



Palmer Wind Farm

Traffic management

This factsheet summarises how the project will manage traffic impacts.

Wind farm construction generates a lot of traffic when materials, machinery and turbines are being delivered to site.

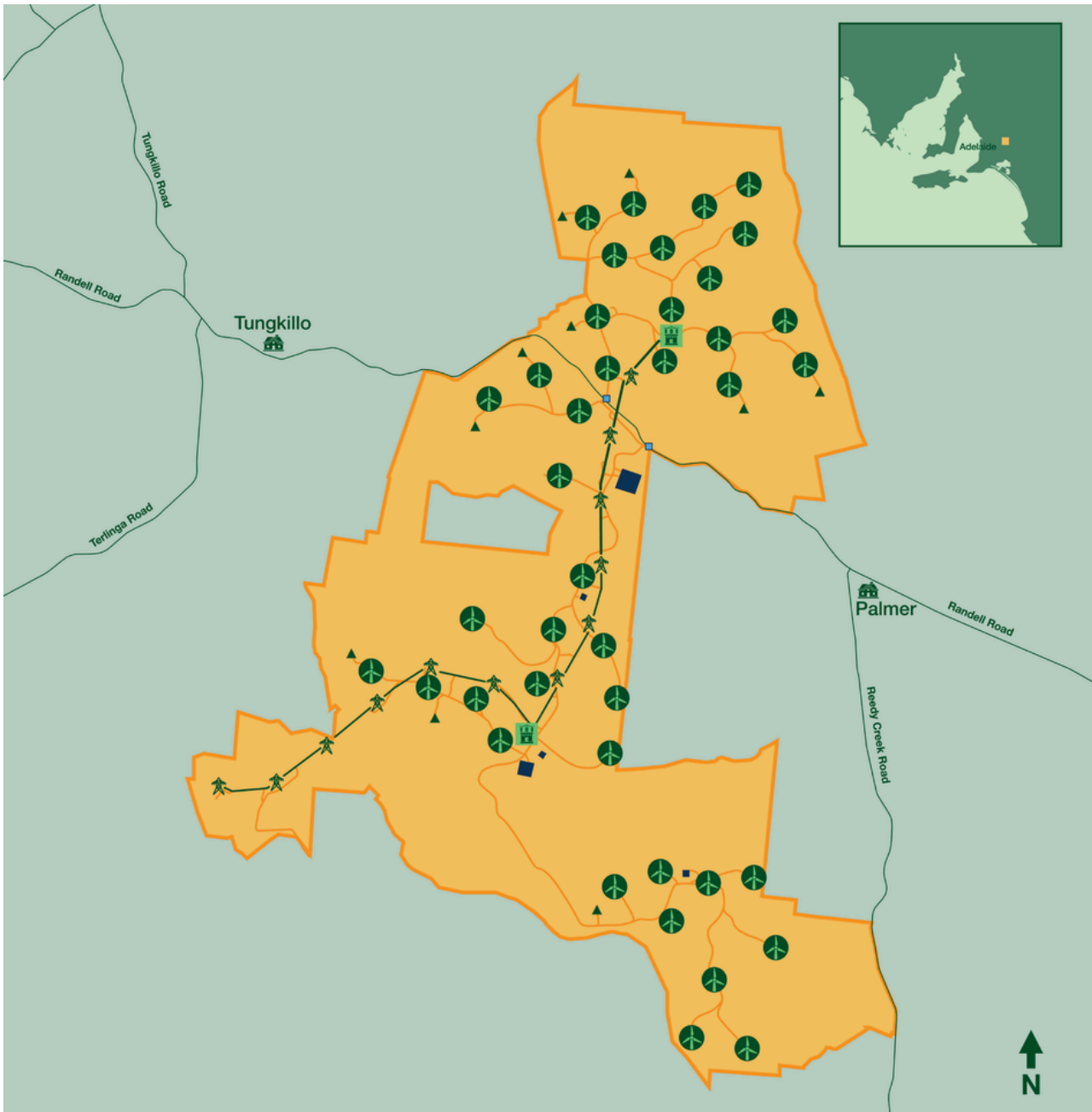
A Traffic Management Plan is being developed in consultation with road authorities and local council to ensure that construction traffic is appropriately managed and uses approved roads only.

There are three types of vehicles you will see during construction:










- Light vehicles, such as utes, used to move people and smaller goods around site.
- Heavy vehicles, such as semi-rigid trucks, used to transport larger materials to site. For example, materials for concrete.
- Large trucks, known as Oversize Overmass (OSOM) vehicles, used to move large components to site such as turbine blades.



For all OSOM deliveries we will use Randell Road which is a state highway. There will also be a limited number of other vehicles using local roads where needed. The following map shows Randell Road and the site access points.



Legend

- | | | |
|--|--|--|
|  Indicative Turbine Layout |  Varied Site Boundary |  Indicative Access Tracks
(underground cables run between the turbines under the tracks) |
|  Indicative Permanent Met Mast Location |  Southern Substation and Northern Substation and O&M Facility |  Indicative 275kv Transmission Line
(tower icons do not represent location) |
|  Main site access points |  Construction Compound/ Batch Plant/ Laydown area |  Public Roads |

How much extra traffic will there be?

Randell Road is already a busy state highway with an average of 168 heavy vehicle movements a day. During peak construction periods there could be up to 75 additional heavy vehicles who travel Randell Road each day, which is an increase of 40 percent.

What times will construction vehicles be using the roads?

The following table outlines the key vehicle movement times by type of vehicle. Exemptions may be considered on a case-by-case basis if required and subject to approval by the relevant authorities.

TYPE OF VEHICLE	TIMES
LIGHT VEHICLES	<ul style="list-style-type: none"> Standard construction hours are Monday - Saturdays 7am-7pm Workforce movement times are generally 5:30-6:30am and 6pm-7:30pm
HEAVY VEHICLES	<ul style="list-style-type: none"> Generally standard construction hours which are Monday - Saturdays 7am-7pm
OSOM DELIVERIES	<p>We will do our best to be:</p> <ul style="list-style-type: none"> Before 8am – aiming between 7am and 8am. Or after 9am – likely between 9.30am and 12.30pm.

Activities outside normal hours

Vehicle movements may occur outside normal hours when required for:

- OSOM turbine component deliveries
- Large concrete pours
- Crane mobilisation/demobilisation
- Safety reasons
- Works that cannot be stopped (e.g., concrete supply)

How long will it take for the OSOM to move through Palmer?

It should take the OSOM vehicles approximately 1 to 2 minutes to travel through the Palmer township. As with all traffic, this will depend on what other vehicles are on the road which could slow movements down.

What period of construction will most of the large deliveries occur?

Deliveries of turbine parts are planned to begin in the middle of 2027 and continue through to the end of 2027. During that time there will be several OSOM deliveries a day, most days, from Monday to Saturday.

Heavy vehicles will be used all through the construction period, however the peak period for heavy vehicles will be mid 2026 to mid 2027.



Will Randell Road be disrupted by deliveries?

To enter site with large towers and blades we will need to hold traffic in both directions for approximately 5-8 minutes. Traffic management will be in place during these periods.

Deliveries of turbine parts such as blades are scheduled from early morning (7am) to lunch time (12.30pm). We will aim to avoid the peak periods of 8 to 9am.

How will you manage driver behaviour?

We will actively manage driver behaviour throughout the project to ensure the safety of the local community. All project drivers will be required to comply with speed limits, road rules and approved traffic management plans, and to drive carefully around residents, businesses and pedestrians.

Measures will be in place to prevent rat-running, ensure driveways and access points remain clear, and reduce noise by switching off vehicles when not in use near homes. Driver expectations will be reinforced through daily pre-start and toolbox talks to promote safe, respectful and responsible behaviour on local roads.

How are you supporting Palmer township during this busy construction period?

Tilt Renewables acknowledge that traffic movements will be disruptive to the Palmer township as both heavy vehicle and OSOMs will travel through the town. The peak periods will be throughout 2027.

Therefore, we are offering a \$1,000 Construction Energy Subsidy to residences and businesses within Palmer township. This payment will be made directly to your energy retailer, via BPAY, as a bill credit. The payment will be made in two instalments of \$500 before and after construction occurs.

After construction these benefit funds will be redirected to a Operational Energy Subsidy available to the broader area (see the draft Benefit Sharing Plan for more details).

Further details about how to apply will be provided by mid 2026. We will aim to commence payments before OSOM deliveries begin. Make sure you are signed up to receive updates about this program via www.palmerwindfarm.com.au

Questions?

If you have any questions, get in touch by calling: 1800 WE TILT (938 458)

Email: palmerwindfarm@tiltrenewables.com | Web: www.tiltrenewables.com

Postal Address: PO Box 16080 Collins St, West Melbourne Vic 8007

