstruct through traffic waiting to enter a site and must leave site in a forward direction
- Must arrive and depart from worksites during approved hours unless alternate approvals have been granted by AGJV Project Manager

- Turn vehicles off when not in use, do not idle
- Parking on the public road network is only to occur where required in the course of work (ie if working on the public road network), if required by a Transport Guidance Scheme or if required for fatigue management reasons
- In the event of an animal strike the AGJV Environment Team must be informed as soon as it safe to do so
- Drivers are not to leave their vehicle with the engine running and ensure that their vehicle has been shut down, hand brake applied, correctly parked and the keys removed.
- Drivers leaving their vehicle must wear appropriate PPE (safety boots, long pants, Hi-Vis long sleeve shirt, hard hat and safety glasses)
- Drivers to be contactable whilst on duty by either ultra high frequency (UHF) radio or other handsfree device
- Vehicles must not transfer dirt or debris onto public roads. If any materials are deposited on the road your Supervisor and the AGJV Supervisor must be contacted immediately
- Covering truck loads and sweeping tailgates is mandatory before leaving any site
- Avoid driving in poor or inclement weather conditions that may affect road safety, park safely and contact supervisor (including excessive fog, dust, wet weather or flooding)
- Carpool to and from worksites wherever possible (light vehicles)
- Report any observed road maintenance issues on the approved haul routes to AGJV Supervisor
- As a courtesy to people who may be impacted by driver behaviour, drivers will:
    - Use horns only in an emergency or for safety reasons
    - Not tailgate (drive too close to other vehicles)
    - Not use compression braking if possible where noise is likely to adversely impact on residents
    - Not litter, dispose of cigarette butts within the vehicle
    - Not block residential or business driveways or any other access points.
    - Not drive in platoons or convoys.

DECLARATION

I have read and understand the above conditions and will ensure that I abide by this Code of Conduct.

Signed:	Date: / /
Print Name:	**Company:**

APPENDIX C: FLOOD RESPONSE PLAN

HumeLink East

acciona | GENUS



Flood Response Plan

HLE-AGJ-ENV-ALE-PLN-0000-00007| Rev H

APPROVALS

	Name	Signature	Date
Author:	[redacted] Environmental Approvals Advisor	[redacted]	08/06/25
Sponsor:	[redacted] Environmental Approvals Manager	[redacted]	08/06/25
Project Director:	[redacted] Project Director	[redacted]	08/06/25

The authorized use of this document shall only be once approved by way of presence of signatories under Approvals.

DOCUMENT CONTROL – REVISION HISTORY

Revision History

Rev	Date	Pages	Revised By	Description
A	14/3/2024	All	[redacted]	Initial draft
B	22/4/2024	All		Update to address Transgrid comments
C	23/5/2024	All		Update to address Amendment Report finalisation
D	4/11//2024	Section 4.5.1.1		Update to address final CoA's and Council comment
E	21/3/2025	All		Update to address ER comments
F	11/4/2025	Appendix A		Update to address ER comment
G	24/4/2025	Section 2.2, Appendix A and Appendix B		Update to address ER comments
H	8/6/2025	Various		Update to address ER BFEMEP comments

GENERAL REQUIREMENTS

The Project Director is responsible for the distribution of this Management Plan. The controlled master version of this document is available for distribution as appropriate and maintained on RIB | CX. All circulated hard copies of this document are deemed to be uncontrolled. The implementation of this Management Plan is under the authority of AGJV and the Project Director. All personnel employed on the Project will perform their duties in accordance with the requirements of this Management Plan, supporting management plans, and related procedures.

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TERMS AND DEFINITIONS

Abbreviations	Expanded text
AG JV	Acciona Genus Joint Venture
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
EIS	Environmental Impact Statement
FRP	Flood Response Plan
mAHD	Metres above the Australian height datum
NSW	New South Wales
OSOM	Oversized/overmass
PMT	Project Management Team
Project, the	HumeLink East
SES	State Emergency Service
TTMP	Traffic and Transport Management Plan
UMM	Updated mitigation measure
WHS	Work, Health and Safety

1. INTRODUCTION

1.1 CONTEXT

This Flood Response Plan (FRP) forms part of the Traffic and Transport Management Plan (TTMP) (HLE-AGJ-MGT-ALE-PLN-0000-00031) for the HumeLink East Project (the Project). The TTMP in turn forms part of the Construction Environmental Management Plan (CEMP) (HLE-AGJ-MGT-ALE-PLN-0000-00006) for the Project. This FRP has been prepared to address the relevant requirements of the Conditions of Approval (CoA) for the HumeLink Project, the Project Environmental Impact Statement (EIS) and Amendment Report.

1.2 PURPOSE AND OBJECTIVE

The purpose of this FRP is to address the requirements of CoA B39(g), which requires the preparation of a FRP as part of the TTMP. The key objective of the FRP is to meet the requirements of CoA B39(g) and B39(d) and to therefore detail the procedures and options for safe access to and from the Project in the event of flooding.

2. ENVIRONMENTAL REQUIREMENTS

2.1 LEGISLATION

There are no legislative requirements relevant to this FRP.

2.2 CONDITIONS OF APPROVAL

The CoA's relevant to this FRP are presented in Table 1. A cross reference is also included to indicate where and how the conditions are addressed in the Plan or other Project management documents.

Table 1: CoA relevant to the FRP

CoA No.	Condition Requirements	Document Reference	How Addressed
B39	Prior to commencing construction or road upgrades identified in condition B37 (whichever comes first) but excluding Enabling Works where the relevant requirements of this condition are adequately addressed in the Enabling Works Management Plan of condition B64, the Proponent must prepare a Traffic Management Plan for the development in consultation with FCNSW, TfNSW, Snowy Valleys Council, Wagga Wagga City Council, Cootamundra-Gundagai Regional Council, Yass Valley Council, Upper Lachlan Shire Council and Goulburn-Mulwaree Council, and to the satisfaction of the Planning Secretary. This plan must include:	-	-
	(d) details of the measures that would be implemented to: … • responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;	This Plan	This Plan outlines measures to be implemented in the event of flooding.
	(g) a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	This Plan	This Plan is the Flood Response Plan prepared to address B39(g)
B52	Prior to commencing Enabling Works (unless the relevant requirements of this condition are adequately addressed in the Enabling Works Management Plan of condition B64) and/or construction, the Proponent must develop and implement a comprehensive Emergency Plan and detailed emergency procedures for the development, including an evacuation plan for the accommodation camps, and provide a copy of the plan to the local Fire Control Centre and FRNSW. The Applicant must keep two copies of the plan on-site in a prominent position adjacent to the site entry point(s) to the construction compounds and substations at all times. The plan must:	-	-
	(e) include fire emergency management planning, including:	-	-
	(vi) detail specific response measures in the case of flood to ensure site safety;	This plan	This Plan outlines measures to be implemented in case of flooding.
	(vii) describe the specific emergency exit routes to be used in the case of flood and include evidence of access agreements with	Section 4.5	Section 4.5 describes evacuation routes. Note. All evacuation routes

CoA No.	Condition Requirements	Document Reference	How Addressed
	relevant landowners (e.g. right of carriageway); and		are to the public road network and do not trigger access agreements.

2.3 UPDATED MITIGATION MEASURES

There are no Updated Mitigation Measures (UMMs) specifically relevant to flood response/preparedness.

3. SITE CHARACTERISTICS

This section describes and summarises the existing environmental setting in relation to the hydrology and flooding aspects within and adjacent to the Project. The information was sourced from Chapter 18 of the EIS (Hydrology and flooding) and Technical Paper 11 – Hydrology and Flooding Impact Assessment.

3.1 TOPOGRAPHY

The topography of the Project (HumeLink East specifically) is variable. From Tumut to Yass the topography is somewhat hilly, with elevations ranging between approximately 261 metres above the Australian height datum (mAHD) and 768 mAHD. Between Yass and Bannaby the topography continues to be hilly but with more areas of steep terrain, ranging from approximately 537 mAHD to 958 mAHD.

3.2 CLIMATE AND RAINFALL

Rainfall data has been obtained from the weather stations relevant to the Project described in the EIS, those being the weather stations at Goulburn TAFE (BoM station ID: 070263) (refer to Table 2) and Burrinjuck Dam (BoM station ID: 073007) (refer to Table 3).

Goulburn TAFE has detailed rainfall records from 1971. The average annual rainfall for the period of 1971 to 2023 has ranged from a minimum of 362 millimetres (recorded in year 1982) to a maximum of 1049.3 millimetres (recorded in year 1974).

Burrinjuck Dam has detailed rainfall records from 1908. The average annual rainfall for the period of 1908 to 2023 has ranged from a minimum of 358.1 millimetres (recorded in 2006) to a maximum of 1684.7 millimetres (recorded in year 1956).

Table 2: Summary of rainfall records from Goulburn TAFE (BoM station ID: 070263)

Goulburn (BoM station ID: 070263)				
Month	Monthly Rainfall depth (mm)			Mean number of rain days
	Mean	Highest	Lowest	
January	64.5	214	3	10
February	61.2	167	2.5	9.8
March	62.5	180.8	2.4	10.2
April	43.9	208.2	0.2	8.8
May	41.1	124.6	2.6	9.2
June	51.7	191.2	9.4	11.7
July	39.9	97.2	4	11.8
August	54.8	215	5.2	11.7
September	47.6	101.6	4.4	10.3
October	52.8	148.4	0	10.9
November	67.3	208	4.6	11.1
December	61.9	228.4	0.8	9.7

Table 3: Summary of rainfall records from Burrinjuck Dam (BoM station ID: 073007)

Burrinjuck Dam (BoM station ID: 073007)				
Month	Monthly Rainfall depth (mm)			Mean number of rain days
	Mean	Highest	Lowest	
January	63.1	339.8	0.3	6.5
February	56.1	205	0	5.7
March	62.5	384.2	0.5	6.3

Burrinjuck Dam (BoM station ID: 073007)				
April	64.7	300	0	6.9
May	79.8	322.7	0	9.3
June	96	314.1	5	12
July	100.1	253.4	6	13.2
August	97.7	280.3	1.3	13.4
September	83.4	245.7	12	10.9
October	85.5	225.8	4.8	10.3
November	74.3	206.3	0.2	8.6
December	63.1	260.5	0.2	7.4

3.3 WATERCOURSES

Surface water investigations were undertaken as part of the EIS and are presented in Technical Working Paper 12: Surface Water and Groundwater. The Project intersects the following river catchment areas:

- Murrumbidgee River Catchment
- Lachlan River Catchment
- Wollondilly River Catchment (sub-catchment to the larger Hawkesbury-Nepean River catchment).

A description of the catchment relevant to the Project as detailed in Table 18-2 of the EIS is outlined in Table 4.

Table 4: Catchment characteristics

Catchment	Sub-catchment	Description of catchment
Murrumbidgee River catchment	Tumut River at Upstream Nimbo offtake (gauge #410199)	About 85 per cent of the sub-catchment is covered by dense forest. Major water storages such as the Blowering Dam, Talbingo Dam and Jounama Dam are located east of the project. Storage areas are connected by the Tumut River, which is the primary waterway for the catchment.
	Brungle Creek at Red Hill no.2 (gauge #41000269)	The upper reaches of the catchment are covered by bushland and dense forest. Brungle Creek is the main waterway flowing down to flatter parts of the catchment.
	Yass River at upstream Burrinjuck Dam (gauge #410176)	The topography is relatively flat with upstream areas covered by patches of dense forest. Downstream areas are mostly covered with bushland and grasslands. Yass River is the main waterway for the sub-catchment.
Lachlan River Catchment	Lachlan River at Narrawa (gauge #412065)	The topography is generally flat and mostly covered by grassland with few patches of forest areas. Lachlan River is the main waterway in the catchment.
Wollondilly River catchment	Wollondilly River at Jooriland (gauge #212270)	The topography is typically flat and covered with open space grasslands. Few patches of vegetation are found in upstream areas with heavier vegetated forest area across the downstream areas. Wollondilly River is the main waterway draining the catchment. Warragamba Dam storage area is located about 10 kilometres downstream of the gauge station outlet.

The locations of the catchments associated with the project are shown in Figure 1.

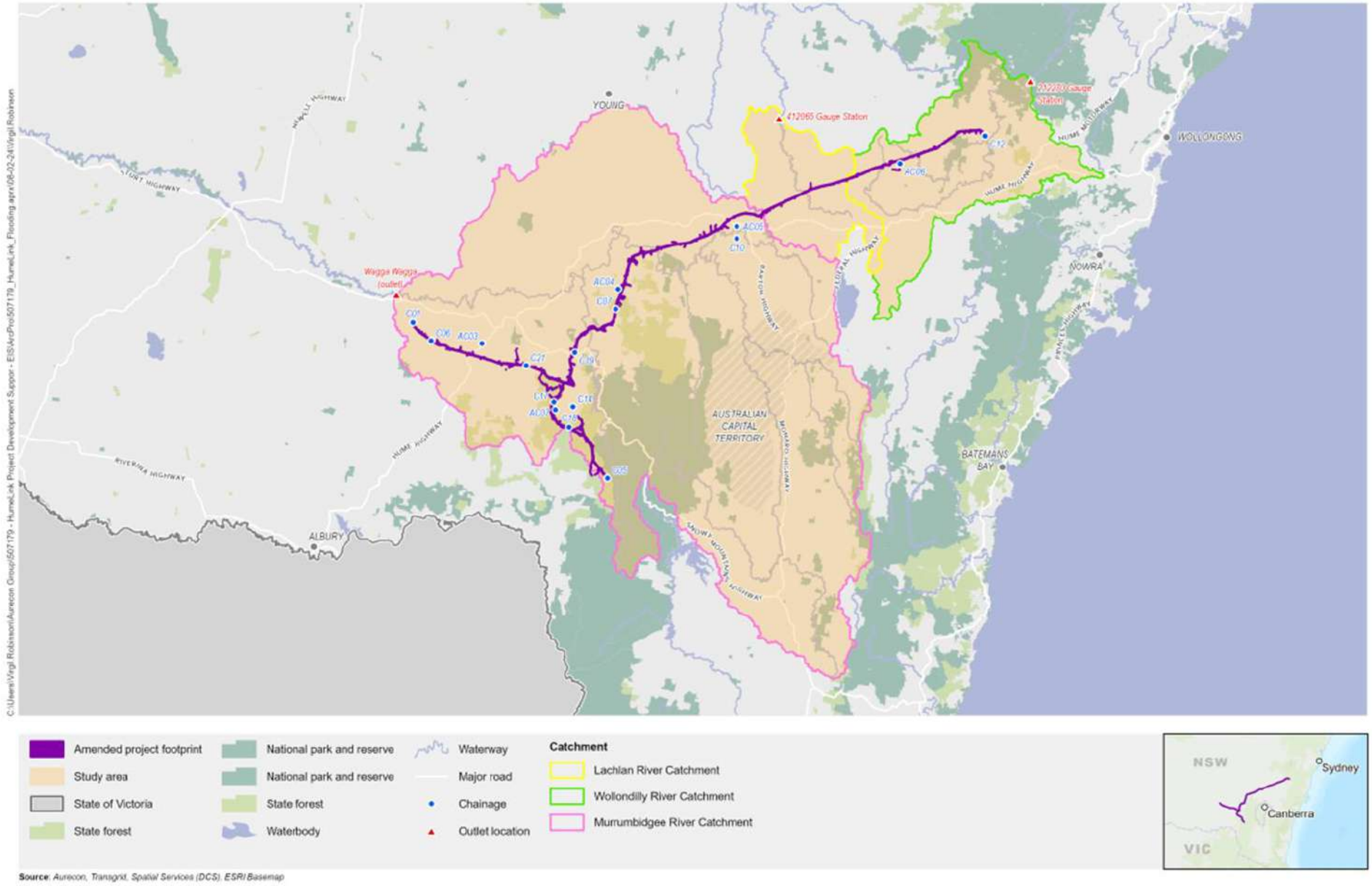


Figure 1: Locations of the catchments associated with the project (Source: Amendment Report Figure 4-1)

3.4 FLOODING

The hydrology and flood impact assessment within Chapter 18 and Technical Paper 10 Hydrology and Flooding Impact Assessment of the EIS has identified generally minor adverse impacts on flood behaviour during construction. Based on the localised works associated with the project and the level of flood impacts anticipated, the project is highly unlikely to impact on any existing flood risk management plans, strategies or procedures.

In relation to transmission line structures and access tracks, flooding has the potential to impact construction activities, particularly if these activities are undertaken in flood-prone areas. During construction, the temporary stockpiling of spoil, topsoil, materials, equipment and machinery to support construction activities have the potential to be washed away or scoured out by overland flows in a flood event, particularly those located near waterways and drainage lines. Excavations have the potential to become filled with flood water, requiring dewatering and result in unstable embankments. Regional flood mapping, as presented on the EIS, is included in Appendix B.

The flood risk at the proposed construction compounds and the worker accommodation facilities are generally low. A summary of the flooding impacts on construction compounds identified in the EIS is presented in Table 5.

Table 5: Summary of flooding impacts on construction compounds and accommodation facilities

Construction compound and accommodation facilities	Impact of flooding
Adjungbilly accommodation facility and compound (AC04)	No regional flood risk. Local overland flow path within the construction compound extent observed just upstream of Gatleys Creek. Earthwork filling, stockpiling or civil structures within this overland flow path could result in an impact on flooding.
Yass accommodation facility and compound (AC05)	No regional flood risk. Local flooding risk from Bango Creek along the western and southern boundary of the compound. Any earthwork filling, stockpiling or civil structures along these boundaries have the potential to cause flood impacts within the site.
Crookwell accommodation facility and compound (AC06)	No regional flood risk. Local flooding risk from the local catchment. The site has an overland flow path conveying localised surface runoff through the middle of the site. The flood extent divides the site, isolating flood free areas. Any earthwork filling, stockpiling or civil structures in the middle of the site have the potential to cause flood impacts within the site.
Amended Honeysuckle Road compound (C07)	Located on high ground. No regional flood risk. Unlikely at risk of local flooding.
Yass substation compound (C10)	No regional flood risk. Minor local flood risk via multiple overland flowpaths through the site.
Amended Bannaby 500 kV substation compound (C12)	Located on the hillside of the local catchment. No regional flood risk. Local drainage management required for the extended area to the west as part of the amended project.
Gadara Road compound (C19)	No regional flood risk. Local overland flooding observed through the site that could result in impacts on construction activities.

4. FLOOD PREPARATION AND RESPONSE

Response encompasses actions to reduce the threat to life, property and the environment following the onset of an emergency. This includes mobilisation prior to the on-set of a flood.

As outlined in Section 3.4, the project footprint is generally not impacted by substantial flooding, except for where transmission line structure and access track construction work is located in flood prone areas. Where flood risk is present, any associated impacts are likely to be localised in nature. Roads used for access and egress to and from sites during flooding events will be subject to the discretion of the Work, Health and Safety (WHS) Manager and site supervisor based on advice from media reports, NSW State Emergency Services (SES), council Local Emergency Management Officers, Water NSW and emergency services.

The following is a prepared response in case of extreme and severe weather events.

4.1 EXTREME WEATHER MONITORING

Local conditions and weather will be monitored and interpreted onsite via the BoM Warning Centre website (http://www.bom.gov.au/australia/flood/).

In the lead up to severe or extreme weather events (as defined by BoM), there may also be warnings of a flood or storms through:

- Media reports
- NSW State Emergency Service (SES) total flood warning systems
- NSW SES Dam failure alerts
- Water NSW's early warning network.

Monitoring of information via these channels will be used to inform the appropriate planning for work tasks to be undertaken for the day, including consideration of potential flooding to various work zones and access to and from site.

The Acciona Genus Joint Venture (AG JV) engineering staff and site supervisors that are responsible for ordering items that require over-sized overmass (OSOM) will notify the haulage contractors when there are road closures on the haulage route due to flooding.

Heavy vehicles that are in the vicinity of the project will follow the direction provided by the Site Supervisors regarding which access route should be used in the event there are local road closures due to flooding. Refer to Section 4.5.1 for further information on the evacuation routes.

Where a weather event is expected to be a localised inundation event (storm), pre-rainfall inspections would be undertaken as required by the Soil and Water Management Plan (HLE-AGJ-MGT-ALE-PLN-0000-00028).

4.2 SITE PREPARATION

All construction areas will be inspected and prepared in accordance with the Health and Safety Manual (HLE-AGJ-WHS-ALE-MAN-0000-00001), which is relevant to the on-site emergency response.

4.3 FLOOD RESPONSE

If a flood event is forecast, site personnel requirements will be reviewed.

Personnel on site will follow instructions at their work site and/or accommodation where a roll-call will be completed. Communication with personnel in the event of a flood will occur through two-way radio.

All personnel will be directed to seek shelter at their designated accommodation camp, construction compound or nominated off-site accommodation (where safe to do so), at the appropriate times staged as below:

- Non-essential personnel including support personnel shall return to flood refuge (accommodation location), via a determined safe route as described in Section 4.4
- Semi-essential personnel may be required to remain on site to assist with flood preparedness. This may include the work teams, engineers, and anyone deemed useful by the Superintendent to carry out preparedness duties
- Skeleton crew will involve essential personnel to carry out final preparedness, including supervisors, riggers and welders and anyone deemed appropriate.

No attempt should be made to enter or cross any flood waters that are above a minor flood level, or where the flood inundation level is not known. Should a life-threatening situation arise in a flood event, emergency services will be contacted (000) immediately. Based on an assessment of the likely length of disruption to site activities, site personnel remaining may be directed to vacate the site if it is safe to do so.

4.4 ACTION AND ALARM

The following actions and alarm levels are proposed in the event of severe or extreme weather:

4.4.1 CATEGORY 1: SITE PREPARATION

When 80mm (or greater) of rainfall is forecast over a 24-hour period (or less). Site preparation in accordance with Section 4.2 of this plan will occur.

4.4.2 CATEGORY 2: ALARM

Project Management Team (PMT) will determine when to raise a Category 2 Alarm. The Site Supervisor and relevant members of the PMT are to monitor weather and river conditions for potential warning signs of flood events and overland flows. It should be noted that severe rainfall events occurring in areas beyond the project boundary can flow into the river systems that are part of the project's catchment area. Following the assessment, if a flood event is imminent, the appropriate evacuation procedures will be initiated and followed. Further details relating to evacuation are provided in Section 4.5 of this plan.

4.5 EVACUATION

The construction compound and accommodation camps and all other construction compounds are either not at risk of flooding or at risk of only minor overland flow paths. As such, areas within each construction compound and accommodation camp will be nominated by the Project Team as muster points in the event that personnel are required to stop work and muster. Other project areas not subject to flooding will be nominated as required dependent on the proximity of construction activities to the accommodation camps and construction compounds.

Prior to or during a flood, personnel may be required to leave the site to return to their accommodation or place of residence.

Weather monitoring and monitoring of media would provide identification of potential flooding risk and would allow safe and orderly evacuation of site personnel if required. The site would be closed and remain closed for the duration of the flood event except in an emergency or as directed by emergency service providers.

4.5.1 SITE ACCESS AND EGRESS

4.5.1.1 TRANSMISSION LINE STRUCTURES AND ACCESS TRACK CONSTRUCTION AREAS

In the event of a flood, evacuation of transmission line structure and access track construction areas will be via a determined safe route given by the PMT. To determine the safest route, the PMT will monitor warning channels to determine the status of surrounding roads.

The safest route will always be used in the event of a flood. Relevant personnel within the PMT (such as the WHS Manager and/or Construction Manager) will monitor road closure conditions, with direction provided to site personnel (Site Supervisors). Site Supervisors will provide direction to personnel regarding which access route should be used, via two-way radio.

Information on road closures can be obtained from:

- Snowy Valleys Council - https://www.snowyvalleys.nsw.gov.au/Home
- Upper Lachlan Shire Council - https://upperlachlan.nsw.gov.au/
- Cootamundra–Gundagai Regional Council - https://www.cgrc.nsw.gov.au/
- Yass Valley Council - https://www.yassvalley.nsw.gov.au/Home
- Goulburn–Mulwaree Council - https://www.goulburn.nsw.gov.au/Home
- Transport for NSW - https://www.livetraffic.com/ or 132 701. The Live Traffic App can also be used to provide information on mobile devices
- NSW SES - https://www.ses.nsw.gov.au/ or 132 500
- Hazards Near Me app - https://www.nsw.gov.au/emergency/hazards-near-me-app

4.5.1.2 CONSTRUCTION SITES AND ACCOMODATION FACILITIES

Access and egress from construction sites and accommodation facilities is summarised in Table 6.

Table 6: Construction site and accommodation facilities Access and egress routes

Site	Access / egress	Description
Adjungbilly accommodation facility and laydown (AC04)	**Primary:** Adjungbilly Road (West) **Secondary:** Adjungbilly Road (East)	Adjungbilly accommodation facility and compound (AC04) interfaces with Adjungbilly Road. The primary route is to the west towards Gundagai. Adjungbilly Road to the East provides access onto Nanangroe Road to the North, or Threeways Road to the south. Adjungbilly Road is a two-way sealed road.
Yass accommodation facility and compound (AC05)	**Primary:** Faulder Avenue **Secondary:** Wargeila Road	Faulder Avenue is a sealed two way road that allows access to Yass Valley Way and Cooks Hill Road. Faulder Avenue is the primary access on the eastern side of the accommodation and laydown facility. Wargeila Road is a sealed two way road that allows access onto the Yass Valley Way and tracks north onto Laverstock Road. Yass Valley Way has direct northern access onto the Hume Highway.
Crookwell accommodation facility and compound (AC06)	**Primary:** Tracks heading towards Woodhouselee Road **Secondary:** Tracks heading towards Graywood Siding Road	Access into the Crookwell facility is via tracks from primary Woodhouselee Road and Graywood Siding Road as a secondary option via the south. Access tracks are unsealed, however, Woodhouselee Road is a sealed two-way road.
Amended Honeysuckle Road compound (C07)	**Primary:** Honeysuckle Road (western access) **Secondary:** Honeysuckle Road	Honeysuckle Road is an unsealed road in good condition. It joins with various unsealed roads within Red Hill State Forest. Red Hill State Forest can be accessed from the west (Brungle Creek), north (Adjungbilly), and south (Wyangle). Honeysuckle Road (western access) from Brungle Creek (site access 9.5 km from Brungle Creek Road) is the primary access route for the Honeysuckle Road compound (C07). The following are potential secondary access routes for the Honeysuckle Road compound (C07): • Northern access from Adjungbilly, via on Red Hill Road and Honeysuckle Road (site access 9.4 km from Threeways Road/Adjungbilly Road) • Southern access from Wyangle, via Wee Jasper Road. Wee Jasper Road joins Red Hill Road, 4 km south of Honeysuckle Road compound (C07) • Red Hill Road joins Honeysuckle Road, 1.2 km east of Honeysuckle Road compound (C07).
Yass substation compound (C10)	**Primary:** Perry Street (northern access) **Secondary:** Perry Street (southern access)	Perry Street is a sealed two-way road. Primary access to Perry Street is through northern access from Grand Junction Road, a major two-way sealed road (site access 1.2 km from Grand Junction Road). Secondary access to Perry Street is from Wee Jasper Road/Green Street, through Victoria Street (0.2 km)

Site	Access / egress	Description
		(site access 1 km from Wee Jasper Road/ Green Street). Perry Street can be accessed from multiple two-way sealed roads within Yass, including Victoria Street.
Amended Bannaby 500kV substation compound (C12)	**Primary:** Hanworth Road (western access) **Secondary:** Hanworth Road	Hanworth Road is sealed to the existing Bannaby 500 kV substation from Taralga. Hanworth Road (western access) from Bannaby Road is the primary access route for the Bannaby 500 kV substation and compound. Unsealed gravel road within property between Hanworth Road and Bannaby 500 kV substation compound (C12) is subject to erosion. Secondary access is via an unsealed rural road providing property access, 16 km to Wollondilly River.
Gadara Road compound (C19)	**Primary:** Gadara Road (South) **Secondary:** Gadara Road (North)	Gadara Road is an unsealed two way road that heads south into Tumnut and North towards Califat Road. Both North and South access roads can connect to the Snowy Mountains Highway. Directly from the South and via Batchelors Valley Way to the North.

5. FLOOD RECOVERY

5.1 SITE INSPECTIONS

The site would be opened only once it is deemed safe following a site inspection by the WHS Manager and Site Supervisor. Other specialists, such as structural engineers, may be requested to assess the site prior to reopening. The inspection would identify if any environmental and/or safety hazards remain.

5.2 REPORTING

Should the flood event and associated project response actions constitute an incident, then investigation, notification and reporting will occur in accordance with Section 3.8 of the CEMP – Incidents and emergency management. Incidents may include for example, a spill or release of contaminants due to floodwaters inundating machinery or equipment.

The investigation will include a review of events leading up to the incident and implement improved practices as required.

6. FLOOD RESPONSE SUMMARY PROCEDURE

The flood response procedure to be undertaken in the event of extreme weather or flooding is summarised in Table 7.

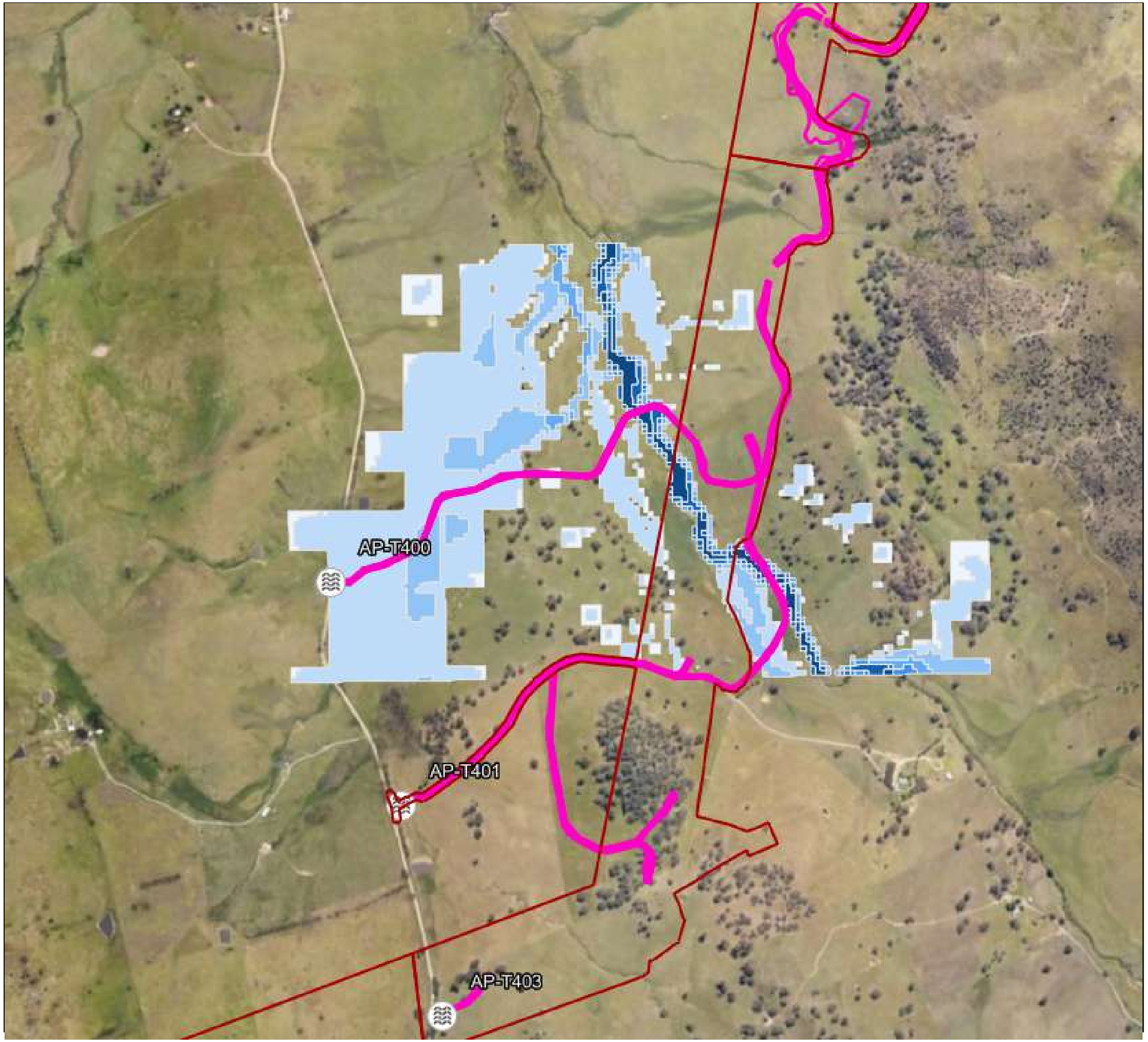
Table 7: Summary of flood response procedure

Response item	Action	Procedure	Responsibility	Timeframe
Monitor	Daily weather monitoring	Monitor BoM website, SES flood information, SES 'Hazards Near Me' app and media coverage on a daily basis	Environmental Manager Site Supervisor	Daily
BoM warning for flooding or flash flooding	Increase level of alert	Monitor BoM website Notify all Site Supervisors of warning Complete actions within Section 4.2 and Section 4.3	Environmental Manager	In event of a flood
Flood occurrence	Raise a category 2 Alarm and commence procedure	Once alarm has been raised under Section 4.4, complete Section 4.5	Site Supervisor Construction Manager Project Manager	When 80mm of rainfall is expected within 24 hours
Post-flood	Conduct safety walk	Determine whether it is safe to return to site and repair any damage	Environmental Manager Construction Manager Site Supervisor WHS Manager	Following flood event

APPENDIX A: EMERGENCY CONTACT LIST

Position / organisation	Name	Phone
Environment Protection Agency	-	131 555
Fire and Rescue NSW	-	000 (for pollution incidents that present an immediate threat to human health or property) 1300 729 579 (for pollution incidents that do not present an immediate threat to human health or property)
NSW Ambulance		000
NSW Ministry of Health	-	02 9391 9000
SafeWork NSW	-	131 050
NSW SES	-	132 500
Cootamundra–Gundagai Regional Council	-	1300 459 689
Goulburn–Mulwaree Council	-	02 4823 4444 02 4823 4500 (after hours emergency)
Snowy Valleys Council	-	1300 275 782
Upper Lachlan Shire Council	-	02 4830 1000
Yass Valley Council	-	02 6226 1477
AG JV WHS Manager	[redacted]	[redacted]
AG JV Construction Manager	[redacted]	[redacted]
AG JV Environment and Sustainability Manager	[redacted]	[redacted]
AG JV Environment Managers	[redacted]	[redacted]
	[redacted]	[redacted]
AG JV Project Director	[redacted]	[redacted]
Environmental Representative	[redacted]	[redacted]
Transgrid Environmental Manager	[redacted]	[redacted]

APPENDIX B: REGIONAL FLOOD MAPPING



HumeLink East Project

1% AEP flood depth (m) at Brungle Creek - Murumbidgee Catchment

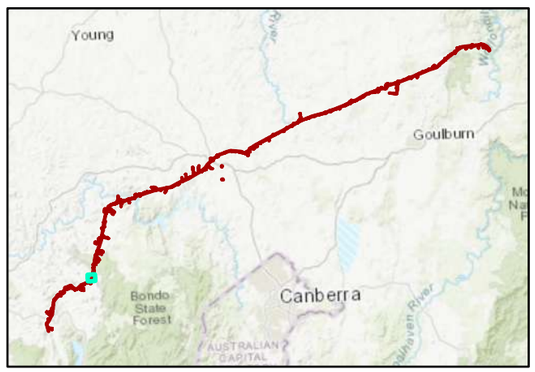
Legend

- Project Construction Boundary
- Flood Depth (m)
  - <= 0.03
  - 0.03 - 0.1
  - 0.10 - 0.25
  - 0.25 - 0.5
  - 0.50 - 0.75
  - 0.75 - 1
  - 1.00 - 1.5
  - > 1.5
- Access Point V8.4
- Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



This map is shown for reference purposes only. Acciona provides this information "as is" with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. While every effort is made to ensure the information displayed is as accurate and current as possible, Acciona will not be held responsible for any loss, damage or inconvenience caused as a result of reliance on such information or data.

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1% AEP flood depth (m) at Tumut River/ Gocup Creek - Murumbidgee Catchment

Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

- Access Point V8.4
- Access track model

AP-T429

AP-T433

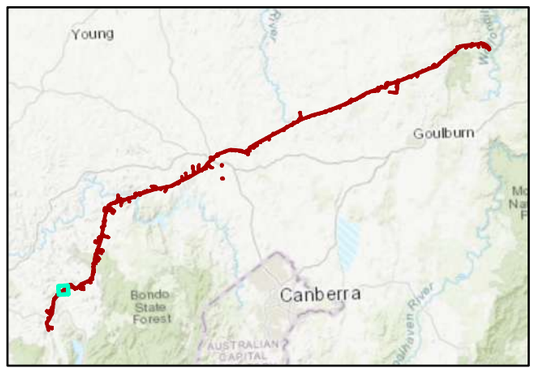
AP-T436

AP-T434

N

500 Meters

Projection : GDA 2020 MGA Zone 55



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HumeLink East

acciona | GENUS

HumeLink East Project

1% AEP flood depth (m) at Adjungbilly Creek - Murumbidgee Catchment

Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

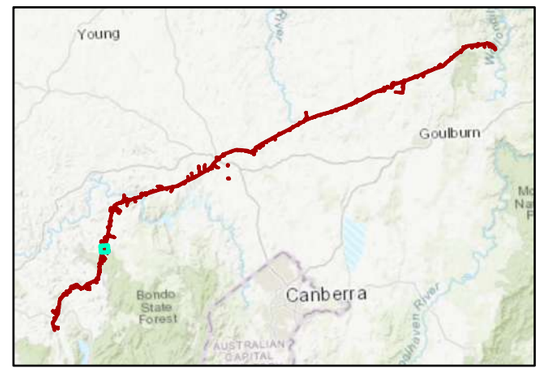
Access Point V8.4

Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



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HumeLink East

acciona | GENUS

HumeLink East Project

1% AEP flood depth (m) at O'Briens Creek - Murumbidgee Catchment

Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

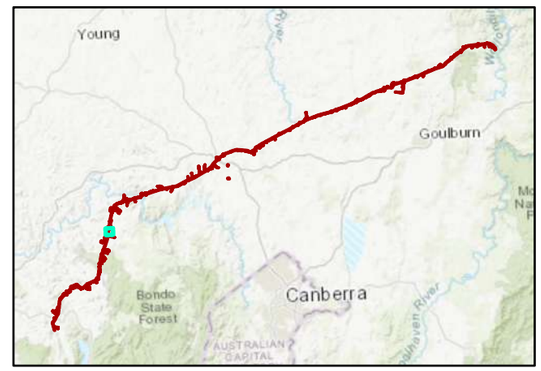
Access Point V8.4

Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



This map is shown for reference purposes only. Acciona provides this information "as is" with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. While every effort is made to ensure the information displayed is as accurate and current as possible, Acciona will not be held responsible for any loss, damage or inconvenience caused as a result of reliance on such information or data.

HumeLink East

acciona | GENUS

HumeLink East Project

1% AEP flood depth (m) at Cart Road Creek (1) - Murumbidgee Catchment

Legend

- Project Construction Boundary

Flood Depth (m)

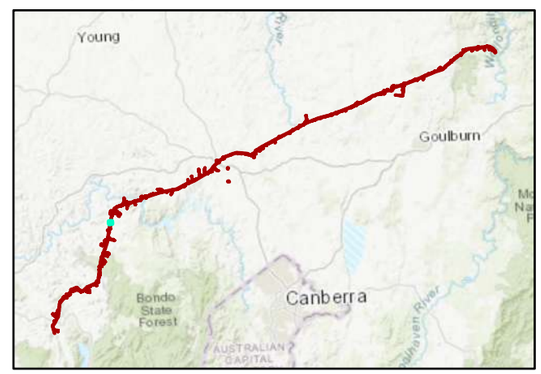
- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

- Access Point V8.4
- Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



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HumeLink East

acciona | GENUS

HumeLink East Project

1% AEP flood depth (m) at Yellow Clay Creek - Murumbidgee Catchment

Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

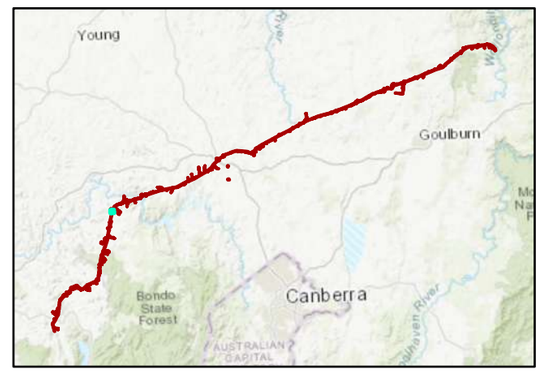
Access Point V8.4

Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



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HumeLink East

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HumeLink East Project

1% AEP flood depth (m) at Bannaby Creek (2) - Wollondilly Catchment

Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

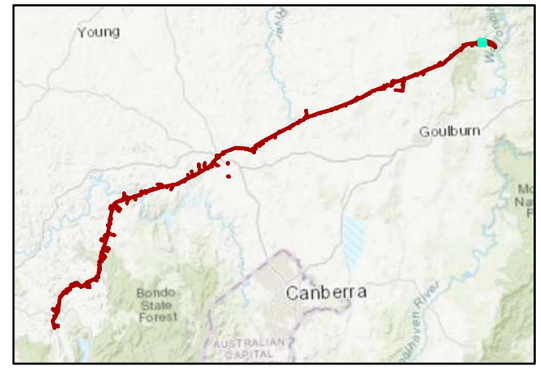
Access Point V8.4

Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



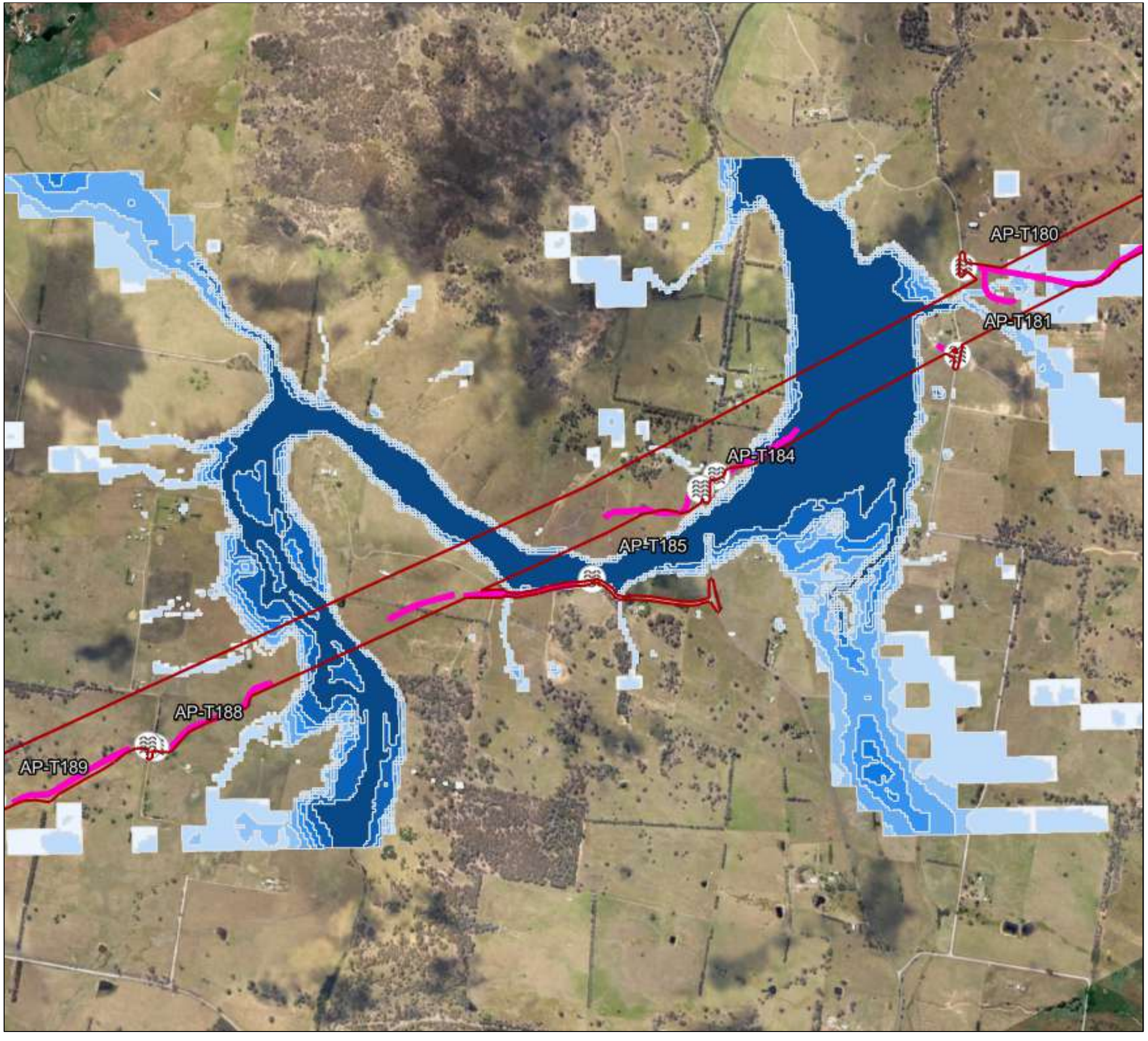
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HumeLink East Project

1% AEP flood depth (m) at Jerrawa Creek - Lachlan Catchment



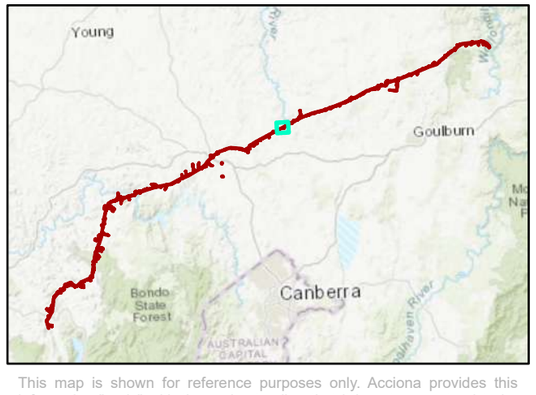
Legend

- Project Construction Boundary
- Flood Depth (m)
  - <= 0.03
  - 0.03 - 0.1
  - 0.10 - 0.25
  - 0.25 - 0.5
  - 0.50 - 0.75
  - 0.75 - 1
  - 1.00 - 1.5
  - > 1.5
- Access Point V8.4
- Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



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HumeLink East Project

1% AEP flood depth (m) at Myrtle Creek

Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

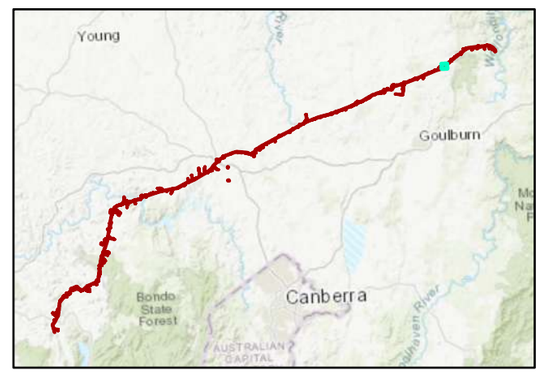
Access Point V8.4

Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



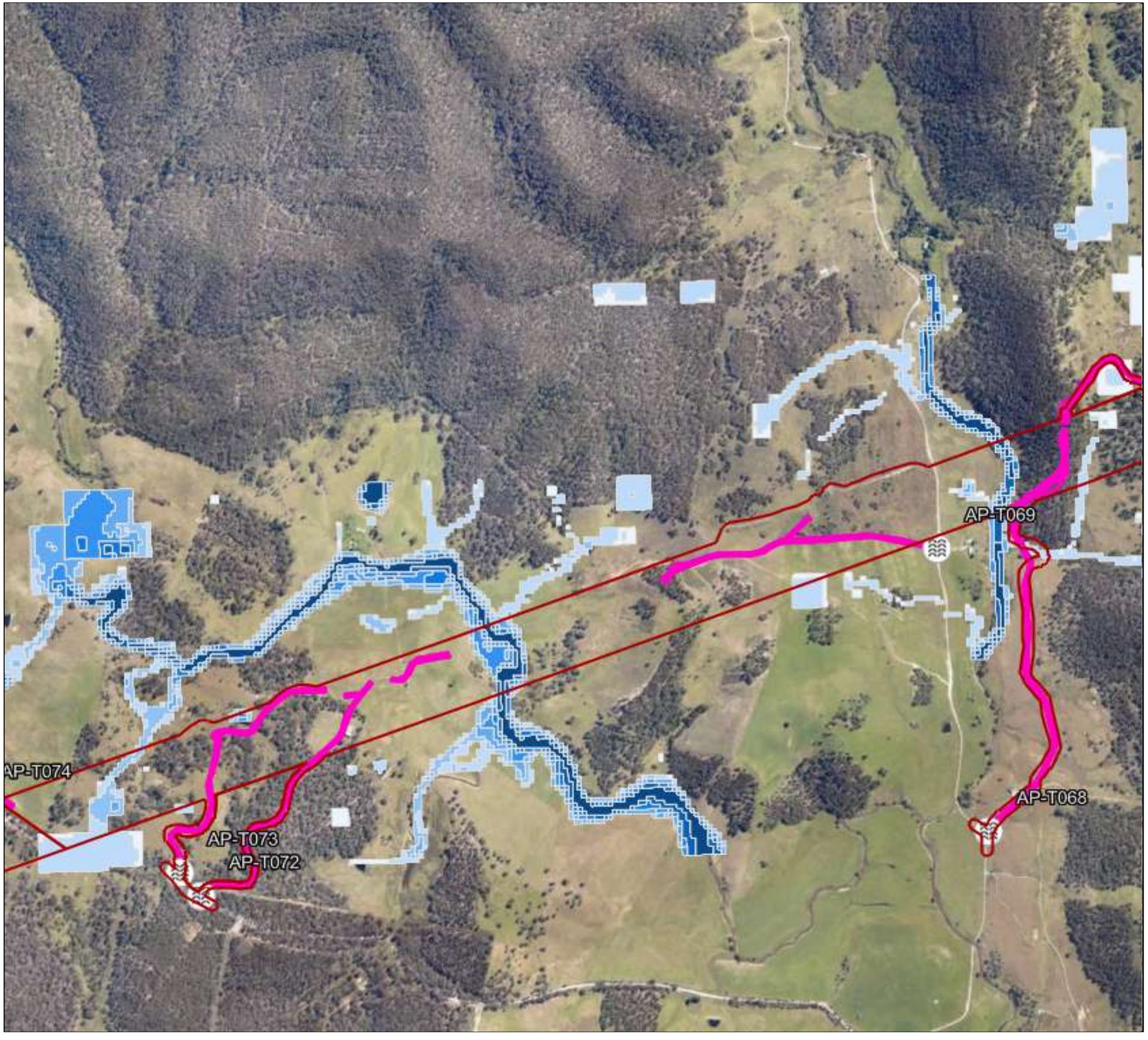
This map is shown for reference purposes only. Acciona provides this information "as is" with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. While every effort is made to ensure the information displayed is as accurate and current as possible, Acciona will not be held responsible for any loss, damage or inconvenience caused as a result of reliance on such information or data.

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HumeLink East Project

1% AEP flood depth (m) at Tarlo River



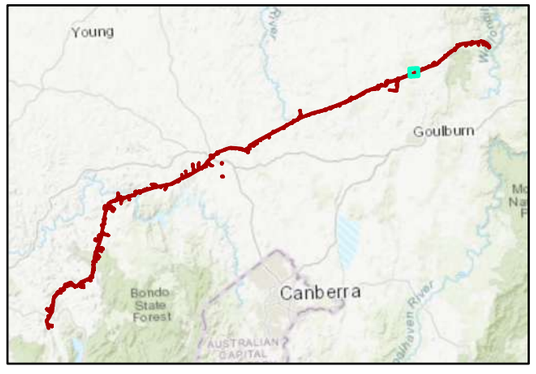
Legend

- Project Construction Boundary
- Flood Depth (m)
  - <= 0.03
  - 0.03 - 0.1
  - 0.10 - 0.25
  - 0.25 - 0.5
  - 0.50 - 0.75
  - 0.75 - 1
  - 1.00 - 1.5
  - > 1.5
- Access Point V8.4
- Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



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HumeLink East Project

1% AEP flood depth (m) at Humes Creek

Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

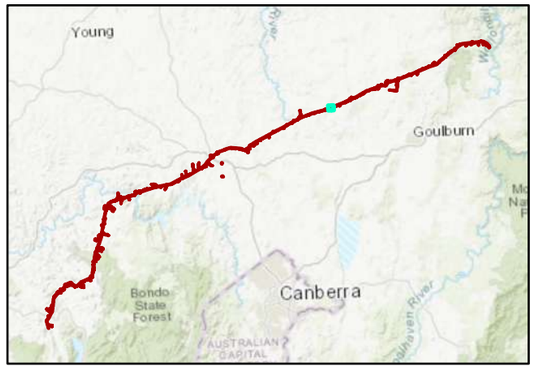
Access Point V8.4

Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



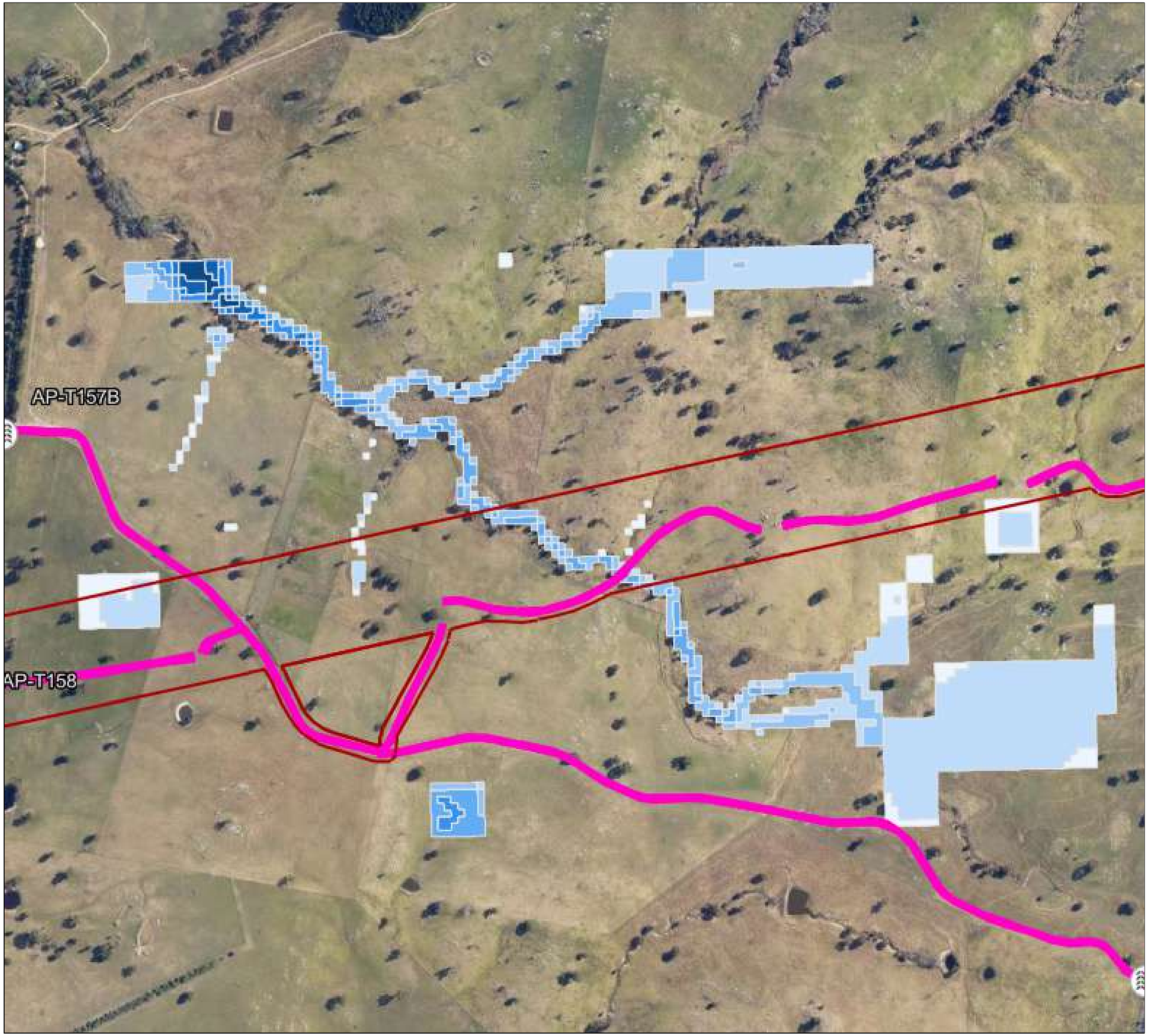
This map is shown for reference purposes only. Acciona provides this information "as is" with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. While every effort is made to ensure the information displayed is as accurate and current as possible, Acciona will not be held responsible for any loss, damage or inconvenience caused as a result of reliance on such information or data.

HumeLink East

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HumeLink East Project

1% AEP flood depth (m) at Merril Creek



Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

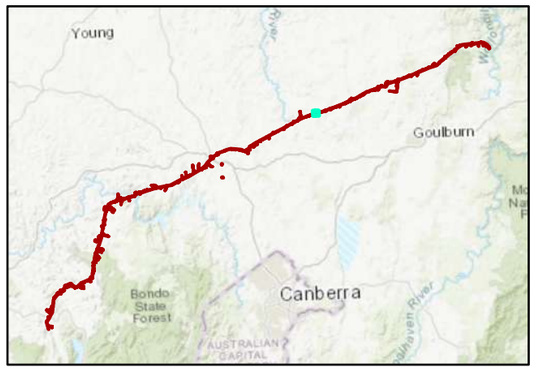
Access Point V8.4

Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



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HumeLink East

acciona | GENUS

HumeLink East Project

1% AEP flood depth (m) at Lachlan River

Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

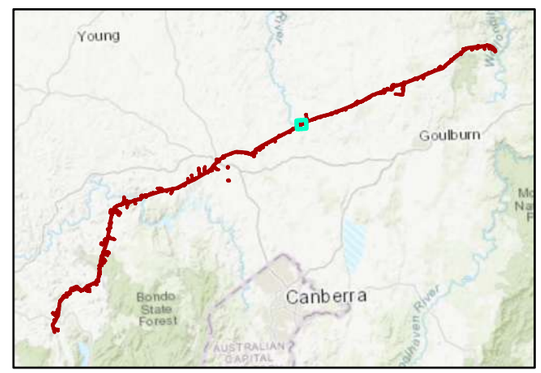
Access Point V8.4

Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



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HumeLink East

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HumeLink East Project

1% AEP flood depth (m) at Felled Timber Creek

Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

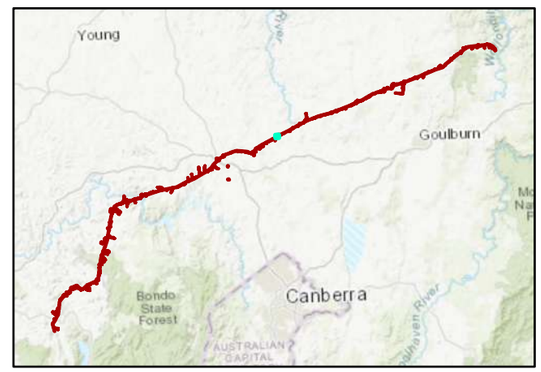
Access Point V8.4

Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



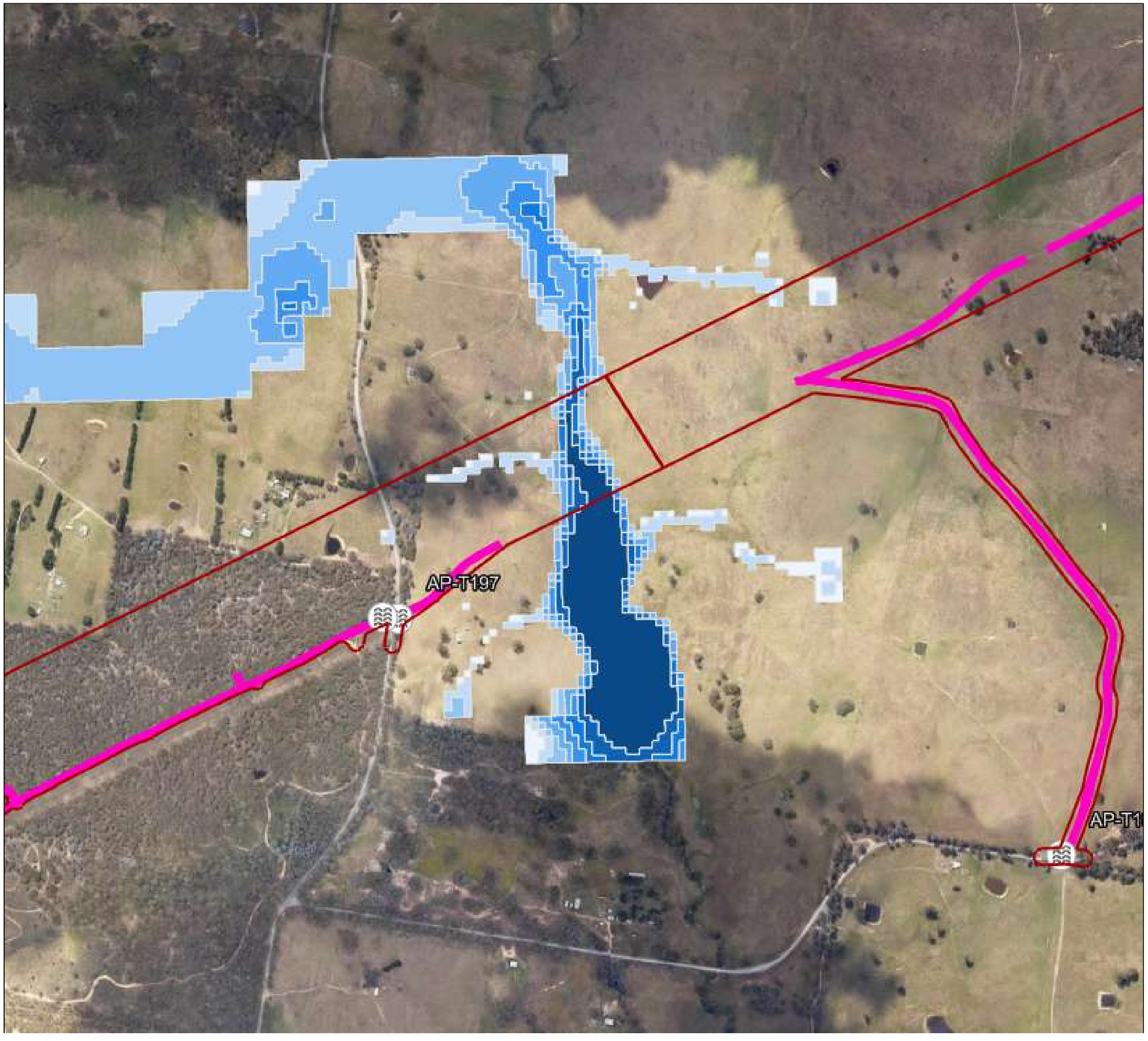
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HumeLink East Project

1% AEP flood depth (m) at Flacknell Creek



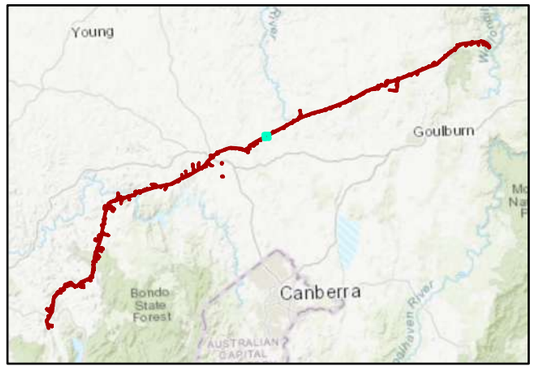
Legend

- Project Construction Boundary
- Flood Depth (m)
  - <= 0.03
  - 0.03 - 0.1
  - 0.10 - 0.25
  - 0.25 - 0.5
  - 0.50 - 0.75
  - 0.75 - 1
  - 1.00 - 1.5
  - > 1.5
- Access Point V8.4
- Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



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HumeLink East

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HumeLink East Project

1% AEP flood depth (m) at Bogolong Creek



Legend

- Project Construction Boundary

Flood Depth (m)

- <= 0.03
- 0.03 - 0.1
- 0.10 - 0.25
- 0.25 - 0.5
- 0.50 - 0.75
- 0.75 - 1
- 1.00 - 1.5
- > 1.5

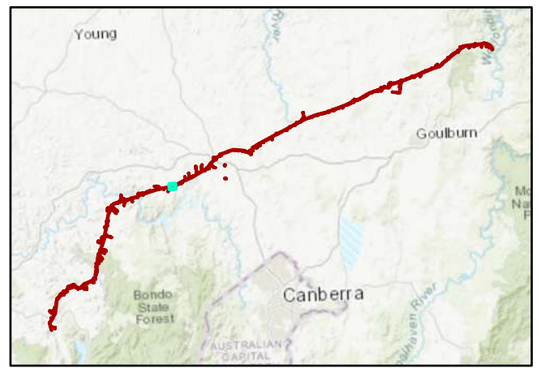
Access Point V8.4

Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



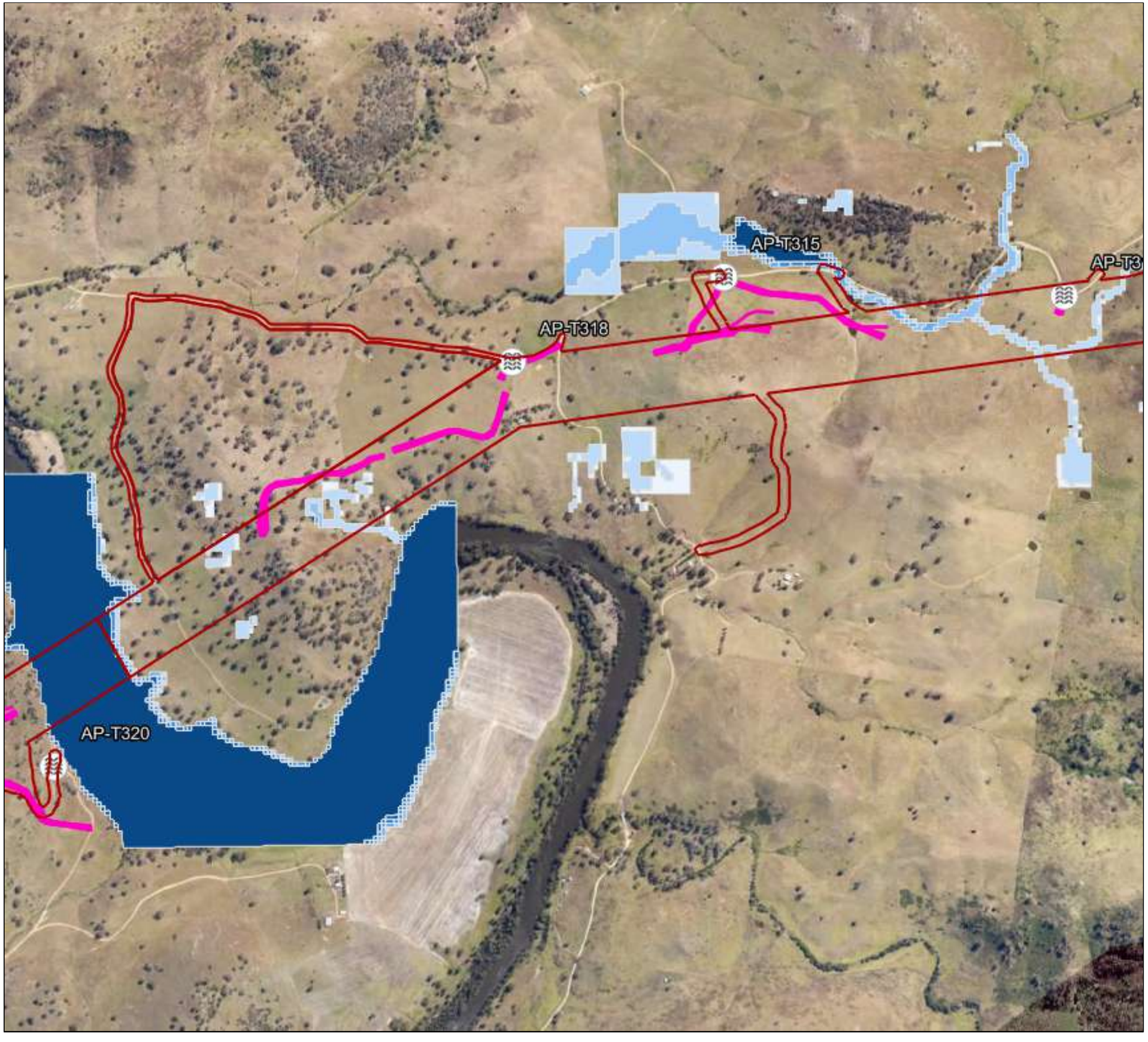
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HumeLink East

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HumeLink East Project

1% AEP flood depth (m) at Murrumbidgee River



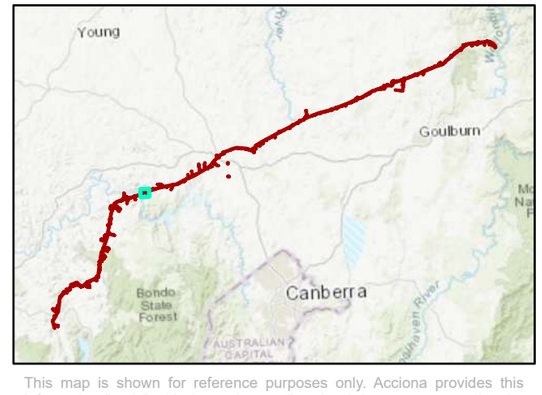
Legend

- Project Construction Boundary
- Flood Depth (m)
  - <= 0.03
  - 0.03 - 0.1
  - 0.10 - 0.25
  - 0.25 - 0.5
  - 0.50 - 0.75
  - 0.75 - 1
  - 1.00 - 1.5
  - > 1.5
- Access Point V8.4
- Access track model

N

500 Meters

Projection : GDA 2020 MGA Zone 55



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APPENDIX D: MAJOR EQUIPMENT AND MATERIALS ROAD TRANSPORT PROCEDURE

HumeLink East

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Major Equipment and Materials Road Transport Procedure

HLE-AGJ-ENV-ALE-PRD-0000-00007 | Rev F

APPROVALS

	Name	Signature	Date
Author:	[redacted] Deputy Environment and Sustainability Manager	[redacted]	26/03/26
Sponsor:	[redacted] Environment and Sustainability Manager	[redacted]	26/03/26
Project Director:	[redacted] Project Director	[redacted]	26/03/26

The authorized use of this document shall only be once approved by way of presence of signatories under Approvals.

DOCUMENT CONTROL – REVISION HISTORY

Revision History

Rev	Date	Pages	Revised By	Description
A	14/3/2024	All	[redacted]	Initial draft
B	22/4/2024	All		Update to address Transgrid comments
C	4/11/24	Section 1.4		Update to address SVC comments
D	21/3/25	All		Update to address ER comments
E	4/8/25	5		Update to address DPHI comment
F	26/03/26	Section 1.4		Update to address OSOM movement

GENERAL REQUIREMENTS

The Project Director is responsible for the distribution of this Management Plan. The controlled master version of this document is available for distribution as appropriate and maintained on RIB | CX. All circulated hard copies of this document are deemed to be uncontrolled. The implementation of this Management Plan is under the authority of AGJV and the Project Director. All personnel employed on the Project will perform their duties in accordance with the requirements of this Management Plan, supporting management plans, and related procedures.

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2.2 Subcontractor engagement 4

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1. INTRODUCTION

1.1 INTRODUCTION

This Major Equipment and Materials Road Transport Procedure (MEMRTP) forms part of the Traffic and Transport Management Plan (TTMP) for the Humelink East project (The Project).

This Procedure has been prepared to address the requirements of the Minister's Conditions of Approval, specifically B39(d)(i) "a traffic management system for managing over-dimensional vehicles". It is for the management of on-road haulage of large elements of plant, equipment and materials on the public road network.

1.2 PURPOSE AND OBJECTIVES

The purpose of this Procedure is to provide a process to arrange elements of plant, equipment and materials to be delivered to the project to ensure the project has;

- Appropriate approvals and achieves compliance with the relevant legislation
- Maintains the safety and amenity of the public
- Ensures a timely delivery of equipment and minimises delay.

1.3 INTERFACE WITH OTHER DOCUMENTS

This Procedure is to be read and understood along with the other supporting documentation and legislation outlined in Table 1.

Table 1: Other interface documents

Document	Link
Heavy Vehicle National Law (HVNL)	https://legislation.nsw.gov.au/view/html/inforce/current/act-2013-42a#ch.1-pt.1.1
NSW - Heavy Vehicle (adoption of National Law) Act 2013	https://legislation.nsw.gov.au/view/html/inforce/current/act-2013-042
NSW - Heavy Vehicle (adoption of National Law) Regulation 2022	https://legislation.nsw.gov.au/view/html/inforce/current/sl-2022-0303
Heavy Vehicle (Fatigue Management) National Regulation	https://legislation.nsw.gov.au/view/html/inforce/current/sl-2013-245a
Heavy Vehicle (General) National Regulation	https://legislation.nsw.gov.au/view/html/inforce/current/sl-2013-246a
Heavy Vehicle (Mass, Dimension and Loading) National Regulation	https://legislation.nsw.gov.au/view/html/inforce/current/sl-2013-247a
Heavy Vehicle (Registration) National Regulation	https://legislation.nsw.gov.au/view/html/inforce/current/sl-2018-298a
Heavy Vehicle (Vehicle Standards) National Regulation	https://legislation.nsw.gov.au/view/html/inforce/current/sl-2013-248a
Additional Access Conditions – Oversize and overmass heavy vehicles and loads (TfNSW)	https://www.transport.nsw.gov.au/system/files/media/documents/2022/osom-additional-access-conditions.pdf
OSOM Traffic Management Plan cover sheet	https://tfnswforms.transport.nsw.gov.au/45071763-spu-transport-mng-plan.pdf

1.4 AMENDMENT REPORT OSOM ROUTES

The Amendment Report considered the potential impacts of over-size and/or over-mass (OSOM) vehicle movements. This considered OSOM vehicle movements originating from Port of Newcastle,

Port Kembla and Port of Melbourne. The routes considered in the Amendment Report are shown in Figure 1. These routes are also outlined in CoA B34 and Figure 4-2 of Appendix 4 of the Planning Approval. These routes have been reviewed by AGJV during detailed planning as per the Section 2 and Section 3. During this detailed planning, it has been identified that the Northern Goulburn Interchange from Hume Highway would be required during OSOM movements – specifically during the delivery of the shunt reactors to Bannaby substation. Additional detail of the high risk OSOM delivery of the shunt reactors to Bannaby substation can be found in Appendix F of the TTMP.

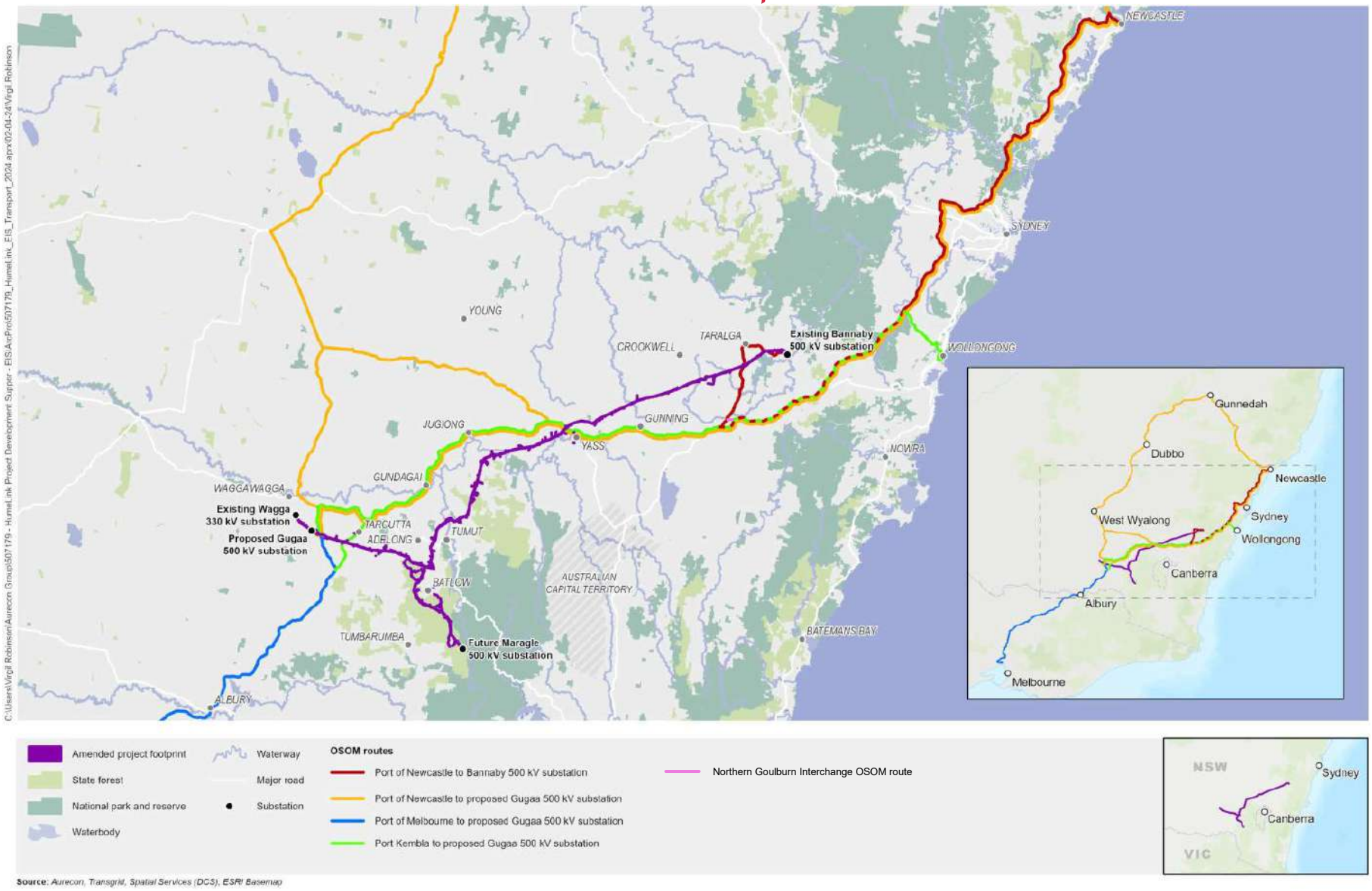


Figure 1: Routes for oversized deliveries (Source: Amendment Report Technical Report 16, Revised Traffic and Transport Impact Assessment Figure 6-1), with the northern Goulburn Interchange identified in pink

2. IMPLEMENTATION

2.1 IDENTIFICATION OF NEED

The project representatives will need to identify any movements in advance that will require route assessment and heavy vehicle permits to accommodate the load movements for the project. This process would require reviewing of design documentation and equipment requirements, identification of weights, widths and lengths and the estimate vehicles required to move such loads.

Once identified these loads can be checked against the Additional Access Conditions (TfNSW, October 2020). This outlines the travel conditions and permissible loads that can travel without special permits on NSW roads.

Should the loads exceed the dimensions prescribed it will be necessary to engage with a transport subcontractor to facilitate the movement of the load.

2.2 SUBCONTRACTOR ENGAGEMENT

Engagement of the subcontractor is important for further route assessment as the vehicle combination to be used to carry the load (as these vary company to company) would need to be determined to better assess the swept paths of the vehicle turning movements.

Once engaged (and it is important to complete this early) the vehicle dimensions and combination can be confirmed, which will allow further assessment of the route in consultation with the subcontractor.

Subcontractors would often undertake their own route assessments for large or heavy loads as part of their own normal procedures, if this is the case you may be best liaising with their representatives and obtain copies of the route assessment.

2.3 DETAILED ROUTE ASSESSMENT

It is important to assess road widths and intersection arrangements between any major highway through to the site access point and internally through to the delivery / unloading point.

This route assessment will need to be undertaken by a project representative with the appropriate Computer Aided Design (CAD) software, and swept path functionality.

The swept paths will determine if routes are capable of facilitating the load in relation to a 2D assessment. Where key intersections (crucial for the connection between origin and the destination of the load) cannot accommodate the swept path intersection modifications may be required. These modifications would need to be assessed and designed in accordance with the appropriate design guidelines and requirements for the road authority (typically AUSTROADS Guide to Road Design). Any upgrades to intersections would need to be undertaken in accordance with the TTMP for the project, and be submitted for approval to the appropriate road authority.

Note: should this require modifications to a TfNSW road it may require an extended review and approval period, further highlighting the need for early identification and assessment.

Further assessment would be required to ensure the maximum weights of the bridges and culverts used are not to be exceeded. The road authority would typically have maximum load limits already available for the various bridges on the road network, where these aren't available it may be necessary to engage a structural engineer to do an assessment and a calculation on the likely permissible loads of a bridge without failure. This assessment will likely be subject to proof engineering checks and acceptance by the road authority.

The above assessment would ensure compliance with Updated Mitigation Measure (UMM) TT2.

Assessment would also be undertaken to ensure that the proposed OSOM routes are consistent with those presented in Figure 1, or whether further environmental assessment and approval is required. Any changes to the routes in Figure 1 would require agreement of the Planning Secretary in accordance with CoA B34.

3. APPROVALS

AGJV are not able to submit the applications for OSOM movements on state or local roads. These must be done by the register owner of the transport vehicle, and be submitted through the NHVR portal.

Consultation and coordination with the subcontractor may be necessary where any additional assessments, intersection upgrades or modifications to the route have been planned or implemented by AGJV.

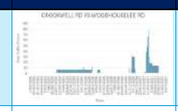
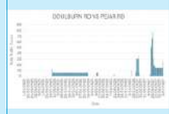
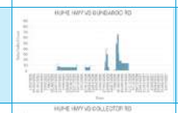
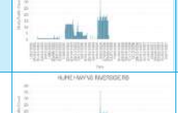
The NHVR permit process typically sees NHVR contact each road authority for the entire route and request their concurrence for acceptance of the movement before it can be undertaken. No NHVR permits will be approved without the acceptance of the various road authorities first.

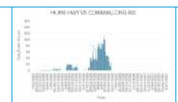
In addition to the above, approval to access OSOM routes may also require consultation and permits from:

- Local councils for removal and replacement of road signs at pinch points, where required
- NSW police for police and pilot vehicles, if required
- Ausgrid, Essential Energy, Telstra: to assess the height clearance of overhead utilities
- CRN JHG (rail) to assess rail overbridges and crossings on route.

AGJV team to request a copy of the approved permits from the register owner of the transport vehicle/s prior to any OSOM movements being conducted.

APPENDIX E: INTERSECTION ASSESSMENT

	Descriptions							Performance Assessments					Traffic Assessments																Intersection Assessment			
													Civil Earthworks Peak Traffic Movements per Hour				Foundation Peak Traffic Movements per Hour				Tower Assembly Peak Traffic Movements per Hour				Stringing Peak Traffic Movements per Hour								
ID	Road Name(s)	Road Classification	Location	Maps link	Pulls	Intending to Use?	Can this be avoided?	Required Use	Speed + 10 (km/hr)	SISD (m)(Observation time = 3s; Reaction time = 2.0s)	SISD Compliant	Intersection Type	Current Layout	Construction Peak Period	Light Vehicle	Heavy Vehicle	Total	Duration (Weeks)	Light Vehicle2	Heavy Vehicle2	Total2	Duration (Weeks)2	Light Vehicle3	Heavy Vehicle3	Total3	Duration (Weeks)3	Light Vehicle4	Heavy Vehicle4	Total4	Duration (Weeks)4	Max (for how long) in weeks	Insert graph	Intersection sufficient for use without mitigations	Proposed mitigations if intersection is deficient	Assumptions
1	Crookwell Road / Woodhouselee Road	State / Local	Wayo	https://maps.app.goo.gl/Y6HJYH7PSu44Spuh9	9	Yes	Yes	Traffic to/from of Yass and Goulburn Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	110	285	SB - Yes NB - No	T	CHR / BAL	6.30am -8.30am Morning Peak	4	6	10	40.8	5	6	11	34.8	6	12	18	7.6	4	12	16	10.2	95.6		No	Prune trees obstructing SISD in the Northbound direction. *Note that SISD is non-compliant at the speed limit + 10km/hr. It is compliant (as in bushes are not obstructing views of the intersection) when assessed at the speed limit of 100km/hr.*	All teams accomodation from Goulburn or Yass to utilise Hume Hway. All disciplines to be coming through Woodhouselee Road through Goulburn
2	Crookwell Road / Mary's Mount Road	State / Local	Goulburn	https://maps.app.goo.gl/XeAzCYVBmY1NVt58A6	-	No	Yes	Should not be used. May have intermittent use for deliveries of goods or travel in/out of Goulburn.	70	151	Yes	T	CHR / BAL	6.30am -8.30am Morning Peak	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	N/A	N/A	Yes - minimal use of this intersection.	N/A	Any potential traffic progressing between Pull 9 and Pull 8 Intermittent use - assumed 1 LV movement in & out and 1 HV movement in & out.
3	Goulburn Road / Pejar Road	State / Local	Pejar	https://maps.app.goo.gl/XeaF7R1WZzKsCmfy6	12	Yes	Yes	Traffic to/from of Yass and Goulburn Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	110	285	Yes	T	BAL	6.30am -8.30am Morning Peak	4	6	10	42	5	6	11	25.8	6	12	18	5.2	4	12	16	9.8	101		No	Limit traffic movements to 5 Light Vehicles and 5 Heavy Vehicles per hour during peak traffic, as per TfNSW's TTIA. Although anticipated volumes are larger than the threshold, construction traffic will be predominantly between 6.30am-8.30am. Minimal impact to Hume Hwy as this is outside of the Hume Hwy peak traffic period of 12pm-1pm.. Lack of right turn treatment is not of significant concern. Traffic movements are predominantly left in and right out as 95% of traffic will be from Goulburn camp. The remaining 5% will be from Crookwell. Southbound vertical curvature of the road is compliant when assessed at the speed limit of 100km/hr, but not when including the 10km/hr buffer. Still, this is unlikely an issue when assessed from 1.1m driver eye height. To be confirmed on site. Furthermore, it is anticipated that only 5% of traffic will be heading southbound from Crookwell.	All teams accomodation from Goulburn or Yass Any traffic coming from Goulburn as well from Pull 13 (Range Rd)
4	Goulburn Road / Rosyln Road	State / Local	Crookwell	https://maps.app.goo.gl/Xpqqua6DPUUvDdHY9	10	No	Yes	Should not be used. May have intermittent use for deliveries of goods or travel in/out of Goulburn.	110	285	Yes	T	Nil	6.30am -8.30am Morning Peak	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	N/A	N/A	Yes - minimal use of this intersection.	N/A	All teams accomodation from Goulburn or Yass and no traffic coming from Crookwell. Any potential traffic from adjacent pulls i.e. Pull 12,11,10. Intermittent use - assumed 1 LV movement in & out and 1 HV movement in & out.
5	Goulburn Street / East Street	State / Local	Crookwell	https://maps.app.goo.gl/Q4qLVsXomvf7dE9a8	10	No	Yes	Should not be used. May have intermittent use for deliveries of goods or travel in/out of Goulburn.	60	123	Yes	Cross	BAL	6.30am -8.30am Morning Peak	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	N/A	N/A	Yes - minimal use of this intersection.	N/A	All teams accomodation from Goulburn or Yass and no traffic coming from Crookwell. Same as above - Any potential traffic from adjacent pulls i.e. Pull 12,11,10. Intermittent use - assumed 1 LV movement in & out and 1 HV movement in & out.
6	Goulburn Street / Colyer Street	State / Local	Crookwell	https://maps.app.goo.gl/BxRnRE1YEwBg7rqt6	10	No	Yes	Should not be used. May have intermittent use for deliveries of goods or travel in/out of Goulburn.	60	123	NW - Yes SE - No	T	BAR / BAL	6.30am -8.30am Morning Peak	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	N/A	N/A	Yes - minimal use of this intersection.	N/A	All teams accomodation from Goulburn or Yass and no traffic coming from Crookwell. Same as above - Any potential traffic from adjacent pulls i.e. Pull 12,11,10. Intermittent use - assumed 1 LV movement in & out and 1 HV movement in & out.
7	Hume Highway / Gundaroo Road	State / Local	Gundaroo	https://maps.app.goo.gl/HQdQbbaxkBcVPPVZ7	20	Yes	Yes	Traffic to/from of Yass and Goulburn Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	60	123	Yes	Cross	BAL	6.30am -8.30am Morning Peak	4	6	10	31	5	6	11	14.4	6	12	18	7	4	12	16	10.8	67		Yes	N/A	All construction traffic coming from Hume Hway either from Goulburn or Yass at start and end of shifts
8	Hume Highway / Collector Road	State / Local	Gunning	https://maps.app.goo.gl/7bEqd1eXSuFBhFQC9	21	Yes	Yes	Traffic to/from of Yass and Goulburn Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	60	123	Yes	Cross	BAL	6.30am -8.30am Morning Peak	4	6	10	47.4	5	6	11	14.2	6	12	18	7.4	4	12	16	13.2	83.8		Yes	N/A	Same as above -All construction traffic coming from Hume Hway either from Goulburn or Yass at start and end of shifts
9	Hume Highway / Jerrawa Road / Lade Vale Road	State / Local	Jerrawa	https://maps.app.goo.gl/SsbcZVb2MMNvdPZ7A	19	Yes	Yes	Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	120	324	No	Cross	CHR / AUL-S (EB) CHR / AUL-S (WB)	6.30am -8.30am Morning Peak	4	6	10	31	6	12	18	17	7	24	31	9.8	5	12	17	10.4	68.8		No	Prune trees obstructing SISD. *Note that SISD is non-compliant at the speed limit + 10km/hr. It is compliant (as in bushes are not obstructing views of the intersection) when assessed at the speed limit of 120km/hr.*	All construction traffic coming from Hume Hway either from Goulburn or Yass at start and end of shifts and deliveries from outer areas
10	Hume Highway / Yass Valley Way (east)	State / Local	Yass	https://maps.app.goo.gl/7xXvB64TVQTTuNcv5	-	No	Yes	Should not be used as traffic can utilise Yass Valley Way (west). May have intermittent use for deliveries of goods or travel in/out of Goulburn.	120	324	WB - Yes EB - No	T	CHR (EB) AUL(WB)	6.30am -8.30am Morning Peak	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	N/A	N/A	Yes - minimal use of this intersection.	N/A	Construction traffic from site to Yass laydown and vice versa Eastbound or coming from east and deliveries from outer areas. Intermittent use - assumed 1 LV movement in & out and 1 HV movement in & out.
11	Hume Highway / Yass Valley Way (west)	State / Local	Yass	https://maps.app.goo.gl/9AuQCVdcbo1eQvbE8	18 - 21, 34-37	Yes	Yes	Traffic to/from of Yass Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	120	324	Yes	Cross	Grade separated interchange	6.30am -8.30am Morning Peak	6	12	18	49	7	12	19	43	9	24	33	47.8	6	12	18	48.6	89.6		Yes	N/A	Construction traffic from Yass camp to work fronts further away which will require the use of the Hume Hway and deliveries from outer areas
12	Hume Highway / Common Road	State / Local	Bowning	https://maps.app.goo.gl/RdbNA1L4rEUwmBDQ9	32	Yes	Yes	Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	120	324	EB - Yes WB - No	T	CHR-S Two-staged crossing (EB) AUL-S (WB)	6.30am -8.30am Morning Peak	4	6	10	19.6	5	6	11	13	6	12	18	7.2	4	12	16	12	48.8		No	Prune trees obstructing SISD in the Westbound direction. Limit traffic movements to 20 Light Vehicles and 15 Heavy Vehicles per hour during peak traffic. Forecasted traffic movements are within these limits. VMP to show no U turns.	Potential traffic from Yass onto Hume Hway to Pull 32 and deliveries from outer areas however most traffic should be using Black Range Rd coming from Yass or adjacent pulls
13	Hume Highway / Paynes Road	State / Local	Bookham	https://maps.app.goo.gl/CrDPZUoBfC1MrWqoC8	-	No	No	Should not be used. Intersection does not provide access to site. Potential deliveries from quarry to work fronts.	120	324	Yes	Cross	AUR Two-staged crossing / BAL (NB) AUL (SB)	6.30am -8.30am Morning Peak	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	N/A	N/A	Yes - minimal use of this intersection.	N/A	Potential deliveries from quarry to work fronts. Intersection does not provide access to site. Intermittent use - assumed 1 LV movement in & out and 1 HV movement in & out.
14	Hume Highway / Buntnjuck Road	State / Local	Bookham	https://maps.app.goo.gl/8XWdRCVL7zVVkrSW6	34-35	Yes	Yes	Traffic to/from of Yass Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	120	324	SB - No NB - Yes	T	CHR Two-staged crossing (NE) AUL (SW)	6.30am -8.30am Morning Peak	4	12	16	20.4	6	12	18	12.8	7	24	31	9.2	5	12	17	9	40.2		No	Prune trees obstructing SISD in the Southbound direction. VMP to show no U turn.	Construction traffic coming to and from Yass accomodation to Pull 34 and 35 will utilise Burntjuck Road and deliveries from outer areas. Adjacent pulls to use Black Range Rd
15	Hume Highway / Illalong Road	State / Local	Bookham	https://maps.app.goo.gl/3JRMNuDEpmmbvbE6	36-37	Yes	No	Traffic to/from of Yass Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	120	324	No	Cross	WMT	6.30am -8.30am Morning Peak	4	6	10	30	5	6	11	40.2	6	12	18	43.2	4	12	16	48.6	73.8		No	Prune trees obstructed SISD in the Eastbound and Westbound direction.	All construction traffic coming from Hume Highway from Yass Camp as well as adjacent pulls
16	Hume Highway / Unnamed Road	State / Local	Berremangra	https://maps.app.goo.gl/QzaBM58CqcUqXR27	-	No	No	Should not be used. Intersection does not provide access to site. Potential deliveries from quarry to work fronts.	120	324	Yes	T	BAR Two-staged crossing (EB) BAL (WB)	6.30am -8.30am Morning Peak	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	N/A	N/A	Yes - minimal use of this intersection.	N/A	Intermittent use - assumed 1 LV movement in & out and 1 HV movement in & out.
17	Hume Highway / Audley Road	State / Local	Berremangra	https://maps.app.goo.gl/Xo9tJtrNTRNnCh3R6	38-41	Yes	No	Traffic to/from of Adjundilly Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	120	324	Yes	Cross	BAR Two-staged crossing / BAL (EB) AUR Two-staged crossing / BAL (WB)	6.30am -8.30am Morning Peak	4	5	9	47	5	6	11	24.6	0	0	0	0	0	0	0	0	68.4		No	Limit traffic movements to 5 Light Vehicles and 5 Heavy Vehicles per hour during peak traffic, as per TfNSW's TTIA. Although anticipated volumes are larger than the threshhold, construction traffic will be predominantly between 6.30am-8.30am. Minimal impact to Hume Hwy as this is outside of the Hume Hwy peak traffic period of 12pm-1pm.	All civil and foundation traffic coming from Yass hence use of Hume Hway. Camp traffic based out of Adjundilly would not utilise intersection. Also traffic loads split 50% between this and Riverside (below)
18	Hume Highway / Riverside Drive (east)	State / Local	Jugiong	https://maps.app.goo.gl/VDvcSMMYzoWtH8Ra8	38-41	Yes	No	Traffic to/from of Adjundilly Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	120	324	Yes	T	CHL / LILO - Right turn restricted by side median	6.30am -8.30am Morning Peak	4	5	9	47	5	6	11	24.6	0	0	0	0	0	0	0	0	68.4		Yes	N/A	All civil and foundation traffic coming from Yass hence use of Hume. Camp traffic based out of Adjundilly would not utilise intersection. Also traffic loads split 50% between this and Riverside (below)
19	Hume Highway / Riverside Drive (west)	State / Local	Jugiong	https://maps.app.goo.gl/BRVDtdAnsFC9bFr7A	38-41	No	No	Should not be used as traffic can utilise Riverside Drive (east) & Audley Rd. May have intermittent use for deliveries of goods or travel in/out of Jugiong.	120	324	No	T	BAL / LILO - Right turn restricted by side median	6.30am -8.30am Morning Peak	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	N/A	N/A	Yes - minimal use of this intersection.	N/A	All civil and foundation traffic coming from Yass hence use of Hume. All traffic from eastbound or going eastbound should be utilising above 2 roads. **No traffic should require utilise west** besides odd delivery trucks and LVs. Intermittent use - assumed 1 LV movement in & out and 1 HV movement in & out.

20	Hume Highway /Gobarralong Road	State / Local	Coolac	https://maps.app.goo.gl/tvRcHFdYPvtaKTAJ7A	42-44	Yes	No	Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	120	324	Yes	T	CHL / LILO - Right turn restricted by side median	6.30am - 8.30am Morning Peak	4	6	10	36	6	12	18	21.4	7	24	31	12.2	5	12	17	11.2	67.4		Yes	N/A	All construction traffic from Tumut and Adjungbilly Camp should be utilising Red Hill Road to adjacent sites. Would only utilise intersection for commutes from East of Murrumbidgee (Childowla Rd) and deliveries from outer areas
21	Hume Highway /Muttama Road	State / Local	Coolac	https://maps.app.goo.gl/CkvmbYWWdPrwMN9	42-44	No	No	Should not be used as traffic from Tumut and Adjungbilly Camp should be utilising Red Hill Road to adjacent sites. May have intermittent use for commutes to & from East of Murrumbidgee (Childowla Rd) and deliveries from outer areas	120	324	Yes	Cross	BAL	6.30am - 8.30am Morning Peak	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	N/A	N/A	Yes - minimal use of this intersection.	N/A	All construction traffic from Tumut and Adjungbilly Camp should be utilising Red Hill Road to adjacent sites. Would only utilise intersection for commutes to & from East of Murrumbidgee (Childowla Rd) and deliveries from outer areas. Intermittent use - assumed 1 LV movement in & out and 1 HV movement in & out.
22	Hume Highway /Cross Street	State / Local	Gundagai	https://maps.app.goo.gl/6PNt16qnRPBnNmH18	45-53	Yes	No	Access in/out of town and Goulburn camp. Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	60	123	Yes	T	N/A	5.00pm to 6.00pm Afternoon Peak	5	12	17	40	6	18	24	28.8	7	24	31	33.2	6	24	30	35.4	70.2		Yes	N/A	All construction traffic from Tumut and Adjungbilly Camp should be utilising Red Hill Road to adjacent sites. Would only utilise intersection for commutes to & from East of Murrumbidgee (Childowla Rd) and deliveries from outer areas
23	Gocup Road / Meadow Creek Road	State / Local	Gocup	https://maps.app.goo.gl/7L4dXWY9ZNFhiQ3K6	49, 51	No	Yes	Should not be used as Meadow Creek Road is north of construction work fronts. All construction traffic would be coming from Tumut or Adjungbilly camp through Red Hill Road meaning Meadow Creek Road would only be utilised if coming from Hume Highway. This would only account for occasional delivery trucks and LVs.	110	285	SB - No NB - Yes	T	BAR / BAL	6.30am - 8.30am Morning Peak	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	2	2	4	N/A	N/A	N/A	Yes - minimal use of this intersection.	N/A	Meadow Creek Road is north of construction work fronts. All construction traffic would be coming from Tumut or Adjungbilly camp through Red Hill Road meaning Meadow Creek Road would only be utilised if coming from Hume Highway. This would only account for occ.asional delivery trucks and LVs. Intermittent use - assumed 1 LV movement in & out and 1 HV movement in & out.
24	Snowy Mountains Highway / Wee Jasper Road	State / Local	Tumut	https://maps.app.goo.gl/ZQoauJEKBEzCouU8	45-48	Yes	No	Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	60	123	Yes	T	CHR	6.30am - 8.30am Morning Peak	5	6	11	20.8	6	12	18	20.6	3	0	3	0	4	2	6	1	13.6		Yes	N/A	All construction traffic from Adjungbilly camp should be utilising Red Hill Road and Wee Jasper Rd to adjacent sites. Would only utilise intersection for commutes to & from site outside of camp and deliveries from outer areas. However all Tumut traffic will be utilising intersection from town. The traffic data represents this
25	Snowy Mountains Highway / Gocup Road / Adelong Road / Cooper Street	State / Local	Tumut	https://maps.app.goo.gl/sEmeNHtnTCPXgGS8A	49-51	Yes	No	Traffic to/from of Adjunbilly Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	60	123	Yes	Round about	Round about	6.30am - 8.30am Morning Peak	4	6	10	32.4	6	12	18	13.6	7	24	31	16.4	5	14	19	19.4	57.6		Yes	N/A	All construction traffic from Adjunbilly camp and Tumut to Pulis 49 to 51
26	Snowy Mountains Highway / Reka Siding Road	State / Local	Gadara	https://maps.app.goo.gl/oBdK2XoPTsdFJ1LY7	49-50	Yes	No	Traffic to/from of Adjunbilly Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	110	285	Yes	T	CHR / AUL	6.30am - 8.30am Morning Peak	4	3	7	31.4	5	6	11	11.4	5	12	17	13.4	4	6	10	16.4	56.6		Yes	N/A	All construction traffic from Adjunbilly camp and Tumut to Pulis 49 to 50. 50% applied as inbound traffic utilises Reka Siding and outbound traffic utilises Gadara Road
27	Snowy Mountains Highway / Gadara Lane	State / Local	Gadara	https://maps.app.goo.gl/BWhnsAgkA1Ma5ug7	51	Yes	Yes	Traffic to/from of Adjunbilly Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	110	285	Yes	T	Nil	6.30am - 8.30am Morning Peak	4	6	10	28.4	5	6	11	8	6	13	19	8.2	4	12	16	14.8	53		No	Limit traffic movements to 20 Light Vehicles and 15 Heavy Vehicles per hour during peak traffic, as per TfNSW's TTA. Forecasted traffic movements are within these limits.	All construction traffic from Adjunbilly camp and Tumut to Pulis 51
28	Snowy Mountains Highway / Gadara Road	State / Local	Gadara	https://maps.app.goo.gl/9mYyz9HH8z6e7MuE	49-50	Yes	No	Traffic to/from of Adjunbilly Camp.Construction of access points, access tracks, tower pads, tower foundation. Tower assembly and stringing.	110	285	Yes	T	Nil	6.30am - 8.30am Morning Peak	4	3	7	31.4	5	6	11	11.4	5	12	17	13.4	4	6	10	16.4	56.6		No	Limit traffic movements to 20 Light Vehicles and 15 Heavy Vehicles per hour during peak traffic, as per TfNSW's TTA. Forecasted traffic movements are within these limits.	All construction traffic from Adjunbilly camp and Tumut to Pulis 51

APPENDIX F: TRANSPORT MANAGEMENT PLAN (V4) – PORT KEMBLA TO BANNABY - 134T REACTOR

Transport Management Plan (v4 Updated 27/03/2026)

Port Kembla to Bannaby - 134T Reactor

1. Movement Details

Load - 134 tonne Reactor – 7.815mL x 2.935mW x 3.975mH

Dimension of Combination

Length: 66.00 metres
Width: 4.5 metres
Height: 5.25 metres
Total mass: 263.5 tonnes

Proposed Commencement Date & Times – February to May 2026 (TBC)

Below schedules are based on Winter weather. During Summer or Spring when the weather is warm and dry travel times may improve.

No travel on any Council road between 7.30-9.30am and 2.30-4.30pm on official school days

Non School Day Schedule				
Departure time	**Location**	**Arrival time**	**Location**	**KM's travelled**
00:01	Port Kembla	03:00	Hume Hwy, Wilton	42
03:00	Hume Hwy, Wilton	05:00	Suttons Forest Rest Area	64
	Break			
05:30	Suttons Forest Rest Area	07:00	Sydney Rd, Goulburn	47
07:00	Sydney Rd, Goulburn	09:00	Bannaby St, Taralga	46
	Break			
09:30	Bannaby St, Taralga	11:30	Bannaby Terminal Station (Site)	25

School Day Schedule				
Departure time	**Location**	**Arrival time**	**Location**	**KM's travelled**
02:30	Port Kembla	05:30	Hume Hwy, Wilton	42
05:30	Hume Hwy, Wilton	07:30	Suttons Forest Rest Area	64
	Break			
08:00	Suttons Forest Rest Area	09:30	Sydney Rd, Goulburn	47
09:30	Sydney Rd, Goulburn	11:30	Bannaby St, Taralga	46
	Break			
12:00	Bannaby St, Taralga	14:00	Bannaby Terminal Station (Site)	25

*** If running ahead of schedule, the load will park at Sutton Forest Rest Area for longer to ensure arrival at Goulburn is not before 9:30am**

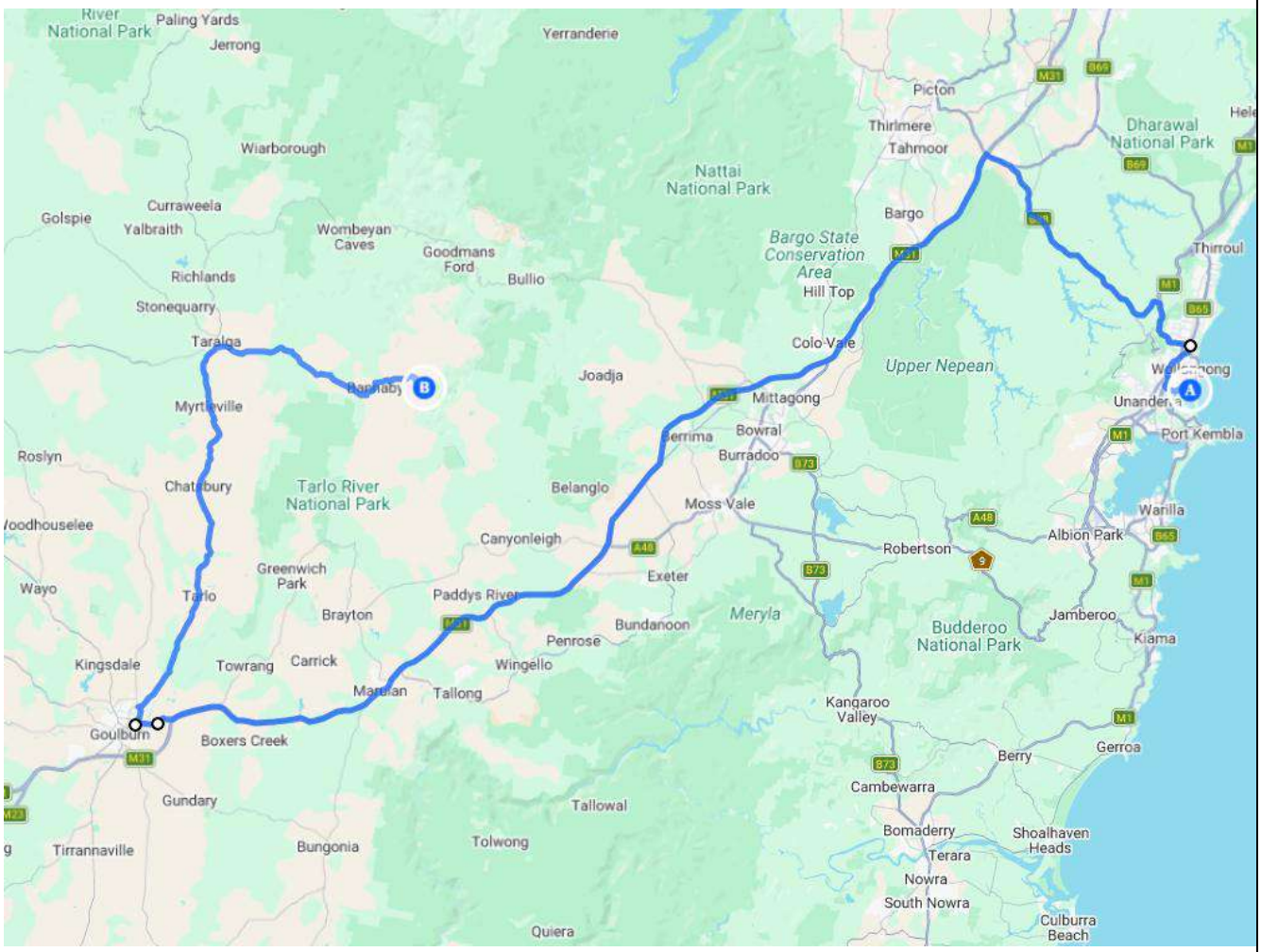
Proposed Route

Route Link:
https://www.google.com/maps/d/edit?mid=1xb2baDzAOY0tnY9mTXbcalVr2qPUt9o&usp=sharing

Start: Tom Thumb Rd, Port Kembla NSW 2505
Springhill Road, [Port Kembla - Spring Hill]
Masters Road, Spring Hill
Princes Motorway, [Figtree - Gwynneville]
Memorial Drive, [Gwynneville - North Wollongong]
Princes Highway, [North Wollongong - Fairy Meadow]
Mount Ousley Road, [Fairy Meadow - Mount Ousley]
Mount Ousley Road, [Mount Ousley - Keiraville]
Princes Motorway, [Keiraville - Cataract]
Picton Road, [Cataract - Wilton]
Hume Motorway Onramp, Wilton
Hume Motorway, [Wilton - Berrima]
Hume Highway, [Berrima - Boxers Creek]
Sydney Road Offramp, Boxers Creek
Sydney Road, [Boxers Creek - Goulburn]
Sydney Road, Goulburn
Lagoon Street, Goulburn
Upper Sterne Street, Goulburn
Grafton Street, Goulburn
Reynolds Street, Goulburn
Union Street, Goulburn
Wilmot Street, Goulburn
Chantry Street, Goulburn
Tarlo Street, Goulburn
Taralga Road, [Goulburn - Taralga]
Orchard Street, Taralga
Bunnaby Street, Taralga
MacArthur Street, Taralga
Walsh Street, Taralga
Bannaby Road, [Taralga - Bannaby]
Hanworth Road, Bannaby
End: Unnamed Road, Bannaby NSW 2580

Distance 224km

Route



Overhead Approvals
Endeavour Energy – Received
Essential Energy – Route Amendment Submitted

Rail Approvals
Sydney Trains – Approved (See Appendix B)
UGL Regional Linx – Approved (See Appendix C)

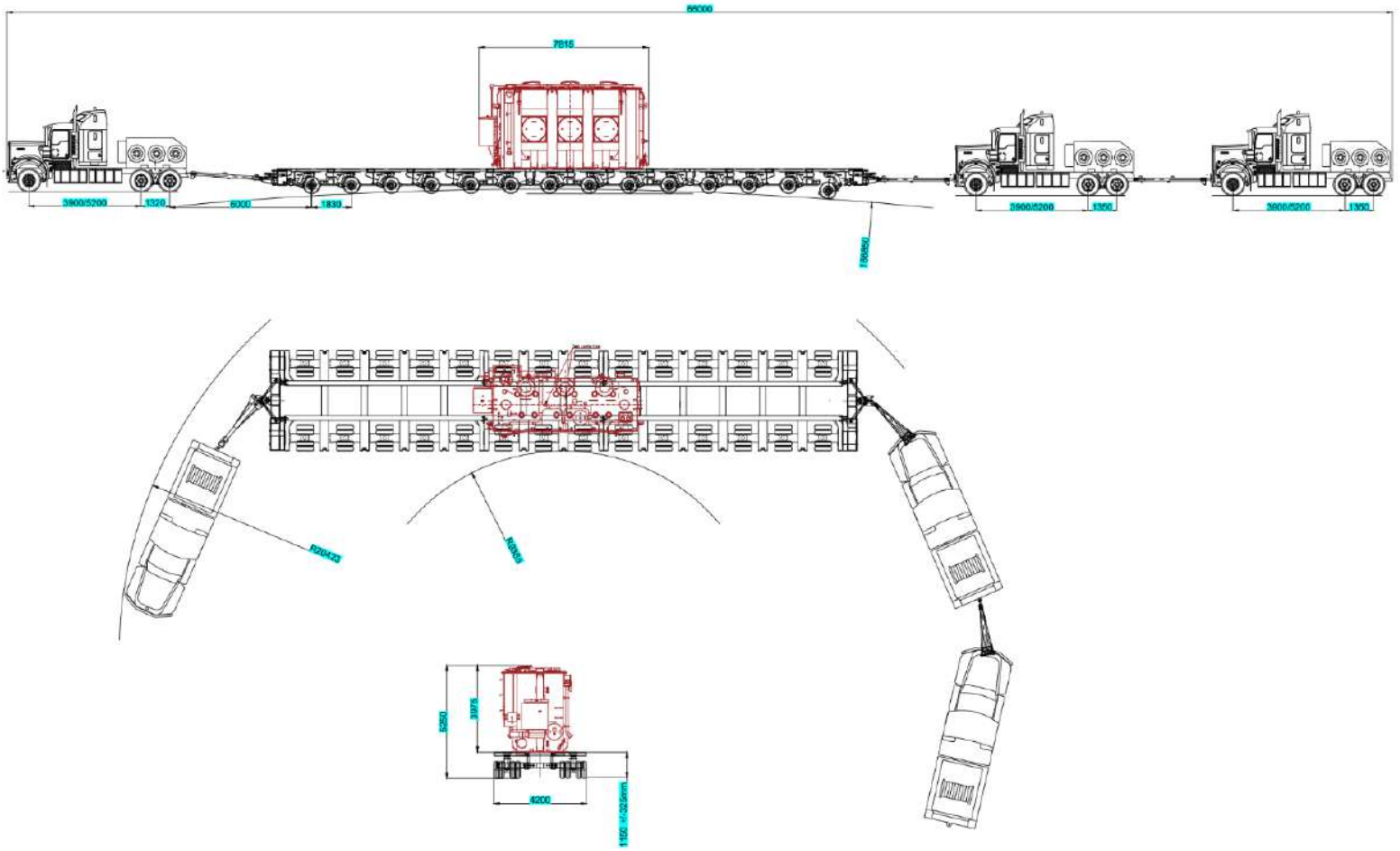
Applicant Details
Operator: Overdimensional Lift and Shift – ATFT ODLS Trust
Contact Person: [redacted]
Phone: [redacted]
E-mail: [redacted]

Vehicle Details

Block Truck towing a 14 axle platform trailer with up to 2 x Push Trucks

Vehicle Axle Mass and Spacing Details

The following combination has been assessed for use along the State controlled road network within TfNSW Bridge assessment report PT2894. See appendix A



Axle - Axle #	No. Tyres	Spacing	Axle group mass	Tyre size	Steerable	Ground contact width	Load sharing
	Block truck 1-2 axle						
Steer - 1	2		6t	295mm	Yes	2.4m	No
Drive - 1	4	3.4m		279mm	No	2.4m	Yes
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m	Yes
	Drawn platform 14 axle						
Trailer - 1	8	6m		215mm	Yes	4.2m	Yes
Trailer - 2	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 3	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 4	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 5	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 6	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 7	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 8	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 9	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 10	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 11	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 12	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 13	8	1.83m		215mm	Yes	4.2m	Yes
Trailer - 14	8	1.83m	190t	215mm	Yes	4.2m	Yes
	Block truck 1-2 axle						
Steer - 1	2	6m	6t	295mm	Yes	2.4m	No
Drive - 1	4	3.4m		279mm	No	2.4m	Yes
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m	Yes
	Block truck 1-2 axle						
Steer - 1	2	4m	6t	295mm	Yes	2.4m	No
Drive - 1	4	3.4m		279mm	No	2.4m	Yes
Drive - 2	4	1.35m	18.5t	279mm	No	2.4m	Yes

2. Emergency Contacts & Plans

- Police, Fire or Ambulance: 000
- TMC – Transport for NSW: 131 700 OR 1800 679 782
- Transport for NSW (TfNSW) must be contacted via email: roadmanager@transport.nsw.gov.au a minimum five (5) business days prior to proposed travel date.
- Taylors Heavy Haulage – 02 4721 5928 / 0408 263 526 / Wagga Truck Towing 0419 693 369
- Goulburn Heavy Towing 0455 555 656 or Retriever Towing 02 9858 3344
- In the event of a minor breakdown the combination will continue to a suitable pull over location if safe to do so, which will ensure traffic is not impeded and the relevant repairer contacted or the necessary repairs made on site.
- In the event of a major breakdown or unsafe to travel minor breakdown, the combination will pull over as far left at possible to try to clear the roadway so as to reduce the impediment on passing traffic. Police (if present) will assist in directing traffic around the combination, with pilot vehicles to position at the front and rear of combination to warn traffic.
  The Transport Management Centre (TMC) will be contacted when the road network is impacted. The relevant repairer will then be contacted..
- If ODLS decide that the movement should be suspended as a result of time or potential traffic impacts the trailer with the load will be moved to a safe parking location and the TMC will be notified
- In the event of bad weather such as heavy rain a decision will be made by the company by the afternoon of the movement date. All relevant parties will be notified at this time and a suitable alternative date for the movement will be set if required.
- Where bad weather is encountered along the way the movement is to proceed to the nearest and safest area suitable that can accommodate the load. A decision will be made by the company as to whether the movement is to proceed any further.
- Live Traffic NSW https://www.livetraffic.com/ must also be checked before departure and contact made with road work site representatives along the route using the information and tools provided by Live Traffic to ensure loads can be safely accommodated through the work site.
- Roadwork conflict check to be completed at point of notification of travel

3. Communication Protocol

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

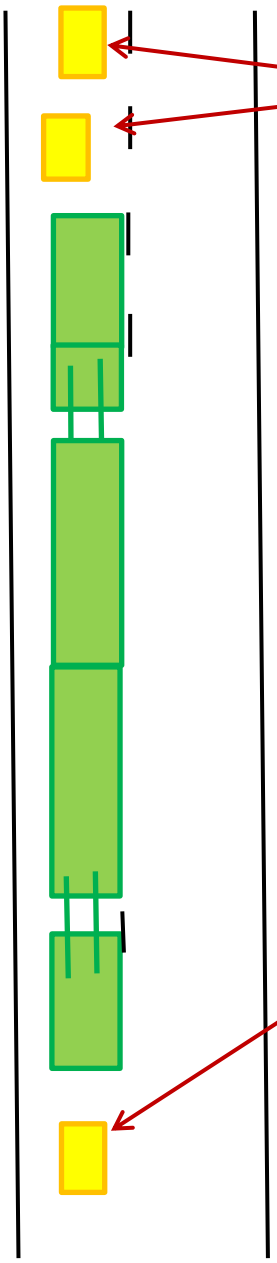
4. Travel Protocol

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

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

Bridge Crossing Procedure -This combination must centreline all the bridges on the route with no other vehicles on the bridge at a speed not exceeding 10k/h. Police to travel forward and stop all oncoming traffic on undivided carriageway. - Front pilot vehicle to move across bridge to assist to warn oncoming traffic and provide information to combination. - Once informed the road is clear of oncoming vehicles, combination is to travel across the bridge at permitted speed. Rear pilot to warn following vehicles not to overtake. This will also be required on dual carriageway bridges. Push Truck to confirm when the combination has cleared the bridge. Police to release any stopped traffic once combination has travelled across the bridge. Following traffic to be monitored and, if significantly built up combination to move into next available rest stop or pull over location.

5. Pilot Positioning Diagram



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

Three pilots will accompany the load from Port Kembla with the following configuration:

- 2 Front, 1 rear

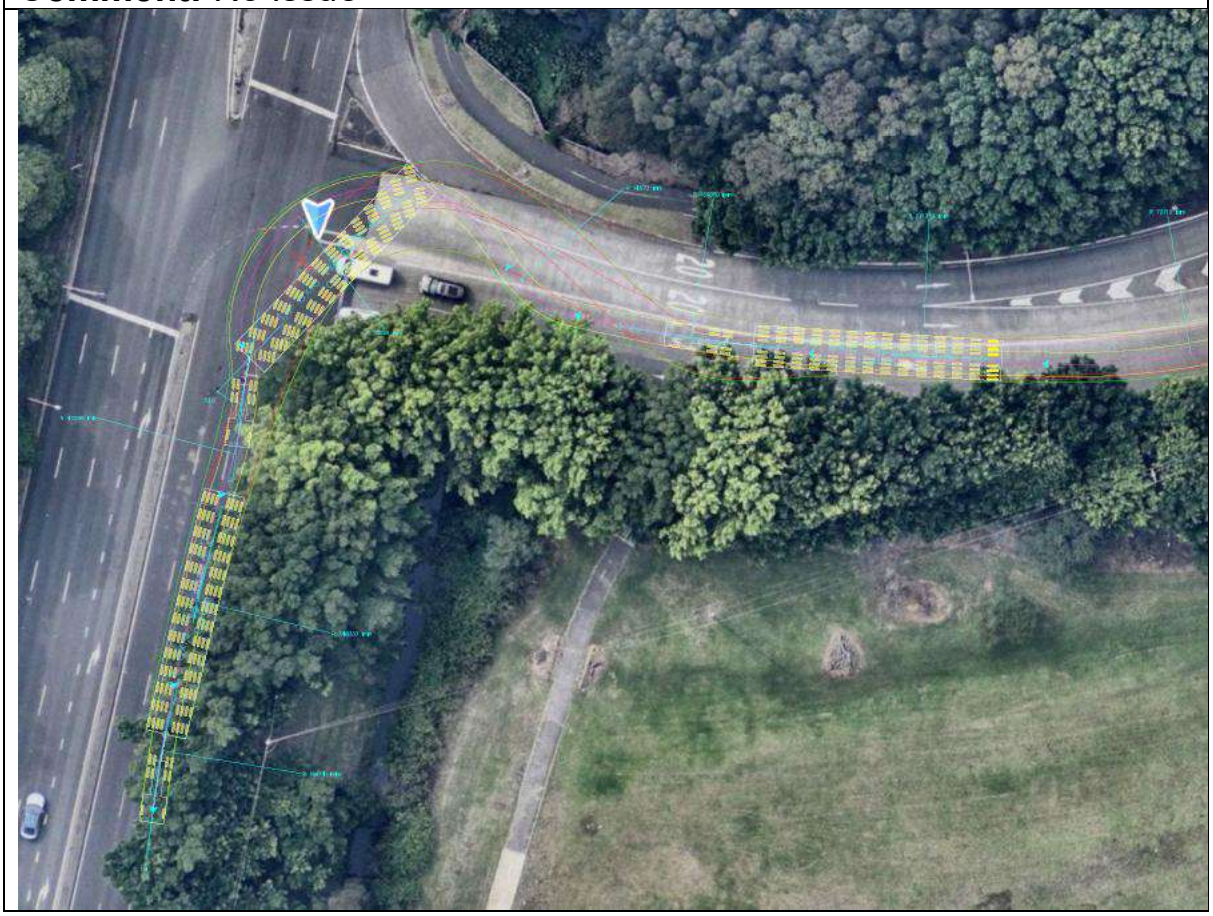
1 x Rear Pilot – 50 to 100m rear of load. Task to radio call rear oncoming traffic and visually pre-warn rear traffic. Keep transport crew informed of traffic conditions and monitor transport positioning

6. Overnight parking location

Not Required.

7. Route Pinch Points

Description: Left turn from Tom Thumb Rd onto Springhill Rd, Port Kembla
GPS Co-ordinates: -34.442187092820554, 150.88601860987276 https://maps.app.goo.gl/Kk5ReeEYHFnWWB4Y8
Comment: No issue



Description: Right turn from Springhill Rd onto Masters Rd, Port Kembla

GPS Co-ordinates: -34.44608248001658, 150.87582050198048
https://maps.app.goo.gl/ewhpmiKA3BtStLeK6

Comment: No issues



Description: Masters Rd exit ramp onto Princes Mtwy under “The Avenue”
GPS Co-ordinates: -34.438671197009114, 150.86607843929028 https://maps.app.goo.gl/rHP1jNkX6ACB3t8aA
Comment: Drive slowly under structure with spotters



Description: Pedestrian Bridge, Figtree

GPS Co-ordinates: -34.434890153904306, 150.8682570547371
https://maps.app.goo.gl/xFGUs2hi9ALsFRke9

Comment: Travel as far right as possible



Description: Princes Mtwy under Princes Hwy, West Wollongong

GPS Co-ordinates: -34.429572388176226, 150.86703797343884
https://maps.app.goo.gl/kX1VyqenenJysPzM6

Comment: Police Escorts will hold traffic while the trailer is lowered to an overall height of 5.1m prior to travelling under the structure. Police will continue to hold traffic while the load moves under the structure as far right as possible with spotters keeping an eye on the clearance. Once they have cleared the structure the trailer will be raised back to normal travel height and the traffic released. This process will take no longer than 5 minutes.



Description: Princes Mtwy under Mt Keira Rd

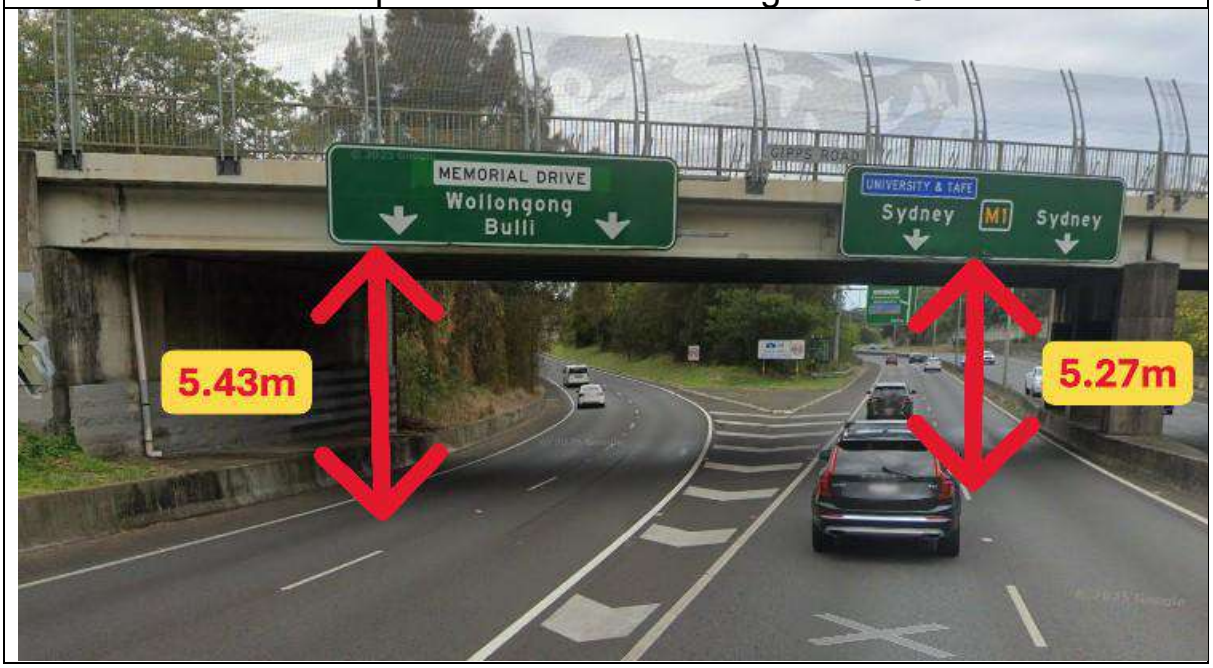
GPS Co-ordinates: https://maps.app.goo.gl/mU58ezodMPQupf9h8

Comment: No issues

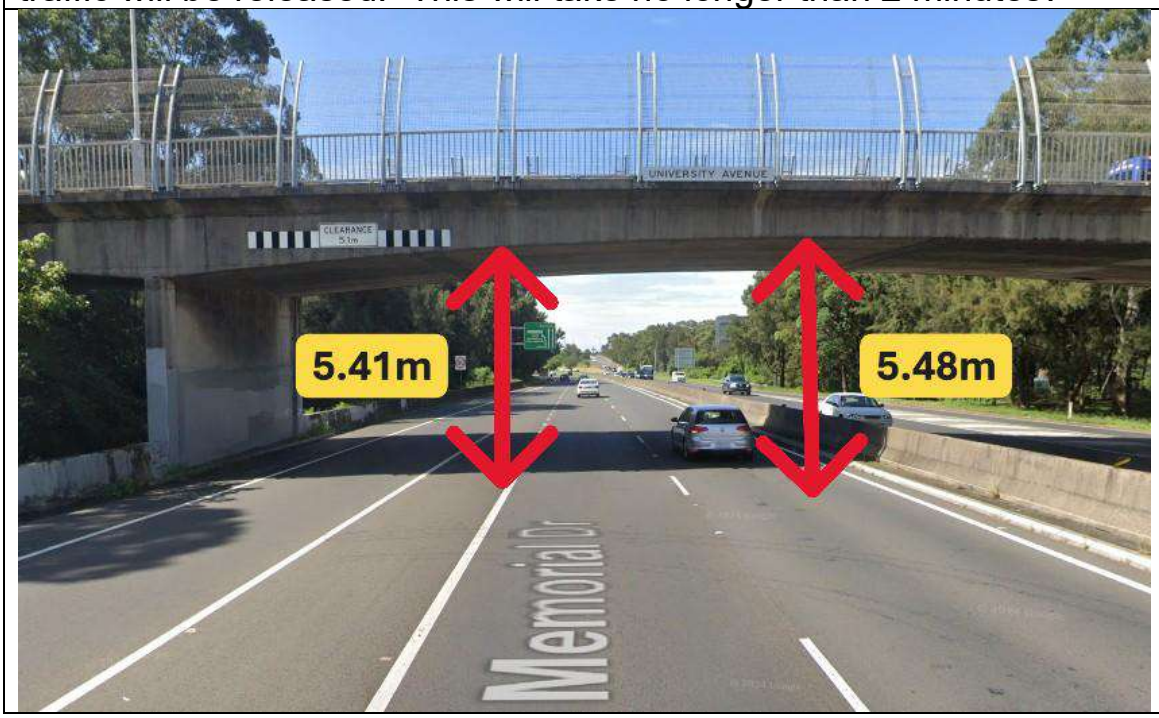


Description: Princes Mtwy under Reserve St
GPS Co-ordinates: https://maps.app.goo.gl/yCkxbux8zZ1PGvWU6
Comment: No issues



Description: Princes Mtwy exit ramp under Gipps Rd, Gwynneville
GPS Co-ordinates: -34.415785912065815, 150.8798971401812 https://maps.app.goo.gl/4nM3y73PPgs5hrXa6
Comment: Police Escorts will hold the traffic taking the Memorial Dr exit while the trailer is lowered to an overall height of 5.2m prior to travelling under the structure. Police will continue to hold traffic while the load moves under the structure as far left as possible with spotters keeping an eye on the clearance. Once they have cleared the structure the trailer will be raised back to normal travel height and the traffic released. This process will take no longer than 5 minutes.


Description: Memorial Drive under University Ave
GPS Co-ordinates: -34.41128556394058, 150.8866301889062 https://maps.app.goo.gl/azYwQL4V95cMnvbi8
Comment: Police Escorts to hold the traffic while the load slows to a walking pace traveling as far right as possible with spotters keeping an eye on the clearance. Once the load has passed under the structure traffic will be released. This will take no longer than 2 minutes.

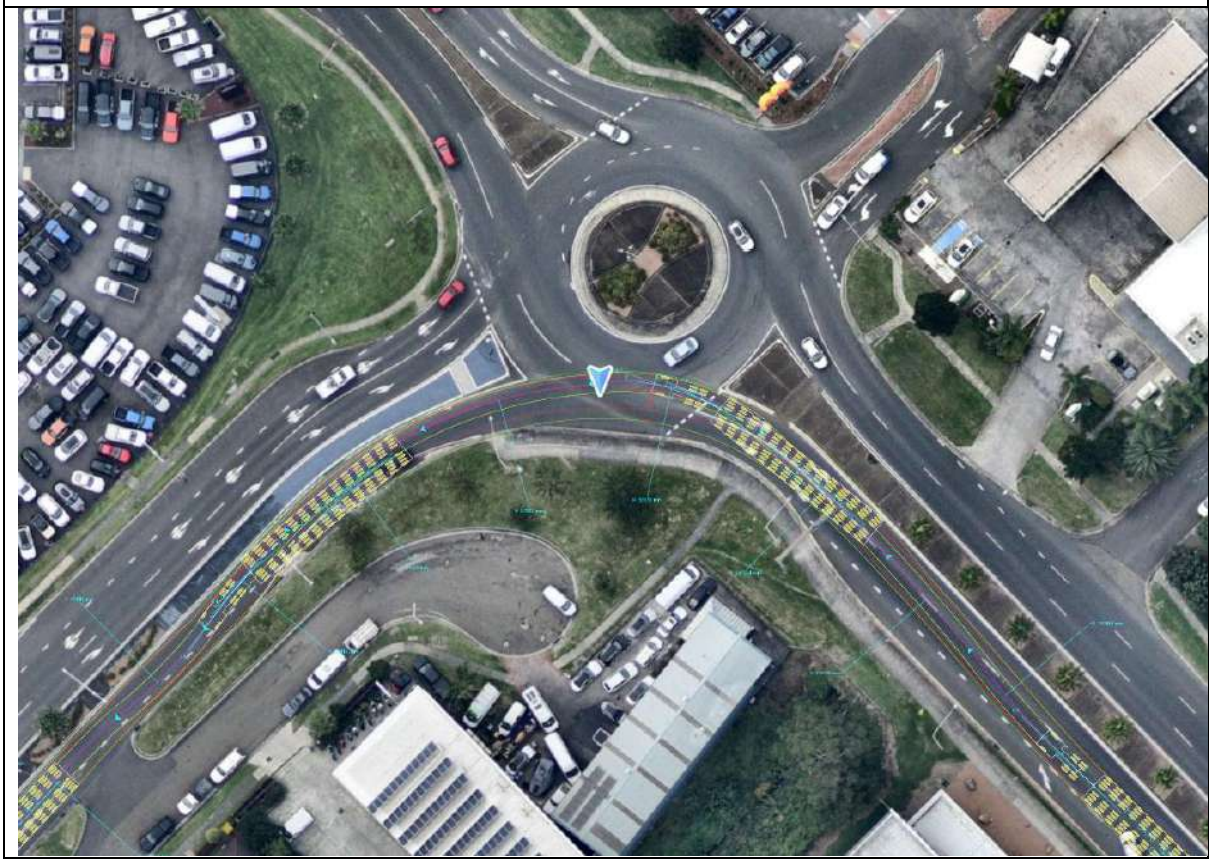


Description: Left turn from Memorial Dr onto Princes Hwy, Fairy Meadow

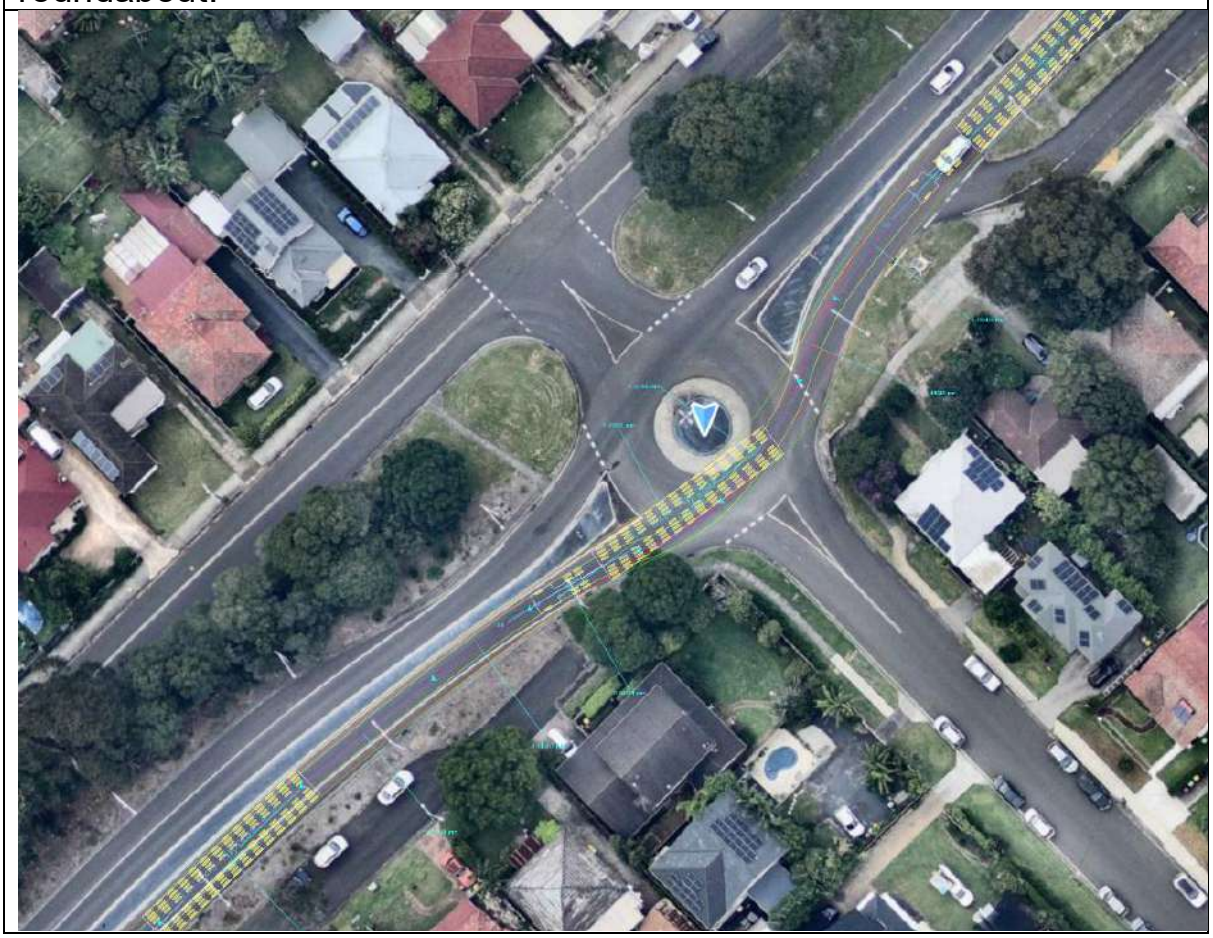
GPS Co-ordinates: -34.40721448862022, 150.89062587967712
https://maps.app.goo.gl/GixRNtLR5VL9w7bT8

Comment: No issues



Description: Left turn from Princes Hwy onto Mount Ousley Rd, Fairy Meadow
GPS Co-ordinates: -34.40306022294301, 150.8910521032566 https://maps.app.goo.gl/N1EbLTMmSLir1FzZ6
Comment: No issues. Spotter to guide the combination around the corner.


Description: Roundabout on Mount Ousley Rd, Mount Ousley
GPS Co-ordinates: -34.40251733486042, 150.886688163728 https://maps.app.goo.gl/RUWEYuq5ejS8L2bx5
Comment: No issues. Spotter to guide the combination through the roundabout.



Description: Right turn from Mount Ousley Rd onto Princes Mtwy, Keiraville
GPS Co-ordinates: -34.401774131124355, 150.88042415143087 https://maps.app.goo.gl/CowfLpFDiUmp8Ep49
Comment: No issues with the turn. Police Escorts to hold traffic while the combination turns onto the Princes Mtwy


Description: Mt Ousley Rd under New Mt Pleasant Rd

GPS Co-ordinates: https://maps.app.goo.gl/tFB6LKxJ17G36yQb9

Comment: No issues



Description: Left turn from Princes Mtwy onto Picton Rd, Cateract
GPS Co-ordinates: -33.72456950961811, 151.09734700532084 https://maps.app.goo.gl/frYorA87QBWeeATg9
Comment: No issues.



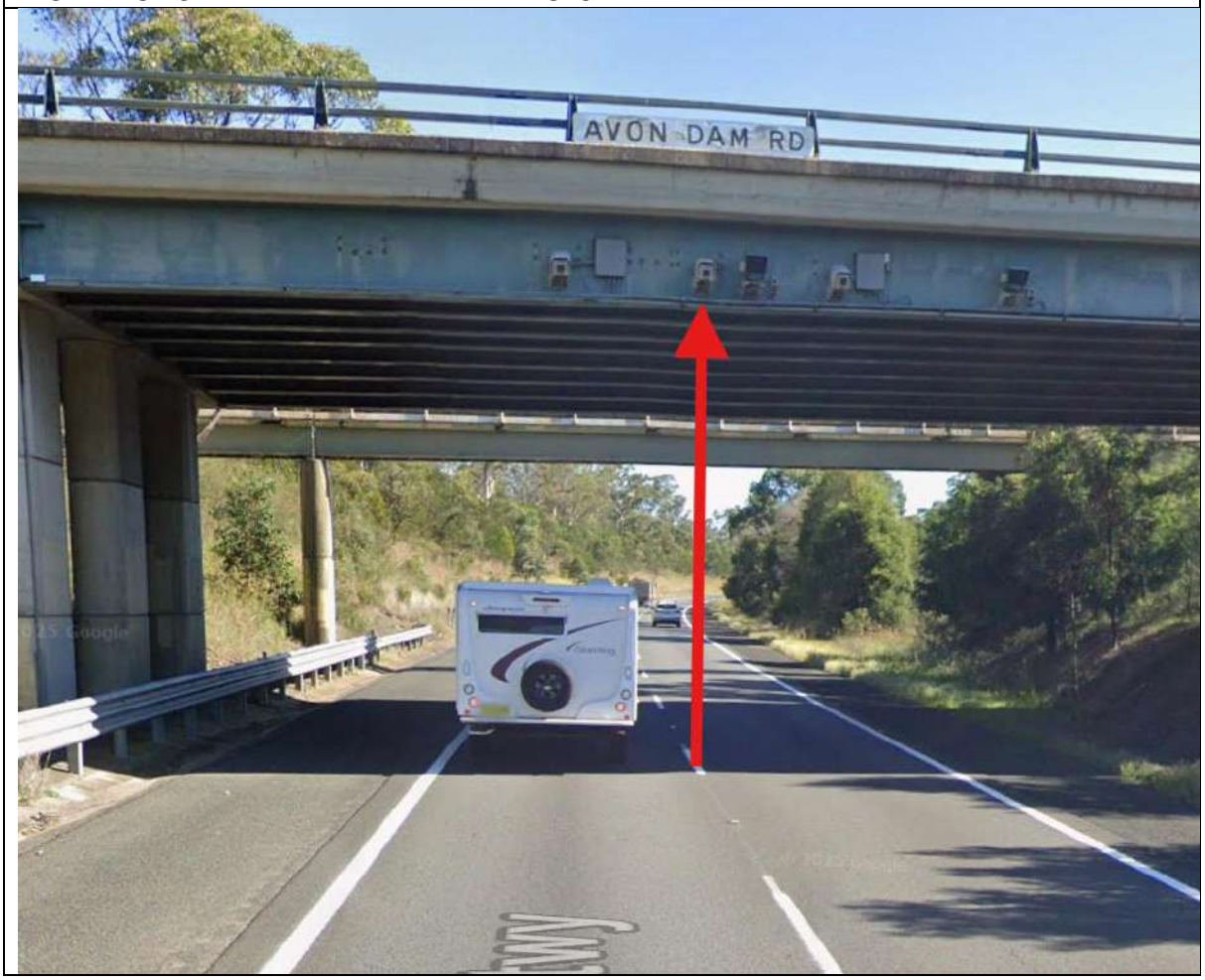
Description: Left turn from Picton Rd onto Hume Mtwy, Wilton
GPS Co-ordinates: -34.23040015747238, 150.66835015064478 https://maps.app.goo.gl/hDDQnwVGv5q3BLRC9
Comment: No issues.



Description: Avon Dam Rd over Hume Mtwy

GPS Co-ordinates: https://maps.app.goo.gl/iWxmDoSJ1arQfkaw7

Comment: Minimum clearance 5.6m. No issues



Description: Sierra St over Hume Mtwy

GPS Co-ordinates: https://maps.app.goo.gl/VmgMHt2pbMXnKpSX7

Comment: Minimum clearance 6.2m. No issue



Description: Old Hume Hwy (Rememberance Dr) over Hume Mtwy
GPS Co-ordinates: https://maps.app.goo.gl/abmfxY39gFx6LCav9
Comment: Height at far left lane is 5.5m. Slow and travel as far left as possible with spotters keeping an eye on the clearance.


Overdimensional Lift & shift Pty Ltd

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

Description: Drapers Rd over Hume Mtwy

GPS Co-ordinates: https://maps.app.goo.gl/5DtR77RBtH6oiauS6

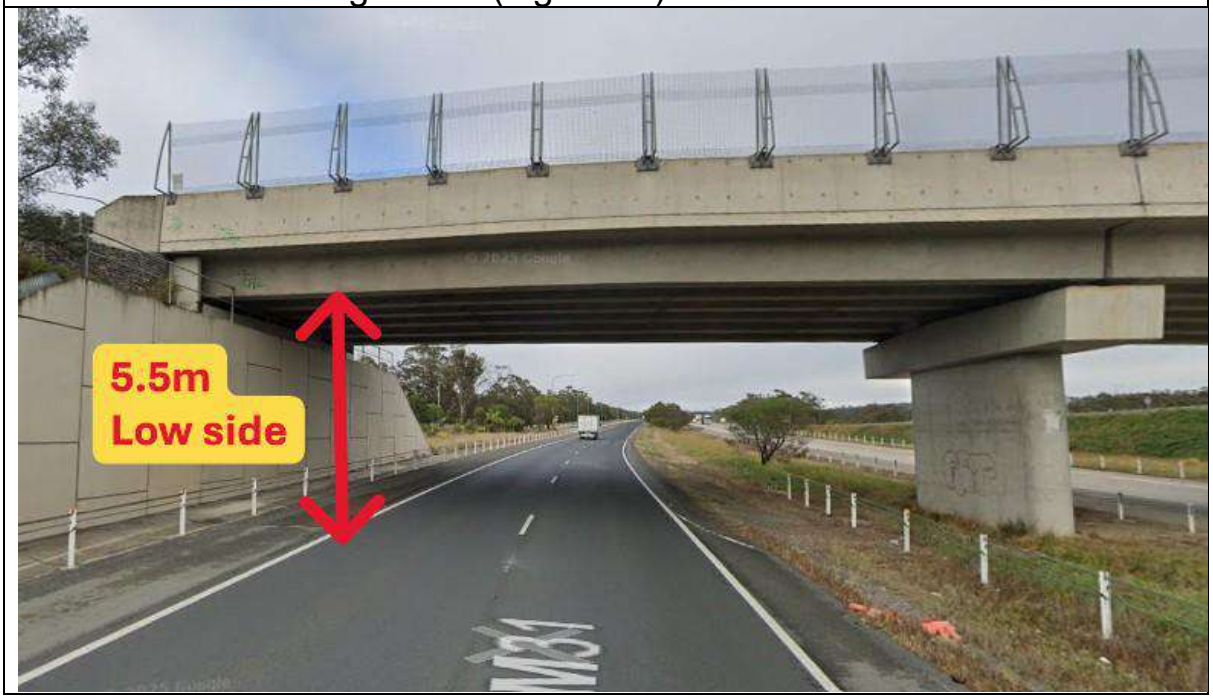
Comment: Minimum clearance 5.6m. No issue.



Description: Sallys Cnr Rd
GPS Co-ordinates: -34.608077120025094, 150.2265754070926 https://maps.app.goo.gl/TsxuSpwrutPzokv99
Comment: Slow and travel as far left as possible with spotters keeping an eye on the clearance.



Description: Marulan S Rd over Hume Mtwy
GPS Co-ordinates: -34.730526098299336, 149.98128579028793 https://maps.app.goo.gl/iZsam6vgy1XmCRve7
Comment: Travel right lane (high side)



Description: Lagoon St/Sydney Rd ONTO Upper Sterne St

GPS Co-ordinates: https://maps.app.goo.gl/GZuFCAaYm65dkzUz5

Comment: Amply room – No issues completing turn

Pilots, Police & Spotters to be utilised to manage traffic

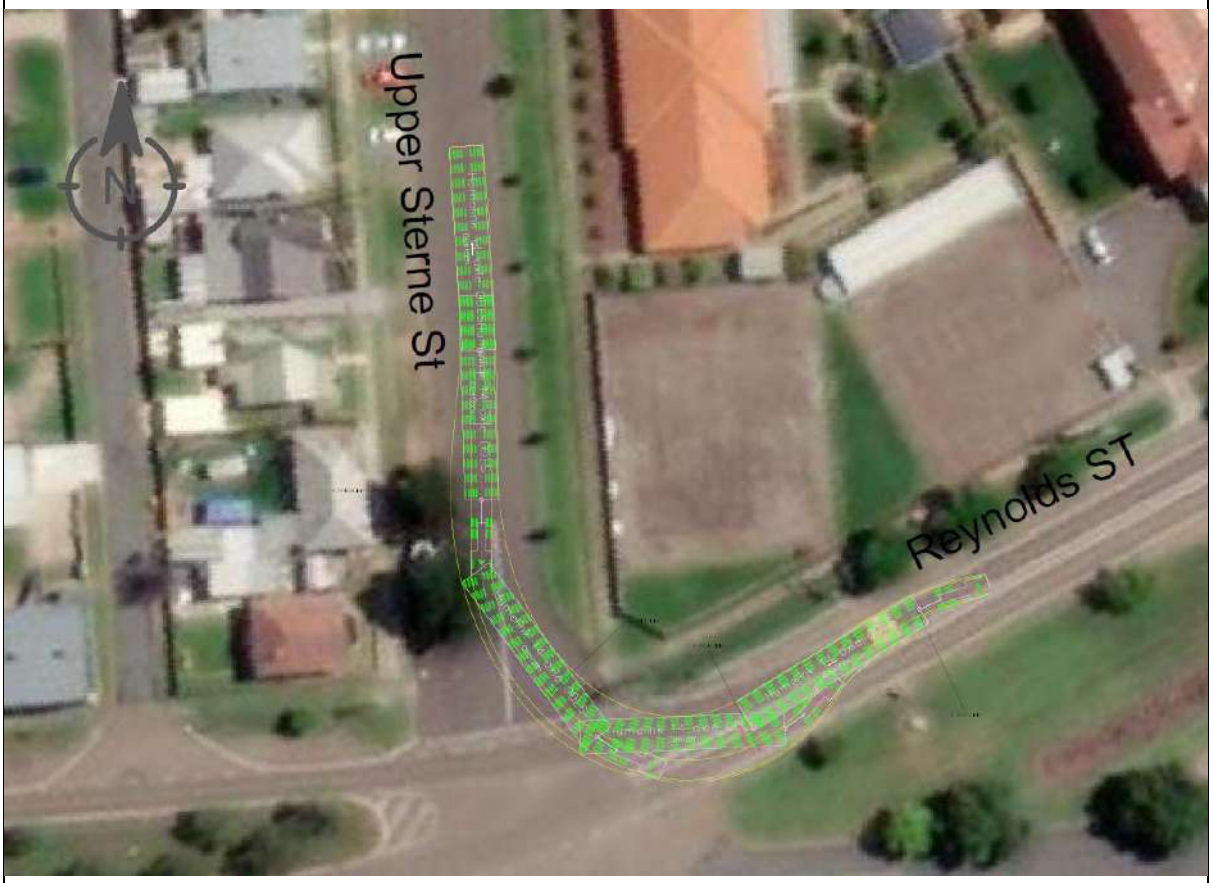


Description: Upper Sterne St ONTO Reynolds St

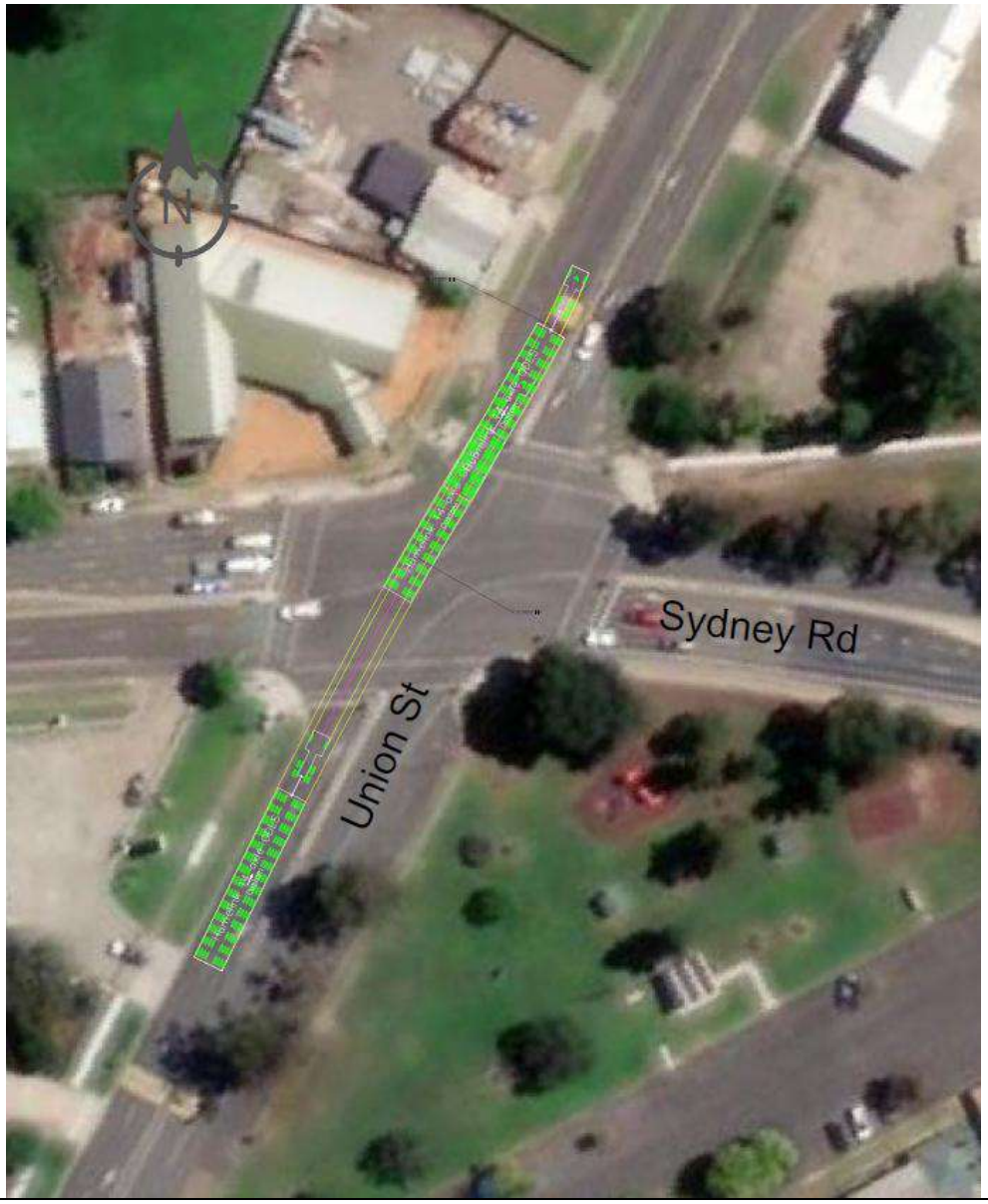
GPS Co-ordinates: https://maps.app.goo.gl/eDMbESSW7f9wXAjc8

Comment: Amply room – No issues completing turn

Pilots, Police & Spotters to be utilised to manage traffic



Description: Reynolds St/Union St
GPS Co-ordinates: https://maps.app.goo.gl/XNzod8p3xRaVrvdm6
Comment: Amply room – No issues completing turn Pilots, Police & Spotters to be utilised to manage traffic



Description: Roundabout on Union St, Goulburn

GPS Link: https://maps.app.goo.gl/sn2Pf6nx9MiUrtBJ7

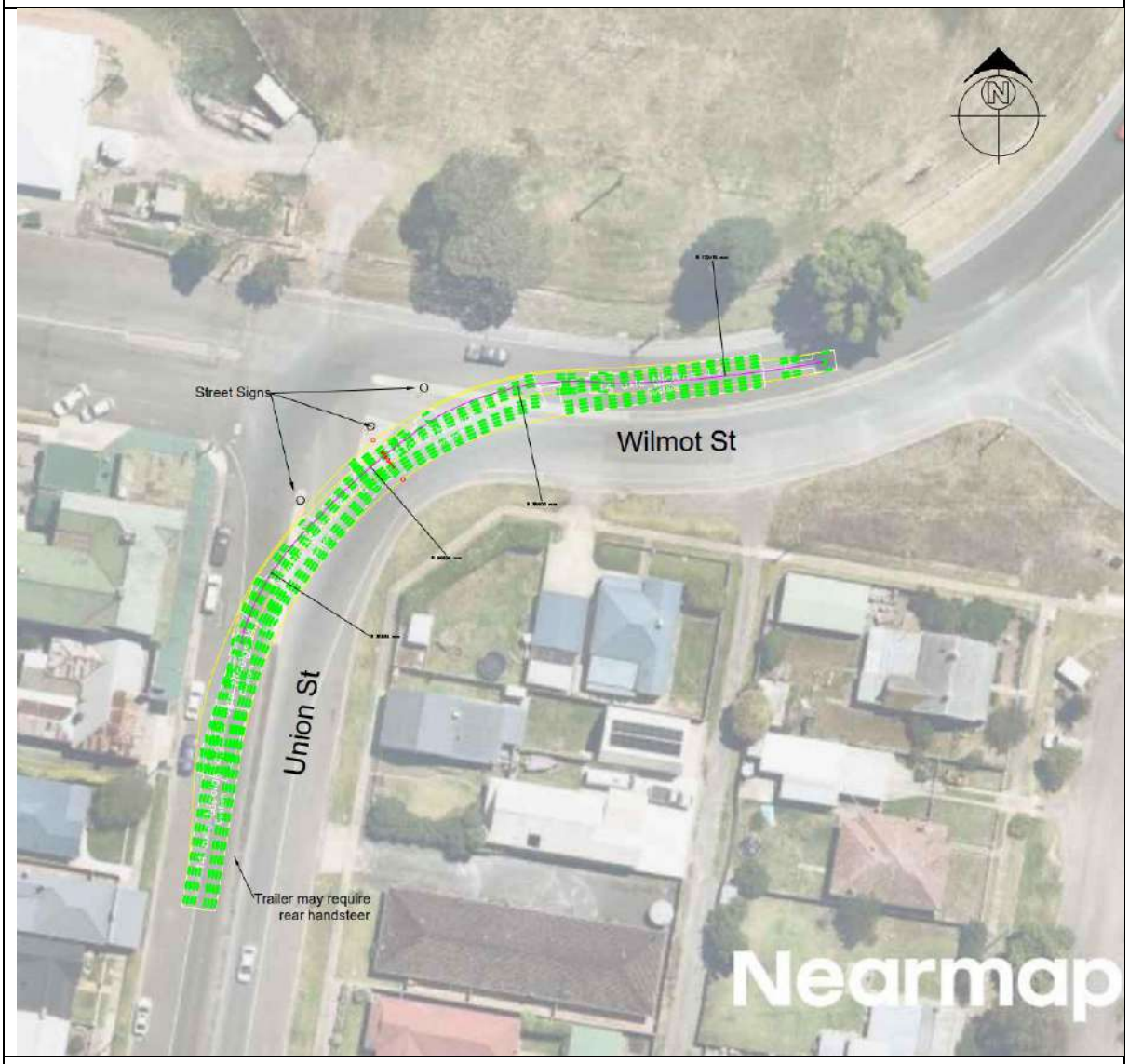
Comment: No issues. Trailer will travel over the traversable section of the roundabout that has been designed for this purpose. Spotters to be used to ensure clearance is maintained from the gutters and traffic island.



Description: Right turn from Union St into Wilmot St, Goulburn

GPS Link: https://maps.app.goo.gl/XtTicXuhgYCLyb5J9

Comment: The combination will travel over fully traversable median on Union St and Wilmot St. The Police Escorts will conduct traffic control in the intersection while the trailer makes the turn. It will take no longer than 5 minutes to complete this move



As seen in the following images, these are fully traversible median strips as per Australian Road Design which are designed to be drivable at low speed for emergency manoeuvres, occasional access by maintenance or emergency vehicles and allowing the safe passage of oversize loads when required.





Description: Right turn from Orchid St into Bunnaby St, Taralga
GPS Link: https://maps.app.goo.gl/NvVcKVBXqKENnV6w9
Comments: Car parks will need to be kept clear on the west side of Orchid St and North side of Bunnaby St to allow a clear travel path around the corner. Traffic control will be engaged to setup 'No Standing' zones and block the car parks off with bollards.


Description: Left turn from Bunnaby St into MacArthur St, Taralga
GPS Link: https://maps.app.goo.gl/8cTundZ6ysbDZuqcA
Comments: Car parks will need to be kept clear on the South side of Bunnaby St and East side of MacArthur St to allow a clear travel path around the corner. Traffic control will be engaged to setup 'No Standing' zones and block the parks off with bollards.


Description: Right turn from MacArthur St into Walsh St.
GPS Link: https://maps.app.goo.gl/m9aUQtDByQakZuWKA
Comment: Car parks will need to be kept clear on the West side of MacArthur St and both sides of Walsh St to allow a clear travel path around the corner. Traffic control will be engaged to setup 'No Standing' zones and block the parks off with bollards. Track Mat may be required over the grass on the North side of Walsh St subject to the weather.


Description: Bannaby Rd, Bannaby
GPS Link: https://maps.app.goo.gl/JnG7RNJpsGEohfx58
Comment: Slow and steady with spotters on the ground.



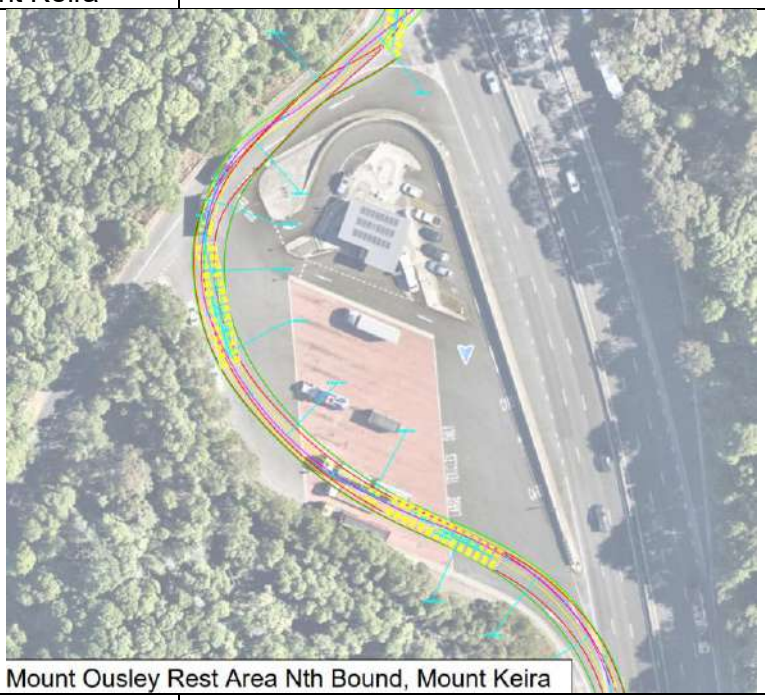
Description: Hanworth Rd, Bannaby
GPS Link: https://maps.app.goo.gl/iK6fDDuWwD7QkwM87
Comment: Slow and steady with spotters on the ground.



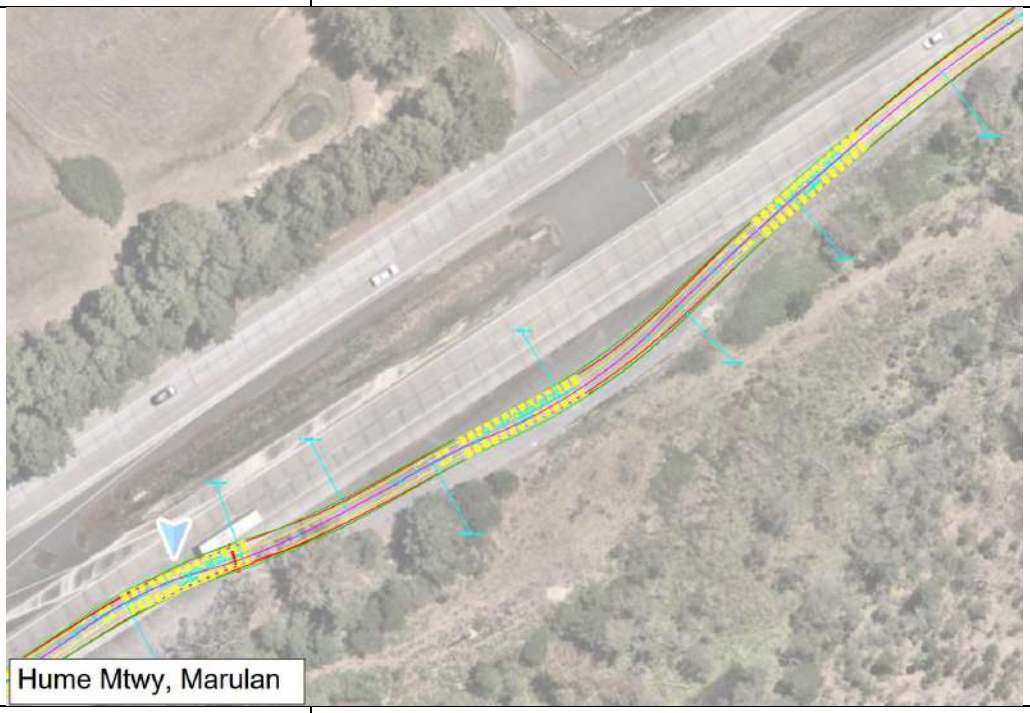
Description: Hanworth Rd, Bannaby
GPS Link: https://maps.app.goo.gl/MxiMvXQX9UfdvQY98
Comment: Slow and steady with spotters on the ground.


Pull Over locations:

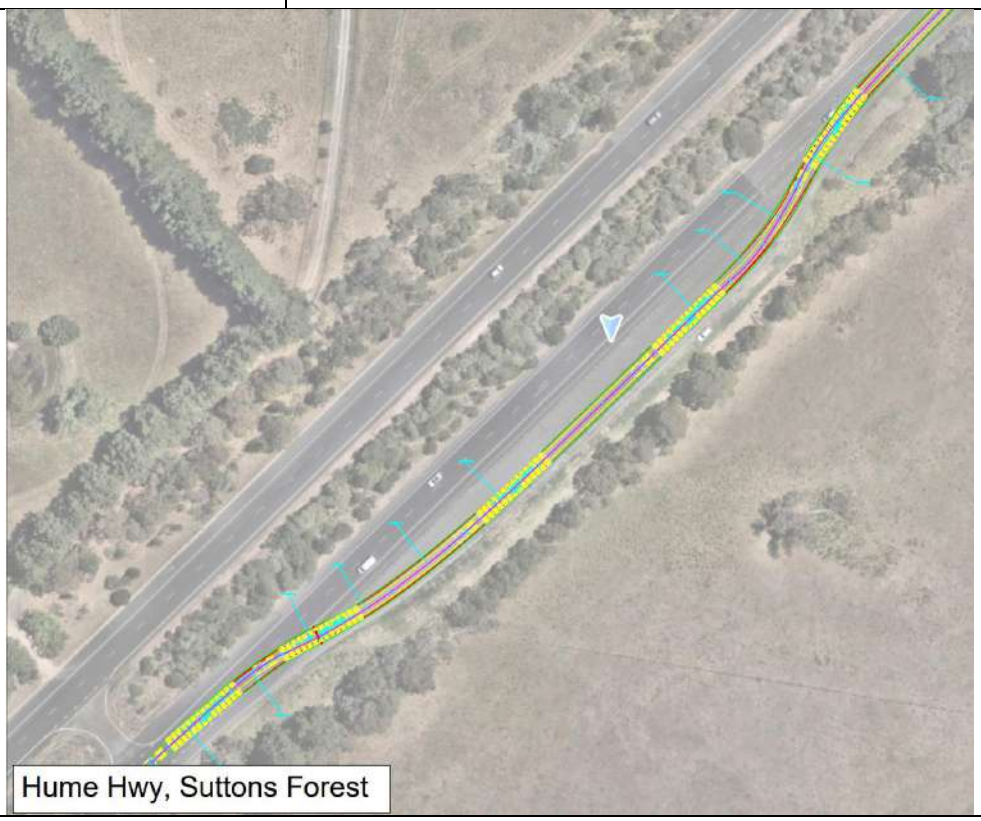
The following locations have been identified as suitable to pull over and allow built up traffic to pass.

Location	Link
Mount Ousley Rest Area Nth Bound, Mount Keira	https://maps.app.goo.gl/vUsJLPGf9MjvnuMv7
 Mount Ousley Rest Area Nth Bound, Mount Keira	
Picton Rd Rest Area, Cataract	https://maps.app.goo.gl/Hxff8eLW5sUW23Mg6
 Picton Rd Rest area, Cataract	

Hume Mtwy, Marulan	https://maps.app.goo.gl/mfSZ5NaUPSqL7AAM7



Hume Hwy, Suttons Forest	https://maps.app.goo.gl/Y3ZDrCCUdNni25GTA



Taralga Rd, Tarlo	https://maps.app.goo.gl/tPZA3HGoAn5XndaU9 Subject to weather, the right shoulder can be used with the right lane to allow traffic from behind to clear the load



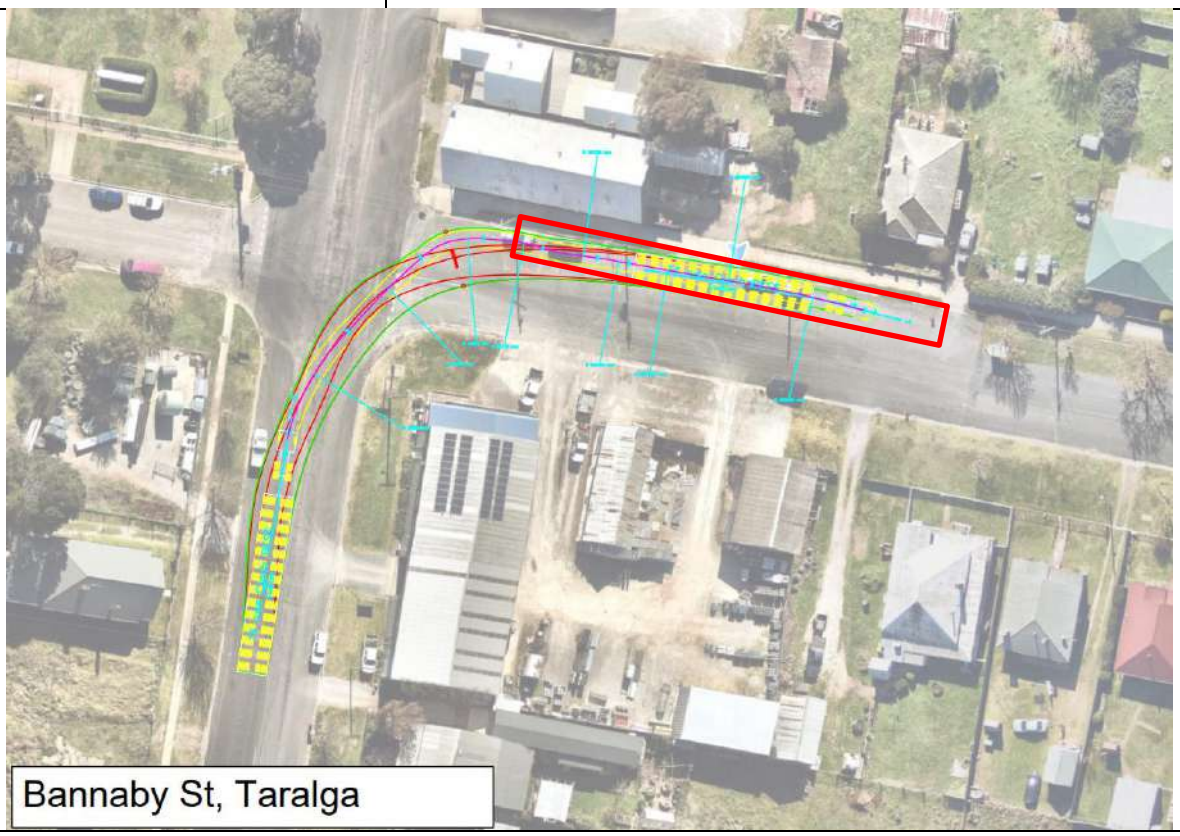
Taralga Rd, Tarlo	https://maps.app.goo.gl/KNuda5ioSxUmKbbd7



Willis Way, Chatsbury	https://maps.app.goo.gl/s8WHG89LTuMD7FSe7



Bannaby St, Taralga	https://maps.app.goo.gl/xyTDQXZh4C73AnF19



Comments/Disclaimer:

- The majority of the route is on dual lane carriageway with emergency lanes. Where safe to do so, the load will move to one side and allow traffic to pass under the guidance of the front and rear Pilots and Police Escorts all heavy transports will be notified via UHF radio (ch.40).

- All travel times will be agreed with NSW Police and Class 1 Permit conditions.

- All swept paths have been based on the transport combination although drawing may not be a full representation due to clarity and computer program limitations.

- All parking Bays listed within the TMP are suitable for the proposed combination.

- This TMP has incorporated all turns within the travel corridor and is a true representation of actual maneuvers.

- This TMP can/will be updated with information as required

- A full physical route inspection will take place at 6 weeks and 1 week prior to the travel window.

- If any access point to the State Road network is required to be upgraded to facilitate OSOM or the high-risk OSOM for Humelink West, then the road upgrades must be constituted with the relevant road authorities and TfNSW (road manager), approval (Roads Act 1983 and any relevant secretary request or modification to the CSSI), and upgrades must be obtained and completed prior to receiving the high risk OSOM delivery or OSOM delivery.

- The TTMP for Humelink East Bannaby movements will be revised and consulted with TfNSW and approved by DPHI as per the requirements of Condition B39- Traffic and Transport Management Plan of the Humelink CSSI, and any Roads Act approvals and Road Occupancy Licences will be obtained, and road upgrades, preparatory works or modifications within or on the stateroad will be completed prior to commencing high risk OSOM movements

APPENDIX A – TfNSW BRIDGE ASSESSMENT PT2894

PT2984

PT2984 Port Kembla to Holbrook for O. D. Transport Pty Ltd
NHVR Application ID 1246916

VEHICLE CONSIDERED:

Permit No.: 2984	**Date Received:** 4/06/2025
Vehicle Description:	4 Prime Movers + 18x8 Platform @ 4.2m gcw
Item Carried:	Transformer
Item Weight:	183.0
Axle Width:	4.2
Axle Spacings:	3.2, 1.2, 4.0, 3.2, 1.2, 6.0, 1.8x 17, 6.0, 3.2, 1.2, 4.0, 3.2, 1.2
Axles:	O-OO/ O-OO/ OOOOOOOOOOOOOOOOO/ O-OO/ O-OO
Wheels per Axle:	2-44/ 2-44/ 88888888888888888/ 2-44/ 2-44
Tyre Dimensions:	279mm on Prime Movers, 190mm on Trailing Unit
Gross Weight per Axle:	6.0, 18.5, 6.0, 18.5, 265.5, 6.0, 18.5, 6.0, 18.5
Total Weight:	363.50
Axle Summary:	18X8/ 4.2
Weight Summary:	265.5
Tonne per Axle Group 1:	14.75
Tonne per Axle Group 2:	
Width:	4.5
Length:	89
Height:	5.35
Starting Point:	Port Kembla
Destination:	Holbrook
Route Requested:	Yampi Way/ Tom Thumb Rd (Ccl Rds), Springhill Rd (MR581), Masters Rd (MR602), Princes Mwy (6006), Memorial Dr (MR626), Old Princes Hwy/ Mount Ousley Rd/ Picton Rd (MR95), Hume Hwy (HW2), Holbrook Wagga Rd/ Billabong Cl (Ccl Rds) NHVR Route ID: https://www.service.nhvr.gov.au/#page=informationHub/routePlannerTool&route-id=SV3M-0&route-version=89&application-id=1246916

Route:
The route that has been assessed is outlined above, specifically NHVR Application ID. No alternative route has been assessed.

Axle spacings must not be less than above, and axle loads must not exceed the above.

ASSUMPTIONS:

In assessing the bridges along the route, it has been assumed that all structures are in fair to good condition and free from any structural deficiencies, geotechnical issues or other restrictions.

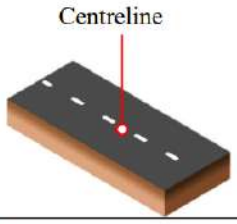
Route: As Above
(TRAVEL IN ONE DIRECTION)

The permit vehicle can be allowed to travel along the requested route as outlined in this permit, subject to compliance of all the following conditions:

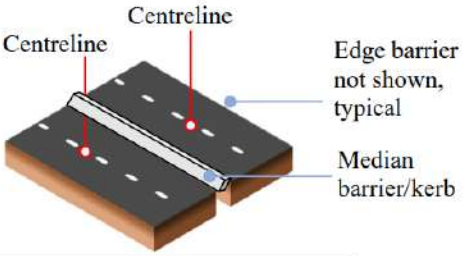
1. The vehicles travel on all the bridges on the route at a speed not exceeding 10 km/h with no sudden braking or acceleration. No other vehicles are permitted on the bridge while the Permit vehicle is on the bridge.

2. The vehicle shall travel only along centreline of the carriageway of all the bridges.

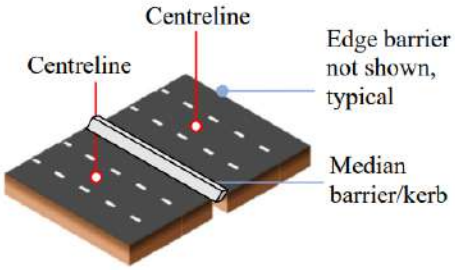
Note: The centreline of the carriageway refers to the centreline of the roadway between the inner faces of the barriers or kerbs.



Bridge supporting single carriageway with two-way traffic with any line marking in middle – Permit vehicle to travel along centreline of carriageway



Bridge supporting two carriageways with median barrier/kerb as divider between carriageway – Permit vehicle to travel along the centreline of each carriageway



Bridge supporting two carriageways with three lanes each way traffic with median barrier or kerb as divider between carriageway – Permit vehicle to travel along centreline of middle lane / carriageway.

2. The permit vehicle platform's gross loading are to be equally distributed between all axles of the platform.

3. Concurrence from the Southern Regions must be obtained for the movement of the vehicle along the proposed route.

4. The transport firm is required to obtain approvals from all relevant authorities, infrastructure owners and stewards including and not limited to UGL/ARTC, Sydney Trains (formerly Railway Access Corporation or State Rail Authority), NSW Ports, ALTRAC/Transdev and Department of Land and Water Conservation, for travel over their infrastructure. The TfNSW Bridge Inventory shows the following:

Bridge Number	Bridge Name	Asset Owner
941	N/B AND S/B BRIDGE OVER RAILWAY AT CONISTON	Sydney Trains
942	N/B AND S/B BRIDGE OVER RAILWAY AT CONISTON	Sydney Trains
6250	BRIDGE OVER RAILWAY (STHBOUND) NEAR YARRA	UGL

5. The transport firm must obtain approval from the relevant Councils for travel over Council roads and any Council structures along the route.

6. The transport firm must ensure that there is sufficient height clearance beneath all overhead structures along the route. The firm should refer to Region for further details.

The TfNSW Bridge Inventory shows the following:

Bridge Number	Bridge Name	Description	Estimated Height Clearance (m)
655	PORTER STREET BRIDGE	BRIDGE OVER, MR626 (MEMORIAL DRIVE), AT NORTH WOLLONGONG, - PORTER STREET BRIDGE	4.7
677		BR ON SH1, OVER F.6, AT GHOSTS CREEK, - GHOSTS CREEK BRIDGE	4.9
625	GIPPS ROAD BRIDGE	BRIDGE ON GIPP'S RD, OVER F.6, AT WEST WOLLONGONG, - GIPPS ROAD BRIDGE	5
9197	SALLY'S CORNER	BRIDGE OVER SH2, AT SUTTON FOREST, , - SALLY'S CORNER	5.2
6311		N/B LOAD RAMP, OVER SH2 - S/B, AT SH3 INTERCHANGE,	5.2
10031	WEST ST INTERCHANGE	BRIDGE, OVER HW2 HUME, WEST ST GUNDAGAI, - WEST ST INTERCHANGE	5.27
629		PEDESTRIAN BRIDGE OVER F6 NEAR BYARONG AVENUE	5.3
626	RESERVE STREET BRIDGE	BRIDGE OVER, F6, AT WEST WOLLONGONG, - RESERVE STREET BR.	5.3
8116		BR ON S/B UNLOADING RAMP OVER SH2 AT NORTH GOULBURN	5.3
771		BRIDGE ON CHURCH, AVENUE OVER SH2, AT ALPINE,	5.3
859	MT KEIRA RD	BRIDGE OVER, F6 - MT KEIRA RD, AT	5.3

Bridge Number	Bridge Name	Description	Estimated Height Clearance (m)
	BRIDGE	WEST WOLLONGONG, - MT KEIRA RD BRIDGE	
953	THE AVENUE BRIDGE	BRIDGE ON MR 602, OVER F.6, AT MT.ST.THOMAS, - AVENUE BRIDGE	5.3
10680		BRIDGE, NORTHERN INTERCHANG, TARCUTTA, - DAVID PULVER BRIDGE	5.3
10729		BRIDGE, OVER HW2, MR 211 HOLBROOK,	5.3
10825		BRIDGE OVER THE, HUME HIGHWAY, AT MARULAN,	5.3
8208		BRIDGE, OVER HW2 HUME, 84.95 KM S GOULBURN,	5.33
8203	COOLALIE RD	BRIDGE, OVER HW2 HUME, 78.44KM S GOULBURN, - COOLALIE RD	5.34
7910		BRIDGE ON MR 258, OVER SH2 AT WELBY, 124.5KM S OF SYDNEY,	5.4
8117		BRIDGE OVER SH2, WINDELLAMA ROAD, AT GOULBURN(BYPASS),	5.4
8114	BRIDGE B	W/B ROUND-ABOUT, BRIDGE OVER SH2, WEST OF GOULBURN, SOUTH BRIDGE - BRIDGE B	5.4
7696		BRIDGE ON SH25, OVER SH2 AT HODDLES, CROSS ROADS,	5.4
10389		BRIDGE, OVER HW2, MR 384, - TUMBARUMBA ROAD	5.4

The above list is not exhaustive. The transport firm shall confirm all the overhead structures on the route.

Note: The height clearance may vary depending on the lanes that the permit vehicle will travel on. Refer to Region for further details.

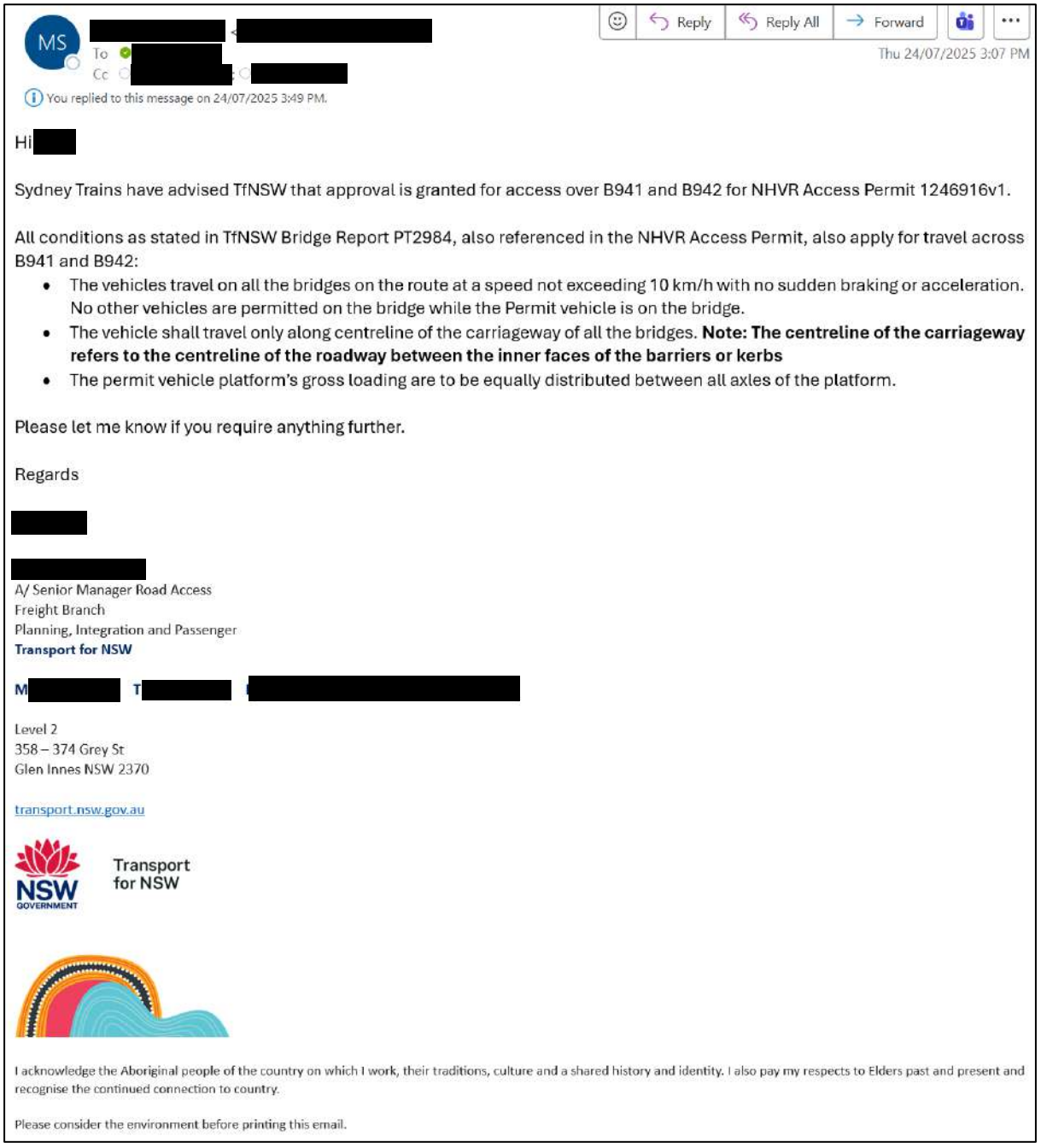
7. The transport firm shall confirm that the width of the vehicle and load can safely navigate all bridges on the above route. The firm should refer to Region for further details.

8. This approval is for the direction of route from **Port Kembla to Holbrook** following the specified route above, with no laden return trip.

Cost of assessment is $900 +GST

[redacted]
Senior Bridge Engineer
Bridge Assessment and Evaluation
05 June 2025

APPENDIX B – SYDNEY TRAINS APPROVAL



MS [redacted] <[redacted]>

Reply | Reply All | Forward

To [redacted]

Cc [redacted]

Thu 24/07/2025 3:07 PM

You replied to this message on 24/07/2025 3:49 PM.

Hi [redacted]

Sydney Trains have advised TfNSW that approval is granted for access over B941 and B942 for NHVR Access Permit 1246916v1.

All conditions as stated in TfNSW Bridge Report PT2984, also referenced in the NHVR Access Permit, also apply for travel across B941 and B942:

- The vehicles travel on all the bridges on the route at a speed not exceeding 10 km/h with no sudden braking or acceleration. No other vehicles are permitted on the bridge while the Permit vehicle is on the bridge.
- The vehicle shall travel only along centreline of the carriageway of all the bridges. **Note: The centreline of the carriageway refers to the centreline of the roadway between the inner faces of the barriers or kerbs**
- The permit vehicle platform's gross loading are to be equally distributed between all axles of the platform.

Please let me know if you require anything further.

Regards

[redacted]

[redacted]

A/ Senior Manager Road Access
Freight Branch
Planning, Integration and Passenger
Transport for NSW

M [redacted] T [redacted] [redacted]

Level 2
358 – 374 Grey St
Glen Innes NSW 2370

transport.nsw.gov.au

NSW GOVERNMENT Transport for NSW

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

APPENDIX C – UGL APPROVAL

UGL REGIONAL LINX

UGL RL-CRN Heavy Vehicle Assessment

Application No.
HVA-25-0975

Company	TfNSW	TfNSW ID	1253184r1v1
Representative	[redacted]	Address	27 Argyle St, Parramatta NSW 2150
Contact Number		Email	nhvr.access.requests@transport.nsw.gov.au

Issue Date: 25/06/2025
Expiry Date: 30/06/2026

Application Details	
Application type *ie. NHVR Class 1, NHVR Class 2, NHVR Class 3*	NHVR Class 1
Vehicle type *ie. SPV, B-Double, B-Triple*	Block-truck towing OS/OM/OSOM load
Vehicle registration *Vehicle registration for Class 1 and Class 3*	ODT1
Overall length (m)	65.00
Overall width (m)	4.5
Axle Spacing (m)	0, 3.4, 1.35, 6, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 1.83, 6, 3.4, 1.35, 4.5, 3.4, 1.35
Load (tonnes)	6, 9.25, 9.25, 14.43, 14.43, 14.43, 14.43, 14.43, 14.43, 14.43, 14.43, 14.43, 14.43, 14.43, 14.43, 14.43, 6, 9.25, 9.25, 6, 9.25, 9.25

		Asset Type	Status	Comments/Restrictions
OBS00232A	Hume Highway South Overbridge Joppa Junction	Overbridge	Conditionally Approved	Conditionally approved. -Vehicle to enrol in IAP or TMA. -Vehicle to travel along the bridge at a maximum of 10km/h with no sudden braking or acceleration. -Vehicle to be escorted for traveling over two lanes. -Vehicle to travel in centre of lanes in direction of travel. -No other vehicles to be allowed on bridge. -Ensure load passes over guardrails. Note: It is highly recommended to engage traffic control and/or police escort to meet above conditions.