

Traffic and Transport Management Plan

HumeLink West

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Approved on behalf of HLWJV by	██████████
Signed	
Dated	

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This TTMP was created as per Condition B39 in CSSI 36656827

Contents

1. Introduction.....	11
1.1. Context.....	11
1.2. Background and project description	11
1.2.1. HumeLink project description.....	13
1.2.2. HumeLink West project description.....	14
1.3. Scope.....	14
1.4. Interface with other planning documents	16
1.5. Traffic Management Plans.....	18
1.6. Traffic Guidance Scheme (TGS)	18
1.7. Temporary Works Drawings	19
2. Purpose and objectives.....	20
2.1. Purpose.....	20
2.2. Objectives	20
2.3. Targets.....	21
3. Transport and traffic requirements	22
3.1. Legislation.....	22
3.2. Guidelines and standards.....	22
3.3. Minister's Conditions of Approval	22
3.4. Updated Mitigation Measures.....	31
4. Consultation.....	37
4.1. Consultation and Plan approval process	37
4.2. TMP Consultation.....	38
4.3. Ongoing consultation.....	46
4.3.1. Cumulative Impacts	47
5. Notification Process	48
5.1. General	48
5.2. Changed Traffic Conditions	48
5.3. Notifications and Advertising	48
5.4. Media and Community Events.....	49
5.5. Key Stakeholders	49
5.6. Communication Methods.....	49
5.7. Feedback and Complaints.....	49
6. Identifying Construction Impacts	51
6.1. Potential transport and traffic impacts	51

7. Heavy Vehicles and Road Maintenance	54
7.1. Haul & Delivery Routes	54
7.1.1. Oversize and Overmass	55
7.2. Road Assessment and Maintenance	56
7.2.1. Road Dilapidation	56
7.2.2. Road Maintenance.....	57
7.3. Property Access	57
7.4. Access & Crossing Point Construction	58
7.4.1. Access Points	58
7.4.2. Crossing Points	59
7.5. State and Local Road Intersection Review	60
8. Traffic Management Measures.....	61
8.1. Temporary Roadwork Speed Limits	61
8.1.1. Long Term Reduced Speed Zone.....	61
8.1.2. Short Term Reduced Speed Zones	62
8.1.3. Hume Highway	62
8.2. Traffic Control Devices	62
8.2.1. Project Sign Requirements	63
8.2.2. Flashing Arrow Signs	63
8.2.3. Portable Traffic Signals.....	63
8.3. Temporary Road Barriers and End Treatments	64
8.4. Direction and Street Signage.....	64
8.5. Restrictions to Traffic Lanes.....	64
8.6. Access to Private Property	64
8.7. Out of Hours Works.....	65
8.8. Delineation of Traffic Corridors.....	65
8.9. Rail corridors.....	65
8.10. Tracking of Mud / Dirt onto Roads	65
8.11. Driver Code of Conduct.....	65
8.12. Traffic noise	66
8.13. Staff Travel Shuttle Bus and Carpooling.....	66
8.13.1. Shuttle Bus	66
8.13.2. Carpooling and parking.....	67
8.13.3. Travel routes.....	67
8.14. Manage Public (Special) Events.....	68
8.14.1. Utilise Variable Message Signs.....	68
8.15. Flooding Response	69
8.16. Biosecurity	69
8.17. Keajura Rest Area (Truck Bay).....	70
8.18. Dangerous Goods Transportation	71

9. Compliance management	72
9.1. Roles and responsibilities.....	72
9.1.1. Traffic Manager	72
9.1.2. Traffic Co-ordinator	73
9.2. Out of Hours and Emergency Response Representatives.....	73
9.3. Traffic Control Subcontractor.....	73
9.4. Training.....	74
9.5. Monitoring and inspections.....	74
9.5.1. Traffic Control Inspections	75
9.6. Auditing.....	75
9.7. Incidents and non-compliances	75
9.7.1. Incidents	75
9.7.2. Non-compliances	76
9.8. Reporting	76
10. Review and improvement.....	78
10.1. Continuous improvement	78
10.2. Plan update and amendment	78

Figures

Figure 1: Staging for HumeLink	13
Figure 2 - Indicative schedule of construction works	15
Figure 3 - Document Heirachy	17
Figure 4 - HLWJV Traffic Management structure	72

Tables

Table 1 - Key interfaces with this document.....	16
Table 2 – Traffic and transport performance outcomes.....	21
Table 3 - MCoA relevant to the TTMP	23
Table 4 - UMMs relevant to the Traffic and Transport Management sub-plan.....	31
Table 5 – Stakeholder consultation summary	37
Table 6 – High-risk OSOM TMP - TfNSW endorsement requirements.....	38
Table 7 – Stringing over State Roads TMP - TfNSW endorsement requirements	39
Table 8 – TTMP Consultation (dated 12 January 2026) - TfNSW comments	42
Table 9 - Indicative Vehicle Movements.....	53
Table 10 - Estimated travel times from airport locations.....	67
Table 11 - OOH Traffic Management Responsibilities	73

Annexures

Annexure A – Consultation Report

Annexure B – Driver’s Code of Conduct

Annexure C – Dilapidation Surveys

Annexure D – Road Upgrades

Annexure E – Construction Traffic Routes

Annexure F – Typical Stringing Operation

Annexure G – TfNSW Access Points

Annexure H – Flood Evacuation Plan

Annexure I – State and Local Road Intersection Review

Annexure J – Traffic Management Plans (TMPs)

Annexure K – AP48C Assessment and Traffic Guidance Scheme (TGS)

Definitions

Term	Definition
Enabling Works	An initial stage (as defined under an approved Enabling Works Management Plan under condition B64 of the Project Approval) of the following activities defined as low risk in the Enabling Works Management Plan: 1. Site establishment and the operation of construction compounds, including excavations, surface preparation, site access points and utility connections; 2. Site establishment of worker accommodation facilities; 3. Minor adjustments to existing access tracks and road improvement; 4. Utility relocations and adjustments; Establishment of new access tracks in the Enabling Works Management Plan.
Environmental aspect	Defined by AS/NZS ISO 14001:2015 as an element of an organisation's activities, products or services that can interact with the environment.
Environmental impact	Defined by AS/NZS ISO 14001:2015 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects.
Environmental incident	An unexpected event that has, or has the potential to, cause harm to the environment and requires some action to minimise the impact or restore the environment.
Environmental objective	Defined by AS/NZS ISO 14001:2015 as an overall environmental goal, consistent with the environmental policy, that an organisation sets itself to achieve.
Environmental policy	Statement by an organisation of its intention and principles for environmental performance.
Environmental target	Defined by AS/NZS ISO 14001:2015 as a detailed performance requirement, applicable to the organisation or parts thereof, that arises from the environmental objectives and that needs to be set and met in order to achieve those objectives.
Environmental Representative	A suitably qualified and experienced person independent of HumeLink design and construction personnel employed for the duration of construction. The principal point of advice in relation to all questions and complaints concerning environmental performance.
HumeLink Approvals	HumeLink approvals include: • <i>HumeLink Infrastructure Approval NSW SSI 36656827</i> • <i>HumeLink EPBC Approval Cth EPBC 2021/9121</i>
Long Term Traffic Management	Traffic management devices and/or equipment installed for periods longer than one shift, once installed it is not removed, for example concrete barriers and line marking
Non-compliance	Failure to conform to the requirements of HLW system documentation or supporting documentation but is not considered a non-conformance.
Non-conformance	Failure to conform to the requirements of HLW system documentation

Term	Definition
	including this CEMP or supporting documentation.
Planning Approval Documentation	The NSW planning approval documents, as they relate to the HLW and as listed in MCoA A2 of the NSW Infrastructure Approval for HumeLink (SSI 36656827)
Principal, the	Transgrid
Short Term Traffic Management	Traffic management devices and/or equipment installed for only one shift. The devices may be re-installed on the next shift, for example boom gates and cones
Synergy	UGL-EMS incident management software program to manage, report, record and take action on emergency and incidents.

Abbreviations

Abbreviation	Expanded text
BMP	Biodiversity Management Plan
CCS	Community Communications Strategy
CEMP	Construction Environmental Management Plan
CSSI	Critical State Significant Infrastructure
DPHI	Department of Planning, Housing, and Infrastructure
EIS	Environmental Impact Statement
EMS	Environmental Management System
ER	Environmental Representative.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
FAS	Flashing arrow signs
FCNSW	Forestry Corporation of NSW
HLWJV	HumeLink West Joint Venture (UGL Limited and CPB Contractors)
HLW	The HumeLink West Stage of the HumeLink project
IVMS	In-Vehicle Monitoring System, installed on all vehicles used on the project.
MCoA	NSW Minister's Conditions of Approval (SSI-36656827)
NSW	New South Wales
OSOM	Oversize and overmass
PTS	Portable Traffic Signals
ROL	Road occupancy licence
RtS	Response to Submissions Report
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
SSI	State Significant Infrastructure
SZA	Speed Zoning Authorisation
TfNSW	Transport for NSW
TGS	Traffic Guidance Schemes (formerly TGSs)
TMC	Transport Management Centre
TMP	Traffic Management Plan
TRSB	Temporary Road and Safety Barrier
TTMP	Traffic & Transport Management Plan (this Plan)
UGL-EMS	UGL Pty Limited's Environmental Management System

Abbreviation	Expanded text
UHF	Ultra High Frequency
UMM	Updated Mitigation Measures as outlined in the HumeLink Planning Approval Documentation
VMS	Variable Message Sign
WWCC	Wagga Wagga City Council

1. Introduction

1.1. Context

This Traffic and Transport Management Plan (TTMP or Plan) forms part of the HumeLink West project (HLW) Construction Environmental Management Plan (CEMP). The TTMP describes how the UGL Limited and CPB Contractors Joint Venture (HLWJV), during the construction of HLW, will comply with the Minister's Conditions of Approval (MCoA), the Updated Mitigation Measures (UMM), and undertake its duties in accordance with the Planning Approval Documentation listed under MCoA A2.

1.2. Background and project description

Transgrid's HumeLink project (HumeLink) will increase the energy network capacity in southern New South Wales (NSW) through the development of around 360 kilometres (km) of new 500 Kilovolt (kV) high-voltage transmission lines and associated infrastructure between Wagga Wagga, Bannaby and Maragle substations.

HumeLink will involve construction of a new substation east of Wagga Wagga at Gugaa, as well as connection to existing substations at Wagga Wagga and Bannaby and a future substation at Maragle in the Snowy Mountains (referred to as the future Maragle 500 kV substation). The future Maragle 500 kV substation is subject to a separate major project assessment and approvals (reference SSI-9717, EPBC 2018/836).

The Environmental Impact Statement (EIS) was prepared and finalised in August 2023 to assess the impacts of construction and operation of HumeLink and was placed on public exhibition between 30 August to 12 October 2023. A Response to Submissions Report (RtS) along with an Addendum Report (AR) under Section 179(2) of the *Environmental Planning and Assessment Regulation 2021* (EP&A Reg), was prepared and finalised in May 2024.

The NSW Minister for Planning has declared HumeLink to be Critical State Significant Infrastructure (CSSI) as part of the 'Snowy 2.0 and Transmission Project' defined under Schedule 5, clause 9 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP). As CSSI, the HumeLink requires approval from the NSW Minister for Planning under Division 5.2, Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

A referral under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) was submitted in March 2022. The Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW – Cth) determined HumeLink to be a controlled action under section 75 of the EPBC Act on 13 April 2022. In May 2022, Supplementary SEARs were issued to provide additional requirements from DCCEEW.

In accordance with the NSW Assessment Bilateral Agreement made under Section 45 of the EPBC Act, the NSW Government has assessed matters of national environmental significance on behalf of the Australian Government and submitted an assessment report for DCCEEW – Cth to issue EPBC Act approval.

HumeLink was approved by the Minister for Planning and Environment (the NSW Minister) on 13 November 2024 and by the Minister for Climate Change, Energy, the Environment and Water (the Cth Minister) on 18 December 2024.

In accordance with NSW Minister for Planning's Conditions of Approval (MCoA) C3, the Proponent may (with the approval of the Planning Secretary):

prepare and submit any strategy, plan or program required by this approval on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program);

Consistent with the requirements of MCoA C3, the following staging of the project was approved on 22 November 2024:

Stage 1 – Initial Development

- Stage 1A – Pre-construction Minor Works HLE
- Stage 1B – Pre-construction Minor Works HLW

Stage 2 – Enabling Works

- Stage 2 – Enabling Works – both HLE and HLW

Stage 3 – Construction

- Stage 3A – Construction Works HLE
- Stage 3B – Construction Works HLW

Stage 4 – Operation

- Stage 4 – Operation HumeLink

To accommodate additional stakeholder consultation and the planning of Over-size and Over-mass (OSOM) loads and stringing over State roads, an additional Staging Request was prepared to include the following phasing of Stage 3B:

- **Stage 3B(i):** HLW construction activities, excluding cable stringing over State roads and transportation of high-risk OSOM on unapproved routes.
- **Stage 3B(ii):** HLW construction activities, including transportation of high-risk OSOM.
- **Stage 3B(iii):** HLW construction activities, including cable stringing over State roads.

This TTMP is applicable to Stage 3B(i), (ii) and (iii).

Following confirmation of the Port of arrival for transformers and other high risk OSOM, the routes required for OSOM movements have been finalised in consultation with TfNSW, Snowy Valleys Council, and Wagga Wagga City Council (WWCC). The agreed OSOM routes for high risk OSOM have been incorporated into a TMP, endorsed by TfNSW and appended to this TTMP (Annexure J). The TfNSW endorsement is included in the Annexure A, Consultation.

Similarly a TMP has been developed and endorsed by Transport for NSW for Stringing over State Roads. The TMP is included Annexure J and relevant consultation and endorsement letter included in Annexure A.

Further consultation would be ongoing with TfNSW and relevant Councils regarding S138 application and Road Occupancy Licences as required. Refer to Section 4.1 for consultation summary with TfNSW regarding the included TMPs in Annexure J.

Per the Department's approval of the previous TTMP (dated 11 September 2025, ref: SSI-36656827-PA-52) and the requirement for consultation and approval of the high-risk OSOM 6-months prior to commencement of the works and stringing over state roads 4-months prior to commencement, Transport for NSW have confirmed via email, dated 5 December 2025 (and included in Annexure A) that these requirements have their endorsement to be removed.

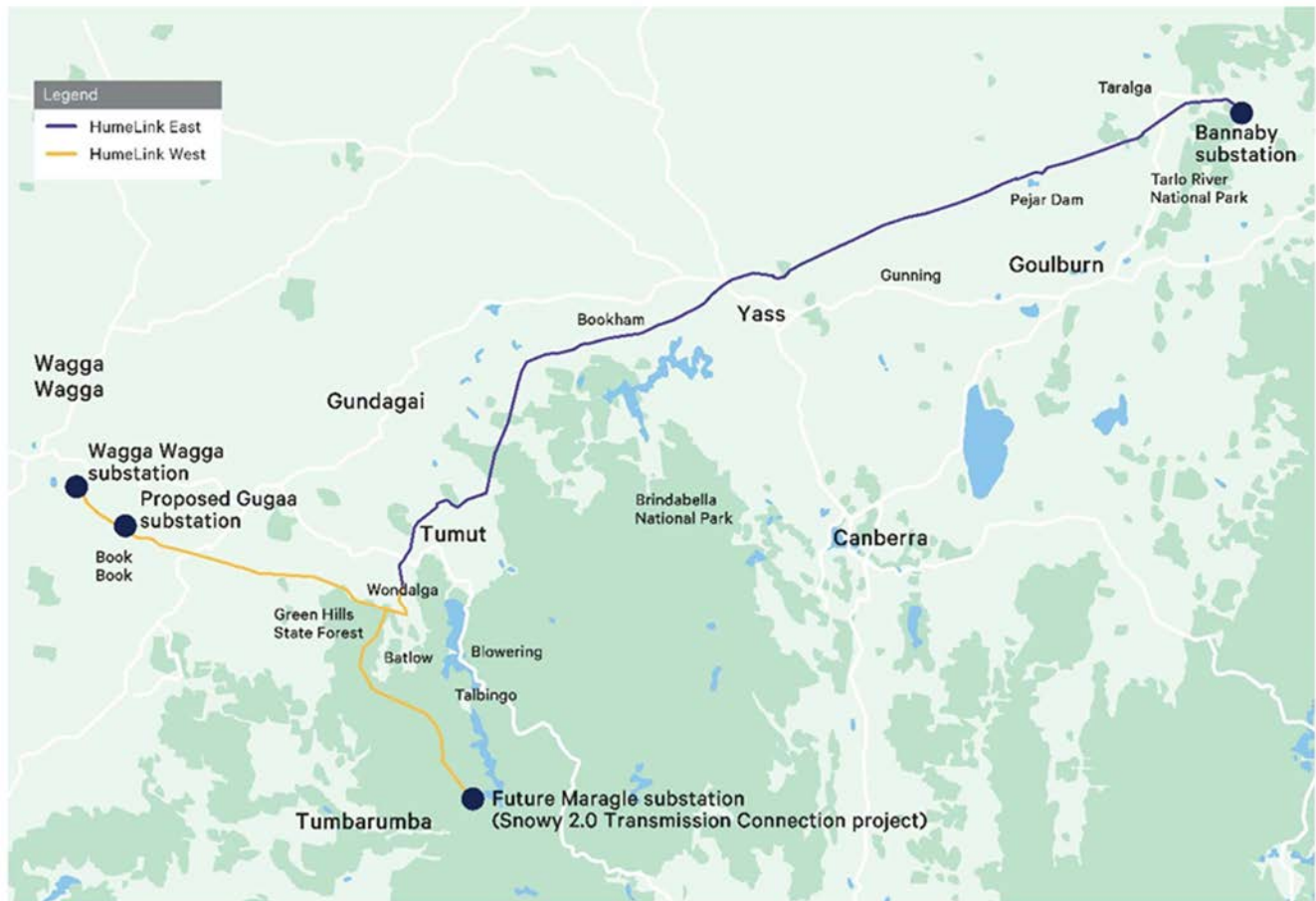


Figure 1: Staging for HumeLink

1.2.1. HumeLink project description

The HumeLink project includes the following key components:

- Construction and operation of around 365 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.

1.2.2. HumeLink West project description

HLW consists of the following design and construction works:

Transmission Line Works:

- Wagga 330 kV substation to Gugaa 500 kV substation (approximately 11 km) - L4 Works.
- Gugaa 500 kV substation to Wondalga (approximately 65 km) - L2 Works.
- Wondalga to Maragle 500 kV substation (approximately 46 km) - L1 Works.
- Rebuild of the 330kV 'transmission line 051' for approximately 2 km near Wagga 330/132kV substation on double circuit towers strung both sides - L6 Works.
- T point to Hume Link Interface (approximately 10km) - L3 Works.

Substation Works:

- New Maragle 500kV substation works (to be undertaken under SSI-9717).
- Augmentation of the existing 330/132 kV substation.
- Augmentation of 330Kv switching station (delivered by Snow 2.0) to establish a combined 500/330 kV substation.
- New Gugaa 500/330kV substation.
- Wagga 330kV substation augmentation.

Reflecting the requirements of MCoA A15, the HLW scope also includes the:

- Repair, or payment of the full costs associated with repairing, any public infrastructure that is damaged by the HLW (unless HLWJV and the applicable authority agree otherwise)
- Relocation, or payment of the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the HLW (unless HLWJV and the applicable authority agree otherwise).

All new buildings and structures, and any alterations or additions to existing buildings and structures, that are part of the development, will be constructed in accordance with the relevant requirements of the Building Code of Australia; and where the Building Code of Australia is not applicable, to the relevant Australian Standard.

Transmission line structures will have a pre-dulled steel finish to minimise the potential for glare and reflection.

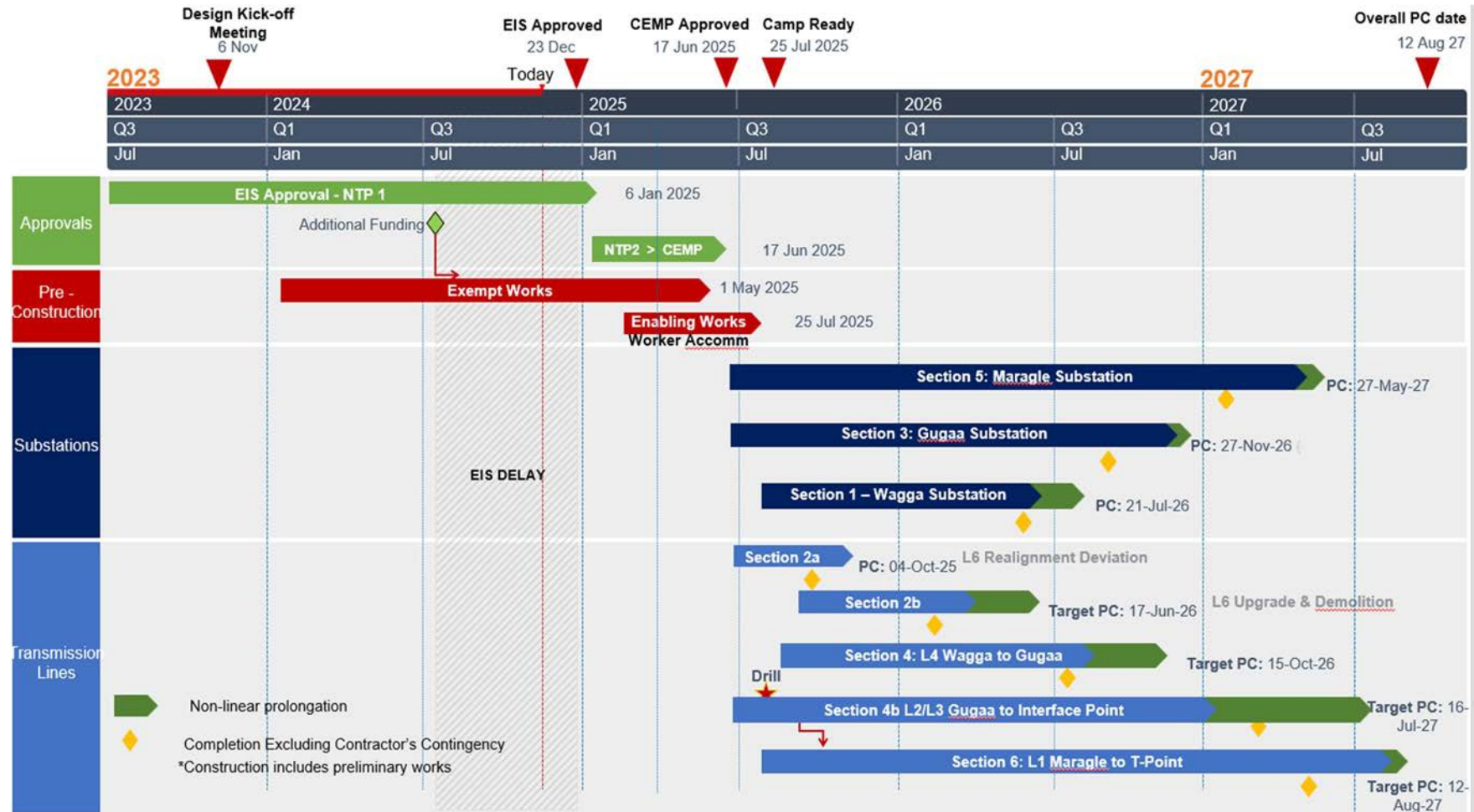
1.3. Scope

This Plan describes how the HLWJV proposes to manage transport and traffic during the HLW construction, including HLWJV team roles and responsibilities, stakeholder engagement processes, management and mitigation measures, and continual improvement processes.

The requirements of the TTMP will apply to all personnel, including all contract workforce and subcontractors.

An indicative schedule of construction works is provided below

Figure 2 - Indicative schedule of construction works



The schedule is indicative only and will be subject to change during construction in consultation with key stakeholders (refer to Section 4.2 and Section 5).

1.4. Interface with other planning documents

This Plan is a component of a suite of documents, prepared as part of the implementation of HLW's Environmental Management System (UGL-EMS). The UGL-EMS overview is described in the Section 1.4 of the CEMP.

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

Table 1 - Key interfaces with this document

Plan	Reference	Interface
CEMP	HLW internal management document	- Provides details on overall HLW staging, interactions between Management Plans and the CEMP, and management of cumulative impacts. - Provides a framework for how the construction works will be managed. - 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.
Community Communication Strategy	MCoA A24	- Details the framework for stakeholder engagement. - Provides processes and procedures to guide community engagement. - Provides an assessment of sensitive receivers indicating special considerations that will impact traffic control devices.
Sustainability Management Plan	HLW internal management document	- Identifies the sustainability policy commitments, objectives, and targets for HumeLink West. - Describes the sustainability management framework. - Provides a summary of how the sustainability targets will be achieved.
Health & Safety Management Plan	HLW internal management document	- Details the framework for health and safety processes. - Provides health and safety procedures for waste streams that have potential human health risks.

Plan	Reference	Interface
Interface and Third-Party Management Plan	HLW internal management document	- Details the framework for third party interaction. - Provides procedures, processes and management systems that will apply in relation third party management.
Enabling Works Management Plan (EWMP)	MCoA B64	- Outlines the environmental management practices and procedures to be implemented during the traffic and transport activities and works undertaken during the enabling works. - Within four months of the commencement of the enabling works, this Plan will be updated to include any relevant traffic and transport aspects of the EWMP.

In addition to the HLWJV documents, the TTMP will also interface with external documents including, but not limited to the HLE works and the Snowy 2.0 Transmission Line works (SSI-9717). These documents are separate to the UGL-EMS and will be managed through the HLWJV Interface Management Plan.

Within the CEMP this TTMP operates as the overarching document in a set of plans, drawings and topic instructions dealing with the safe and effective management of traffic during the design and construction of HLW. These documents and associated operational procedures, shown in

Figure 3, are integrated with and referenced in this TTMP.

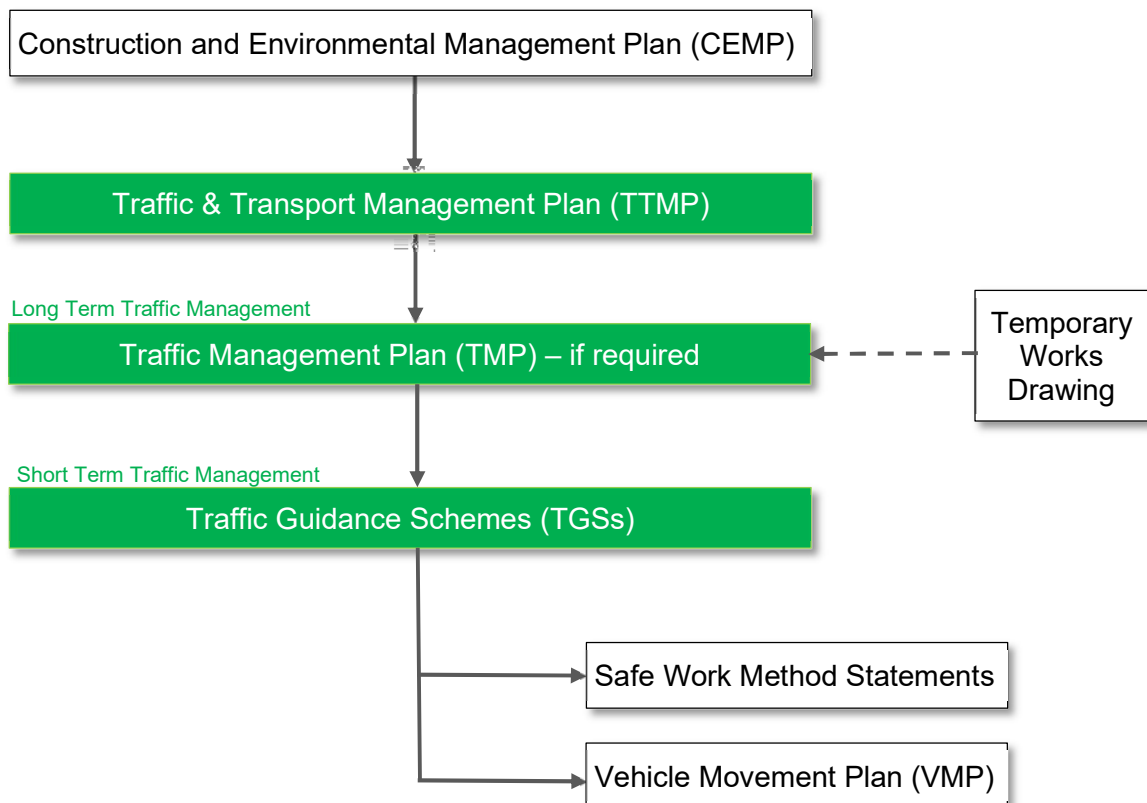


Figure 3 - Document Hierarchy

1.5. Traffic Management Plans

TMPs detail the specific road safety and traffic management measures that will be applied whilst undertaking HLW construction works, for example a rolling closure on the Hume Hwy. TMPs are only developed when impacts may be greater than those associated with short term traffic management.

The TMPs are based on the principles and strategies of the TTMP, and the obligations under the Project Deed, environmental approvals and the requirements of relevant road authorities and other stakeholders.

TMPs will be discussed, reviewed, and finalised in consultation with Transport for NSW (TfNSW), local councils and Forestry Corporation of NSW (FCNSW) (as required). Where the TMP identifies the need for road closures, the works will be undertaken with the approval of the appropriate road authority / road asset manager and under the relevant road occupancy licence (ROL) to be obtained prior to works. Where feasible, road closures will be planned outside of the traffic peak to minimise the impact on the road network.

TMPs will generally include:

- Overview of the construction activities and traffic management requirements.
- A description of how traffic management will be established.
- A description of traffic management during construction.
- A description of traffic management for specific construction events (e.g. full road closure).
- Traffic management measures/devices that will be implemented (e.g. crossing point stringing methodology, measures to mitigate queuing, program of works, etc).
- An analysis of resultant traffic conditions and impacts analysis.
- Details of stakeholder consultation.

Transport for NSW approved TMPs for the following activities are included as Annexure J to this TTMP:

- High-risk OSOM
 - Port Kembla to Gugaa – 135t – 14R8
 - Port Kembla to Gugaa – 135t – 10R8 & Dolly
- Stringing over State Roads

Endorsement letters from TfNSW for each TMP is included Annexure A. Refer to Section 4.1 for a summary of the consultation with TfNSW.

Other minor TMPs will be included in Annexure K where requested by TfNSW.

1.6. Traffic Guidance Scheme (TGS)

A TGS is defined as short term traffic management and consists of a diagram showing signs and devices arranged to warn and inform traffic and guide it around, past, or if necessary, through a work site or temporary hazard. All TGS will be developed with the aim of:

- **Warning** drivers of changes to the usual road conditions,
- **Informing** drivers about changed conditions,
- **Guiding** drivers through the work site, and
- **Safety** for workers, motorists, pedestrians and cyclists.

To obtain an ROL and/or a s138 approval from councils, site-specific TGS will be developed by a suitably qualified person (Prepare Work Zone Traffic Management Plan accreditation). Each TGS will be prepared in accordance with the principles and measures outlined in this TTMP, AS1742.3, and Austroads Guide to Temporary Traffic Management. TGS will be consistent with the temporary traffic management measures as described in this TTMP.

It is noted that TGS are not approved by road authorities / road asset managers and remain the responsibility of the Contractor.

Standard TGSs may be adopted directly from the Austroads Guide to Temporary Traffic Management. However, the standard TGS will be modified to suit site conditions. Where modifications to the standard TGSs are necessary, these modifications must be shown clearly and recorded on a copy of the TGS by a suitably qualified person.

Where possible, all TGS will be prepared using computer aided software, which will provide a clear, concise, and consistent format.

In addition to the specifications above, all unique TGS design parameters, created during the Project, will be tabled to ensure these parameters are consistently applied Project wide.

All TGSs required for accesses and intersections must align with the mitigation measures that are stipulated within this TTMP. In the event of inconsistencies that impact the state road network, further consultation with TfNSW will be undertaken and the TTMP updated in accordance with MCoA B39.

1.7. Temporary Works Drawings

Temporary Works Drawings are detailed design plans of changes to roadways that are required to facilitate construction access or road building. These drawings may include details of the required earthworks, drainage, horizontal and vertical alignments, carriageway cross sections, lane configuration, intersection treatments, property access modifications, environmental controls, pavement design, lines and sign posting, safety barriers and roadside furniture.

2. Purpose and objectives

2.1. Purpose

This TTMP has been prepared in accordance with MCoA B39 and describes the frameworks for undertaking road upgrade works and minimising traffic safety impacts during delivery of the HLW. The development of this TTMP has been guided by the following traffic management principles:

- Provide a safe environment for all road users.
- Minimise disruptions to all road users and surrounding properties.
- Maintain access for emergency services.
- Inform road users, transport operators, emergency services and local communities, in relation to changed traffic conditions.

This TTMP will be submitted to the Projects Principal in accordance with the contract and will be monitored, updated and controlled throughout the construction phase of HLW.

2.2. Objectives

This TTMP forms the basis of the HLWJV traffic management system and guides the planning, implementation and review of all road network and traffic system changes during the HLW construction. The key objectives of the TTMP are to ensure that compliance obligations relevant to traffic and transport management are described, scheduled and assigned responsibility and complied with. This TTMP has been developed to specifically address:

- Traffic management required for HLW works.
- Road transport studies and permits (if required).
- Traffic management plans and traffic guidance schemes.
- Obtaining ROLs.
- Obtaining relevant council approvals.
- Proposed construction phasing.
- Key responsibilities and accountabilities.
- Potential traffic and transport impacts, and measures to eliminate or mitigate impacts.
- Continual improvement processes guided by reporting of plant and vehicle movements and construction traffic incidents.
- Communication and stakeholder engagement processes (including Emergency services).
- Auditing, document review and reporting requirements.
- Contractual obligations.

The traffic and transport performance outcomes identified in the Environmental Impact Statement (EIS) are detailed in Table 2, including a description of how outcome will be addressed.

Table 2 – Traffic and transport performance outcomes

Performance outcome	How outcome will be addressed	Records
Section 6.3.1, of the EIS. Road condition is not affected by the works.	Road damage identified as being caused by HLW will be rectified in consultation with the road authority / road asset manager.	Dilapidation reports. Authority release waiver.
Section 6.3.4, of the EIS. Road Safety is not affected by the works	Traffic management will be implemented to minimise potential road safety impacts.	TGS and TMPs.
Section 6.3.7, of the EIS. Property Access will be maintained.	Direct consultation and engagement with property owners and/or occupiers to provide alternative access.	Community engagement log.
Section 6.3.1, of the EIS. Road Capacity is not affected.	Workers will be accommodated away from the populated centres to mitigate increased traffic volume. Shuttle buses will transport workers to/from site. Nominated haul roads and transport routes will be selected.	Road capacity audit Community complaint records.
Section 6.3.7 of the EIS. Public Transport will not be affected.	Workers will be transported via shuttle buses to and from the work site and will be housed in self-reliant accommodation, limiting the need to use public transport (where relevant) and limiting impacts of community traffic.	Community complaint. Bus records (where relevant).

2.3. Targets

Fundamental to the successful construction of HLW is implementing effective traffic management strategies that will ensure the safety of road users, construction personnel and the public. The TTMP will eliminate, or where not possible, minimise disruption caused by construction activities.

The relevant traffic and transport targets for the construction phase include:

- Provide safe and efficient movement of vehicles past/through the site boundary.
- Provide a safe environment for all personnel during the works.
- Provide and maintain safe and efficient access for the community, farms, and residents to private properties.
- Provide timely, accurate and credible information to affected public, landholders, farms, and other stakeholders regarding traffic changes, including any required traffic alerts.
- Where possible, maintain the carrying capacity and connectivity of roads and minimise traffic delays, congestion, and disruptions.
- Provide adequate guidance to other road users including pedestrians and cyclists during the works.
- Respond appropriately to traffic issues that may arise during the works.

3. Transport and traffic requirements

3.1. Legislation

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

- *Australian Road Rules 2023.*
- *Roads Act 1993.*
- *Road Transport Act 2013.*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021.*
- *Heavy Vehicle National Law (NSW) (2013 No 42a).*
- *Dangerous Goods (Road and Rail Transport) Act 2008.*
- *Road and Rail Transport (Dangerous Goods Road and Rail Transport) Regulation 2022.*
- *Dangerous Goods (Road and Rail Transport) Regulation 2022.*
- *Environmental Planning and Assessment Act 1979 (EP&A Act).*
- *Protection of the Environment Operations Act 1997 (POEO Act).*

Relevant provisions of the above legislation are available in the register of legal and other requirements included in Appendix A4 of the CEMP.

3.2. Guidelines and standards

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

- NSW Road Noise Policy.
- *Australian Code for the Transport of Dangerous Goods by Road and Rail* Edition 7.7 (National Transport Commission 2020).
- *AUSTROADS Guide to Traffic Management.*
- *AUSTROADS Guide to Temporary Traffic Management.*
- *AUSTROADS Guide to Road Design Part 4 - Rural Property Access.*
- TfNSW Supplements to *Austroads Guide to Temporary Traffic Management.*
- *Australian Standard AS1742.3 - Manual of Uniform Traffic Control Devices.*
- Relevant Australian Standards:
 - AS1742 suite of standards (1 to .14)
 - TfNSW Supplement to Australian Standard AS 1742.9:2018, *Manual of Uniform Traffic Control Devices*
 - AS 1743:2023 – Road signs – Specifications.
- RMS Standards and Guides for relevant areas.
- Council Standards and Guides for relevant areas.
- Road Occupancy Licence (ROL) as required for the occupation of the road space at approved times, provided certain conditions are met.
- *Traffic Control at Work Sites – Technical Manual Version 6.1* (TfNSW, 2022).

3.3. Minister's Conditions of Approval

The MCoA of relevance 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 HLW management documents.

Table 3 - MCoA relevant to the TTMP

MCoA No.	Condition Requirements	Document Reference
Designated Heavy and Over Dimension Vehicle Routes		
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. <i>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.</i>	Section 7.1 Section 7.1.1 Annexure E
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 7.1 Annexure E
Transport Strategy		
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.	The requirements of this condition are relevant to Mates Gully Road and are addressed in the Transport Strategy
Road Upgrades		

MCoA No.	Condition Requirements	Document Reference
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, and 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.	Enabling Works Management Plan (EWMP), Section 1.3 Section 7.4 Required road upgrades are presented in Annexure D, where not completed under EWMP will be undertaken under this TTMP.
Road Maintenance		
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 (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;	EWMP, Section 1.3 Section 7.2.1
	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: (i) as soon as possible after the damage is identified but within 7 days at the latest if it	Section 7.2.2

MCoA No.	Condition Requirements	Document Reference
	could endanger road safety; and (ii) within 2 months of the completion of the survey; unless the relevant road authority agrees otherwise:	
	c) prepare a report in consultation with the relevant road's authority. 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.	Section 7.2.2
Traffic and Transport Management-Plan		
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:	This Plan
	(a) details of the transport route to be used for all development-related traffic;	Annexure E
	(b) details of the road upgrade works required by condition B37;	Section 7.4 Annexure D
	(c) details of the measures that would be implemented to comply with the transport management requirements in conditions B34 to B38;	Section 7.1 Section 7.2 Section 7.4 Annexure E

MCoA No.	Condition Requirements	Document Reference
	(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:	Section 8
	a description of the proposed timeframe and schedule of construction works	Section 1.3
	a description of the proposed dilapidation surveys required by condition B38;	Section 7.2.1 Annexure C
	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);	Section 7.4.2 Section 1.2 Annexure F
	scheduling heavy vehicle movements to avoid peak periods where reasonable and feasible;	Section 7.1
	reducing the speeds of development-related traffic at key intersections (not applicable to Hume Highway);	Section 8.1
	temporary traffic controls, including detours and signage;	Section 1.5 Section 1.6 Section 1.7 Section 8
	notifying the local community about development-related traffic impacts;	Section 5 Community Communication

MCoA No.	Condition Requirements	Document Reference
		Strategy
	procedures for receiving and addressing complaints from the community about development related traffic;	Section 5.7 Community Communication Strategy
	minimising potential cumulative traffic impacts with other projects in the area;	Section 4.3.1 Section 6.1
	minimising potential conflict between development-related traffic and rail services, stock movements and school buses, in consultation with local schools, including preventing queueing on the public road network;	Section 4.2 Section 5.3 Section 5.5 Section 8.9 Section 8.14 Annexure B
	implementing measures to minimise development-related traffic on the public road network outside standard construction hours;	Section 8.7
	minimising dirt and debris tracked on to the public road network from development related-traffic;	Section 8.10
	details of the employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service;	Section 8.13

MCoA No.	Condition Requirements	Document Reference
	measures for managing light vehicle peak numbers, such as car-pooling or ride sharing by employees;	Section 8.13
	scheduling the haulage vehicle movements to minimise convoy lengths or platoons;	Section 6.1 Section 7.1
	responding to local climate conditions that may affect road safety, such as, fog, dust, wet weather and flooding;	Section 8.11 Annexure B (Driver's Code of Conduct, 3(f))
	ensuring loaded vehicles entering or leaving the site have their loads covered or contained and leave site in a forward direction;	Section 7.1 Section 8.11 Annexure B
	a schedule for the periodic inspection and maintenance of the condition of all local roads used by development-related traffic;	Section 7.2
	responding to any emergency repair or maintenance requirements;	Section 7.2.2
	provisions for maintaining emergency vehicle access to the site at all times;	Section 2.1 Section 6.1 Section 8 Section 8.5 Section 9.3
	a traffic management system for managing over-dimensional vehicles; and	Section 7.1

MCoA No.	Condition Requirements	Document Reference
	fatigue management;	Section 9.5 Annexure B
	(ii) minimise the impacts of the road and intersection upgrades of the development;	Section 7.3 Section 7.4 Section 8
	(iii) minimises parking on the public road network;	Section 8.13.2
	(iv) maintain all roads and water-related infrastructure on site in a safe and serviceable condition;	Section 7.2.2 Section 8.6 Section 9.5 Section 9.5.1
	(v) minimise the traffic noise impacts of the development;	Section 8.12
	(e) include a drivers code of conduct that addresses: (i) travelling speeds; (ii) procedures to ensure that drivers to and from the development adhere to the designated heavy vehicles requiring escort and heavy vehicle routes; (iii) procedures to ensure that drivers to and from the development implement safe driving practices; and; (iv) including a detailed program to monitor and report on the effectiveness of these measures and the code of conduct.	Annexure B
	(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	Section 9.4 Annexure B

MCoA No.	Condition Requirements	Document Reference
	(ii) Management Plan; and monitor and publicly report on the effectiveness of these measures.	Refer to the CEMP for additional details on the training and induction programs
	(g) a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	Section 8.15 Annexure H
	Following the Planning Secretary's approval, the Proponent must implement the Traffic and Transport Management Plan. <i>Note: The Traffic and Transport Management Plan must incorporate all relevant aspects of the development, including Enabling Works consistent with the requirements of condition B67.</i>	Section 4.1
B67	Unless otherwise agreed by the Planning Secretary, within 4 months of the commencement of the Enabling Works, the Proponent must update the approved management plans for the development to incorporate any relevant aspects of the Enabling Works Management Plan.	Section 7.4
Dangerous Goods		
C41	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 <i>The storage and handling of flammable and combustible liquids</i> and AS/NZS 1596:2014 <i>The storage and handling of LP Gas, the Dangerous Goods Code, and the EPA's Storing and Handling of Liquids: Environmental Protection – Participants Manual</i> .	Refer to the CEMP and Accommodation Management Plans for storage and handling. Section 8.18

3.4. Updated Mitigation Measures

UMMs of relevance to this Plan are listed in Table 4. A cross reference is also included to indicate where and how the measures are addressed in this Plan or other HLW management documents.

Table 4 - UMMs relevant to the Traffic and Transport Management sub-plan

UMM No.	Requirements	Document Reference
Land Use and Property		
LP4	Biosecurity controls will be implemented to minimise the risk of off-site transport or spread of disease, pests, or weeds. Controls will be in accordance with a Biosecurity Management Plan developed as part of the BMP during construction, and Transgrid's Biosecurity Procedure and Biosecurity Environmental Guidance Note and include development of specific controls if high biosecurity risks are identified. Appropriate measures will be implemented with respect to foot and mouth disease to control any risk of introduction via the project. The specific controls applicable to a property will be identified in consultation with the affected landowner. The effectiveness of these controls will be monitored in a manner and time interval consistent with the level of risk on each property. In the event of new infestations of notifiable weeds because of construction activities, the relevant control authority will be notified as per <i>Biosecurity Act 2015</i> (NSW) and Biosecurity Regulation 2017.	Driver Code of Conduct (Annexure B) Section 8.16 CEMP Biosecurity Management Plan Property Management Plans
Hazards and Risks		
HR10	Dangerous goods and hazardous substances will be transported in accordance with relevant legislation and codes, including the <i>Dangerous Goods (Road and Rail Transport) Act 2008</i>, <i>Road, and Rail Transport (Dangerous Goods) (Road) Regulation 1998</i> and the <i>Australian Code for the Transport of Dangerous Goods by Road and Rail</i> (National Transport Commission, 2018).	Health and Safety Plan Hazardous Chemicals Management Plan
Traffic Transport and Access		
TT1	Access tracks, access connections and road upgrades required to facilitate the movement of	Section 7.4

UMM No.	Requirements	Document Reference
	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.	Annexure G
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 7.1 Section 7.1.1
TT3	Traffic controls will be aligned with <i>Traffic Control at Work Sites – Technical Manual Version 6.1</i> (TfNSW, 2022). Traffic controls will be confirmed in consultation with the relevant road authority.	Sections 3.2 Section 8
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 7.2.1 Section 7.2.2
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.	Not Applicable to HLW as there are no active rail corridors
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 1.5 Section 7.4.2 Section 8.1.2 Section 8.5

UMM No.	Requirements	Document Reference
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 suite of documents under work health and safety requirements.	Annexure B
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 Section 5 Community Communications Strategy
Waste		
W3	All waste will be assessed, classified, managed, and disposed of in accordance with the Waste Classification Guidelines (NSW EPA 2014b). Waste will be appropriately transported, stored and handled according to their waste classification and in a manner that prevents pollution of the surrounding environment. All waste related documentation such as waste classifications, transfer and disposal documentary evidence will be held by the proponent for a minimum of seven years from the date the waste is generated.	Waste Management Plan
Biodiversity		
B18	A BMP will be prepared in consultation with BCD and approved by DPE prior to construction. The BMP will be prepared by a qualified ecologist and include a plan for implementing, evaluating and reporting on the effectiveness of all mitigation measures outlined in the BDAR, including:	Annexure B Section 9.4 Biodiversity Management Plan

UMM No.	Requirements	Document Reference
	Education of construction teams regarding the presence of native fauna and risks of vehicle collision, particularly early in the morning and late in the afternoon/at night; implementation of speed limits on sealed and unsealed tracks and roads	
B19	A Biosecurity Management Plan will be developed as a part of the BMP, to be implemented during construction. The plan will include: Protocols for the identification of priority weed species, relevant pests and diseases of concern, mandatory reporting obligations and management of Emergency, Control and Biosecurity zones as per the NSW <i>Biosecurity Act 2015</i>. Weed and pest animal management and monitoring requirements would also be outlined within the plan where relevant. Locations, timing and methods for removing soil and plant matter from vehicles and machinery and sourcing clean soil and materials free of contaminants for construction work. Clean down stations (water or air, dependent on the identified biosecurity risk) will be constructed at suitable locations to clean down vehicles and employee shoes to stop the spread of weeds, pathogens (e.g. amphibian chytrid fungus, <i>Phytophthora cinnamomic</i>, exotic rust fungi and Epizootic Haematopoietic Necrosis Virus (EHNV)) and the introduction of new species. The biosecurity plan would address any Property Management Plan requirements where relevant.	Section 8.16 Annexure B Biodiversity Management Plan (Annexure E)
B30	Access tracks will be used as necessary for the construction work and as far as is practicable, vehicle traffic shall be confined to these tracks. Track construction will be carried out to cause minimum disturbance to soil and vegetation both on and adjacent to the track. Tracks will be routed to follow the natural contour of the land as far as practicable to minimise the amount of cut and fill and soil disturbance. For any temporary access tracks, the disturbed surfaces and formed areas will be revegetated in accordance with the approved CEMP or <i>Managing Urban Stormwater: Soils and Construction - Volume 2C Unsealed Roads</i> (DECC, 2008a). In addition, other erosion control mechanisms will be put in place during the initial track construction work to contain any sediment that may erode from the disturbed surfaces.	Section 7.4 Biodiversity Management Plan (Annexure G)

UMM No.	Requirements	Document Reference
Air Quality		
AQ2	All vehicles and machinery will be maintained in accordance with manufacturer's specifications	Annexure B
AQ3	Dust generation from project-related traffic movements on unsealed roads and access tracks (routes) in proximity to sensitive receivers will be visually monitored. Where dust from project-related traffic movements is impacting or has the potential to impact the sensitive receivers, measures to minimise dust emissions and potential associated amenity impacts will be implemented where practicable and appropriate.	Annexure B Air Quality Management Plan
Climate Change and Greenhouse Gas		
CC2	Options to minimise transport distances between construction compounds, accommodation facilities and work sites will be considered, for example utilising vehicle pooling / mini buses and sourcing equipment and materials locally where practicable.	Section 8.13 Sustainability Management Plan
Noise and Vibration		
NV6	All construction vehicle movements will adhere to the following measures:	
	out-of-hours vehicle movements will be minimised where possible	Section 8.7
	construction delivery vehicles will be fitted with straps rather than chains for unloading, wherever possible	Section 8.12
	use of engine compression brakes will be avoided at night and in residential areas	Section 8.12
	site access points and roads/flight paths will be located as far as possible away from sensitive receivers	Section 8.12

UMM No.	Requirements	Document Reference
	traffic flow, parking and loading/unloading areas will be planned to minimise reversing movements	Section 8.12
	construction inductions will include driver behaviour requirements to minimise vehicle noise emissions.	Section 8.12

4. Consultation

4.1. Consultation and Plan approval process

Reflecting the requirements of MCoA B39, this Plan has been prepared in consultation with FCNSW, TfNSW, Snowy Valleys Council, and WWCC. A detailed Consultation Report is provided in Annexure A and a summary is provided in Table 5.

Subject to ER endorsement, this Plan will be submitted to the Planning Secretary for approval. Following the Planning Secretary's approval, HLWJV will implement the requirements of this Plan during Stage 3B(i), (ii) and (iii).

Specific consultation on Traffic Management Plans (TMPs) has been undertaken with TfNSW and would continue with relevant Councils as required for approval of s138 and ROL applications.

Consultation undertaken TfNSW is further detailed in Section 4.2

Table 5 – Stakeholder consultation summary

Stakeholder	Consultation Summary
FCNSW	- Consultation included the submission of several versions of the TTMP to the stakeholder for review and one meeting during an extended consultation period - During a meeting on 31-Jan-2025, the stakeholder was generally supportive of the project and no specific concerns were communicated - Stakeholder confirmed they have no further comments on the Subject Document
TfNSW	- Consultation included the submission of several versions of the TTMP to the stakeholder for review and multiple meetings during an extended consultation period - Comments were received from the stakeholder on three versions of the TTMP - All comments received from the stakeholder have been adequately resolved - The design of access points that connect to TfNSW assets will be as agreed with TfNSW (refer to Annexure G) - Review and close-out of comments relating to high-risk OSOM TMPs (as included in Annexure J). - TfNSW endorsed s138 for Keajura Truck Bay (including TMP). - Updated TTMP with inclusion of Keajura Truck Bay TMP provided to TfNSW.
Snowy Valleys Council	- Consultation included the submission of several versions of the TTMP to the stakeholder for review during an extended consultation period - Comments were received from the stakeholder on two versions of the TTMP - All comments received from the stakeholder have been adequately resolved - Stakeholder confirmed that they have no further comments on the TTMP - Review/approval of s138 and ROL applications as required for implementation of specific TMPs

Stakeholder	Consultation Summary
WWCC	- Consultation included the submission of several versions of the TTMP to the stakeholder for review and one meeting during an extended consultation period - Comments were received from the stakeholder on two versions of the TTMP - All comments received from the stakeholder have been adequately resolved - Stakeholder confirmed that they have no further comments on the TTMP - Review/approval of s138 and ROL applications as required for implementation of specific TMPs

4.2. TMP Consultation

Following confirmation of the Port of arrival for transformers and other high risk OSOM, the routes required for OSOM movements have been prepared in consultation with TfNSW. The agreed TMPs for high risk OSOM routes are included in Annexure J.

TMPs for the stringing over State Roads has also been provided to TfNSW for consultation and included in Annexure J.

TMP consultation has been undertaken with TfNSW for the following documents:

- Stringing over State Roads
- High-risk OSOM (noting these TMPs cover lighter movements of the same combination)
 - Port Kembla to Gugaa – 135t – 14R8
 - Port Kembla to Gugaa – 135t – 10R8 & Dolly
- Keajura Truck Bay (TMP provided to TfNSW via s138 application)

TGS consultation has been undertaken with TfNSW for the following documents, and has been requested to be included in the TTMP:

- Access Point 48C (access off Batlow Road)

TfNSW endorsement has been received for each of the above TMPs to be appended to this TTMP (Annexure J) and provided to DPHI for approval, subject to HLW undertaking the following prior to commencement of work as detailed in Tables 5, 6 and 7 below.

General consultation comments and how addressed in this TTMP are included in the Consultation Report (Annexure A).

Table 6 – High-risk OSOM TMP - TfNSW endorsement requirements

TfNSW Requirement	HLW Response
<i>TMP is appended to the TTMP</i>	High-risk OSOM is included in Annexure J. Noting the Mayfield to Maragle and Port Kembla to Maragle TMPs referenced in the TfNSW endorsement letter are not applicable to this TTMP
<i>Pinch point description- right turn from Albury Street onto The Parade, Tumbarumba.</i>	Not applicable to HLW (refer to Snowy 2.0 Transmission Connection Project TTMP)

TfNSW Requirement	HLW Response
<i>TfNSW are to be notified when the high-risk OSOM movements for the transformer deliveries commence and have been completed.</i>	Confirmed, TfNSW will be notified when high-risk OSOM movements for transformer deliveries commence and have been completed
<i>No high-risk OSOM movements are required to occur during the Police shutdown period and within the specific exclusion periods stipulated within s1.7 of the NSW Class 1 Load Carrying Vehicle Operators Guide.</i>	Confirmed, no high-risk OSOM movements would occur during Police shutdown periods or within stipulated exclusion periods.

Table 7 – Stringing over State Roads TMP - TfNSW endorsement requirements

TfNSW Requirement	HLW Response
<i>TMP is appended to the TTMP</i>	Stringing over State Roads TMP is included in Annexure J.
<i>1. General requirements to be included within the update of the TTMP</i>	N/A
<i>a) TTMP to be updated to include a reference that TfNSW is required to be notified at each of the following stages.</i> <i>i. start of preparation works for the Hume Highway Stringing,</i> <i>ii. the week before the stringing commences,</i> <i>iii. when the stringing is completed and</i> <i>iv. when the scaffolding structures are removed.</i>	Confirmed, Section 4.3 updated to include these notification requirements.
<i>b) The stringing over the Hume Highway cannot proceed until the</i> <i>i. s138(2) Roads Act approval has been issued for preparation works (including installing of scaffolding structures) is completed,</i> <i>ii. Road Occupancy Licence has been issued for the stringing operations over the Hume Highway and</i> <i>iii. Specific requirements for setup of TGS and notification protocols as set out within Hume Highway Stringing Site Specific TMP (dated 11 September 2025- Doc No.HLW-HLJV-CVWTPT-CAP-100 Rev A) have been completed.</i>	Confirmed, stringing will not commence of the Hume Highway until a s138, ROL and setup and notification requirements of the TMP have been completed.

TfNSW Requirement	HLW Response
<i>c) Post completion of the stringing operation over the Hume Highway the scaffolding and any other infrastructure over the Hume Highway is to be removed within one month of completion of the stringing operations.</i>	Confirmed, any scaffolding and infrastructure over the Hume Highway would be removed within one month of completion of stringing operations.
<i>2. TfNSW specific requirements for the preparation works for the scaffolding associated s138(2) Roads Act application</i>	Confirmed, these requirements are to be addressed through the s138 application and approval process
<i>a) A consistency check of the assessed environmental footprint for the HumeLink CSSI project must be completed and evidence provided that the assessed environmental footprint captures the required tree clearing within the Hume Highway Road reserve, that are required to be completed as part of the preparation for the scaffold and stringing operations.</i>	Confirmed, these works are included within the project footprint and clearing is part of the Final Layout Plans. Clearing would be managed per the HLW CEMP and associated plans (including BMP)
<i>b) Provide a plan of the preparation works (inclusive of tree clearing) required within the road reserve of the Hume Highway as part of the s138(2) Roads Act application.</i>	Confirmed, these requirements are to be addressed through the s138 application and approval process
<i>a) Confirm location of the scaffolding in relation to the road reserve, as Figure 5- Construction site access Hume Highway Stringing Site Specific TMP (dated 11 September 2025 (Doc No.HLW-HLJVCVW-TPT-CAP-100 Rev A) appears to identify that the Scaffolding will be situated within the road reserve.</i>	Confirmed, these requirements are to be addressed through the s138 application and approval process
<i>b) The height of the scaffolding above the Hume Highway is required to be a minimum of 6.5m (from the sag point) above the Hume Highway.</i>	Confirmed, these requirements are to be addressed through the s138 application and approval process
<i>c) A Road Occupancy Licence (ROL) and a s138 Roads Act approval (with concurrence from TfNSW) will be required for any preparation works within the road reserve of the Hume Highway.</i>	Confirmed, these requirements are to be addressed through the s138 and ROL application and approval process
<i>d) Provide a schematic of the scaffolding structure and any footings (inclusive of depths and pads) if located within the road reserve of the Hume Highway or near the boundary.</i>	Confirmed, these requirements are to be addressed through the s138 application and approval process
<i>e) The traffic volumes, vehicle sizes and turn prohibitions for the use of Keajura Road (east) and the Keajura Truck Bay for the preparation works within the Hume Highway are to comply with Annexure G. TfNSW Access Points and Annexure I. State and Local Road Intersection Review.</i>	TfNSW endorsed Keajura Rest Area (Truck Bay) TMP attached (Annexure J)

TfNSW Requirement	HLW Response
3. Specific operational requirements for the stringing over the Hume Highway:	N/A
a) Ongoing consultation is required with TfNSW Manager Road Network Access (Daniel.j.wills@transport.nsw.gov.au) in relation to the scheduling of the stringing activities across the Hume Highway, ideally three to four months in advance stringing activities occurring.	Confirmed, consultation with TfNSW would be ongoing.
b) The queue lengths are to be monitored for each closure to ensure the queue lengths do not exceed the lengths specified within the Hume Highway Stringing Site Specific TMP. If queue lengths are exceeded the end of queue management may need to be adjusted to ensure compliance is achieved with the stated queue lengths within the Hume Highway Stringing Site Specific TMP.	Confirmed, queue lengths would be monitored and adjustments to management measures undertaken as needed.
c) The fast lane closures and slow lane stoppage (held with boom gate) of north and south bound are not to exceed 15 minutes and are only permitted to be closed six times a day.	Confirmed, noted within the Figures included in the TMP
d) All traffic control devices are to be removed, and the lanes reinstated at the end of the shift and the temporary speed reductions signage is required to be covered (unless otherwise agreed as part of the ROL).	Confirmed, noted within the Figures included in the TMP
e) The Hume Highway Stringing Site Specific TMP (dated 11 September 2025 Doc No.HLW-HLJVCVW-TPT-CAP-100 Rev A), may require adjustments subject To consultation with the stakeholders in “Table 3- Communication Tools and Stakeholders”, which will need to occur In advance of the stringing activities as part of the ROL application, to accommodate the requirements of emergency services or bus services schedules (i.e TfNSW bus services or other transit bus service operators).	Confirmed, consultation would occur through the ROL process as required regarding emergency services or bus services schedules.

TfNSW Requirement	HLW Response
f) <i>The Hume Highway stringing operation will require a separate ROL and must include the Hume Highway Stringing Site Specific TMP (dated 11 September 2025- Doc No.HLW-HLJV-CVW-TPTCAP-100 Rev A) and any amendments based on consultation outcomes with the stakeholders listed in “Table 3- communication Tools and Stakeholders” of the Hume Highway Site Specific TMP dated 11 September 2025). The timing of the lodgement of the ROL for the Hume Highway Stringing must occur in consultation with TfNSW Manager Road Network Access.</i>	Confirmed, an ROL would be sought and consultation undertaken with TfNSW and Council as required.
g) <i>The traffic volumes, vehicle sizes and turn prohibitions for the use of Keajura Road (east) and the Keajura Truck Bay for the stringing operation over the Hume Highway are to comply with Annexure G. TfNSW Access Points and Annexure I. State and Local Road Intersection Review.</i>	TfNSW endorsed Keajura Rest Area (Truck Bay) TMP attached (Annexure J)

Table 8 – TTMP Consultation (dated 12 January 2026) - TfNSW comments

TfNSW Requirement	HLW Response
<i>High risk OSOM appendix – of the Humelink West TTMP (Point 2) required amendments and inclusions:</i>	NA
a) <i>Provide the TfNSW bridge assessments to confirm that the high-risk OSOM-laden loads' dimensions, axle spacing, weight-to-axle ratio, overall laden load weight, deck height and routes identified within Appendix J of the Humelink West TTMP rev 13 align with the bridge assessments requested and completed by TfNSW.</i>	As discussed with TfNSW (Glen Hanchard) only TfNSW can provide this information (per TfNSW email 16 January 2026) . Transport Company (ODLS) has been requested to issue a formal request to the transport operator to release this information. Information will be provided separate to the TTMP update, therefore no update required to the TTMP

TfNSW Requirement	HLW Response
b) Include a statement that the high-risk OSOM route analysis (TMP) for the Humelink West Port Kembla to Maragle deliveries will be captured within the Snowy 2.0 Main Works Traffic and Transport Management Plan and must include the following: Pinch point description- right turn from Albury Street onto The Parade, Tumbarumba. TfNSW requires that the median strip be removed before commencing the high-risk OSOM transformer movements to Maragle. The median strips must be reinstated in consultation with TfNSW one month post completion of the high-risk OSOM transformer movements to Maragle. Approval under the s138 Roads Act (with concurrence from TfNSW) and Road Occupancy Licences will be required for both the removal and reinstatement of the median strips. Consultation with TfNSW must occur in relation to the removal and reinstatement of the median strips for each s138 Roads Act approval and Road Occupancy Licence.	Noted, TTMP Table 6 updated to reference these works are included in the Snowy 2.0 TTMP
c) Include the following reference within the last paragraph of section 7.1.1 Oversize and Overmass: “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 consulted with the relevant road authority and TfNSW (road manager), approvals (Roads Act 1993 and any relevant secretary request or modifications to the CSSI), and the road upgrades must be obtained and completed prior to receiving the high risk OSOM delivery or OSOM delivery.”	Noted, TTMP Section 7.1.1 has been updated to include the requested text.
d) The ODLS High Risk OSOM Transport Management Plans (TMPs) for Port Kembla to Gugaa within the Appendix J comments/disclaimers section identify that a full physical route inspection will take place at 6 weeks and 1 week prior to the travel window. This section of the ODLS TMPs or within s7.1.1 of the Humelink West TTMP must be updated to include a statement to capture that if any road modifications or upgrades are required to the state road network are identified based on the 6 week or 1-week full physical route inspection, then further environment approvals, roads act approvals, and the relevant roadworks must be completed prior to any high risk OSOM load commencing delivery along the route.	Noted, TTMP Section 7.1.1 has been updated to note any identified works would be subject to further approvals and completed prior to high risk OSOM deliveries.
e) Include the NHVR permit for the identified Transport Management Plans prepared by ODLS for the Port Kembla to Gugaa routes or confirm that the NHVR permits will be provided to TfNSW before high-risk OSOM movements prior to commencing the high-risk OSOM movements from Port Kembla to Gugaa.	As discussed with TfNSW (Glen Hanchard), the NHVR permits will be provided to TfNSW before high-risk OSOM movements. Section 7.1.1 has been updated to note a copy of the NHVR permit would be provided prior to commencement.

TfNSW Requirement	HLW Response
<i>f) Provide evidence to confirm that the UGL Regional Linx and Sydney Trains rail approvals have been obtained.</i>	As discussed with TfNSW (Glen Hanchard), the NHVR permits will be provided to TfNSW before high-risk OSOM movements. Section 7.1.1 has been updated to note a copy of rail approvals (where relevant) would be provided prior to commencement.
<i>g) Include within either section 7.1.1 Oversize and Overmass or within the ODLS Port Kembla to Gungahlin TTMPs within Appendix J the requirement to notify roadmanager@transport.nsw.gov.au in advance of the high risk OSOM movements at a minimum of five days prior to commencing High Risk OSOM movements.</i>	Noted, TTMP Section 7.1.1 updated to include notification to roadmanager@transport.nsw.gov.au in advance of OSOM movement at minimum 5 days prior to commencement.
<i>h) Points a) to h) must be reviewed and addressed as part of the update to the Snowy 2.0 Main Works TTMP with respect to the inclusion of the ODLS - Port Kembla to Maragle – 134t -14R8 v6.</i>	Noted, these requirements have been carried into the Snowy 2.0 TTMP (to be submitted separately)
<i>On this point, the update to the Snowy 2.0 Main Works TTMP must be consulted with TfNSW and approved by DPHI prior to commencing any deliveries of high-risk OSOM for HumeLink West via this route.</i>	Noted, the Snowy 2.0 TTMP will be provided to TfNSW for consultation.
<i>Stringing of transmission lines across the State Road network for the HumeLink West Transmission Line segment (Point 1) revisions required for the HumeLink West TTMP:</i>	NA
<i>i) The HumeLink West TTMP, section 7.4.2 Crossing Points must include a reference to the requirement for the HumeLink West TTMP to be revised to capture the HumeLink West traffic, safety, temporary works and traffic management that will be implemented for the three Batlow Road transmission line stringing across the state road network.</i>	Noted, TTMP Section 7.4.2 has been updated to note that traffic, safety, temporary works and traffic management requirements for the to be implemented will be included in the TTMP.

TfNSW Requirement	HLW Response
<i>j) A reference is to be included that identifies that the TTMP for HumeLink West 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 state road will be completed prior to commencing stringing over Batlow Road and will be removed within one month post completion of the stringing activities over Batlow Road. TfNSW advises that, as a guide, the revisions, consultations, Roads Act approvals and road upgrades/preparatory works will likely take between four and six months to complete. Adequate time must be allowed to complete the updates to the HumeLink West TTMP, obtain Roads Act approvals, and complete the road upgrades prior to commencing the stringing activities over Batlow Road within the construction schedule.</i>	Noted, TTMP Section 7.4.2 has been updated to include the TTMP would be updated and consulted to include the Batlow Road stringing requirements, prior to the commencement of stringing at this location.
<i>Keajura Rest Truck Bay (Point 3) revisions required to Keajura Truck Parking Bay Northbound site specific TMP within Appendix J of the HumeLink West TTMP:</i>	NA
<i>k) Remove the Keajura truck bay strategic concept design civil works plan set reference 25008-DRG-GE0001 dated 13November2025, as TfNSW has not endorsed the strategic concept designs for the Keajura truck bay.</i>	TfNSW endorsed Keajura Rest Area (Truck Bay) TMP attached (Annexure J), including design plans.
<i>TfNSW requests that the HumeLink West TTMP and the Snowy 2.0 Main Works TTMP (where relevant) be revised to address the points raised above. The revised HumeLink West TTMP and Snowy 2.0 Main Works TTMP are to be provided to TfNSW for further review to close out the matters raised within this letter and confirm endorsement of the revised HumeLink West TTMP. The revisions and consultation with TfNSW for both Snowy 2.0 Main Works and HumeLink West must occur prior to DPHI (Planning Secretary) approving the updated TTMPs for both projects.</i>	Noted, updated TTMPs to be provided to TfNSW prior to DPHI approval

Table 9 – AP48C TGS Consultation (dated 19 June 2026) - TfNSW comments

TfNSW requirement per concurrence with s138 letter (dated 19 June 2026, REN 25/00001/096, SF2025/001094), as relevant to the TTMP (refer to Consultation Report, Appendix A for copy of the letter)	HLW Response
9. The traffic assessment and management for access point #48C, which informed the design parameters for both access and temporary traffic management, must be incorporated into the Traffic and Transport Management Plan. It requires approval from DPHI before this access point is used for construction activities in the HumeLink project.	• The traffic assessment informed the management requirements for the Traffic Guidance Scheme (TGS). These works do not require a TMP to be developed. • The traffic assessment and TGS are included in Annexure K.

Where relevant further consultation would be undertaken regarding s138 and ROL applications with Snowy Valleys Council, and/or WWCC.

4.3. Ongoing consultation

Ongoing consultation with TfNSW, relevant councils and other stakeholders will continue to be undertaken throughout the construction of HLW regarding the construction traffic impact on the local community, special event planning, significant procedural change and the effectiveness of mitigation strategies. Updates will be provided through regular meetings (at a frequency agreed with key stakeholders) to communicate upcoming changes and impacts in advance of the changes taking place.

Consultation will be undertaken with the relevant road authority / road asset manager in response to:

- Changes to the state road network, including intersections, accesses, and assets
- New or changed traffic impacts, including construction routes
- Stringing and crossings over state roads, specifically TfNSW will be notified of:
 - Start of preparation works for the Hume Highway Stringing
 - The week before the stringing commences,
 - When the stringing is completed and
 - When the scaffolding structures are removed.
- High-risk Oversize and Overmass (OSOM) movements and routes, specifically notifying TfNSW at commencement and completion of deliveries. Note, no high-risk OSOM movements would occur during Police shutdown periods and specific exclusion periods.
- Keajura Rest Area (Truck Bay), specifically regarding s138 and ROL requirements and notification to TfNSW of start and completion of works and post-completion resealing requirements. Refer Annexure J for TfNSW endorsed TMPs.
- Changes in the EIS traffic assumptions
- Reduced speed zones
- Temporary road barriers and end treatments
- Out-of-hours work required for agreed access points or intersections within the State road network.

In response to consultation, HLWJV will adjust its traffic management to accommodate the needs of stakeholders where reasonable and feasible.

4.3.1. Cumulative Impacts

While HLWJV will plan works to reduce the impact on the road network, the cumulative impacts of other major projects may impact the road network in a manner outside HLWJV's control. HLWJV will liaise with all neighbouring projects to reduce cumulative impacts wherever possible and ensure synergy in communications. Neighbouring major infrastructure projects include:

- HumeLink East
- Project EnergyConnect
- Inland Rail
- Snowy 2.0
- VNI West
- Maragle Substation
- Riverina Redevelopment Program.

Details on project communication processes and protocols are provided in Section 5 of this TTMP.

Examples of cumulative impact mitigation methods that may be undertaken include:

- Ensuring OSOM loads have staggered delivery times and have been assessed.
- Adjusting delivery and/or work schedules for days when heavier construction vehicle movements are planned, e.g. concrete pours.
- Discussing access point locations and operations.

5. Notification Process

5.1. General

HLWJV will undertake a cooperative and coordinated approach to ensure the public receive timely and accurate traffic information. All information intended for release to the community and stakeholders in relation to the traffic management of the roadways in HLW area, will be prepared in consultation with Transgrid. The HLWJV key communication and engagement activities are described in the Community Communications Strategy (CCS), available at www.transgrid.com.au/humelink-west/ under 'Strategies'.

5.2. Changed Traffic Conditions

The HLWJV Community and Stakeholder Engagement team will:

- Be available at all reasonable times to address any community questions concerning planned traffic management/arrangements.
- Inform stakeholders about traffic management and associated modifications to public transport. The following bus operators are key operators for modifications to local bus transport routes:
 - Live Better Community Transport
 - Goode's Coaches Tumut
 - Hassett Buses Adelong
- Busabout Wagga
 - Shaw Coach Hire Batlow
- Makehams Coaches Wagga Wagga
 - IL & CM Kennedy Tarcutta
 - SL & SL Hardwick Tarcutta
 - Apple Transport Services Tumbarumba
- Inform stakeholders when traffic management will modify conditions on the active transportation routes identified in the *EIS Technical Report 16 - Revised Traffic and Traffic Impact Assessment*:
 - Reedy Street, Batlow
 - Mayday Road, Batlow
 - Pioneer Street, Batlow.

5.3. Notifications and Advertising

The HLWJV Community and Stakeholder Engagement team will:

- Notify the impacted community about construction activities which is expected to affect them. Such notification shall be made at least seven days in advance of work starting.
- Notify the relevant council and TfNSW as the road manager for local and regional roads.

The notification will advise the nature of the work and its impacts, why it is necessary, what equipment is to be used, the expected duration and any changes to arrangements for traffic or property access, public or active transport.

Contact details for the HLWJV team shall also be provided. In the event of potential conflict between works and stock movements, graziers may contact the HLWJV Community and Stakeholder Engagement team to identify measures to mitigate potential impacts.

5.4. Media and Community Events

The HLWJV team will:

- Hold on-going discussions with Transgrid, TfNSW, relevant councils, and community groups prior to the anticipated occurrence of media events, for major milestones/traffic switches or any staging of the works and impact to traffic.
- Consult with Transgrid prior to staging media and community events.

5.5. Key Stakeholders

HLWJV recognise a critical first step is to identify the audience and key stakeholders. The following stakeholders will be consulted when preparing long term traffic management plans as required:

- WWCC
- Snowy Valleys Council
- TfNSW
- Rural Fire Services and Fire NSW
- NSW Police and Ambulance NSW
- FCNSW
- Local bus companies
- Local schools and school bus operators
- Local landowners and graziers.

5.6. Communication Methods

HLWJV will notify community and key stakeholders seven days in advance of disruptions to traffic, travel conditions, anticipated delays, disruptions to property access and changes to travel routes. Consistent with the CCS, the Traffic Manager in conjunction with the Community and Stakeholder Engagement Manager will disseminate changed traffic condition information through:

- Temporary roadwork information signage.
- Changed traffic condition advertising and/or traffic alerts.
- Community letterbox and email notifications.

5.7. Feedback and Complaints

HLWJV encourages and welcomes community and stakeholder feedback. HLWJV will manage all complaints and enquiries in accordance with the CCS community feedback approach which specifies a response to phone enquiries within two business days, and a response to complaints within two hours. The following channels have been established to ensure the community can contact the team to ask questions, provide feedback or to make a complaint:

- **Phone** 24/7 toll free number 1800 317 367
- **Email** humelink@transgrid.com.au
- **Mail** HumeLink Community Engagement Team PO Box A1000 Sydney South NSW 1235

- **In person** includes but is not limited to:
- **C&SE team members**
 - Land Access Coordinators
 - Members of the wider project team.
- **Other**
 - Surveys
 - Transgrid Discovery Hub
 - Community information drop-in sessions and pop-up stands
 - Community meetings and forums
 - Community events.

6. Identifying Construction Impacts

This section identifies the potential impacts of HLW construction. The key reference documents are Chapter 20 and Traffic and Transport Impact Assessment EIS Technical Report 16 of the EIS and EIS Technical Report 16 – Revised Traffic and Transport Impact Assessment.

At all times HLWJV aims to:

- Maximise safety for workers and road users by isolating work areas from traffic flow, maintain existing capacity where possible and provide safe access points
- Minimise road user delays, avoid major activities during peak periods and avoid restrictions on transport operators.

The effective planning of all construction activities is the key to achieving these objectives. Some of the construction activities to be undertaken during the HLW construction are listed below, with a complete list in the Project Management Plan:

- Establishment of site compounds and accommodation
- Property modifications (if required)
- Services relocations and survey
- Installation of erosion and sediment control measures (as required)
- Construction of temporary access points
- Construction of new pavements as part of some access point constructions
- Clearing and grubbing of trees and vegetation
- Placement of topsoil and planting of vegetation
- Installation of transverse drainage pipes and structures (as required)
- Installation of pavement stormwater drainage including sub-soils (if required)
- Construction of permanent structures (substations, overhead wires and towers)
- Stringing cables across public assets (Annexure E presents a typical stringing methodology)
- Deliveries of materials (e.g. steel, concrete)
- Excavation and spoil haulage
- Oversize deliveries e.g. accommodations
- Installation of roadside furniture including permanent (life of project) signage, temporary signage, traffic control devices, and safety barriers (likely to be Hume Hwy only)
- Conducting dilapidation surveys.

6.1. Potential transport and traffic impacts

The HLW construction will potentially impact on the existing traffic flows along various roads near the works. Indicative vehicle movements, inclusive of all work fronts, peak hour traffic volumes, and carpooling/shuttle buses are detailed in Table 10. As detailed in this TTMP, HLWJV will aim to keep road user delays to an absolute minimum and maintain access for transport operators.

Wider traffic implications and impacts that could result from construction activities will be avoided through pre-construction planning. The capacity of roads (number of traffic lanes) will be maintained,

as once access points are constructed, all works will be within the alignment. S138 permits and ROLs approvals will be obtained as required.

Potential traffic and transport impacts arising from HLW construction include:

- One lane alternate (stop/slow) operations that may result in temporary delays and increased travel times.
- Haulage operations and OSOM vehicle movements that may create temporary traffic hazards for other vehicles in the vicinity of haulage operations.
- Short term contra-flow with reduced a speed limit, usually to 40km/hr (undertaken in consultation with the relevant road authority / road asset manager where all other mitigation measures are not feasible).
- Changes to speed limits and installation of signs, e.g. TRUCK TURNING signs.
- Temporary short-term traffic control may be required to allow for turn movements during OSOM deliveries (undertaken in consultation with the relevant road authority / road asset manager where all other mitigation measures are not feasible).

As detailed in the EIS (*Revised Traffic and Transport Impact Assessment, Technical Report 16*), active transport provisions within the project area, such as footpaths, exist in urban environments only. The impact on such roads is expected to be negligible, considering the low volume of additional construction traffic and presence of off-road active transport facilities which separate active transport users from vehicles.

Bus services form the main public transport service surrounding the project footprint. During construction, road network performance would operate with the same Level of Service, therefore no impacts to bus services are expected.

The management and mitigation measures detailed in this Plan (Section 7 and Section 8) have been developed in response to the potential impacts of HLW construction, including:

- Considering the access requirement of adjacent properties and emergency services when determining compound and construction site access points (Section 7.3).
- Banning queuing of construction vehicles in the local road network (Section 8.11).
- Avoiding peak hour operations where possible (Section 1.5 and Section 7.1).
- Where practicable, scheduling deliveries and heavy vehicle movements to minimise platoon lengths (Section 7.1).
- Using approved haul and delivery routes (Section 7.1).
- Appropriate design of OSOM routes / accesses, and police escort of high-risk OSOM (Section 7.1.1).
- Encouraging car-pooling and implementing a shuttle bus to transport workers (Section 8.13).
- Reinforcing the need to maintain property access along the Project alignment via inductions and pre-starts (Section 8.6).

Table 10 - Indicative Vehicle Movements

Construction compound/ combined worker accommodation facility and compound	Daily movement (vehicles per day in both directions of travel)				Peak hour movement (vehicles per day in both directions of travel)			
	Typical construction		Construction peak		Typical construction		Construction peak	
	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy
Wagga 330 kV substation compound	60	70	120	140	10	15	25	30
Maragle 500 kV substation compound	70	105	195	285	10	10	20	25
Gregadoo Road compound	85	140	230	340	10	15	20	30
Snubba Road compound	55	85	100	155	10	10	10	15
Gadara Road compound	145	50	140	175	20	5	20	15
Ellerslie Road compound	55	85	100	150	10	10	10	15
Tarcutta accommodation facility and compound	140	225	200	440	20	20	30	30
Green Hills accommodation facility and compound	130	180	190	535	20	15	30	40

7. Heavy Vehicles and Road Maintenance

This section provides details on heavy vehicle management, including:

- Designation of haul routes.
- Assessment and maintenance of local roads as a result of HLW operations
- Road upgrade requirements to meet HLW requirements for construction.

The location of laydown areas and accommodation facilities has been selected to be near existing transport infrastructure to reduce the impact of HLW construction operations.

7.1. Haul & Delivery Routes

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. Haul and high frequency delivery heavy vehicle movements associated with the construction will be developed in consultation with road authorities, with the view to minimising impacts to local streets while maximising use of state and regional roads.

The routes will be chosen based on the expected construction traffic volume, the existing road condition, and the expected turning circle for the proposed haulage vehicles. The selected routes should also minimise potential impacts on traffic and sensitive receivers along the route, avoid school bus and public bus routes where reasonable and feasible, and generally use state and/or regional roads as a preference. HLWJV will ensure scheduling of heavy vehicle movements will avoid peak periods (where reasonable and feasible) and minimise the potential for any convoy/freight platooning.

As detailed in Annexure E, all heavy and light vehicles associated with construction, upgrading and decommissioning of the development will travel to and from the site via the construction routes described in the EIS and the Planning Approval Documentation (Figure 4-1 in Appendix 4). Consistent with Annexure E, haul and delivery routes will be reflected in the VMP.

All heavy vehicles (excluding OSOM, section 7.1.1) requiring escort associated with the development will only travel to and from the site via the construction routes described in the EIS, as identified in Annexure E (Appendix 4 of the Planning Approval Documentation), unless the Planning Secretary agrees otherwise.

A light vehicle route is a route used by for example a car, ute, mini bus and small Pantech (delivery) type truck

A heavy vehicle route contains specific restrictions that must be adhered to for use and are classified as truck, buses, cranes, flatbeds, truck and dogs, sweepers and vacuum trucks or similar.

The VMP will be provided to all subcontractors for dissemination to their drivers and will be readily available at each of the compound sites for review by any drivers.

All loaded vehicles entering or leaving the site will have their loads covered or contained and leave site in a forward direction. In any cases where a forward direction is not possible, short term traffic control will be installed.

All reasonable and feasible measures will be implemented during heavy vehicle deliveries to avoid peak periods, including:

- Ensuring OSOM loads have staggered delivery times and have been assessed.

- Establishing a schedule of heavy vehicle deliveries to ensure peak periods are avoided where reasonable and feasible and to minimise convoy lengths or platoons.
- Adjusting delivery and/or work schedules for days when heavier construction vehicle movements are planned, e.g. concrete pours.
- Discussing access point locations and operations with drivers.
- Operation of an In-Vehicle Management System (IVMS) to monitor adherence to the approved travel schedule and routes through live tracking and real time Geofence alerts.
- Driver behaviour reports and real time alerts will be monitored and actioned as required.

7.1.1. Oversize and Overmass

OSOM vehicles are defined as Class 1 vehicles under the Heavy Vehicle National Law. A vehicle or vehicle combination is OSOM if it exceeds any general access mass or dimension limits. Typical examples include:

- Vehicle combinations carrying large indivisible items such as mining and construction vehicles, bridge components or building infrastructure.
- Special purpose vehicles such as mobile cranes, concrete pump trucks and drilling rigs.

If the Project has deliveries on vehicles (or combinations) that exceed the general access limits, they will operate under a Class 1 Notice or Ministerial Order, i.e. an Access (OSOM) Permit. OSOM Access Permits are issued by the National Heavy Vehicle Regulator (NHVR) and will be obtained by heavy haulage sub-contractors (for the Project) through the NHVR Portal. Any relevant permits and approvals will also be sought and obtained from the relevant road and rail authorities, NSW Police, and utility owners and providers. In addition TfNSW (roadmanager@transport.nsw.gov.au and Development.renewables@transport.nsw.gov.au) would be notified at least 5 days prior to commencing high-risk OSOM movements. A copy of the NHVR permit and, where relevant, rail approval(s) and bridge assessments that confirm that the routes as identified within the HumeLink West TTMP and the Snowy 2.0 Transmission Connection Project will be suitable for the proposed configurations dimension and mass would also be provided to TfNSW as part of the notification to TfNSW 5 days prior to commencing high risk OSOM movements.

The Project does not decide on which roads an OSOM load will be permitted to travel. OSOM routes are designated by TfNSW and NHVR, with the NHVR National Network Map providing a geospatial representation of stated routes and areas specified by an authorisation (permit or gazetted exemption notice) under the Heavy Vehicle National Law. Heavy vehicle (OSOM) access routes are shown in Annexure E and via this link: [National Network Map | NHVR](#).

OSOM loads are not permitted to use State road intersections unless the turn manoeuvre can be completed within the existing pavement. With regard to local roads, HLWJV will adhere to any associated make good conditions within the permit issued under Heavy Vehicle National Law (NSW).

Following confirmation of the Port of arrival for transformers and other high risk OSOM, the routes required for OSOM movements have been finalised in consultation with TfNSW, Snowy Valleys Council, and WWCC. The TMP for the agreed OSOM routes for high risk OSOM are included in Annexure J with the revised Plan will be endorsed by the ER and submitted to the Planning Secretary for approval (refer to Section 4.1).

It should be noted that preliminary route inspections have been undertaken and further route inspections will be undertaken as part of the NHVR / TfNSW approval process. This process is managed by the HLW Heavy Vehicle Compliance Manager (full-time position). It is also noted that the access points detailed in Annexure G have not been designed to accommodate OSOM loads. In the event that an OSOM vehicle is required to travel on an access point detailed in Annexure G, the

access point must be redesigned in consultation with TfNSW. Any required upgrades will include an appropriate environmental assessment and be undertaken in accordance with the approved mitigation measures.

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 consulted with the relevant road authority and TfNSW (road manager), approvals (Roads Act 1993 and any relevant secretary request or modifications to the CSSI), and the road upgrades would be obtained and completed prior to receiving the high risk OSOM delivery or OSOM delivery.

In addition should any road modifications or upgrades be required to the state road network as identified based on the 6 week or 1-week full physical route inspection, then further environment approvals, roads act approvals, and the relevant roadworks must be completed prior to any high risk OSOM load commencing delivery along the route.

7.2. Road Assessment and Maintenance

7.2.1. Road Dilapidation

In accordance with MCoA B38 and UMM TT4, HLWJV will commission independent road dilapidation surveys of all local roads, including local road crossings, on the transport route shown in the Planning Approval Documentation (Annexure E, Figure E1). The surveys will be undertaken prior to enabling works, construction, upgrading or decommissioning works, and within one month of the completion of construction, upgrading or decommissioning works (or within a timeframe agreed to by the relevant roads authority/manager). The surveys will:

- Assess the existing condition of the road infrastructure (pavement deflection and remaining life, subgrade response, measuring ride including surface, shoulders, kerbs)
- Identify and document any signs of damage, wear, or deterioration, including cracking, potholes, surface deformation, shoving and rutting
- Include georeferenced pictures of road surface & furniture including (signs / poles, streetlights, barriers / guard rails / bollards, road marking, traffic islands / medians etc.)
- Align with the current IPWEA Guidelines
- Be documented in a road condition report and provided to the relevant road authority / road asset manager.

Consistent with the Planning Approval Documentation (Annexure E, Figure E1), dilapidation surveys will not be undertaken on unsealed roads (dirt road and dirt tracks). Unsealed roads are not included in the Planning Approval Documentation (Annexure E, Figure E1) and the condition of the road may change due to varying uncontrollable factors (e.g. weather). However, a photographic and laser survey will be undertaken on all other identified project roads, sealed and unsealed roads.

The intent is to provide the current road authority / road asset manager with a record of defects and/or maintenance items on the road network prior to the establishment of the HLW and to create a baseline record for future comparison purposes.

Additional road dilapidation surveys will be undertaken annually or at a frequency agreed with the relevant road authority / road asset manager, in accordance with MCoA B38.

Annexure C displays the initial list of roads to be surveyed for the WWCC and Snowy Valleys Council areas. If additional roads are identified as being required as part of HLW works, these roads will be discussed with the relevant road authority / road asset manager for agreement of use and a road dilapidation survey will be undertaken prior to use by heavy vehicles and again on completion of construction activities.

7.2.2. Road Maintenance

Road maintenance and repairs may be required because of development related traffic. HLWJV will maintain all roads and water-related infrastructure on site in a safe and serviceable condition. The method, timeframes, inspection schedules and scope of how repairs will be made and compensated will be discussed and agreed with each road authority / road asset manager to ensure compliance with the Infrastructure Approval. There are likely three types of maintenance required:

1. The management of routine (non-emergency repair) defect identification and rectification identified as caused by HLW. The road dilapidation survey outlines existing conditions and as new conditions arise, and it is proven to be caused by development related traffic, repairs (and agreed compensation) will be made within one month of completing enabling works and construction and annually during construction or in line with the processes agreed with each road authority / road asset manager.
2. The management of any impacts identified as caused by HLW that could endanger road safety (emergency repairs). These will be rectified as soon as possible after the damage is identified but within 7 days at the latest. In such cases the road authority / road asset manager may activate their existing processes with the compensation for the work/repair discussed with HLW after the fact and in line with the processes agreed with each road authority / road asset manager.
3. The management/rectification/action of the items outlined in Table 4-1 of the Infrastructure Approval to be managed through self-delivered rectification or financial compensation.

Road maintenance works undertaken by HLW will be detailed in a report which is prepared in consultation with the relevant road authority / road asset manager. 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.

Water related infrastructure

Maintenance and repairs to water infrastructure may be required because of development related vehicles. HLWJV will maintain all roads and water-related infrastructure on site in a safe and serviceable condition. The method, timeframes, inspection schedules and scope of how repairs will be made and compensated will be discussed and agreed with each asset owner to ensure compliance with the Infrastructure Approval. Any damage to water supply infrastructure, will following discovery, be immediately reported to the asset owner by the site manager, to allow for repairs and reduce the loss of water.

7.3. Property Access

Written authority must be obtained from HLW Land and Property Access Coordinators prior to accessing land for all construction activities including site investigations, early and enabling works, permanent construction, and defect rectification activities. In addition, the property team will be responsible for managing and arranging the access requirements for all Interface Contractors.

An email notification and/or request must be sent to the HLW Land and Property Access Coordinators at hlw_property@ugllimited.com for all access requests and all property related enquiries.

During the enabling and permanent works stages, the JV property team will advise and engage with the relevant landowner of all upcoming works no less than 60 working days prior to the date access is required and will provide the landowner with minimum notification timelines in advance of the access date as follows:

- One (1) week prior to entry; and
- 24 hours prior to entry.

Access requests will include:

- Property address, property holding number and/or Lot and DP number
- Location maps / co-ordinates showing location of proposed activity and photos
- Proposed entry dates/period/times and any proposed weekend works
- Scope of proposed activity to include specifications/drawings/plans with distances, off sets and measurements
- Anticipated impact associated with the entry and proposed activity e.g. noise, spoil or ground disturbance, tree / vegetation removals.

7.4. Access & Crossing Point Construction

Access tracks will be used as necessary for the construction work and as far as is practicable, vehicle traffic shall be confined to these tracks.

Reflecting the road upgrades and mitigation measures identified in the Planning Approval Documentation (Annexure D), approximately 79 access points and 38 crossing points will be constructed. The works will be undertaken in accordance with the timing requirements of the Planning Approval Documentation and to the satisfaction of the relevant road authority (Annexure D).

Where the timing of the works is defined as 'prior to construction' (Annexure D), the works will be managed through the processes detailed in the EWMP. Reflecting the requirements of MCoA B67, within four months of the commencement of the enabling works, HLWJV will update this Plan to incorporate any road upgrades and mitigation measures that were not completed during the enabling works.

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.

Track construction will be carried out to cause minimum disturbance to soil and vegetation both on and adjacent to the track. Tracks will be routed to follow the natural contour of the land as far as practicable to minimise the amount of cut and fill and soil disturbance.

Access points will remain in place for the life of the Project while crossing points will remain in place until the overhead wires are installed (the time frame varies based on location, terrain, weather).

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.

For any temporary access tracks, the disturbed surfaces and formed areas will be revegetated in accordance with the approved CEMP and *Managing Urban Stormwater: Soils and Construction - Volume 2C Unsealed Roads* (DECC, 2008a). In addition, erosion and sediment controls will be established during the initial track construction work to contain any sediment that may erode from the disturbed surfaces.

A summary of the access and crossing points is provided in Annexure D. Further details on the TfNSW road upgrades are provided in Annexure G, including length of time permitted for use, traffic volumes, typical intersection design, timing for construction, use of the access during construction, and turning restrictions.

7.4.1. Access Points

Access points described in Annexure D and Annexure G will be identified, designed and constructed

by the HLWJV. Access points onto private property, including measures such as fencing, or cattle grids will be identified through consultation with the respective landholder. Access points will be designed and built to minimise impacts to road users and maintain the associated roads in a safe and serviceable condition. Access points connecting to public roads are divided into three categories of design as follows:

- **Category 1** – access points located at intersections where the major roads are expected to have a high estimated peak hour volume, and may have a speed limit above 100 km/h.
- **Category 2** – access points where the major roads have a low estimated peak hour volume and major roads have a speed limit range from 50 km/h to 100 km/h, where a basic right or basic left turn treatment would generally be suitable.
- **Category 3** – access point where the major road is a local road which typically carries a peak hour traffic volumes of fewer than 50 vehicles per hour per direction.

Access points for accommodation facilities and compounds will be through existing roads or temporary access tracks and will be designed to allow safe and efficient access to and from site. Drivers using access points to access public roads will be instructed to give way to those entering to avoid queuing on public roads. Movements to and from access points will be managed in line with a VMP.

Access points will be constructed under the Enabling Works Management Plan (EWMP) and associated road upgrades will be designed and constructed in consultation with the road authority / road asset manager. Construction will occur under the principles of this TTMP, the ROL and/or S138 approval, and comply with the Austroads Guide to Road Design (as amended by TfNSW supplements), unless the relevant road authority / road asset manager agrees otherwise.

During the operation of access points, one heavy vehicle will be permitted to use each access point at any given time. As part of the UHF Protocol (Annexure B), heavy vehicle drivers will contact the site on approach and on departure to ensure compliance with this requirement. In the unlikely event that an access point experiences higher traffic volumes, a traffic controller will be employed to manage the gate and the call-up procedure. Periodic inspections (detailed in Section 9.5) will be undertaken to manage compliance. To avoid the creation of slow convoys on the Hume Highway, the departure of heavy and light vehicles will be staggered by a minimum of one minute to enable the previous vehicle to achieve a safe operating speed on the Hume Highway.

7.4.2. Crossing Points

A crossing point is where the new transmission line (overhead wire) is proposed to cross a road. This involves the construction of hurdles and then the actual crossing and lifting (stringing) of the wire into place. The strategic concept designs and procedures for stringing cables and transmission lines across roads detailed in Annexure F are compliant with Austroads Guide and TfNSW requirements (for crossing of state roads).

Various traffic management measures may be required during crossing point works, including shoulder, road and lane closures, rolling blocks, stop/slow and staging of works. Traffic management measures will be managed via the relevant approval process and traffic management document (TMP and/or TGS). Refer to Section 1.5 and Section 1.6 for additional details on TMP and TGS, respectively.

Post completion of stringing over the Hume Highway, scaffolding and other infrastructure over the Hume Highway will be removed within one month of completion of the stringing operation.

Refer to Appendix J for the stringing over State Roads TMP, as endorsed by TfNSW.

Further TMPs, where required, including for stringing over Batlow Road, would be appended to the TTMP. This would include traffic ,safety, temporary works and traffic management to be implemented. The TTMP would be revised and consulted with TfNSW, and approved by DPHI. Any necessary

Roads Act approvals and Road Occupancy Licences would be obtained, and road upgrades, preparatory works or modifications within or on the state road will be completed prior to commencing stringing over Batlow Road and will be removed within one month post completion of the stringing activities over Batlow Road.

7.5. State and Local Road Intersection Review

The State and Local Road Intersection Review, including mitigation measures, has been developed in consultation with TfNSW (Annexure I). Mitigation measures will be implemented before the use of the intersection for the projects construction works. If there is a dispute about the implementation of these measures, then either party may refer the matter to the Planning Secretary for resolution.

8. Traffic Management Measures

Modifications to traffic conditions will be subject to approved ROLs issued by the relevant road authority / road asset manager. Traffic control measures, including temporary changes to road conditions and measures to ensure worker health and safety will be designed and installed and maintained in accordance with *Traffic Control at Work Sites* technical Manual and confirmed in consultation with the relevant road authority / road asset manager. Emergency vehicle access will be maintained at all times.

8.1. Temporary Roadwork Speed Limits

Temporary roadwork speed limits, both short and long term through key intersections, are one of many traffic controls that will be implemented to manage the speed of traffic approaching and passing through and/or past the work sites.

HLWJV acknowledges that roadwork speed zones must be logical, credible and enforceable. When considering the use of a roadwork speed zone, HLWJV will adopt the principles outlined in AS 1742.3, which state that roadwork speed zones must:

- Only be used where they are self-enforcing or will be enforced.
- Not be used alone but with other traffic control signs and devices.
- Not be used in place of more effective traffic controls.
- Only be used while road work is in progress or where lower standard road conditions exist.
- Meet clearance and lane width requirements of Australian Standard 1742.3.
- Reflect speed zones agreed with the relevant road authority / road asset manager (Annexure G).
- Apply to state road crossing points (as agreed with the relevant road authority / road asset manager) (Section 7.4.2)
- Capture key intersections (excluding Hume Highway) within reduced speed zones.

8.1.1. Long Term Reduced Speed Zone

On Mates Gully Rd and Lower Bago Rd, in both directions, a long term reduced speed zone (100km/hr to 80km/hr) is planned by HLWJV. A long-term speed reduction from 80km/hr to 60km/hr, in both directions, is also likely for Greenhills Access Rd.

No other long term reduced speed zones are planned, but if the need to provide a safe road and working environment arises, HLW will apply for and reduce the existing long term speed limits, in accordance with AS1742.3, Austroads Guide to Temporary Traffic Management and a Speed Zoning Authorisation (SZA), in one or both directions.

HLWJV may, where required, implement a strategy to reduce the existing 100km/h (and in some cases 50km/hr) speed limits to 40km/h on local roads where works occur. Potential areas where speed will be reduced includes existing traffic hazards, traffic hazards resulting from construction activities, conflict points between traffic and existing structures, construction vehicle movements.

As detailed in Section 4.2, reduced speed zones will be developed in consultation with the relevant road authority / road asset manager.

8.1.2. Short Term Reduced Speed Zones

To provide a safe working environment during short term works, reduced speed zones will be installed, in accordance with AS1742.3 and Austroads Guide to Temporary Traffic Management, e.g. during alternate flow, rolling blocks or lanes.

Approvals will be obtained following the relevant road authority / road asset manager approval process, e.g. ROLs. As detailed in Section 4.2, reduced speed zones will be developed in consultation with the relevant road authority / road asset manager.

Refer to Annexure G for further details on TfNSW access points.

8.1.3. Hume Highway

There will be no long term (longer than one working shift) speed zone restrictions on the Hume Highway. All speed zone restrictions on the Hume Highway will be short term (generally one working shift, which may reoccur over consecutive days) and approved by TfNSW. Stringing activities over the Hume Highway is short term works and will be managed through the specific TMP. TMPs are prepared in consultation with TfNSW in accordance with Section 1.5 and the principles of this TTMP.

The TMP for stringing over State Roads (Hume Highway) has been approved by TfNSW and is included in Annexure J. The TMP for Keajura Rest Area (Truck Bay) has also been endorsed by TfNSW and is included in Annexure J.

8.2. Traffic Control Devices

Traffic control devices include all signs, traffic signals (permanent and temporary), road markings, pavement markers, traffic islands, and/or other devices placed or erected to regulate, inform, warn and/or guide road users. The function of any traffic control device is to:

- Promote orderly traffic flow
- Regulate traffic (assign right of way, and indicate regulations in force)
- Warn road users of hazards or regulatory controls ahead (in particular they also warn of temporary hazards that could endanger road users or workers at roadwork sites)
- Enforce turning prohibitions or other restrictions
- Guide and control road users to safely negotiate the road ahead (e.g. guide signs to inform road users of directions to destinations, identify routes, and pavement markings to guide the travel path of vehicles)
- Ensure the traffic control device is not a hazard in themselves
- To provide data in a controlled and consistent way to avoid information overload.

Signs and road markings are an important aspect of road safety and traffic management. Regulatory signs control specific traffic movements; warning signs give advance notice of traffic hazards; road markings (and pavement markers) provide delineation and reinforce signage; and guide signs give advance guidance and advice of routes and destinations which assist all drivers to make clear, early decisions.

HLW recognises the value of providing road users with timely, clear and consistent messages and HLW will ensure all signs, road markings and devices installed during the construction of the Project are:

- Assessed for use in accordance with the appropriate TfNSW guidelines and/or Australian Standard/s

- Manufactured and installed in accordance with the requirements of the Australian Standard/s
- Installed in accordance with the relevant guides and standards
- Not contradictory to existing signs or markings
- When no longer required, covered or removed
- Regularly maintained and repaired / replaced when damaged or lose reflectivity.

All sign posting installed throughout the Project will comply with the requirements outlined in the *Austroads Guide to Temporary Traffic Management*, the TfNSW Delineation Manual, *AUSTROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices* and the relevant parts of Australian Standard 1742.

8.2.1. Project Sign Requirements

In addition, to the sign posting requirements stipulated in the *Austroads Guide to Temporary Traffic Management* and the Australian Standards, HLW may apply the following sign posting parameters:

- The minimum size of signs used on the Project will be Type B
- Consideration will be given to the installation of short-term signs on permanent posts with secure covers, where works occur in the same location on a regular basis, and
- All non-standard road and directional signs (not gate or project specific signs) will be submitted to TfNSW for design and approval. It is not expected there will be many non-standard signs required, regardless TfNSW should provide a sign design, for HLW to manufacture within 5 working days.

HLW will conduct detailed reviews of all short and long term signage with the aim to ensure a clear and concise message is given to approaching road users, without creating sign clutter.

8.2.2. Flashing Arrow Signs

Flashing Arrow Signs (FAS) are mainly used when closing traffic lanes and conducting mobile traffic control operations.

When stipulated by the TGS, HLWJV will implement FAS in accordance with Section 3.12 of the AS 1742.3 *Austroads Guide to Temporary Traffic Management*. Where applicable, FAS will comply with the RMS equipment requirements FAS/4 and be controlled by a trained sub-contractor traffic control team member.

8.2.3. Portable Traffic Signals

There is currently no need to utilise portable traffic signals (PTS) for any long term works on this Project, but they may be used to provide safer alternate flow operations (i.e. no human traffic controller within proximity of traffic). Signals used for stop/slow will be manual controlled (human pushes a button).

If stipulated by a site specific TGS, HLW will implement the portable traffic signals in accordance with Section 3.5.4 of AS 1742.3, and *Austroads Guide to Temporary Traffic Management*.

All portable traffic signals used will comply with the RMS's equipment specification PTS/3 and be operated by a trained sub-contractor traffic control team member and monitored by the Construction Team.

8.3. Temporary Road Barriers and End Treatments

Temporary Road Safety Barriers (TRSB) shall be used to contain and redirect errant vehicles to reduce the likelihood of them entering the work site. They may also be used to separate opposing traffic or enforce turning prohibitions. Opposing flows of traffic may be separated with TRSB with sufficient offset provided to reduce the likelihood that TRSB would deflect into opposing traffic flow in the event of impact.

When TRSB are used to protect the worksites, the requirements to maintain a clearance zone behind the TRSB shall apply. The maximum dynamic deflection is specified by the manufacturer. Provision shall be made to treat the approach and/or departure ends of both permanent and TRSB that are exposed to on-coming traffic. End treatments to be used will comply with the list of end treatments provided in "TfNSW Safety Barrier Products (Terminals) accepted for use on classified Roads in NSW".

There are no plans to use TRSB on the state classified road network. In the unlikely event that TRSB are required on the state classified road network, this will occur in consultation with TfNSW.

8.4. Direction and Street Signage

Where access to streets and side roads has been altered during HLW construction, temporary signs will be installed to assist wayfinding and to minimise the impact of changed road layouts. It is envisaged that other directional signage may need to be erected to ensure construction site related traffic find the nominated routes to the works. This will be shown on traffic management (TMP and/or TGS) and construction communication plans.

8.5. Restrictions to Traffic Lanes

In some cases, it may be required to reduce the capacity of the road to complete the construction works. This includes road upgrades of site access and intersection works for access to work locations (compounds, laydowns, farms etc.). Also, in some instances, traffic management will be required for overhead stringing of new power lines including the use of hurdles at some locations. This may include short term road closures or rolling blocks, including the Hume Highway. In all instances, traffic control will include provisions for ensuring emergency vehicle access is maintained at all times.

The HLWJV traffic team will prepare the TMP (Section 1.5 and Annexure J) and/or TGS (Section 1.6) to show what restrictions may be required and submit these to the relevant road authority / road asset manager for approvals and ROLs. Examples of the types of traffic control include:

- **Single lane alternate flow** – Where single lane alternate flow (to serve both directions) is allowed, HLWJV shall maintain traffic flow under the control of portable boom gates or traffic signals in such a way that no road user is unduly delayed.
- **Stopping traffic in both directions** – HLWJV may stop traffic in both directions simultaneously only for purposes of construction of specific work and during the specific period. Where it is necessary to stop traffic, the time should not extend greater than three minutes. Longer stop periods may require the installation of a suitable detour to avoid extensive queueing.

8.6. Access to Private Property

Existing accesses to private properties affected by the work shall be maintained in safe and useable condition during the construction, or alternative access arrangements acceptable to the property owners/tenants shall be made.

Access points will include appropriate measures to manage the biosecurity risks of each site, in accordance with the landowner's biosecurity management requirements as set out in the Property Management Plan (PMP). Details of how 'clean-in, clean-out' will be achieved are set out in the Soil and Water Management Plan (SWMP).

HLWJV shall always permit and provide for the free movement of traffic in/ out of properties, except as otherwise agreed to by the property owners/tenants. This requirement will be communicated to the HLW workforce through toolbox talks, pre-starts and the Driver's Code of Conduct (Annexure B).

8.7. Out of Hours Works

All construction activities will be completed within construction hours (Monday to Friday 7am to 6pm and Saturday 8am to 1pm). All short-term traffic management within the road reserve will be subject to ROL approval. No construction work activities will be completed outside of construction hours (including Sundays and Public Holidays), and in accordance with the out-of-hours work Protocol.. Truck bays will not be closed to the public and the public will be discouraged from using the truck bay during construction hours via VMS notifications.

If work is required outside of construction hours for example, delivery of large materials and OSOM movements, an Out of Hours Works Permit is required. The Project has developed a Protocol to obtain this permit in alignment with MCoA B16 (refer to the Noise and Vibration Management Plan).

The use of access points onto State Roads which do not have appropriate sight distance are not permitted to be used outside of daylight hours (unless otherwise agreed with TfNSW).

8.8. Delineation of Traffic Corridors

Where described in the *Austroads Guide to Temporary Traffic Management*, direction hazard markers, temporary raised reflective pavement markers, line marking, reflective mesh fencing and/or other such delineation devices shall be used in addition to the requirements of the AS1742.3 to delineate trafficked corridors.

8.9. Rail corridors

HLW contains no operational rail lines that would impact the safety, integrity, or operation of the railway network. Access to the rail corridor will be managed through the Property Management Plan process to ensure all necessary permits and approvals for corridor access are obtained be in accordance with the Australian Rail Track Corporation's requirements.

8.10. Tracking of Mud / Dirt onto Roads

HLWJV will ensure that appropriate measure will be implemented during the construction works to control mud and dirt from being tracked onto public roads. These measures will include wheel washes and hydro spraying of wheels before vehicles leave site areas. A street sweeper will also be provided to ensure no debris is left on public roads from the HLWJV works.

8.11. Driver Code of Conduct

HLWJV will ensure that drivers are educated on and adhere to the HLW Code of Conduct (Annexure B) during HLW construction, including minimising noise, driving to conditions, ensuring loads are appropriately distributed, restrained and covered before leaving site, using approved traffic routes, and responding to local climate conditions that may affect road safety, such as, fog, dust, wet weather, ice, snow, black ice, and flooding.

As part of the Driver's Code of Conduct, an Ultra High Frequency (UHF) radio protocol will be adopted where heavy vehicles are unable to concurrently use a State road intersection (as listed in Annexure B and Annexure I). Static CALL UP signs will be installed 100 metres from the relevant intersections to advise heavy vehicle drivers of the UHF protocol. Vehicles exiting the Hume Highway and vehicles entering the site will be prioritised over vehicles leaving the site.

Compliance with the Drivers Code of Conduct will be monitored through the IVMS, visual monitoring and the complaints register. Reporting will be undertaken in accordance with Section 3.9.4 of the CEMP.

8.12. Traffic noise

Traffic noise will be managed through the Noise and Vibration Management Plan, drivers code of conduct, and UMM NV6. Measures to minimise noise impacts will include:

- Out-of-hours vehicle movements will be minimised where possible.
- Construction delivery vehicles will be fitted with straps rather than chains for unloading wherever possible
- Use of engine compression brakes will be avoided at night and in residential areas.
- Site access points and roads/flight paths will be located as far as possible away from sensitive receivers.
- Traffic flow, parking and loading/unloading areas will be planned to minimise reversing movements.
- Construction inductions will include driver behaviour requirements to minimise vehicle noise emissions.

8.13. Staff Travel Shuttle Bus and Carpooling

The following measures will be implemented during the HLW works to minimise vehicle movements:

- Except for deliveries, staff working at each transmission line structure site will only be able to use HLW Project Inducted Vehicles, light vehicles and HLW Shuttles fitted with IVMS, to travel to and from site
- Private vehicles are not permitted to be taken to transmission line structure sites
- Private vehicles may be used by local employees to travel to compounds only
- Construction traffic volumes, at intersections, will be consistent with those in State and Local Road Intersection Review (Annexure I).

8.13.1. Shuttle Bus

Due to the anticipated large number of employees required to construct the HLW, it is anticipated that the project will deliver various coach services.

During the enabling works:

- A 12-seater minibus will transport workers from Wagga Wagga airport to varying accommodations around Wagga e.g. Quest
- Quad cab utes are parked at the airport ready for use by staff (booking system)

During construction, two coaches will transport workers from Albury/Wodonga airport to worker accommodations, four times a week (two trips from and two trips to the airport).

Up to two, 24-seater buses operating from Wagga Wagga airport will transport workers to accommodations twice a week (one trip from and one trip to the airport). Workers will be transported from accommodation to construction sites via a 12-seater bus.

Table 11 displays approximate travel distances and times to key HLW areas from airport locations.

Table 11 - Estimated travel times from airport locations

Airport - West	To	Distance	Travel Time
Wagga Wagga	Gugaa	14.5km	0.25hr
	Batlow	102km	1.25hr
	Tumbarumba	100km	1.25hr
	Maragle	138km	1.5hr
Albury	Gugaa	135km	1.5hr
	Batlow	167km	2hr
	Tumbarumba	135km	1.5hr
	Maragle	170km	2hr

8.13.2. Carpooling and parking

Carpooling refers to maximising the number of staff in each HLW Project Inducted Vehicle. Carpooling is the main form of transport during construction, with 30 dual cab utes provided at Wagga Wagga airport and at the project office located at 6 Ball Pl, East Wagga Wagga.

All staff, not on a bus, will be transported to site and accommodations using a dual cab ute. Local workers (who drive to work) will park their personal vehicle at Ball Place and join a carpool to site. This process will be encouraged through communication initiatives (e.g. toolbox talks and pre-starts) and regular monitoring (Section 9.5.1).

There will be limited private parking at the accommodation sites (e.g. Tarcutta) as all workers will be transported via bus or carpool. Construction parking on public roads will be minimised by having appropriately sized laydown and work areas. All staff (including those in site utes and construction vehicles) will be trained to park within the project footprint, and to minimise parking on the public road network.

8.13.3. Travel routes

All heavy and light vehicles associated with construction, upgrading and decommissioning of the development will travel to and from the site via the construction routes described in the EIS and the Planning Approval Documentation (Figure 4-1 in Appendix 4). Consistent with Annexure E, haul and delivery routes will be reflected in the VMP and monitored as per Section 9.5.

The VMP will be provided to all project staff and subcontractors for dissemination to their drivers and will be readily available at each of the compound sites for review by any drivers. VMPs are separate, but informed by the TTMP, plans that set out the routes to key destinations and roads identified in the EIS traffic study area that are to be used by project vehicles. HLWs VMP includes details for drivers to follow, including:

- Roads for use by light and heavy vehicles.
- Roads for use by light vehicles only.
- Access points.

- Schools and school zone speed limits.
- Dates of school terms.
- Routes for water supply access.
- Compound locations.
- Specific project information, such as:
 - Project vehicle speed restrictions.
 - Seasonal use restrictions
 - Where road use is restricted to certain parts of a road.
 - No through road usage of Keajura Road and Westbrook Road (south of Stewarts Road)
 - 80km/h speed limit on Westbrook Road and Humula Road

8.14. Manage Public (Special) Events

A special /major event (in traffic management terms) is any planned activity that is wholly or partially conducted on a road, requires multiple agency involvement, requires special traffic management arrangements, and may involve large numbers of participants and / or spectators. Major events generally attract crowds more than 30,000 people.

In 2003, the NSW Government published “*The Guide to Traffic and Transport Management for Special Events*” regarding the organising, managing, and controlling of special events. This guide was developed in consultation with the NSW Premier’s Department; TMC; TfNSW; Local Government Association; numerous local councils; Police Force and the events industry.

Role of HLWJV

HLWJV acknowledges considerable planning is required to successfully move large volumes of people in an efficient manner to minimise disruption to normal transport patterns.

HLWJV will openly and actively participate in regular forums, communicate, and cooperate in the management process with event organisers and relevant project members and clients as required via the Traffic and Community Teams. The purpose of the consultation is to identify measures to mitigate the impact of the HLW construction on the special event.

Classes of special events

Special / major events are generally categorised based on the potential disruption to traffic and transport systems, and the disruption to the non-event community. The four broad categories are below with Minor and Local likely to be the most common type occurring around the Project:

Major – is an event that impacts major traffic and transport systems and there is significant disruption to non-event community. For example: an event that affects a principal transport route, or one that reduces the capacity of the main highway through a country town, e.g. New Years Eve celebrations in Sydney.

Minor – is an event that impacts local traffic and transport systems and there is low scale disruption to the non-event community. For example: an event that blocks off the main street of a town or shopping centre but does not impact a principal transport route or a highway.

Local – is an event with minimal impact on roads and negligible impact on the non-event community. For example: an on-street neighbourhood Christmas party.

Police Controlled – is an event that is conducted entirely under police control (but is not a protest or demonstration). For example: a small march conducted with a police escort.

8.14.1. Utilise Variable Message Signs

During construction, HLWJV will utilise portable and permanent variable message signs (VMS) to provide advanced warning of changed traffic conditions to road users.

The use of VMS and the appropriate message/s will be incorporated within a TMP and/or a TGS.

The Traffic Team, which includes the traffic control sub-contractor, will co-ordinate the VMS approved messages in accordance with the TfNSW VMS Policy.

Existing Permanent VMS

As the TMC controls permanent VMS to manage the road network, the location of viable VMS will vary and the responsibility and control for what messages, are shown when, remains with the TMC.

Portable (trailer mounted, temporary) VMS

The Traffic Team will co-ordinate and deploy portable VMS (senior and junior boards) to allow as much advance warning as possible, as well as set agreed and approved messages in accordance with TfNSW's VMS Policy. VMS devices utilised on the Project will comply with TfNSW's specifications.

8.15. Flooding Response

The potential risk for flood around the Project is low and in most of the cases, warning from authorities on river water level will be relayed to effective organisations. In the case of a flood warning, HLWJV will take direction from the Emergency Control Organisation on evacuation routes and:

- Monitor the rate of rise of water level in the adjacent area
- Communicate relevant information to the workforce
- Initiate the evacuation procedure in consultation with the Emergency Control Organisation
- Liaise with Local Emergency Services and Local Emergency Management Officer for specific emergency exit routes to be used in the case of flood.
- After the flood, liaise with the Emergency Control Organisation regarding what course of action needs to be taken to recover operations.

8.16. Biosecurity

A Biosecurity Management Plan for weeds, predators/pests and diseases is provided in Annexure E of the Biodiversity Management Plan. The Biosecurity Management Plan includes:

- Protocols for the identification of weeds, predators/pests and diseases of concern.
- Management/control methods.
- Monitoring requirements.
- Mandatory reporting obligations.
- Weed hygiene protocols for all vehicles and machinery.
- A Trigger Action Response Plan.

Management of weeds, pests and pathogens throughout HLW construction will follow the mitigation measures outlined in the Biosecurity Management Plan and will be subject to ongoing consultation with species experts in accordance with requirements from regulators. Of particular relevance to vehicle drivers and operators of heavy plant are the following biosecurity controls:

- Checkpoints will be established to carry out visual inspections of plant and equipment to ensure compliance with the Hygiene Declaration Form. Where cleanliness standards are not met, site entry will be refused, and thorough off-site wash down at an appropriate facility will be required prior to site access being granted.

- Where incoming and outgoing vehicles, vessels, machinery and equipment do not satisfy the cleanliness requirements of the Hygiene Declaration Form, washdown will be required.
- In locations of key weed or pathogen outbreaks (restricted areas), vehicle and machinery inspection and washdown will be required upon entering the HLW area from outside and when leaving restricted areas.
- Implement the following washdown protocol for vehicles and heavy machinery:
 - Check the exterior and interior of vehicles and machinery for soil, plant material and other debris.
 - Remove large clods of dirt and soil using a stiff brush or crowbar.
 - Remove all soil, plant material and other debris from the interior using a vacuum or dustpan and brush. Focus on the cabin floor, floor mats and pedals.
 - Place debris in a bag and dispose of in a commercial waste bin.
 - If returning from a potentially contaminated area, wash vehicle and/or machinery as soon as possible (e.g. at a commercial carwash) before heading back to site. If a carwash facility is not available, spray tyres thoroughly with a disinfectant.
 - Use a wash-down facility for vehicles and machinery if available, or wash-down on a hard, well-drained surface, for example a road, and on ramps if possible.
 - Dispose of wash-down water so that it drains back into a low area of the infested zone away from waterways. If this is not possible, empty it into a waste container for responsible disposal offsite. Do not drive through wash-down water or allow wash-down water to drain into clean bushland.
 - Where practical, allow vehicle or machinery to dry before proceeding.

8.17. Keajura Rest Area (Truck Bay)

TfNSW have endorsed the Keajura Truck Bay TMP (dated 10 February 2026). Per the TfNSW endorsement (Annexure A), the Keajura road upgrades and traffic mitigation measures will comply with the:

- a) Keajura Truck Bay Parking Northbound (KTBNP) - Access Point 23 (Revision D) Traffic Management Plan (TMP) – Annexure to the TTMP,
- b) HUME LINK ACCESS POINT 23-KEAJURA TRUCK BAY - CIVIL WORKS Plan Package dated 27 January 2026, and
- c) TECHNICAL MEMO - Design Lot 25008-HLW-RPT-AP63-001 Design Element Keajura Truck Bay Access Points – AP23, Date of Issue 28 January 2026

These are included within the Keajura Road TMP appended to this TTMP in Annexure J.

The TMP outlines how HLW will manage access, such as the management of the number of vehicles making left in, left out movements (as per Annexure G), UHF protocols, staggering of heavy vehicle arrivals and departures, VMS messaging. The works would be subject to the approval of an ROL and s138 application, including resolution of design matters noted by TfNSW. TfNSW would be notified at the start and completion of works and would further consult with TfNSW regarding resealing of the Rest Area. Consultation regarding resealing would occur via TfNSW's Road Maintenance and Resilience team (RegionalDirectorAssetsSouth@transport.nsw.gov.au).

The Keajura Rest Area will remain available for public use throughout construction however a VMS will be established to identify construction activities are currently occurring for HLW and advise of alternate rest areas for heavy vehicles e.g. Tarcutta truck change-over yard.

Humula Link Road (near Hume Highway underpass) or Tarcutta truck-changeover yard will provide a U-turn for HLW construction vehicles travelling northbound to return to the point of origin. The HLW Drivers' Code of Conduct, VMS, and toolbox sessions during pre-starts will communicate these approved routes for returning construction vehicles.

Monitoring and auditing measures will be implemented to verify compliance of HLW construction traffic using the Humula Link Road or Tarcutta truck changeover yard as a U-turn facility.

8.18. Dangerous Goods Transportation

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*.

9. Compliance management

9.1. Roles and responsibilities

Traffic management (including pedestrian and cyclist management) and road maintenance will be designed, installed and managed by the design and construction teams with technical advice provided by the Traffic Team, under the leadership of the Traffic Manager.

The Traffic Team positions and their responsibilities are shown in Figure 4 and detailed in the sections that follow.

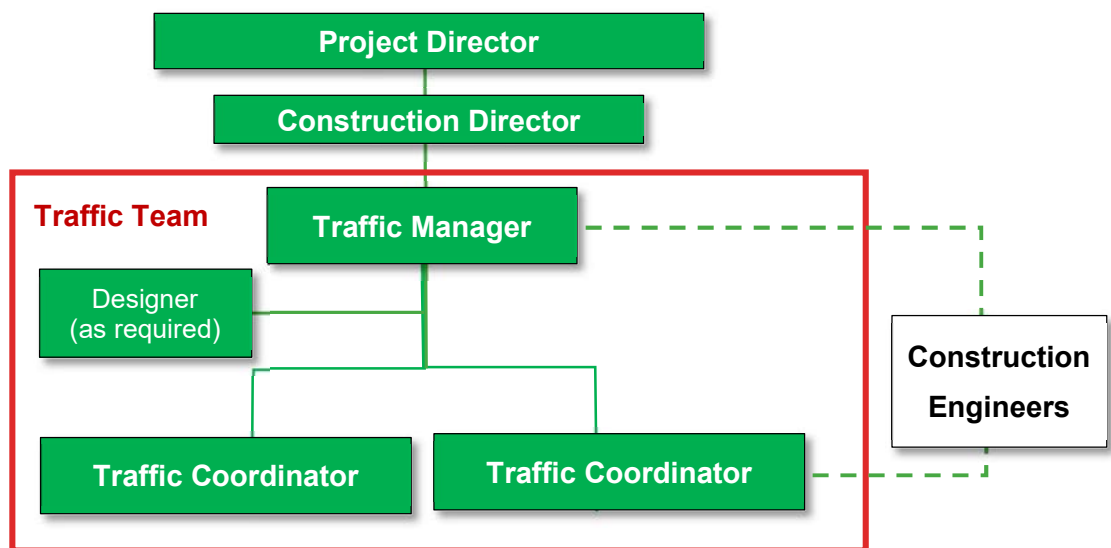


Figure 4 - HLWJV Traffic Management structure

9.1.1. Traffic Manager

The Traffic Manager will be a HLWJV employee who has proven capability in managing complex infrastructure works and traffic management schemes. This role will be supported by a dedicated traffic coordinator/s.

The project will subcontract the traffic management services to a licensed traffic management company and / or companies. Two traffic supervisors and foreman/s may be required at peak periods to cater to demand for on-site traffic control. Also, considering the distance between the work locations, more supervisory traffic management services may be required.

Position descriptions will be reviewed and amended as the HLWJV progresses and roles change.

The Traffic Manager's responsibilities include:

- Provide support to the construction team to ensure documentation and compliance for all matters relating to traffic and transport management and systems compliance.
- Develop and maintain contact with local councils, emergency services, police, TfNSW, and other stakeholders with respect to traffic management
- Support Transgrid outcomes for the works.
- Implement procedures and processes to develop and approve TGS and permits.

- Investigate and maintain a register of all incidents and accidents.
- Ensure that only adequately trained and qualified personnel are engaged in traffic control duties.
- Issue controlled copies of the TMP and staging plans
- Advise the design team to facilitate delivery of temporary works drawings, in accordance with the relevant standards

9.1.2. Traffic Co-ordinator

The Traffic Coordinator responsibilities include:

- Minimum 2 years in a similar or related role
- Create, maintain, apply for and manage the Section 138, ROL and Speed Zone Authorisation approval process as required including Hume Highway stringing and OSOM works,
- Create and update site specific TGS for all short term works on the Project
- Create and maintain tracking documents, registers and maps as required
- Create and update TMPs for long term works on the Project
- Undertake traffic control inspections as required.

9.2. Out of Hours and Emergency Response Representatives

HLWJV will nominate representatives who will be always available to address traffic management issues outside of normal working hours, including project emergencies as detailed in the Emergency Management Plan. Contact details of key individuals will be available to authorities including NSW Police.

Responsibility for out of hours impacts will be rotated between the team members set out in Table 12. The out of hours representative will be responsible for coordinating and expediting immediate response to emergencies, repairs or maintenance of any part of the works under this contract.

Table 12 - OOH Traffic Management Responsibilities

Name	Role	Mobile
	Project Director	
	Construction Director	
	Traffic Manager	
	Interface Manager	

9.3. Traffic Control Subcontractor

One or more subcontractor(s) will be engaged to provide traffic management services during the HLW construction in accordance with *Traffic Control at Work Sites – Technical Manual Version 6.1* (TfNSW, 2022).

9.4. Training

All personnel (including sub-contractors) are required to attend a compulsory site induction that includes the Driver's Code of Conduct (Annexure B) prior to commencement on-site. All drivers must agree to abide by their responsibilities set out in the Driver's Code of Conduct (Annexure B). Compliance with the Drivers Code of Conduct will be monitored through the IVMS, visual monitoring and the complaints register.

All traffic management personnel supplied by subcontractors are to hold current and appropriate traffic control qualifications, including the SafeWork NSW Traffic Control Work Training Card. The subcontractor's supervisor must also hold TfNSW Prepare Work Zone qualifications, where required on TfNSW controlled roads.

9.5. Monitoring and inspections

The HLWJV management team will be tasked with undertaking weekly observations or workplace inspections of all active worksites and intersections described in Annexure G. Observations and inspections will be documented on a suitable checklist form. These workplace inspections will review the work to ensure it complies with approved SWMS and with critical risk activities (working near live traffic). The observation will also review if the delivery of the activity can be improved. Traffic management subcontractors will also monitor and inspect traffic work setups and workforce according to their own internal quality audit practices.

Further, fatigue management (driving) will be a safety focus for the HLWJV project to ensure our people will be safe and healthy in the workplace. An IVMS is planned to be implemented to monitor and track driving hours, routes driven and speed. All workers will be issued with the Driver's Code of Conduct as part of the HLW Induction. Refer to the Health and Safety, and Fatigue Management Plans for further details.

A periodic report will be developed in accordance with MCoA B39(f)(ii) to capture the effectiveness of controls outlined within this Plan. The report will initially be prepared on a quarterly basis, with the frequency revised after 1 year of construction in consultation with Transgrid. The report will be issued to Transgrids Traffic Advisor within one month of the period ending. This report will capture records of:

- Traffic related incidents on site.
- Effectiveness of VMPs and vehicle tracking:
 - 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)
- Effectiveness of the Driver Code of Conduct.

The following additional monitoring will be undertaken at State and local road intersections for the duration of the HLW construction:

- Baseline traffic volume data collection through automatic traffic counters or manual traffic counts for a minimum of seven consecutive days to understand existing traffic volumes and patterns
- Weekly traffic volume monitoring during peak construction via IVMS to monitor construction traffic entering / exiting sites, as set out in Appendices G and I. Data will be provided to TfNSW on request.
- Adjustments, such as signal timing changes, additional signage, training and awareness, etc., will be made if traffic impacts exceed predicted levels in the Environmental Assessment Documentation or if community complaints arise.

9.5.1. Traffic Control Inspections

The aim of regular traffic control inspections is to:

- Provide a safe environment for workers and road users
- Monitor compliance against the TGS
- Identify safety hazards to inform corrective actions.

All traffic control inspections will be undertaken in accordance with Australian Standard 1742.3 and Austroads guide using the drive through video method whereby a video recording device (mobile phone or camera) is fixed to the dash of a vehicle and driven (within Australian road rules and posted speed limits) through and/or past the relevant work site/s. Inspection not conducted by video will be undertaken by attending the site.

Following the inspection, the video will be reviewed in the office and deficiencies actioned as soon as reasonably practical. The relevant TGS and subordinate documentation will be amended, as required.

If issues, deficiencies or improvement opportunities are identified relevant to this TTMP, the Traffic Manager (or delegate) will amend the Plan in accordance with the process detailed in Section 10.2.

9.6. Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of controls and compliance with this Plan, Planning Approval Documentation and other relevant approvals, licences, and guidelines. Audit requirements are detailed in Section 3.9.3 of the CEMP.

Internal audits of temporary traffic management arrangements, both long term and short term will be undertaken at least annually by key traffic staff, with appropriate certification and experience. The audit may include:

- Approvals and accreditation and compliance.
- Site specific constraints and impacts.
- Emergency planning and record keeping.
- Communications and consultation.
- Risk identification and traffic assessment.
- Traffic management controls.

9.7. Incidents and non-compliances

9.7.1. Incidents

In the event of an environmental, traffic or transport incident, the Incident and Emergency Response Plan will be implemented. The Incident and Emergency Response Plan has been prepared in accordance with the Transgrid's HSE Incident Management procedure.

HLWJV may be the First Response Agency during construction hours and take a lead role making the scene safe until Emergency Service personnel arrive. HLWJV may also provide traffic control by qualified personnel for emergencies and develop strategies to manage non-HLW related incidents. Non-HLW related incidents within the HLW boundary or adjacent sites which may have a negative impact on the operation of the road network include:

- Motor vehicle accidents.

- Bushfires (Refer HLWJV Bushfire Management Plan).
- Localised flooding (Refer HLWJV Emergency Response Plan).
- Inclement weather conditions (Updates via Bureau of Meteorology, WWCC etc.).
- Anti-social behaviour relating to traffic.

An environmental incident is defined in the Planning Approval as an unexpected event that has, or has the potential to, cause harm to the environment and requires some action to minimise the impact or restore the environment.

In accordance with MCoA C10,

'The Department must be notified via the Major Projects website portal immediately after the Proponent becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 5.'

All environmental incidents must be reported to Transgrid, the Planning Secretary (NSW), DCCEE – Cth and the ER within 24 hours (NSW) and 2 days (Cth) of becoming aware of the incident. A subsequent incident report must be submitted to the same nominated parties within 7 days of an incident notification (NSW) and 12 days of an incident notification (Cth).

Refer to the CEMP (Section 3.8) for further details on environmental incident reporting and management.

9.7.2. Non-compliances

An environmental non-compliance is a breach with any condition of approval, licence condition or any other statutory approval relevant to the activity and/or area where the activity occurs. Potential and actual non-compliances will be classified and reported in accordance Section 3.9.4 of the CEMP.

Non-compliance can include administrative non-compliances (e.g., failure to submit documentation within the specified timeframe), as well as incident non-compliances. In accordance with MCoA C11, if a non-compliance has been reported as an incident it does not require reporting as a non-compliance as well.

A non-compliance notification must be provided to Transgrid, the Planning Secretary (NSW), DCCEE – Cth and the ER within seven days after becoming aware of the non-compliance.

9.8. Reporting

Reporting requirements are set out in Section 3.9.4 of the HLW CEMP. HLWJV will report to Transgrid, and other stakeholders as required, on all traffic and transport management issues related to the HLW. Traffic and transport reporting requirements include:

- Road dilapidation surveys (Section 7.2.1) – Surveys will be undertaken of all local roads, including local road crossings, on the transport route shown in the Planning Approval Documentation (Annexure E, Figure E1). The surveys will be undertaken prior to enabling works, construction, upgrading or decommissioning works, and within one month of the completion of construction, upgrading or decommissioning works (or within a timeframe agreed to by the relevant roads authority/manager).
- Road maintenance report (Section 7.2.2) – Road maintenance works undertaken by HLW will be detailed in a report which will be prepared in consultation with the relevant road authority / road asset manager.

Public reporting on the effectiveness of traffic and transport measures will be achieved through Independent Audit Reports and the report listed in Section 9.5. In addition, HLWJV will prepare a public report which will respond to the findings of each Independent Audit. Additional details on Independent Audit Reports, including the frequency and report recipients, are provided in the CEMP (Section 3.8.3 and Section 3.9.4).

10. Review and improvement

10.1. Continuous improvement

As outlined in the CEMP, management reviews will be undertaken as part of the continual improvement process. The reviews will be initiated by the key HLWJV staff and include relevant HLWJV team members and stakeholders. Continuous improvement of this Plan will be achieved by the ongoing evaluation of traffic management performance against planning approval requirements, policies, objectives, and targets.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of traffic 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 2.2 and Section 2.3 of this Plan.

10.2. Plan update and amendment

The processes described in the CEMP and changes to the construction methodology or stakeholder requirements (including the relevant road authorities (TfNSW) and emergency services) may result in the need to update or revise this Plan. All revisions to the TTMP will be co-ordinated by the Traffic Manager and authorised by the Project Director in consultation with the Principal's Representative and other affected stakeholders.

Any revisions to this Plan will be in accordance with the process outlined in the CEMP and MCoA C10 and C14.

Updates to the VMP, including the following requirements from the DPHI TTMP approval (dated 11 September 2025), will undergo consultation with relevant road authorities prior to implementation:

- project vehicle movements would not include the through use of Keajura Road and Westbrook Road south of Stewarts Road; and
- an 80km/h speed limit must be introduced for project vehicles using Westbrook Road and Humula Road.

A copy of the updated Plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure as required.

Annexure B. Driver's Code of Conduct

Driver's Code of Conduct

Form: DCC HLWJV	VEHICLE DRIVER CODE OF CONDUCT	HUMELINK WEST JV
Revision: 0		

Purpose and Objectives

The purpose of the Vehicle Driver Code of Conduct is to ensure that the impacts of construction traffic on transport networks and adjoining properties is minimised. This Code clearly defines and details acceptable behaviour for all vehicle drivers operating in connection with the HLWJV Works including employees, suppliers, and subcontractors.

Responsibilities of Drivers

1. Drivers must follow ALL road rules and regulations required by law.
2. Drivers must:
 - a) Hold a current and appropriate licence for the class of vehicle they are operating
 - b) Comply with speed limits on all sealing and unsealed tracks and roads
 - c) Comply with all road works speed limits
 - d) Obey construction traffic signs and devices
 - e) Obey sign posted (road) load limits
 - f) Ensure the vehicle does not exceed mass or dimension limits (except where permitted by an OSOM Access Permit)
 - g) Ensure loads are distributed to remain within the capacity of the vehicle and axles
 - h) Restrain loads appropriately in accordance with the NTC Load Restraint Guide and Heavy Vehicle National Law and Regulations.
 - i) Adhere to the requirements of the National Heavy Vehicle National Law and Regulations, including Chain of Responsibility.
 - j) Make sure that your vehicle is roadworthy and well maintained in accordance with manufacturer's specifications
 - k) Identify yourself through the IVMS system
 - l) Never share your pin number with other or use another person pin number
3. Drivers must drive safely which includes, but is not limited to:
 - a) Making sure you are medically fit to drive, have no alcohol in your system and you are not under the influence of drugs
 - b) Driving in a calm, courteous manner that is appropriate with existing road, traffic and weather conditions
 - c) Not operating any vehicles or machinery while suffering from fatigue
 - d) Implementing fatigue management and rest laws and procedures, as set out in the *Heavy Vehicle (Fatigue Management) National Regulation* (NSW) and the HLWJV Procedure *Heavy Vehicle Management - Chain of Responsibility*.
 - e) Responding to changes in circumstances (such as delays), reporting these to your base (if possible) to implement short-term fatigue management measures
 - f) Responding and driving in response to local climate conditions, e.g., fog, dust, wet weather, ice, snow, black ice and flooding
 - g) Demonstrating awareness of the presence of native fauna and the risks of vehicle collision, particularly early in the morning, late in the afternoon and at night
4. Making sure that your rest breaks are taken at the prescribed intervals and are effective.
5. If you are concerned about the placement of a load or mass of loaded materials raise the issue with the HLWJV Supervisor and do not leave site.
6. Drivers must always behave in a professional manner.
7. Drivers must adhere to routes nominated by HLWJV for each specific worksite and they must not use any roads if their weight is over the posted load limit.
8. Routes passing schools and childcare centers are subject to school zone speed restrictions. During the hours of 08:00-09:30 and 14:30 – 16:00 the speed limit is 40KMH. These locations and times will be identified and confirmed by HLW JV during planning of the work and communicated to all drivers.
9. Drivers should only park or wait in approved areas as directed by HLWJV. DO NOT queue at worksite gates.

10. Drivers are to arrive and depart from worksites as required by HLWJV. Drivers will be turned away if they arrive outside of the HLWJV approved hours and the truck operating company will be notified.
11. Turn vehicles off when not in use or required to idle for long periods of time.
12. Drivers must not leave their vehicle unless it is correctly parked, has been turned off, hand brake applied, and the keys removed.
13. Drivers leaving their vehicle must wear appropriate PPE (safety boots, long pants, Hi-Vis long sleeve shirt, hard hat and safety glasses).
14. Vehicles must not transfer dirt or debris onto public roads. You must use rumble grids/ wheel wash units where they are installed. If any materials are deposited on public roads you must immediately contact your Supervisor and the HLWJV Supervisor to arrange for the road to be cleaned.
15. Drivers will present their materials and equipment clean and free of dirt, mud, seed and biological materials including weeds, seeds, pathogen and other organisms. The supplier will complete the Hygiene Declaration Form (TransGrid Biosecurity Form) prior to entry to site.
16. Before leaving any site it is mandatory to cover truck loads and tailgates and draw bars must be free of loose material.
17. If approached by people with enquiries about the HLWJV Works, drivers should remain polite and provide them with the community information line number **1800 317 367**. Do not provide any other information about the project.
18. Drivers must comply with the HLW JV 'Non - negotiables', which have been communicated via Inductions.
19. As a courtesy to people who may be impacted by driver behavior, drivers will:
 - a) Use horns only in an emergency or for safety reasons
 - b) Not tailgate (drive too close to other vehicles)
 - c) Not use compression braking, if possible, where noise is likely to adversely impact on residents
 - d) Ensure that there is no littering
 - e) Not block residential driveways or any other access points
 - f) Minimise parking and queuing on public roads.

In Vehicle Monitoring System (IVMS)

An IVMS, also known as GPS Tracking or Telematics, is an electronic device that is installed in a vehicle or mobile machine, that enables the owner, or authorised third party, to collect and monitor vehicle data.

All HLWJV authorised vehicles and road going mobile plant will be fitted with a Project approved IVMS system including a forward-facing dash camera. The platform and data received will be owned and managed by the HLWJV project.

The IVMS system will provide monitoring and reporting information on driving behaviour on the following topics:

- Speeding
- Seatbelt utilisation
- 4WD engagement
- Harsh braking, cornering, and acceleration
- Driver Identification
- Idling time

Information provided by the IVMS may be used to inform internal and external audits (Section 9.6).

HLWJV will monitor adherence to the approved travel hours and routes, Bio security zones, Cultural heritage sites and No go zones through live tracking and real time Geofence alerts.

Driver behaviour reports and real time alerts will be monitored and actioned as required.

UHF Protocol

The UHF Protocol will be adopted where heavy vehicles are unable to concurrently use the intersections, including but not limited to the following State roads:

- Hume Hwy Keajura Rd, West
- Hume Hwy Keajura Rd, East
- Hume Hwy Comatawa Rd

Static CALL UP signs will be installed 100 metres from the relevant intersections to advise heavy vehicle drivers of the UHF protocol. Vehicles exiting the Hume Highway and vehicles entering the site will be priorities over vehicles leaving the site. To avoid the creation of slow convoys on the Hume Highway, the departure of heavy and light vehicles will be staggered by a minimum of one minute to enable the previous vehicle to achieve a safe operating speed on the Hume Highway.

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:

Annexure C. Dilapidation Surveys

Road Name	Road classification	Start	Finish	Surface
Snowy Valleys Council				
Elliott Way	Regional	Tooma Road	100m east of overhead power lines	Sealed
Memorial Avenue	Local	Kurrajong Avenue	11 Memorial Ave, Batlow NSW 2730	Sealed
Kurrajong Avenue	Local	Batlow Road	Memorial Avenue	Sealed
Greenhills Rd - Old Tumbarumba Rd	Local	Wondalga Rd	Batlow Road	Sealed
Wondalga Road	Regional	Rimmers Overbridge	Lower Bago Road	Sealed
Wondalga Road	Regional	Greenhills Rd	Batlow Rd	Sealed
Broadleaf Rd "South end of Wondalga Rd"	Regional	Wondalga Road	Lower Bago Road	Sealed
Green Hills Access Road	Forestry	Wondalga Road	Lower Bago Road	Sealed
Lower Bago Rd	Local	Greens Hill Access Road	Broadleaf Park Rd	Sealed
Lower Bago Rd	Local	Broadleaf Park Rd	Westbrook Rd	Mix
Yaven Creek Road	Local	Snowy Mountain Hwy	Lower Bago Road	Sealed
Ellerslie Road	Local Road	Snowy Mountain Hwy	Yaven Creek Road	Unsealed
Dunns Road	Local Road	Ellerslie Road	One Tree Hill Trail	Unsealed
Tooma Rd / William St / Regent St / Winton St / Bridge St / The Parade	Regional Road	Kent St	Elliott Way	Sealed
Westwood Road	Local Road	Yaven Creek Road	Millers Road	Unsealed

Road Name	Road classification	Start	Finish	Surface
Millers Road	Local Road	Westwood Road	1st property entrance	Unsealed
Sharps Road	Local Road	Westwood Road	Homestead	Unsealed
Sharps Creek Road	Local Road	Wondalga Road	Back Nacki Creek Road	Unsealed
Back Nacki Creek Road	Local Road	Sharps Creek Road	State Forest	Unsealed
Tumut Street Adelong	Regional Road	Snowy Mountains Hwy	Selwyn Street	Sealed
Selwyn Street Adelong	Regional Road	Tumut Street	Rimmers Bridge	Sealed
Westbrook Rd	Local Road	Lower Bago Rd	Little Mannus Creek	Sealed
Tumbarumba Rd/Albury St	Regional road	The Parade	Welcome to Wagga Wagga Sign	Sealed
Little Billabong Rd	Regional road	Hume Hwy	Tumbarumba Rd	Sealed
Batlow Road	State Road	Snowy Mountain Hwy	Tumbarumba	Sealed
Kopsens Road	Forestry Road	Batlow Road	Bago Forest Way	Mix
Bago Forest Way	Forestry Road	Kospens Road	Snubba Road	Unsealed
Snubba Road	Forestry Road	Bago Forest Way	Yellowin Access Road	Sealed
Yellowin Access Road	Forestry Road	Snubba Road	Forest Road	Unsealed
Bartoman St - Mill Rd - Forest Rd	Local Road	Batlow Road	Yellowin Access Road	Sealed
Mill Road	Local Road	Bartoman St	Memorial Avenue	Sealed
Route to Paddys River	Local Road	Elliott Way	Paddys River	Unsealed
Kent St / Power St	Local Road	Batlow Rd	1.5m East	Sealed
Campbell St	Local Road	Snowy Mountain Hwy	Todds Rd	Sealed
Wagga Wagga City Council				
Westbrook Road/Centenary Avenue	Local Road	Sydney Street Tarcutta	Little Mannus Creek	Sealed

Road Name	Road classification	Start	Finish	Surface
Tumbarumba Road	Regional Road	Sturt Highway	Welcome to Wagga Wagga Sign	Sealed
Humula Road	Local Road	Humula Link Road	Oberne Umbango Road	Sealed
Humula Link Road	Local Road	Sydney Street Tarcutta	Hume Highway	Sealed
Sydney Street	Local Road	Hume Hwy	Mates Gully Road	Sealed
Mates Gully Road	Local Road	Sturt Highway	Hume Hwy	Sealed
Oberne-Umbango Road	Local Road	Humula Road	Westbrook Road	Unsealed
Comatawa Road	Local Road	Hume Highway	5.3km	Unsealed
Wilds Road	Local Road	Comatawa Road	1.7km	Unsealed
Keajura Road	Local Road	Tumbarumba Road	Hume Highway	Sealed
Trewalla Road	Local Road	Tumbarumba Road	100m east of last access road - see kmz file	Unsealed
Gregadoo East Road	Local Road	Ashfords Road	Tumbarumba Road	Sealed
Byes Lane	Local Road	Gregadoo East Road	100m south of overhead lines	Unsealed
Livingstone Gully	Local Road	Gregadoo East Road	300m south of overhead lines	Unsealed
Big Springs Road	Local Road	Gregadoo East Road	100m south of overhead lines	Sealed
Elizabeth Ave	Local Road	Sturt Hwy	Gregadoo East	Sealed
Angels Lane	Local Road	Gregadoo East Road	100m south of overhead lines	Unsealed
Ivydale Road	Local Road	Gregadoo East Road	Ashfords Road	Unsealed
Ashfords Road	Local Road	Gregadoo East Road	Ivydale Road	Mix
Tywong Street / Abbots Lane	Local Road	Tumbarumba Road	Keajura Road	Mix
Keajura Road	Local Road	Hume Highway	1.8km	Unsealed

Road Name	Road classification	Start	Finish	Surface
Coreinbob Siding	Local Road	Coreinbob Road	Keajura Road	Unsealed
Coreinbob Road	Local Road	Mates Gully Road	Coreinbob Siding Road	Unsealed
Bioiling Down Rd	Local Road	Ashfords Road	0.24km	Unsealed
Stewarts Road	Local Road	Westbrook Road	2.2km	Unsealed
Mitchell Road	Local Road	Kyeamba Avenue	Ashfords Road	Sealed
Kyeamba Avenue	Local Road	Vincent Road	Mitchell Road	Sealed
Vincent Road	Local Road	Koorungal Road	Kyeamba Avenue	Sealed
Koorungal Road	Local Road	Copland St	Vincent Road	Sealed
Copland St/Sutton St/Ball Place	Local Road	Koorungal Road	3 Ball Place, East Wagga Wagga	Sealed
Burkinshaws Lane	Local Road	Keajura Road	2.1km	Unsealed
Cullinga Park Ln	Local Road	Hume Hwy On-Ramp	0.15km	Sealed

Annexure D. Road Upgrades

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
Road Authority: Cootamundra-Gundagai Regional Council						
296	HLE		Parsons Creek Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
298	HLE		Adjungbilly Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
310	HLE		Parsons Creek Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
311	HLE		Parsons Creek Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
312	HLE		Parsons Creek Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network
317	HLE		Nanangroe Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
404	HLE		Adjungbilly Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
411	HLE		Sawmill Creek Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
412	HLE		Sawmill Creek Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General	Type 1B	Prior to construction / upgrade of the relevant access track off the public road network
Road Authority: Snowy Valleys Council						
32	HLW	Access Point 64	Elliott Way	Lengthening and widening required for north bound access on Powerline Road	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
88	HLW	Access Point 56	Greenhills Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
89	HLW	Access Point 49	Wondalga Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
117	HLW	Access Point 50	Wondalga Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
180	HLE		Meadow Creek Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
181	HLE		Rocky Gully Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
186	HLE		Brungle Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
187	HLE		Brungle Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
190	HLE		Webbs Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
192	HLE		Gadara Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
193	HLE		Gadara Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
196	HLW	Access Point 37	Yaven Creek Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
197	HLW	Access Point 34	Ellerslie Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
201	HLW	Access Point 38	Sharps Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
300	HLE		Brungle Creek Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
303	HLW	Access Point 65	Elliott Way	Lengthening and widening required for north bound access on East Sago Powerline Road	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
346	HLW	Access Point 43	Green Hills Access Road	New site access point required. Lengthening and widening of site	Type 1	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
				access point inside property boundary and Road Reserve		
347	HLW	Access Point 51	Wondalga Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
348	HLW	Access Point 52	Wondalga Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
349	HLW	Access Point 53	Wondalga Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
369	HLW	Access Point 35	Ellerslie Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
410	HLW	Access Point 39	Millers Road	Treatment in accordance with the approved Section 138 application and all relevant accompanying Council conditions outlined in the Section 138 approval.	To the satisfaction of the road authority	Prior to construction / upgrade of the relevant access track off the public road network
181B	HLE		Rocky Gully Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
AC04	HLE		Adjungbilly accommodation facility and compound (Gobarralong Adjungbilly Road)	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction of the relevant accommodation facility and compound / construction compound
ACO7	HLW	Access Point 44	Green Hills Accommodation facility and compound (Green Hills Access Road)	New site access point required. Widening required to the intersection. CHR and CHL intersection	To the satisfaction of the road authority	Prior to construction of the relevant accommodation facility and compound / construction compound
C18	HLW	C18	Snubba Road compound (Sago Forest Way)	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	To the satisfaction of the road authority	Prior to construction of the construction compound
C19	HLE		Gadara Road Compound (Gadara Road)	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction of the construction compound
C21	HLW	C21	Ellerslie Road compound (Ellerslie Road)	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	To the satisfaction of the road authority	Prior to construction of the construction compound
Road Authority: Upper Lachlan Shire Council						

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
205	HLE		Unnamed Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
207	HLE		Dawes Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
211	HLE		Walshs Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
213	HLE		Rugby Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
216	HLE		Rye Park Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
217	HLE		Rye Park Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
218	HLE		Rye Park Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
219	HLE		Sapphire Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
220	HLE		Gurrundah Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
223	HLE		Bannister Lane	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
225	HLE		Prices Lane	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
226	HLE		Prices Lane	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
232	HLE		Taralga Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
233	HLE		Taralga Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
235	HLE		Hillcrest Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
236	HLE		Hillcrest Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
237	HLE		Hillcrest Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
239	HLE		Bannaby Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
240	HLE		Bannaby Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
241	HLE		Hanworth Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
247	HLE		Hanworth Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1B	Prior to construction / upgrade of the relevant access track off the public road network
251	HLE		Taralga Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
252	HLE		Rhyanna Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
254	HLE		Back Arm Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1B	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
257	HLE		Middle Arm Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
323	HLE		Unnamed Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network
324	HLE		Grabben Gullen Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
330	HLE		Unnamed Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network
370	HLE		Stink Pot Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
371	HLE		Flacknell Creek Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
373	HLE		Greendale Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
378	HLE		Range Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
382	HLE		Middle Arm Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
383	HLE		Back Arm Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
406	HLE		Stink Pot Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
213B	HLE		Rugby Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
219B	HLE		Sapphire Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
223B	HLE		Bannister Lane	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
241B	HLE		Hanworth Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
323B	HLE		Unnamed Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network
324B	HLE		Grabben Gullen Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
330B	HLE		Unnamed Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
371B	HLE		Flacknell Creek Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
378B	HLE		Range Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
382B	HLE		Middle Arm Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
409B	HLE		Lower Greendale Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
Road Authority: Wagga Wagga City Council						
142	HLW	Access Point 29	Humula Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
143	HLW	Access Point 30	Humula Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
155	HLW	Access Point 19	Trewalla Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
156	HLW	Access Point 12	Big Springs Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
157	HLW	Access Point 13	Big Springs Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
161	HLW	Access Point 11	Angels Lane	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
163	HLW	Access Point 6	Ivydale Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
164	HLW	Access Point 7	Ivydale Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
165	HLW	Access Point 4	Ashfords Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
166	HLW	Access Point 9	Boiling Down Road	New site access point required. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
168	HLW	Access Point 1	Gregadoo East Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
170	HLW	Access Point 14	Livingstone Gully Road	No upgrade required for access point as per Austroads Guide to Road Design Part 4 Figure 7.4 - only minor maintenance	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network
170a	HLW	Road Upgrade	Livingstone Gully Road	Maintain and gravel resheet Livingstone Gully Road from Gregadoo East Road to the new Gugaa 500kV substation as required for the duration of the project construction.	To the satisfaction of the road authority	In accordance with the inspection and maintenance schedule approved under the Traffic and Transport Management Plan
171	HLW	Access Point 16	Livingstone Gully Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
172	HLW	Access Point 15	Livingstone Gully Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
176	HLW	Access Point 22	Keajura Road	No upgrade required as per Austroads Guide to Road Design Part 4 Figure 7.4-only minor maintenance.	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network
178	HLW	Access Point 21	Trewalla Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network
319	HLW	Access Point 31	Westbrook Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
357	HLW	Access Point 32	Westbrook Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
358	HLW	Access Point 33	Westbrook Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
360	HLW	Access Point 25 / Access Point 26	Wilds Road	New site access point required. Lengthening and widening of site access point inside property boundary and road reserve	Type 2	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
364	HLW	Access Point 17	Gregadoo East Road / Byes Lane	Maintain intersection condition as at commencement of construction, and for the duration of project construction.	To the satisfaction of the road authority	In accordance with the inspection and maintenance schedule approved under the Traffic and Transport Management Plan
177B	HLW	Access Point 18	Tumbarumba Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1	Prior to construction / upgrade of the relevant access track off the public road network
AC03	HLW	AC03	Tarcutta Accommodation facility and compound (Mates Gully Road)	New site access point required. CHR and CHL intersection in accordance with the Austroads guide	To the satisfaction of the road authority	Prior to construction of the relevant accommodation facility and compound / construction compound
AC03a	HLW	AC03a	Mates Gully Road	Upgrade as required in accordance with the Transport Strategy in condition B36	To the satisfaction of the road authority	As agreed in the Transport Strategy in condition B36
C01	HLW	Access Point 3	Wagga 330kV substation compound (Ashfords Road)	Widen Ashfords Road at the existing entrance to the substation as a BAR configuration	To the satisfaction of the road authority	Prior to construction
C06	HLW	C06	Amended Gregadoo Road compound (Livingstone Gully Road)	New site access point required. Widening required to the intersection.	Type 1	Prior to construction of the construction compound

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
C06a	HLW	C06a	Amended Gregadoo Road compound (Livingstone Gully Road)	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	To the satisfaction of the road authority	Prior to construction of the construction compound
Road Authority: Yass Valley Council						
204	HLE		Cooks Hill Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
206	HLE		Unnamed Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
260	HLE		Bango Lane	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1B	Prior to construction / upgrade of the relevant access track off the public road network
266	HLE		Wargeila Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
267	HLE		Wargeila Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Design)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
269	HLE		Black Range Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
270	HLE		Black Range Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
273	HLE		Buggali Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
274	HLE		Buggali Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
276	HLE		Mcintosh Lane	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
279	HLE		Black Range Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
280	HLE		Black Range Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
281	HLE		Black Range Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
283	HLE		Childowla Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
286	HLE		Childowla Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
293	HLE		Childowla Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network
295	HLE		Talmo Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1B	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
385	HLE		Cooks Hill Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
388	HLE		Bango Lane	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1A	Prior to construction / upgrade of the relevant access track off the public road network
392	HLE		Black Range Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
393	HLE		Childowla Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
394	HLE		Childowla Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
395	HLE		Childowla Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
397	HLE		Childowla Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
398	HLE		Childowla Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
399	HLE		Burrinjuck Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
267B	HLE		Wargeila Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
295B	HLE		Talmo Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
399B	HLE		Burrinjuck Road	New rural site access point (as per Austroads Guide to Road Design Part 4: Intersections and Crossings: General, Figure 7.4 and the Project Strategic Desian)	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
Road Authority: Forestry Corporation of NSW						

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
305	HLE		Honeysuckle Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
308	HLE		Honeysuckle Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
305B	HLE		Honeysuckle Road	No widening required to the opposite side of the through road. Lengthening and widening of site access point inside property boundary and Road Reserve	Type 1C	Prior to construction / upgrade of the relevant access track off the public road network
114	HLW	Access Point 54	Wondalga Road	No upgrade required as per Austroads Guide to Road Design Part 4 Figure 7.4-only minor maintenance.	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network
124	HLW	Access Point 55	Wondalga Road	No upgrade required as per Austroads Guide to Road Design Part 4 Figure 7.4-only minor maintenance.	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network
335	HLW	Access Point 59	Wondalga Road	No upgrade required as per Austroads Guide to Road Design Part 4 Figure 7.4-only minor maintenance.	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network
354	HLW	Access Point 40A	Prickle Road	No upgrade required as per Austroads Guide to Road Design Part 4 Figure 7.4-only minor maintenance.	Not applicable	Prior to construction / upgrade of the relevant access track off the public road network

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
Road Authority: TfNSW						
86	HLW	Access Point 46	Batlow Road	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location
194	HLE		Snowy Mountains Highway	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location
194B	HLE		Snowy Mountains Highway	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location
199B	HLW	Access Point 48B	Batlow Rd	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location
202B	HLW	Access Point 48	Batlow Road	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location
272	HLE		Derringullen Creek Rest Area/Hume Highway Snowy Mountains Highway	Installation of access gate. Maximum design vehicle is 19 m. Post-construction access gate is to be removed		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
275	HLE		Lachlan Valley Way	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. maximum design vehicle length 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location
318	HLW	Access Pont 23	Tarcutta Rest Area/Hume Highway	Installation of access gate. Maximum design vehicle is 19 m. Post-construction access gate is to be removed and the rest area is required to be re-sealed. No requirement for full re-build of rest area.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location
334	HLW3e	Access Point 62	Nursery Access Road/Batlow Road	The throat of the intersection of Nursery Road is to be sealed per Austroads Guide to Road Design Part 4 Figure 7.4 prior to use. Maximum design vehicle 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location
340	HLW	Access Point 46	Rural property accesses/Batlow Road	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location
366	HLE		Stockpile site/Gocup Road	Installation of access gates. Maximum design vehicle is 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location
376	HLE		Rural property access/Goulburn Road (Crookwell Road)	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location

Ref	Staging	HLW Reference	Road/Intersection	Treatment	Design	Timing
377	HLE		Rural property access/Crookwell Road	Sealing and upgrading the rural property access per Austroads Guide to Road Design Part 4 Figure 7.4. Maximum design vehicle length 19m.		Commencement of Rural Property Access upgrade with commencement of use. Use of the access to cease upon completion of construction at this location

Annexure E. Construction Traffic Routes

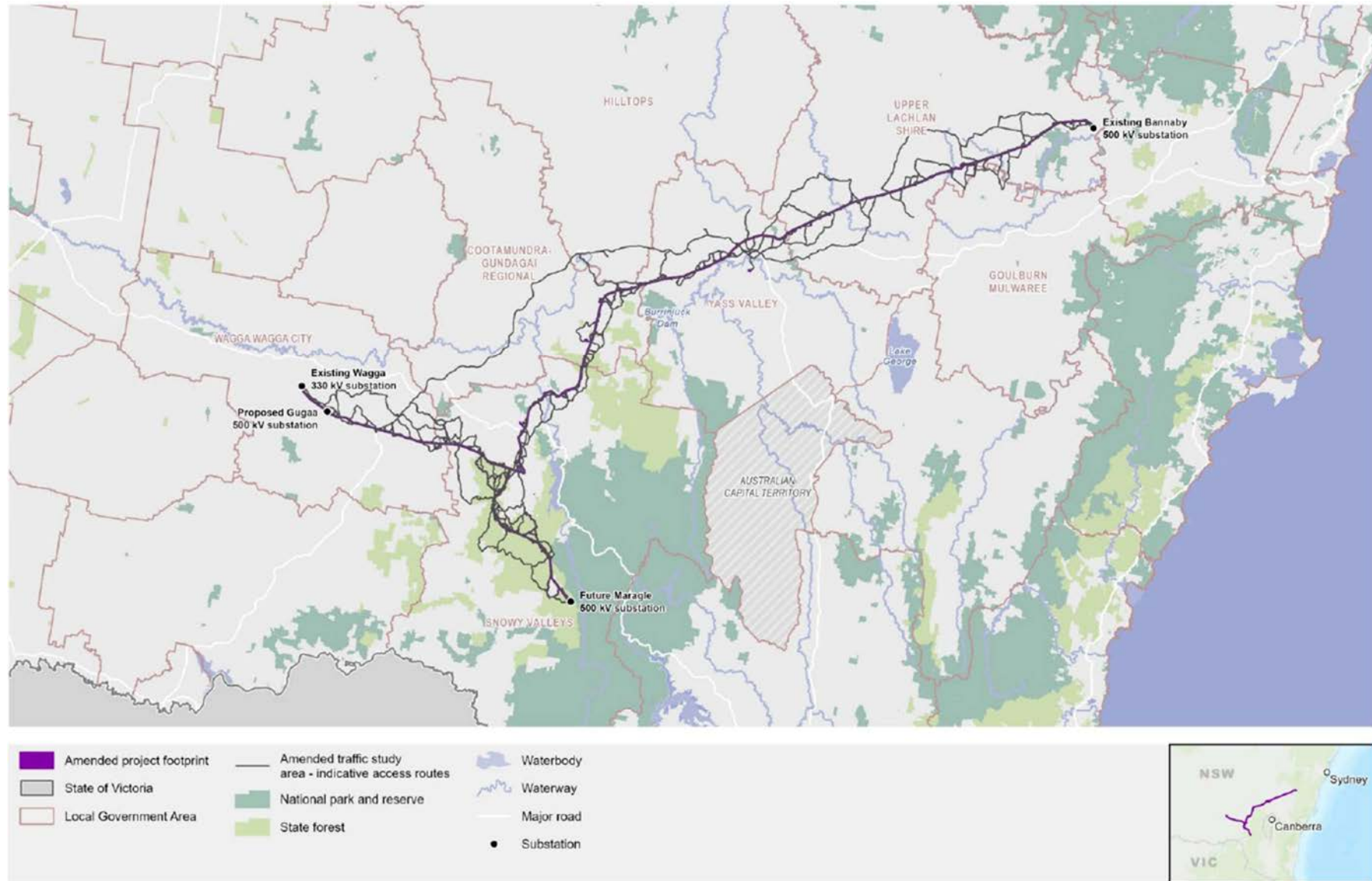


Figure E1 – Construction traffic routes overview (source: Planning Approval, Appendix 4)

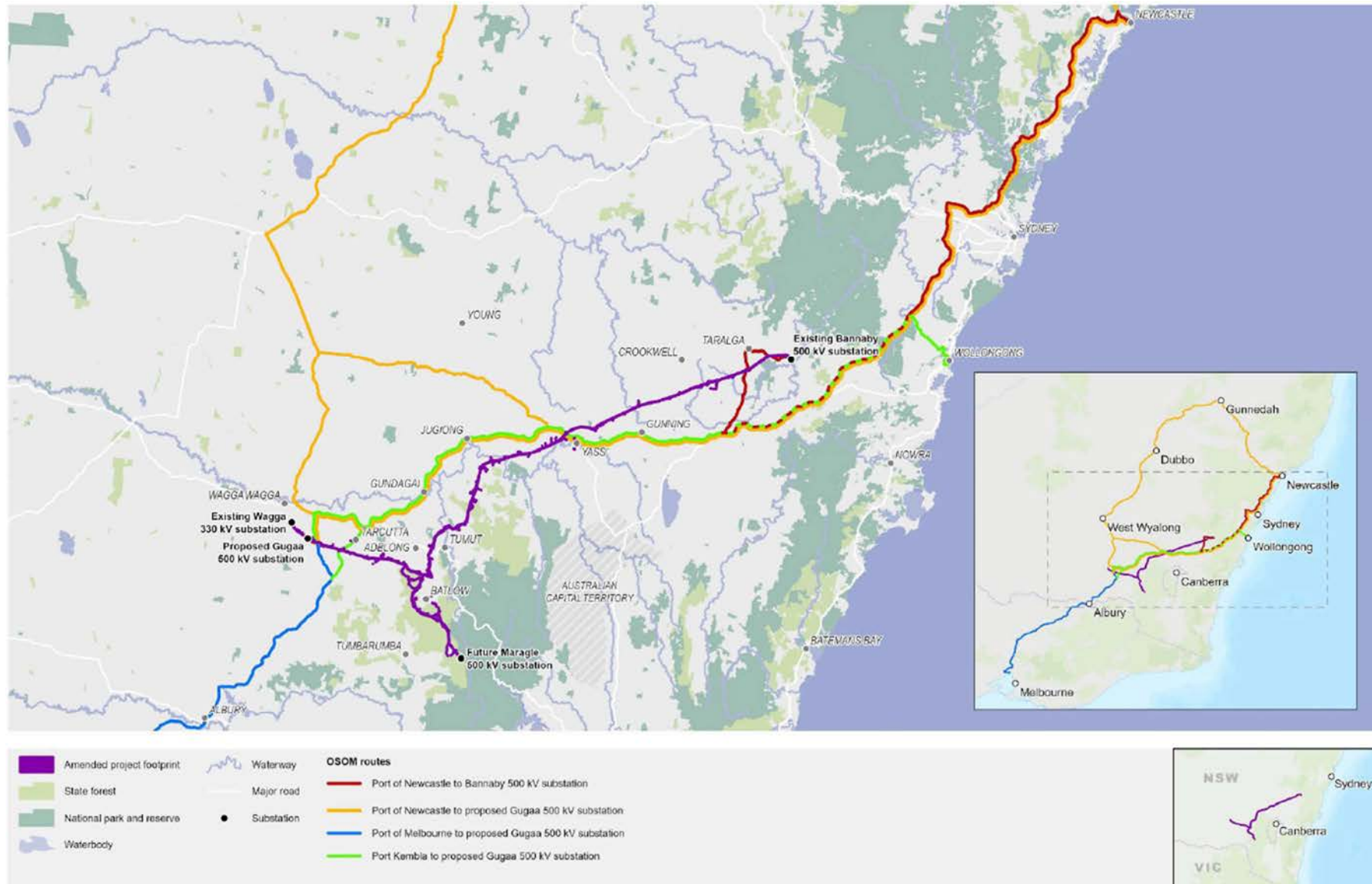


Figure E2 Transport route for heavy vehicles requiring escort (source: Planning Approval, Appendix 4)

Annexure F. Strategic Concept Designs and Procedure – Stringing Cables and Transmission Lines

Reflecting the requirements of MCoA B39(d)(i), this annexure details the 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).

Stringing Operation Procedure

Where hurdles are required over roads, generally the following will occur:

- Community communications will be issued.
- ROLs will be obtained from the relevant road authorities;
- The appropriate traffic control measures will be established in accordance with the TMP;
- Rider poles, scaffolding or other appropriate protection will be used to ensure that the conductors remain at height.

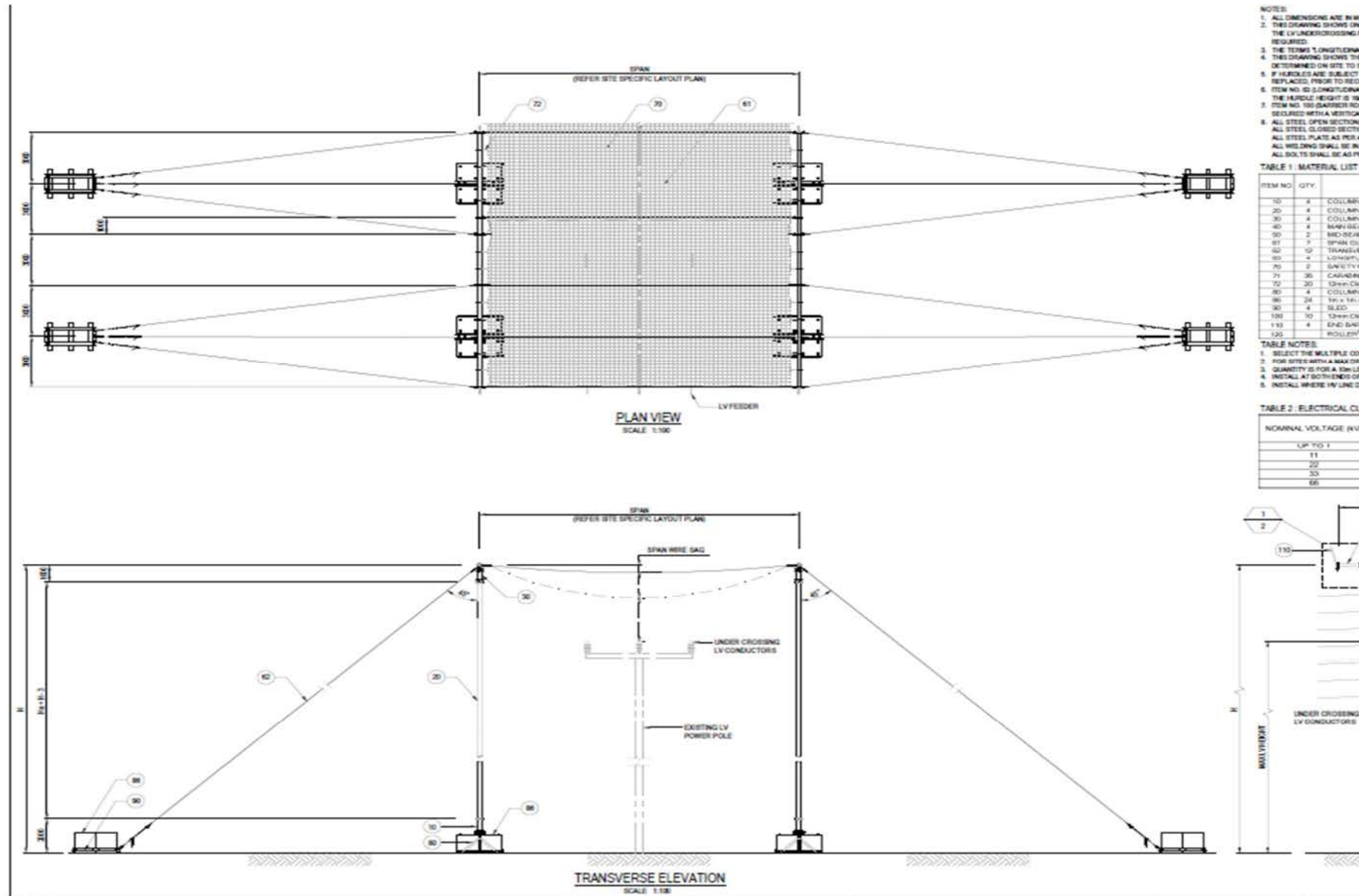
Details of the process intended to be used, including any requirement for intermittent road closures, will be provided to the appropriate road authority / road asset manager for approval with the ROL application. Stringing of the transmission line over roads will be subject to change as the process is finalised through the ROL process. The following procedure is generally applied for this method:

- the ports will be assembled by sections, ensuring that the minimum proximity distance is maintained;
- once the supports are installed, the side rails will be installed between them, making good use of the crane and controlling their movement with insulation ropes, or using service pulleys and/or gear placed on the head of the supports;
- wearing insulated gloves, the insulation ropes will be passed from one side of the line to the other, making a mesh between the side rails

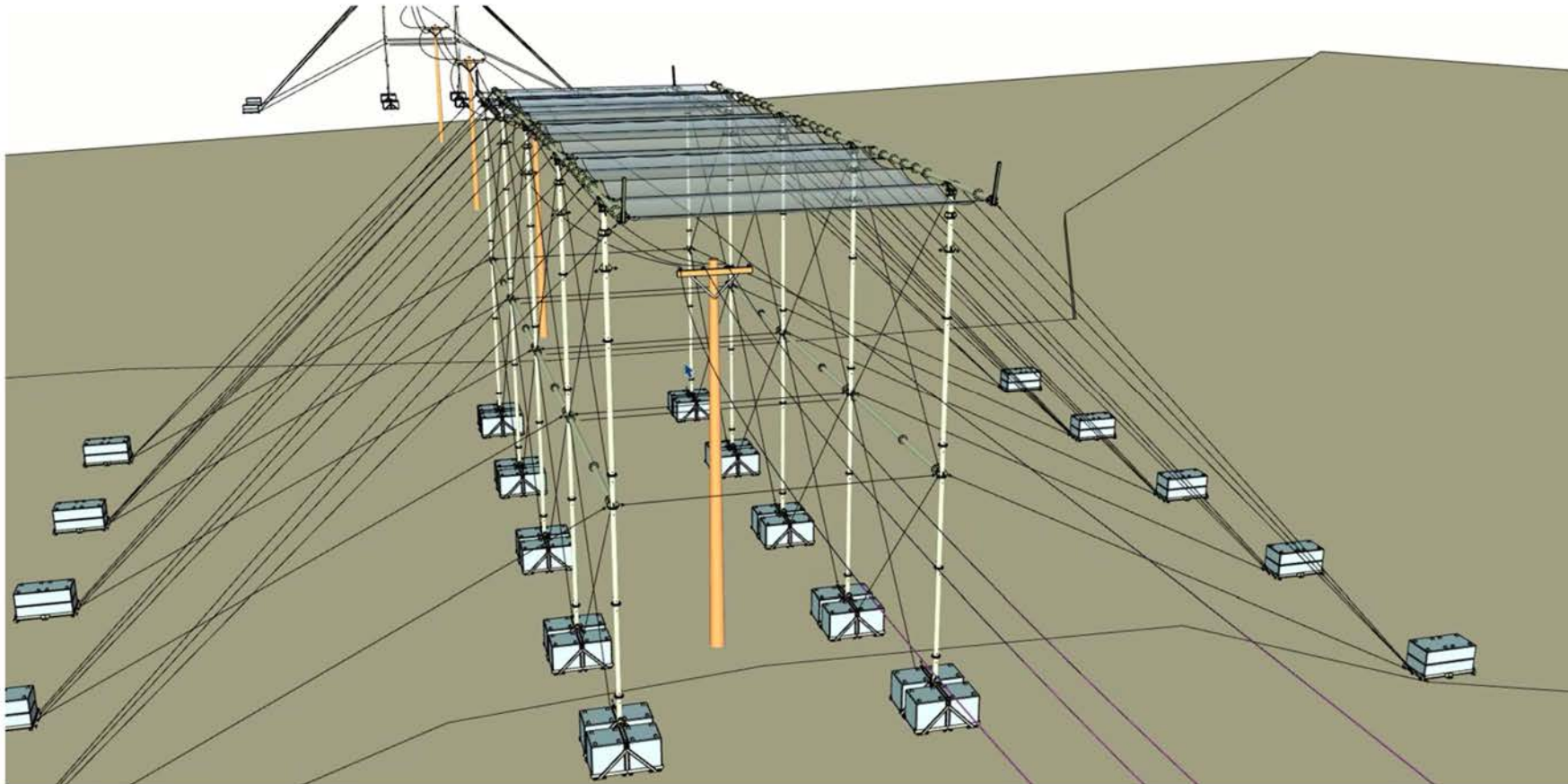
or alternatively crossings will be achieved through the installation of safety mesh where:

- assembly of the protection:
 - installation of cranes in defined location/s;
 - cranes to be supplied with a basket and pulley to avoid the stay rope falling while it is being hung;
 - the stay rope is hung through pulleys installed in the cranes that protect the crossings;
 - once the rope is hung, the steel stay will be passed and duly braced, securing its attachment to a static element (blocks);
 - a mesh comprising steel ropes and slings between both hung stay (safety) in order to cover the services to be protected and prevent a cable accidentally falling;
 - this protection will be installed until the stringing is concluded. Once the work is completed the owner of the services will be informed, which will proceed to disassemble said protection;
- disassembly of the protection.
 - For the removal of the protection area, the following steps will be followed:
 - the mesh comprising steel ropes and slings between the hung stays will be removed;
 - once the mesh is removed, the stay cables will be removed one by one. This operation will be done using as support, the lower phases of the recently strung line.

Strategy concept designs for stringing cables and transmission lines across roads are provided in the figures that follow.



Concept Hurdle – this is what will be installed for cables to rest on, next to roads and rail, until they are ready to be pulled taut. All hurdles are likely to sit a minimum of six metres above the road corridor, but each will be designed specifically for its location. They are temporary works.



Annexure G. TfNSW Access Points

Annexure H. Flood Evacuation Plan

The following outlines the designated emergency assembly areas and specific evacuation routes to be utilized in various emergency scenarios, including floods. The planning process has incorporated flood risk assessments to ensure the safety and accessibility of these routes. The methodology employed in determining these routes is detailed below, with references to relevant flood risk studies and access agreements with landowners.

The following locations have been identified as emergency assembly areas due to their strategic positions and accessibility:

- Wagga Wagga Compound: 3 Ball PI, Wagga Wagga, NSW 2650
- Tarcutta Compound: 28 Mates Gully Rd, Tarcutta, NSW 2652
- Kunama Compound: Lot 1 DP 739328 Green Hills Access Rd, Kunama, NSW 2730

The selection of evacuation routes involved:

- Flood Risk Identification: Utilizing data from NSW Flood Data Portal including Wagga Wagga Major Overland Flow Floodplain Risk Management Study and Plan; Tarcutta, Ladysmith and Uranquinty Floodplain Risk Management Studies and Plans, areas prone to flooding were identified.
- Route Evaluation: Roads were evaluated based on elevation, historical flood data, and connectivity to emergency assembly areas. Preference was given to major roads and highways with higher elevations and minimal flood history.
- Access Agreements: Where evacuation routes traverse private properties, access agreements, such as rights of carriageway, have been established with landowners to ensure unimpeded passage during emergencies. These agreements are documented and maintained by the project management team.

The following tables detail the primary and secondary evacuation routes from each access point to the nearest emergency assembly area.

Access Point Address	Emergency Assembly Area	Primary Evacuation Route	Secondary Evacuation Route
Wagga Wagga 330kV Substation, 50 Ashfords Rd, Gregadoo NSW 2650	Wagga Wagga Compound	Head west on Ashfords Rd, turn right onto Gregadoo Rd, continue to Koorinal Rd, proceed to 3 Ball PI, Wagga Wagga.	Head east on Ashfords Rd, turn left onto Holbrook Rd, continue to 3 Ball PI, Wagga Wagga.
Gugaa Substation, Livingstone Gully Rd, Gregadoo NSW 2650	Wagga Wagga Compound	Proceed north on Livingstone Gully Rd, turn left onto Gregadoo Rd, continue to Koorinal Rd, proceed to 3 Ball PI, Wagga Wagga.	Head south on Livingstone Gully Rd, turn right onto Holbrook Rd, continue to 3 Ball PI, Wagga Wagga.

Access Point Address	Emergency Assembly Area	Primary Evacuation Route	Secondary Evacuation Route
Ellerslie Rd Laydown, Cnr Ellerslie Rd & Yaven Creek Rd, Darlow NSW 2729	Kunama Compound	Proceed south on Ellerslie Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Ellerslie Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.
Lower Bago Rd Batchplant & Laydown, Lower Bago Rd, Green Hills NSW 2730	Kunama Compound	Proceed south on Lower Bago Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Lower Bago Rd, turn left onto Bago Forest Way, continue to Batlow Rd, then to Kunama Compound.
Memorial Avenue Compound, Memorial Avenue, Batlow NSW 2730	Kunama Compound	Proceed north on Memorial Avenue, turn left onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head south on Memorial Avenue, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.
Boiling Down Rd, Gregadoo NSW 2650	Wagga Wagga Compound	Proceed north on Boiling Down Rd, turn left onto Holbrook Rd, continue to 3 Ball PI, Wagga Wagga.	Head south on Boiling Down Rd, turn right onto Gregadoo Rd, continue west to Koorringal Rd, proceed to 3 Ball PI, Wagga Wagga.
102 Ashfords Rd, Gregadoo NSW 2650	Wagga Wagga Compound	Head west on Ashfords Rd, turn right onto Gregadoo Rd, continue to Koorringal Rd, proceed to 3 Ball PI, Wagga Wagga.	Head east on Ashfords Rd, turn left onto Holbrook Rd, continue to 3 Ball PI, Wagga Wagga.
Ivydale Rd, Gregadoo NSW 2650	Wagga Wagga Compound	Proceed north on Ivydale Rd, turn left onto Gregadoo Rd, continue to Koorringal Rd, proceed to 3 Ball PI, Wagga Wagga.	Head south on Ivydale Rd, turn right onto Holbrook Rd, continue to 3 Ball PI, Wagga Wagga.
1075 Gregadoo E Rd, Gregadoo NSW 2650	Wagga Wagga Compound	Head west on Gregadoo E Rd, turn right onto Holbrook Rd, continue to 3 Ball PI, Wagga Wagga.	Head east on Gregadoo E Rd, turn left onto Tumbarumba Rd, continue to Ladysmith, then proceed to 3 Ball PI, Wagga Wagga.
Angels Ln, Gregadoo NSW 2650	Wagga Wagga Compound	Proceed north on Angels Ln, turn left onto Gregadoo Rd, continue to Koorringal Rd, proceed to 3 Ball PI, Wagga Wagga.	Head south on Angels Ln, turn right onto Holbrook Rd, continue to 3 Ball PI, Wagga Wagga.

Access Point Address	Emergency Assembly Area	Primary Evacuation Route	Secondary Evacuation Route
Big Springs Rd, Gregadoo NSW 2650	Wagga Wagga Compound	Head north on Big Springs Rd, turn left onto Holbrook Rd, continue to 3 Ball Pl, Wagga Wagga.	Head south on Big Springs Rd, turn right onto Tumbarumba Rd, continue to Ladysmith, then proceed to 3 Ball Pl, Wagga Wagga.
Livingstone Gully Rd, Gregadoo NSW 2650	Wagga Wagga Compound	Proceed north on Livingstone Gully Rd, turn left onto Gregadoo Rd, continue to Koorlingal Rd, proceed to 3 Ball Pl, Wagga Wagga.	Head south on Livingstone Gully Rd, turn right onto Holbrook Rd, continue to 3 Ball Pl, Wagga Wagga.
Livingstone Gully Rd, Gregadoo NSW 2651	Wagga Wagga Compound	Proceed north on Livingstone Gully Rd, turn left onto Gregadoo Rd, continue to Koorlingal Rd, proceed to 3 Ball Pl, Wagga Wagga.	Head south on Livingstone Gully Rd, turn right onto Holbrook Rd, continue to 3 Ball Pl, Wagga Wagga.
Livingstone Gully Rd, Gregadoo NSW 2652	Wagga Wagga Compound	Proceed north on Livingstone Gully Rd, turn left onto Gregadoo Rd, continue to Koorlingal Rd, proceed to 3 Ball Pl, Wagga Wagga.	Head south on Livingstone Gully Rd, turn right onto Holbrook Rd, continue to 3 Ball Pl, Wagga Wagga.
Gregadoo E Rd, Book Book NSW 2650	Wagga Wagga Compound	Head west on Gregadoo E Rd, turn right onto Holbrook Rd, continue to 3 Ball Pl, Wagga Wagga.	Head east on Gregadoo E Rd, turn left onto Tumbarumba Rd, continue to Ladysmith, then proceed to 3 Ball Pl, Wagga Wagga.
Tumbarumba Rd, Book Book NSW 2650	Wagga Wagga Compound	Proceed north on Tumbarumba Rd, continue through Ladysmith to 3 Ball Pl, Wagga Wagga.	Head south on Tumbarumba Rd, turn right onto Gregadoo E Rd, continue to Holbrook Rd, then proceed to 3 Ball Pl
Trewalla Rd, Book Book NSW 2650	Wagga Wagga Compound	Head west on Trewalla Rd, turn right onto Tumbarumba Rd, continue through Ladysmith to 3 Ball Pl, Wagga Wagga.	Head east on Trewalla Rd, turn left onto Keajura Rd, continue to Hume Hwy, then proceed to 3 Ball Pl, Wagga Wagga.
Keajura Rd, Tarcutta NSW 2652	Tarcutta Compound	Proceed north on Keajura Rd, turn left onto Hume Hwy, continue to 28 Mates Gully Rd, Tarcutta.	Head south on Keajura Rd, turn right onto Trewalla Rd, continue to Tumbarumba Rd, then proceed to 28 Mates Gully Rd, Tarcutta.

Access Point Address	Emergency Assembly Area	Primary Evacuation Route	Secondary Evacuation Route
Hume Hwy, Tarcutta NSW 2652	Tarcutta Compound	Proceed north on Hume Hwy, continue directly to 28 Mates Gully Rd, Tarcutta.	Head south on Hume Hwy, take the exit toward Tumbarumba Rd, continue to Trewalla Rd, then proceed to 28 Mates Gully Rd, Tarcutta.
Wilds Rd, Tarcutta NSW 2652	Tarcutta Compound	Head north on Wilds Rd, turn left onto Hume Hwy, continue to 28 Mates Gully Rd, Tarcutta.	Head south on Wilds Rd, turn right onto Comatawa Rd, continue to Humula Rd, then proceed to 28 Mates Gully Rd, Tarcutta.
Comatawa Rd, Tarcutta NSW 2652	Tarcutta Compound	Proceed north on Comatawa Rd, turn left onto Hume Hwy, continue to 28 Mates Gully Rd, Tarcutta.	Head south on Comatawa Rd, turn right onto Humula Rd, continue to 28 Mates Gully Rd, Tarcutta.
Humula Rd, Tarcutta NSW 2652	Tarcutta Compound	Head north on Humula Rd, turn left onto Hume Hwy, continue to 28 Mates Gully Rd, Tarcutta.	Head south on Humula Rd, turn right onto Comatawa Rd, continue to 28 Mates Gully Rd, Tarcutta.
Westbrook Rd, Oberne Creek NSW 2650	Tarcutta Compound	Proceed north on Westbrook Rd, turn left onto Humula Rd, continue to 28 Mates Gully Rd, Tarcutta.	Head south on Westbrook Rd, turn right onto Hume Hwy, continue to 28 Mates Gully Rd, Tarcutta.
Ellerslie Rd Cnr One Tree Hill Trail	Kunama Compound	Proceed south on Ellerslie Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Ellerslie Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.
Ellerslie Rd, Darlow NSW 2729	Kunama Compound	Head south on Ellerslie Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Ellerslie Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.
Yaven Creek Rd, Ellerslie NSW	Kunama Compound	Proceed south on Yaven Creek Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Yaven Creek Rd, turn left onto Ellerslie Rd, continue to Batlow Rd, then to Kunama Compound.
Sharps Rd, Westwood NSW 2729	Kunama Compound	Head south on Sharps Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Sharps Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.

Access Point Address	Emergency Assembly Area	Primary Evacuation Route	Secondary Evacuation Route
Millers Rd, Westwood NSW 2729	Kunama Compound	Proceed south on Millers Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Millers Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.
Prickle Rd, Sharps Creek NSW 2729	Kunama Compound	Head south on Prickle Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Prickle Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.
Back Nacki Creek Rd, Sharps Creek NSW 2729	Kunama Compound	Proceed south on Back Nacki Creek Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Back Nacki Creek Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.
Wilsons Rd, Sharps Creek NSW 2729	Kunama Compound	Proceed south on Wilsons Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Wilsons Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.
Wondalga Rd, Wondalga NSW 2729	Kunama Compound	Head south on Wondalga Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Wondalga Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.
Greenhills Rd, Wondalga NSW 2729	Kunama Compound	Proceed south on Greenhills Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Greenhills Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.
Batlow Rd, Wondalga NSW 2729	Kunama Compound	Proceed south on Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Batlow Rd, turn left onto Yaven Creek Rd, continue to Ellerslie Rd, then to Kunama Compound.
Green Hills Access Rd, Green Hills NSW 2730	Kunama Compound	Proceed south on Green Hills Access Rd directly to Kunama Compound.	Head north on Green Hills Access Rd, turn left onto Batlow Rd, continue to Kunama Compound.
Batlow Rd, Kunama NSW 2730	Kunama Compound	Proceed south on Batlow Rd, turn right onto Green Hills Access Rd, continue to Kunama Compound.	Head north on Batlow Rd, turn left onto Yaven Creek Rd, continue to Ellerslie Rd, then to Kunama Compound.

Access Point Address	Emergency Assembly Area	Primary Evacuation Route	Secondary Evacuation Route
Batlow Rd, Laurel Hill NSW 2649	Kunama Compound	Proceed north on Batlow Rd, turn left onto Green Hills Access Rd, continue to Kunama Compound.	Head south on Batlow Rd, turn right onto Elliott Way, continue to Kunama Compound.
Elliott Way, Nurenmerenmong NSW 2649	Kunama Compound	Proceed north on Elliott Way, turn left onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head south on Elliott Way, turn right onto Batlow Rd, continue to Kunama Compound.
Dunns Rd, Ellerslie NSW 2729	Kunama Compound	Proceed south on Dunns Rd, turn right onto Batlow Rd, continue to Green Hills Access Rd, then to Kunama Compound.	Head north on Dunns Rd, turn left onto Yaven Creek Rd, continue to Batlow Rd, then to Kunama Compound.

WeatherZone

The weather zone operational forecast system will be utilised on the project to assist with planning for upcoming weather events. The forecast will be communicated at each pre-start daily and will provide information to operations so they can make decision on a risk-based approach to weather planning. The forecast system will supply operations a seven day look ahead for days effected by heavy rainfall risk, high wind risk (>90km/h), thunderstorm risk, wind risk (>36km/h), temperature, rainfall risk, flood risk and chance of rain days.

Weather zone system will also highlight other parameters across the project which can be used to make risk-based decision during project delivery. These parameters which can be displayed are:

- Temperature
- Dew point
- Wind speed/direction
- Wind gusts
- Thunderstorm risk
- Humidity
- Precipitation probability
- Rainfall rate (mm/h)
- Rainfall since 9am
- Feels Like temperature (apparent temperature)
- Fire Danger
- Probability of Exceedance Parameters (POE's/Confidence Bounds).

Annexure I. State and Local Road Intersection Review

State and Local Road Intersection Review

The review, associated results, and identified mitigations are in the following pages.

Seventeen intersections have been considered based on a specified criteria: local and state road intersections included in the HLWJV Vehicle Movement Plan (VMP).

It was agreed, with TfNSW, to undertake an investigation into ten of the seventeen intersections (through a Transgrid representative).

This review pertains to existing TfNSW and/or local council road assets as they were prior to the Project.

The design and construction of the intersections were carried out by TfNSW before the initiation of the HLWJV Project. HLWJV did not design or construct any intersection within this review.

Issues identified during the review, as documented in the following pages, were pre-existing and not caused by any work performed as part of the Project. All reviewed intersections remain under the ownership and control of TfNSW and/or the local council.

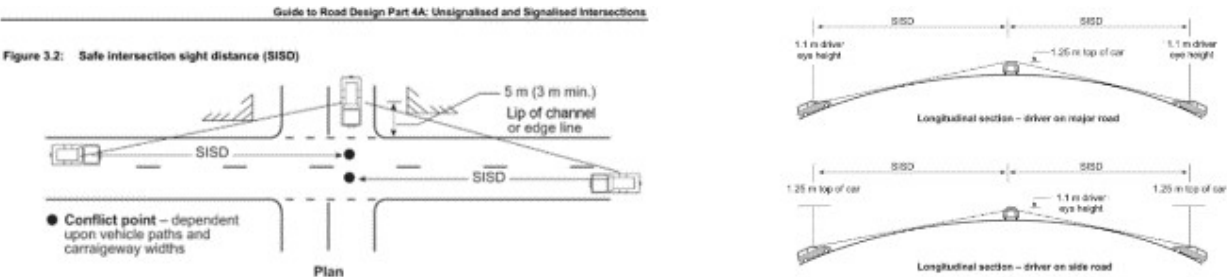
The permanent rectification of any of the pre-existing issues identified require engineering solutions from the asset owner/s. Rectifying pre-existing issues falls outside the scope of this Project's responsibilities and obligations.

Schedule dates may be subject to change. For details, refer to the HLWJV updated Contract Program.

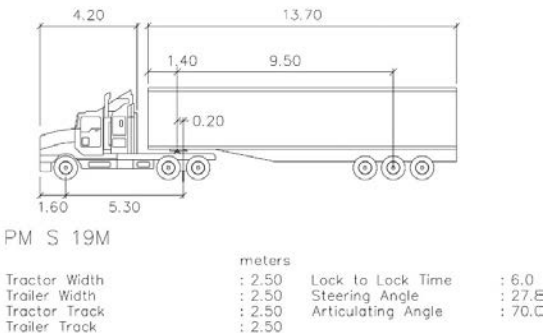
This review is not a road safety audit.

Note:

- Speed limits were obtained from site visits, google maps (street view) and [TfNSW Speed Zones Map](#)
- Road Classifications were obtained from [TfNSW NSW Road Network Classifications Map](#)
- SISD and SSD studies in accordance with Austroads Guide to Design Part 4A, excerpt below



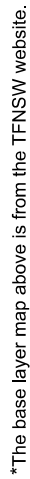
- The design vehicle is a 19m semi unless otherwise shown



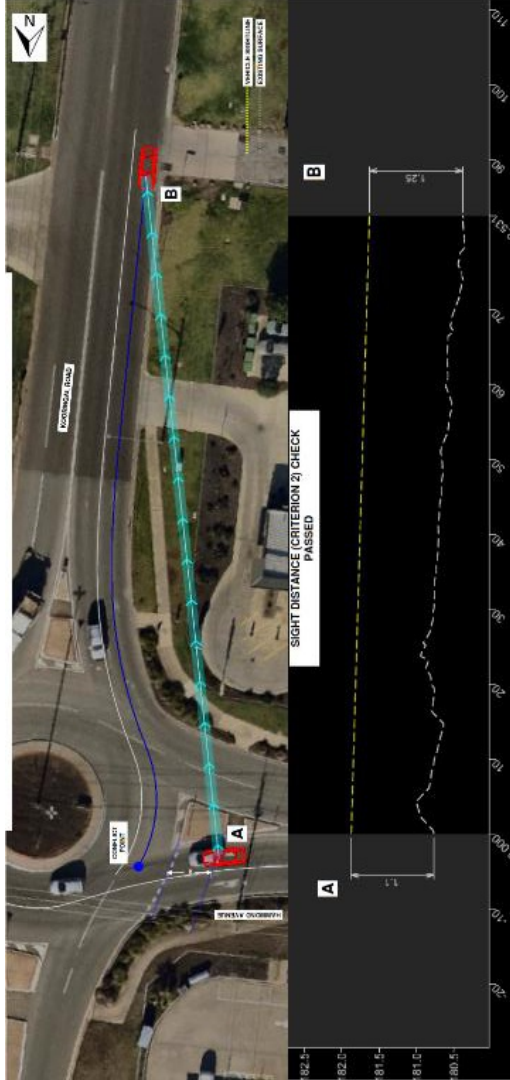
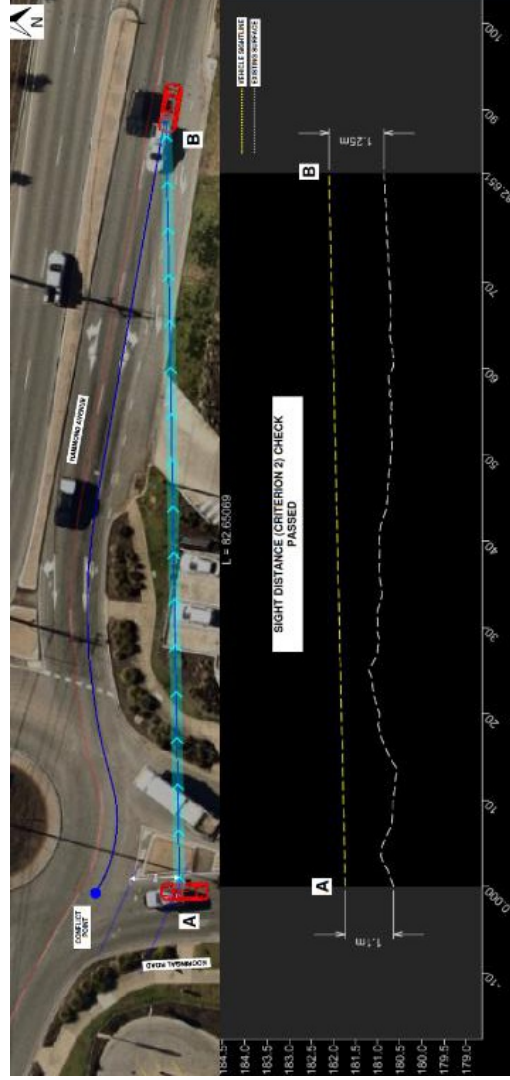
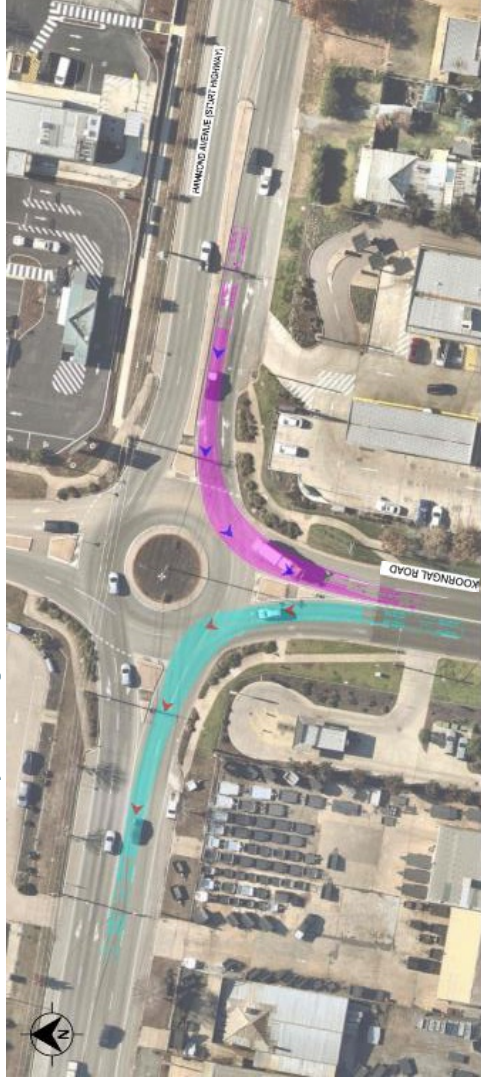


Transport
for NSW

NSW Road Network Classifications



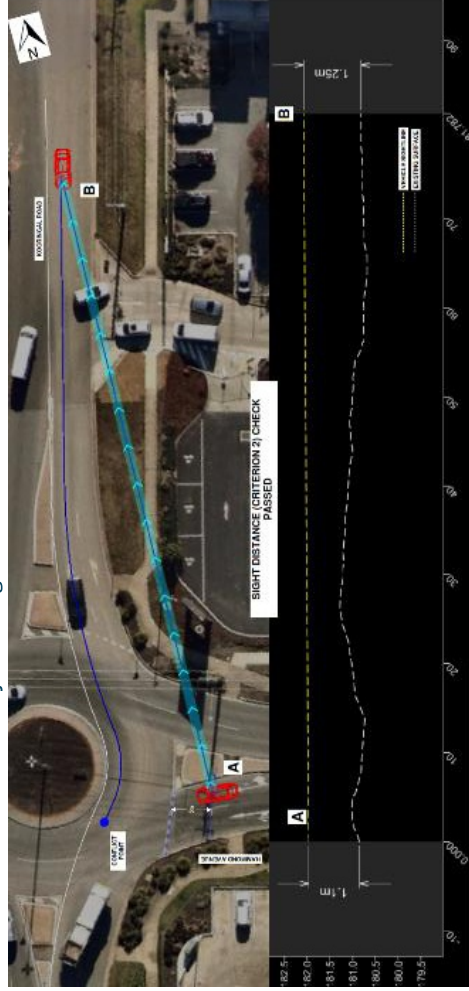
Access Point 1 - Sturt Hwy / Kooringal Rd



1. SD FOR 60km/h = 84m (5 SEC GAP)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (RT) = 2.0 sec
6. GRADE CORRECTION APPLIED = 0% (FLAT)

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Access Point 1 - Sturt Hwy / Kooringal Rd



1. SD FOR 60km/h = 84m (5 SEC GAP)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = 0% (FLAT)

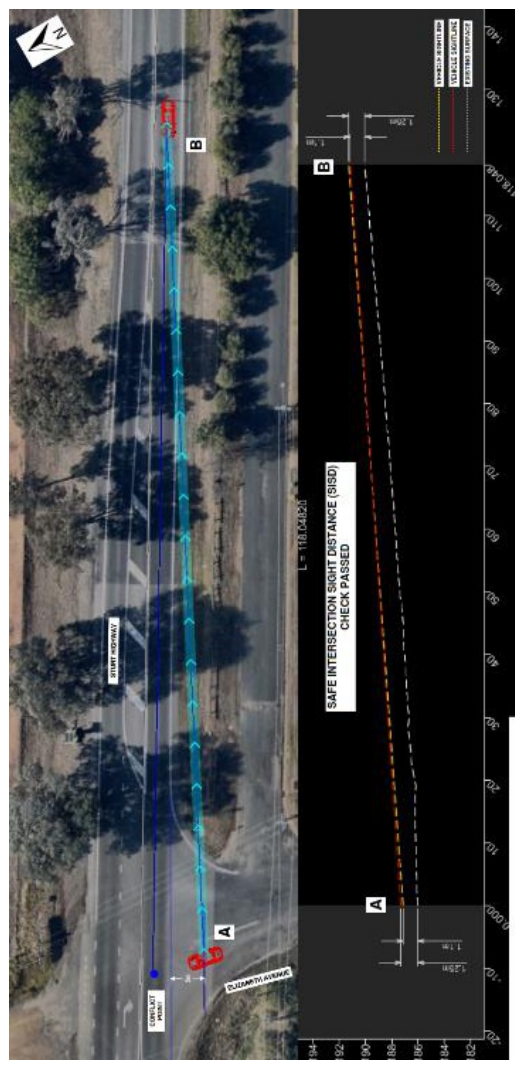


STOPPING SIGHT DISTANCE - EASTBOUND LANE

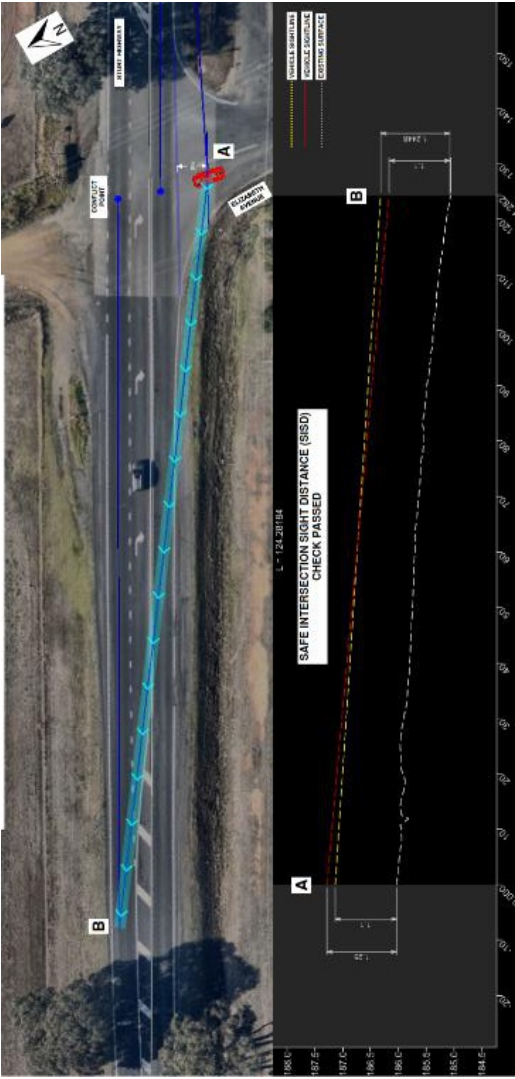


STOPPING SIGHT DISTANCE - WESTBOUND LANE

Access Point 2 - Sturt Hwy / Elizabeth Rd



1. SISD FOR 60km/h = 120m
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = 0% (FLAT)



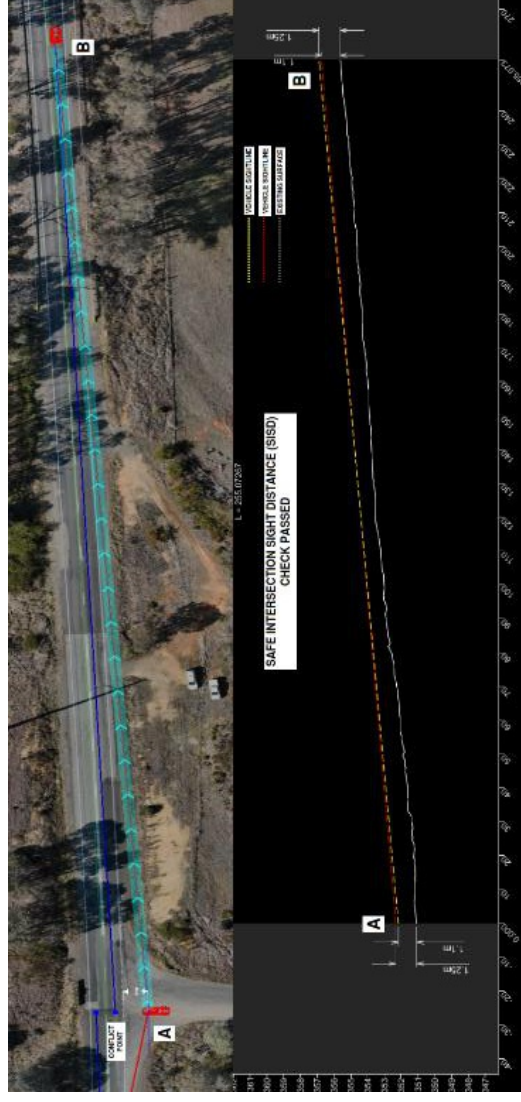
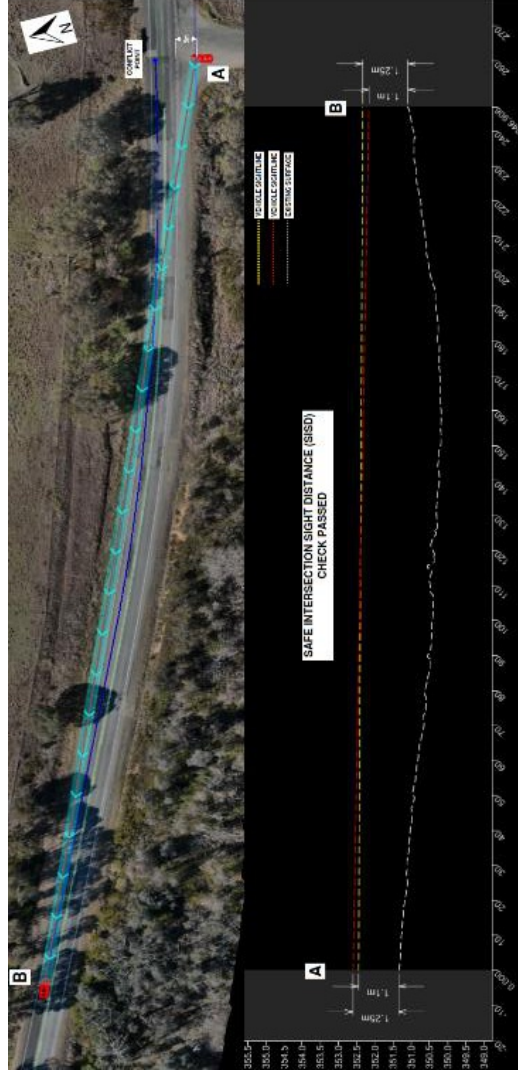
1. SISD FOR 60km/h = 120m
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = 0% (FLAT)



STOPPING SIGHT DISTANCE - EASTBOUND LANE



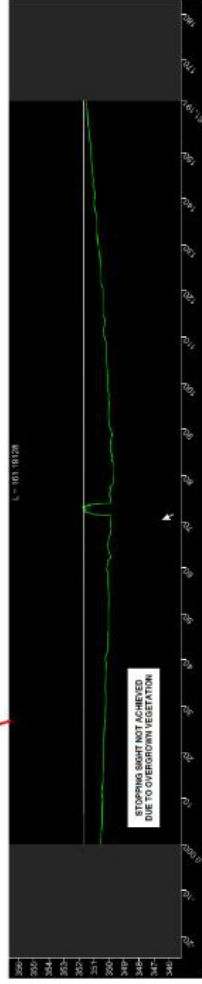
STOPPING SIGHT DISTANCE - WESTBOUND LANE



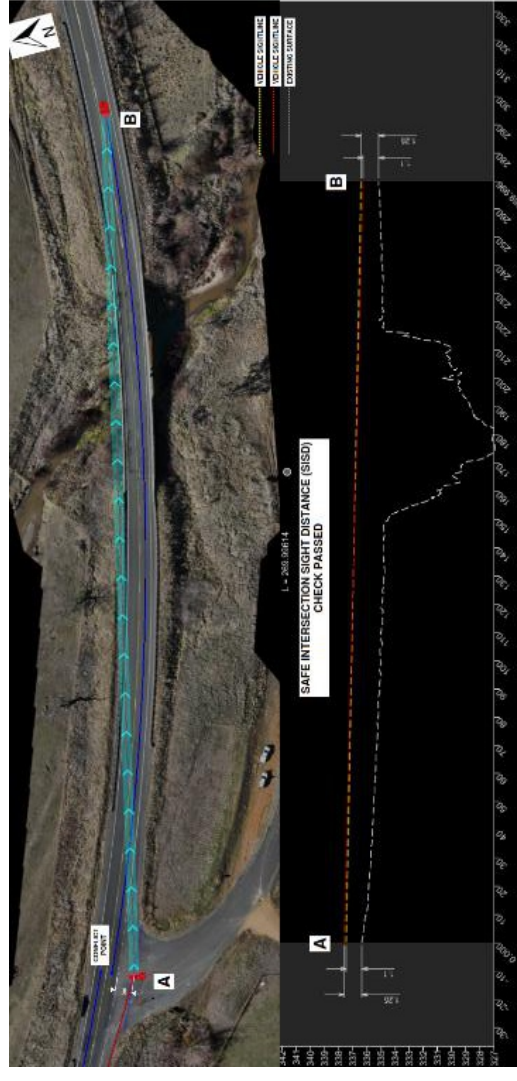
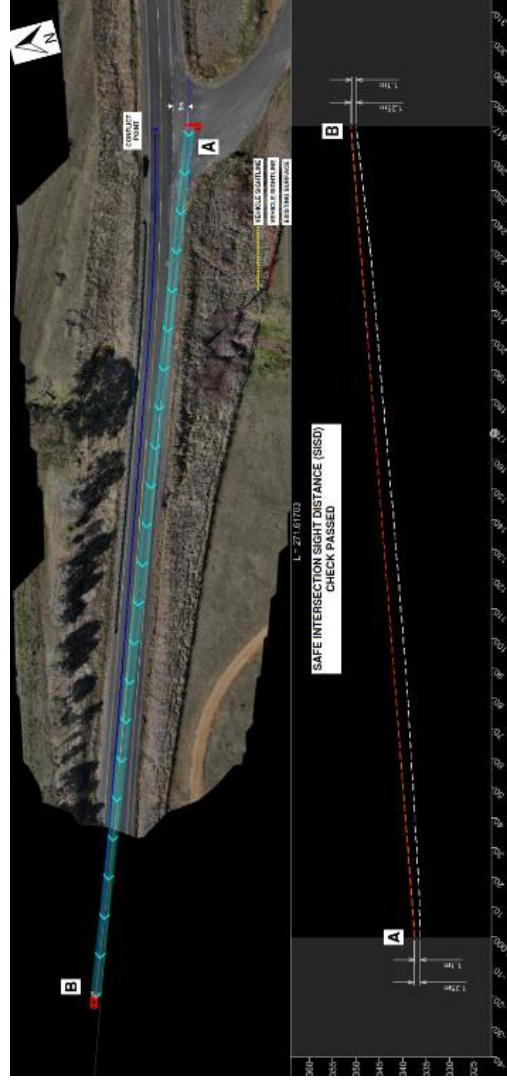
1. SISD FOR 100km/h = 248m
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = 0% (FLAT)

1. SISD FOR 100km/h = 255m (REFER NOTE 6)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = -2% (DOWNGRADE)

Access Point 3 - Snowy Mountain Hwy / Ellerslie Rd



Access Point 4 - Snowy Mountain Hwy / Yaven Creek Rd



1. SISD FOR 100km/h = 270m (REFER NOTE 6)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = -5% (DOWNGRADE)

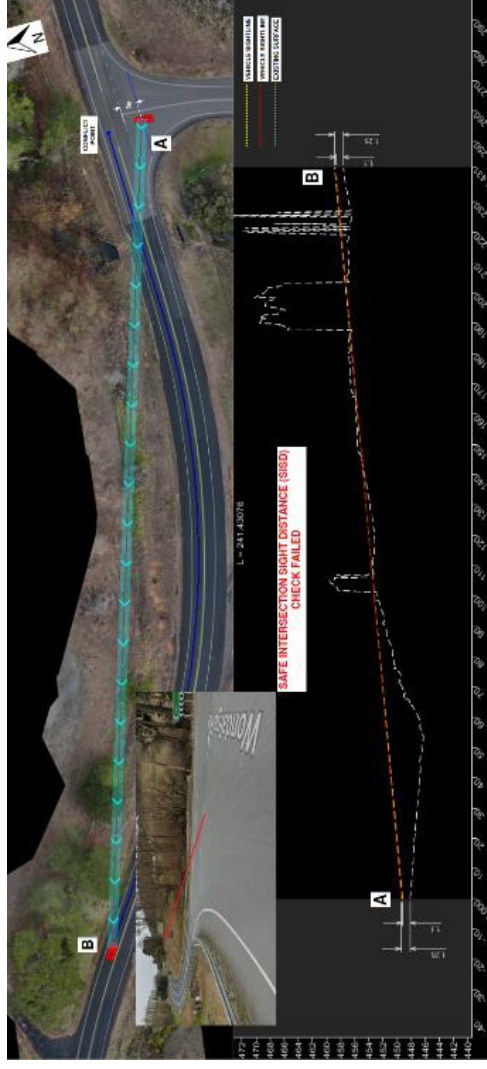
1. SISD FOR 100km/h = 270m (REFER NOTE 6)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = -5% (DOWNGRADE)



STOPPING SIGHT DISTANCE - NORTHBOUND LANE



STOPPING SIGHT DISTANCE - SOUTHBOUND LANE



1. SISD FOR 100km/h = 245m (REFER NOTE 6)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = 2.5% (UPGRADE)
7. SUGGESTED 80km/h TO MEET THE SISD REQUIREMENT FOR THIS SITE BASED ON THE AVAILABLE DISTANCE.

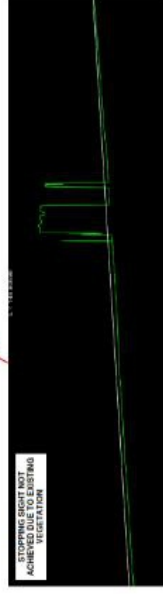
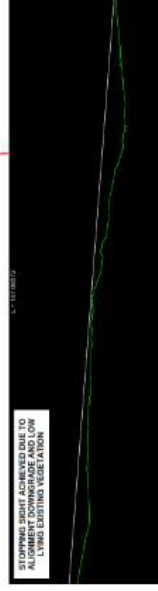


1. SISD FOR 100km/h = 275m (REFER NOTE 6)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = -7.0% (DOWNGRADE)
7. SUGGESTED 80km/h TO MEET THE SISD REQUIREMENT FOR THIS SITE BASED ON THE AVAILABLE DISTANCE.

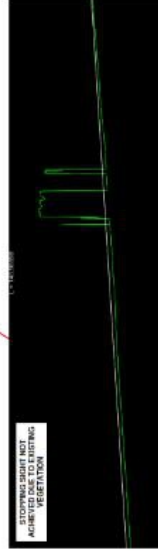
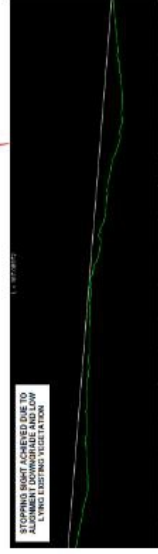
Access Point 5 - Wondalga Rd / Batlow Rd

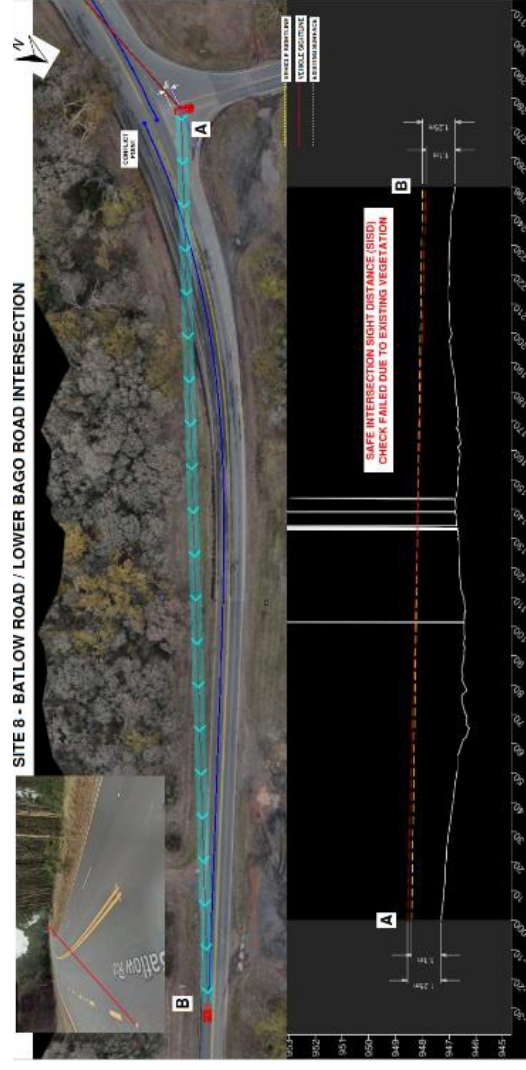


STOPPING SIGHT DISTANCE - SOUTHBOUND LANE

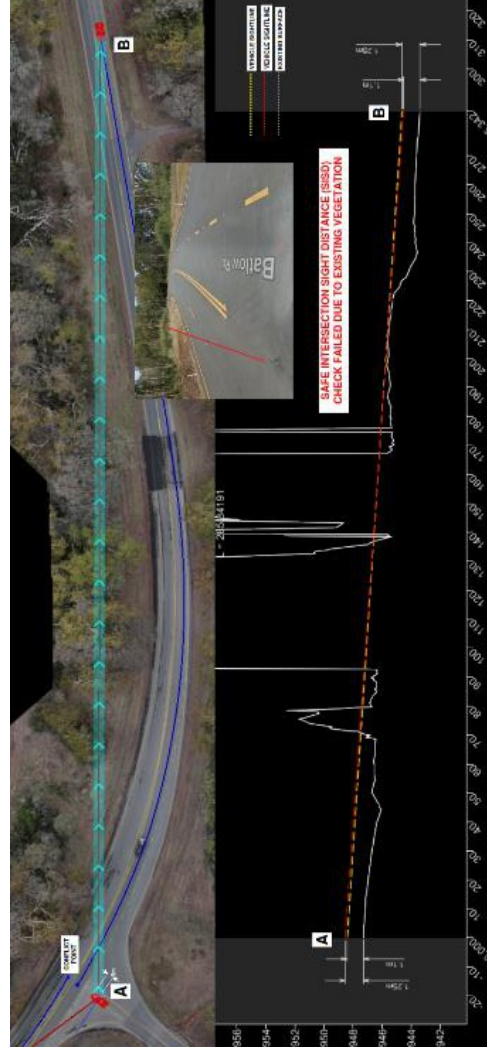


STOPPING SIGHT DISTANCE - NORTHBOUND LANE



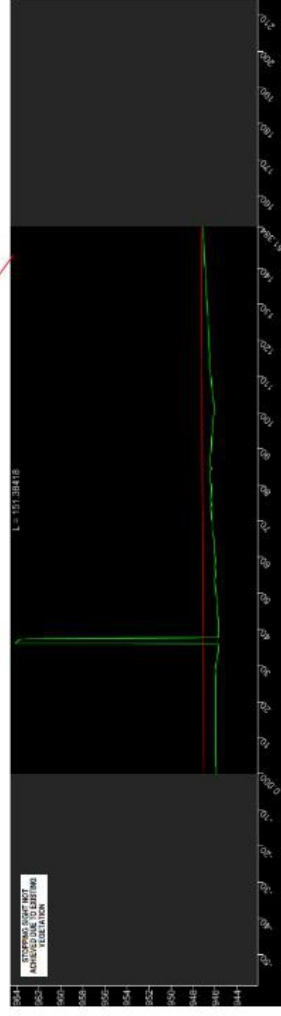
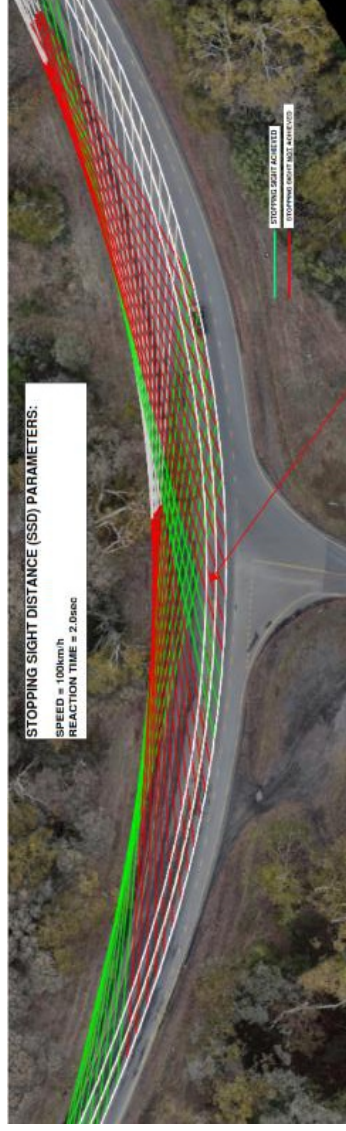
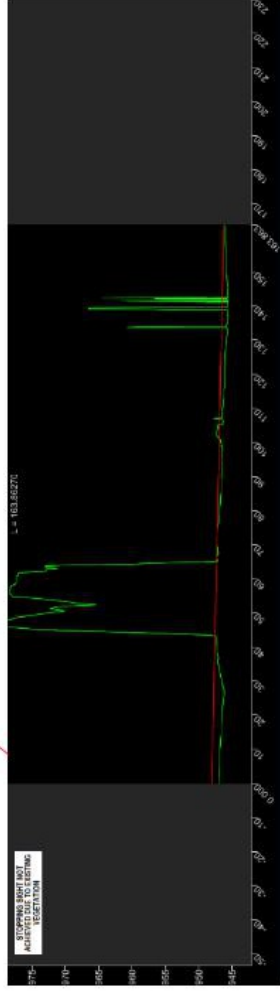


1. SISD FOR 100km/h = 250m (REFER NOTE 6)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = 0% (FLAT)

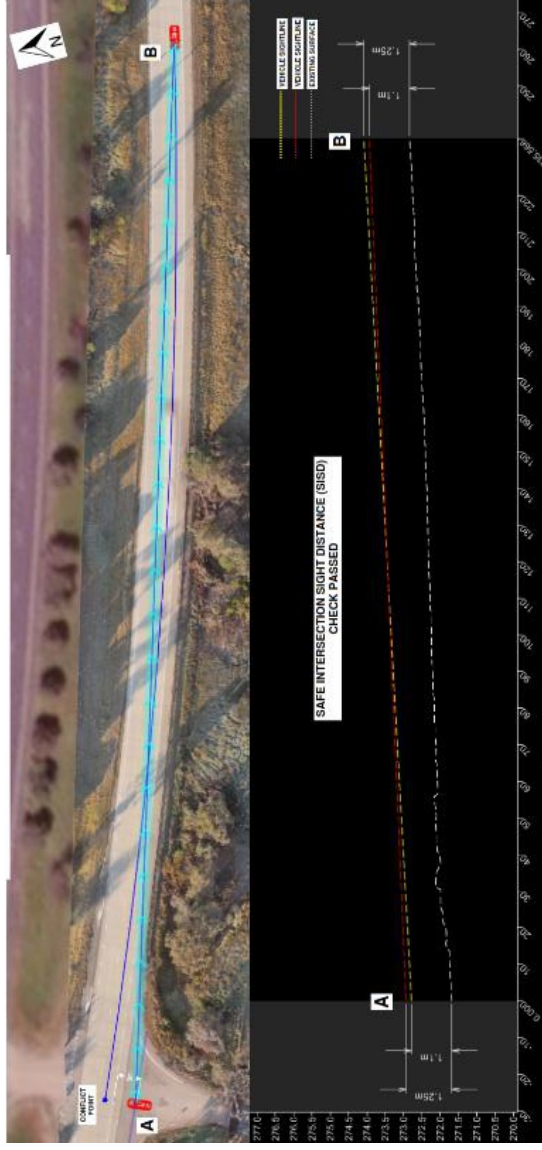


1. SISD FOR 100km/h = 250m (REFER NOTE 6)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = 0% (FLAT)

Access Point 6 - Batlow Road/Lower Bago



Access Point 7 - Hume Hwy/Keajura Rd West side

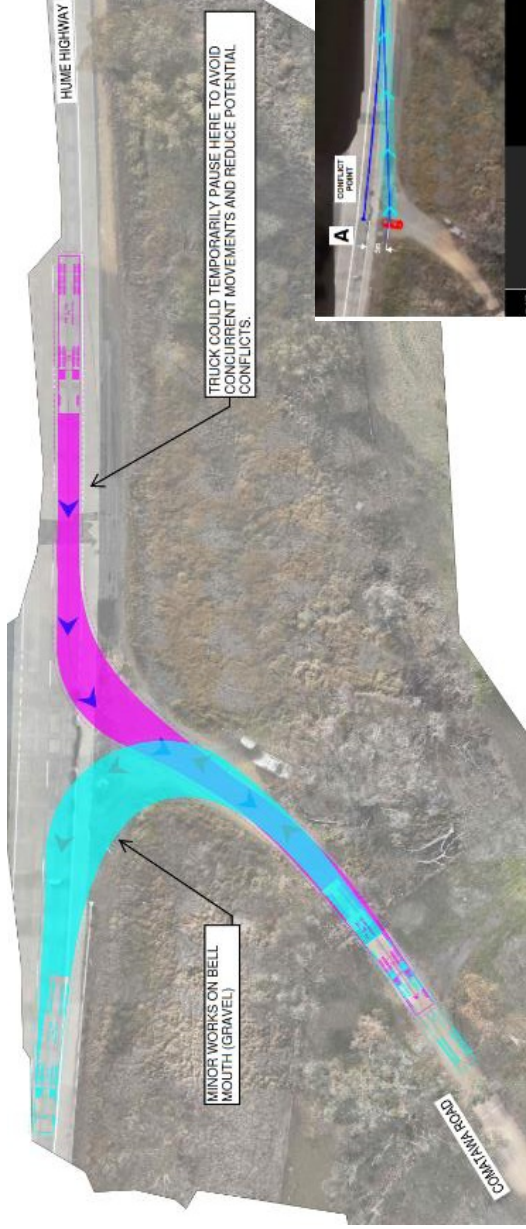


1. SSD FOR 110km/h = 290m (REFER NOTE 6)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = 0% (FLAT)

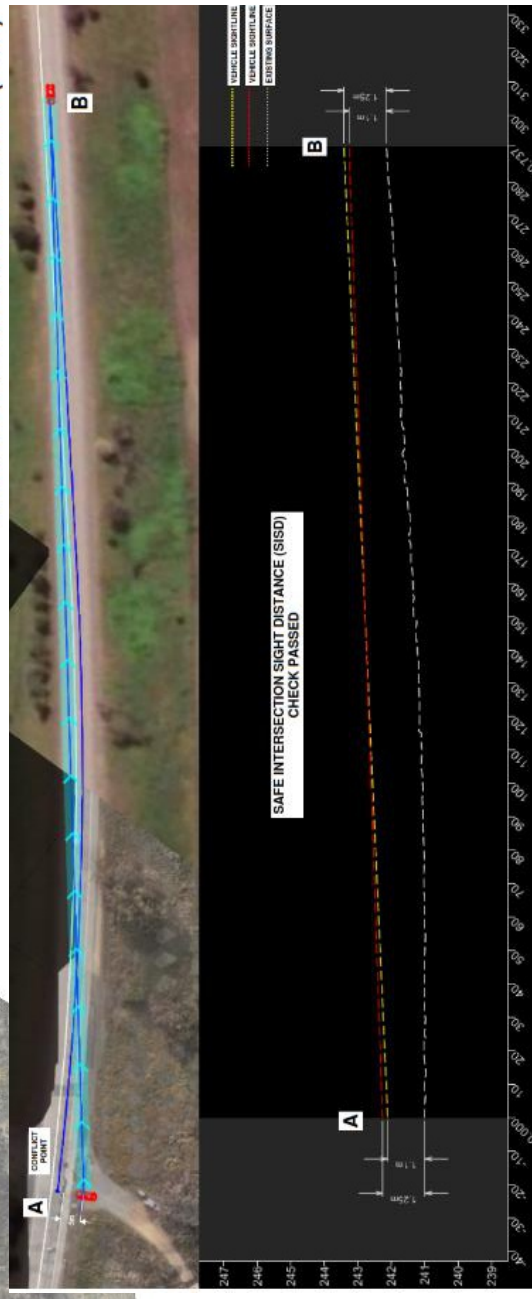


STOPPING SIGHT DISTANCE - NORTHBOUND CARRIAGEWAY

Access Point 8 - Hume Hwy/Comatawa Rd



1. SISD FOR 110km/h = 290m (REFER NOTE 6)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = 0% (FLAT)

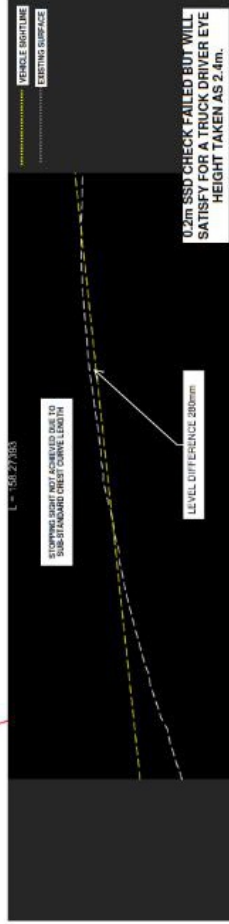


STOPPING SIGHT DISTANCE (SSD) PARAMETERS:

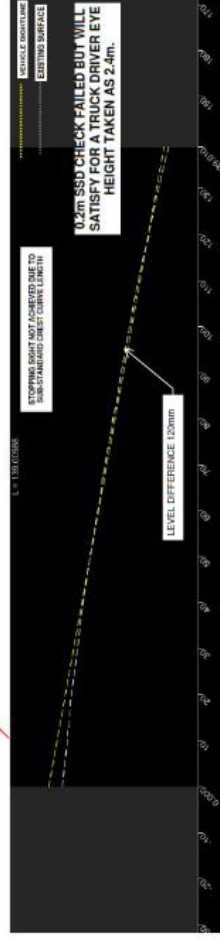
SPEED = 110km/h
REACTION TIME = 2.0sec



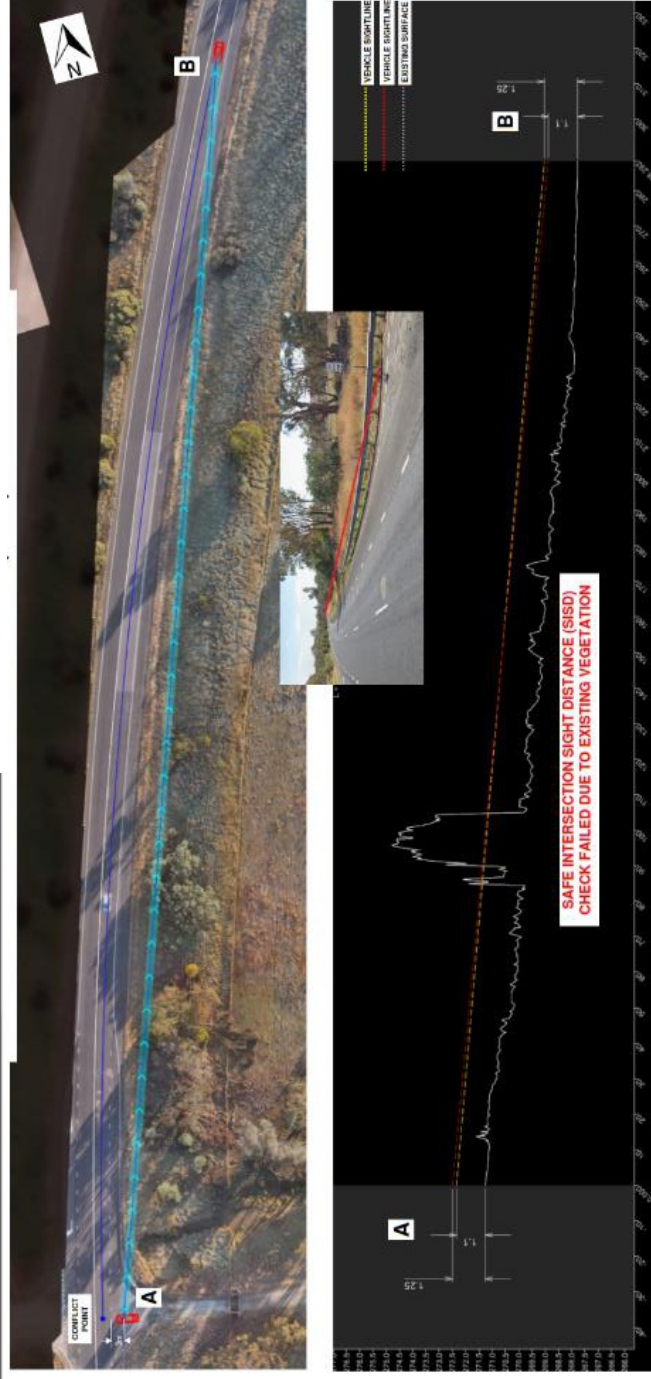




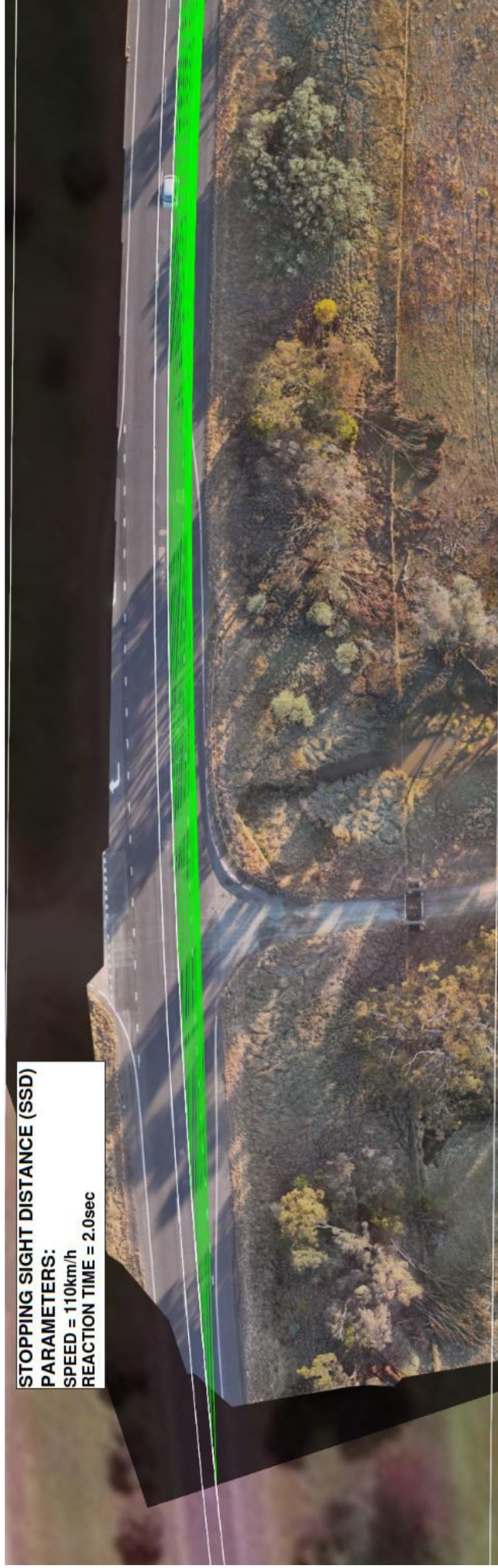
STOPPING SIGHT ACHIEVED
STOPPING SIGHT NOT ACHIEVED



Access Point 10 – Hume Hwy Keajura Rd East (driveway, not local road)



1. SISD FOR 110km/h = 290m (REFER NOTE 6)
2. 1.10m = PASSENGER CAR DRIVER EYE HEIGHT
3. 1.25m = TOP OF PASSENGER CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. REACTION TIME (Rt) = 2.0 sec
6. GRADE CORRECTION APPLIED = 0% (FLAT)



Annexure J. Traffic Management Plans (TMP)

- High-risk OSOM
 - Port Kembla to Gugaa 135t 14R8
 - Port Kembla to Gugaa 135t 10R8 & Dolly
- Stringing over State Roads
- Keajura Truck Bay

Transport Management Plan

Port Kembla to Gugaa - 135T Transformer – 10R8 & Dolly

1. Movement Details

Load - 135 tonne Transformer – 5.92mL x 5.09mW x 4.20mH

**Note this TMP covers off the Hyosung and Hitachi Transformer/Reactor units using the same transport combination.*

Dimension of Combination

Length: 64.00 metres
Width: 5.3 metres
Height: 5.3 metres
Total Mass: 255.0 tonne

Proposed Commencement Date & Times – February 2026

Depart Port Kembla at 1am
Arrive Gugaa Substation – 2pm

Proposed Route

<https://maps.app.goo.gl/u4Y7UuTj5PEWJ2Fh6>

Yampi Wy, Tom Thumb Rd, Springhill Rd, Masters Rd, Princes Mwy, Memorial Dr, Princes Hwy, Mount Ousley Rd, Princes Mwy, Picton Rd, Hume Mwy, Sturt Hwy, Elizabeth Ave, Gregadoo East Road, End: 1070 Livingstone Gully Rd, Gregadoo NSW 2650
-Distance of movement: **426 kms**

Overhead Approvals

Endeavour Energy – Received
Essential Energy - Received

Rail Approvals

UGL Regional Linx – Applied for
Sydney Trains – Applied for

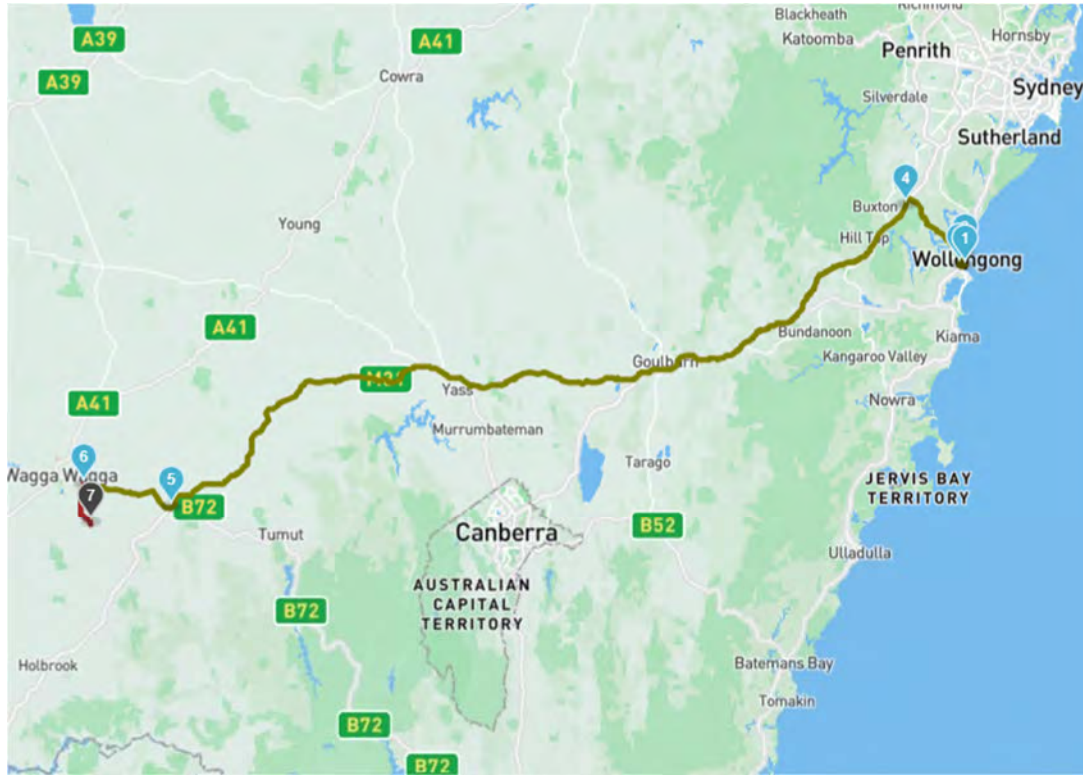
Applicant Details

Operator: Overdimensional Lift and Shift – ATFT ODLS Trust
Contact Person: Dion Le Grove
Phone: 0439 039 795
E-mail: dion.legrove@odls.com.au

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

Route

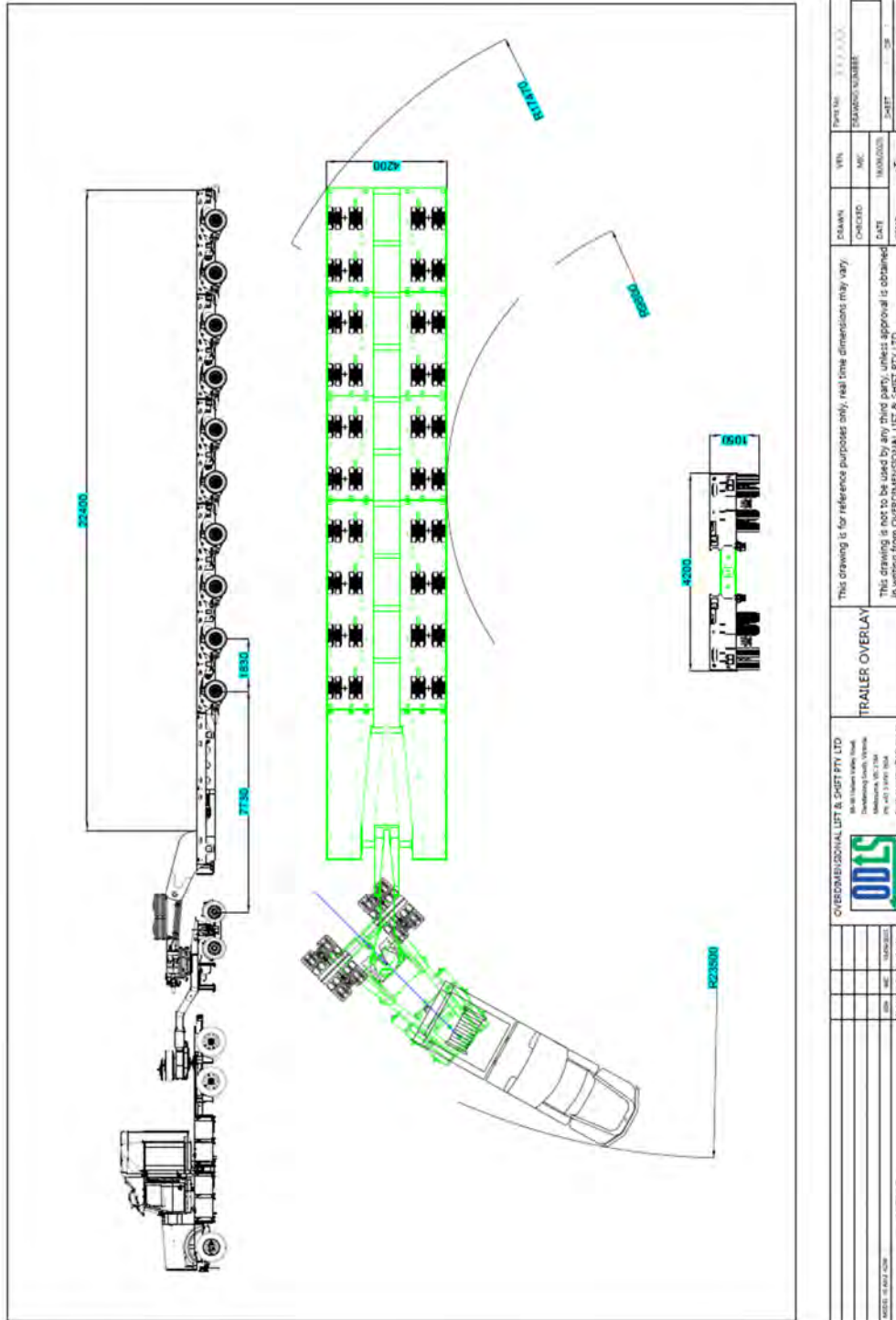


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Vehicle Details

Truck towing a 10 axle platform trailer and dolly with up to 2 x Push Trucks



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Vehicle Axle Mass and Spacing Details

Axle - Axle #	No. Tyres	Spacing	Axle group mass	Tyre size	Steerable	Ground contact width	Load sharing
 Prime mover 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
 Lowloader dolly 2 axle							
Dolly - 1	8	3.4m		215mm	No	4m	Yes
Dolly - 2	8	1.2m	31t	215mm	No	4m	Yes
 Gooseneck platform 10 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	150.5t	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	4.5m	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

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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 as 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.

3. Communication Protocol

All communications between all parties will occur on UHF 36 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.

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4. Travel Protocol

The truck will travel at a maximum speed of 60kph. This combination will not 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.

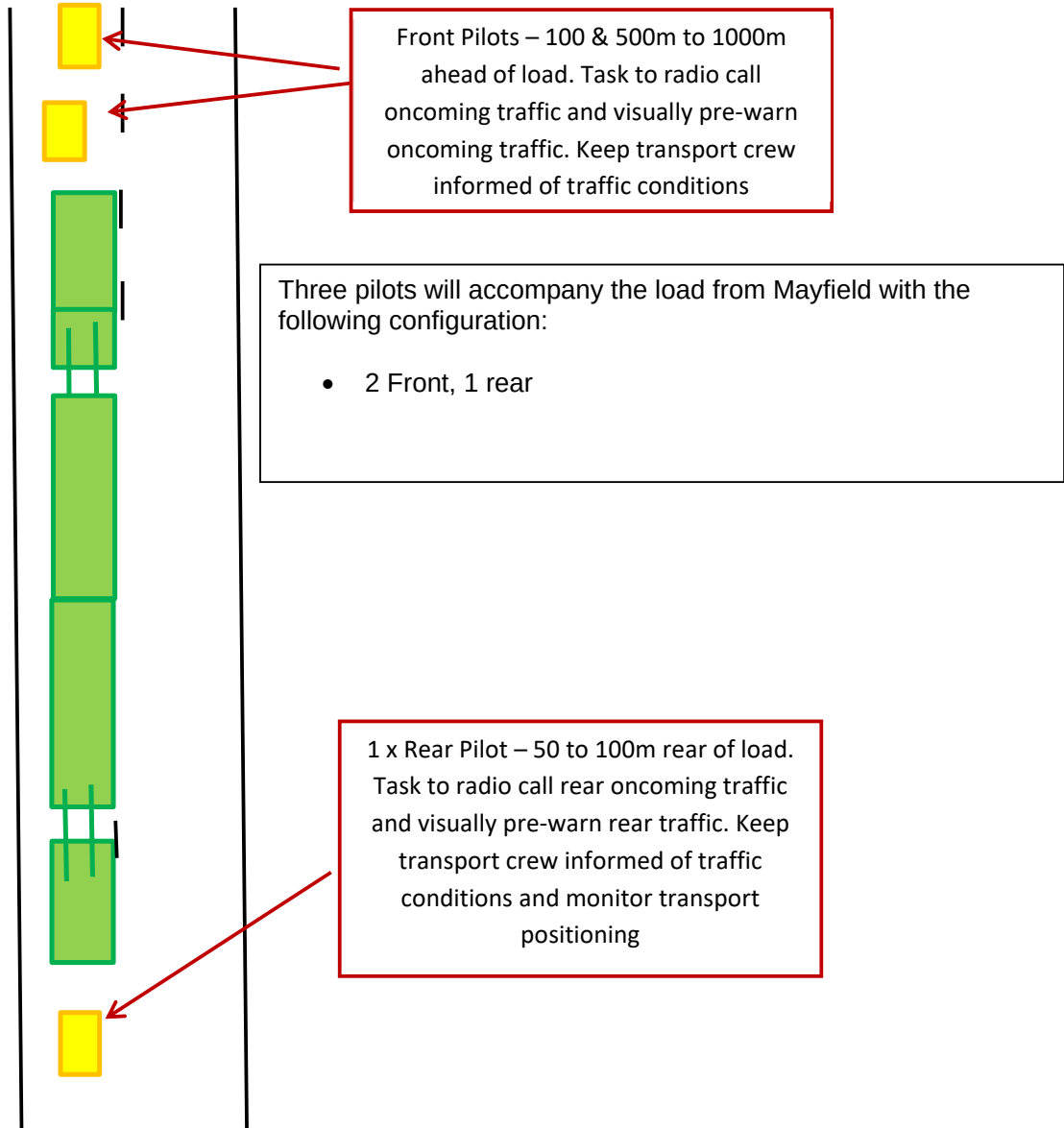
The rear pilot will monitor the queue of traffic and the load MUST pull over or slow to allow the backed-up vehicles to pass. Rear pilot will inform all other pilots involved when there has been a lag from last pull over and other cars have been following for a short distance. The driver and pilots will 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.

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5. Pilot Positioning Diagram



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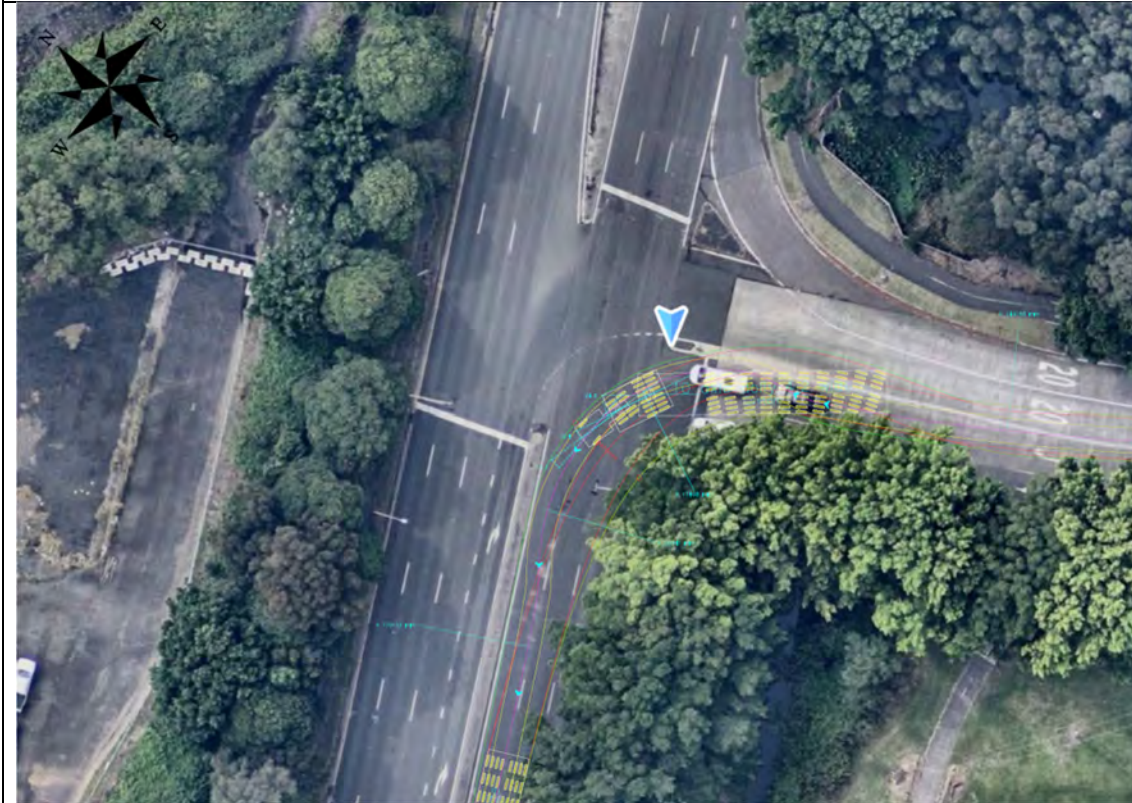
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PO Box 4376 Dandenong, VIC 3164
Tel: (03) 9791 7654 Fax: (03) 9791 7667
www.odliftandshift.com.au

6. 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/Kk5ReeEYHFfWwB4Y8>

Comment: No issue



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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



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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: Load will need to lower to 5.25m and drive slowly under structure with spotters



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Description: Pedestrian Bridge, Figtree

GPS Co-ordinates: -34.434890153904306, 150.8682570547371

<https://maps.app.goo.gl/xFGUs2hi9ALsFRke9>

Comment: Travel as far right as possible



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Description: Princes Mtwy under Princes Hwy, West Wollongong
GPS Co-ordinates: -34.429572388176226, 150.86703797343884
<https://maps.app.goo.gl/kX1VyqenenJysPzM6>

Comment: Lower the trailer to overall height of 5.2m and travel as far right as possible and drive slowly under structure with spotters with Police controlling traffic as required.



Description: Princes Mtwy exit ramp under Gipps Rd, Gwynneville

GPS Co-ordinates: -34.415785912065815, 150.8798971401812

<https://maps.app.goo.gl/4nM3y73PPgs5hrXa6>

Comment: Lower the trailer to overall height of 5.2m and travel as far left as possible and drive slowly under structure with spotters.



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Description: Memorial Drive under University Ave

GPS Co-ordinates: -34.41128556394058, 150.8866301889062
<https://maps.app.goo.gl/azYwQL4V95cMnvbi8>

Comment: Travel as far right as possible. Travel slowly with spotters



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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



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Description: Left turn from Princes Hwy onto Mount Ousley Rd, Fairy Meadow

GPS Co-ordinates: -34.40306022294301, 150.8910521032566
<https://maps.app.goo.gl/N1EbLTmSLir1FzZ6>

Comment: No issues. Spotter to guide the combination around the corner.



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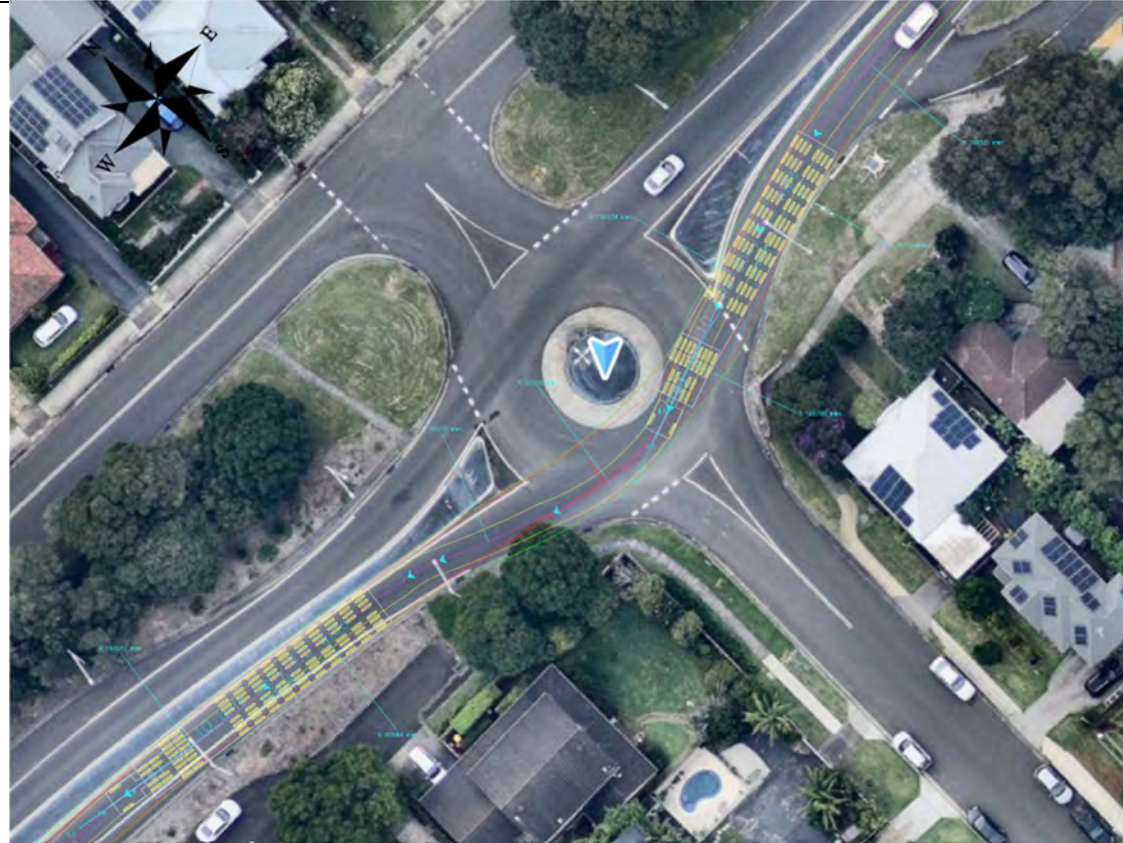
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Description: Roundabout on Mount Ousley Rd, Mount Ousley

GPS Co-ordinates: -34.40251733486042, 150.886688163728

<https://maps.app.goo.gl/RUWEYug5ejS8L2bx5>

Comment: No issues. Spotter to guide the combination through the roundabout.



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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



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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.



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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.



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Description: Church Avenue over Hume Mtwy

GPS Co-ordinates: -34.404817597094876, 150.50654878447958

<https://maps.app.goo.gl/JtbefuC8znjexSmL6>

Comment: Travel as far left as possible



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Description: Sallys Cnr Rd
GPS Co-ordinates: -34.608077120025094, 150.2265754070926 https://maps.app.goo.gl/TsxuSpwirutPzokv99
Comment: Travel as far left as possible


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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)



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Description: Windellama Rd over Hume Mtwy, Brisbane Grove
GPS Co-ordinates: -34.77805379143896, 149.73339340183816 https://maps.app.goo.gl/RNAEBzMFCJZJtA4s9
Comment: Travel as far right as possible



Description: Federal Hwy over Hume Mtwy

GPS Co-ordinates: -34.80331401208145, 149.60944831379032

<https://maps.app.goo.gl/BxVa7jy3ZZBASmceA>

Comment: Travel as far right as possible



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Description: Coolalie Rd over Hume Mtwy

GPS Co-ordinates: -34.813077735110134, 148.94122963753568

<https://maps.app.goo.gl/EyeurpMJzg75ihtV8>

Comment: Travel as far right as possible



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Description: Yass Valley Hwy over Hume Mtwy. Yass

GPS Co-ordinates: -34.80189292138293, 148.87673615312394
<https://maps.app.goo.gl/mUdWaqRchHp2MSuN6>

Comments: Travel as far right as possible



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Description: West St over Hume Mtwy, Gundagai

GPS Co-ordinates: -35.04551476745231, 148.10794363829902
<https://maps.app.goo.gl/rGuR2YCoac7jwp6E7>

Comments: Travel as far right as possible



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Description: Left turn from Sturt Hwy onto Elizabeth Ave, Forest Hill

GPS Co-ordinates: -35.14442649575244, 147.45846666020262

<https://maps.app.goo.gl/m126d1wDqG93qL5i9>

Comment: No issues.



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Description: Traffic island on Elizabeth Ave, Forest Hill

GPS Co-ordinates: -35.14766692479156, 147.45774563317642
<https://maps.app.goo.gl/ByssaeCD5iwCC7Gc8>

Comment: Trailer ground contact is 4.2m which is the same as the distance between the island and gutter. Spotters will be utilized, and the combination will travel at walking pace with Police controlling traffic as where required.



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Description: Left turn from Elizabeth Ave onto Gregadoo East Rd

GPS Co-ordinates: -35.23915402945699, 147.4451815656976

<https://maps.app.goo.gl/7nbnkpZM9vphcWVw6>

Comment: Spotters to be utilized and trailer may require hand steering to control tail swing.



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Description: Right turn from Gregadoo East Rd onto Livingstone Gully Rd, Gregadoo

GPS Co-ordinates: -35.25801632541524, 147.48005181777606
<https://maps.app.goo.gl/eC7dpywEA2dNwUZh7>

Comment: Spotters to be utilized



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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
Picton Rd Rest Area, Cataract	https://maps.app.goo.gl/Hxff8eLW5sUW23Mg6
Hume Mtwy, Marulan	https://maps.app.goo.gl/mfSZ5NaUPSqL7AAM7
Hume Hwy, Suttons Forest	https://maps.app.goo.gl/Y3ZDrCCUdNni25GTA
Hume Hwy, Goulburn	https://maps.app.goo.gl/qKMR2PbhA7YoMwNf7
Hume Hwy, Breadalbane	https://maps.app.goo.gl/gj5fGH9TdDscugKU6
Hume Hwy, Bowning	https://maps.app.goo.gl/vMadukD2FPK8ATWp8
Hume Hwy, Coolac	https://maps.app.goo.gl/3H3ePL2DXXrjijYo6
Hume Hwy, Gundagai	https://maps.app.goo.gl/szTebf6fmD164NZo9
Hume Hwy, South Gundagai	https://maps.app.goo.gl/t1hCpzHoizSbi3V56
Hume Hwy, Mount Adrah	https://maps.app.goo.gl/6SbjrQqsaYt6PtK1A
Sturt Hwy, Tarcutta	https://maps.app.goo.gl/iHe9HM71zd4zqqah9
Sturt Hwy, Alfredtown	https://maps.app.goo.gl/iHe9HM71zd4zqqah9

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.

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.

Transport Management Plan

Port Kembla to Gugaa - 135T Transformer – 14 Axle Trailer

1. Movement Details

Load - 135 tonne Reactor – 5.92mL x 5.09mW x 4.20mH

**Note this TMP covers off the Hyosung and Hitachi Transformer/Reactor units using the same transport combination.*

Dimension of Combination

Length: 66.00 metres

Width: 5.3 metres

Height: 5.35 metres

Proposed Commencement Date & Times – February 2026

Depart Port Kembla at 1am

Arrive Gugaa Substation – 2pm

Proposed Route

[G5DA-0 v148](#)

Yampi Wy, Tom Thumb Rd, Springhill Rd, Masters Rd, Princes Mwy, Memorial Dr, Princes Hwy, Mount Ousley Rd, Princes Mwy, Picton Rd, Hume Mwy, Sturt Hwy, Elizabeth Ave, Gregadoo East Road, End: 1070 Livingstone Gully Rd, Gregadoo NSW 2650

-Distance of movement: **426 kms**

Overhead Approvals

Endeavour Energy – Received

Essential Energy - Received

Rail Approvals

UGL Regional Linx – Applied for

Sydney Trains – Applied for

Applicant Details

Operator: Overdimensional Lift and Shift – ATFT ODLS Trust

Contact Person: Dion Le Grove

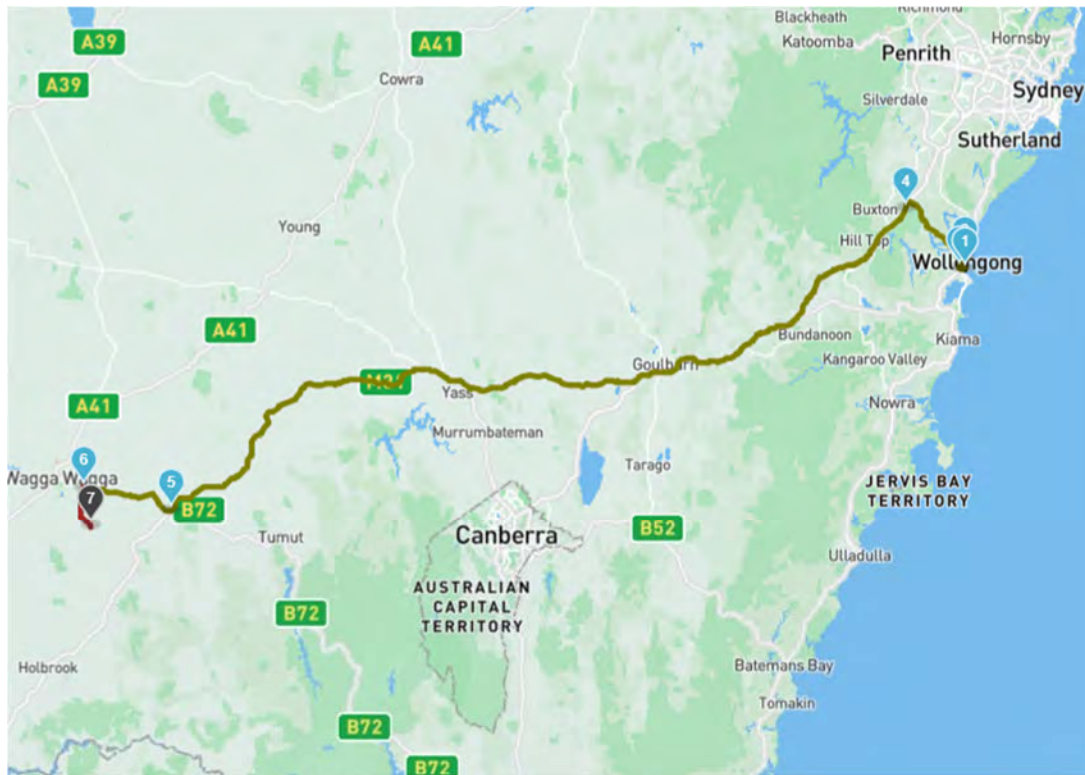
Phone: 0439 039 795

E-mail: dion.legrove@odls.com.au

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Route

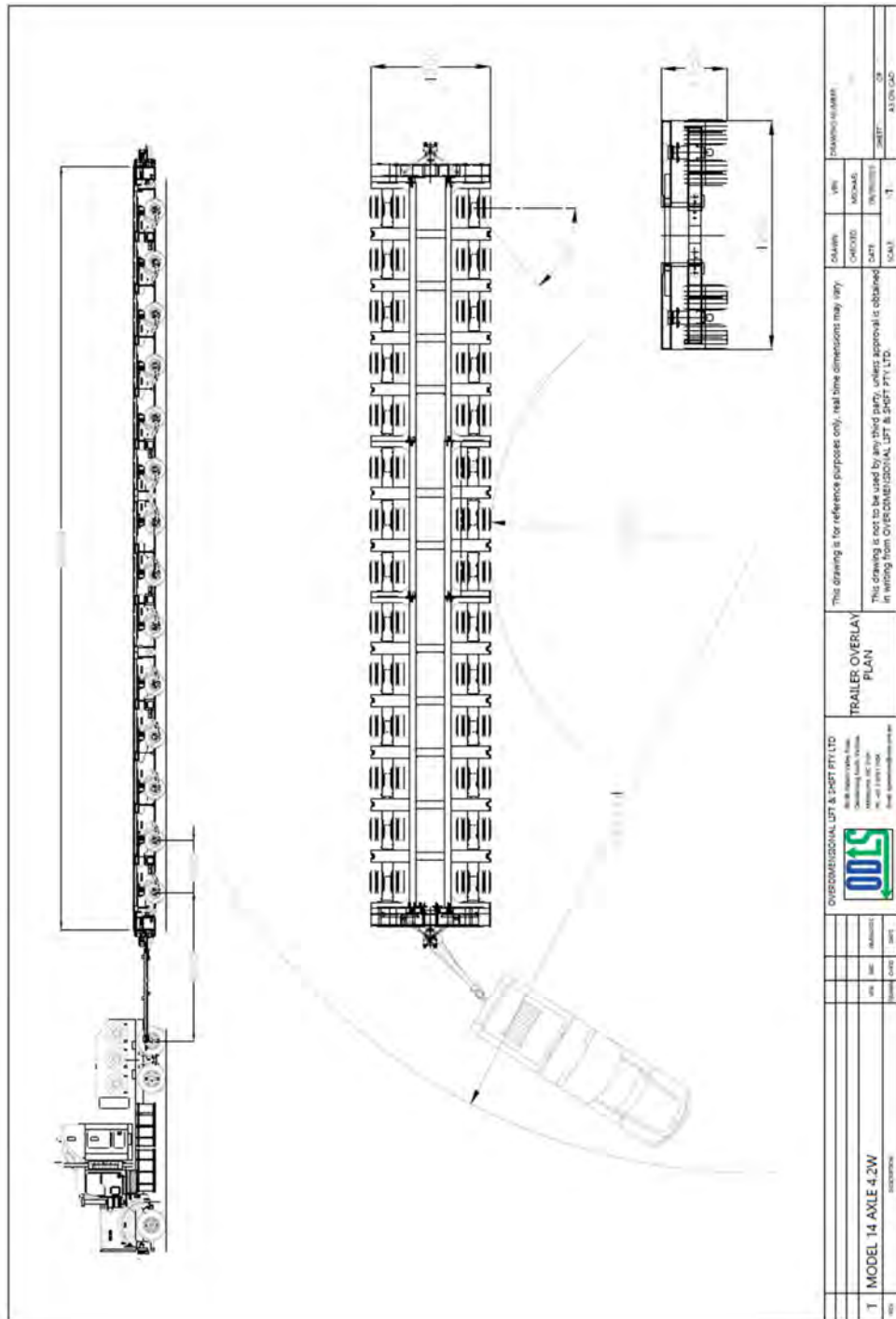


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Vehicle Details

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



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Vehicle Axle Mass and Spacing Details

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	192.2t	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

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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.

3. Communication Protocol

All communications between all parties will occur on UHF 36 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.

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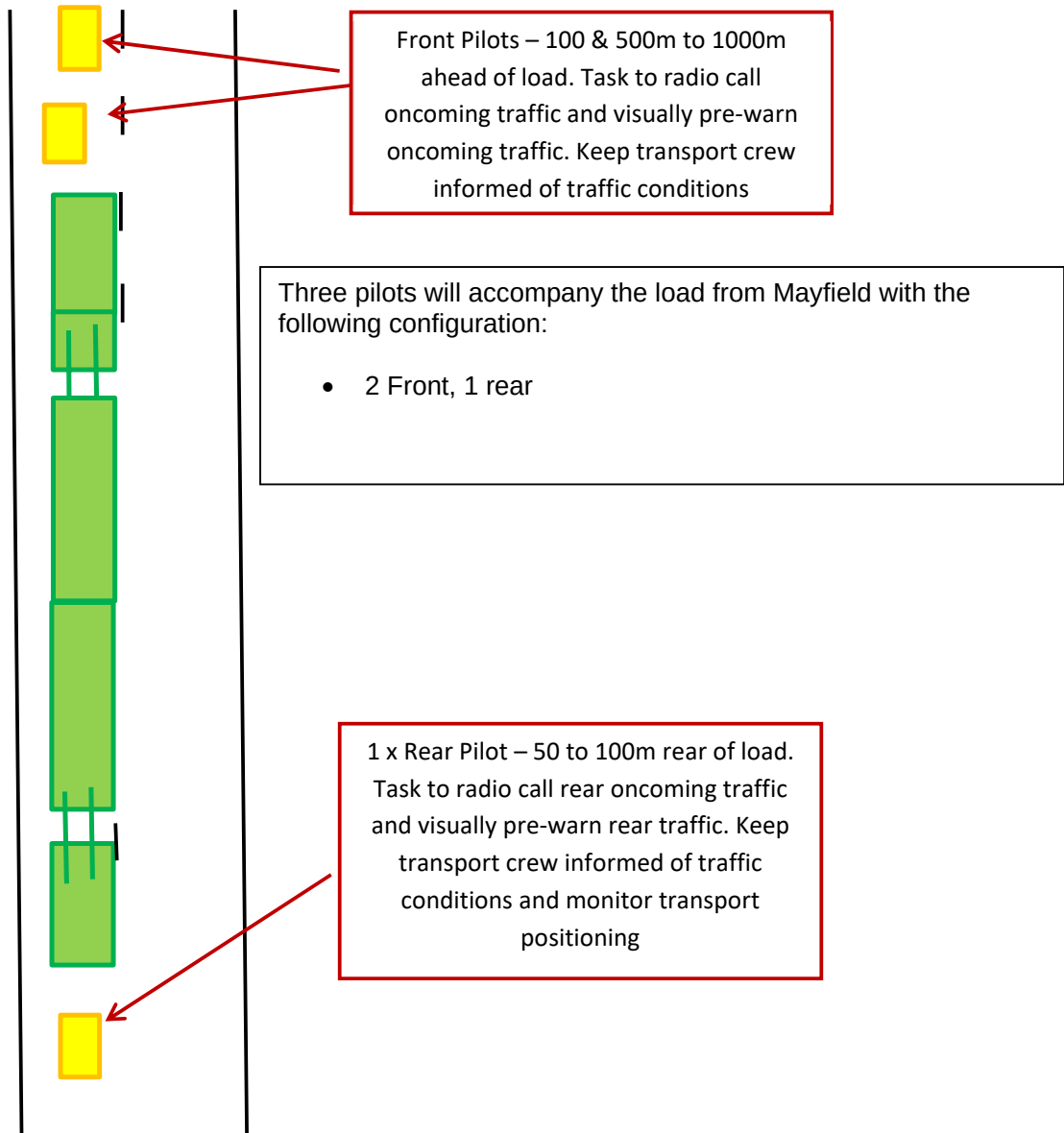
4. Travel Protocol

The truck will travel at a maximum speed of 60kph. This combination will not 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 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



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6. 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/Kk5ReeEYHFwWB4Y8>

Comment: No issue



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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



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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: Load will need to lower to 5.25m and drive slowly under structure with spotters, using Police to direct traffic.



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Description: Pedestrian Bridge, Figtree

GPS Co-ordinates: -34.434890153904306, 150.8682570547371

<https://maps.app.goo.gl/xFGUs2hi9ALsFRke9>

Comment: Travel as far right as possible



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Description: Princes Mtwy under Princes Hwy, West Wollongong
GPS Co-ordinates: -34.429572388176226, 150.86703797343884
<https://maps.app.goo.gl/kX1VyqenenJysPzM6>

Comment: Lower the trailer to overall height of 5.2m and travel as far right as possible and drive slowly under structure with spotters. Using Police to direct traffic.



Description: Princes Mtwy exit ramp under Gipps Rd, Gwynneville

GPS Co-ordinates: -34.415785912065815, 150.8798971401812

<https://maps.app.goo.gl/4nM3y73PPgs5hrXa6>

Comment: Lower the trailer to overall height of 5.2m and travel as far left as possible and drive slowly under structure with spotters.



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Description: Memorial Drive under University Ave

GPS Co-ordinates: -34.41128556394058, 150.8866301889062
<https://maps.app.goo.gl/azYwQL4V95cMnvbi8>

Comment: Lower to 5.3m and travel as far right as possible. Travel slowly with spotters



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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



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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.



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Description: Roundabout on Mount Ousley Rd, Mount Ousley

GPS Co-ordinates: -34.40251733486042, 150.886688163728

<https://maps.app.goo.gl/RUWEYug5ejS8L2bx5>

Comment: No issues. Spotter to guide the combination through the roundabout.



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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



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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.



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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: Church Avenue over Hume Mtwy

GPS Co-ordinates: -34.404817597094876, 150.50654878447958

<https://maps.app.goo.gl/JtbefuC8znjexSmL6>

Comment: Travel as far left as possible



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Description: Sallys Cnr Rd

GPS Co-ordinates: -34.608077120025094, 150.2265754070926

<https://maps.app.goo.gl/TsxuSpwrutPzokv99>

Comment: Travel as far left as possible



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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: Windellama Rd over Hume Mtwy, Brisbane Grove
GPS Co-ordinates: -34.77805379143896, 149.73339340183816
<https://maps.app.goo.gl/RNAEBzMFCJZJtA4s9>

Comment: Travel as far right as possible



Description: Federal Hwy over Hume Mtwy

GPS Co-ordinates: -34.80331401208145, 149.60944831379032

<https://maps.app.goo.gl/BxVa7jy3ZZBASmceA>

Comment: Travel as far right as possible



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Description: Coolalie Rd over Hume Mtwy

GPS Co-ordinates: -34.813077735110134, 148.94122963753568

<https://maps.app.goo.gl/EyeurpMJzg75ihtV8>

Comment: Travel as far right as possible



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Description: Yass Valley Hwy over Hume Mtwy. Yass

GPS Co-ordinates: -34.80189292138293, 148.87673615312394
<https://maps.app.goo.gl/mUdWaqRchHp2MSuN6>

Comments: Travel as far right as possible



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Description: West St over Hume Mtwy, Gundagai

GPS Co-ordinates: -35.04551476745231, 148.10794363829902
<https://maps.app.goo.gl/rGuR2YCoac7jwp6E7>

Comments: Travel as far right as possible



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Description: Left turn from Sturt Hwy onto Elizabeth Ave, Forest Hill

GPS Co-ordinates: -35.14442649575244, 147.45846666020262

<https://maps.app.goo.gl/m126d1wDqG93qL5i9>

Comment: No issues.



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Description: Traffic island on Elizabeth Ave, Forest Hill

GPS Co-ordinates: -35.14766692479156, 147.45774563317642
<https://maps.app.goo.gl/ByssaeCD5iwCC7Gc8>

Comment: Trailer ground contact is 4.2m which is the same as the distance between the island and gutter. Spotters will be utilized and the combination will travel at walking pace.



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Description: Left turn from Elizabeth Ave onto Gregadoo East Rd

GPS Co-ordinates: -35.23915402945699, 147.4451815656976

<https://maps.app.goo.gl/7nbnkpZM9vphcWVw6>

Comment: Spotters to be utilized and trailer may require hand steering to control tail swing.



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Description: Right turn from Gregadoo East Rd onto Livingstone Gully Rd, Gregadoo

GPS Co-ordinates: -35.25801632541524, 147.48005181777606
<https://maps.app.goo.gl/eC7dpywEA2dNwUZh7>

Comment: Spotters to be utilized



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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
Picton Rd Rest Area, Cataract	https://maps.app.goo.gl/Hxff8eLW5sUW23Mg6
Hume Mtwy, Marulan	https://maps.app.goo.gl/mfSZ5NaUPSqL7AAM7
Hume Hwy, Suttons Forest	https://maps.app.goo.gl/Y3ZDrCCUdNni25GTA
Hume Hwy, Goulburn	https://maps.app.goo.gl/qKMR2PbhA7YoMwNf7
Hume Hwy, Breadalbane	https://maps.app.goo.gl/gj5fGH9TdDscugKU6
Hume Hwy, Bowning	https://maps.app.goo.gl/vMadukD2FPK8ATWp8
Hume Hwy, Coolac	https://maps.app.goo.gl/3H3ePL2DXXrjijYo6
Hume Hwy, Gundagai	https://maps.app.goo.gl/szTebf6fmD164NZo9
Hume Hwy, South Gundagai	https://maps.app.goo.gl/t1hCpzHoizSbi3V56
Hume Hwy, Mount Adrah	https://maps.app.goo.gl/6SbjrQqsaYt6PtK1A
Sturt Hwy, Tarcutta	https://maps.app.goo.gl/iHe9HM71zd4zqqah9
Sturt Hwy, Alfredtown	https://maps.app.goo.gl/iHe9HM71zd4zqqah9

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.

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.

HumeLink West Joint Venture

Keajura Truck Bay Parking Northbound (KTBPN) - Access Point 23

Traffic Management Plan (TMP) – Appendix to the TTMP



Document Information	
Project Name	HumeLink West
Client	Transgrid
Document Number	HLW-HLJV-L2-TMP-PLN-100042
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Revision	D
Status:	Issued for Review
Author / Position	

Revision History					
Revision No	Date	Revision Detail/Status	Author	Reviewer	Approver
A	09/05/2025	Initial Submission			
B	08/07/25	Second review by TfNSW			TfNSW
C	17/11/25	Third review by TfNSW			TfNSW
D	28/01/2026	Addressing TfNSW comments on 8 Dec 2025			TfNSW
			Signature		

CONTENTS

1. Executive Summary	7
2. Introduction	8
2.1. Purpose	8
3. Construction Phase – Modifying the KTBPN.....	10
3.1. Scope of Works – Modifying the KTBPN.....	10
3.2. Construction Phase – Short Term Traffic Management.....	12
3.3. HLWJV Construction Peak Volumes and Routes	14
3.4. Impacts Due to Temporary Traffic Management.....	15
4. Operation Phase – Using the KTBPN to Access Construction Zone	17
4.1. Scope of Work	17
4.2. Operations Stage – Long Term Traffic Management.....	17
4.3. HLWJV Construction Peak Volumes and Routes	19
4.4. Impacts Due to Traffic Management	20
5. Decommissioning Phase – Returning KTBPN to Existing Condition	21
5.1. Scope of Works – Returning KTBPN to Existing Condition	21
5.2. Decommissioning Phase – Short Term Traffic Management	22
5.3. HLWJV Construction Peak Volumes and Routes During Decommissioning Phase.....	24
5.4. Impacts Due to Temporary Traffic Management.....	25
6. Required Approvals	28
7. Community, Stakeholder, Freight Industry Engagement.....	28
8. Monitoring and Reporting	29
9. Site Contacts.....	29
Annex A. Construction Scope of Works & Design.....	30
Annex B. Short Term - Traffic Guidance Schemes	31
Annex C. Operational Traffic Guidance Schemes.....	32
.....	33
Annex D. VMS Strategy	34
Annex E. Vehicle Movement Plan	35
Annex F. Correspondence	36

FIGURES

Figure 1 Keajura Truck Bay Rest Area – (Rest Areas).....	8
Figure 2: KTBPN Access ramp Locations to Adjoining Property	9
Figure 3: Detailed Scope of Works at the KTBPN.....	11
Figure 4: Mobile Works Setup	12
Figure 5: Lane 1 Closure Northbound on Hume Highway.....	13
Figure 6: Peak Increase in HLWJV Vehicles Compared to 'EIS'	14
Figure 7: Calculations Showing Delay	15
Figure 8: Hume Highway Cycleway Finder	16
Figure 9: Tarcutta Truck Changeover Yard	16
Figure 10: Operational Use of the KTBPN	17
Figure 11 Peak Increase in HLWJV Vehicles Compared to 'EIS'	19
Figure 12: Tarcutta Truck Changeover Yard	20
Figure 13: Lane 1 Closure Northbound on Hume Highway.....	22
Figure 14: Mobile Works Setup	23
Figure 15 Peak Increase in HLWJV Vehicles Compared to 'EIS'	24
Figure 16: Calculations Showing Delay	25
Figure 17 Hume Highway Cycleway Finder	26

TABLES

Table 1: Site Entry/Exit Protocol	18
Table 2: Communication Tools	28

Revision Table

Location	Original Text	Change made
Changes made on Version B to create Version C		
Overview/Introduction	Separate sections	Merged into one section
Section 1	None. Text was an addition not a change.	The truck bay will not be closed to the public, the public will be discouraged from using the truck bay, during construction hours, via VMS notifications.
Section 5.2.2 - Table 1	Table re-written	Consider the table a brand new addition
Various	Reference to closing the truck bay	All references re-worded to show motorists are discouraged (using VMS) from using the bay during HLW works operation. Note: the truck bay will be closed during resealing
Design	Appendix A updated	New version to reflect TfNSW comments
VMS Strategy	Appendix D updated	Consider the table a new addition
Various	Spelling mistakes, grammar and formatting	Corrected
Changes made on Version C to create Version D (this TMP)		
Design	Appendix A updated	New version to reflect additional TfNSW comments

Abbreviations

Abbreviation	Expanded text
AS	Australian Standard
EB	East Bound
HLW	HumeLink West
KTPBN	Keajura Truck Parking Bay Northbound
Long Term	Work that occurs for longer than one shift, e.g. road closures
NB	North bound
NSW	New South Wales
OSOM	Over Size and Over Mass. Requires TfNSW permit
TfNSW	Transport for NSW
ROL	Road Occupancy Licence
RRPM	Raised Retro-Reflective Pavement Marker (cat-eyes)
SB	South bound
Short Term	Work that occurs for one shift; then is removed from road, e.g. cones and signs
SWMS	Safe Work Method Statements
SZA	Speed Zoning Authorisation
TC@Ws	Traffic Control at Worksites Manual
TGS	Traffic Guidance Schemes
TMP	Traffic Management Plan
VMS	Variable Message Sign
WB	West bound

1.Executive Summary

UGL Limited and CPB Contractors Joint Venture (HLWJV) aims to utilise the Keajura Truck Parking Bay Northbound (KTPBN) as an operational access point during the construction of the 500kV double circuit transmission lines and towers. This TMP presents the phases required for HLWJV vehicles to access the construction zone and the measures to mitigate impact on road users.

All construction activities will be completed between Q4 2025 and Q2 2026, within construction hours (Monday to Friday 7am to 6pm AND Saturday 8am to 1pm), with all short-term traffic management within the road reserve subject to ROL approval. No construction will occur out of construction hours (including Sundays and Public Holidays), unless otherwise approved. The truck bay will not be closed to the public, the public will be discouraged from using the truck bay, during construction hours, via VMS notifications.

The **construction phase** consists of activities to modify the current conditions of the KTPBN, to support the operational use of the KTPBN. Temporary traffic management will include:

- Mobile works along Hume Highway Northbound with a 300m, lane 1 closure. This short-term dynamic traffic management is required for installation of VMS and covering of existing signage, and the impact will be minimal on general road users and the freight network.
- Lane 1 Closure on Hume Highway Northbound for approximately 700m is required. The lane closure will impact the road users and freight network, however community notifications, portable VMS, live traffic update, website notification, advertising and static signs will be in place to note the change in conditions.

During the **operation phase**, the KTPBN will be utilised as an access point to the construction zone for HLWJV vehicles.

- The truck bay will not be closed, the public will be discouraged from using the truck bay, during construction hours, via VMS notifications. This may impact the freight network, however community notifications, portable VMS, live traffic update, website notification, advice to TfNSW, advertising and static signs will be in place to note the change in conditions.

The 'stringing/crossing over the Hume Highway' phase is covered under a separate TMP and will be appended to the TTMP

The **decommissioning phase** consists of reinstating the KTPBN to its original conditions, whilst also resealing the KTPBN in accordance with the 'MCoA SSI 36656827 Ref 318.'

- Lane 1 Closure on Hume Highway Northbound for approximately 700m is required. The lane closure will impact the road users and freight network, however community notifications, portable VMS, live traffic update, website notification, advertising and static signs will be in place to note the change in conditions.
- Mobile works along Hume Highway Northbound with a 300m lane 1 closure is required for installation of VMS and covering of existing signage. The mobile works will be dynamic and short term, and the impact will be minimal on general road users and the freight network.

The construction scope of works is covered within Annexure A. The short-term traffic guidance schemes are covered within Annexure B. The operational (long-term traffic guidance schemes) are covered within Annexure C, along with the VMS strategy that is covered within Annexure D. The routes that will be utilised by all HLWJV vehicles have been specified within Annexure E.

HLW will append this TMP to the TTMP for approval. The only change to the TTMP will be the appending of this TMP to it.

2.Introduction

UGL Limited and CPB Contractors Joint Venture (HLWJV) will use the Keajura Truck Parking Bay Northbound (KTPBN) as an operational access point during the construction of the 500kV double circuit transmission lines and towers. The location of the KTPBN is shown in Figure 1.

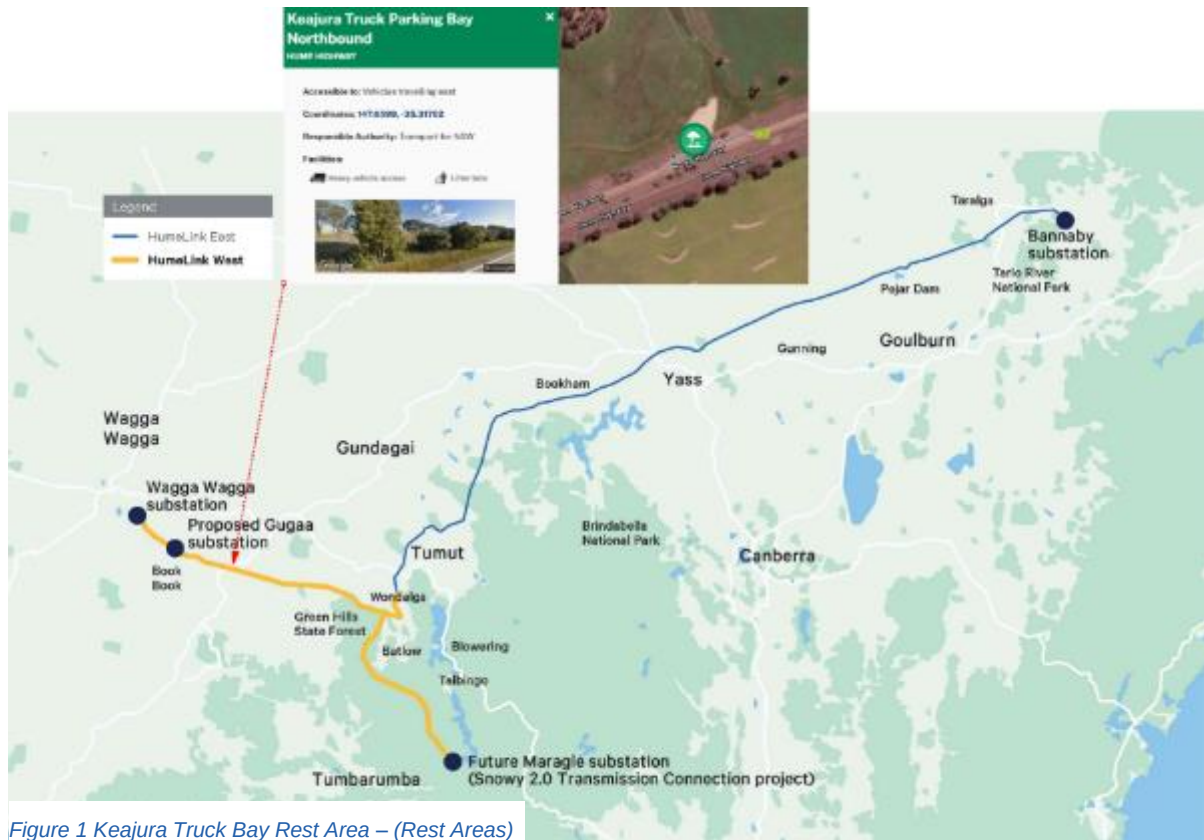


Figure 1 Keajura Truck Bay Rest Area – (Rest Areas)

2.1. Purpose

This traffic management plan has been developed noting the correspondence with HLWJV traffic team and stakeholders, to provide minimal risk and impact to general road users. This traffic management plan (TMP) displays the traffic management initiatives that will be deployed to minimise disruption and ensure safety to the stakeholders, general road users, property owners and emergency services potentially affected by the HLWJV works. This plan has been prepared in accordance with the MCoA SSI 36656827.

The key objectives of the traffic management plan are to:

- Detail transport route to be used for construction traffic
- Minimise traffic impacts from construction activity to roads users during construction, and demobilisation
- Schedule of heavy vehicle movements to avoid peak periods
- Detail temporary traffic management required for HLWJV scope of works
- Detail notification to the local community of traffic condition changes including addressing complaints from the community
- Liaise with other projects within the area to minimise potential cumulative traffic impacts.
- Minimise dirt and debris tracked onto the public road network from construction vehicle

To facilitate an operational access point for construction vehicles, HLWJV propose to modify the existing KTPBN. The KTPBN will require construction of an access entry point/ramp and access exit point/ramp from the KTPBN into the adjacent property, so that HLWJV construction vehicles are able to access the tower construction zone within the adjacent property.



Figure 2: KTPBN Access ramp Locations to Adjoining Property

3. Construction Phase – Modifying the KTBPN

The construction phase consists of activities to modify the current conditions of the KTBPN, to support the operational use of the KTBPN. The location of the access entry (northern end of the KTBPN) and exit points (southern end of the KTBPN) have been devised to allow construction vehicles to utilise the KTBPN to decelerate/ accelerate. Further to this, HLWJV propose to cover existing KTBPN relevant signage and replace with portable VMS. The portable VMS will support the change in traffic conditions for the KTBPN.

3.1. Scope of Works – Modifying the KTBPN

Duration of construction activities:

- 4 days total (plus 2-day contingency)
- Works are anticipated to commence between in Q4 2025
- Works within construction hours only

The detailed construction scope is as follows:

- (a) Covering of all existing KTBPN signage
 - Sign covers will be aluminium, sized and shaped to cover whole sign surface.
 - Existing signage that requires covering has been detailed in
- (b) Installation of VMS on Hume Highway shoulder to be used as advanced warning for the change in traffic conditions at KTBPN.
- (c) Waterborne paint line marking within the KTBPN (Please refer to figure 9 for line marking placement)
 - HLWJV has provided swept path analysis to show that all construction vehicles can safely access the KTBPN, with the installation of the Klemmfix.
 - Due to change in conditions for the KTBPN (closed during the day and open access after construction hours), HLWJV will incorporate allocated parking for general road users, in case there is a truck parked within the bay before and during closure of the KTBPN.
 - Line marking for allocated parking for general road users (19m Semi trailers) within the truck bay rest area, which does not impede HLWJV in/out movements during construction.
 - Chevron line marking or 'truck parking only' signage to be utilised to specify parking bay. Edge line marking and pavement marking letters: truck parking and 'park in marked bay' signage to be utilised to allocate parking for general road users (trucks).

Please note: All Waterborne paint line marking will be removed using water blasting, once access entry and exits points are removed entirely.
- (d) Installation of Klemmfix on southern edge of the KTBPN and edge of Lane 1 Hume highway (Refer to Annexure A for specification)
- (e) Installation of 'R2-4' signage on the access entry ramp
- (f) Construction of entry access ramp from KTBPN to adjacent property to facilitate access point for tower construction
- (g) Construction of exit access ramp from adjacent property to KTBPN

The scope of works has been detailed within Annexure A.

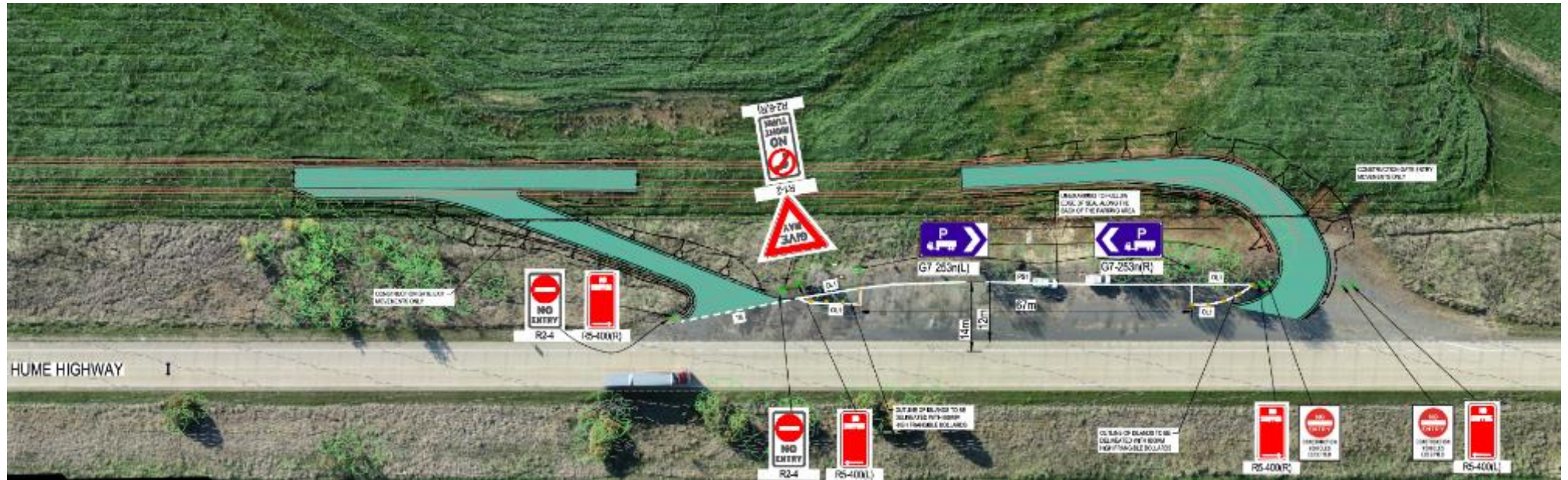


Figure 3: Detailed Scope of Works at the KTBPN

3.2. Construction Phase – Short Term Traffic Management

3.2.1. Mobile Works – Existing Signage Covering and Portable VMS Installation

Duration of Works:

- 1 day total (plus 1 - day contingency if required, e.g. weather)
- Works within construction hours only

To be able to cover all existing KTBPB signage, and install portable VMS to replace the existing signage, HLWJV propose to utilise a mobile works setup. The mobile works setup has been considered, as the construction activities are low impact, and quick, considering that no signs will require installation on the shoulder of Hume Highway. The mobile works setup is shown in Figure 5, and the TGS is provided in Annexure B.

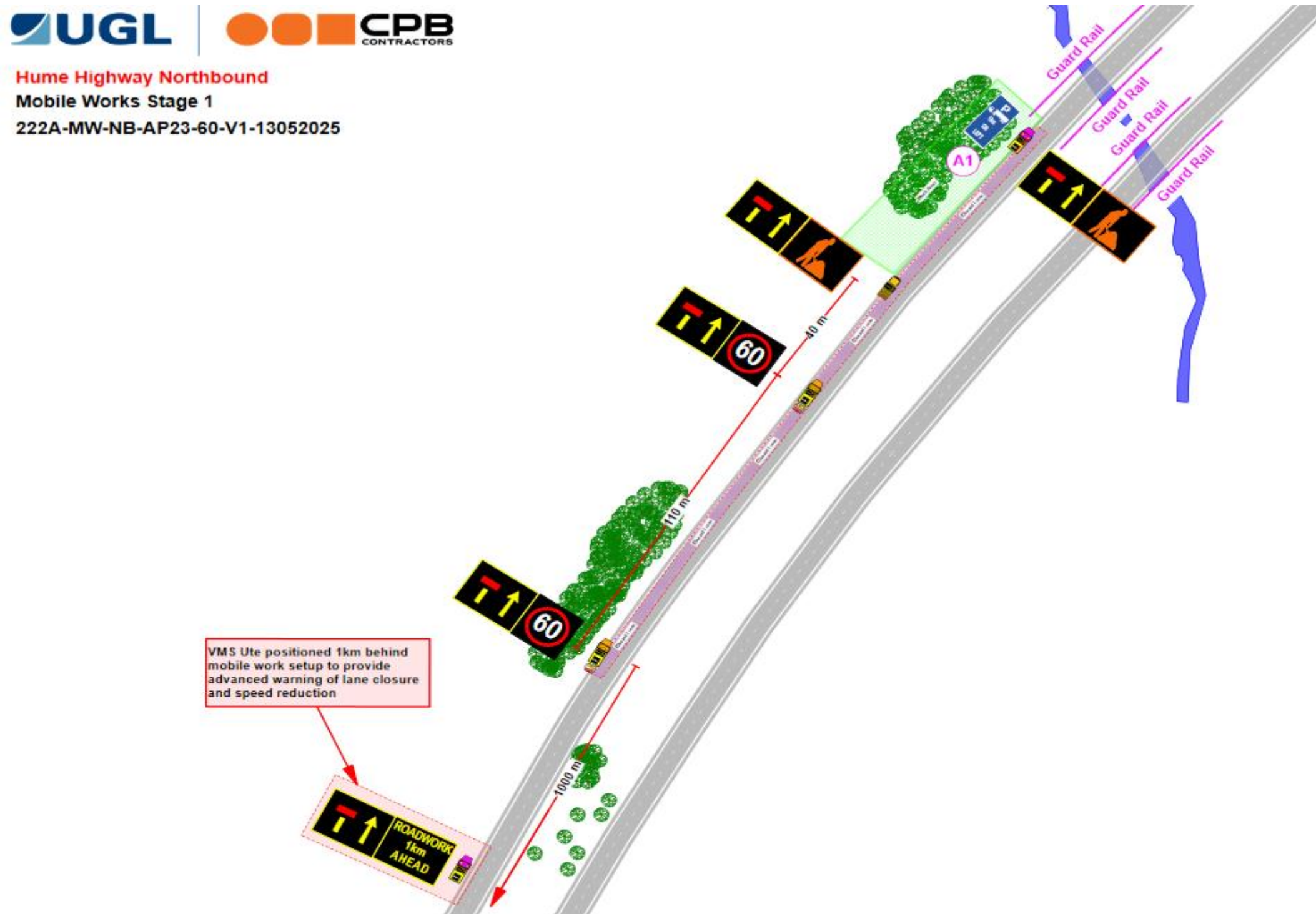


Figure 4: Mobile Works Setup

3.2.2. Lane 1 Closure on Hume Highway and Full Day-Time Use of KTBPB

Duration of Works:

- 3 days total (plus 1 - day contingency if required, e.g. weather)
- Works within construction hours only

To facilitate works required within the KTBPB, HLWJV propose to use the truck bay area as a construction zone to be able to build both the access Entry/Exit Ramps.

A lane closure will be used on the Hume Highway, so that KTPBN modifications can be executed. The lane closure will allow vehicles to work close to the highway. The bay will remain open, and the public discouraged from using the bay during the works. The VMS will have been installed already and will be used to support the lane closure. The advanced warning VMS strategy and the VMS strategy for the lane closure are within Annexure D. An example of the setup is provided in Figure 5, and the TGS has been provided in Annexure B.

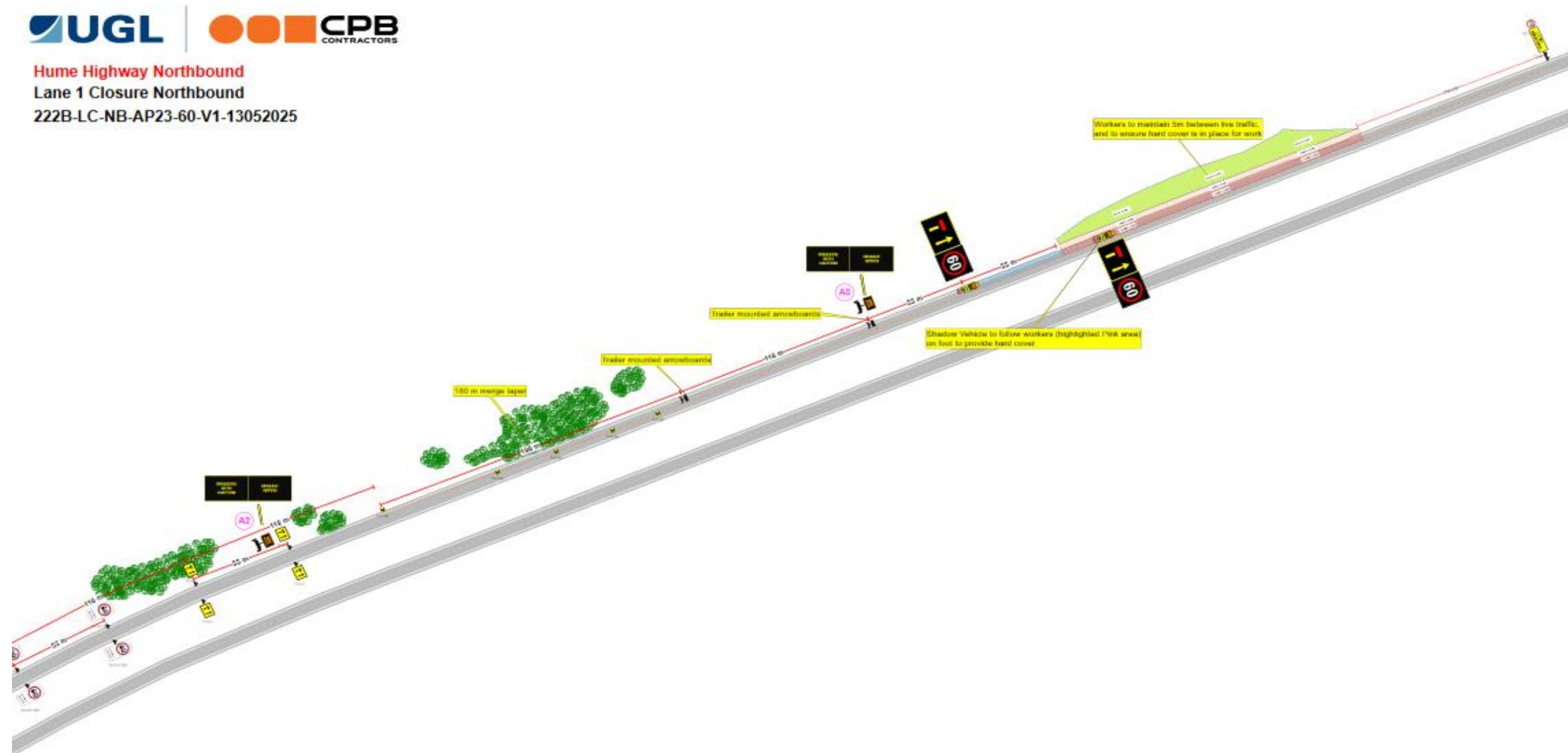


Figure 5: Lane 1 Closure Northbound on Hume Highway

3.3. HLWJV Construction Peak Volumes and Routes

Construction vehicles will use the Hume Highway to access KTBPB. During standard hours, the largest construction vehicle accessing the site will be truck & dog combinations, semi-trailers and low loaders delivering plant and equipment.

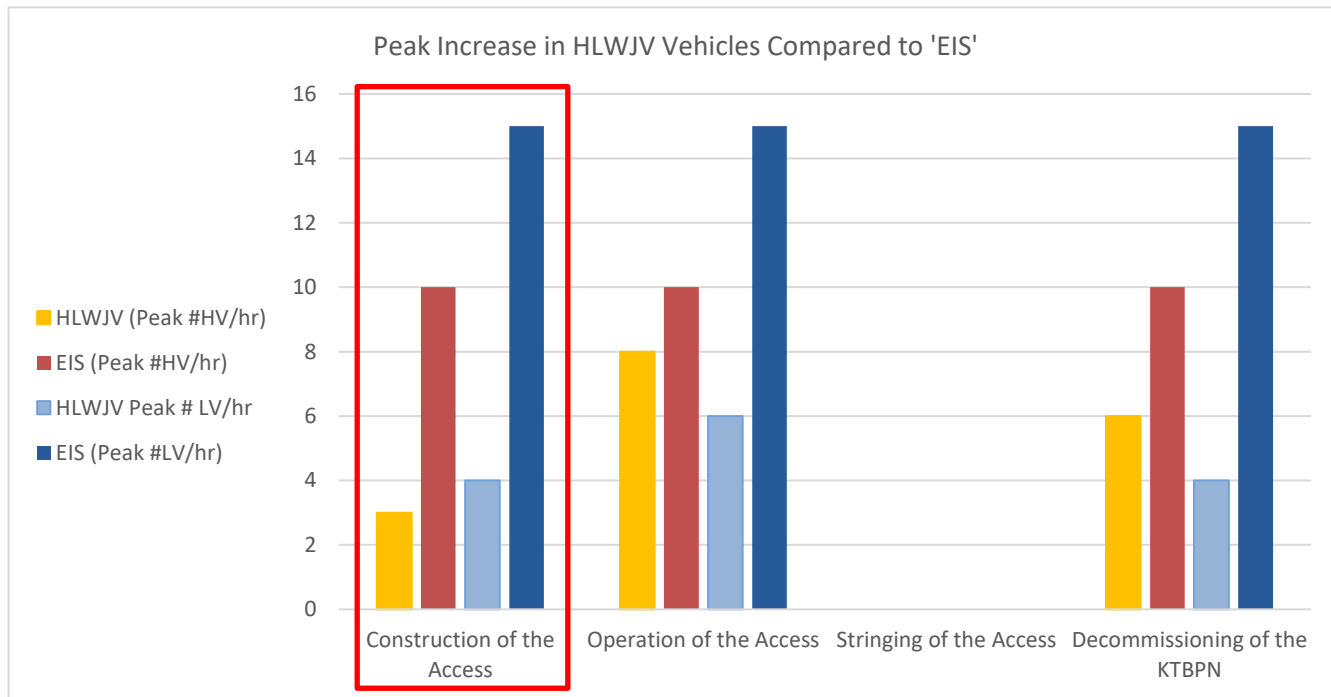


Figure 6: Peak Increase in HLWJV Vehicles Compared to 'EIS'

HLWJV construction vehicles will use Hume Highway Northbound to access the site. To exit the site, HLWJV Heavy Vehicles will use Hume Highway Northbound to exit the site and continue. A Vehicle Management Plan (VMP) has been produced and is detailed within Annexure E.

3.4. Impacts Due to Temporary Traffic Management

3.4.1. Traffic Flow

The Mobile Works described within section 4.2.1 will have minimal impact on the Hume Highway northbound traffic flow. The mobile work will cover approximately 1km of work, with 3 locations that require portable VMS installation and covering of signage. General traffic speed will be reduced to 60km/hr for approximately 300m. A single lane closure will be in place for around 250m. It is expected this work will have minimal impact on the traffic flow.

The Lane 1 closure on Hume Highway and full day-time closure of KTBPN, detailed in section 4.2.2 will likely impact the traffic flow. The temporary 60km/hr speed zone is approximately 1km in length. The lane closure, from merge taper to 'return to speed 100km/hr' is approximately 700m in length. It is expected this temporary traffic management cause approximately a 30 second total delay per vehicle due to the deceleration from 100km/hr to 60 km/hr, 60 km/hr temporary speed zone and lane closure. Calculations are shown in Figure 7below.

Data from TfNSW "Traffic Volume Viewer" - https://maps.transport.nsw.gov.au/egomaps/traffic-volumes/index.html#/2z=6

Station ID

HHW005

Location:

2.11km North of Paynes Road, Bookham 2582

Delay, to one car, due to the deceleration

Drivers Decelerating in a temporary speed zone from 110km/hr to 40 km/hr (Assumption- Driver deceleration is to be uniform, as no data can be provided)

V_f

110 km/hr

(Exisiting motorway speed)

V_f

30.6 m/s

(Exisiting motorway speed)

S

1000 m

(length of the short term traffic control including temporary speed zone)

t_f

32.7 sec

Exisiting travel time over section

V_z

40 km/hr

Temporary speed zone minimum speed

V_z

11.1 m/s

Temporary speed zone minimum speed

t_a

48 sec

Approach travel time with a uniform deceleration over the same section

D_{TEMP}

15.3 sec

Delay due to the deceleration from temporary speed zone

Delay due to reduction in speed

S

220 m

Length of the temporary speed zone through the workzone (from end of merge taper to the boomgate)

D_{RED}

12.6 sec

Delay due to the lane closure

Total Delay (before being stopped)

$D_{TEMP} + D_{RED}$

27.9 sec

Total Delay including speed reduction and lane closure to the boomgate

Figure 7: Calculations Showing Delay

3.4.2. Cyclists

There is provision for cyclists on Hume Highway, on road shoulders, and the northbound and southbound Hume Highway off-ramps, as evidenced by Figure 8 below. The same impacts discussed within Section 4.5.1, will apply to cyclists.



Figure 8: Hume Highway Cycleway Finder
(<https://maps.transport.nsw.gov.au/egeomaps/cycleway-finder/index.html#>)

3.4.3. Pedestrians

There are no anticipated impacts on pedestrians.

3.4.4. Freight Network

In Section 3.2.2, the lane closure will also affect the access into the KTBPN. HLWJV will conduct the works during the day, noting that the KTBPN is utilised more frequently within night hours due to freight operation. Portable Variable Message Signs will show the change in condition of the KTBPN and will divert heavy vehicles to the 'Tarcutta Truck Changeover Yard', as displayed in Figure 9 below.



Figure 9: Tarcutta Truck Changeover Yard

HLWJV has adapted the VMS strategy (Annexure E) to display the closest alternative location, which will be communicated to the Freight network/TMC for live traffic messaging.

3.4.5. Emergency Services

There are no anticipated impacts on emergency services. Where emergency services require use of closed lane for both temporary traffic setups, all works will halt, and lane will be made available, to allow emergency services to pass.

3.4.6. External Stakeholders

Refer to section 9 for Community Engagement.

3.4.7. Public Transport

There are no public bus routes that are affected during the lane closure.

4. Operation Phase – Using the KTBPN to Access Construction Zone

The operation phase will follow the construction phase, noting that all HLWJV modifications works and access points KTBPN will be completed. HLWJV propose to utilise the KTBPN as an access point to the adjacent property. It is noted that the portable VMS will be used daily, to note the change of conditions for the KTBPN.

Figure 11 shows how the HLWJV construction vehicles will utilise the KTBPN for operational purposes to access the adjacent property.

4.1. Scope of Work

Operational use of the KTBPN will be:

- Intermittently, for 4 Months
- Anticipated to commence between Q4 2025 and Q1 2026
- Within construction hours only

The operational use of the access points off the KTBPN will be used for the following construction activities:

- (a) Building of access tracks within the construction zone
- (b) Excavation for foundation for tower construction
- (c) Tower foundation construction
- (d) Tower construction
- (e) ***Stringing/Crossing over Hume Highway (to be covered in separate TMP which will be appended to the TTMP)***

Figure 10 shows how the HLWJV construction vehicles will utilise the KTBPN for operational purposes to access the adjacent property.



Figure 10: Operational Use of the KTBPN

4.2. Operations Stage – Long Term Traffic Management

4.2.1. Operational VMS Strategy

A VMS strategy has been developed to notify the general roads users and freight network of the change in condition. There will be a various screen messages during works, and after works. See VMS strategy within Annexure D.

4.2.2. Site Entry/Exit Protocol

Site Entry/Exit Protocol to be maintained for the duration of each construction activity. Traffic controllers will be positioned, in a ute, on the exit ramp to manage the access to and from the truck bay following the protocol in Table 1. The signs are detailed in the map under Table 1. VMS are as per Appendix D.

Table 1: Site Entry/Exit Protocol

Site Entry/Exit Protocol for HLWJV Construction Vehicles	
At lay down (before going to AP 23)	Drivers attend pre-start and discuss/understand entry and exit protocol (below) Staggered entry and exit to form part of the daily pre-start
Site Entry Protocol	On approach to truck bay -turn on flashing lights, left signal at CALL-UP sign (image below) -call UHF 40 and advise of approach to the truck bay -enter the truck bay, traverse to entry ramp, enter construction zone
Site Exit Protocol	On approach to truck bay, from internal access track, -turn on flashing lights, -call UHF 40 and advise of approach to the truck bay -enter the truck bay, traverse to entry ramp, enter construction zone -check and merge into traffic



4.3. HLWJV Construction Peak Volumes and Routes

Construction vehicles will use the Hume Highway to access KTBPN. During standard hours, the largest construction vehicle accessing the site will be truck & dog combinations, semi-trailers and low loaders delivering plant and equipment.

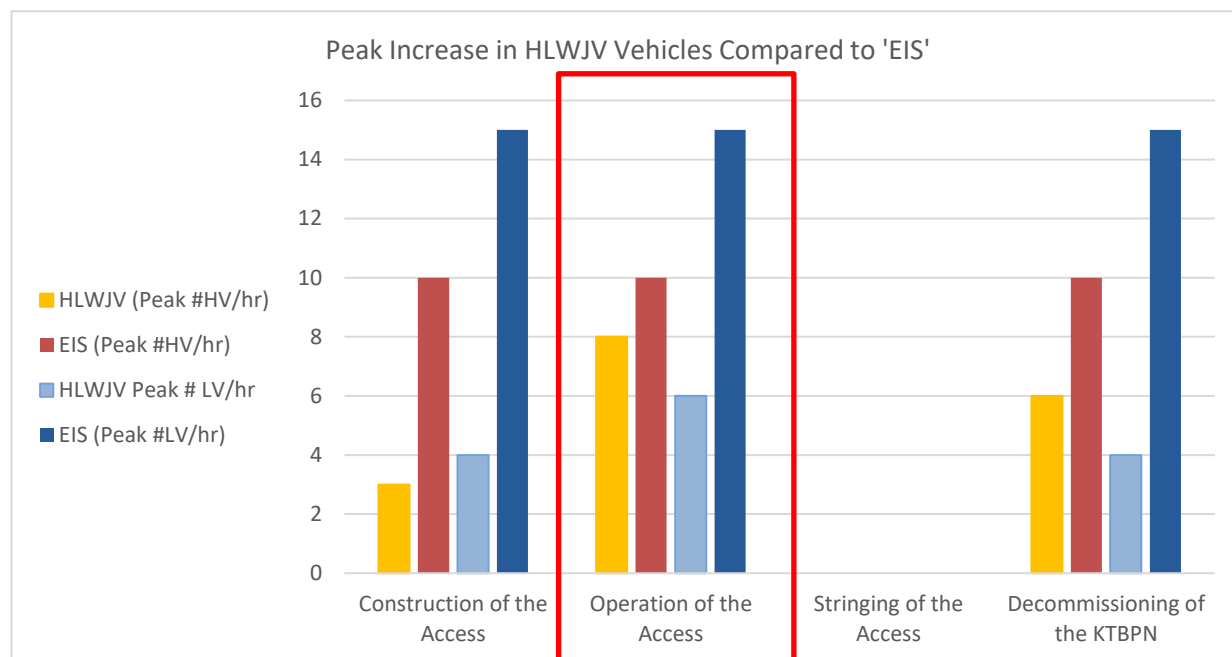


Figure 11 Peak Increase in HLWJV Vehicles Compared to 'EIS'

HLWJV construction vehicles will use Hume Highway Northbound to access the site. To exit the site, HLWJV Heavy Vehicles will use Hume Highway Northbound to exit the site and continue. A Vehicle Management Plan (VMP) has been produced and is detailed within Annexure E.

4.4. Impacts Due to Traffic Management

4.4.1. Traffic Flow

There will be minimal impact on the general traffic, noting that the KTBPB is a truck rest area and not a general rest area.

4.4.2. Cyclists

There will be minimal impact on the cycle lane, noting that the KTBPB is a truck rest area and not a general rest area.

4.4.3. Pedestrians

There are no anticipated impacts on pedestrians.

4.4.4. Freight Network

The operational use of the KTBPB, will affect the access into the KTBPB. HLWJV will conduct the works during the day, noting that the KTBPB is utilised more frequently within night hours due to freight operation. Portable VMS will show the change in condition of the KTBPB and will divert heavy vehicles to the 'Tarcutta Truck Changeover Yard', as displayed in Figure 12 below.



Figure 12: Tarcutta Truck Changeover Yard

HLWJV has adapted the VMS strategy (Annexure E) to display the closest alternative location, which will be communicated to the Freight network/TMC for live traffic messaging.

4.4.5. Emergency Services

There are no anticipated impacts on emergency services. Where emergency services require use of closed lane for both temporary traffic setups, all works will halt, and lane will be made available, to allow emergency services to pass.

4.4.6. External Stakeholders

Refer to section 9 for Community Engagement.

4.4.7. Public Transport

There are no public bus routes that are affected during the operational use of the KTBPB.

5. Decommissioning Phase – Returning KTBPB to Existing Condition

The decommissioning phase will include all activities required to return the KTBPB back to existing conditions and to the conditions of the SSI 36656827.

5.1. Scope of Works – Returning KTBPB to Existing Condition

Duration of decommissioning activities:

- 4 days total (plus 2 days contingency if required, e.g. weather)**
- Works are anticipated to commence between Q1 2026 and Q2 2026**
- Works will be within construction hours only**

The detailed construction scope is as follows:

- (a) Uncovering of existing KTBPB signage.
- (b) Removal of VMS on Hume Highway shoulder
- (c) Waterborne paint line marking to be removed using water blasting
- (d) Removal of Klemmfix on southern edge of the KTBPB and edge of Lane 1 Hume highway
- (e) Removal of 'R2-4' signage on the access entry ramp
- (f) Removal of entry access ramp from KTBPB to adjacent property
- (g) Removal of exit access ramp from adjacent property to KTBPB
- (h) KTBPB to be resealed as per conditions of the SSI 36656827.

5.2. Decommissioning Phase – Short Term Traffic Management

5.2.1. Lane 1 Closure on Hume Highway and Full Day Time Closure of KTPBN

Duration of works: 2 days only (daytime works only, within construction hours)

To facilitate the resealing works required HLWJV propose to close the truck bay area as a construction zone. This will require full day-time closure of the KTPBN, noting that the KTPBN will be closed during construction hours only, with the KTPBN re-opened for public use after construction hours. A lane closure will be used on the Hume Highway so that KTPBN modifications can be executed. The VMS will have been installed already and will be used to support the lane closure and full closure of the KTPBN. An example of the setup is provided in Figure 13, and the TGS has been provided in Annexure B.

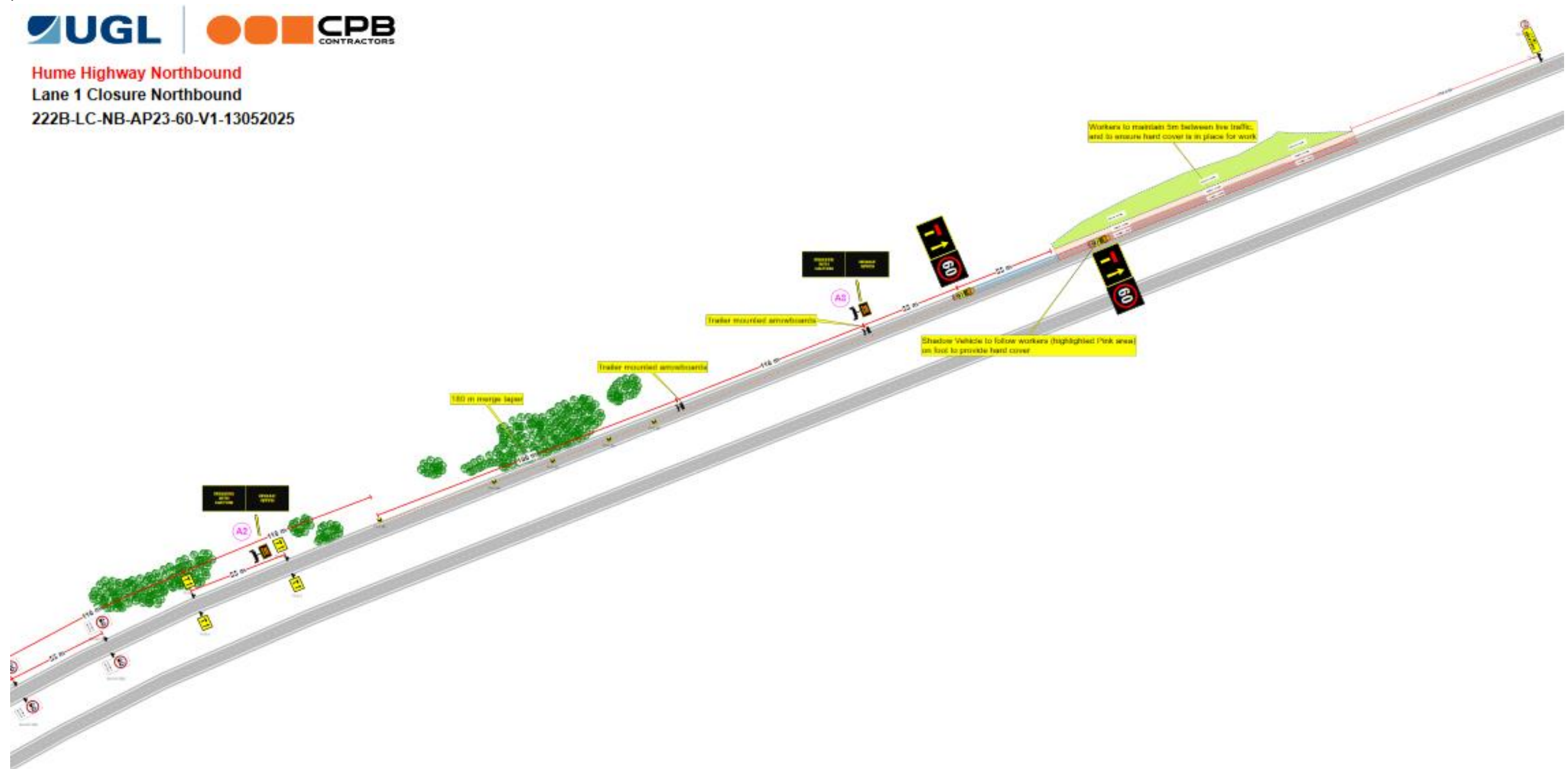


Figure 13: Lane 1 Closure Northbound on Hume Highway

5.2.2. Mobile Works – Existing Signage Covering and Removal of VMS

Duration of works: 2 days only (daytime works only, within construction hours)

To be able to uncover all existing KTBPB signage, and remove VMS, HLWJV propose to utilise a mobile works setup. The mobile works setup has been considered, as the construction activities are low impact, and quick, considering that no signs will require installation on the shoulder of Hume Highway. The mobile works setup is shown in Figure 14, and the TGS is provided in Annexure B.

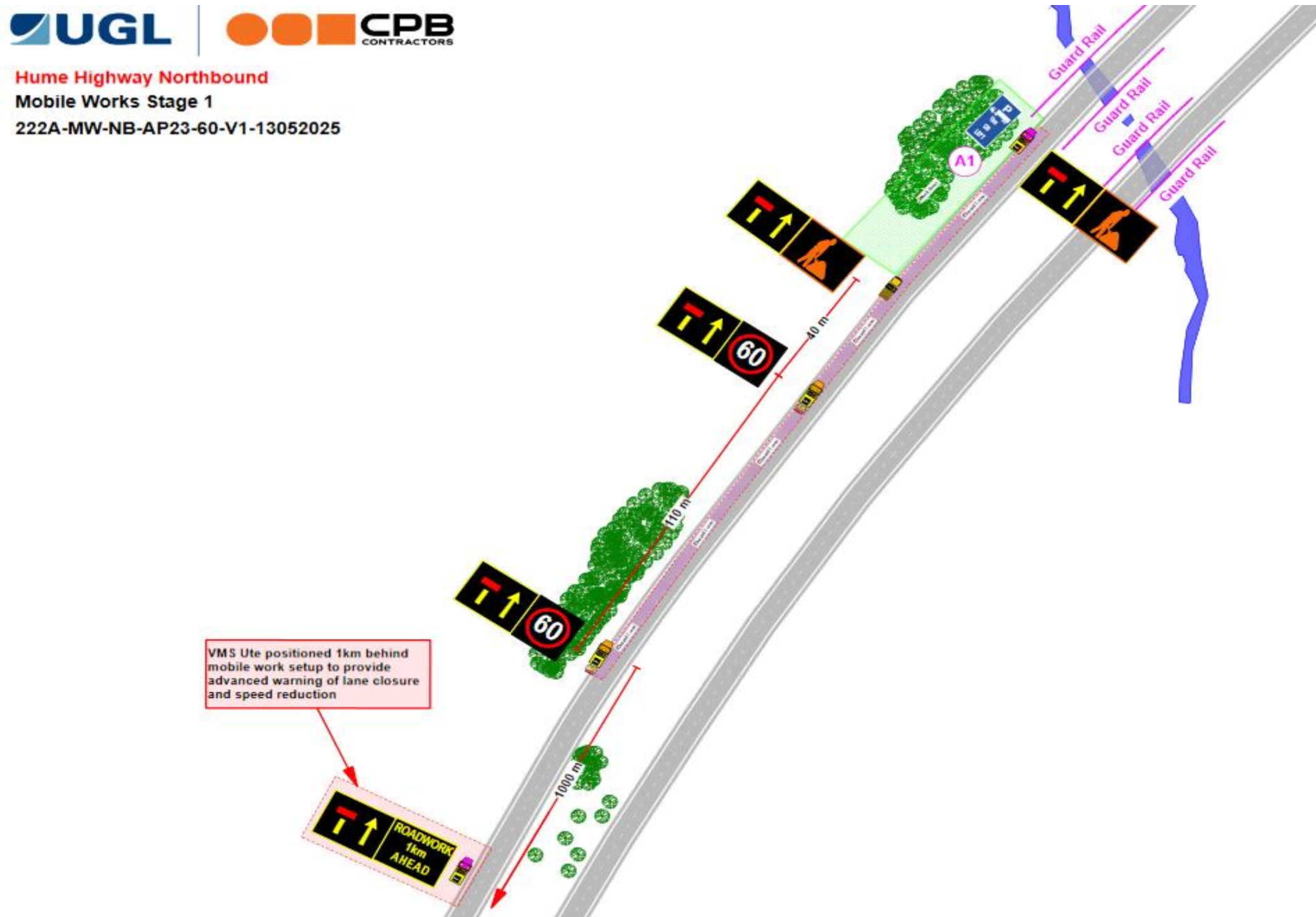


Figure 14: Mobile Works Setup

5.3. HLWJV Construction Peak Volumes and Routes During Decommissioning Phase

Construction vehicles will use the Hume Highway to access KTBPN. During standard hours, the largest construction vehicle accessing the site will be truck & dog combinations, 19m semi-trailers and low loaders delivering plant and equipment.

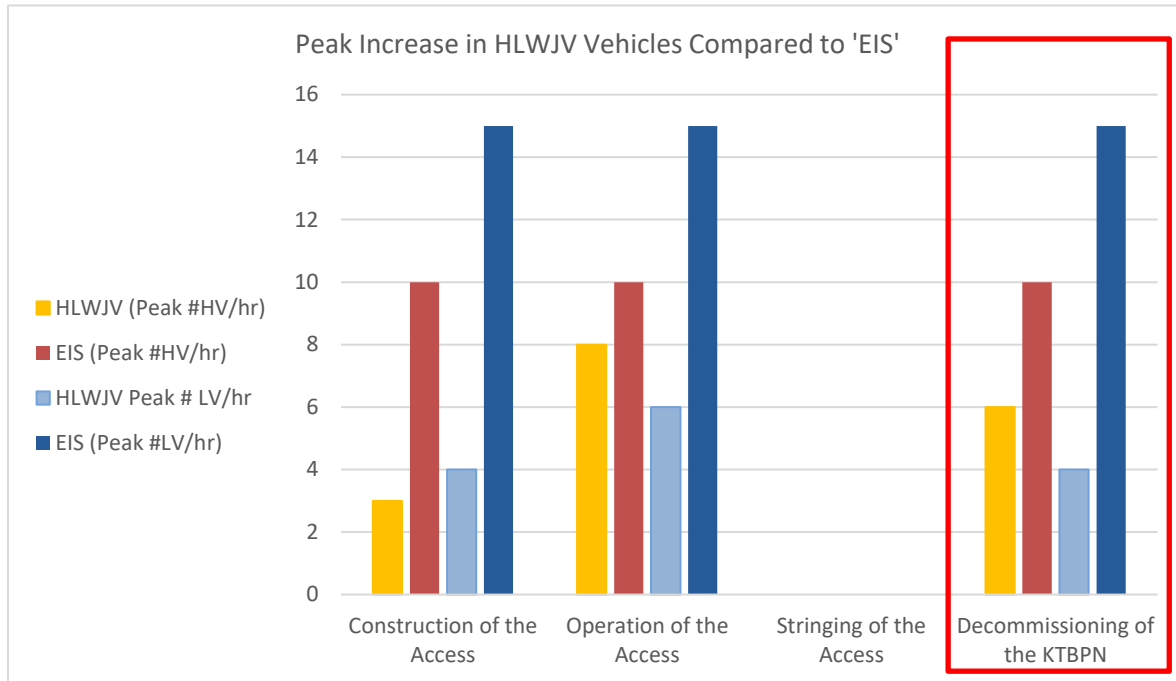


Figure 15 Peak Increase in HLWJV Vehicles Compared to 'EIS'

HLWJV construction vehicles will use Hume Highway Northbound to access the site. To exit the site, HLWJV Heavy Vehicles will use Hume Highway Northbound to exit the site and continue. A Vehicle Management Plan (VMP) has been produced and is detailed within Annexure E.

5.4. Impacts Due to Temporary Traffic Management

5.4.1. Traffic Flow

The Lane 1 closure on Hume Highway and full day-time closure of KTBPN, detailed in section 7.2.1 will likely impact the traffic flow. The temporary 60km/hr speed zone is approximately 1km in length. The lane closure, from merge taper to 'return to speed 100km/hr' is approximately 700m in length. It is expected this temporary traffic management cause approximately a 30 second total delay per vehicle due to the deceleration from 100km/hr to 60 km/hr, 60 km/hr temporary speed zone and lane closure. Calculations are shown in figure below

Data from TfNSW 'Traffic Volume Viewer' - https://maps.transport.nsw.gov.au/egeomaps/traffic-volumes/index.html/?z=6		Station ID	HHW005	Location:	2.11km North of Paynes Road, Bookham 2582
Delay, to one car, due to the deceleration		Drivers Decelerating in a temporary speed zone from 110km/hr to 40 km/hr (Assumption- Driver deceleration is to be uniform, as no data can be provided)			
V_f	110 km/hr	(Exisiting motorway speed)			
V_f	30.6 m/s	(Exisiting motorway speed)			
S	1000 m	(length of the short term traffic control including temporary speed zone)			
t_f	32.7 sec	Exisiting travel time over section			
V_z	40 km/hr	Temporary speed zone minimum speed			
V_z	11.1 m/s	Temporary speed zone minimum speed			
t_a	48 sec	Approach travel time with a uniform deceleration over the same section			
D_{TEMP}	15.3 sec	Delay due to the deceleration from temporary speed zone			
Delay due to reduction in speed					
S	220 m	Length of the temporary speed zone through the workzone (from end of merge taper to the boomgate)			
D_{RED}	12.6 sec	Delay due to the lane closure			
Total Delay (before being stopped)					
$D_{TEMP} + D_{RED}$	27.9 sec	Total Delay including speed reduction and lane closure to the boomgate			

Figure 16: Calculations Showing Delay

The Mobile Works described within section 7.2.2 will have minimal impact on the Hume Highway northbound traffic flow. The mobile work will cover approximately 1km of work, with 3 locations that require VMS installation and covering of signage. General traffic speed will be reduced to 60km/hr for approximately 300m. A single lane closure will be in place for around 250m. It is expected this work will have minimal impact on the traffic flow.

5.4.2. Cyclists

The same impacts discussed within section 7.4.1, will apply to cyclists, noting that they share the road shoulder. There is provision for cyclists on Hume Highway, on road shoulders, and the northbound and southbound Hume Highway off-ramps, as evidenced by Figure 7 below.



Figure 17 Hume Highway Cycleway Finder

(<https://maps.transport.nsw.gov.au/geomaps/cycleway-finder/index.html#>)

5.4.3. Pedestrians

There are no anticipated impacts on pedestrians.

5.4.4. Freight Network

In Section 6.2.2, the lane closure will also affect the access into the KTBP. HLWJV will conduct the works during the day, noting that the KTBP is utilised more frequently within night hours due to freight operation. Portable Variable Message Signs will show the change in condition of the KTBP and will divert heavy vehicles to the 'Tarcutta Truck Changeover Yard', as displayed in figure below.



HLWJV has adapted the VMS strategy (Annexure E) to display the closest alternative location, which will be communicated to the Freight network/TMC for live traffic messaging.

5.4.5. Emergency Services

There are no anticipated impacts on emergency services. Where emergency services require use of closed lane for both temporary traffic setups, all works will halt, and lane will be made available, to allow emergency services to pass.

5.4.6. External Stakeholders

Refer to section 9 for Community Engagement.

5.4.7. Public Transport

There are no public bus routes that are affected during the lane closure.

6.Required Approvals

ROLs will obtain from the Transport Management Centre (TMC), through the OpLinc (electronic lodgement portal system) for works (as outlined in this TMP) on the Hume Highway.

This TMP will be appended to the TTMP for approval.

7.Community, Stakeholder, Freight Industry Engagement

The HLW project team will inform the community and key stakeholders of all major construction and operational impacts including changed traffic conditions. The communication will be managed in accordance with the Community Communication Strategy and approved communication tools (Table 9-1). An integrated communications approach using multiple engagement tools will allow the community and motorists using this section of the Hume Highway to make informed travel choices during the construction and operation of the parking bay and road upgrades.

The Community Communication Strategy will aim to ensure:

- The community, cyclists and motorists using the highway, emergency services, the road freight industry, State Government, any relevant special event organisers, adjacent landowners / property owners and businesses are provided ongoing, accurate and timely information about traffic changes in a form suitable to their needs
- Information provided enables the motorists using the highway to optimise their travel options and minimise delays
- Property owners, businesses and community are consulted on traffic issues which directly impact them
- Traffic management strategies are supported by communication strategies to minimise the impact on the road and transport network
- Management of traffic incidents is supported by effective incident management communication protocols.

Where there is an anticipated impact on property owners, the HLWJV project team will ensure the impacted residents are informed and consulted prior the impact occurring.

Table 2: Communication Tools

Tool	Purpose	Frequency
Portable Variable Message Signs (VMS)	Electronic variable message sign provides advanced notice to road users of major traffic changes	At least 7 days prior to change
Static signage at the site	Signage installed to provide advance notice to parking bay users of the upcoming traffic and parking bay changes	At least 7 days prior to change
TfNSW State notification portal	Information about construction activities including information about traffic changes	As required
Transgrid HumeLink project website	Information about construction activities and changes to parking bay area and road	At least 7 days prior to change
Livetraffic.com (controlled by TMC)	Real time traffic information about construction impacts to road users	For the whole of the Project
Work notifications	Work Notifications distributed electronically and printed copies to inform local residents and businesses affected by changes to parking area, road network and traffic	At least 7 days prior to change
Project 1800 contact number	Available 24 / 7 for any questions, concerns from community and stakeholders	At least 7 days prior to change
Project email address	Available for community and stakeholders for two-way communication with the project team	As required
Meetings / briefings	To provide information to affected community, other key stakeholders, road freight industry,	As required
Traffic alert mail	Communication to transport authorities, operators and emergency services to advise of traffic changes including road or lane closures and detours	At least 7 days prior to change

8. Monitoring and Reporting

The HumeLink West project team will undertake periodic inspections of the road condition and network performance on Mates Gully Road. Inspections and monitoring will be completed pre-construction, during construction and operation of the road upgrades. The team will monitor construction safety, driver behaviour, road user safety, road conditions and network performance. Where deficiencies are identified, the team will rectify appropriately through maintenance activities, continuous improvement processes and / or provisions outlined in the Safety Management System.

9. Site Contacts

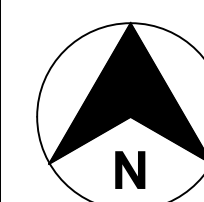
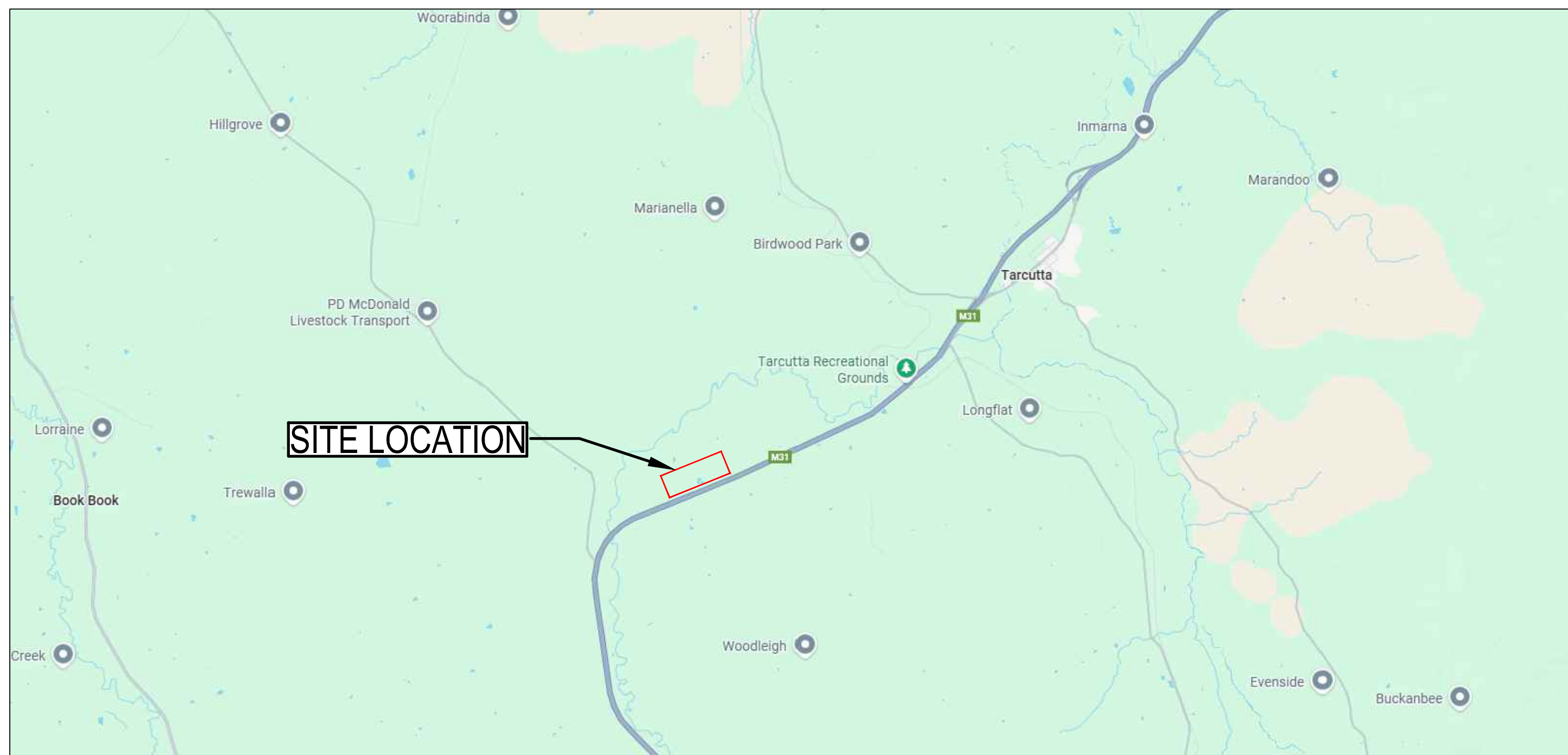
Priority	Name	Position	Contact Details
1 st		Supervisor	
2 nd		Traffic Manager	
3 rd		Traffic Engineer	

Annex A. Construction Scope of Works & Design

HUME LINK ACCESS POINT 23

KEAJURA TRUCK BAY

CIVIL WORKS



LOCALITY PLAN
NOT TO SCALE

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This figure displays three cross-sections of the MC20 bridge, labeled A, B, and C, showing design levels, existing levels, cut/fill depths, and offsets.

The sections are defined by their horizontal coordinates:

- Section A: 170.000
- Section B: 190.000
- Section C: 203.546

The vertical axis represents elevation in meters above datum (e.g., DATUM 281.0 or DATUM 282.0).

Cross-Section Data Summary:

Section	Coordinate	Design Level (m)	Existing Level (m)	Cut/Fill Depth (m)	Design Offset (m)
A	170.000	283.906 - 284.319	283.906 - 283.721	0.000 - -0.599	-3.944 - -2.000
B	190.000	284.456 - 284.179	284.456 - 283.968	0.000 - -0.211	-5.184 - -2.000
C	203.546	284.754 - 284.085	284.754 - 284.244	0.000 - 0.159	-5.968 - -2.000

MC20 - CROSS SECTIONS
SCALE 1:100

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

REFERENCES:

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

SCALE: AS SHOWN

CLIENT: UGL CPB CONTRACTORS

PREPARED FOR: shelton collins williams

DESIGN LOT CODE: NETWORK COMPLEX CODE:

**HUME HIGHWAY - SOUTH OF TARCUTTA
HUMELINK ACCESS POINT 23
KEAJURA TRUCK BAY**

MC20 - CROSS SECTIONS
CH 160 - CH 203.560

DRAWING SET No: 25008
STATUS: FOR REVIEW

REV 0 VER EDMS No. AMD No. 0

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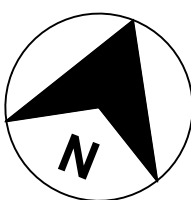
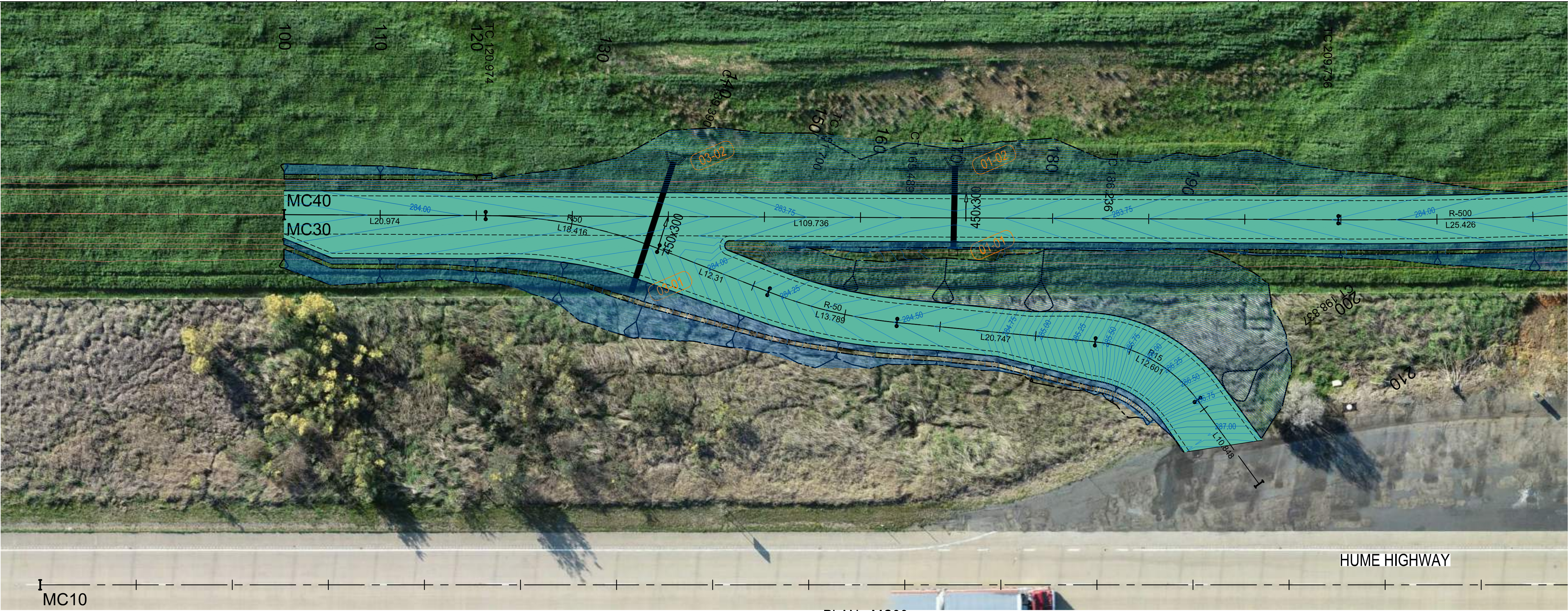
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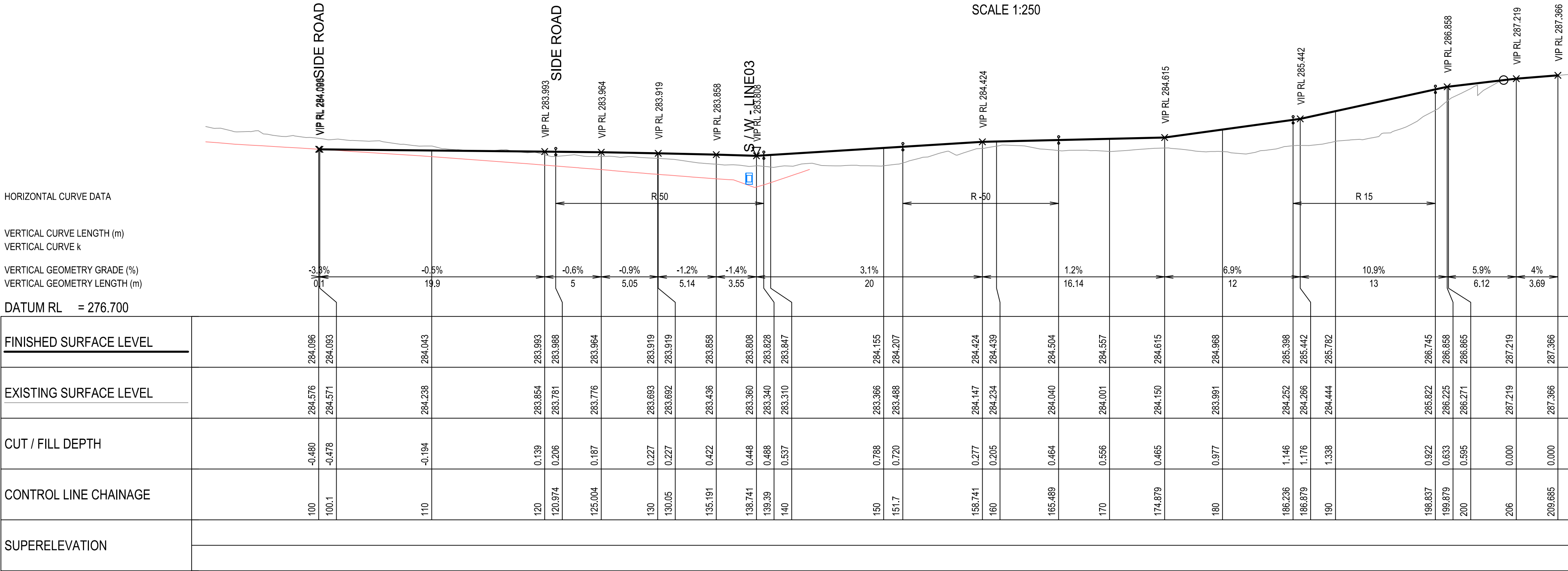
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LEGEND	
EXISTING	
BC	CADASTRAL BOUNDARY
BDY	BOUNDARY (EXTENT OF SURVEY)
---	EDGE OF BITUMEN
---	SURFACE CONTOUR
	TREE / VEGETATION
PROPOSED	
MCXX	CONTROL ALIGNMENT LABEL
---	BATTER INTERFACE
	CUT / FILL BATTER
---	SURFACE CONTOUR (0.2m INT.)
---	CONTROL ALIGNMENT
---	ECI DESIGN
	RAMP PAVEMENT
	STORMWATER NETWORK
	GATE
	FRANGIBLE BOLLARDS

PLAN - MC30
SCALE 1:250



A1 SCALE: H 1:250, V 1:125
LONGITUDINAL SECTION MC30

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

REFERENCES:		THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.					SCALE: AS SHOWN		CLIENT:		This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.				HUME HIGHWAY - SOUTH OF TARCUTTA HUMELINK ACCESS POINT 23 KEAJURA TRUCK BAY MC30 - PLAN AND LONGITUDINAL SECTION CH 100 - CH 215.829 DRAWING SET No: 25008 STATUS: FOR REVIEW DRG No. 25008-DRG-RC-0030			
							02.55 2.5 5 7.5 10m SCALE 1:250 (A1)		UGL CPB CONTRACTORS									
									PREPARED FOR:									
							01.25 1.25 2.5 3.75 5m SCALE 1:125 (A1)											
0		ISSUED FOR CONSTRUCTION					SL / 27.01.2026		MS / 27.01.2026		MS / 27.01.2026							
REV		DESCRIPTION					DESIGNER INITIAL/DATE		VERIFIED INITIAL/DATE		APPROVED INITIAL/DATE							
COORDINATE SYSTEM:							HEIGHT DATUM:		DESIGN LOT CODE:		NETWORK COMPLEX CODE:							

FILE NAME: 25008-DRG-RC-0030.dwg
PLOT DATE & TIME: 27/01/2026 7:47:29 PM

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[illegible]

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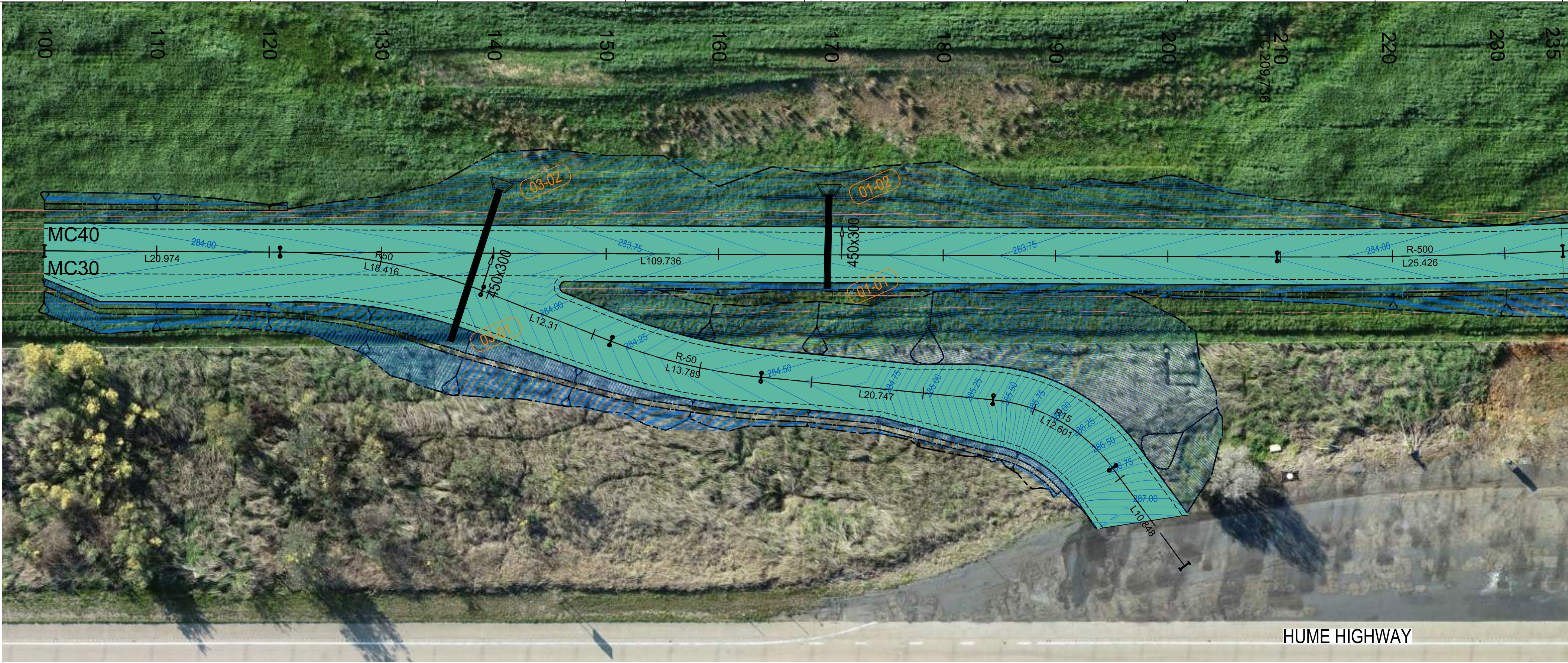
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LEGEND

EXISTING

BC

CADASTRAL BOUNDARY

BDY

BOUNDARY (EXTENT OF SURVEY)

EDGE OF BITUMEN

SURFACE CONTOUR

TREE / VEGETATION

PROPOSED

MCXX

CONTROL ALIGNMENT LABEL

BATTER INTERFACE

CUT / FILL BATTER

SURFACE CONTOUR (0.2m INT.)

CONTROL ALIGNMENT

ECI DESIGN

RAMP PAVEMENT

STORMWATER NETWORK

GATE

FRANGIBLE BOLLARDS

N

HORIZONTAL CURVE DATA

VERTICAL CURVE LENGTH (m)
VERTICAL CURVE k

VERTICAL GEOMETRY GRADE (%)
VERTICAL GEOMETRY LENGTH (m)

DATUM RL = 276.700

FINISHED SURFACE LEVEL	284.096	284.093	284.043	283.993	283.943	283.918	283.887	283.887	283.843	283.794	283.694	283.647	283.622	283.622	283.647	283.700	283.800	283.830	283.882	283.955	283.957	284.032	284.106	284.145
EXISTING SURFACE LEVEL	284.576	284.571	284.238	283.854	283.697	283.463	283.253	283.251	283.186	283.189	283.377	283.341	283.077	283.067	283.122	283.088	283.232	283.310	283.301	283.770	283.726	283.798	284.146	284.094
CUT / FILL DEPTH	-0.480	-0.478	-0.194	0.139	0.247	0.455	0.635	0.636	0.657	0.605	0.317	0.306	0.545	0.555	0.525	0.612	0.568	0.520	0.582	0.185	0.231	0.233	-0.040	0.051
CONTROL LINE CHAINAGE	100	100.1	110	120	130	135.11	140	140.11	145.11	150	160	164.697	166.696	170	174.697	180	190	193	200	209.736	210	220	230	235.192
SUPERELEVATION																								

A1 SCALE: H 1:250, V 1:125

LONGITUDINAL SECTION MC40

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

REFERENCES:

0	ISSUED FOR CONSTRUCTION	SL / 27.01.2026	MS / 27.01.2026	MS / 27.01.2026	
REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE	

COORDINATE SYSTEM:

GDA2020

HEIGHT DATUM:

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SCALE: AS SHOWN

0 2.5 5 7.5 10m

SCALE 1:250 (A1)

0 1.25 2.5 3.75 5m

SCALE 1:125 (A1)

CLIENT:

UGL CPB CONTRACTORS

shelton collins williams

PREPARED FOR:

NETWORK COMPLEX CODE:

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DRAWN

S.LAL

14/08/25

DESIGNED

R.DEW

14/08/25

DRG CHECK

R.DEW

14/08/25

DESIGN CHECK

H.WILLIAMS

18/08/25

PROJ/DES MNGR

M.SHELTON

18/08/25

APPROVED

M.SHELTON

13/11/25

HUME HIGHWAY - SOUTH OF TARCUTTA

HUMELINK ACCESS POINT 23

KEAJURA TRUCK BAY

MC30 - PLAN AND LONGITUDINAL SECTION

CH 100 - CH 215.829

DRAWING SET No: 25008

PART:

SHEET: 12 OF 23

A1

STATUS: FOR REVIEW

BRIDGE No:

©

DRG No.

25008-DRG-RC-0040

REV 0

VER

EDMS No.

AMD No. 0

FILE NAME: 25008-DRG-RC-0040.dwg

PLOT DATE & TIME: 27/01/2026 7:46:57 PM

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G												G	
H												H	

	110.000										
	100.000										
	120.000										
	MC40 - CROSS SECTIONS										
	SCALE 1:100										

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							 PREPARED FOR:		DRAWN	S.LAL	14/08/25	DRAWING SET No: 25008			PART:	SHEET: 13 OF 23	A1
									DESIGNED	R.DEW	14/08/25	STATUS: FOR REVIEW			BRIDGE No: 25008-DRG-RC-0041		
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									DESIGN CHECK	H.WILLIAMS	18/08/25						
									PROJ/DES MNGR	M.SHELTON	18/08/25						
									APPROVED	M.SHELTON	13/11/25						
	COORDINATE SYSTEM: 				HEIGHT DATUM:		DESIGN LOT CODE:	NETWORK COMPLEX CODE:									

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H	REFERENCES: <table><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>0</td><td>ISSUED FOR CONSTRUCTION</td><td>SL / 27.01.2026</td><td>MS / 27.01.2026</td><td>MS / 27.01.2026</td><td></td></tr><tr><td>REV</td><td>DESCRIPTION</td><td>DESIGNER INITIAL/DATE</td><td>VERIFIED INITIAL/DATE</td><td>APPROVED INITIAL/DATE</td><td></td></tr></table> COORDINATE SYSTEM: HEIGHT DATUM: DESIGN LOT CODE: SCALE: AS SHOWN SCALE 1:100 (A1) CLIENT: PREPARED FOR: NETWORK COMPLEX CODE: This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW. DRAWN _____ S.LAL _____ 14/08/25 DESIGNED _____ R.DEW _____ 14/08/25 DRG CHECK _____ R.DEW _____ 14/08/25 DESIGN CHECK _____ H.WILLIAMS _____ 18/08/25 PROJ/DES MNGR _____ M.SHELTON _____ 18/08/25 APPROVED _____ M.SHELTON _____ 13/11/25 HUME HIGHWAY - SOUTH OF TARCUTTA HUMELINK ACCESS POINT 23 KEAJURA TRUCK BAY MC40 - CROSS SECTIONS CH 140 - CH 170 <table><tr><td>DRAWING SET No: 25008</td><td>PART:</td><td>SHEET: 14 OF 23</td><td>A1</td></tr><tr><td>STATUS: FOR REVIEW</td><td>BRIDGE No:</td><td colspan="2">©</td></tr><tr><td>DRG No. 25008-DRG-RC-0042</td><td>REV 0</td><td>VER</td><td>EDMS No.</td></tr><tr><td></td><td></td><td></td><td>AMD No. 0</td></tr></table>																																										0	ISSUED FOR CONSTRUCTION	SL / 27.01.2026	MS / 27.01.2026	MS / 27.01.2026		REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE		DRAWING SET No: 25008	PART:	SHEET: 14 OF 23	A1	STATUS: FOR REVIEW	BRIDGE No:	©		DRG No. 25008-DRG-RC-0042	REV 0	VER	EDMS No.				AMD No. 0	H
0	ISSUED FOR CONSTRUCTION	SL / 27.01.2026	MS / 27.01.2026	MS / 27.01.2026																																																																			
REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE																																																																			
DRAWING SET No: 25008	PART:	SHEET: 14 OF 23	A1																																																																				
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H	REFERENCES: THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED. SCALE: AS SHOWN CLIENT: UGL CPB CONTRACTORS PREPARED FOR: NETWORK COMPLEX CODE: DESIGNER INITIAL DATE VERIFIED INITIAL DATE APPROVED INITIAL DATE COORDINATE SYSTEM: GDA2020 HEIGHT DATUM: DESIGN LOT CODE: This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW. shelton thomson collins williams DRAWN _____ S.LAL _____ 14/08/25 DESIGNED _____ R.DEW _____ 14/08/25 DRG CHECK _____ R.DEW _____ 14/08/25 DESIGN CHECK _____ H.WILLIAMS _____ 18/08/25 PROJ/DES MNGR _____ M.SHELTON _____ 18/08/25 APPROVED _____ M.SHELTON _____ 13/11/25 HUME HIGHWAY - SOUTH OF TARCUTTA HUMELINK ACCESS POINT 23 KEAJURA TRUCK BAY MC40 - CROSS SECTIONS CH 190 - END DRAWING SET No: 25008 STATUS: FOR REVIEW PART: SHEET: 16 OF 23 A1 BRIDGE No: © REV 0 VER EDMS No. AMD No. 0 DRG No. 25008-DRG-RC-0044												H

LEGEND	
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EXISTING

— DC —

BDY

PROPOSED

PROPOSED
MOVY

MCXX

	○	●
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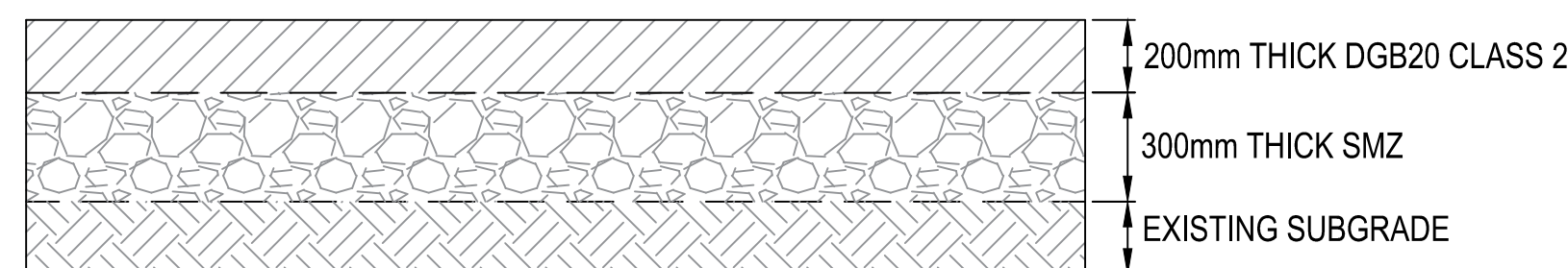
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2



PAVEMENT PLAN

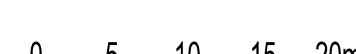
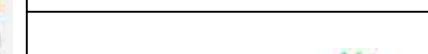
SCALE 1:500



PAVEMENT DETAILS

NTS

QUANTITIES				
PAVEMENT MATERIAL	VOLUME (m³)			
ROAD NAME/STRING	MC20 (ENTRY RAMP)	MC30 (EXIT RAMP)	MC40 (ROAD UPGRADE)	TOTAL
200mm THICK DG20 CLASS	129	99	131	359
300mm THICK SMZ	193	149	196	538

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	0	ISSUED FOR CONSTRUCTION	SL / 27.01.2026	MS / 27.01.2026	MS / 27.01.2026	PREPARED FOR:		
REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE				
COORDINATE SYSTEM:			HEIGHT DATUM:		DESIGN LOT CODE:	NETWORK COMPLEX CODE:		

HUME HIGHWAY - SOUTH OF TARCUTTA					
HUMELINK ACCESS POINT 23					
KEAJURA TRUCK BAY					
PAVEMENT PLAN AND DETAILS					
DRAWING SET No: 25008		PART:	SHEET: 18 OF 23	A	
STATUS: FOR REVIEW		BRIDGE No:		©	
DRG No.	25008-DRG-PV-0101	REV 0	VER	EDMS No.	AMD No.

DRAWN	S.LAL	14/08/25
DESIGNED	R.DEW	14/08/25
DRG CHECK	R.DEW	14/08/25
DESIGN CHECK	H.WILLIAMS	18/08/25
PROJ/DES MNGR	M.SHELTON	18/08/25
APPROVED	M.SHELTON	13/11/25

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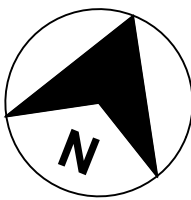
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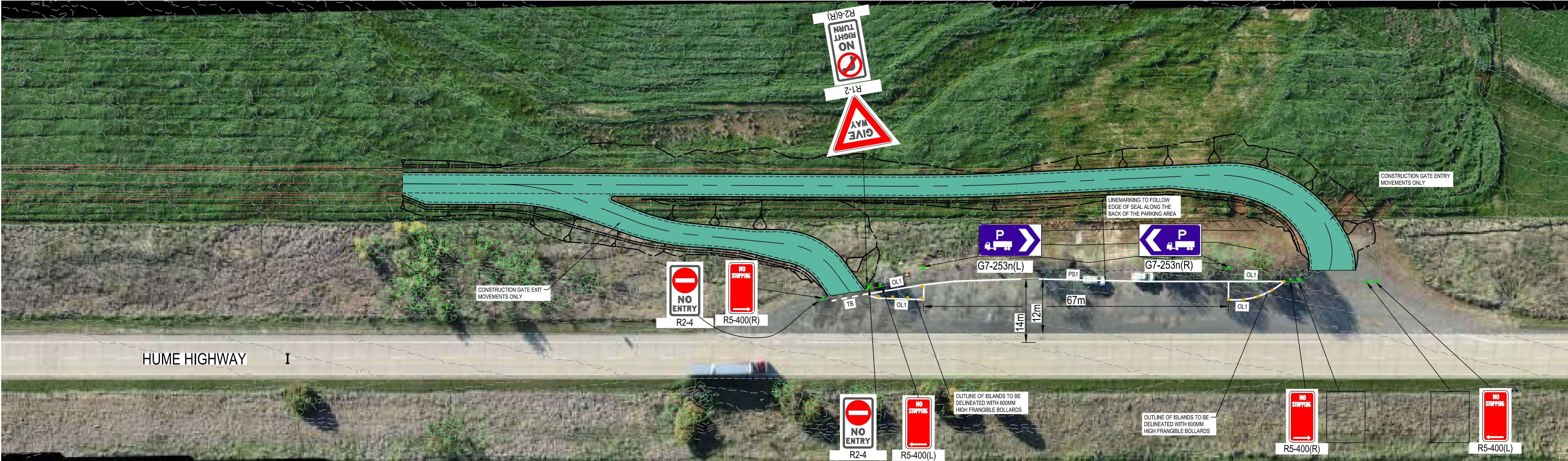
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LEGEND	
EXISTING	
BC	CADASTRAL BOUNDARY
BDY	BOUNDARY (EXTENT OF SURVEY)
---	EDGE OF BITUMEN
---	SURFACE CONTOUR
🌳	TREE / VEGETATION
PROPOSED	
MCXX	CONTROL ALIGNMENT LABEL
---	BATTER INTERFACE
⬆ ⬆	CUT / FILL BATTER
3.75	SURFACE CONTOUR (0.2m INT.)
---	CONTROL ALIGNMENT
---	ECI DESIGN
▬	RAMP PAVEMENT
⚡	STORMWATER NETWORK
⚡	GATE
●	FRANGIBLE BOLLARDS



SIGNAGE LAYOUT
SCALE 1:500

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						0 5 10 15 20m SCALE 1:500 (A1)												
0	ISSUED FOR CONSTRUCTION				SL / 27.01.2026	MS / 27.01.2026	MS / 27.01.2026											
REV	DESCRIPTION				DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE											
COORDINATE SYSTEM: 													HEIGHT DATUM:		DESIGN LOT CODE:		NETWORK COMPLEX CODE:	

HUME HIGHWAY - SOUTH OF TARCUTTA

HUMELINK ACCESS POINT 23

KEAJURA TRUCK BAY

SIGNAGE LAYOUT

DRAWING SET No: 25008				PART:	SHEET: 19 OF 23		A1
STATUS: FOR REVIEW				BRIDGE No: ©			
DRG No. 25008-DRG-SM-0101		REV 0	VER	EDMS No.		AMD No. 0	

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PLOT DATE & TIME: 27/01/2026 7:47:45 PM

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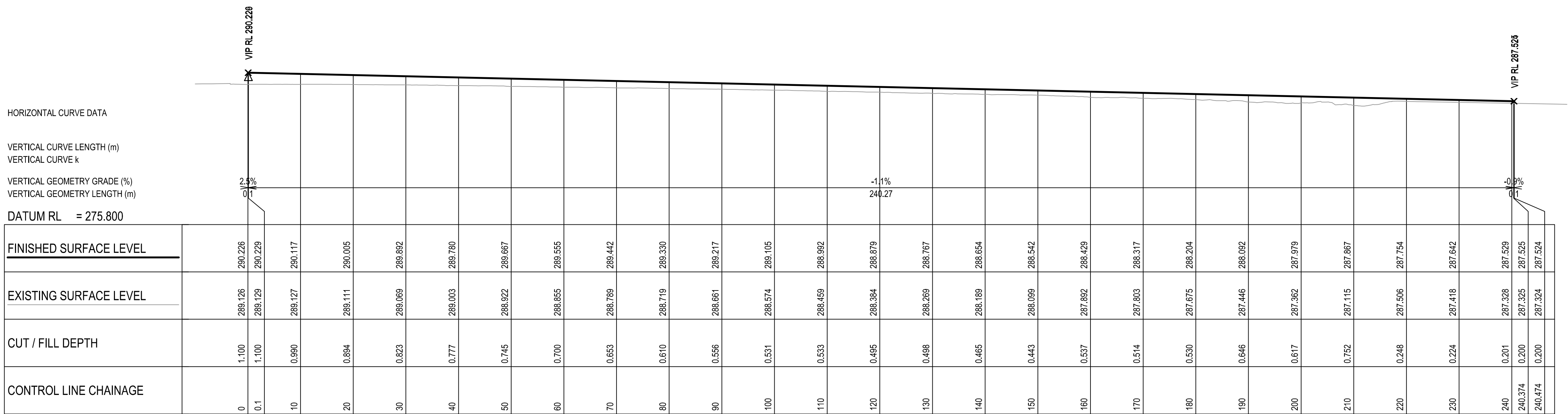
H



SIGHT LINE (SSD) LAYOUT

SCALE 1:500

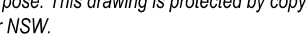
STOPPING SIGHT DISTANCE PARAMETERS (SSD)		
REACTION TIME (R_T)	AUSTROADS - GUIDE TO ROAD DESIGN PART 3: GEOMETRIC DESIGN TABLE 5.2	2s
OPERATION SPEED (V)	-	120km/hr
COEFFICIENT OF DECLARATION (d)	AUSTROADS - GUIDE TO ROAD DESIGN PART 3: GEOMETRIC DESIGN TABLE 5.3	0.29
LONGITUDINAL GRADE (a)	ASSUMED	1%



A1 SCALE: H 1:500, V 1:250

LONGITUDINAL SECTION - SIGHT LINE SSD

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STATUS: FOR REVIEW		BRIDGE No: ©																	
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					 SCALE 1:250 (A1)	PREPARED FOR:													
					 SCALE 1:500 (A1)														
0	ISSUED FOR CONSTRUCTION	SL / 27.01.2026	MS / 27.01.2026	MS / 27.01.2026															
REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE															
COORDINATE SYSTEM: 		HEIGHT DATUM:		DESIGN LOT CODE:	NETWORK COMPLEX CODE:														

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A

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SIGHT LINE (SISD THROUGH) LAYOUT

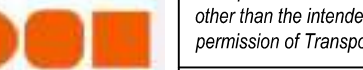
SCALE 1:500

HORIZONTAL CURVE DATA					
VERTICAL CURVE LENGTH (m)					
VERTICAL CURVE k					
VERTICAL GEOMETRY GRADE (%)					
VERTICAL GEOMETRY LENGTH (m)					
DATUM RL = 275.600					
FINISHED SURFACE LEVEL EXISTING SURFACE LEVEL					
CUT / FILL DEPTH					
CONTROL LINE CHAINAGE					

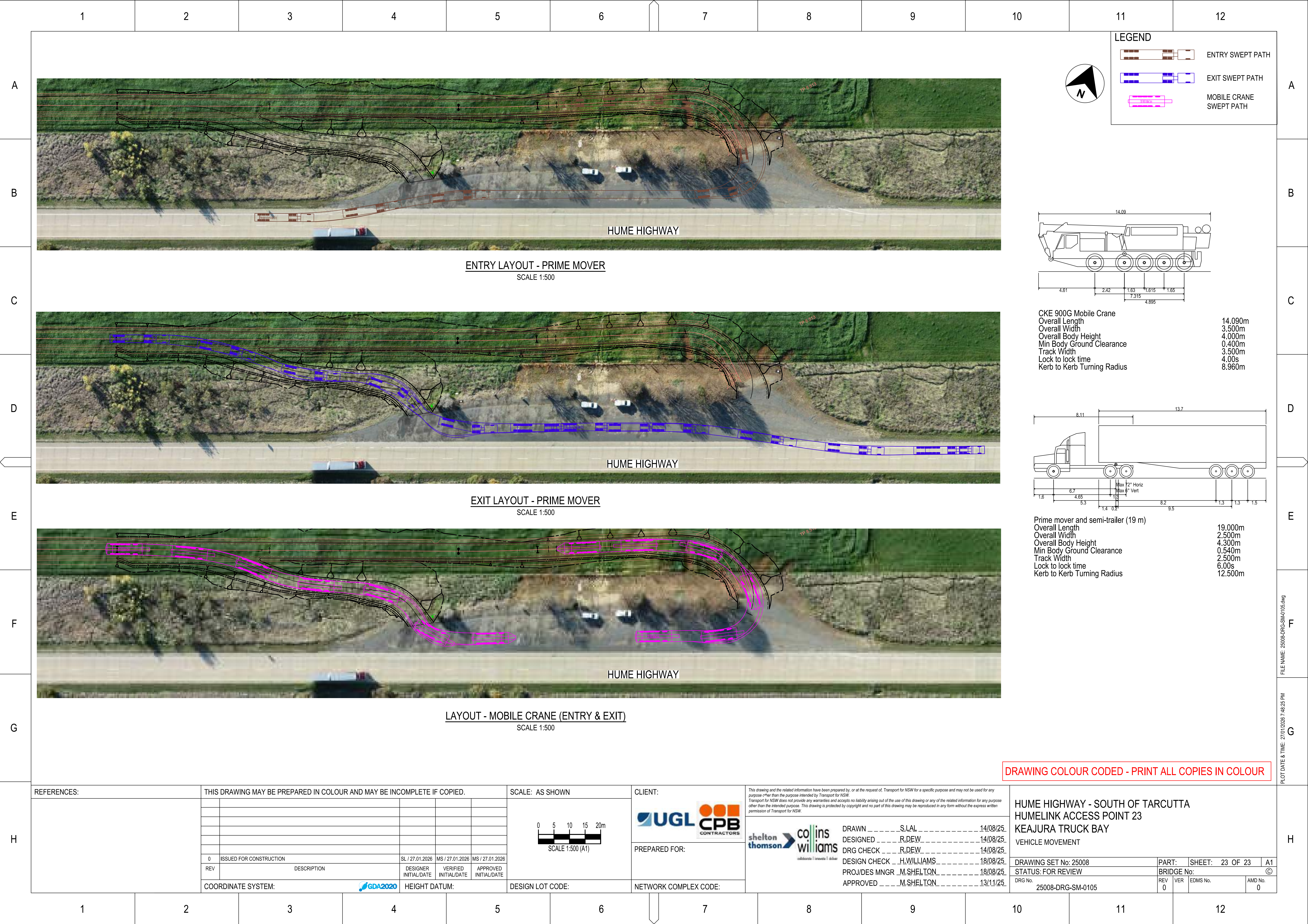
A1 SCALE: H 1:500, V 1:250

LONGITUDINAL SECTION - SIGHT LINE SISD THROUGH

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

REFERENCES:	THIS DRAWING MAY BE PREPARED IN COLOUR AND MAY BE INCOMPLETE IF COPIED.					SCALE: AS SHOWN	CLIENT:	This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.				
						 SCALE 1:250 (A1)		This drawing and the related information have been prepared by, or at the request of, Transport for NSW for a specific purpose and may not be used for any purpose other than the purpose intended by Transport for NSW. Transport for NSW does not provide any warranties and accepts no liability arising out of the use of this drawing or any of the related information for any purpose other than the intended purpose. This drawing is protected by copyright and no part of this drawing may be reproduced in any form without the express written permission of Transport for NSW.				
						 SCALE 1:500 (A1)	PREPARED FOR:					
0	ISSUED FOR CONSTRUCTION	SL / 27.01.2026	MS / 27.01.2026	MS / 27.01.2026				DRAWN _____ S.LAL _____ 14/08/25				
REV	DESCRIPTION	DESIGNER INITIAL/DATE	VERIFIED INITIAL/DATE	APPROVED INITIAL/DATE				DESIGNED _____ R.DEW _____ 14/08/25				
								DRG CHECK _____ R.DEW _____ 14/08/25				
								DESIGN CHECK _____ H.WILLIAMS _____ 18/08/25				
								PROJ/DES MNGR _____ M.SHELTON _____ 18/08/25				
								APPROVED _____ M.SHELTON _____ 13/11/25				
COORDINATE SYSTEM:				HEIGHT DATUM:		DESIGN LOT CODE:	NETWORK COMPLEX CODE:					

HUME HIGHWAY - SOUTH OF TARCUTTA HUMELINK ACCESS POINT 23 KEAJURA TRUCK BAY				
SIGHT LINE - SISD THROUGH PLAN AND LONGITUDINAL SECTION				
DRAWING SET No: 25008	PART:	SHEET: 22 OF 23	A1	
STATUS: FOR REVIEW		BRIDGE No: ©		
DRG No. 25008-DRG-SM-0104	REV 0	VER	EDMS No.	AMD No. 0



ENTRY LAYOUT - PRIME MOVER

SCALE 1:500

EXIT LAYOUT - PRIME MOVER

SCALE 1:500

LAYOUT - MOBILE CRANE (ENTRY & EXIT)

SCALE 1:500

14.08

4.612.421.631.6151.657.3154.895

CKE 900G Mobile Crane

Overall Length14.090m

Overall Width3.500m

Overall Body Height4.000m

Min Body Ground Clearance0.400m

Track Width3.500m

Lock to lock time4.00s

Kerb to Kerb Turning Radius8.960m

8.1113.7

1.66.74.655.31.40.28.29.51.31.31.5

Prime mover and semi-trailer (19 m)

Overall Length19.000m

Overall Width2.500m

Overall Body Height4.300m

Min Body Ground Clearance0.540m

Track Width2.500m

Lock to lock time6.00s

Kerb to Kerb Turning Radius12.500m

REFERENCES:

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

SCALE: AS SHOWN

CLIENT:

0

ISSUED FOR CONSTRUCTION

SL / 27.01.2026

MS / 27.01.2026

MS / 27.01.2026

REV

DESCRIPTION

DESIGNER INITIAL/DATE

VERIFIED INITIAL/DATE

APPROVED INITIAL/DATE

COORDINATE SYSTEM:

HEIGHT DATUM:

DESIGN LOT CODE:

NETWORK COMPLEX CODE:

0

5

10

15

20m

SCALE 1:500 (A1)

UGL

CPB

CONTRACTORS

PREPARED FOR:

shelton

collins

williams

collaborate | innovate | deliver

DRAWN

S.LAL

14/08/25

DESIGNED

R.DEW

14/08/25

DRG CHECK

R.DEW

14/08/25

DESIGN CHECK

H.WILLIAMS

18/08/25

PROJ/DES MNGR

M.SHELTON

18/08/25

APPROVED

M.SHELTON

13/11/25

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HUME HIGHWAY - SOUTH OF TARCUTTA

HUMELINK ACCESS POINT 23

KEAJURA TRUCK BAY

VEHICLE MOVEMENT

DRAWING SET No: 25008

PART:

SHEET: 23 OF 23

A1

STATUS: FOR REVIEW

BRIDGE No:

©

DRG No.

25008-DRG-SM-0105

REV 0

VER

EDMS No.

AMD No. 0

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

FILE NAME: 25008-DRG-SM-0105.dwg

PLOT DATE & TIME: 27/01/2026 7:48:25 PM

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Design Lot	25008-HLW-RPT-AP63-001
Design Element	Keajura Truck Bay Access Points – AP23
Date of Issue	28 January 2026

Background

The Keajura truck bay is located on the northbound side of the Hume Highway, just south of Tarcutta. The truck bay serves as a parking and rest area for truck drivers. HumeLink West JV (HLWJV) propose to establish two construction access points at the truck bay to facilitate work area access and egress. The Keajura truck bay will remain open to the public when the gates are operational. The two gates that will be established within the truck bay will be entry only and exit only. These gates will be collectively referred to as AP23.

This technical memo has been developed to document how vehicle movements (public + construction) at the Keajura truck bay have been assessed to ensure safety and functionality objectives are achieved whilst complying with relevant design standards. The principal goals for this package are:

1. to ensure the intersections can safely accommodate the proposed vehicle movements without compromising on the safety of other movements and
2. to ensure construction vehicle movements do not impact on the usual operation of the truck bay

Design Vehicles

Movement	Design Vehicle	Minimum design vehicle turning radii	Turning Speed
Entry only	Prime-Mover and Semi-Trailer (19m)	R12.5	15km/hr
Exit only	Prime-Mover and Semi-Trailer (19m)	R12.5	15km/hr
Infrequent	CKE 900G mobile crane	R8.96	10km/hr

Acceleration and Deceleration Lanes

No acceleration or deceleration lanes have been proposed for AP23. As with the operation of truck bays, deceleration is expected to be undertaken in the wide shoulders on approach to the truck bay. The HLWJV construction vehicles will decelerate in the existing wide shoulders on approach to the truck bay. The construction vehicles will continue to decelerate within the truck bay to the entry only gate. Acceleration is also expected to occur within the wide shoulders and only within safe gaps in traffic.

A Vehicle Movement Plan will be developed by HLWJV outlining the processes to be followed by construction personnel for access and egress. The VMP will be issued to all personnel using AP23. Any changes to the VMP will be authorised by the HLWJV Traffic Manager / Engineer only.

Sight Distance

Safe Intersection Sight Distance (SISD)

SISD is achieved for all “free” movements (those that can be performed without traffic control) into and out of the access point AP-23.

Element	Value
Driver Observation time (O_T)	3.0 sec
Driver Decision time (D_T)	5.0 sec
Car Eye Height	1.1m
Truck Eye Height	2.4m
Coefficient of deceleration, Cars (d)	0.36
Coefficient of deceleration, Trucks (d)	0.29
SISD, AP-23, Cars / light vehicles (minimum)	214m
SISD, AP-23, Trucks (minimum)	316m
Achieved SISD	332m

A grade correction of 1% was applied based on the existing alignment and long section on Hume Highway. Existing vegetation interfering with sight distance will be trimmed back to ensure no obstruction of sight lines. Refer to design drawings for SISD sight triangles sketches.

Stopping Sight Distance (SSD)

Stopping Sight Distance is achieved for the project extents with the eye and target heights adopted in the below table.

The Approach Sight Distance (ASD) is numerically equal to the SSD

Element	Value
Car Eye Height	1.1m
Truck Eye Height	2.4m
Target object height	0.0m
Driver Reaction time (R_T)	2.0 sec
Coefficient of deceleration, Cars (d)	0.36
Coefficient of deceleration, Trucks (d)	0.29
SSD, AP-23, Cars / light vehicles (minimum)	193m
SSD, AP-23, Trucks (minimum)	225m
Achieved SSD	240m

Minimum Gap Sight Distance (MGSD)

The MGSD is achieved for vehicles exiting AP23. The construction vehicles must seek acceptable gaps in traffic before undertaking crossing manoeuvres from AP23 exit gate.

Element	Value
Critical Acceptance Gap, crossing (t_a)	4s
Observation angle	<120°
MGSD (minimum)	122m
Achieved MGSD	153m

Signage and Pavement Marking

Existing and New Signage

A review of the existing signage on Hume Highway and the Keajura truck bay has been undertaken. No adjustments will be made to the existing signage on the Hume Highway as the Keajura truck bay will be operating as normal. However, new signage is to be installed in the Keajura truck bay. The signage will be installed to:

- restrict public trucks and vehicles from parking / stopping within the construction vehicles swept path envelopes,
- prohibit unauthorised entry into AP23
- advise truck drivers the extents of the permitted parking areas
- prohibit certain vehicle movements from AP23 (both)

The new signage has been incorporated on the design drawings.

Existing and New Pavement Marking

Existing pavement markings on the Hume Highway is to be maintained.

New pavement marking will be implemented in the Keajura truck bay. The pavement marking is to designate allocated parking and restricted areas. The new pavement marking is temporary and will be removed when AP23 is no longer required for use.

Temporary Traffic Management Devices

Frangible bollards are to be installed on both ends of the allocated truck parking area. The frangible bollards are to ensure public trucks and vehicles do not park in these areas, as the areas are required for construction vehicle access and egress.

Temporary Pavements

A heavy duty 500mm thick pavement has been provided within the work area for the access ramps. The access ramps are provided from the AP23 entry gate and to the AP23 exit gate. The temporary pavement is made up of SMZ and DGB20.

No temporary pavements are proposed in the truck bay.

A handwritten signature in black ink, appearing to read 'Melanie Shelton'.

Melanie Shelton

B.Eng (Civil) Hons, MIEAust, CPENG, RPEQ, NER

Civil Engineer

Shelton Thomson Pty Ltd

Annex B. Short Term - Traffic Guidance Schemes



Photo: Advance warning vehicle

WHERE ADVANCED WARNING VEHICLES ARE USED, THEY MUST BE USED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT AUSTRALIAN AND NEW ZEALAND STANDARDS AND ROAD AUTHORITY TECHNICAL GUIDANCE NOTES AND POSITIONED IN ACCORDANCE WITH THE APPROVED TRAFFIC MANAGEMENT PLAN (TMP). ADVANCED WARNING VEHICLES ARE NOT TO BE CONSIDERED AS CRASH PROTECTION DEVICES, BUT ADVANCED WARNING ONLY.

Once the advanced warning vehicle has been set in position, no person is allowed to occupy the AWWV, unless it is a deployed TMA. AWWV's must be operated in accordance with the TMP and meets or exceeds the requirements of the relevant Australian and New Zealand standards and road authority technical guidance notes.

Recommended taper lengths are provided in [Table 7-3](#). Taper lengths should be increased at locations with poor sight distances or speed compliance, and supported by a site-specific risk assessment and documented in the TMP.

Table 7-3. Recommended taper lengths

	Recommended taper length (m)		
Speed (km/h)	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

When installing multiple tapers, the distance between each taper must be in accordance with [Table 7-4](#).

Table 7-4. Minimum taper lengths

Speed (km/h)	Distance between tapers (m)
45 or less	10
46 to 55	25
56 to 65	70
greater than 65	1.5 x Speed

- NOTES:
- This TGS is suitable for Day works
 - Priority will be given to public transport and emergency services.
 - Ensure you complete a site drive through prior to setting up any signage to ensure that local constraints will not stop you from setting up this TGS.
 - TC's to ensure that the sight distance to PTD is optimized where there are constraints due to horizontal and/or vertical Road geometry.
 - Ensure all road authority approval requirements have been met prior to commencing setup.
 - Cover any conflicting road and speed signage prior to temporary signage installation.
 - For roadwork speed zone signs the minimum height to the lower edge of the sign shall be 600mm.
 - Speed enforcement signs SHALL be repeated at a maximum spacing of 500m.
 - All amendments to the TGS must be clearly documented on this TGS.
 - Queue Management: At all times during work, Traffic queues shall be monitored to ensure that queue lengths do not extend back beyond Advance Warning Signs.
 - Construction Vehicle Management: All work vehicles to enter and exit worksite under the direction of Traffic Controllers with the flow of Traffic.
 - Amendments can only be made by a Traffic Control Team Leader holding a current Prepare a Workzone Traffic Management Plan qualification.
 - Safety Buffer is the unoccupied space between the taper and work areas and allows for a driver of an errant vehicle to correct, slow or stop before entering the work area. When designing a TGS, a space of no less than 30m must be provided prior to the work area for the safety buffer.

Reason for Modification: _____

Team leader details:

Name: _____ Date: _____ PWZTMP Card #: _____ Exp. Date: _____

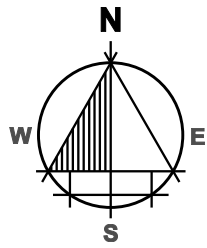


Client: Transgrid

Reviewed by:
PWZTMP # TCT0008474

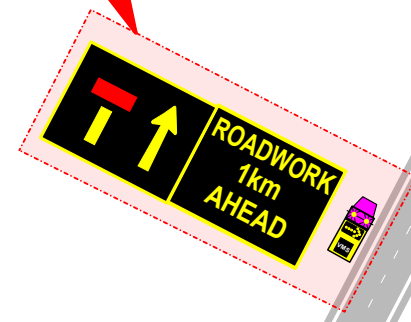
NOT DRAWN TO SCALE

This Traffic Guidance Scheme is drawn to meet AS 1742.3 & TfNSW Traffic Control at Worksites manual V6.1 and should be implemented accordingly by a TfNSW qualified person, Drafter takes no responsibility for Implementation. This plan can only be altered by an accredited person with changes dated and signed, they then become responsible for whole TGS design.

Rev	Author	Card Number	Date	Signature	
1.0	Hariharan Myooran	TCT1032594	13-05-2025	Hariharan Myooran	
					222A-MW-NB-AP23-60-V1-13052025
					Sheet 1 of 4

Hume Highway Northbound
Mobile Works Stage 1
222A-MW-NB-AP23-60-V1-13052025

VMS Ute positioned 1km behind
mobile work setup to provide
advanced warning of lane closure
and speed reduction



Mobile Works Stage 2

The diagram illustrates a mobile work setup on a road. A VMS Ute is positioned 1km behind the mobile work setup to provide advanced warning of lane closure and speed reduction. The setup includes a 'ROADWORK 1km AHEAD' sign, a '60' speed limit sign, and a 'Closed Lane' sign. The work area is marked with a 'P 400m' sign and a 'Work Area' label. The diagram shows a 'Closed Lane' and a 'Work Area' with a 'P 400m' sign. Distances are marked: 1000 m, 110 m, and 40 m. The diagram also shows a 'Closed Lane' and a 'Work Area' with a 'P 400m' sign.

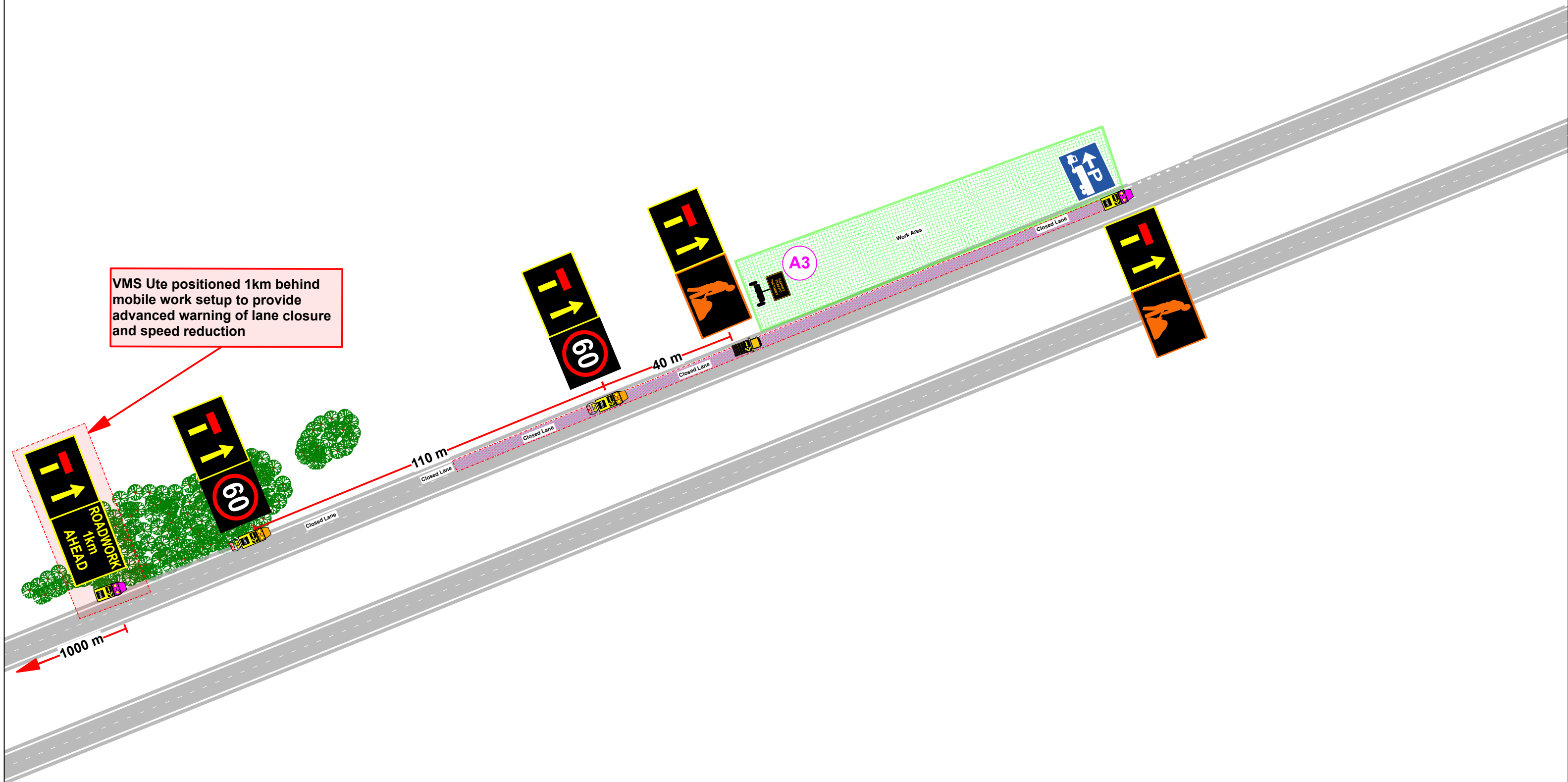




Photo: Advance warning vehicle

WHERE ADVANCED WARNING VEHICLES ARE USED, THEY MUST BE USED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT AUSTRALIAN AND NEW ZEALAND STANDARDS AND ROAD AUTHORITY TECHNICAL GUIDANCE NOTES AND POSITIONED IN ACCORDANCE WITH THE APPROVED TRAFFIC MANAGEMENT PLAN (TMP). ADVANCED WARNING VEHICLES ARE NOT TO BE CONSIDERED AS CRASH PROTECTION DEVICES, BUT ADVANCED WARNING ONLY.

Once the advanced warning vehicle has been set in position, no person is allowed to occupy the AWW, unless it is a deployed TMA. AWW's must be operated in accordance with the TMP and meets or exceeds the requirements of the relevant Australian and New Zealand standards and road authority technical guidance notes.

Recommended taper lengths are provided in *Table 7-3*. Taper lengths should be increased at locations with poor sight distances or speed compliance, and supported by a site-specific risk assessment and documented in the TMP.

Table 7-3. Recommended taper lengths

	Recommended taper length (m)		
Speed (km/h)	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

When installing multiple tapers, the distance between each taper must be in accordance with *Table 7-4*.

Table 7-4. Minimum taper lengths

Speed (km/h)	Distance between tapers (m)
45 or less	10
46 to 55	25
56 to 65	70
greater than 65	1.5 x Speed

NOTES:

- This TGS is suitable for Day works
- Priority will be given to public transport and emergency services.
- Ensure you complete a site drive through prior to setting up any signage to ensure that local constraints will not stop you from setting up this TGS.
- TC's to ensure that the sight distance to PTD is optimized where there are constraints due to horizontal and/or vertical Road geometry.
- Ensure all road authority approval requirements have been met prior to commencing setup.
- Cover any conflicting road and speed signage prior to temporary signage installation.
- For roadwork speed zone signs the minimum height to the lower edge of the sign shall be 600mm.
- Speed enforcement signs SHALL be repeated at a maximum spacing of 500m.
- All amendments to the TGS must be clearly documented on this TGS.
- Queue Management: At all times during work, Traffic queues shall be monitored to ensure that queue lengths do not extend back beyond Advance Warning Signs.
- Construction Vehicle Management: All work vehicles to enter and exit worksite under the direction of Traffic Controllers with the flow of Traffic.
- Amendments can only be made by a Traffic Control Team Leader holding a current Prepare a Workzone Traffic Management Plan qualification.
- Safety Buffer is the unoccupied space between the taper and work areas and allows for a driver of an errant vehicle to correct, slow or stop before entering the work area. When designing a TGS, a space of no less than 30m must be provided prior to the work area for the safety buffer.

Reason for Modification: _____

Team leader details:

Name: _____ Date: _____ PWZTMP Card #: _____ Exp. Date: _____

HumeLink West

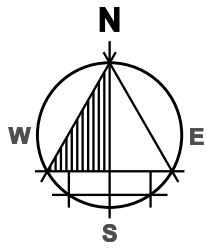


Client: Transgrid

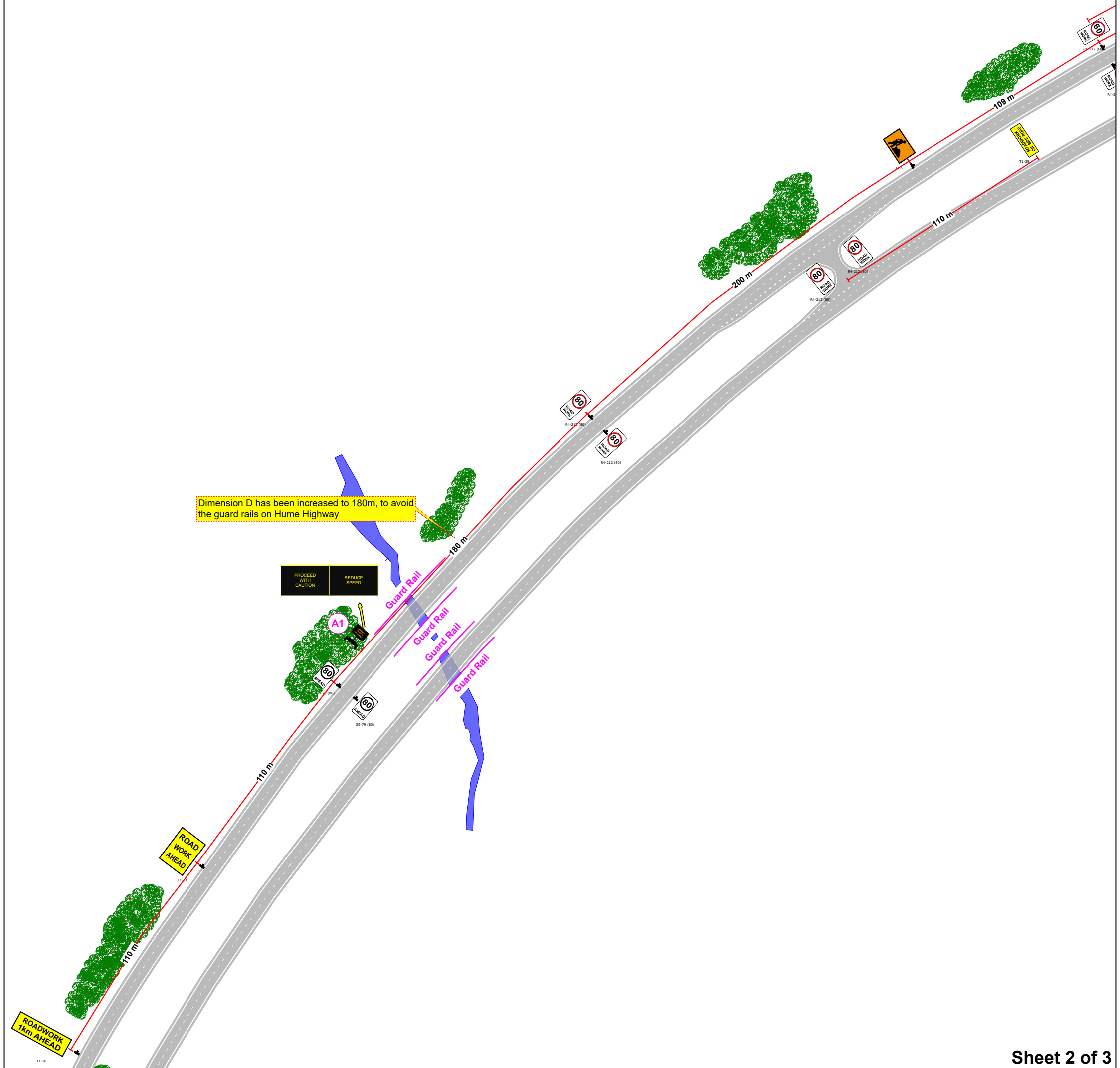
Reviewed by:
PWZTMP # TCT0008474

NOT DRAWN TO SCALE

This Traffic Guidance Scheme is drawn to meet AS 1742.3 & TfNSW Traffic Control at Worksites manual V6.1 and should be implemented accordingly by a TfNSW qualified person, Drafter takes no responsibility for Implementation. This plan can only be altered by an accredited person with changes dated and signed, they then become responsible for whole TGS design.

Rev	Author	Card Number	Date	Signature	
1.0	Hariharan Myooran	TCT1032594	13-05-2025	Hariharan Myooran	
					222B-LC-NB-AP23-60 -V1-13052025
					Sheet 1 of 3





Annex C. Operational Traffic Guidance Schemes

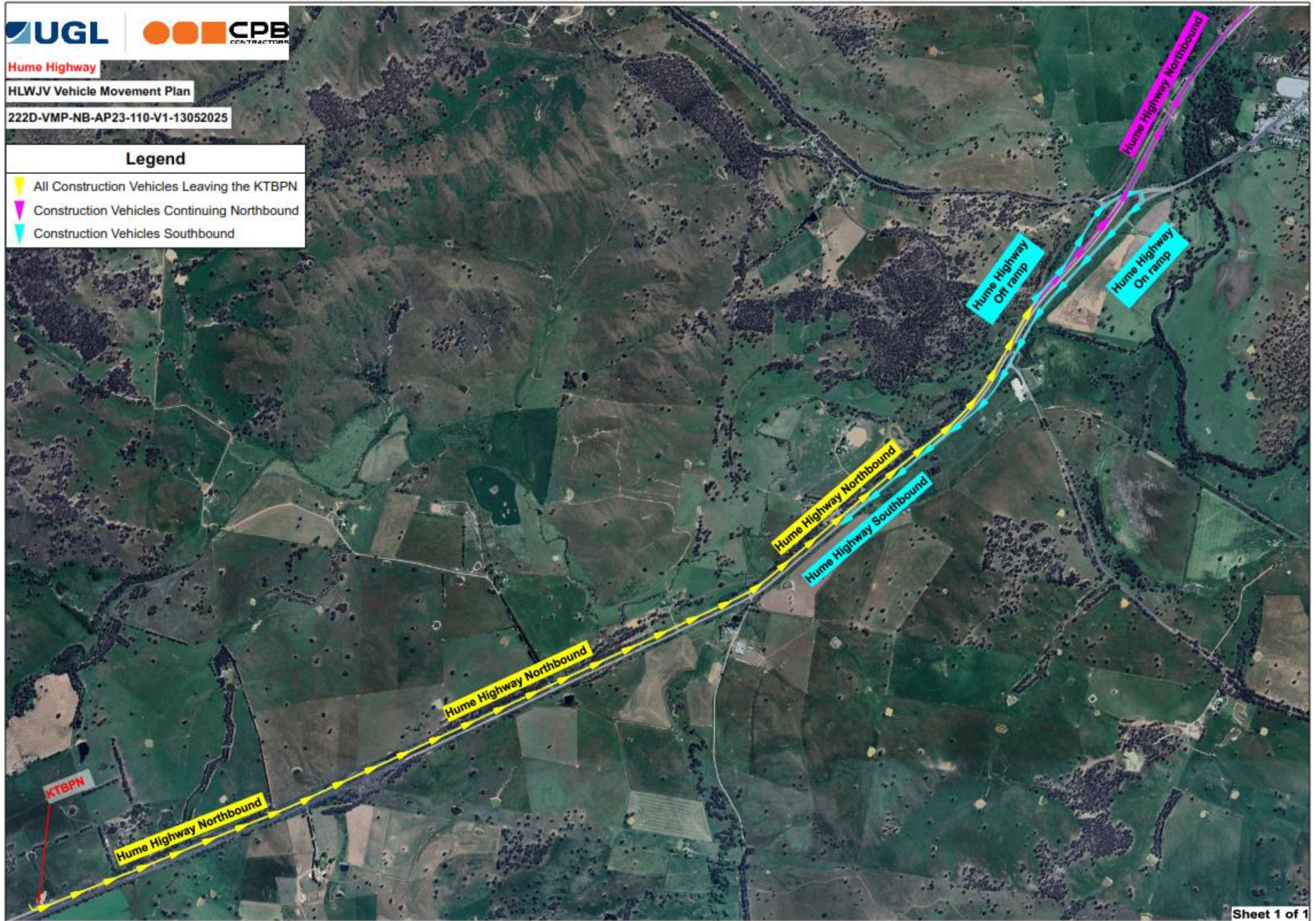


Annex D. VMS Strategy

Location	VMS Number and Frame Number	Advanced warning to short term traffic (For Construction Phase)	During short term traffic control (For Construction Phase) Section:	Advanced warning For Operational Phase	Operation Phase (During construction hours) when HLWJV are using the KTBPB as an access point	Operation Phase (When the KTBPB is Open for all Public Access)	Advanced warning to short term traffic (For Decommissioning Phase)
		Time on: 12:00am Time off: 12:00am	Time on: 7:00am Time off: 6:00pm	Time on: 12:00am Time off: 12:00am	Time on: 7:00am Time off: 6:00pm	Time on: 6:00pm Time off: 7:00am	Time on: 7:00am Time off: 6:00pm
		Date Turn On: (TBC) Date Turn Off: (TBC)	Date Turn On: (TBC) Date Turn Off: (TBC)	Date Turn On: (TBC) Date Turn Off: (TBC)	Date Turn On: (TBC) Date Turn Off: (TBC)	Date Turn On: (TBC) Date Turn Off: (TBC)	Date Turn On: (TBC) Date Turn Off: (TBC)
1KM South of KTBPB Facing NB Traffic -35.32100285158884, 147.65011888318952	A1 (FRAME 1)	KEAJURA TRUCK BAY WORK	ROADWORK REDUCE SPEED	KEAJURA TRUCK BAY WORK	KEAJURA TRUCK BAY WORK	KEAJURA TRUCK BAY	KEAJURA TRUCK BAY WORK
	A1 (FRAME 2)	WORK FROM XX/XX- XX/XX	ROADWORK USE CAUTION	WORK FROM XX/XX- XX/XX	ALT STOP TARCUTTA EXIT	1KM ON LEFT	WORK FROM XX/XX- XX/XX
400m South of KTBPB facing NB traffic -35.31837487801658, 147.65551394278583	A2 (FRAME 1)	KEAJURA TRUCK BAY WORK	ROADWORK REDUCE SPEED	KEAJURA TRUCK BAY WORK	TRUCKS TURNING	KEAJURA TRUCK BAY	KEAJURA TRUCK BAY WORK
	A2 (FRAME 2)	WORK FROM XX/XX- XX/XX	ROADWORK USE CAUTION	WORK FROM XX/XX- XX/XX	USE CAUTION	400m ON LEFT	WORK FROM XX/XX- XX/XX
110m South of KTBPB facing NB traffic -35.31736636128044, 147.6585452806192	A3 (FRAME 1)	KEAJURA TRUCK BAY WORK	ROADWORK REDUCE SPEED	KEAJURA TRUCK BAY WORK	TRUCKS TURNING	KEAJURA TRUCK BAY	KEAJURA TRUCK BAY WORK
	A3 (FRAME 2)	WORK FROM XX/XX- XX/XX	ROADWORK USE CAUTION	WORK FROM XX/XX- XX/XX	USE CAUTION	50m ON LEFT	WORK FROM XX/XX- XX/XX

Note: Where a message is contained in two consecutive frames, an interval of 0.5 seconds duration is recommended between the last frame and the repeated first frame. Where a message is to be changed, a blank display of at least two seconds should be used between the end of one message and the start of a different message.

Annex E. Vehicle Movement Plan



Annex F. Correspondence

Below are the HLW responses to TfNSW comments of 02/09/25. HLW responses emailed to TfNSW (Nathan Boscaro; Alexandra Power; Glen Hanchard; Alexandra Long) via Outlook email on Tuesday, 9 September 2025 5:33 PM. As the file is large it is best to view the comments, from the attachment, to the aforementioned email

	Review Date: 1/09/2025 Reviewer: Alexandra Long,Nathan Boscaro Review Reference: REN 25/00001/059	Response Date: 9/09/2025 Respondent: Berin Gordon Response Reference:		Review Date: Reviewer: Alexandra Power,Emily Lu Review Reference:			
Item	Stakeholder Reference	HLWJV Doc Reference	TfNSW Comments	TfNSW Response Date	Document Revision	HLWJV Response	TfNSW Comment
1	Access Point 23 - Amended Concept Plan 26 August 2025	HLW-HLJV-L2-TMP-PLN-100042-, Revision: B	Absence of line marking results in no defined direction of travel, increasing the risk of vehicle conflict.	1/09/2025	Concept Plan 26 August 2025	Line marking will be returned as shown in Rev B of the TMP	
2	Access Point 23 - Amended Concept Plan 26 August 2026	HLW-HLJV-L2-TMP-PLN-100042-, Revision: B	Entry and exit points lack clear delineation, compromising traffic control and user understanding.	1/09/2025	Concept Plan 26 August 2025	Line marking will be returned as shown in Rev B of the TMP	
3	Access Point 23 - Amended Concept Plan 26 August 2027	HLW-HLJV-L2-TMP-PLN-100042-, Revision: B	No separation between live traffic and parked vehicles, posing significant safety hazards	1/09/2025	Concept Plan 26 August 2025	Line marking will be returned as shown in Rev B of the TMP	
	Access Point 23 - Amended Concept Plan 26 August 2028	HLW-HLJV-L2-TMP-PLN-100042-, Revision: B	Heavy vehicle parking locations are not clearly identified, leading to ambiguity in usage and potential misuse of space	1/09/2025	Concept Plan 26 August 2025	Line marking will be returned as shown in Rev B of the TMP	
4	Access Point 23 - Amended Concept Plan 26 August 2029	HLW-HLJV-L2-TMP-PLN-100042-, Revision: B	The proposed changes also appear to potentially require vegetation removal (e.g., tree clearing) to meet SSD.	1/09/2025	Concept Plan 26 August 2025	No tree removal should occur.	
5	Access Point 23 - Amended Concept Plan 26 August 2030	HLW-HLJV-L2-TMP-PLN-100042-, Revision: B	insufficient to accommodate the projected increase in construction vehicle activity. Due to its partially sealed surface, the area is vulnerable to accelerated wear and degradation under continuous heavy vehicle loading. Without prompt resealing works, the structural integrity of the bay is likely to deteriorate to a point where closure becomes unavoidable, resulting in operational disruptions and delays to the project schedule	1/09/2025	Concept Plan26 August 2025	Before the access point is used the limits of the existing truck bay will have pot holes filled with hot mix and a 7-10mm spray seal applied. This will be done again after works are complete	
6	Concept Design - Keajura Truck Bay Parking Northbound (KTBPn) 08 August 2025	HLW-HLJV-L2-TMP-PLN-100042-, Revision: B	The Concept Plan has not demonstrated that the proposed line marking can fit within the existing seal and due to the existing potholes and pavement condition can be maintained throughout the operational life of the access point to ensuring consistent traffic guidance and safety.	1/09/2025	Concept Plan - 8/08/2025	Before the access point is used the limits of the existing truck bay will have pot holes filled with hot mix and a 7-10mm spray seal applied. This will be done again after works are	
7	Concept Design - Keajura Truck Bay Parking Northbound (KTBPn) 08 August 2026		The existing condition of the truck parking bay is insufficient to accommodate the projected increase in construction vehicle activity. Due to its partially sealed surface, the area is vulnerable to accelerated wear and degradation under continuous heavy vehicle loading. Without prompt resealing works, the structural integrity of the bay is likely to deteriorate to a point where closure becomes unavoidable, resulting in operational disruptions and delays to the project schedule.	1/09/2025	Concept Plan - 8/08/2025	Before the access point is used the limits of the existing truck bay will have pot holes filled with hot mix and a 7-10mm spray seal applied. This will be done again after works are complete	
8	Concept Design - Keajura Truck Bay Parking Northbound (KTBPn) 08 August 2027		Line Marking Assurance and clear demonstration is needed to confirm that appropriate line marking can fit on existing seal and be maintained throughout the operational life of the access point, ensuring consistent traffic guidance and safety	1/09/2025	Concept Plan - 8/08/2025	Before the access point is used the limits of the existing truck bay will have pot holes filled with hot mix and a 7-10mm spray seal applied. This will be done again after works are complete	
9	HumeLink West - Keajura Truck Bay Parking Northbound (KTBPn) - Access Point 23 - Traffic Management Plan (TMP) - Rev B – dated 08 July 2025	HLW-HLJV-L2-TMP-PLN-100042-, Revision: B	TfNSW agreed with TransGrid on the 14 of August 2024 to a maximum peak hour volume using the rest area of 2 vehicles per hour with a maximum design vehicle of 19m. This has significantly been increased within the proposed TMP to 14 light and 10 heavy vehicles during the peak hour for the construction, operation, and decommissioning stage.	1/09/2025	Traffic Management Plan (TMP) - Rev B – dated 08 July 2025	The number has increased to 8 as per Figure 11 and Figure 15	
10	HumeLink West - Keajura Truck Bay Parking Northbound (KTBPn) - Access Point 23 - Traffic Management Plan (TMP) - Rev B – dated 08 July 2026		Figure 4 and Annexure A to be updated accordingly subject to consultation with TfNSW.	1/09/2025	Traffic Management Plan (TMP) - Rev B – dated 08 July 2025	That is what this TMP review period is for to obtain the comments as part of the consultation. Please make comment on this section of the TMP	
11	HumeLink West - Keajura Truck Bay Parking Northbound (KTBPn) - Access Point 23 - Traffic Management Plan (TMP) - Rev B – dated 08 July 2027		Swept paths are to be provided for the low loaders or the six axle 250T crane to demonstrate that the movement can occur within the existing pavement footprint.	1/09/2025	Traffic Management Plan (TMP) - Rev B – dated 08 July 2025	There are no turning movements within the existing bay. The swept paths show the HLW vehicles crossing the bay and exiting onto the Hume Hwy. All turning is done on temporary tracks, built by (and later removed by) HLW	
12	HumeLink West - Keajura Truck Bay Parking Northbound (KTBPn) - Access Point 23 - Traffic Management Plan (TMP) - Rev B – dated 08 July 2028		TfNSW seeks confirmation of inspections to be carried out regularly during use of the rest area, and any damage rectified in a timely manner, as this rest area would need to be open to the, any damage would impede its functionality and use.	1/09/2025	Traffic Management Plan (TMP) - Rev B – dated 08 July 2025	Before the access point is used the limits of the existing truck bay will have pot holes filled with hot mix and a 7-10mm spray seal applied. Maintenance will be undertaken as required	
13	HumeLink West - Keajura Truck Bay Parking Northbound (KTBPn) - Access Point 23 - Traffic Management Plan (TMP) - Rev B – dated 08 July 2029		Additional details to be reviewed and considered include the agreed traffic mitigation measures, length of time permitted for use, the traffic volumes, typical intersection design, timing for construction, if there is any use of the accesses during construction of the upgrades (what mitigation measures will be in place during this period) and the turning prohibition, enforcement of turning prohibitions and any works that are required to rectify the accesses post completion of use.	1/09/2025	Traffic Management Plan (TMP) - Rev B – dated 08 July 2025	There are many comments in this comment, so: agreed traffic mitigation measures - this TMP states the measures length of time permitted for use - Section 1, 2nd paragraph, the traffic volumes, Figure 11 and 15 typical intersection design, Not Applicable timing for construction Section 1, 2nd paragraph, if there is any use of the accesses during construction of the upgrades (what mitigation measures will be in place during this period) - this comment is unclear the turning prohibition - Not Applicable enforcement of turning prohibitions Not Applicable any works that are required to rectify the accesses post completion of use. Pot holes filled with hot mix and a 7-10mm spray seal applied.	
14	HumeLink West - Keajura Truck Bay Parking Northbound (KTBPn) - Access Point 23 - Traffic Management Plan (TMP) - Rev B – dated 08 July 2030		Details of the management of the rest area are to be reviewed and identified..	1/09/2025	Traffic Management Plan (TMP) - Rev B – dated 08 July 2025	The whole TMP outlines the management of the rest area through three distinct sections: construction, operation and demobilisation	

TfNSW provided comments on Version C of this TMP (below) via pdf letter dated 08/12/25 (TfNSW Reference REN25/00001/074). The comments made are copied verbatim (from the .pdf letter) and pasted below in black italic text. HLW responses are in red text (not italic). The comments below were addressed in this Version D (this TMP).

1. Accuracy of Existing Conditions

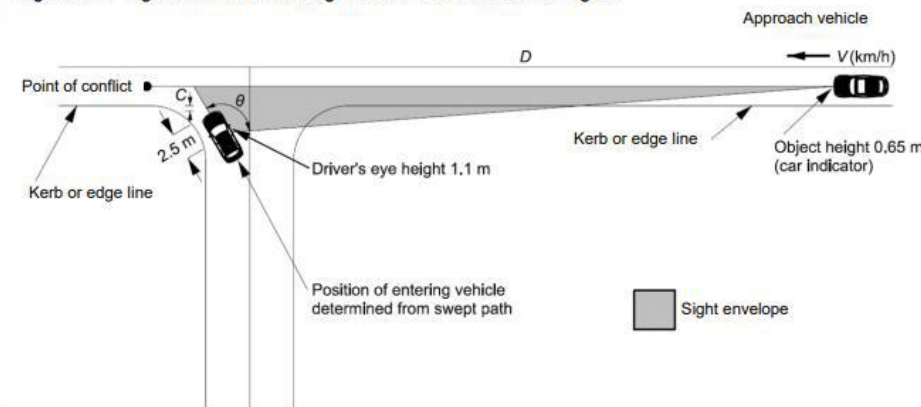
Submitted documentation must accurately reflect existing on-ground conditions. The plan package is to be revised accordingly before approval.

Annex A updated, to incorporate newly obtained survey data, which has been used in the revised design.

2. Acute angle of egress and gradient of approach

Due to the acute angle of the egress and the gradient of the approach, the exit angle exceeds 120 degrees, and the 6–7% grade may prevent the driver's eye height from meeting the required 1.1 m (refer to Figure 3.6 of the Austroads Guide to Road Design Part 4A). A long section is required to demonstrate that a compliant SISD can be achieved, because the current SISD assessment does not account for the angle of observation or the approach gradient, as shown in a 2D drawing.

Figure 3.6: Sight distance to a through vehicle from a vehicle turning left



Notes:

Sight envelope:

- Assess sight distance both horizontally and vertically within this envelope.
- For rural areas – there should be no obstructions to sight lines in this area.
- For urban areas – fixed objects should not cause entering vehicles to lose sight of approaching vehicles.

θ observation angle for new or reconstructed work maximum 120°.

C 0.5 m from kerb or edgeline projection or 1.0 m from stop or give way line.

D minimum distance travelled by approaching vehicle in 5 sec at design speed (V km/h).

Minimum distance travelled by approaching vehicle in 5 sec based on t_a for left-turn from Table 3.5.

Source: Department of Main Roads (2006).

The acceptable maximum observation angle of 120° is based on the visibility requirements from vehicles provided in Commentary 1.

Annex A updated, to include longitudinal section for Safe Intersection Sight Distance (SISD) and Minimum Gap Sight Distance (MGSD). A Technical Memo has been appended to the design confirming that the observation angle for the revised design is less than 120 degrees.

3. Ingress Design

In discussions with the Area Maintenance Manager, concerns were raised regarding the current ingress design, which shows an embankment (fill) extending over the Keajura Rest Area parking area—an outcome considered unacceptable from both safety and maintenance perspectives. As discussed with TfNSW, the design is to be amended to remove this section of the ingress and tie it into the back of the Keajura Rest Area. It was also noted that some levels may have changed since the reseat, potentially affecting the gradients shown in the current design; therefore, an updated survey is recommended.

Annex A updated, refer to the new tie-in chainage 123

4. Access Track MC20—Impact on Existing Rest Area

Chainage 120 within the cross sections for access track MC20 identifies a requirement to cut -160mm into the existing rest area pavement. However, in discussions with TfNSW, it was noted that no cutting would be required into the existing pavement at the rest area. The cross-section is to be revised to reflect that the cut into the rest area of the pavement is no longer necessary.

Annex A updated, refer to the new tie-in chainage 123

5. Stopping Site Distance and Vegetation Impacts

Stopping Sight Distance assessments show impacts from existing vegetation. Clarification of distances is to be displayed within the plan package. The proponent is requested to identify appropriate mitigation measures, including vegetation trimming or removal if required.

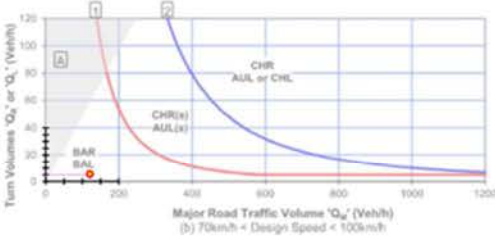
Annex A updated, to highlight existing trees impacting SSD & SISD, these trees are proposed to be removed as outlined on Page 50 of this TMP (Version D)

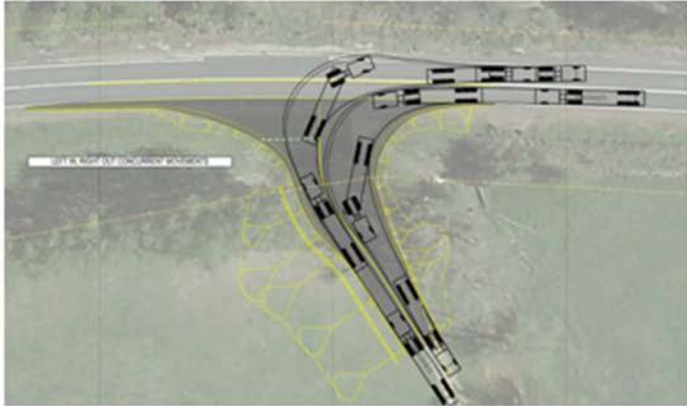
Annexure K. AP48C Assessment & Traffic Guidance Scheme (TGS)

- Traffic assessment
- TGS

Road_name	Road_classification_Aurecon	Road_classification_Update	Latitude	Longitude	HLW-ID Number	Notes / Comments	Towers to be constructed off access point	HV (Heavy Vehicles)	LV (Light Vehicles)	Earth Works (volume and vehicles to be used, dates and duration)
Ratlow Road	Arterial or Sub-Arterial Road	State	-35.38052	148.130973	Access Point - 48C	HLWJV current plan is to construct a new temporary sealed access from edge of through Road to Property Line with construction traffic movement of Right(in/out) Left(in/out) to be fit for purpose for a duration of 6x months max. (Refer to TL-799418-02 rC & TL-799418-03 rC Type 1 Access) - Traffic Management Required during construction of new Access Point - TM Signage and speed reduction may be introduced for the operation stage during peak hours. Details to be confirmed after survey works. ESTIMATED PEAK HOUR VOLUME (vehicles per hour in one direction as per aurecon May 2024 report)= 70v/h TOWERS= 8x SPEED= 100km/h SIGHT DISTANCE= Approx. >200m North & South	8x	10-12 Heavy Vehicle Movements (in/out) per Day Approx. Total= 1200x Heavy Vehicle Movements (in/out)/6x months	12-16 Light Vehicle Movements (in/out) per Day Approx. Total= 1600x Light Vehicle Movements (in/out)/6x months	AP48C is a new driveway that will feed the access to 8 tower locations. The earthworks process will involve delivery of excavators, graders and Rollers and a few Dozer. The plant will continue to the next location without being demobilised from the area mitigating the impact on traffic at the access point. Each day the operators will access the area via crew bus and light vehicles. A truck will provide daily refuelling. A water cart will service the area for subgrade conditioning and dust control. March 25 - June 25 One off entry (HV's) Float for 35T excavator x 1 Float 25T excavator x 4 Float for rollers x 4 Float for Dozer x 1 Daily Entry vehicles (HV's) Water carts x 3 Gravel deliveries x 5 trucks on turn around for the duration Light Vehicles Crew Bus x 2 Geotechnical Eng x 2 Supervisor x 2

Peak volume per hour (includes HV and LV)	Foundation (volume and vehicles to be used, dates and duration)	Peak volume per hour (includes HV and LV)	Tower Construction (volume and vehicles to be used, dates and duration)	Peak volume per hour (includes HV and LV)	Stringing (volume and vehicles to be used, dates and duration)	Peak volume per hour (includes HV and LV)	Proposed Traffic Movement
4x	The foundations consist of bored piles. The drill rig will access the area and travel from pad to pad as will the crane. Deliveries will include steel liners, and reo cages. LV's will mobilise operators and workers each day and on days that the concrete is poured approx. 15 agi loads of concrete will be required. Jul 26 - Oct 26 Heavy vehicles Piling Rig(mob+demob) x 2 Semi Trailer with casing x 2 Crane to unload 2 x trips Semi for cages x1 per tower Concret Agi's x 15 per tower Light Vehicles Crew Bus x 2 Supervisor x 1 Eng/QA/Safety/Enviro x 4	6	Construction will consist of delivery of tower steel by semi and unloading by crane or Hiab. 8 tower installation crews will be transferred from camp to the work face each morning by bus. Cranes will work between pads with completed tower sections lifted into place as they are constructed on the ground. Nov 26 - Jan 26 Heavy Vehicles Semi Tower steel x 10 loads each tower. Crane to unload 2x trips Crane(100t) to assemble x 2trips Crane countweights x 4 loads Crane (300t) to erect x 2 trips Crane Countweights x 4 trips Float EWP (mob/demob) x2 Light Vehicles Crew Bus x 4 Supervisor x 2 Eng/QA/Enviro/Safety x 4	6	Once each tower has been constructed, they are dressed with fittings and temporary blocks (rollers) to assist with conductor run out. This is done by a specialised stringing crew using a system of blocks and winches to raise the fittings that will attach to and hold the conductors. Stringing activities are undertaken over multiple towers (ranging from 2 - 18) so tension stringing plant is only required at break and winch pads. Cranes and EWPs will travel from Pad to pad, and only need a single mobilisation. Deliveries to each tower will include tower fittings, stringing equipment and LV's for site personnel. For the brake & winch sites, there will be delivery of conductor drums, larger stringing equipment and LV's for site personnel. Jan 27 - Feb 27 Heavy Vehicles Semi with fittings x 2 Crane to unload 2 x trips Crane(100t) to assemble x 2trip Crane Countweights x 4 trips Float EWP (mob/demob) x2 Light Vehicles Crew Bus x 2 Supervisor x 1 Eng/QA/Safety/Enviro x 4	4	Right(in/out) Left(in/out)

Assessment	Assessment Numbers	Access Point duration of use for construction activity (including peaks and troughs)	Approach Sight Distance – Safe Intersection sight distance– Stopping Sight Distance	Largest Vehicle Swept Path Check (19m Semi-Trailer)														
 Turn Volumes "Q_d" or "Q_d" (Veh/h) Major Road Traffic Volume "Q_d" (Veh/h) (b) 70km/h < Design Speed < 100km/h	Q _m = 140vph Q _r = 3vph Q _l = 2vph	12x Months	80km/h speed reduction as per the achieved sight distance assessment, Refer to: 25-1021-AP48C-DRG_20260211.pdf 	DESIGN VEHICLE 19m SEMI TRAILER  Prime mover and semi-trailer (19 m) <table><tr><td>Overall Length</td><td>19.000m</td></tr><tr><td>Overall Width</td><td>2.500m</td></tr><tr><td>Overall Body Height</td><td>4.300m</td></tr><tr><td>Min Body Ground Clearance</td><td>0.540m</td></tr><tr><td>Track Width</td><td>2.500m</td></tr><tr><td>Lock-to-lock time</td><td>6.00s</td></tr><tr><td>Curb to Curb Turning Radius</td><td>12.500m</td></tr></table>	Overall Length	19.000m	Overall Width	2.500m	Overall Body Height	4.300m	Min Body Ground Clearance	0.540m	Track Width	2.500m	Lock-to-lock time	6.00s	Curb to Curb Turning Radius	12.500m
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Min Body Ground Clearance	0.540m																	
Track Width	2.500m																	
Lock-to-lock time	6.00s																	
Curb to Curb Turning Radius	12.500m																	

EIS assessment overlay (if disturbance required)	Recommended Treatment	Strategic Concept Design
Refer to: 25-1021-AP48C-DRG_20260211.pdf	Site specific TGS including Speed Reduction to 40km/h, Lance Closure (Shuttle Flow Closing Southbound Lane) and Traffic Control on site will be submitted for approval and implementation on site for the duration of the Construction/Upgrade Stage of the Access Point. Site specific TGS for the Operation Stage including Road Works/Symbolic Trucks/Speed Reduction Signage to 80km/h will be submitted for approval and implementation on site for the duration of the Access Point time of use. Speed Reduction to 80km/h. No works/widening proposed on the other side of the through Road.	Refer to: 25-1021-AP48C-DRG_20260211.pdf 

HUME LINK ACCESS POINT 48C, BATLOW ROAD, NORTH OF WONDALGA

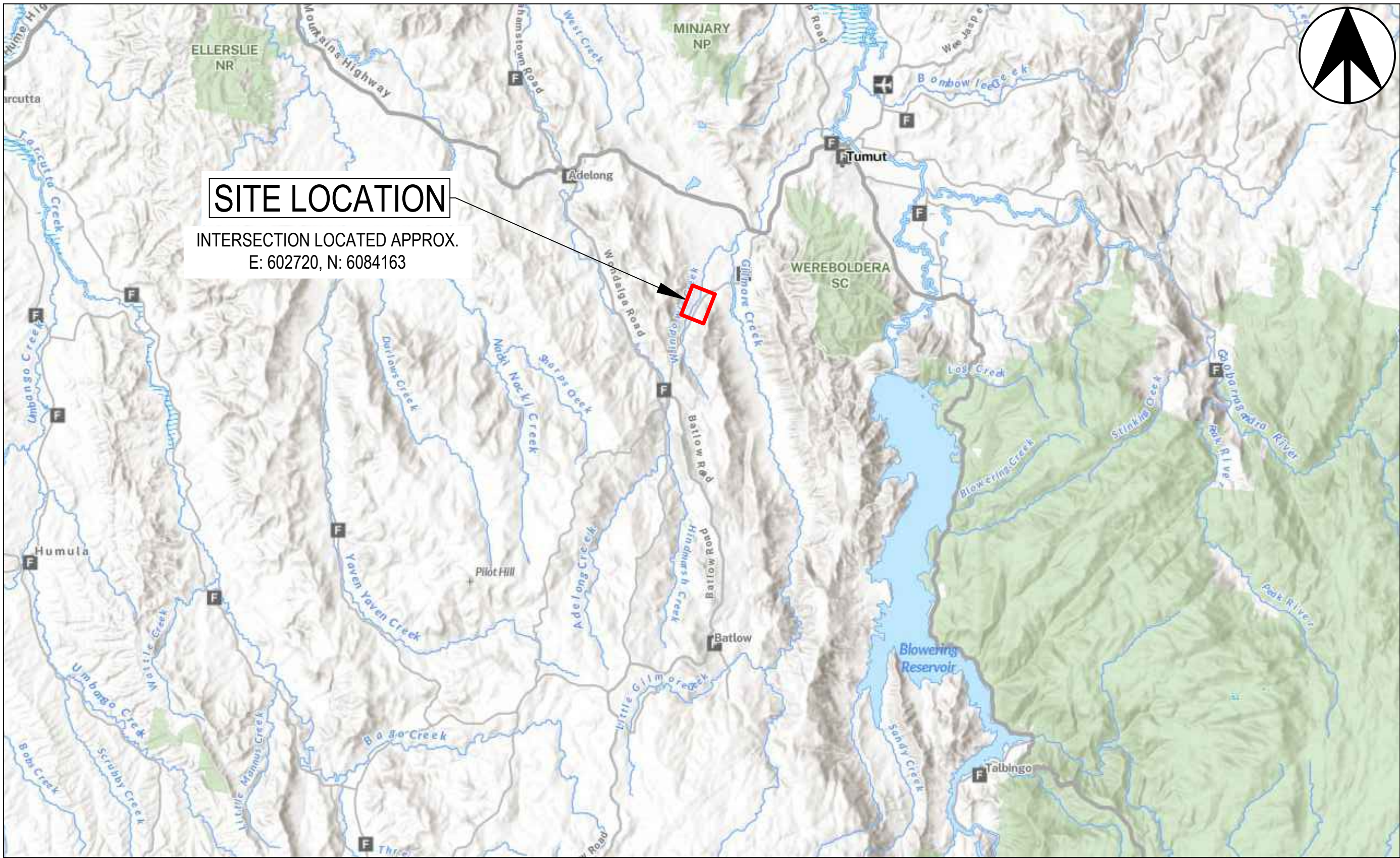


IMAGE SOURCE: <https://maps.six.nsw.gov.au/>

LOCALITY PLAN
NOT TO SCALE

DRAWING INDEX	
SHEET No.	DESCRIPTION
GE-0001	COVER SHEET
GE-0021	GENERAL NOTES
RW-0011	TYPICAL SECTION AND DETAILS
RW-0101	DETAIL PLAN
RW-0102	LONGITUDINAL SECTION MC20 AND STORMWATER
RW-0103	SIGHT LINES PLAN SHEET 1 OF 5
RW-0104	SIGHT LINES PLAN SHEET 2 OF 5
RW-0105	SIGHT LINES PLAN SHEET 3 OF 5
RW-0106	SIGHT LINES PLAN SHEET 4 OF 5
RW-0107	SIGHT LINES PLAN (SSD) SHEET 5 OF 5
RW-0111	SWEPT PATH ANALYSIS SHEET 1 OF 2
RW-0112	SWEPT PATH ANALYSIS SHEET 2 OF 2

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REV.	DESCRIPTION	DATE	CLIENT: HLWJV	SCALE @ A1	TITLE	NAME	DATE	PROJECT: HUME LINK ACCESS POINT 48C UPGRADE		CLIENT PROJECT NO.
			 	COORDINATE SYSTEM: MGA55 GDA2020 HEIGHT DATUM: AHD71	DRAWN	B.FREEMAN	9/06/2026	DRAWING TITLE: CONCEPT DESIGN COVER SHEET		CWC PROJECT NO. 25-1021-AP48
					DRG CHECK	H.WILLIAMS	9/06/2026			
					DESIGN	R.DEW	9/06/2026			
					DESIGN CHECK	H.WILLIAMS	9/06/2026			
					DESIGN MNGR	H.WILLIAMS	9/06/2026			
0	ISSUED FOR CONSTRUCTION	9/06/2026		FILE PATH: C:\12SD\DATA\CWSYN\25-1021-HUMELINK\VARIOUS ACCESS POINT UPGRADES\86C\AD	PROJECT MNGR	H.WILLIAMS	9/06/2026	DRAWING NUMBER: 25-1021-AP48-DRG-		REVISION: 0



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GENERAL NOTES

- ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS TOGETHER WITH THE REQUIREMENTS OF ALL RELEVANT CODES OR PRACTICE REFERRED TO THEREIN AND THE REQUIREMENTS OF ALL STATUTORY AUTHORITIES WHERE APPLICABLE.
- REFER TO THIS SHEET FOR THE LIST OF SPECIFICATIONS AND STANDARD DRAWINGS RELEVANT TO THE WORKS.
- DRAWINGS TO BE READ IN CONJUNCTION WITH ALL OTHER SPECIFICATIONS FOR THE PROJECT.
- LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (AHD71). CO-ORDINATES ARE TO MAP GRID AUSTRALIA (ZONE 55 PROJECTION), GEOCENTRIC DATUM (GDA2020).
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- ALL LEVELS, METREAGES, STATIONS AND CO-ORDINATES ARE EXPRESSED IN METRES UNLES NOTED OTHERWISE.
- NO VEGETATION SHALL BE REMOVED WITHOUT PRIOR APPROVAL OF THE PRINCIPAL UNLESS NOTED ON THE DRAWINGS AND APPROVED VIA THE ENVIRONMENTAL IMPACT STATEMENT (EIS).
- THE IMPACT ON THE ENVIRONMENT SHALL BE MINIMISED BY OBSERVING THE CONSTRUCTION SAFEGUARDS OUTLINED IN THE PROJECT ENVIRONMENTAL APPROVAL.
- CONTRACTOR STRICTLY UTILISE COMPOUND AND STOCKPILE SITES AS OUTLINED IN THE REF.
- THE CONTRACTOR IS TO MARK OUT THE CLEARING LIMIT ONSITE (VIA PEGGING / FENCING / FLAGGING) AND THE BATTER INTERFACE BEFORE COMMENCING ANY CLEARING. IN CONSIDERATION TO THE CONSTRUCTION METHODOLOGY, SENSITIVE VEGETATION BETWEEN THE BATTER INTERFACE AND THE CLEARING LIMIT SHOULD BE ATTEMPTED TO BE RETAINED WHERE POSSIBLE. THE CLEARING LIMIT SHOULD BE CLEARLY MARKED FOR THE DURATION OF CONSTRUCTION TO PREVENT ANY INADVERTENT CLEARANCE BEYOND WHAT IS REQUIRED AND HAS BEEN ASSESSED.
- WHERE REFERENCE IS MADE TO PROPRIETARY COMPONENT NAMES ON THE DRAWINGS THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE PRODUCT PROVIDED THE ALTERNATIVE IS EQUIVALENT AND SATISFIES THE REQUIREMENTS OF THE SPECIFICATION AND IS APPROVED BY THE PRINCIPAL.
- ACCESS TO PROPERTIES TO BE MADE AVAILABLE BY THE CONTRACTOR AT ALL TIMES DURING CONSTRUCTION.
- ALL WORK TO BE UNDERTAKEN IN ACCORDANCE WITH THE LATEST REFERENCED VERSION OF STANDARDS AND SPECIFICATIONS AT THE TIME OF TENDER UNLESS NOTED OTHERWISE.
- NOTE SYMBOLS ARE NOT TO SCALE.

SAFETY - IN - DESIGN INFORMATION

- THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH PROJECT SAFETY IN DESIGN DOCUMENTATION. THIS DOCUMENT LISTS SOME DESIGN RELATED WORK HEALTH AND SAFETY HAZARDS ASSOCIATED WITH THE PROJECT DESIGN, CONSTRUCTION AND OPERATION THERE MAY BE OTHER HAZARDS AND RISKS NOT STATED IN THIS DOCUMENT. THIS DOCUMENT DOES NOT RELIEVE THE CONTRACTOR OF ITS OBLIGATIONS UNDER THE CONTRACT AND RELEVANT LEGISLATION.

SURVEY

- REFER TO SURVEYOR - GENERAL'S DIRECTION NO. 11 PRESERVATION OF SURVEY INFRASTRUCTURE FOR PRESERVATION OF SURVEY INFRASTRUCTURE (POS) OBLIGATIONS.
- THE CONTRACTOR SHALL CHECK SUSTAINABILITY OF THE STATED COORDINATES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- ANY STATE SURVEY MARK (E.G. PM, SS ETC.) THAT ARE DESTROYED ARE TO BE REPLACED WITH ANOTHER STATE SURVEY MARK AS PER THE SURVEYOR GENERAL'S DIRECTIONS NO. 11: PRESERVATION OF SURVEY INFRASTRUCTURE.
- A PLAN OF SURVEY INFORMATION ONLY MUST BE PREPARED BY A REGISTERED SURVEYOR PRIOR TO ANY BOUNDARY REFERENCE MARK BEING DESTROYED OR DISTURBED.
- ONLY ESTABLISHED STATE SURVEY MARKS ARE TO BE USED TO ESTABLISH HORIZONTAL AND HEIGHT CONTROL UNLESS THE MARK HAS BEEN APPROVED BY THE PRINCIPAL PRIOR TO CONSTRUCTION.
- SETOUT AND POINT INFORMATION TO BE PROVIDED IN ELECTRONIC FORMAT UPON REQUEST TO THE CONSTRUCTION SURVEYOR AT THE TIME OF CONSTRUCTION .
- AS CONSTRUCTED DETAILS SHALL BE RECORDED BY A REGISTERED SURVEYOR OR APPROVED ENGINEERING SURVEYOR AT THE CONTRACTORS COST.
- AS CONSTRUCTED DETAILS SHALL BE SUBMITTED TO THE PRINCIPAL PRIOR TO COMPLETION.

EARTHWORKS

- SUITABLE FILL MATERIAL: TO AS 3798 CLAUSE 4.4 INCLUDING INORGANIC, NON-PERISHABLE MATERIAL SUITABLY GRADED AND CAPABLE OF COMPACTION TO THE DOCUMENTED DENSITY.
- RE-USE OF EXCAVATED MATERIAL: ONLY RE-USE SUITABLE MATERIAL TO AS 3798 CLAUSE 4.4.
- CONSIDER OPTIMISING RE-USE OF EXCAVATED MATERIAL ON-SITE. WHERE THIS IS NOT POSSIBLE, NOMINATE USE OFF-SITE FOR ENGINEERING FILL OR OTHER EARTHWORKS.
- EXCAVATED MATERIAL MAY NOT BE SUITABLE FOR RE-USE WHERE IT IS CONTAMINATED OR POSSESSES PROBLEMATIC GEOTECHNICAL PROPERTIES.
- STOCKPLING OF EXCAVATED MATERIAL:
 - SEGREGATE THE EARTH AND ROCK MATERIAL AND STOCK PILE FOR RE-USE IN BACKFILLING OPERATIONS.
 - DO NOT STOCKPILE EXCAVATED MATERIAL AGAINST TREE TRUNKS, BUILDINGS, FENCES OR OBSTRUCT THE FREE FLOW OF WATER ALONG DRAINAGE CHANNELS.
- ONLY USE IMPORTED FILL WHEN SUITABLE EXCAVATED MATERIAL FROM SITE IS NOT AVAILABLE.
- SUITABLE MATERIAL TO BE IN ACCORDANCE WITH AS 3798 CLAUSE 4.4. PROVIDE TEST RESULTS TO CONFIRM THAT THE PROPOSED MATERIAL COMPLIES AS PER SPECIFICATION R44.
- FILL TO BE COMPACTED IN 300mm LAYERS TO TO 98% STANDARD (AS 1289 TEST 5.1.1) AS PER SPECIFICATION R44.
- ALL MATERIAL IMPORTED OR EXPECTED FROM SITE SHALL MEET THE REQUIREMENTS OF THE POEO ACT AND ASSOCIATED WASTE EXEMPTIONS.

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DRAINAGE - GENERAL

- ANY PERMITS FOR DIVERSION WORKS REQUIRED DURING CONSTRUCTION SHALL BE OBTAINED BY THE CONTRACTOR PRIOR TO CONSTRUCTION WORKS.
- EXISTING STORMWATER DRAINAGE PIPES AND MANHOLES WITHIN THE LIMITS OF WORK SHALL BE REMOVED OR MODIFIED AS SPECIFIED.
- UNDERTAKE CCTV OF EXISTING STORMWATER LINES PRE AND POST CONSTRUCTION WHERE STORMWATER LINES ARE MODIFIED.
- ANY EXPOSED EXISTING REINFORCEMENT TO BE PROTECTED IN ACCORDANCE WITH REQUIREMENTS FOR NEW CONSTRUCTION.
- EXISTING STORMWATER PIPES OR CULVERTS THAT ARE IDENTIFIED TO BE DECOMMISSIONED OR ABANDONED SHALL BE REFERRED TO THE PRINCIPAL FOR ASSESSMENT OF THE APPROPRIATE TREATMENT WHICH INCLUDES:
 - REMOVE AND BACKFILL - EXISTING PIPES / PITS TO BE REMOVED WITH TRENCH BACKFILLED AND COMPACTED IN ACCORDANCE WITH AUS-SPEC SPECIFICATIONS.
 - SEAL AND GROUT - PIPE ENDS TO BE CAPPED AND PIPES INFILLED WITH FLOWABLE GROUT. THE FINAL ADOPTED TREATMENT FOR THE DECOMMISSIONED PIPES IS TO BE RECORDED AND SHOWN ON THE WORK-AS-EXECUTED DRAWINGS BY THE CONTRACTOR.
- INADEQUATE FOUNDING MATERIAL FOR PIPES AND STRUCTURES SHALL BE REMOVED OR IMPROVED IN ACCORDANCE WITH THE SPECIFICATIONS.

UTILITIES

- SERVICES SHOWN ARE INDICATIVE ONLY. CONTRACTOR TO CONFIRM LOCATION OF ALL SERVICES PRIOR TO COMMENCING WORK.
- INFORMATION PROVIDED ON THE DRAWINGS WITH RESPECT TO SERVICES IS FOR GUIDANCE ONLY AND IS NOT GUARANTEED COMPLETE NOR CORRECT. CONTRACTOR TO ENSURE ADOPTED METHOD OF CONSTRUCTION WILL AVOID DAMAGE TO ALL SERVICES. THE CONTRACTOR SHALL LOCATE ALL EXISTING SERVICES PRIOR TO COMMENCING CONSTRUCTION. SERVICE AUTHORITIES ARE TO BE CONTACTED PRIOR TO THE COMMENCEMENT OF WORKS FOR ARRANGEMENTS TO BE MADE REGARDING THE PROTECTION, ADJUSTMENT OR RELOCATION OF SERVICES IF NECESSARY.
- IN ORDER TO AVOID DAMAGE TO THE UTILITIES THE CONTRACTOR SHALL BE RESPONSIBLE FOR CO-ORDINATING THE WORKS ADJACENT TO ANY UTILITY WITH THE RELEVANT UTILITY AUTHORITY IN ACCORDANCE WITH THE AUTHORITY REQUIREMENTS.
- THE CONTRACTOR SHALL CO-ORDINATE WITH THE RELEVANT UTILITY AUTHORITIES AND THE PRINCIPAL WITH RESPECT TO ANY TEMPORARY DIVERSIONS NECESSARY FOR CONSTRUCTION STAGING WORKS.
- LOCATION AND LEVEL OF ALL SERVICES CROSSING PROPOSED EXCAVATIONS MUST BE OBTAINED BY CONTRACTOR PRIOR TO CONSTRUCTION. ALL LEVELS MUST BE CHECKED FOR CONFLICT WITH ANY SERVICES, AND ANY CONFLICTS TO BE RESOLVED WITH THE PRINCIPAL.

SIGNAGE

- CONDITION ASSESSMENT TO BE UNDERTAKEN ON ALL EXISTING SIGN FACES TO BE RELOCATED PRIOR TO BEING REUSED IN ACCORDANCE WITH RELEVANT SPECIFICATIONS AND STANDARDS AS DIRECTED BY THE PRINCIPAL.
- TO ELIMINATE EXCESSIVE GLARE FROM THE SURFACE OF A SIGN IT SHOULD BE TURNED APPROXIMATELY 5° AWAY FROM NORMAL TO THE HEADLIGHT BEAM/LINE OF SIGHT.
- ALL SIGNAGE TO BE CLEAR OF VEGETATION AND OBSTRUCTIONS.
- ALL EXISTING SIGNS THAT ARE TO BE RELOCATED SHOULD BE SO THAT MIN 600mm LATERAL CLEARANCE IS PROVIDED BETWEEN EDGE OF SIGN AND FACE OF KERB, OR MIN 2M FROM EDGE OF SEAL OR PAVEMENT" AFTER "FACE OF KERB" AND A MIN 300mm FROM ANY PROPERTY BOUNDARY .
- ALL SIGN BACKGROUNDS AND LEGENDS TO BE CLASS 1 REFLECTIVE USING COLOUR AND GRADE CONFORMING TO TfNSW QA 3400, AS1743 AND AS/NZS 1906.1.
- EXISTING SIGNAGE TO BE MAINTAINED UNLESS OTHERWISE SHOWN.
- SIGN POST FOOTINGS TO BE IN ACCORDANCE WITH TfNSW MAINTENANCE AND INSTALLATION OF SIGNAGE MANUAL.
- AT THE TIME OF CONSTRUCTION, SIGNS MAY BE RELOCATED LOCALLY WITH THE APPROVAL OF THE PRINCIPAL.
- ALL RELEVANT EXISTING SIGNPOSTING TO BE RETAINED DURING CONSTRUCTION.
- SIGN POST LOCATION WITHIN THE VERGE TO BE DETERMINED IN ACCORDANCE WITH AS1742.2 APPENDIX D.
- ALL SIGNPOST INFRASTRUCTURE TO BE CONSTRUCTED SHALL AVOID CONFLICT WITH SUBSURFACE INFRASTRUCTURE.

INSITU CONCRETE NOTES

- CONCRETE EXPOSURE CLASSIFICATION: B1.
- MINIMUM 28 DAY COMPRESSIVE STRENGTH OF ALL CONCRETE AND GROUT: 32MPa TO AS3600
- THE MINIMUM CONCRETE COVER SPECIFIED IN TO NEAREST REINFORCEMENT IS 40mm UNLESS NOTED OTHERWISE.
- EDGES TO BE CHAMFERED 20 x 20mm AND RE-ENTRANT ANGLES
- FILLETTED 20 x 20mm UNLESS SPECIFIED OTHERWISE.

LINEMARKING

- DELINEATION PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH TfNSW DELINEATION GUIDELINES.
- RETRO REFLECTIVE PAVEMENT MARKERS (RRPMs) SHALL BE PLACED AS SHOWN ON THE PLANS.
- GUIDE POSTS SHALL BE DURA-POST PRODUCT.
- GUIDE POSTS SHALL BE PROVIDED IN ACCORDANCE WITH THE TABLE BELOW:

PAVEMENT

- ALL PAVEMENTS TO BE CONSTRUCTED IN ACCORDANCE WITH TfNSW SPECIFICATIONS R71 AND R106.
- WHERE THE UPGRADED PAVEMENT IS TO OVERLIE THE EXISTING PAVEMENT, A WALKOVER ASSESSMENT SHALL BE UNDERTAKEN AT THE COMMENCEMENT OF CONSTRUCTION TO IDENTIFY AND MARK OUT ANY AREAS WHERE EXISTING FAILURES ARE PRESENT SUCH AS RUTTING, SHOVING, CROCODILE CRACKING AND SUBSIDENCE. THESE AREAS SHALL BE EXCAVATED TO A SUITABLE FOUNDATION AND BACKFILLED WITH DGS40, OR ASSESSED TO DETERMINE THE NEED FOR ROCK BRIDGING/DRAINAGE LAYERS OR OTHER REMEDIATION METHODS.
- AREAS OF THE ALIGNMENT WHERE SEEPAGE IS IDENTIFIED SHALL BE ASSESSED BY A SUITABLE GEOTECHNICAL PRACTITIONER DURING CONSTRUCTION TO ASSESS THE NEED FOR AND EXTENT OF ROCK BRIDGING LAYERS.
- IN AREAS WHERE WIDENING IS PROPOSED OR NEW ALIGNMENTS, ALL TOPSOIL, ROOT AFFECTED OR DELETERIOUS MATERIAL SHALL BE STRIPED TO EXPOSE A SUITABLE FOUNDATION PRIOR TO PROOF ROLL. WHERE THE SUBGRADE FAILS PROOF ROLL GEOTECHNICAL ADVICE SHALL BE SOUGHT.
- WHERE NEW CONSTRUCTION JOINS ONTO EXISTING PAVEMENTS THE EXISTING PAVEMENT LAYERS (INCLUDING WIDENING) SHALL BE BENCHED TO AVOID A VERTICAL JOINT EXTENDING THROUGH THE PAVEMENTS AT THE INTERFACE.
- FORMATION BATTERS MUST BE OVER-PLACED AND COMPACTED PRIOR TO TRIMMING BACK TO A DESIGN BATTER OF NO STEEPER THAN 4H:1V TO PROVIDE LATERAL CONFINEMENT TO THE PAVEMENT.
- PAVEMENT GRAVELS SHALL BE PLACED AND MAINTAINED AT 80% TO 90% OF OPTIMUM MOISTURE CONTENT. SHOULD WET WEATHER OCCUR PRIOR TO FINAL SEALING, THE BASE COURSE SHOULD BE ALLOWED TO DRY BACK TO NOT MORE THAN 90% OF OPTIMUM MOISTURE CONTENT PRIOR TO SEALING. TRAPPING OF EXCESS MOISTURE BELOW THE FINAL SEAL WILL SIGNIFICANTLY REDUCE PAVEMENT LIFE.
- WHERE FINAL SEALING CANNOT BE UNDERTAKEN WITHIN A FEW DAYS OF COMPLETION OF THE BASE COURSE, AN INITIAL PRIMER SEAL SHALL BE USED TO PROTECT THE PAVEMENT AND MAINTAIN EQUILIBRIUM MOISTURE CONTENT.
- WHERE A TWO COAT SEAL IS ADOPTED, SEALING SHALL BE AVOIDED DURING WINTER MONTHS OR AT TIMES WHEN PAVEMENT TEMPERATURES OF LESS THAN 15° ARE LIKELY, DUE TO THE POTENTIAL FOR MICROCRACKING OF THE PAVEMENT SURFACE, WHICH CAN LEAD TO WATER INGRESS, PUMPING OF FINES, AND FLUSHING OR EMBEDMENT OF AGGREGATE WITHIN WHEEL PATHS WITHIN A VERY SHORT TIME FRAME.

GUIDE POST LOCATIONS	
LOCATION	SPACING
STRAIGHTS	150m
CURVES AND TRANSITIONS	REFER TABLE BELOW
CRESTS	20m
BRIDGES AND CULVERTS	POSTS AT EACH END OF THE HEADWALLS

GUIDE POST SPACING ON CURVES		
CURVE RADIUS	ON OUTSIDE OF CURVE	ON INSIDE OF CURVE
<100	6	12
100-199	10	20
200-299	15	30
300-399	20	40
400-599	30	60
600-799	40	60
800-1199	60	60
1200-2000	90	90

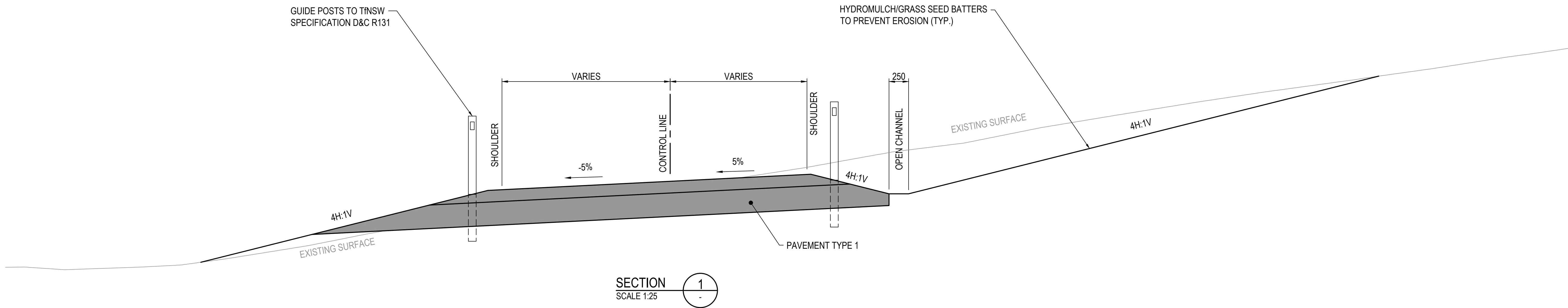
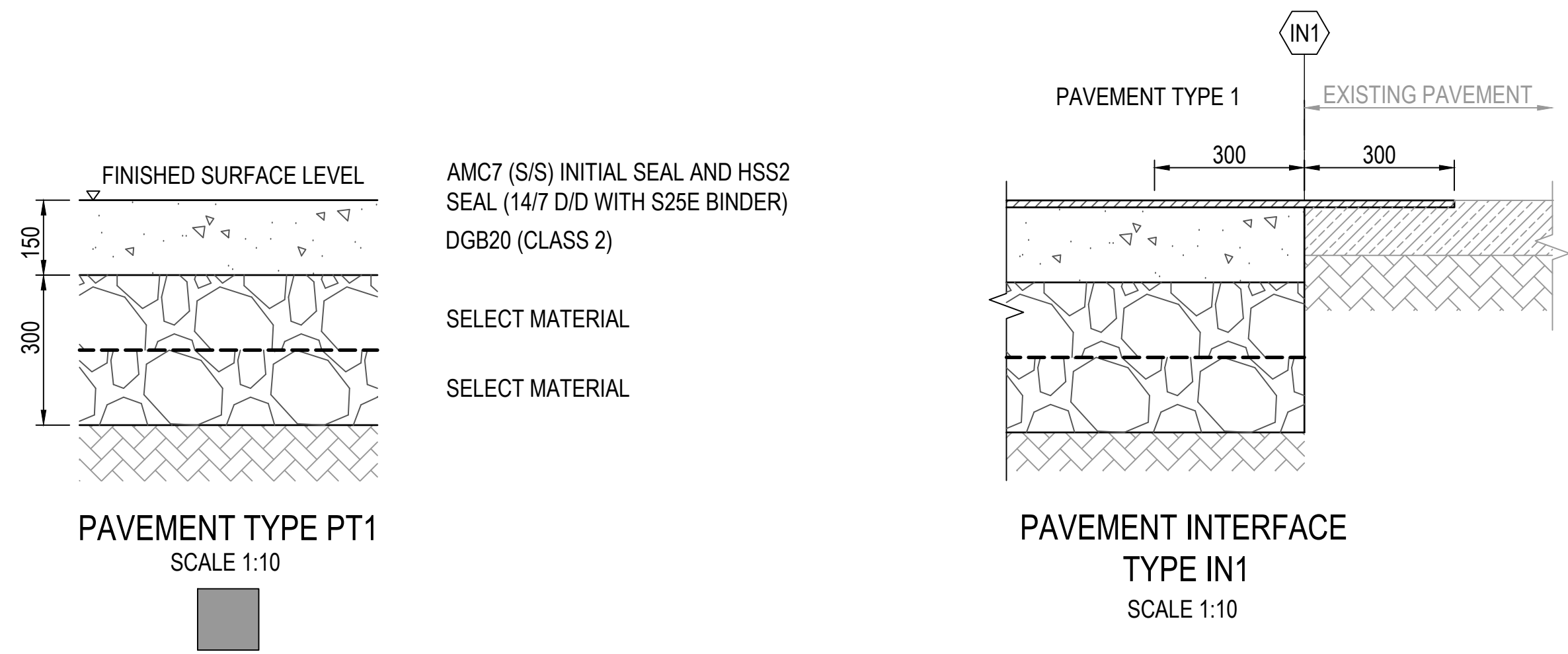
7. 450mm diameter reinforced concrete pipe culvert (RCPC) to be used. The culvert shall be designed and constructed as a minimum Class 4 pipe with HS3 bedding, in accordance with the relevant TfNSW standard drawings and specifications.

SPECIFICATION LIST		
SPECIFICATION	AUTHOR	APPLICATION
R44 - EARTHWORKS	TfNSW	PAVEMENT TYPE 1
R71 - CONSTRUCTION OF UNBOUND AND MODIFIED PAVEMENT COURSE	TfNSW	PAVEMENT TYPE 1
R101 - COLD MILLING OF ROAD PAVEMENT MATERIALS	TfNSW	ANY MILLING OF EXISTING PAVEMENTS
R106 - SPRAYED BITUMINOUS SURFACING (WITH CUTBACK BITUMEN)	TfNSW	PAVEMENT TYPE 1
3051 - GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS	TfNSW	UNBOUND PAVEMENTS
3071 - SELECTED MATERIAL FOR EARTHWORKS	TfNSW	SMZ
3151 - AGGREGATE FOR SPRAYED BITUMINOUS SURFACING	TfNSW	BITUMEN SPRAY SEAL
3253 - BITUMEN FOR PAVEMENTS	TfNSW	PAVEMENT TYPE 1
3258 - AGGREGATE PRECOATING AGENTS (FOR BITUMEN)	TfNSW	BITUMEN SPRAY SEAL
3259 - BITUMEN ADHESION AGENT (FOR BITUMEN)	TfNSW	BITUMEN SPRAY SEAL
3261 - CUTBACK BITUMEN	TfNSW	BITUMEN SPRAY SEAL
R11 - STORMWATER DRAINAGE	TfNSW	PRECAST CONCRETE PIPES, CONCRETE PITS, ACCESS GRATES/COVERS (NOT USED)
R33 - TRENCH DRAINS	TfNSW	SUBSOIL DRAIN
R53 - CONCRETE FOR GENERAL WORKS	TfNSW	CAST IN-SITU MINOR CONCRETE (PITS, KERB & GUTTER)
R63 - GEOTEXTILES (SEPARATION AND FILTRATION)	TfNSW	SUBSOIL DRAIN
3222 - NO FINES CONCRETE (FOR SUBSURFACE DRAINAGE)	TfNSW	PAVEMENT INTERFACE SUBSOILS (TRAFFICKABLE)
3552 - SUBSURFACE DRAINAGE PIPE (CORRUGATED PERFORATED AND NON-PERFORATED PLASTIC)	TfNSW	PAVEMENT INTERFACE SUBSOILS
3580 - AGGREGATE FILTER MATERIALS FOR SUBSURFACE DRAINAGE	TfNSW	SUBSOIL DRAIN (NON-TRAFFICKABLE)
R142 - RETROREFLECTIVE RAISED PAVEMENT MARKERS	TfNSW	REINSTATEMENT OF RRPM'S
R145 - PAVEMENT MARKING (PERFORMANCE BASED)	TfNSW	REINSTATEMENT OF LINEMARKING
3351 - ROAD MARKING PAINT	TfNSW	LINEMARKING
3354 - ADHESIVES FOR RAISED PAVEMENT MARKER INSTALLATION	TfNSW	RRPM'S
R143 - SIGNPOSTING	TfNSW	SIGNPOSTING
3400 MANUFACTURE AND DELIVERY OF ROAD SIGNS	TfNSW	SIGNFACES
R301 - MAINTENANCE OF TRAFFIC CONTROL SIGNALS	TfNSW	REINSTATEMENT OF TRAFFIC SIGNAL LOOPS
G71 - CONSTRUCTION SURVEYS	TfNSW	SURVEY



FOR CONSTRUCTION

REV.	DESCRIPTION	DATE	CLIENT: HLWJV	UGL CPB CONTRACTORS	SCALE @ A1	TITLE	NAME	DATE	shelton thomson collins williams collaborate innovate deliver	PROJECT:	HUME LINK ACCESS POINT 48C UPGRADE	CLIENT PROJECT NO.		
						DRAWN	B.FREEMAN	9/06/2026			CWC PROJECT NO.			
						DRG CHECK	H.WILLIAMS	9/06/2026			25-1021-AP48			
						DESIGN	R.DEW	9/06/2026		DRAWING TITLE:	CONCEPT DESIGN GENERAL NOTES			
						DESIGN CHECK	H.WILLIAMS	9/06/2026						
						DESIGN MNGR	H.WILLIAMS	9/06/2026						
						COORDINATE SYSTEM:	MGA55 GDA2020	HEIGHT DATUM:				AHD71		
						FILE PATH:	C:\1205\DATA\CGW\SYN\025 1021-HUMELINK\VARIOUS ACCESS POINT UPGRADES_38\CAD			PROJECT MNGR	H.WILLIAMS	9/06/2026		
0	ISSUED FOR CONSTRUCTION	9/06/2026										DRAWING NUMBER: 25-1021-AP48-DRG-	SHEET NUMBER: GE-0021	REVISION: 0



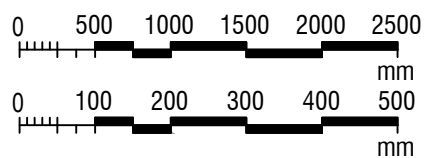
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REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	9/06/2026

CLIENT: HLWJV



SCALE @ A1
1:50 @ A1
1:10 @ A1



COORDINATE SYSTEM: MGA55 GDA2020 HEIGHT DATUM: AHD71

FILE PATH: C:\12\SD\DATA\QW\SYN\25 1021-HUMELINK VARIOUS ACCESS POINT UPGRADES.BRCAD

TITLE	NAME	DATE
DRAWN	B.FREEMAN	9/06/2026
DRG CHECK	H.WILLIAMS	9/06/2026
DESIGN	R.DEW	9/06/2026
DESIGN CHECK	H.WILLIAMS	9/06/2026
DESIGN MNGR	H.WILLIAMS	9/06/2026
PROJECT MNGR	H.WILLIAMS	9/06/2026



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PROJECT:	HUME LINK ACCESS POINT 48C UPGRADE	CLIENT PROJECT NO.
DRAWING TITLE:	CONCEPT DESIGN TYPICAL SECTION AND DETAILS	CWC PROJECT NO. 25-1021-AP48
DRAWING NUMBER: 25-1021-AP48-DRG-	SHEET NUMBER: RW-0011	REVISION: 0

FOR CONSTRUCTION

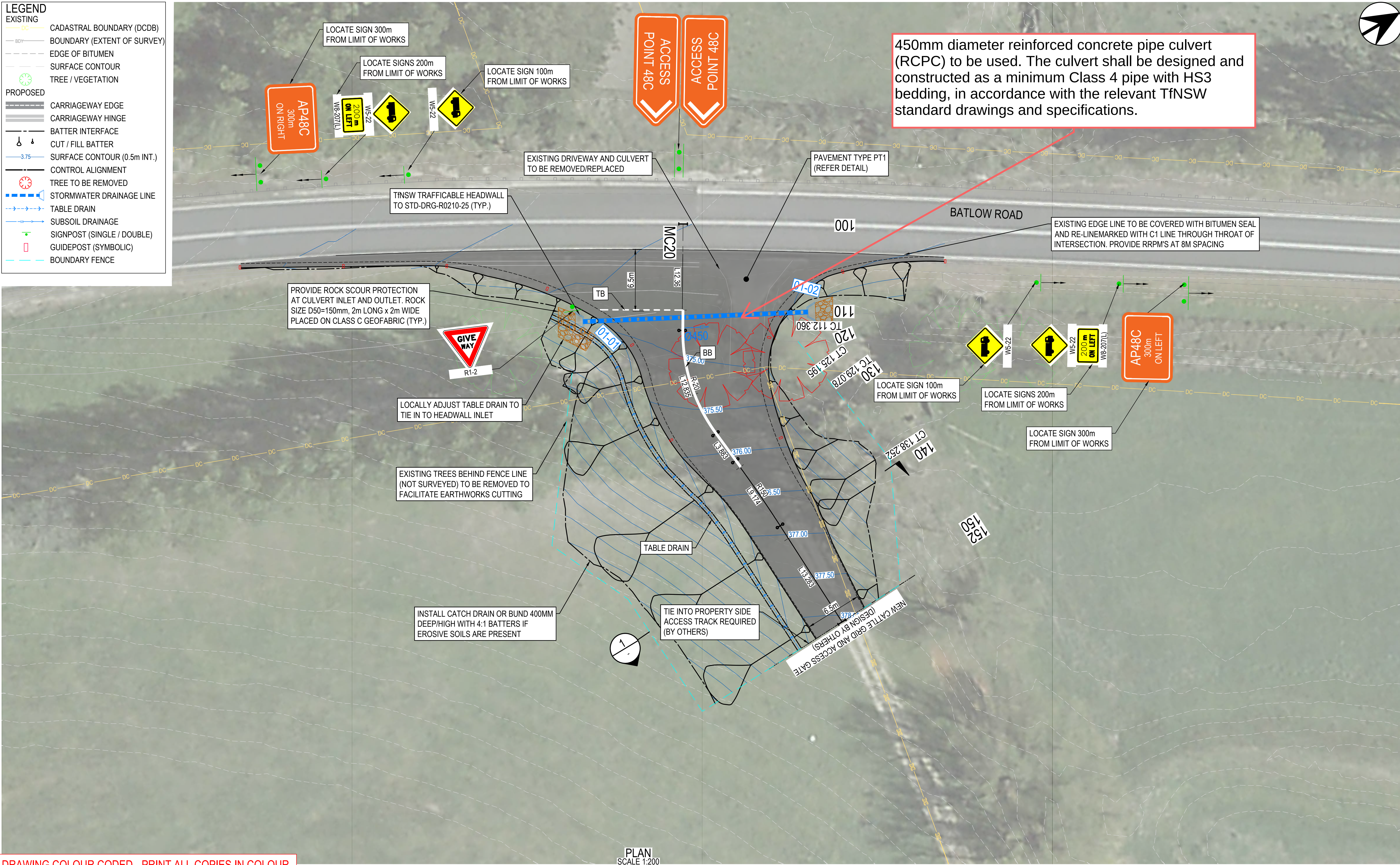
LEGEND

EXISTING

- DCB CADASTRAL BOUNDARY (DCDB)
- BOY BOUNDARY (EXTENT OF SURVEY)
- EDGE OF BITUMEN
- SURFACE CONTOUR
- TREE / VEGETATION

PROPOSED

- CARRIAGEWAY EDGE
- CARRIAGEWAY HINGE
- BATTER INTERFACE
- CUT / FILL BATTER
- 3.75 SURFACE CONTOUR (0.5m INT.)
- CONTROL ALIGNMENT
- TREE TO BE REMOVED
- STORMWATER DRAINAGE LINE
- TABLE DRAIN
- SUBSOIL DRAINAGE
- SIGNPOST (SINGLE / DOUBLE)
- GUIDEPOST (SYMBOLIC)
- BOUNDARY FENCE



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FOR CONSTRUCTION

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	9/06/2026

CLIENT: HLWJV

UGL **CPB**

SCALE @ A1

1:200 @ A1 0 2 4 6 8 10 m

1:50 @ A1 0 500 1000 1500 2000 2500 mm

1:10 @ A1 0 100 200 300 400 500 mm

COORDINATE SYSTEM: MGA55 GDA2020 HEIGHT DATUM: AHD71

FILE PATH: C:\125\DATA\GWS\1021-1\HUMELINK\VARIOUS ACCESS POINT UPGRADES\86\CAD

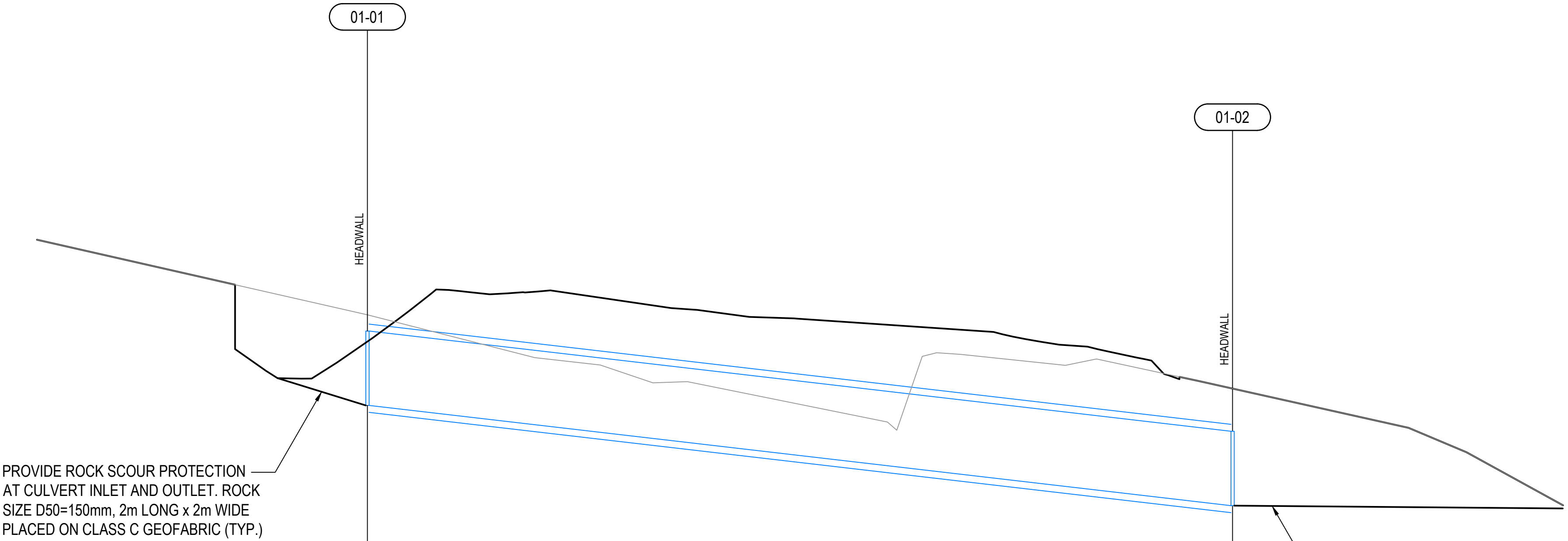
TITLE	NAME	DATE
DRAWN	B.FREEMAN	9/06/2026
DRG CHECK	H.WILLIAMS	9/06/2026
DESIGN	R.DEW	9/06/2026
DESIGN CHECK	H.WILLIAMS	9/06/2026
DESIGN MNGR	H.WILLIAMS	9/06/2026
PROJECT MNGR	H.WILLIAMS	9/06/2026

shelton thomson

collins williams

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PROJECT:	HUME LINK ACCESS POINT 48C UPGRADE	CLIENT PROJECT NO.
DRAWING TITLE:	CONCEPT DESIGN DETAIL PLAN	CWC PROJECT NO. 25-1021-AP48
DRAWING NUMBER: 25-1021-AP48-DRG-	SHEET NUMBER: RW-0101	REVISION: 0



STORMWATER LINE - 01
SCALE 1:100H, 1:20V

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Plotted by BRYCE FREEMAN
PLOT DATE & TIME: 10/06/2026 10:00:53 AM

 PROPOSED ROAD UPGRADE

 ACHIEVED SIGHT DISTANCE
 SIGHT DISTANCE (OTHER)

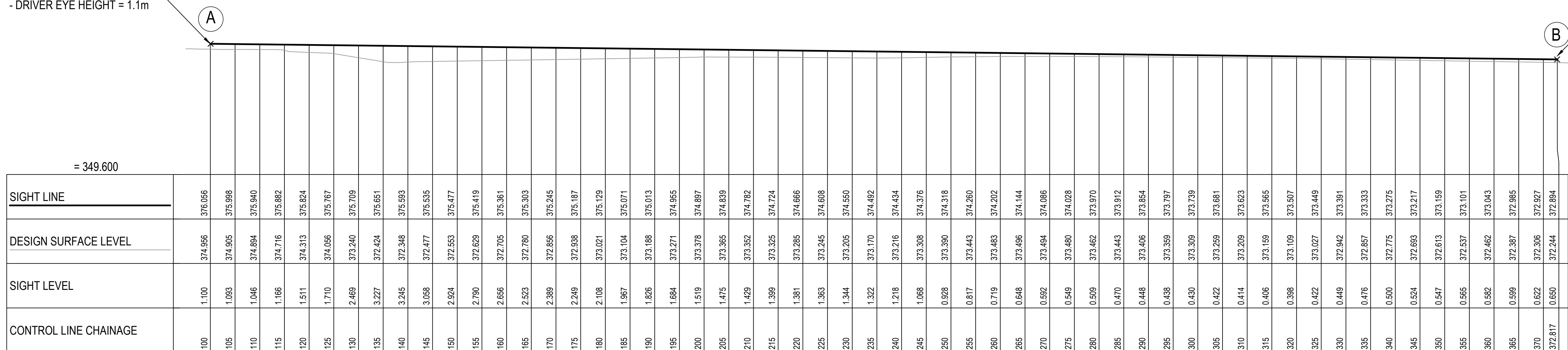


PLAN
SCALE 1:500

			Design Speed (km/hr)								
	Sight Distance Parameters		90.000			100.000			110.000		
	Driver Eye Height (m)	Object Height (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)
MGSD Required	1.100	0.650	-	5 sec, 125m	125.000	-	5 sec, 139m	139.000	-	5 sec, 153m	153.000
MGSD Achieved look to south	1.100	0.650	-	5 sec, 125m	187.400	-	5 sec, 139m	187.400	-	5 sec, 153m	187.400
MGSD Achieved look to north	1.100	0.650	-	5 sec, 125m	272.600	-	5 sec, 139m	272.600	-	5 sec, 153m	272.600

POINT A —————
- DRIVER EYE HEIGHT = 1.1m

POINT B
- VEHICLE HEIGHT = 0.65m



A1 SCALE: H 1:500, V 1:500

LONGITUDINAL SECTION MGSD LOOK NORTH

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REV.	DESCRIPTION	DATE	CLIENT: HLWJV	 	SCALE @ A1 1:500 @ A1		TITLE	NAME	DATE	 collaborate innovate deliver	PROJECT:	HUME LINK ACCESS POINT 48C UPGRADE	CLIENT PROJECT NO.	
								DRAWN	B.FREEMAN		9/06/2026			CWC PROJECT NO. 25-1021-AP48
								DRG CHECK	H.WILLIAMS		9/06/2026			
								DESIGN	R.DEW		9/06/2026			
								DESIGN CHECK	H.WILLIAMS		9/06/2026			
								DESIGN MNGR	H.WILLIAMS		9/06/2026			
								PROJECT MNGR	H.WILLIAMS		9/06/2026			
0	ISSUED FOR CONSTRUCTION	9/06/2026			COORDINATE SYSTEM: MGA55 GDA2020	HEIGHT DATUM: AHD71	FILE PATH: C:\120SD\DATA\CVSYNS25 1021-HUMLINK VARIOUS ACCESS POINT UPGRADES_86CAD				DRAWING NUMBER: 25-1021-AP48-DRG-	SHEET NUMBER: RW-0103	REVISION: 0	

Plotted by	RRYCFEEMAN	PILOT DATE & TIME:	10/06/2026 10:01:16 AM
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LEGEND

PROPOSED ROAD UPGRADE

SIGHT DISTANCE

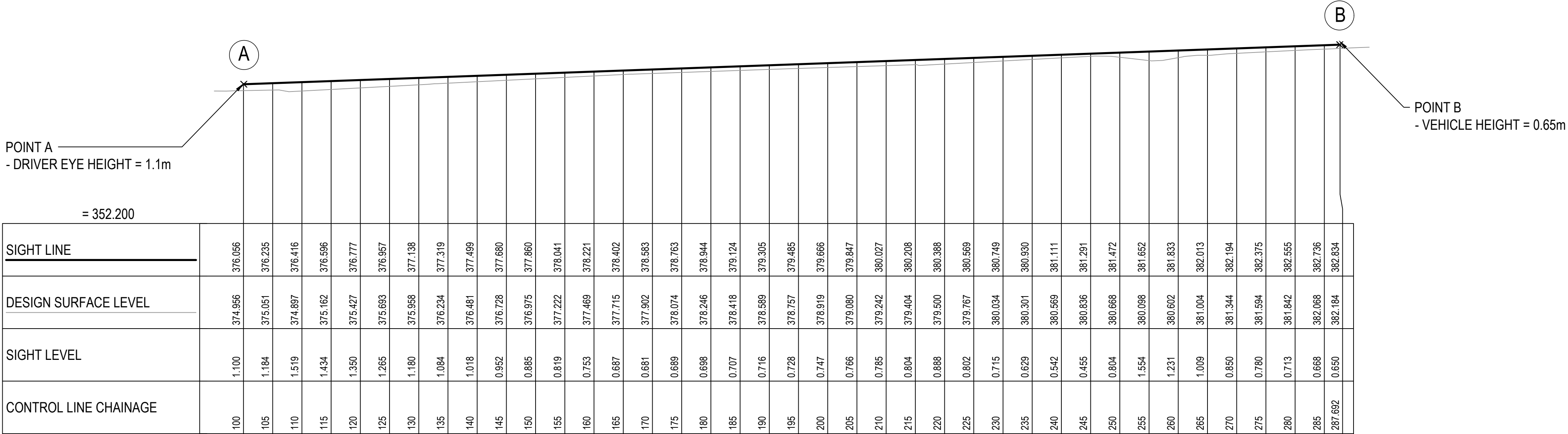
ACHIEVED SIGHT DISTANCE (SISD)

SIGHT DISTANCE (OTHER)



PLAN
SCALE 1:500

	Sight Distance Parameters		Design Speed (km/hr)								
	Driver Eye Height (m)	Object Height (m)	Rt (sec)	90.000		100.000			110.000		
				Critical acceptance gap, ta (sec)	Distance (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)
MGSD Required	1.100	0.650	-	5 sec, 125m	125.000	-	5 sec, 139m	139.000	-	5 sec, 153m	153.000
MGSD Achieved look to south	1.100	0.650	-	5 sec, 125m	187.400	-	5 sec, 139m	187.400	-	5 sec, 153m	187.400
MGSD Achieved look to north	1.100	0.650	-	5 sec, 125m	272.600	-	5 sec, 139m	272.600	-	5 sec, 153m	272.600



SIGHT LINE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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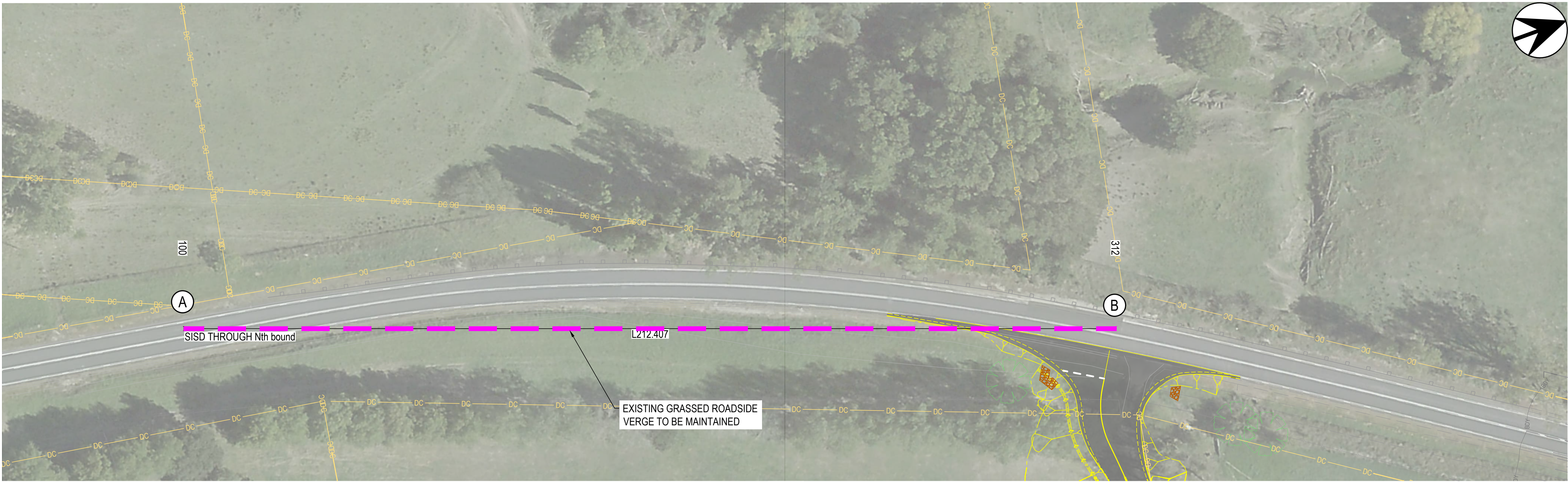
LEGEND

PROPOSED ROAD UPGRADE

SIGHT DISTANCE

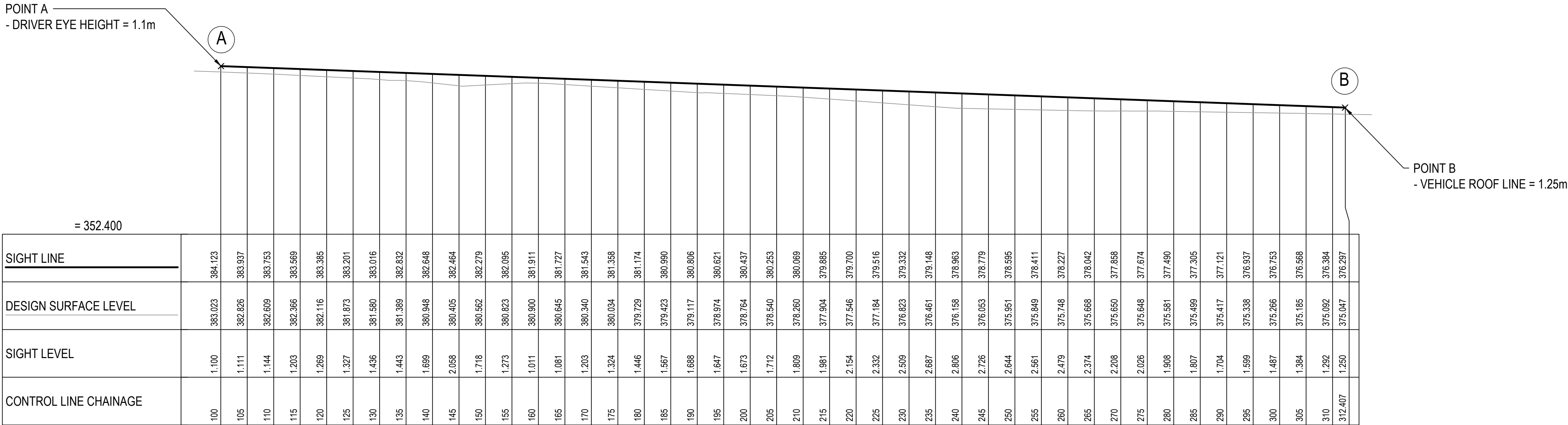
ACHIEVED SIGHT DISTANCE (SISD)

SIGHT DISTANCE (OTHER)



PLAN
SCALE 1:500

	Sight Distance Parameters		Design Speed (km/hr)								
			90.000			100.000			110.000		
	Driver Eye Height (m)	Object Height (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)
SISD Required	1.100	1.250	1.500	-	201.000	2.000	-	248.000	2.500	-	300.000
SISD Achieved northbound	1.100	1.250	1.500	-	212.200	2.000	-	212.200	2.500	-	212.200
SISD Achieved southbound	1.100	1.250	1.500	-	300.300	2.000	-	300.300	2.500	-	300.300

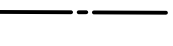


LEGEND

 PROPOSED ROAD UPGRADE

SIGHT DISTANCE

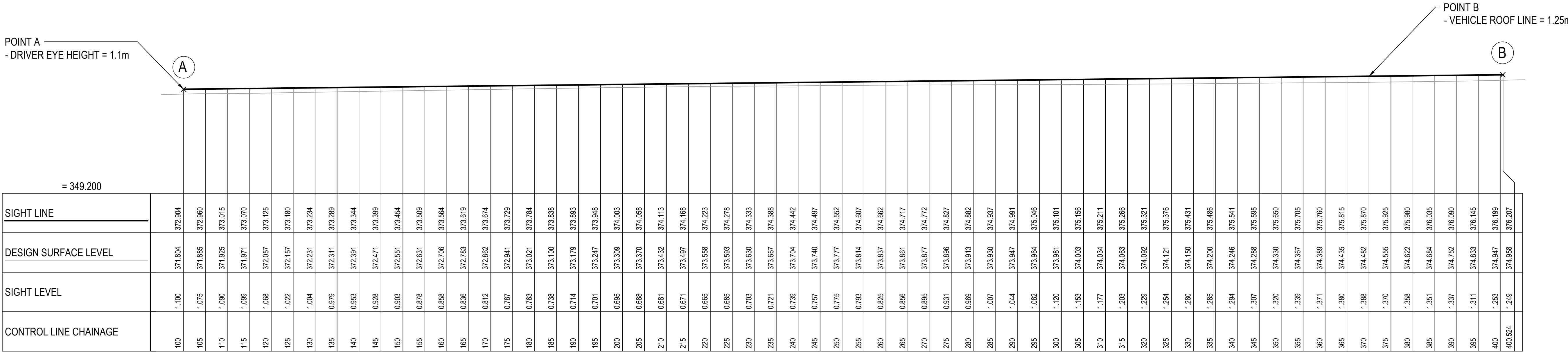
 ACHIEVED SIGHT DISTANCE (SISD)

 SIGHT DISTANCE (OTHER)



PLAN
SCALE 1:500

	Sight Distance Parameters		Design Speed (km/hr)								
			90.000			100.000			110.000		
	Driver Eye Height (m)	Object Height (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)
SISD Required	1.100	1.250	1.500	-	201.000	2.000	-	248.000	2.500	-	300.000
SISD Achieved northbound	1.100	1.250	1.500	-	212.200	2.000	-	212.200	2.500	-	212.200
SISD Achieved southbound	1.100	1.250	1.500	-	300.300	2.000	-	300.300	2.500	-	300.300

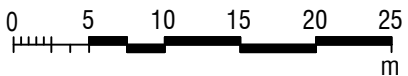


DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	9/06/2026

CLIENT: HLWJV



SCALE @ A1
1:500 @ A1


TITLE	NAME	DATE
DRAWN	B.FREEMAN	9/06/2026
DRG CHECK	H.WILLIAMS	9/06/2026
DESIGN	R.DEW	9/06/2026
DESIGN CHECK	H.WILLIAMS	9/06/2026
DESIGN MNGR	H.WILLIAMS	9/06/2026
PROJECT MNGR	H.WILLIAMS	9/06/2026

COORDINATE SYSTEM: MGA55 GDA2020 HEIGHT DATUM: AHD71

FILE PATH: C:\12\SD\DATA\CVS\N25 1021-HUMELINK\VARIOUS ACCESS POINT UPGRADES_861C4D



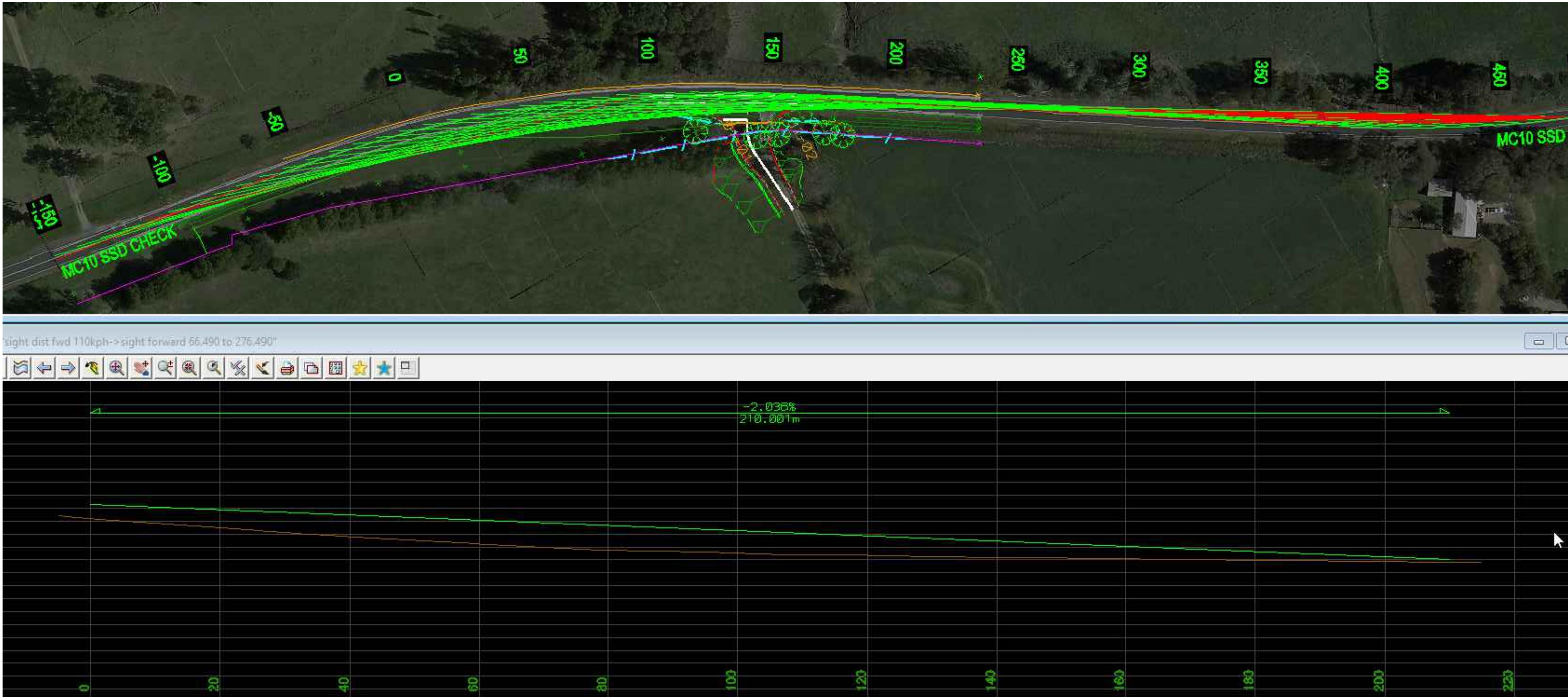
PROJECT: HUME LINK ACCESS POINT 48C UPGRADE

DRAWING TITLE: CONCEPT DESIGN SIGHTLINES PLAN (SISD) SHEET 4 OF 5

DRAWING NUMBER: 25-1021-AP48-DRG- SHEET NUMBER: RW-0106 REVISION: 0

CLIENT PROJECT NO. 25-1021-AP48

Plot Date & Time: 10/06/2026 10:01:47 AM
Plotted by: BRVC\FREEMAN



SSD CHECK 110KM/HR

	Sight Distance Parameters		Design Speed (km/hr)								
			90.000			100.000			110.000		
	Driver Eye Height (m)	Object Height (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)	Rt (sec)	Critical acceptance gap, ta (sec)	Distance (m)
SSD Required	1.100	0.200	1.500	-	126.000	2.000	-	165.000	2.500	-	209.000
SSD Achieved northbound	1.100	0.200	1.500	-	208.400	2.000	-	208.400	2.500	-	208.400
SSD Achieved southbound	1.100	0.200	1.500	-	210.000	2.000	-	210.000	2.500	-	210.000

NOTE: ACHIEVED SSD VALUES SHOWN ARE THE CRITICAL
VALUES ON THE APPROACH TO THE INTERSECTION

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

REV.	DESCRIPTION	DATE	CLIENT: HLWJV		SCALE @ A1 1:500 @ A1 0 5 10 15 20 25 m		TITLE	NAME	DATE		PROJECT:	HUME LINK ACCESS POINT 48C UPGRADE		CLIENT PROJECT NO.
							DRAWN	B.FREEMAN	9/06/2026					CWC PROJECT NO.
							DRG CHECK	H.WILLIAMS	9/06/2026					25-1021-AP48
							DESIGN	R.DEW	9/06/2026		DRAWING TITLE:	CONCEPT DESIGN SIGHTLINES PLAN (SSD) SHEET 5 OF 5		
							DESIGN CHECK	H.WILLIAMS	9/06/2026					
							DESIGN MNGR	H.WILLIAMS	9/06/2026					
0	ISSUED FOR CONSTRUCTION	9/06/2026			COORDINATE SYSTEM: MGA55 GDA2020 HEIGHT DATUM: AHD71 FILE PATH: C:\12SD\DATA\CWS\N25 1021-HUMELINK\VARIOUS ACCESS POINT UPGRADES_861CAD		PROJECT MNGR	H.WILLIAMS	9/06/2026		DRAWING NUMBER: 25-1021-AP48-DRG-	SHEET NUMBER: RW-0107	REVISION: 0	

Diagram of a truck with dimensions in feet. The truck has a cab and a trailer. Dimensions include: 8.11 (cab length), 13.7 (trailer length), 1.8 (front overhang), 5.7 (wheelbase), 1.4 (front overhang), 0.8 (axle offset), 8.2 (wheelbase), 1.3 (axle offset), 1.3 (axle offset), 1.3 (axle offset). The truck is labeled "Max 12' 10/2'" and "Max 4' 1/2".

RIGHT IN, LEFT OUT CONCURRENT MOVEMENTS

Right in and out lanes (19 m)

PLAN
SCALE 1:200

FOR CONSTRUCTION

PLAN
SCALE 1:200

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	9/06/2026



1:200 @ A1

0 2 4 6 8 10 m

TITLE	NAME	DATE
DRAWN	B.FREEMAN	9/06/2026
DRG CHECK	H.WILLIAMS	9/06/2026
DESIGN	R.DEW	9/06/2026
DESIGN CHECK	H.WILLIAMS	9/06/2026
DESIGN MNGR	H.WILLIAMS	9/06/2026
PROJECT MNGR	H.WILLIAMS	9/06/2026



DRAWING TITLE: CONCEPT DESIGN
SWEPTH PATH ANALYSIS PLAN
SHEET 1 OF 2

DRAWING NUMBER: 25-1021-AP48-DRG- SHEET NUMBER: RW-0111 REVISION: 0

Plotted by BRYCEFREEMAN **PLOT DATE & TIME:** 10/06/2026 10:02:11 AM

DESIGN VEHICLE 19m SEMI TRAILER

Prime mover and semi-trailer (19 m)

Overall Length 19.000m

Overall Width 2.500m

Overall Body Height 4.300m

Min Body Ground Clearance 0.540m

Track Width 2.500m

Lock-to-lock time 6.80s

Curb to Curb Turning Radius 12.500m

LEFT IN, RIGHT OUT CONCURRENT MOVEMENTS

SWEPT PATH 1.0M CLEAR OF EXISTING GUARDRAIL FACE

PLAN SCALE 1:200

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

FOR CONSTRUCTION

PLAN
SCALE 1:200

FOR CONSTRUCTION

REV.	DESCRIPTION	DATE
0	ISSUED FOR CONSTRUCTION	9/06/2026



1:200 @ A1



0 2 4 6 8 10 m

COORDINATE SYSTEM: MGA55 GDA2020 HEIGHT DATUM: AHD71

FILE PATH: C:\120SD\DATA\CWSYN25 1021 - HUMELINK VARIOUS ACCESS POINT UPGRADES_86\CAD

TITLE	NAME	DATE
DRAWN	B.FREEMAN	9/06/2026
DRG CHECK	H.WILLIAMS	9/06/2026
DESIGN	R.DEW	9/06/2026
DESIGN CHECK	H.WILLIAMS	9/06/2026
DESIGN MNGR	H.WILLIAMS	9/06/2026
PROJECT MNGR	H.WILLIAMS	9/06/2026



DRAWING TITLE: CONCEPT DESIGN
SWEPTH PATH ANALYSIS PLAN
SHEET 2 OF 2

DRAWING NUMBER: 25-1021-AP48-DRG- SHEET NUMBER: RW-0112 REVISION: 0

CWC PROJECT NO.
25-1021-AP48

REVISION: 0

PLOT DATE & TIME: 10/06/2026 10:02:36 AM

Plotted by **BRYCE FREEMAN**



Photo: Advance warning vehicle

WHERE ADVANCED WARNING VEHICLES ARE USED, THEY MUST BE USED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT AUSTRALIAN AND NEW ZEALAND STANDARDS AND ROAD AUTHORITY TECHNICAL GUIDANCE NOTES AND POSITIONED IN ACCORDANCE WITH THE APPROVED TRAFFIC MANAGEMENT PLAN (TMP). ADVANCED WARNING VEHICLES ARE NOT TO BE CONSIDERED AS CRASH PROTECTION DEVICES, BUT ADVANCED WARNING ONLY.

Once the advanced warning vehicle has been set in position, no person is allowed to occupy the AWW, unless it is a deployed TMA. AWW's must be operated in accordance with the TMP and meets or exceeds the requirements of the relevant Australian and New Zealand standards and road authority technical guidance notes.

Recommended taper lengths are provided in [Table 7-3](#). Taper lengths should be increased at locations with poor sight distances or speed compliance, and supported by a site-specific risk assessment and documented in the TMP.

Table 7-3. Recommended taper lengths

Speed (km/h)	Recommended taper length (m)		
	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

When installing multiple tapers, the distance between each taper must be in accordance with [Table 7-4](#).

Table 7-4. Minimum taper lengths

Speed (km/h)	Distance between tapers (m)
45 or less	10
46 to 55	25
56 to 65	70
greater than 65	1.5 x Speed

LEGEND

- 700mm TRAFFIC CONES
- CHEVRONS
- BOLLARDS CHEVRONS
- WORK AREA
- SAFETY / NO GO ZONE
- TRAFFIC CONTROLLER
- TRAFFIC FLOW
- LOCAL TRAFFIC
- CONSTRUCTION TRAFFIC
- PEDESTRIANS ROUTE

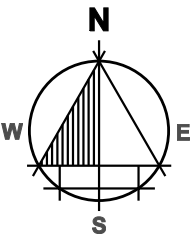
NOTES:

- This TGS is suitable for Day works.
- Priority will be given to public transport and emergency services.
- Ensure you complete a site drive through prior to setting up any signage to ensure that local constraints will not stop you from setting up this TGS.
- TC's to ensure that the sight distance to PTD is optimized where there are constraints due to horizontal and/or vertical Road geometry.
- Ensure all road authority approval requirements have been met prior to commencing setup.
- Cover any conflicting road and speed signage prior to temporary signage installation.
- For roadwork speed zone signs the minimum height to the lower edge of the sign shall be 600mm.
- Speed enforcement signs SHALL be repeated at a maximum spacing of 500m.
- All amendments to the TGS must be clearly documented on this TGS.
- Queue Management: At all times during work, Traffic queues shall be monitored to ensure that queue lengths do not extend back beyond Advance Warning Signs.
- Construction Vehicle Management: All work vehicles to enter and exit worksite under the direction of Traffic Controllers with the flow of Traffic.
- Amendments can only be made by a Traffic Control Team Leader holding a current Prepare a Workzone Traffic Management Plan qualification.
- Safety Buffer is the unoccupied space between the taper and work areas and allows for a driver of an errant vehicle to correct, slow or stop before entering the work area. When designing a TGS, a space of no less than 30m must be provided prior to the work area for the safety buffer.

Reason for Modification: _____

Team leader details:

Name: _____ Date: _____ PWZTMP Card #: _____ Exp. Date: _____

HumeLink West  Client: Transgrid Reviewed by: PWZTMP # TCT1056812 NOT DRAWN TO SCALE	This Traffic Guidance Scheme is drawn to meet AS 1742.3 & TfNSW Traffic Control at Worksites manual V6.1 and should be implemented accordingly by a TfNSW qualified person, Drafter takes no responsibility for Implementation. This plan can only be altered by an accredited person with changes dated and signed, they then become responsible for whole TGS design.	Rev	Author	Card Number	Date	Signature	 048B-ALT-NBSB-AP48C-40-V2-30.04.2026 Sheet 1 of 4
		1.0	Marian Laguador	TCT1074519	24-03-2026	M. Laguador	
		2.0	Marian Laguador	TCT1074519	30-04-2026	M. Laguador	



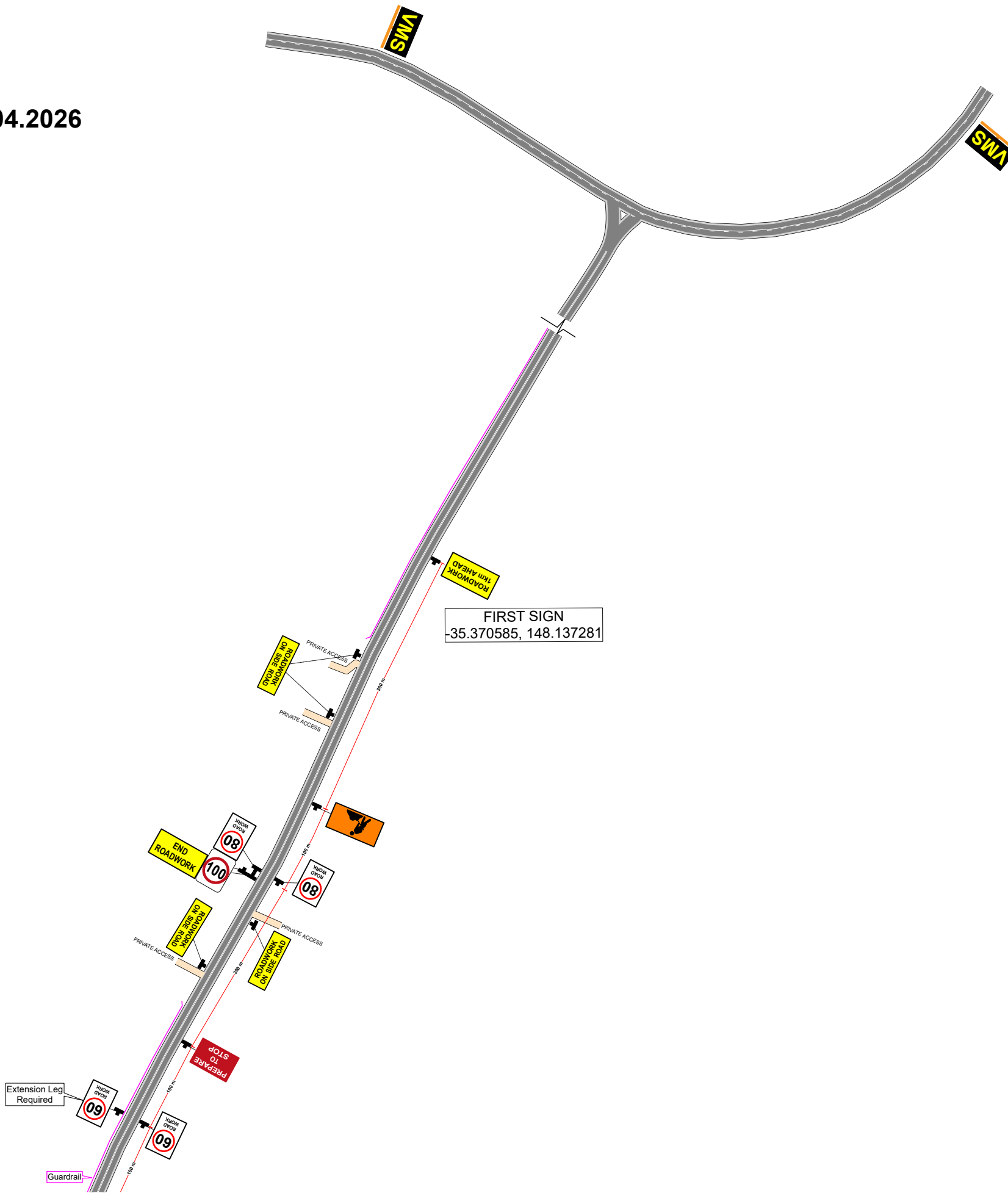
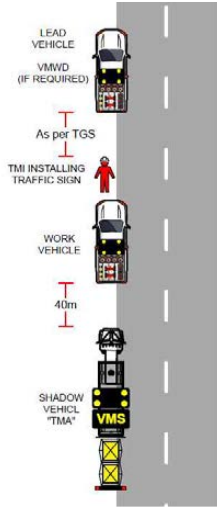
BATLOW ROAD

Access Point Construction

ACCESS POINT 48C

048B-ALT-SBNB-AP48C-40-V2-30.04.2026

Signage Installation/removal

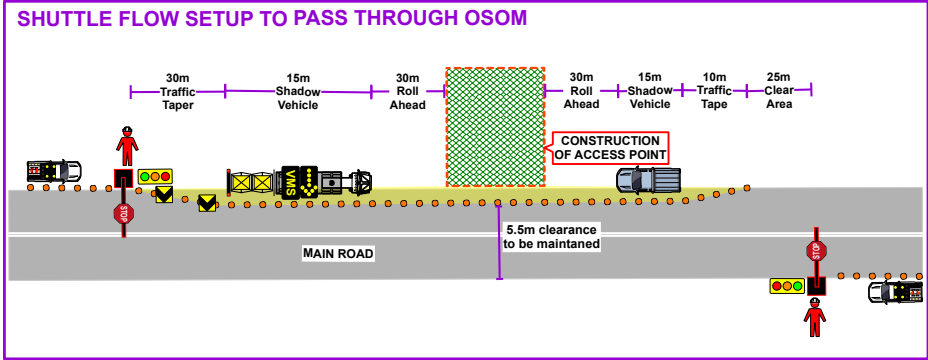
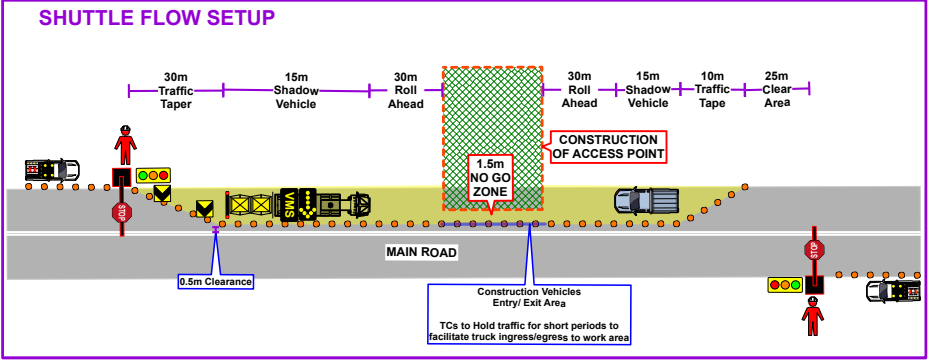
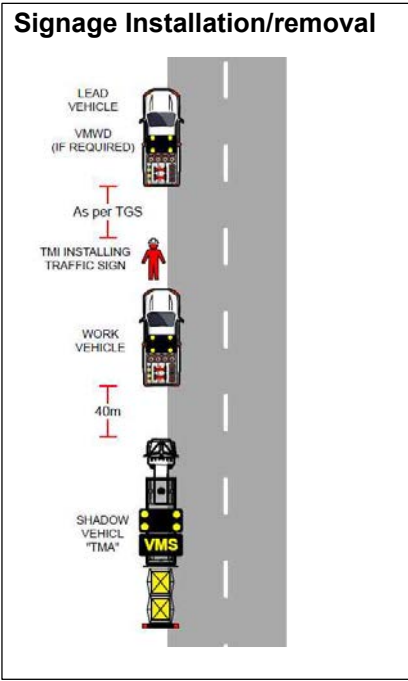
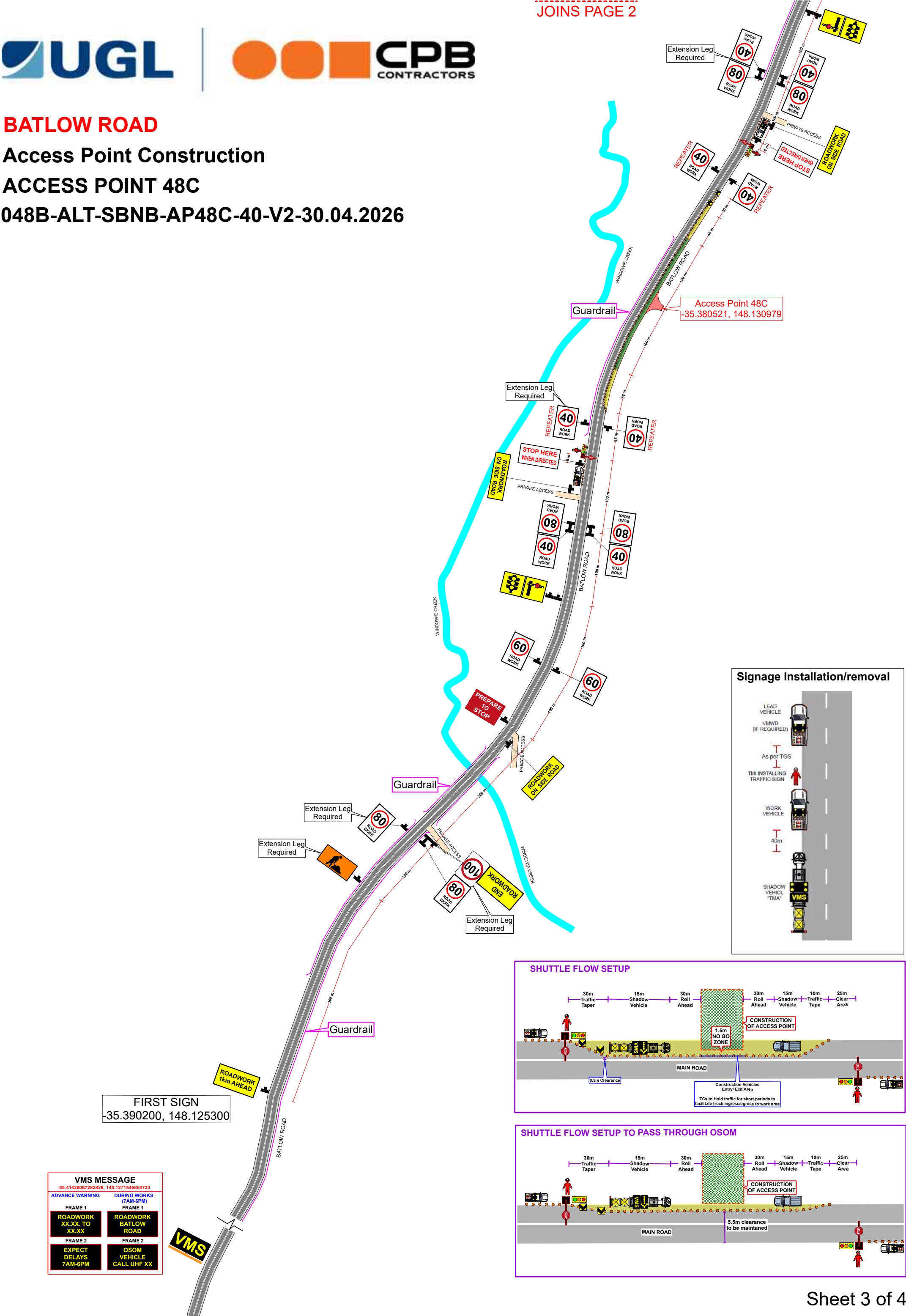


VMS MESSAGE	
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ADVANCE WARNING	DURING WORKS (7AM-6PM)
FRAME 1	FRAME 1
ROADWORK XX.XX TO XX.XX	ROADWORK BATLOW ROAD
FRAME 2	FRAME 2
EXPECT DELAYS 7AM-6PM	OSOM VEHICLE CALL UHF XX

VMS MESSAGE	
-35.3180903341738, 148.18426723088402	
ADVANCE WARNING	DURING WORKS (7AM-6PM)
FRAME 1	FRAME 1
ROADWORK XX.XX TO XX.XX	ROADWORK BATLOW ROAD
FRAME 2	FRAME 2
EXPECT DELAYS 7AM-6PM	OSOM VEHICLE CALL UHF XX



BATLOW ROAD
Access Point Construction
ACCESS POINT 48C
048B-ALT-SBNB-AP48C-40-V2-30.04.2026



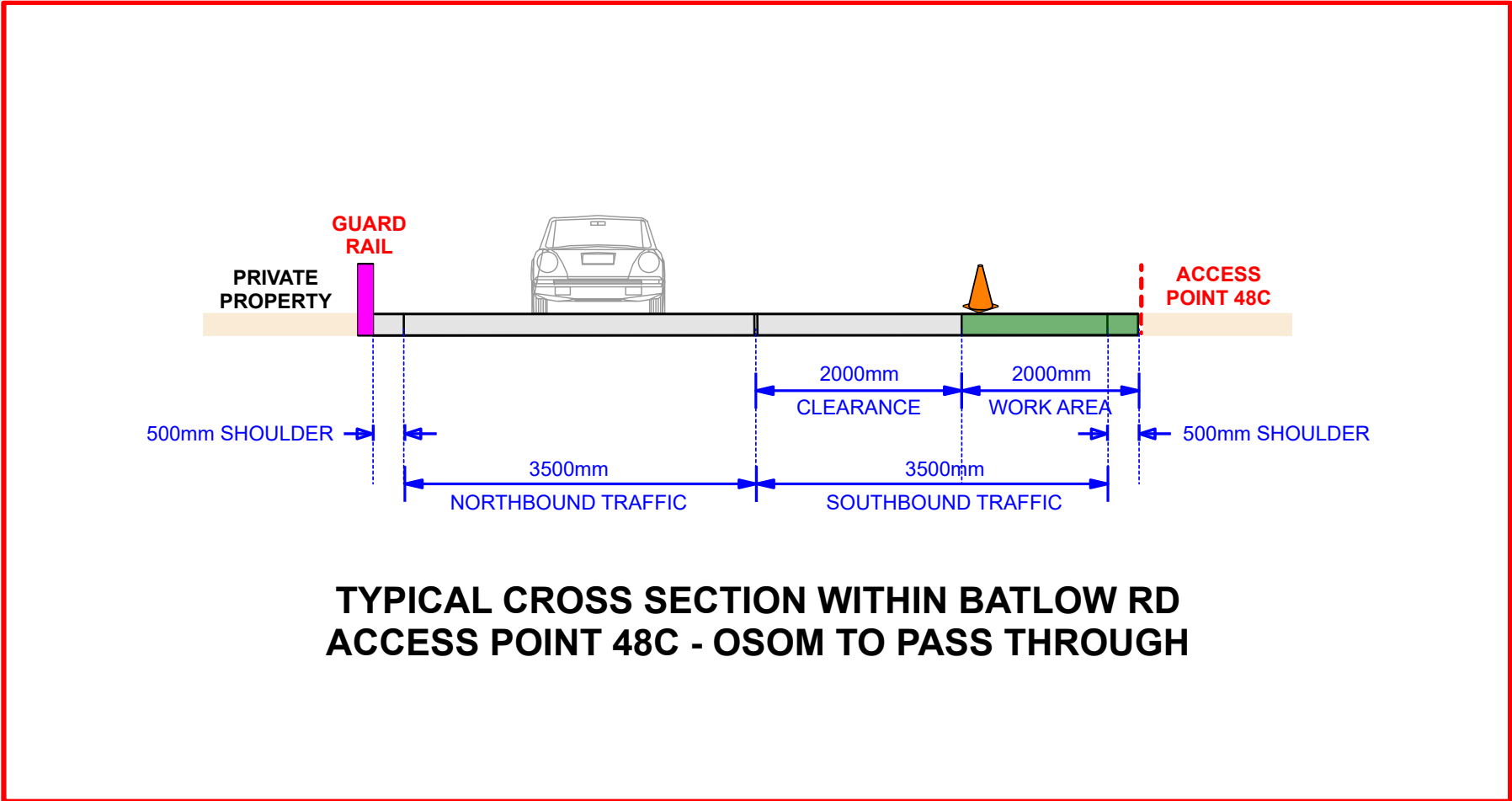
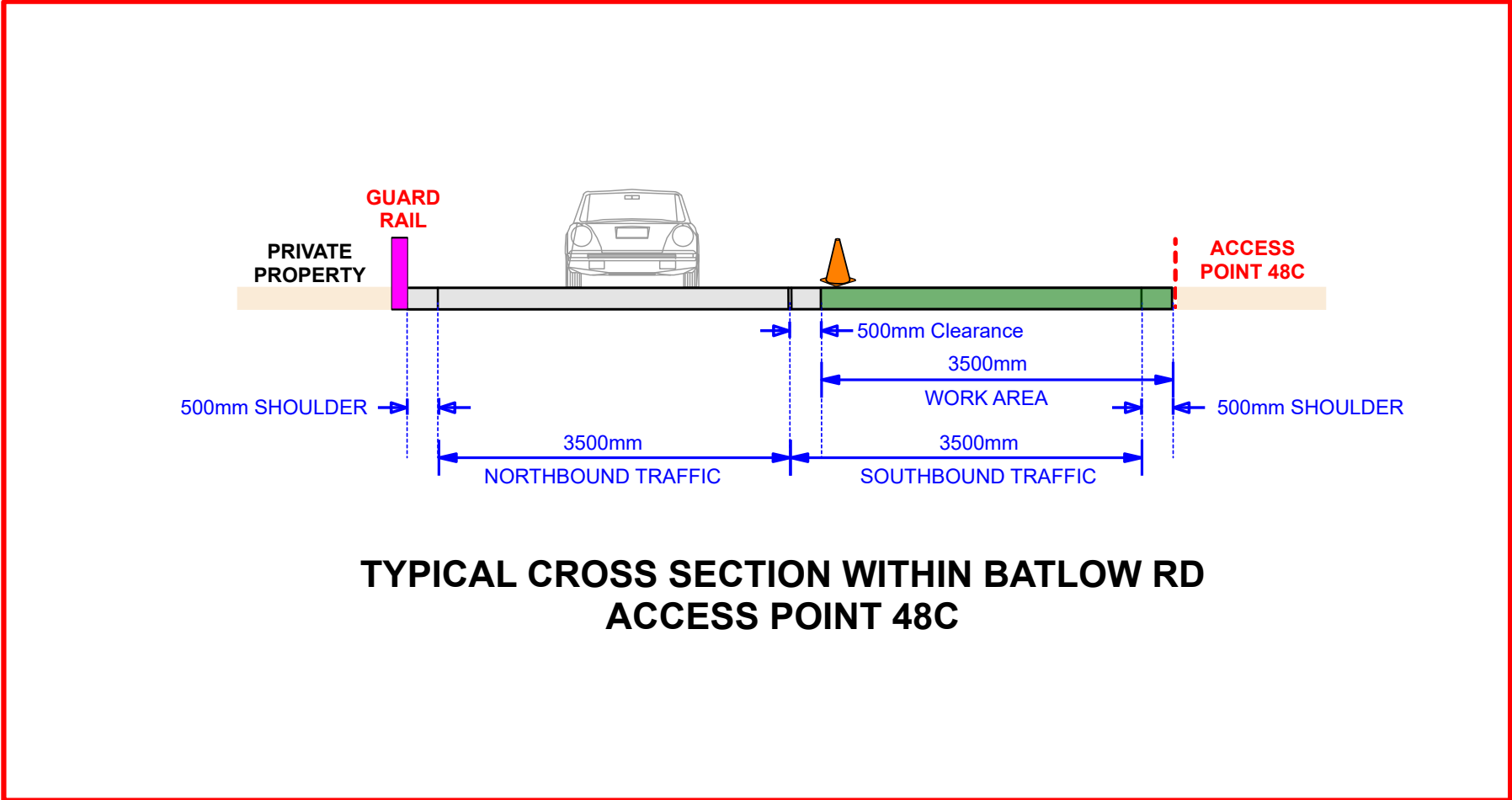
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FRAME 1	ROADWORK XX.XX. TO XX.XX	FRAME 1	ROADWORK BATLOW ROAD
FRAME 2	EXPECT DELAYS 7AM-6PM	FRAME 2	OSOM VEHICLE CALL UHF XX

BATLOW ROAD

Access Point Construction

ACCESS POINT 48C

048B-ALT-SBNB-AP48C-40-V2-30.04.2026

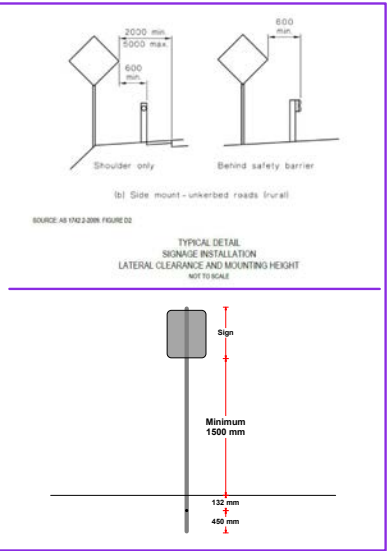
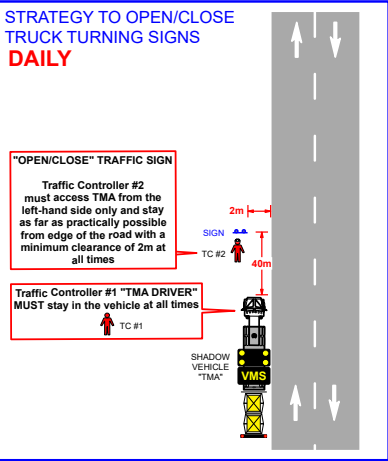
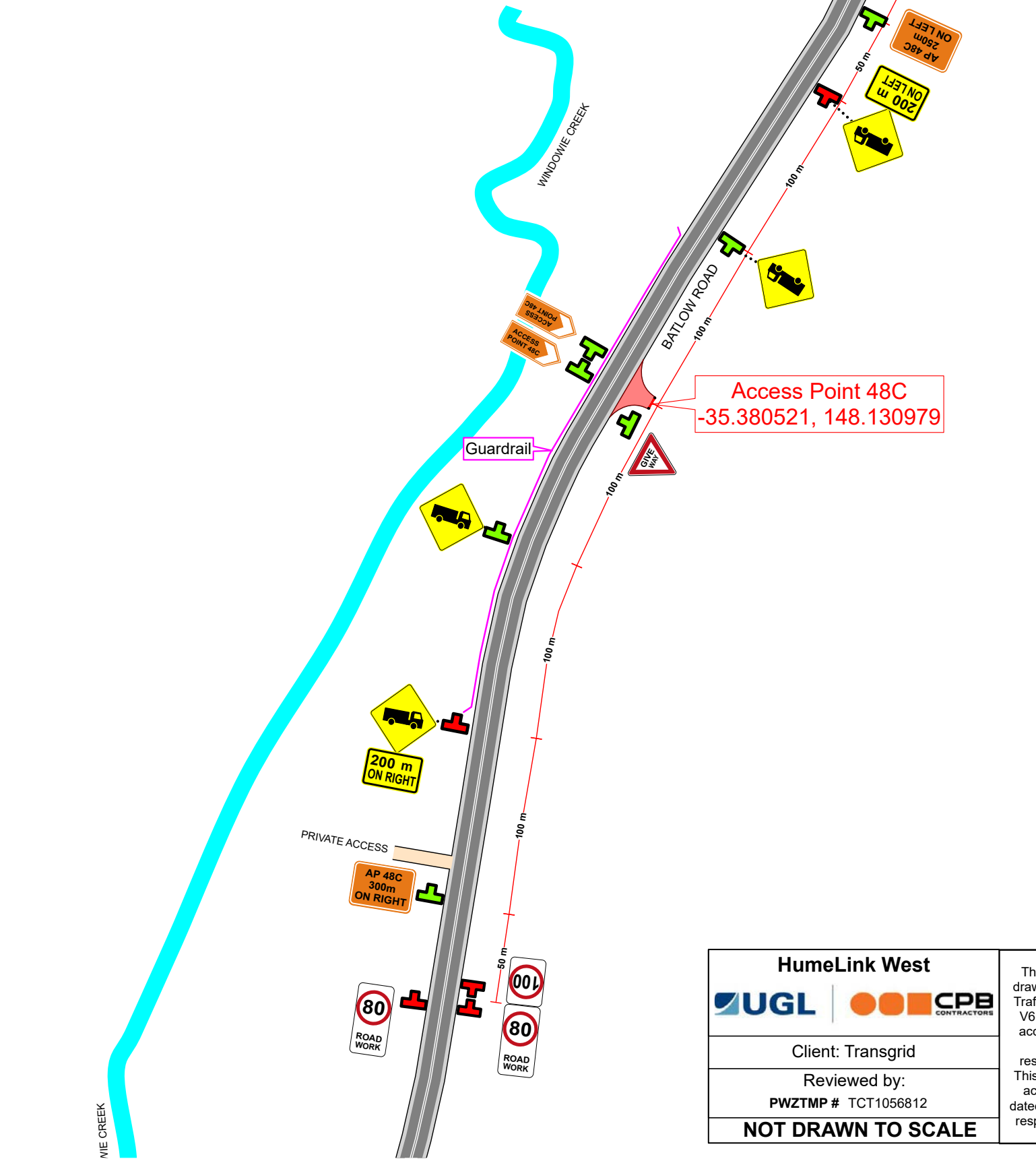


BATLOW ROAD

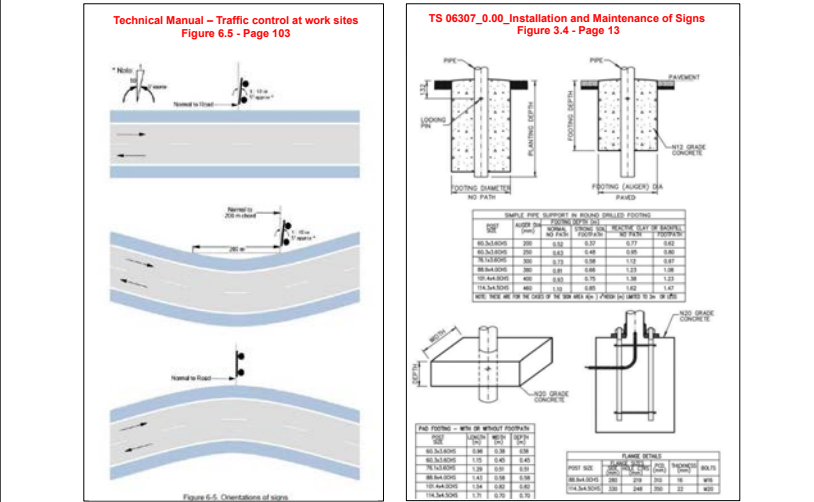
Construction Stage

ACCESS POINT 48C

048D-LT-SBNB-AP48C-80-V1-24.03.2026



Sign	Requirements	Quantity
W5-22 - Flip sign	SIZE B 750x750mm	4
W8-207n(L) - Flip sign	SIZE B 500x750mm	1
W8-207n(R) - Flip sign	SIZE B 500x750mm	1
R1-2 (Give Way)	SIZE B (H=900mm)	1
R4-212n (80km/h)	SIZE B 1200x600mm	4
R4-1 (100km/h)	SIZE B 800x600mm	2
HLW Directional Signs	SIZE B as per HLW directional signs design	4
3.8m 60.6x3.6 CHS 50NB Medium (3.6mm)	Foundation Depth: 630mm Auger Width: 250mm	6
3.2m 60.6x3.6 CHS 50NB Medium (3.6mm)	Foundation Depth: 520mm Auger Width: 200mm	6



Note:

- All signs to be hinged with a single hole to allow them to be closed/hinged and locked/tied shut, except for the HLW Directional Signs and the GIVE WAY sign which do not need to be hinged.
- All signs to be flipped open at the start and closed at the end of every shift, except for the HLW Directional Signs.
- All signs are to be Class 1 Retro Reflective material.
- All signs are to be installed with Single post (Gal) with one 14mm diameter hole in which a pin is inserted to prevent rotation of the sign pipe. The pin is to be at least 60mm longer than the outside diameter of the tube.

Reason for Modification: _____

Team leader details:

Name: _____ Date: _____ PWZTMP Card #: _____ Exp. Date: _____

HumeLink West UGL CPB CONTRACTORS Client: Transgrid Reviewed by: PWZTMP # TCT1056812 NOT DRAWN TO SCALE		This Traffic Guidance Scheme is drawn to meet AS 1742.3 & TfNSW Traffic Control at Worksites manual V6.1 and should be implemented accordingly by a TfNSW qualified person, Drafter takes no responsibility for Implementation. This plan can only be altered by an accredited person with changes dated and signed, they then become responsible for whole TGS design.		Rev 1.0	Author Marian Laguador	Card Number TCT1074519	Date 24-03-2026	Signature M. Laguador	N W E S 048D-LT-SBNB-AP48C-80-V1-24.03.2026 Sheet 1 of 1
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Photo: Advance warning vehicle

WHERE ADVANCED WARNING VEHICLES ARE USED, THEY MUST BE USED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT AUSTRALIAN AND NEW ZEALAND STANDARDS AND ROAD AUTHORITY TECHNICAL GUIDANCE NOTES AND POSITIONED IN ACCORDANCE WITH THE APPROVED TRAFFIC MANAGEMENT PLAN (TMP). ADVANCED WARNING VEHICLES ARE NOT TO BE CONSIDERED AS CRASH PROTECTION DEVICES, BUT ADVANCED WARNING ONLY.

Once the advanced warning vehicle has been set in position, no person is allowed to occupy the AWW, unless it is a deployed TMA. AWW's must be operated in accordance with the TMP and meets or exceeds the requirements of the relevant Australian and New Zealand standards and road authority technical guidance notes.

Recommended taper lengths are provided in [Table 7-3](#). Taper lengths should be increased at locations with poor sight distances or speed compliance, and supported by a site-specific risk assessment and documented in the TMP.

Table 7-3. Recommended taper lengths

Speed (km/h)	Recommended taper length (m)		
	Traffic control taper	Lateral shift taper	Merge taper
45 or less	15	15	15
46 to 55	15	15	30
56 to 65	30	30	60
66 to 75	N/A	70	115
76 to 85	N/A	80	130
86 to 95	N/A	90	145
96 to 105	N/A	100	160
Greater than 105	N/A	110	180

When installing multiple tapers, the distance between each taper must be in accordance with [Table 7-4](#).

Table 7-4. Minimum taper lengths

Speed (km/h)	Distance between tapers (m)
45 or less	10
46 to 55	25
56 to 65	70
greater than 65	1.5 x Speed

LEGEND

- 700mm TRAFFIC CONES
- CHEVRONS
- BOLLARDS CHEVRONS
- WORK AREA
- SAFETY / NO GO ZONE
- TRAFFIC CONTROLLER
- TRAFFIC FLOW
- LOCAL TRAFFIC
- CONSTRUCTION TRAFFIC
- PEDESTRIANS ROUTE

NOTES:

- This TGS is suitable for Day works.
- Priority will be given to public transport and emergency services.
- Ensure you complete a site drive through prior to setting up any signage to ensure that local constraints will not stop you from setting up this TGS.
- TC's to ensure that the sight distance to PTD is optimized where there are constraints due to horizontal and/or vertical Road geometry.
- Ensure all road authority approval requirements have been met prior to commencing setup.
- Cover any conflicting road and speed signage prior to temporary signage installation.
- For roadwork speed zone signs the minimum height to the lower edge of the sign shall be 600mm.
- Speed enforcement signs SHALL be repeated at a maximum spacing of 500m.
- All amendments to the TGS must be clearly documented on this TGS.
- Queue Management: At all times during work, Traffic queues shall be monitored to ensure that queue lengths do not extend back beyond Advance Warning Signs.
- Construction Vehicle Management: All work vehicles to enter and exit worksite under the direction of Traffic Controllers with the flow of Traffic.
- Amendments can only be made by a Traffic Control Team Leader holding a current Prepare a Workzone Traffic Management Plan qualification.
- Safety Buffer is the unoccupied space between the taper and work areas and allows for a driver of an errant vehicle to correct, slow or stop before entering the work area. When designing a TGS, a space of no less than 30m must be provided prior to the work area for the safety buffer.

Reason for Modification: _____

Team leader details:

Name: _____ Date: _____ PWZTMP Card #: _____ Exp. Date: _____

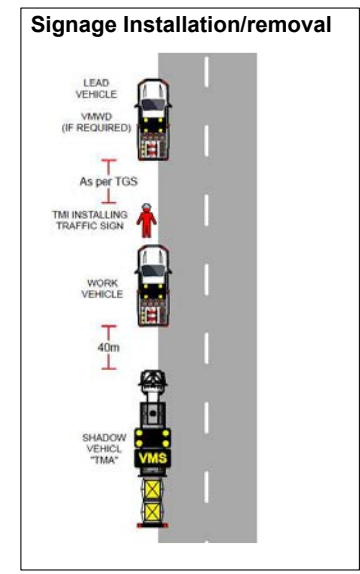
HumeLink West UGL CPB CONTRACTORS Client: Transgrid Reviewed by: PWZTMP # TCT1056812 NOT DRAWN TO SCALE	This Traffic Guidance Scheme is drawn to meet AS 1742.3 & TfNSW Traffic Control at Worksites manual V6.1 and should be implemented accordingly by a TfNSW qualified person, Drafter takes no responsibility for Implementation. This plan can only be altered by an accredited person with changes dated and signed, they then become responsible for whole TGS design.	Rev	Author	Card Number	Date	Signature	048C-ALT-NBSB-AP48C-40-V2-30.04.2026 Sheet 1 of 4
		1.0	Marian Laguador	TCT1074519	24-03-2026	M. Laguador	
		2.0	Marian Laguador	TCT1074519	30-04-2026	M. Laguador	

BATLOW ROAD

Signage Installation / Removal

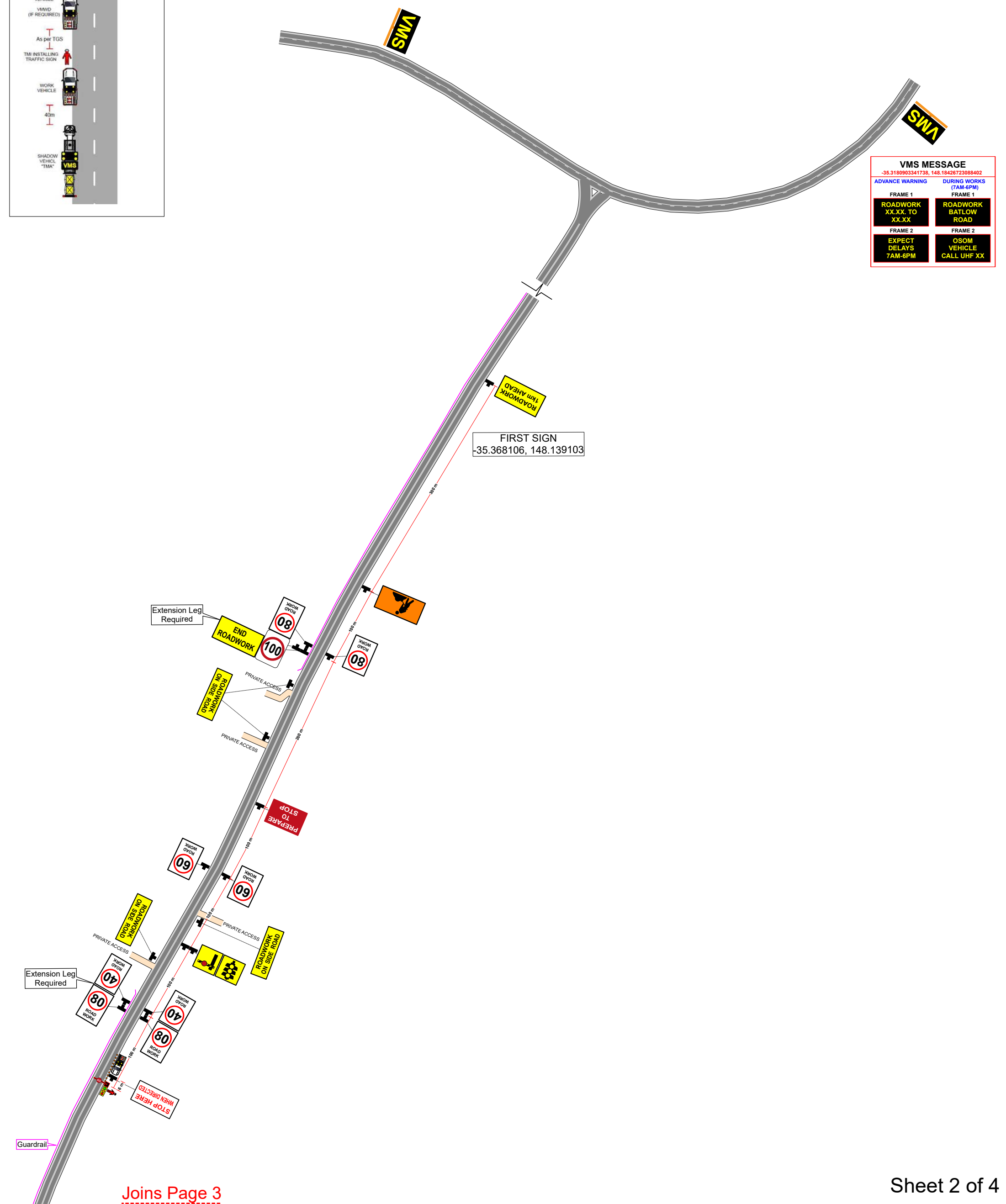
ACCESS POINT 48C

048C-ALT-SBNB-AP48C-40-V2-30.04.2026



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ADVANCE WARNING	DURING WORKS (7AM-6PM)
FRAME 1	FRAME 1
ROADWORK XX.XX. TO XX.XX	ROADWORK BATLOW ROAD
FRAME 2	FRAME 2
EXPECT DELAYS 7AM-6PM	OSOM VEHICLE CALL UHF XX

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ROADWORK XX.XX. TO XX.XX	ROADWORK BATLOW ROAD
FRAME 2	FRAME 2
EXPECT DELAYS 7AM-6PM	OSOM VEHICLE CALL UHF XX

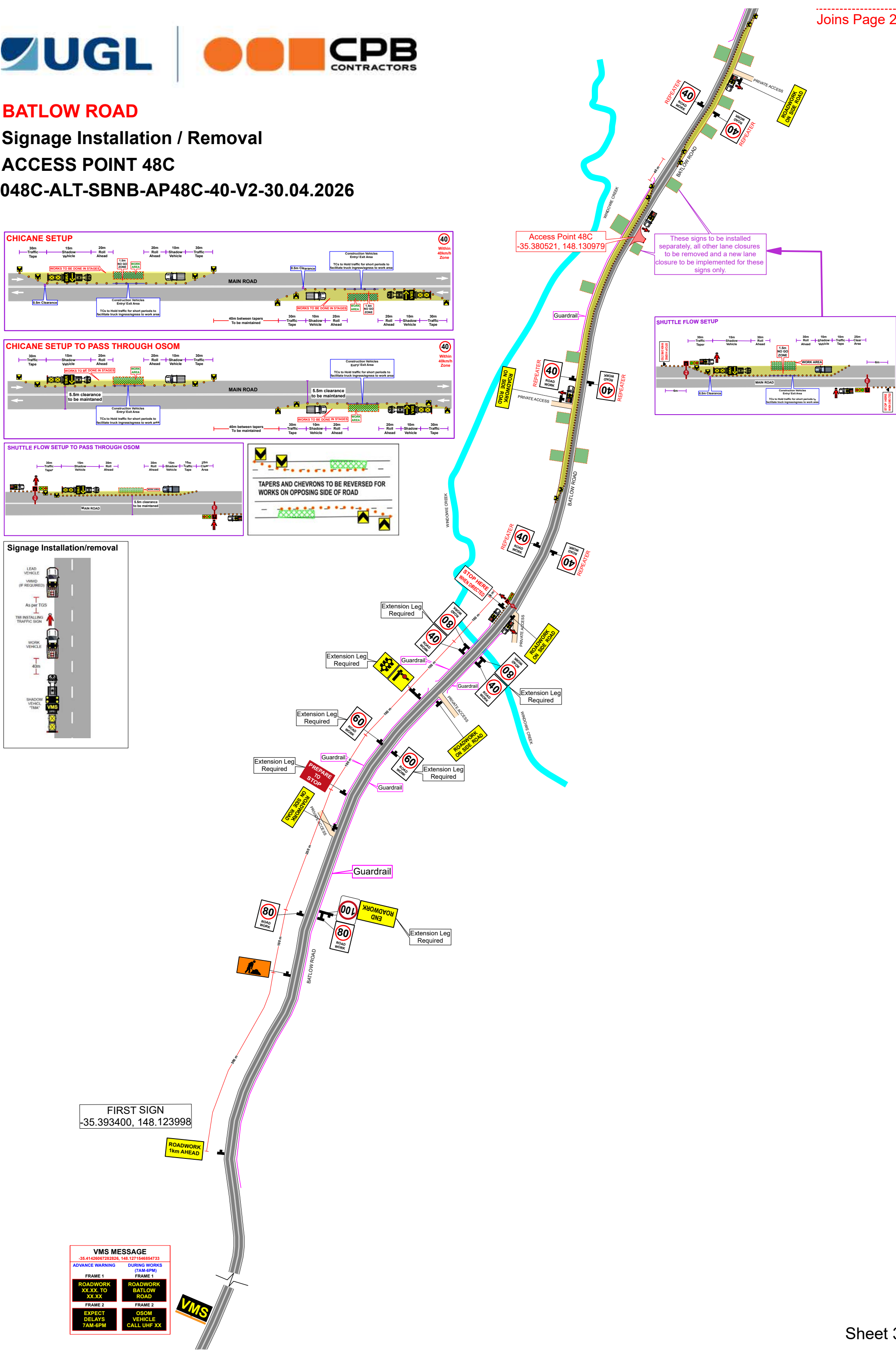
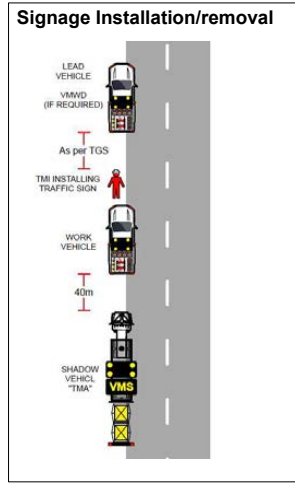
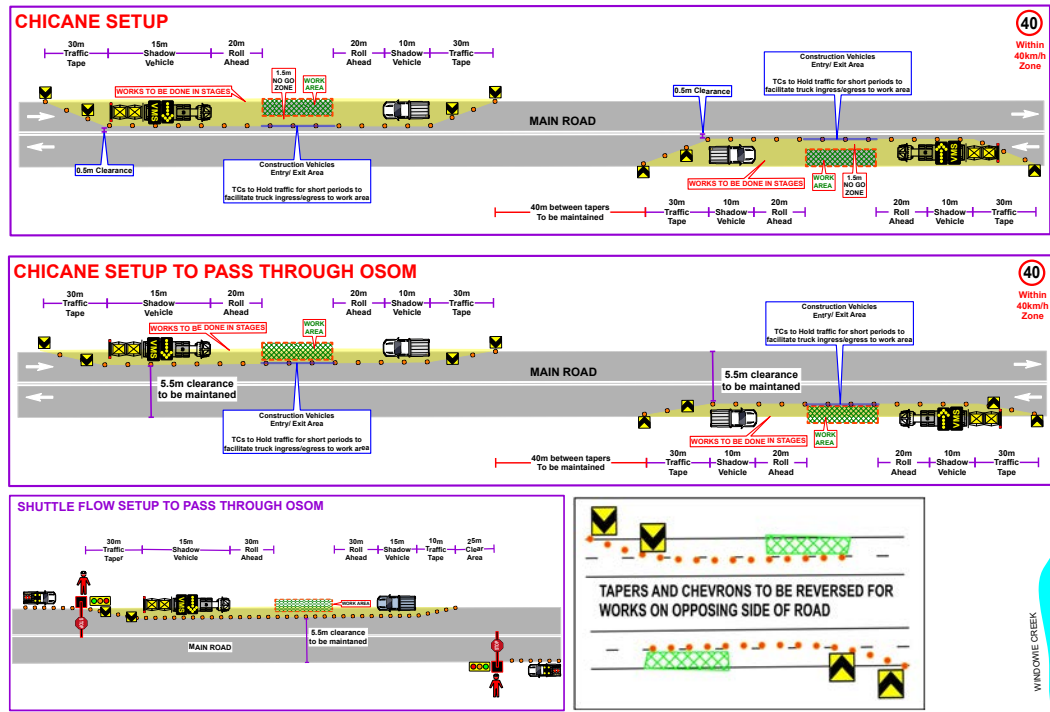


BATLOW ROAD

Signage Installation / Removal

ACCESS POINT 48C

048C-ALT-SBNB-AP48C-40-V2-30.04.2026



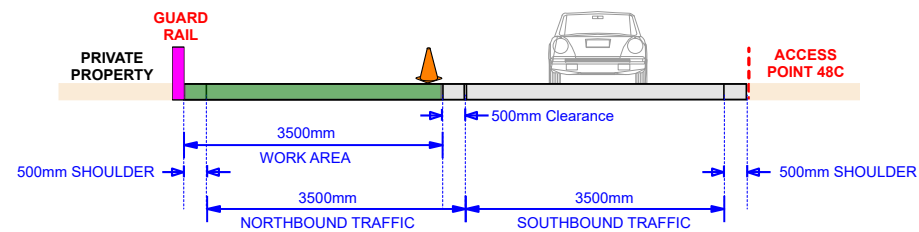


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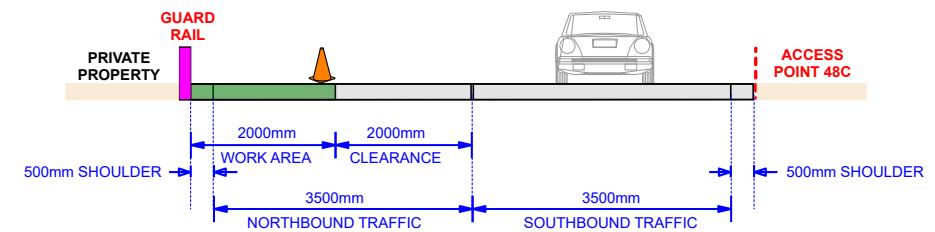
Signage Installation / Removal

ACCESS POINT 48C

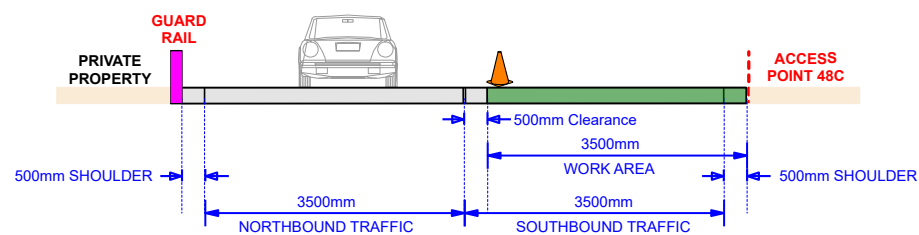
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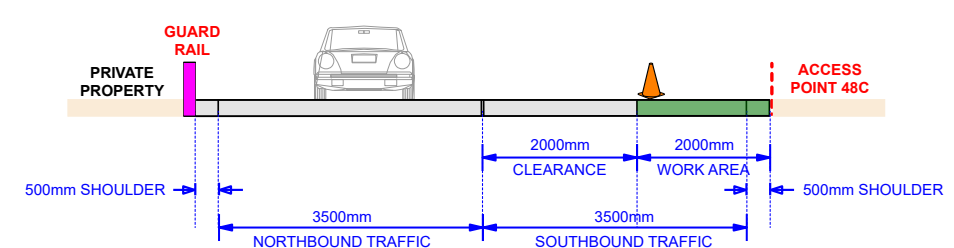
TYPICAL CROSS SECTION WITHIN BATLOW RD
ACCESS POINT 48C



TYPICAL CROSS SECTION WITHIN BATLOW RD
ACCESS POINT 48C - OSOM TO PASS THROUGH



TYPICAL CROSS SECTION WITHIN BATLOW RD
ACCESS POINT 48C



TYPICAL CROSS SECTION WITHIN BATLOW RD
ACCESS POINT 48C - OSOM TO PASS THROUGH