



Palmer Wind Farm

Traffic Management Plan

2 July 2026



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Palmer Wind Farm

Traffic Management Plan

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Executive Summary

The Palmer Wind Farm Project (the Project) is located approximately 50 kilometres east of Adelaide within the Mid Murray Council (MMC) local government area, between the townships of Palmer and Tungkillo. The Project will comprise 40 wind turbine generators with a total installed generation capacity of 288 MW and associated electrical, transmission and access infrastructure.

Construction is expected to occur over a 25 month period, with peak construction traffic anticipated in June 2027 when civil works, electrical works and wind turbine installation activities overlap. The Project is located in a predominantly rural environment characterised by low background traffic volumes and a small number of sensitive receivers, including nearby townships, schools, recreational trails and agricultural properties.

Primary access to the Project Area will be from Randell Road, a DIT controlled road, via two new site access intersections servicing the northern and southern portions of the Project. Additional Council controlled roads will be used only for defined crossing points and transmission line access in accordance with the MMC Infrastructure Deed.

Background

A Traffic Impact Assessment (TIA) for the Palmer Wind Farm was completed by Stantec Australia Pty Ltd in February 2024 as part of the Project's planning approval process under the *Planning, Development and Infrastructure Act 2016*. The TIA assessed construction, operational and decommissioning traffic impacts of the Project and formed part of the approved Planning Consent.

Since approval of the Project, further design development and construction planning has occurred, including confirmation of the turbine model, site layout refinements, construction program updates, and selection of contractors. Updated traffic surveys were also undertaken in June 2025 to verify baseline traffic conditions assumed in the TIA.

Purpose

The purpose of this Traffic Management Plan (TMP) is to identify, assess and manage traffic and transport impacts associated with the construction phase of the Project. The TMP documents the management systems, mitigation measures and control procedures that will be implemented to ensure construction related traffic is managed safely, efficiently and in compliance with the Planning Consent, relevant legislation, and approval authority requirements. The TMP has been developed to satisfy Condition 23 of the Planning Consent and has been prepared for submission to, and approval by, the South Australian Department for Infrastructure and Transport (DIT) and MMC.

This TMP applies to the construction phase of the Project. Traffic impacts during operation and decommissioning have been previously assessed and approved and are not reconsidered within this document. The conditions of the Planning Consent and Infrastructure Deed with MMC will continue to govern and apply to these phases of the Project.

This TMP demonstrates that construction traffic impacts are no worse than those previously approved, and outlines how traffic will be effectively managed through appropriate mitigation and control measures.

Key Assessment Outcomes

A detailed assessment of construction-phase traffic and transport impacts has been undertaken for the Project, consistent with the methodology and assumptions adopted in the TIA.

Construction traffic generation and peak conditions

Construction of the Project is expected to generate a moderate level of traffic activity, with the highest levels occurring during the peak construction month of June 2027 when civil works, electrical works and wind turbine installation overlap. During this period, the Project is forecast to generate approximately 195 one-way vehicle trips per day, comprising predominantly light vehicles associated with workforce travel, supplemented by a smaller number of heavy vehicles delivering plant and materials, and a limited number of oversize overmass (OSOM) vehicle movements for turbine and major component delivery. Outside the peak period, traffic generation will be materially lower.

Traffic origins, routes and road network

Most construction traffic is expected to originate from Adelaide, with secondary traffic origins from Murray Bridge. Designated haul routes utilise the State-controlled road network, including North East Road, Torrens Valley Road, Sturt Highway and Randell Road, which provide direct and efficient access to the Project Area. Council-controlled roads are not used for general construction access and are limited to defined crossing points and transmission line access under the MMC Infrastructure Deed. A contingency heavy vehicle route from Lobethal Quarry has been identified but would only be utilised if on-site material sourcing proves insufficient.

Verification of baseline traffic conditions

Updated traffic surveys undertaken in June 2025 confirm that baseline traffic volumes assumed in the TIA remain valid. While some minor variation was observed, the changes are not material and do not affect the robustness of the traffic impact assessment or its conclusions.

Road network impacts and capacity

Road link assessment indicates that construction traffic increases exceeding 5 percent of background traffic volumes are limited to sections of Randell Road, Torrens Valley Road and North East Road. These increases occur primarily on rural roads with low baseline volumes and sufficient available capacity, and are driven largely by light vehicle traffic rather than heavy or OSOM vehicles. Forecast OSOM movements are low in frequency and duration and are not anticipated to adversely affect network operation. Overall, construction traffic impacts are assessed to be minor, localised, and temporary, and no worse than those considered under the TIA.

Site access safety and operational performance

Primary access to the Project Area will be via two new site access points on Randell Road, serving the northern and southern aspects of the Project. These intersections have been assessed for turning performance, swept paths and sight distance requirements to ensure safe ingress and egress for construction vehicles, including heavy vehicles and OSOM movements. Access design is supported by reduced speed environments and temporary traffic management during construction, ensuring safe interaction between construction traffic and through traffic.

Sensitive receptors and community considerations

Sensitive receptors identified along construction haul routes include nearby townships, schools, recreational cyclists and trail users. Construction traffic volumes adjacent to schools are low, and OSOM deliveries will be actively scheduled to avoid school drop-off and pick-up periods. Active and public transport interactions are limited and can be managed through standard controls, advance notification and appropriate temporary traffic management arrangements.

Parking and traffic containment

All workforce parking, heavy vehicle parking and OSOM laydown will be fully accommodated within the Project Area. The temporary construction compound will be designed and constructed to meet peak parking demand,

ensuring no reliance on public roads for queuing or parking and eliminating associated safety or amenity impacts.

Collectively, the assessment confirms that construction-phase traffic impacts associated with Project are manageable, temporary and consistent with the impacts already approved by grant of the Planning Consent for the Project.

Key Mitigation Measures

Key mitigation measures to manage construction traffic impacts and maintain safety include:

- Construction of two compliant site access points on Randell Road designed to accommodate construction vehicles and OSOM movements.
- Implementation of temporary and time-based reduced speed limits on Randell Road during construction to enhance safety at site accesses.
- Defined and enforced construction haul routes to minimise impacts on local roads and sensitive receptors.
- Scheduling and management of OSOM deliveries to avoid peak traffic conditions and school operating hours.
- Use of pilot vehicles, police escorts and spotters for OSOM movements in accordance with permit requirements.
- Completion of pre- and post-construction dilapidation surveys and reinstatement of road assets impacted by construction traffic.
- Full containment of construction parking, vehicle staging and laydown within the Project Area.

These measures collectively minimise risk to road users, reduce disruption to the community, and protect the condition and performance of the public road network.

Key Control Measures

Control measures have been established to ensure effective implementation of mitigation measures and ongoing compliance throughout construction. These include:

- A Project-specific Transport Code of Conduct setting behavioural expectations for all drivers and contractors.
- Mandatory traffic and transport training within site inductions and ongoing toolbox talks.
- Temporary traffic management implemented in accordance with Austroads, South Australian Standards and DIT requirements.
- Clear processes for obtaining and complying with all required permits and approvals for construction and OSOM movements.
- Proactive communication with councils, regulators and the community regarding upcoming traffic activities.
- A formal complaints management process and Traffic Community Action Plan to manage unexpected events.
- Ongoing monitoring, inspection and auditing of traffic management performance.
- Periodic review and update of the TMP to respond to changes in construction staging, risks or regulatory requirements.

These control measures ensure that traffic risks are actively managed, responsibilities are clearly defined, and construction traffic impacts remain within acceptable and approved limits.

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Glossary and Abbreviations

Term	Definition
AADT	Annual Average Daily Traffic
AGRD	Austrroads Guide to Road Design
AGTM	Austrroads Guide to Traffic Management
AGTTM	Austrroads Guide to Temporary Traffic Management
AS	Australian Standard
BoP	Balance of Plant
CBD	Central Business District
DA	Development Approval
DIT	South Australian Department for Infrastructure and Transport
DNF	Decision Notification
COEMP	Construction and Operational Environmental Management Plan
EBoP	Electrical Balance of Plant
EWP	Elevated Work Platform
GML	General mass limits
ha	Hectare
HDD	Horizontal directional drill
HML	Higher mass limits
HV	Heavy Vehicle
km	Kilometre
km/hr	Kilometres per hour
LV	Light Vehicle
m	Metre
MGSD	Minimum Gap Sight Distance
MIN	Minimum
MMC	Mid Murray Council
NHVR	National Heavy Vehicle Regulator
NOM	Nominal
NZS	New Zealand Standard
OHL	Overhead Line
OSOM	Oversize Overmass

PMWF	Palmer Wind Farm
RJA	Rex J Andrews (OSOM Route Assessment Consultant)
RMU	Ring Main Unit
ROH	Rear Overhang
s	Second
SA	South Australia
SAPOL	South Australia Police
SAPPA	South Australia Property and Planning Atlas
SCAP	State Commission Assessment Panel
SISD	Safe Intersection Sight Distance
SSD	Stopping Sight Distance
SoC	Statement of Commitments
SVT	Slow Vehicle Turnout
t	Tonne
TGS	Traffic Guidance Scheme
TIA	Traffic Impact Assessment (Stantec, 2024)
TMC	Turning Movement Count
TSI	Turbine Supply and Installation
TMP	Traffic Management Plan
VMS	Variable Message Sign
vpd	Vehicles per Day
WTG	Wind Turbine Generator

1 Introduction

1.1 Background

The Palmer Wind Farm Project (the Project) is located approximately 50 km east of Adelaide, near the townships of Palmer and Tungkillo, and wholly contained within the Mid Murray Council (MMC) Local Government Area and on the lands of the Peramangk People.

The Project will comprise 40 wind turbine generators totalling 288 megawatts (MW) of installed generation capacity and will connect to the national electricity grid via the existing Tungkillo Switchyard owned and operated by ElectraNet.

Development Authorisation by way of Development Plan Consent under the *Development Act 1993* was granted for the Project by MMC in December 2015 (SA 711/072/14). Subsequent variation to the Development Plan Consent was approved by the State Commission Assessment Panel under the *Planning, Development and Infrastructure Act 2016* (PDI Act) in February 2025 (SA 24005571) (Planning Consent).

The Project will be constructed and operated by Palmer Wind Farm Pty Ltd (the Proponent) as trustee for Palmer Wind Farm Project Trust. The Proponent has engaged both B.M.D. Constructions Pty Ltd (BMD) as the Balance of Plant Contractor and Vestas – Australian Wind Technology Pty Limited (Vestas) as the wind turbine generator supplier, installer and operator for the Project (hereafter referred to as the Contractor(s)).

A Construction and Operational Environmental Management Plan (COEMP) has been prepared for the Project to address legislative and approval requirements and to define the environmental management framework for the Project. A suite of aspect-specific management plans, including this Traffic Management Plan (TMP), provides further detail on the implementation of mitigation measures and has been developed to specifically meet relevant approval conditions.

This TMP has been prepared in accordance with the relevant Planning Consent conditions to the satisfaction of the South Australian Department for Infrastructure and Transport (DIT) and MMC, as approving authorities.

1.2 Purpose and Scope

This TMP describes the Project interventions that will be used to implement safe, efficient, and compliant temporary and permanent traffic management mitigation and control measures to protect workers, the public, and the operational performance of DIT's and MMC's road network during construction.

Its primary purpose is to describe the management systems, controls and mitigations that will be implemented to meet Project regulatory requirements. This TMP has been prepared in accordance with the Planning Consent, in particular Condition 23 which states:

“Prior to construction a Traffic Management Plan (TMP) for the construction phase(s) shall be submitted to the satisfaction of the Department for Infrastructure and Transport and Council. The TMP should include, but not be limited to, the following details:

- *The final access routes for the development.*
- *Details of all road upgrades required to facilitate the development.*
- *Details of delivery times.*
- *Details of proposed road closures and their management.*
- *Details of permits required.*
- *Details of all required road signs and advisory signs.*

- *Swept path assessments for all surrounding intersections and proposed site access locations.*
- *Detailed site access layout plans. These shall consider the delivery routes, the potential for conflicting movements between construction-related vehicles, existing road layout and existing road infrastructure.*
- *Safety and mitigation measures to be implemented during the construction phase, inclusive of but not limited to potential speed reductions, temporary traffic management treatments and management of interactions with general local traffic.*
- *Turn warrant assessments on the surrounding arterial road intersections; and*
- *On-site car parking review.*

This TMP has been developed using Project specific information from the Contractors, Jacobs and the Proponent.

1.3 Project Area

The Project Area is located within the eastern Mount Lofty Ranges in South Australia, approximately 50 kilometres east of the Adelaide CBD (refer to Figure 1). The nearest localities include Palmer and Tungkillo. The closest township is Palmer with an estimated population of 75 people and includes a general store, hotel and a primary school with approximately 25 students.

The Project will be situated across multiple privately owned properties that are predominately used for agricultural purposes. The surrounding landscape is largely rural in character, with a low density of residential dwellings.

1.4 Consultation Requirements

Condition 23 requires the TMP to be submitted to the satisfaction of the Department for Infrastructure and Transport (DIT) and Mid Murray Council (MMC). A summary of the consultation undertaken with key transport and road management authorities, including key feedback and the outcomes of the engagement is contained in Appendix A.

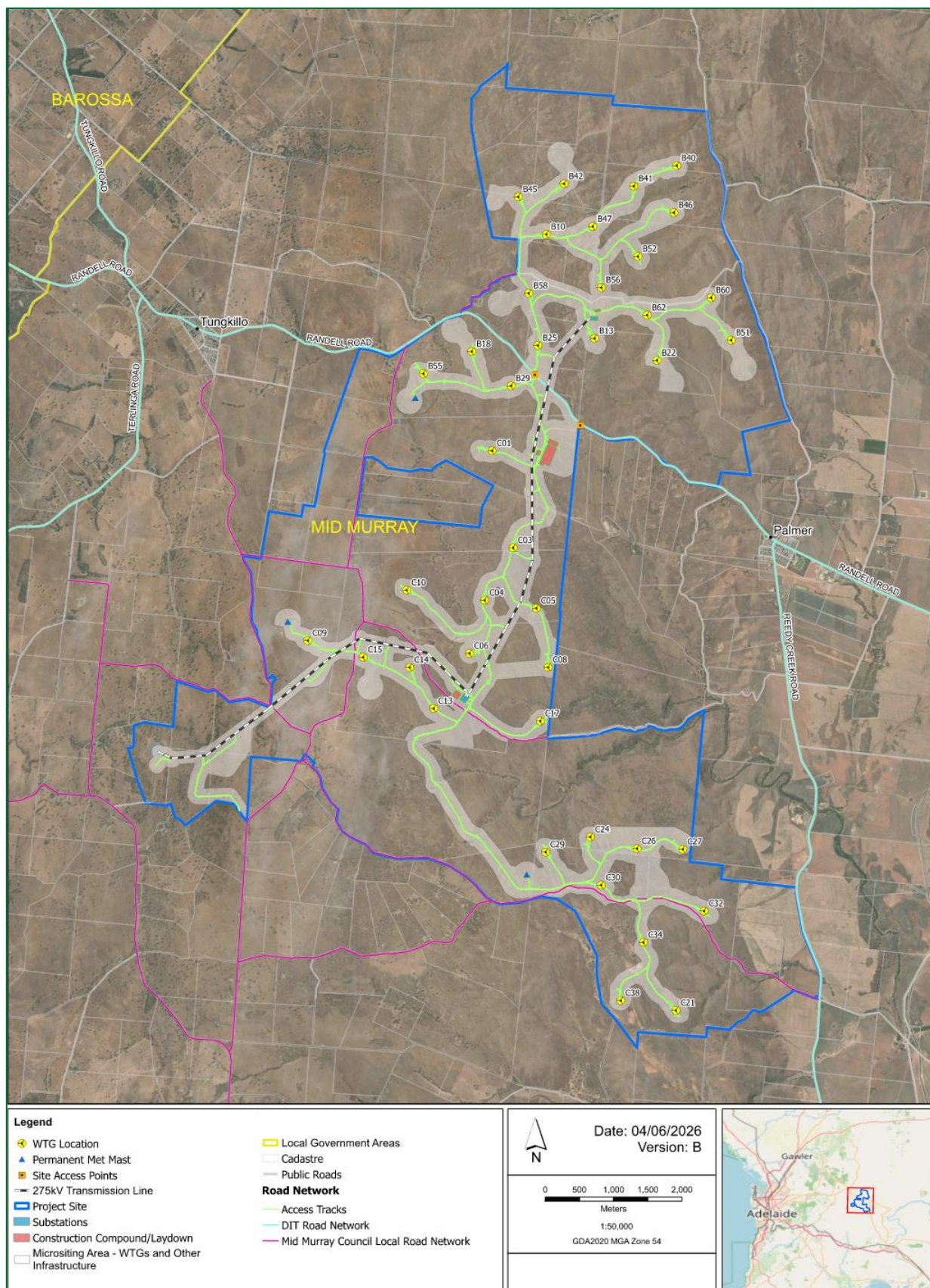


Figure 1: Project Area Map

1.5 Project Updates

After Planning Consent was granted on 26 February 2025, several key Project decisions have been made by the Proponent, including a positive financial investment decision to proceed with the Project in December 2025. The Proponent has selected BMD as the principal contractor under a balance of plant contract and Vestas as the wind turbine supply and install contractor and operations and maintenance contractor for the operational phase of the Project.

The Proponent in deciding to proceed with the Project also confirmed the selection of the V172-7.2MW wind turbine with a maximum tip height of 212 m and a blade length of 86 m (refer to Section 3). These wind turbine parameters are within the approved Project's design considerations (and that of the previous traffic impact assessment), which assumed a tip height of 220 m and a blade length of 90 m.

The Proponent and its contractors have also progressed further detailed design of the Project, which has identified minor adjustment to the concept designs presented as part of the Variation Application for the Project (e.g. location and siting of wind turbines, access tracks, facilities and site access points), in line with the micro-siting allowances of the Planning Consent.

Other areas of design progression and assessment, which affect the traffic and transport considerations of the Project and have been considered in the preparation of this TMP includes:

- Selection of an oversize overmass (OSOM) transport route for the main wind turbine components from the range of potential routes that were presented in the previous Traffic Impact Assessment (TIA) (Stantec, 2024).
- The construction period is now expected to be 25 months in total (previously assumed to be 24 months in the Variation Application).
- It is assumed that all material for the access tracks and hardstands will be sourced and crushed at the Project Area, hence it is expected that no heavy vehicles will need to deliver materials to Project Area. However, this TMP outlines a backup haul route from Lobethal Quarry to the Project Area, if additional material is deemed to be required during construction.
- New traffic surveys conducted in June 2025 on major road network adjacent to the Project Area replaced previous baseline assumptions used in the TIA. Overall, the 2025 traffic survey validated the 2024 baseline volumes used in the TIA.
- Updated safety assessments undertaken using crash data history from 2020 to 2024.

1.6 Related Documentation

This TMP should be read in conjunction with the documents detailed in Table 1 to assist with understanding the context of this TMP.

Table 1: Related Documents

Title/Description	Document Reference	Author	Date of Issue
Palmer Wind Farm Traffic Impact Assessment (Rev 01-Fin)	300304884	Stantec Australia Pty Ltd	27 February 2024
Final Shadow Flicker Assessment	12683874-REP-4	GHD Pty Ltd	29 April 2026
Decision Notification Form – Planning Consent	Decision Notification Form-Application 24005571-10557994	State Planning Commission	26 February 2025
Infrastructure Deed	N/A	Mid Murray Council	26 June 2026
Deed of Agreement	N/A	Department for Infrastructure and Transport	To be executed
Palmer Wind Farm Traffic Survey Analysis	300305910	Stantec Australia Pty Ltd	7 August 2025
Technical Memorandum – Project Generated Traffic	IS547700-TP-MEM-001 Rev C	Jacobs	2 June 2026
Site Compound and Batch Plant Layout Plan	Site Compound & Batch Plant Sketch General Arrangement Plan, Final Layout Plan – Compound (B00849-SK110)	BMD	12 June 2026
Rex J Andrews - Transport Management Plan	PMWF-TMP-RJA-VESTAS-V172- PALMER WF-REV02	Rex J Andrews	5 June 2026
Randell Road Site Access Design Plans	1. General Construction (DWG-509-7121-B) 2. Swept Path-Design Vehicle (DWG-509-7151-B) 3. Swept Path-Design Vehicle (DWG-509-7152-B) 4. Swept Path-Check Vehicle (DWG-509-7153-B) 5. Swept Path-Check Vehicle (DWG-509-7154-B) 6. Swept Path-OSOM Vehicle (DWG-509-7155-B)	BMD	29 May 2026
Crossing Points and Intersections Design Plans	1. PMWF-BMD-TLT-CIV-DWG-2601-A 2. PMWF-BMD-TLT-CIV-DWG-2603-A 3. PMWF-BMD-TLT-CIV-DWG-3600-A 4. PMWF-BMD-TLT-CIV-DWG-3601-A 5. PMWF-BMD-TLT-CIV-DWG-3602-A 6. PMWF-BMD-TLT-CIV-DWG-3603-A	BMD	10 March 2026
Temporary Site Access – Randell Road	PMWF-BMD-TLT-CIV-MEM-0001 Rev B	BMD/Hulicon	1 July 2026
Temporary Site Access – Traffic Guidance Scheme	SFG-1639-001-Version 01	BMD/Smooth Flow Group	30 June 2026

2 Legislative Requirements and Compliance Obligations

2.1 Legislative Requirements

The following legislation and regulatory guidelines apply directly to the Project, with respect to transport and traffic matters.

Commonwealth

- *Heavy Vehicle National Law (South Australia) Act 2013*
- *Heavy Vehicle National Law (South Australia) (Expiation Fees) Regulations 2013.*

State

- *Planning, Development and Infrastructure Act 2016*
- *Hydrogen and Renewable Energy Act 2023*
- *Road Traffic Act 1961* and Regulations
- *Work Health and Safety Act 2012.*

2.2 Compliance Obligations

The Project will ensure all environmental and traffic compliance obligations are identified prior to the commencement of works onsite. These requirements shall be included in Project documentation and communicated to the Project team. Key project compliance obligations are summarised in Table 2. Where relevant, compliance obligations have been incorporated within this TMP.

Table 2: Key Compliance Obligations

Item Name	Legislation	Responsibility	Timing	Requirement
Development Authorisation / Renewable Energy Infrastructure Licence	PDI Act / <i>Hydrogen and Renewable Energy Act 2023</i>	Proponent / Contractors	All phases	Comply with all conditions of Consent/approval, including Reserved Matters
Statement of Commitments (SoC)	PDI Act (Enforced under Condition 1 of the Planning Consent)	Proponent / Contractor	All phases	Implement commitments relating to traffic management

2.2.1 Development Authorisation

A summary of the relevant traffic and transport Planning Consent conditions related to the TMP are detailed in Table 3.

Table 3: Relevant Development Authorisation Conditions

Condition No.	Relevant Condition	TMP Reference
23	Prior to construction a Traffic Management Plan (TMP) for the construction phase(s) shall be submitted to the satisfaction of the Department for Infrastructure and Transport and Council. The TMP should include, but not be limited to, the following details:	This TMP in its entirety responds to this condition
	• The final access routes for the development.	Section 3.5

Condition No.	Relevant Condition	TMP Reference
	Details of all road upgrades required to facilitate the development.	Section 9
	Details of delivery times.	Section 10.5
	Details of proposed road closures and their management.	Section 10.6.1
	Details of permits required.	Section 5.5 and 10.7
	Details of all required road signs and advisory signs.	Section 10.6.3
	Swept path assessments for all surrounding intersections and proposed site access locations.	Section 8.1
	Detailed site access layout plans. These shall consider the delivery routes, the potential for conflicting movements between construction-related vehicles, existing road layout and existing road infrastructure.	Section 7.2
	Safety and mitigation measures to be implemented during the construction phase, inclusive of but not limited to potential speed reductions, temporary traffic management treatments and management of interactions with general local traffic.	Section 9
	Turn warrant assessments on the surrounding arterial road intersections; and	Section 7.2
	On-site car parking review.	Section 8.4
24	Any infrastructure (e.g. road signs, drainage infrastructure, etc) within the road reserve that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.	Section 9.7
25	The final design of the transmission line shall be designed to minimise its impact on the arterial road network. The department shall be consulted about the final alignment and placement of any new poles within the road reserve of DIT roads. The requirement for the installation of any crash protection shall be reviewed by DIT in accordance with Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers.	Section 9.4
26	All power lines over arterial roads shall provide a minimum vertical clearance of 7.5 metres.	Section 9.4
27	All underground cabling (including boring) on or adjacent arterial roads shall be designed to minimise its impact on the arterial road network.	Section 9.4
28	All access points serving the temporary construction facilities (including but not limited to, workers compounds and batching facilities) located on, or requiring access to, arterial roads shall be located to the satisfaction of DIT to ensure road safety is maximised during the construction phase of the project. All temporary access points shall be decommissioned to the satisfaction of DIT requirements at the applicant's cost.	Section 9.1 and 10.6.3
29	All road works deemed to be required to facilitate safe access shall be designed and constructed to comply with Austroads Guides, Australian Standards and to DIT Master Specifications, with all costs (including, but not limited to, design, construction, project management and any changes to road drainage) to be borne by the applicant.	Section 9.1 and 10.6.3
30	All vehicles shall enter and exit to/from arterial roads in a forward direction.	Section 9
31	All commercial vehicle parking facilities shall be designed in accordance with AS 2890.2:2018 and all car parking areas shall be designed and constructed in accordance with AS/NZS 2890.1:2004 and 2890.6:2022.	Section 8.4
32	Any modification to roadside drainage as a result of a temporary access or modifying an existing access on an arterial road shall be suitably designed to the satisfaction of DIT in order to maximise road safety on the adjacent arterial road network.	Section 9.6

Condition No.	Relevant Condition	TMP Reference
33	Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.	Section 9.6

2.2.2 Reserved Matters

A summary of the relevant traffic and transport Reserved Matters related to the TMP are detailed in Table 4.

Table 4: Relevant Development Authorisation Reserved Matters

Reserved Matter No.	Relevant Condition	TMP Reference
2	The Term Sheet and updated Infrastructure Deed that confirms final impacts and appropriate mitigation measures on Mid Murray Council (Council) roads from the varied layout, shall be prepared in consultation with the Council and submitted to the satisfaction of the State Planning Commission.	Section 2.3, 9 and 10

2.2.3 Statement of Commitments

Requirements under the Statement of Commitments are enforced through Condition 1 of the Planning Consent, which requires the Project to be undertaken in accordance with the stamped plans (including the Statement of Commitments). A summary of the relevant traffic and transport Statement of Commitments (SoC) related to the TMP are detailed in Table 5.

Table 5: Relevant Statement of Commitments

SoC No.	Relevant Condition	TMP Reference
4.8.1	In consultation with the Council, DIT and any other relevant agency, a Traffic Management Plan (TMP) (construction and operational) will be developed to manage the overall impacts and disturbance to infrastructure and other road users during the construction and ongoing operation phases of the project, including any special safety considerations for historic traffic hot spot areas and impact mitigation measures for residential dwellings along proposed public access routes.	This TMP in its entirety responds to SoC 4.8.1
4.8.2	A thorough public notification and complaints process will be implemented to provide for advance notifications of anticipated construction and over dimensional traffic.	Section 10.1 and 10.2
4.8.3	The final layout will be reviewed to take into account driver safety issues and appropriate mitigation measures will be implemented to address site specific issues.	Section 9, 10 and 11.1

2.3 Infrastructure Deeds

In accordance with Reserved Matter 2 of the Planning Consent, a Term Sheet and updated Infrastructure Deed that confirms final impacts and appropriate mitigation measures on MMC roads will be agreed with MMC (MMC Infrastructure Deed). The MMC Infrastructure Deed specifically identifies the permitted MMC road usage and a maximum scope of construction activities, which are consistent with the Project. Access and use of the MMC road network outside of what is agreed in the MMC Infrastructure Deed is not permitted.

Due to the proposed amendments to Randell Road required to facilitate site access to the Project Area, a Deed of Agreement for undertaking work on DIT roads will be agreed with DIT/ the Commissioner of Highways (DIT Deed). The DIT Deed will set out the terms and conditions (and authority) for the Proponent to design, and construct works on Randell Road under the care, control and management of the Commissioner of Highways.

2.4 Environmental Management System

This TMP incorporates the Environmental Management Framework set out in the Project's COEMP to ensure compliance with the Planning Consent. The TMP forms part of the suite of aspect specific management plans, as illustrated in Figure 2. This TMP should be read in conjunction with the Project COEMP and other relevant plans.

To achieve the intended environmental objectives and goals, the Contractors are required to implement their own corporate environmental management systems that align with both regulatory requirements and management frameworks of the Project.

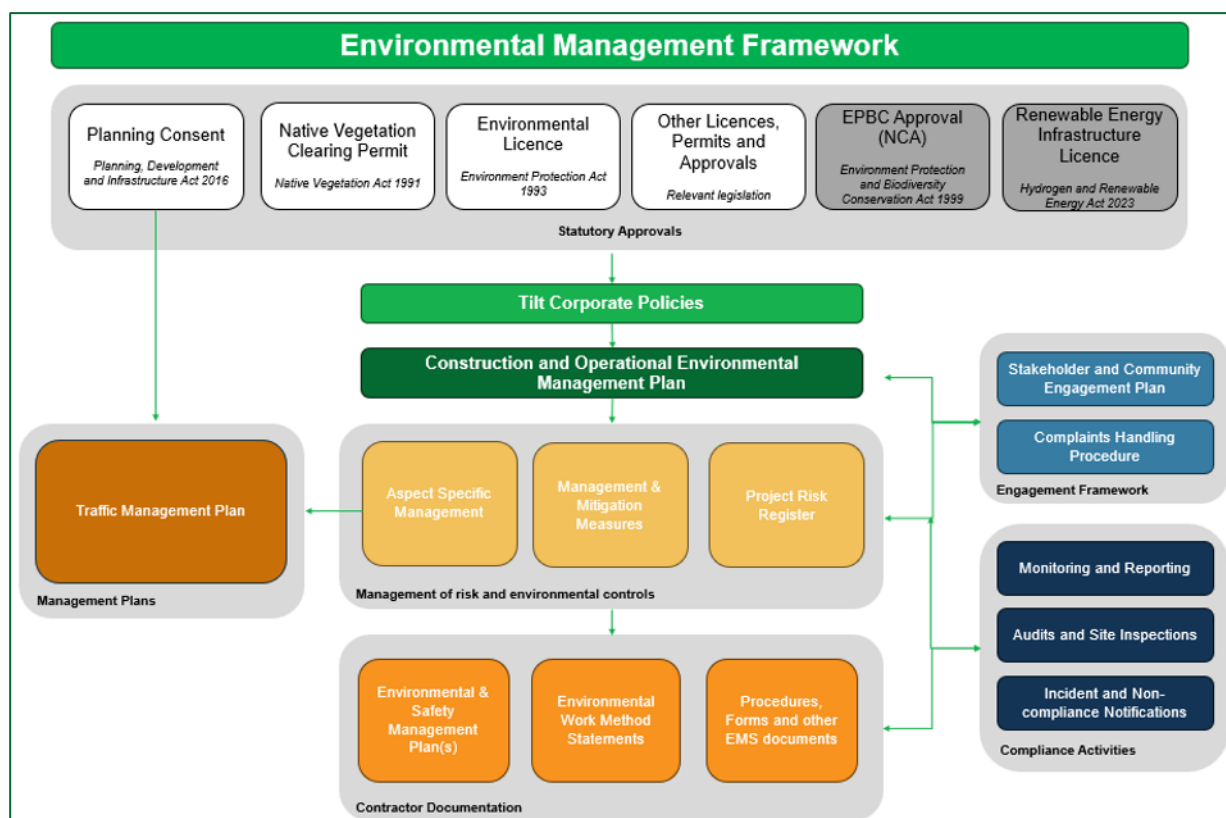


Figure 2: Project's Environmental Management Framework

2.5 Other Requirements

Additional to the requirements identified above, the following standards, specifications, publications and codes of practice relating to traffic and transport management (or most recent version) will be implemented or referenced across all phases of the Project as relevant.

Australian Standards

- Austroads Guide to Road Design Part 3: Geometric Design
- Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers
- Austroads Guide to Traffic Management (AGTM) Parts 1 to 13
- Austroads Guide to Temporary Traffic Management (AGTTM) Parts 1 to 10

- Supplement to Australian Standard 1742.3 Manual of Uniform Traffic Control Devices – Part 3: Traffic Control for Works on Roads
- AS 1742.3 Manual Uniform Traffic Control Devices – Part 3: Traffic control for works on roads
- AS 2890.2:2018 Parking facilities – Part 2: Off-street commercial vehicle facilities
- AS/NZS 2890.1:2004 Parking facilities – Part 1: Off-street car parking
- AS/NZS 2890.6:2022 Parking facilities – Part 6: Off-street parking for people with disabilities.

Government Publications and Guidelines

- DIT Master Specifications
- SA Standards for Workzone Traffic Management 2026.
- South Australian Standards for Workzone Traffic Management (SA Standards) – Version 8 (February 2026)
- Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices.

It is noted that with the introduction of the Austroads Guide to Temporary Traffic Management (AGTTM) suite of documents, DIT will withdraw the “Field Guide – Traffic Control Devices for Workzone Traffic Management” in February 2027.

3 Project Overview

The following sections provide an overview of the Project components as they relate to traffic and transport matters.

3.1 Key Infrastructure

The key infrastructure proposed as part of the Project include:

- 40 Vestas V172-7.2 MW wind turbine generators, comprising:
 - Three (3) blades, each being 86 m in length and a rotor diameter of 172 m
 - One (1) nacelle, at a height of 126 m
 - Five (5) tower sections, with a maximum length of 30 m each.
- 33 kV medium voltage underground collection system to the relevant Project substations;
- Two 33/275 kV collector substations in the northern and southern aspects of the Project Area;
- Approximately 11.5 km of 275 kV overhead transmission line connecting the Project substations to the point of connection at the existing ElectraNet operated Tungkillo Switching Station;
- Approximately 65 km of internal access roads (approximately 10 m wide) connecting key infrastructure to the public road network;
- Three permanent meteorological monitoring masts (126 m in height);
- A temporary construction compound and permanent operations and maintenance (O&M) facility located approximately 600 m to the south of Randell Road; and
- Access to the Project Area will be provided via three entry points along Randell Road - northern intersection, southern intersection and the existing SA Water Access Track at 1356 Randell Road - as further discussed in Section 3.4, accommodating both workforce and construction vehicle traffic.

The key infrastructure locations are shown in Figure 3.

3.2 Supporting Facilities

Relevant facilities for both the construction and operational phases of the Project are proposed, which will comprise a central hub for the workforce of each phase of the Project to coordinate and perform their relevant functions. These facilities will have adequate provision for buildings (office space, control rooms, staff facilities, car parking areas, workshop and storage of components/spares and laydown spaces).

The supporting facilities for the construction of the Project, being the temporary construction compound and concrete batch plant, are located approximately 1 km south of Randell Road (refer to Figure 4), with the following components:

- Concrete batching plant hardstand and stockpile storage;
- Site compound;
- Contractor laydown and storage areas;
- Heavy vehicle car parking;
- Light vehicle parking (150 spaces); and
- Emergency vehicle car parking.

The construction compound and hardstand workshop/storage areas are accessed from the main spine access track, which intersects with southern side of Randell Road (Site Access Point 3B). The site compound is located approximately 1 km south of the southern intersection (Site Access Point 3B).

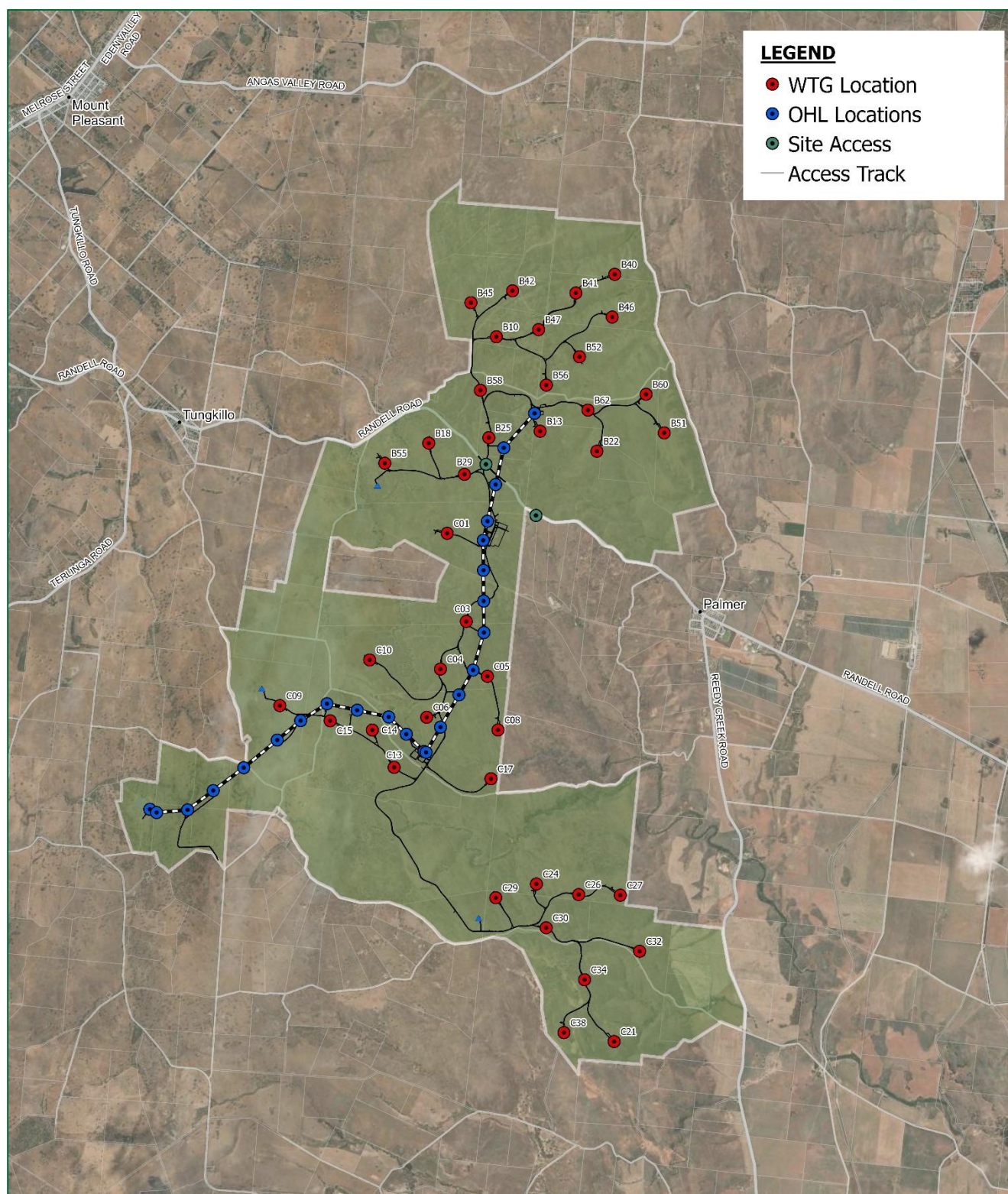


Figure 3: Key Project Infrastructure

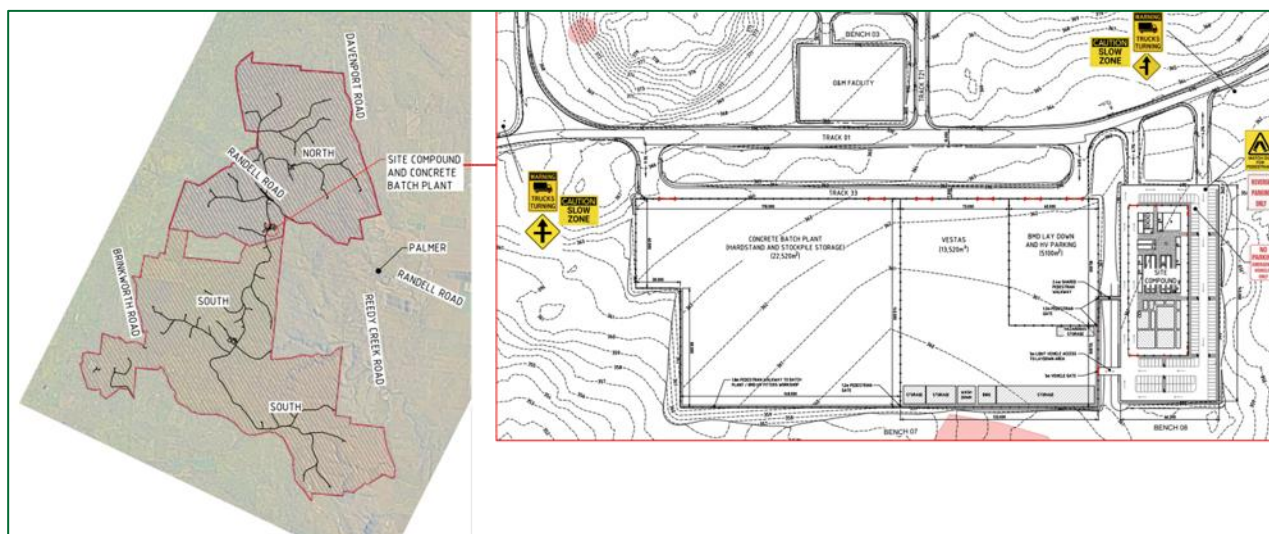


Figure 4: Project Facilities Locations

3.3 Construction Schedule

Construction of the Project is anticipated to occur over a 25 month period overall, consisting of the following major development periods:

- Design & Procurement (off-site);
- Site Establishment;
- Civil Construction;
- Electrical Construction Works;
- Wind Turbine Component Deliveries;
- Crane Mobilisation & Installation; and
- Testing & Commissioning (non-construction activity).

The Gantt Chart shown in Figure 5 illustrates the Project's key phases and milestones, highlighting periods of changing traffic conditions for the proposed Contractor movements. The peak traffic volume period has been identified as June 2027, which coincides with the most intensive construction activities (i.e., civil, electrical and wind turbine supply and installation activities occurring concurrently).

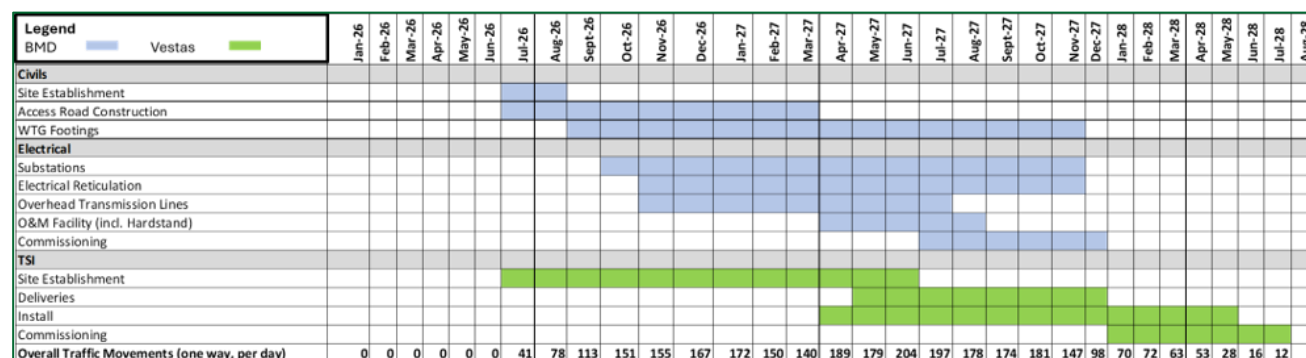


Figure 5: Project Schedule

3.4 Site Access Arrangements

The Project Area incorporates various access points and access tracks to facilitate construction traffic movements. Figure 6 presents an overview of the proposed site access points across the Project Area, with a summary provided in Table 6. There are only a limited number of State and Council controlled roads that can be used to access the Project Area. These entry points will be designed to accommodate the various vehicles and equipment required during the construction phase, as summarised in Table 7.

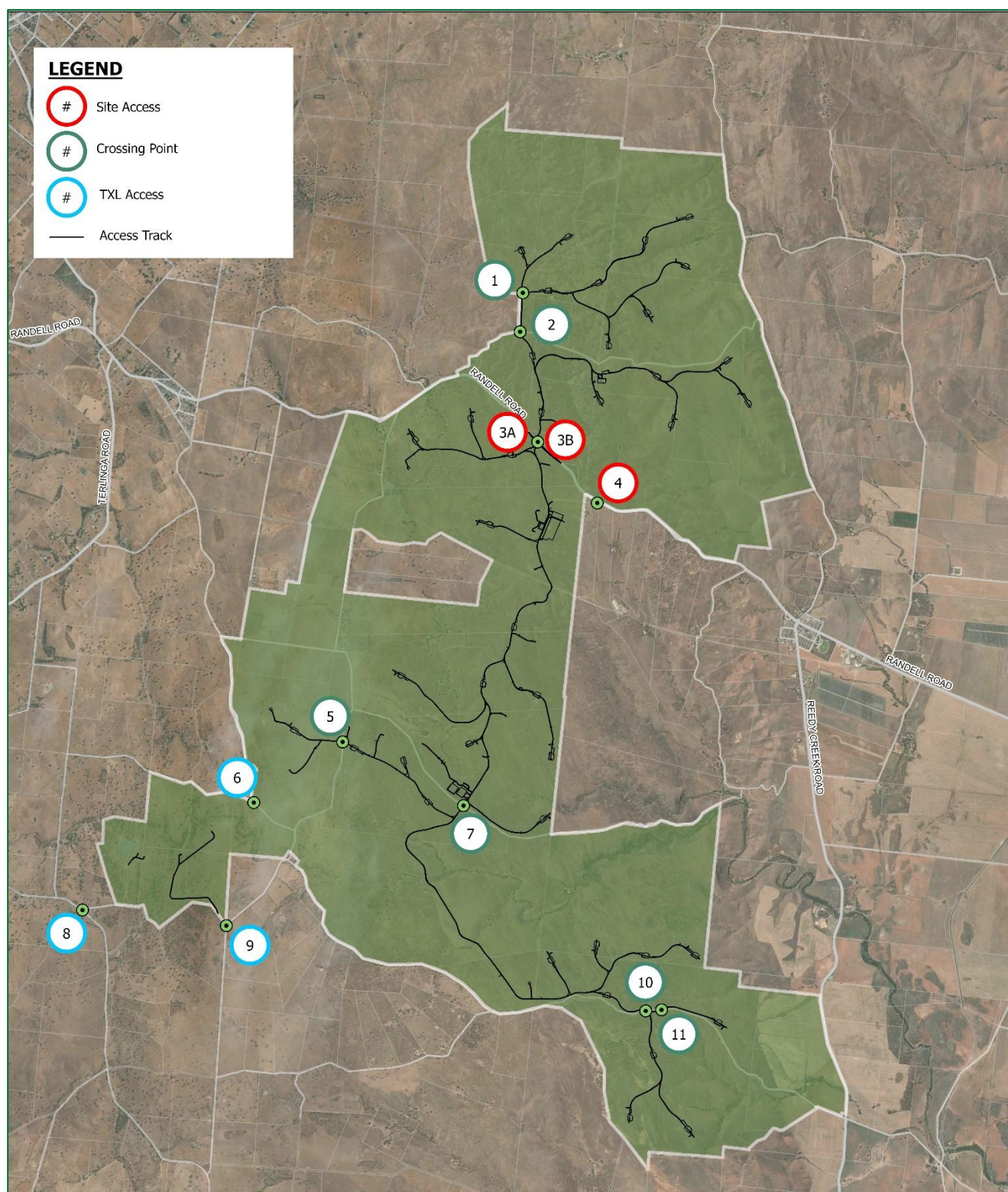


Figure 6: Site Access Arrangements

Table 6: Site Access Locations - Summary

Location	Description	Access Type
Location 1	Access via private roadway	Crossing Point (CP#1)
Location 2	Access via Borthwick Brae Road	Crossing Point (CP #2)
Location 3A	Northern access via Randell Road	Site Access (SA #3A)
Location 3B	Southern access via Randell Road	Site Access (SA #3B)
Location 4	Site Access point via existing SA Water Access Track (located at 1356 Randell Road)	Site Access (SA #4)
Location 5	Access via Hentschke Road	Crossing Point (CP #5)
Location 6	Access via Brinkworth Road	Transmission Line Access Point (TA #6)
Location 7	Access via Camel Hump Road	Crossing Point (CP #7)
Location 8	Access via Blackheath Road	Transmission Line Access Point (TA #8)
Location 9	Access via Brinkworth Road	Transmission Line Access Point (TA #9)
Location 10	Access via Bottroff Hill Road	Crossing Point (CP #10)
Location 11	Access via Bottroff Hill Road	Crossing Point (CP #11)

3.4.1 Main Site Access Points (State Controlled Roads)

Primary access to the Project Area will be facilitated through Randell Road, between the local townships of Tungkillo and Palmer. Randell Road is a DIT controlled road that is currently sign-posted at 100 km/hr at the proposed site access. The main site access points (Site Access Point 3A and 3B) is split at two locations, providing access to the northern and southern Project Area separately as illustrated in Figure 7.

Both access points are designated for construction traffic entering the Project Area. Due to the location of the construction facilities being to the south of Randell Road (refer to Section 3.2), it's likely that personnel and traffic generation at the commencement and conclusion of work shifts will occur principally to/from the southern access point (e.g. carparking facilities and location of pre-start workshops, etc.).

To facilitate the efficient delivery of the Project, an alternate existing access to the Project Area (Site Access Point 4) is proposed to be utilised until Site Access Points 3A and 3B are established. This currently operational private property access is an SA Water right of way to the Adelaide Water Pipeline with the Proponent having an agreement with SA Water and private landowners to allow for the use and upgrade of this existing track. On the establishment and operation of Site Access Points 3A and 3B, this access is not proposed to be utilised on an ongoing basis.

Site Access Point 4 is proposed to be utilised during the initial site establishment works to facilitate the construction of the facilities and laydown areas while Site Access Points 3A and 3B are under construction. The vehicles and infrastructure shown in Table 7 will be transported through each main site access point on Randell Road. No OSOM vehicles will utilise Site Access Point 4, with these OSOM deliveries scheduled to occur following the construction of Site Access Points 3A and 3B (refer to Section 3.3).

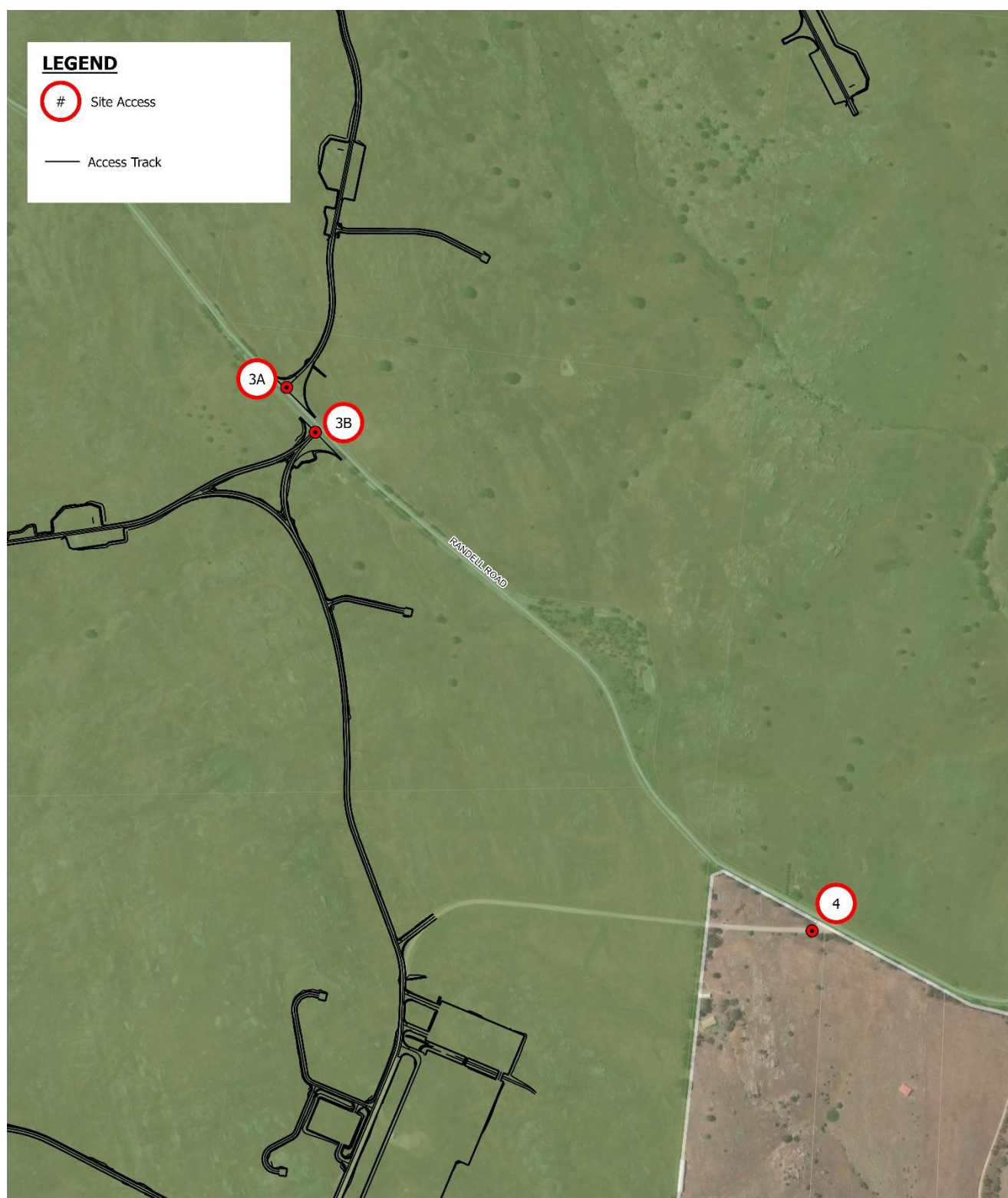


Figure 7: Randell Road Site Access Points – Northern Intersection (Site Access Point 3A), Southern Intersection (Site Access Point 3B) and SA Water Access Track (Site Access Point 4)

Table 7: Main Site Access Point utilisation – vehicles and infrastructure

Infrastructure	Access Points and Vehicle Types		
	Site Access Point #4	Site Access Point #3B – South Intersection	Site Access Point #3A – North Intersection
Plant			
Civil Plant - Site Establishment, Excavators, Dozer, Grader, Dump Trucks, Rollers, Crusher, Water Cart	Low Loaders HV	-	-
Remaining Civil Plant - Excavators, Dozer, Grader, Dump Trucks, Rollers, Crushers	Low Loaders HV	Low Loaders HV	Low Loaders HV
Electrical Balance of Plant (Excavators, Trenchers, Cable Tractors, Dump Trucks)	-	Low Loaders HV	Low Loaders HV
Batch Plant	-	Semi-Trailers	-
Materials			
Site Compound Temp Site Offices and Services	Semi-Trailer	-	-
Crushed Rock (noting preference to source on site)	Tandem Truck and Trailer	-	-
Miscellaneous Site Compound Establishment (water tanks, generators, temp fencing, office equipment, concrete, covered area materials)	Semi-trailer and Rigid HV	-	-
Concrete Raw Materials	-	Tandem Truck and Trailers	-
Steel Reinforcing	-	B Double / Semi Trailers	B Double / Semi Trailers
Drainage Materials	-	B Double/Semi- Trailer	B Double/Semi-Trailer
Cables	-	Semi-Trailer/HV Rigid	Semi-Trailer/HV Rigid
Thermal bedding sand	-	Semi-Trailer/HV Rigid	Semi-Trailer/HV Rigid
Miscellaneous electrical	-	Tandem Truck and Trailer	Tandem Truck and Trailer
Substation primary plant	-	Semi-Trailer/HV Rigid	Semi-Trailer/HV Rigid
Overhead Line (OHL) (Concrete, Reo, HD Bolts. Poles, Conductors Wires)	-	Semi-Trailer/HV Rigid	Semi-Trailer/HV Rigid
Anchor cages	-	B Double/Semi- Trailer	B Double/Semi- Trailer
RMUs	-	B Double/Semi- Trailer	B Double/Semi- Trailer
Tooling containers	-	B Double/Semi- Trailer	B Double/Semi- Trailer
OSOM			
Wind turbine blades	-	OSOM	OSOM
Wind turbine tower sections	-	OSOM	OSOM
Switch rooms	-	OSOM	OSOM
Reactive Plant Buildings	-	OSOM	OSOM

Infrastructure	Access Points and Vehicle Types		
	Site Access Point #4	Site Access Point #3B – South Intersection	Site Access Point #3A – North Intersection
Aux Power Buildings	-	OSOM	OSOM
O&M Building	-	OSOM	-
Transformer	-	OSOM	OSOM
Pilots, police, steerers	-	LV	LV

3.4.2 Ancillary Site Access Points (Local Council Controlled Roads)

As shown in Figure 6, nine (9) crossing points are proposed across several Council-owned roads to service construction activities in the Project Area. Six (6) of these Council-controlled local road locations will be used exclusively as crossing points to service the accompanying internal access tracks, whilst the remaining three (3) locations will be utilised as site access locations to exclusively service the transmission line construction works. At these three locations, following the completion of the transmission line construction and commissioning works, no further access is permitted during the construction phase of the Project. All use of Council roads will be in accordance with the MMC Infrastructure Deed.

The following vehicles and infrastructure will be transported through each transmission line access point:

- Light Vehicles;
- Civil Earthworks Plant (Excavator, Roller, Grader, Tandem Dump Trucks Pile rig, etc.);
- Mobile crane, Elevated Work Platform (EWP); and
- Materials: crushed rock, steel reinforcing, HD bolts, concrete, transmission line structural steel, conductor cables.

3.5 Haul Movements & Routes

The direction the Project construction workforce traffic will arrive to the Project Area from is detailed in Table 8. All construction phase movements will enter the southern intersection on Randell Road (Site Access Point 3B) first to sign in at the site compound and thereafter exit onto Randell Road and turn right into the northern intersection (Site Access Point 3A) when needed to facilitate construction activities.

Table 8: Haul Route Trip Options

Vehicle Types	Trip Origins
Light vehicles (workforce)	15% from Murray Bridge (via Palmer) 85% from Adelaide (via Tungkillo)
Heavy vehicles	30% from Murray Bridge (via Palmer) 70% from Adelaide (from the west via North East Road)
OSOM	100% from Adelaide (refer to Section 3.5.2)

The light vehicle, heavy vehicle and OSOM haul routes for site access are illustrated in Figure 8, with dashed lines indicating routes that are not National Heavy Vehicle Regulator (NHVR) approved which will require permits through the NHVR portal in line with the requirements of the *Heavy Vehicle National Law (South Australia) Act 2013*.

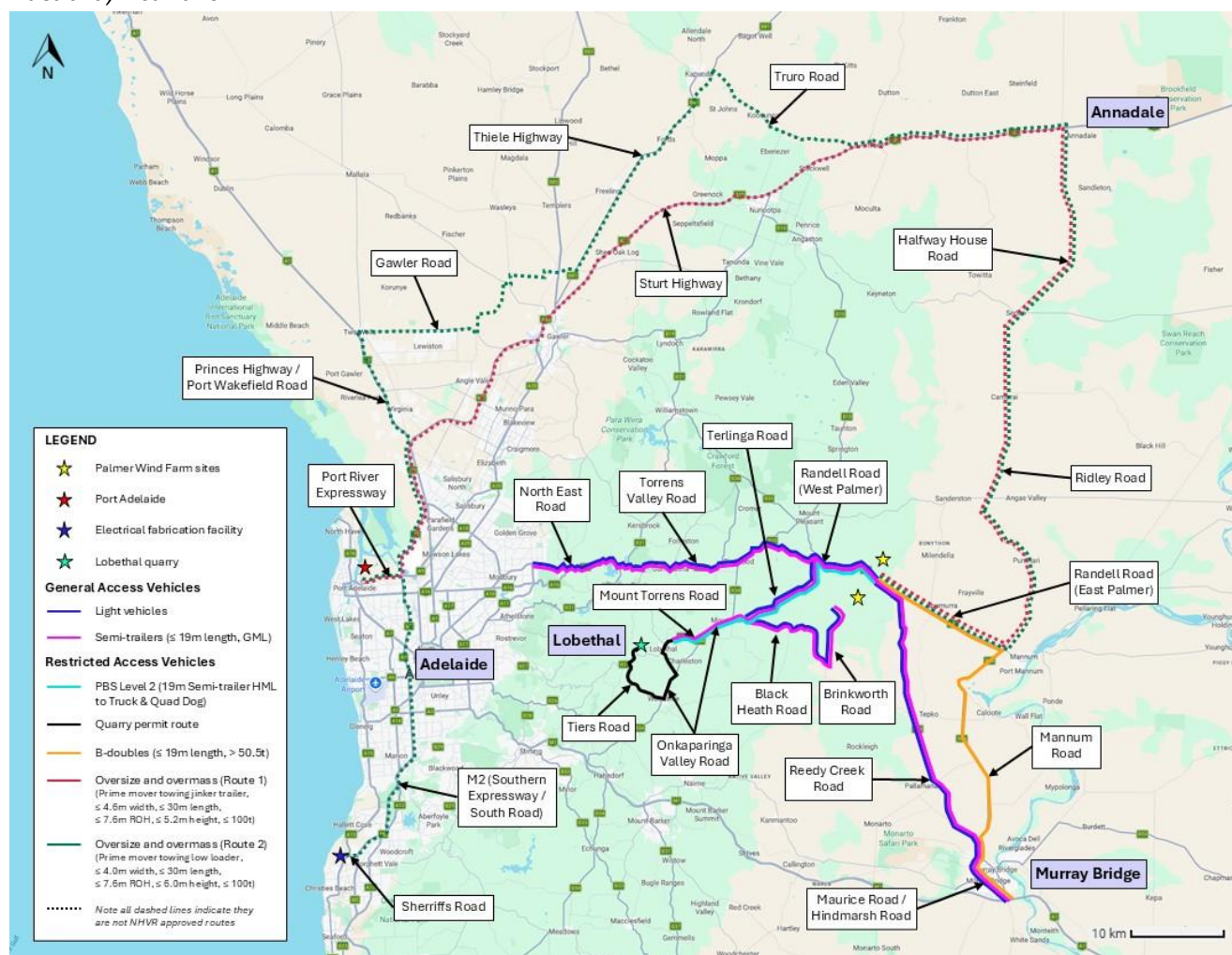


Figure 8: Haul Movement and Routes Map

3.5.1 Light & Heavy Vehicle Routes

3.5.1.1 Light Vehicles

The general light vehicle access routes are designated as 'blue' and 'magenta' routes in Figure 8. Light vehicles are primarily associated with Contractor workforce movements and originate from Adelaide and Murray Bridge.

A small number of light vehicles will also travel via Terlinga Road and the MMC-controlled Black Heath Road and Brinkworth Road to access the Project Area exclusively to service the transmission line construction works and any necessary upgrade and commissioning works within the Tungkillo Switchyard (by ElectraNet). It is noted that the MMC Infrastructure Deed has specifically identified the Council road usage, which includes these roads, and a maximum scope of construction activities, which are consistent with the Project (refer to Section 3).

3.5.1.2 Heavy Vehicles

The heavy vehicle routes for site access associated with the Project are shown in ‘orange’, ‘teal’ and ‘black’ in Figure 8. These routes originate from two primary locations:

- Adelaide: Heavy vehicles access the site at Randell Road via North East Road and Torrens Valley Road.
 - Murray Bridge: Heavy vehicles access the site at Randell Road via Mannum Road or Reedy Creek Road.
- The main Council roads that will be used are Cypress Avenue, Maurice Road and Hindmarsh Road.

As per Section 3.5.1.1, a small number of heavy vehicles will also travel via Terlinga Road and the MMC-controlled Black Heath Road and Brinkworth Road to access the Project Area exclusively to service the transmission line construction works and any necessary upgrade and commissioning works within the Tungkillio Switchyard (by ElectraNet).

A third heavy vehicle “backup” route has been identified from Lobethal Quarry to the Project Area should the Contractors be unable to source and crush all materials from activities within the Project Area. Heavy vehicles transporting material from Lobethal Quarry hold special permits (for PBS L2 19 m semi HML’s and Truck & Quad Dog vehicle combinations) to travel on the designated ‘black’ route shown in Figure 8 which connects to the NHVR-approved, Mount Torrens Road.

Access and use of the MMC road network outside of what is agreed in the MMC Infrastructure Deed is not permitted.

3.5.2 OSOM Haul Routes

The proposed OSOM haulage routes are shown in dashed lines ‘red’ and ‘green’ on the map in Figure 8. These routes are not NHVR approved routes due to height restrictions and originate from two locations:

- Port of Adelaide: Wind turbine components are transported from this location, via Route 1 through Sturt Highway and Route 2 via Princes Highway. The transportation of the transformer is expected to use either OSOM Route 1 or Route 2.
- RJE Lonsdale fabrication facility: Located south of Adelaide, this route facilitates transportation of the pre-fabricated switchroom and building components.

All turbine components will enter Australia through Port Adelaide Inner Harbour at berths 18-20. Components will be temporarily stored at a facility within the port precinct before being transported to the Project Area via the two designated routes as detailed in Table 9 and illustrated in Figure 9. Route selection of the OSOM haul routes was determined by loaded height constraints.

Table 9: OSOM Haul Routes

OSOM Route No.	Components	Route Description			
Route 1 – Port of Adelaide to Project Area	• Blades; • Motors; • Transformer; and • Components with loaded heights under 5.2m.	1.	Ocean Steamers Road;	6.	Halfway House Road;
		2.	Eastern Parade;	7.	Ridley Road;
		3.	Port River Expressway;	8.	Angas Valley Road;
		4.	Northern Expressway;	9.	Ridley Road; and
		5.	Sturt Highway;	10.	Randell Road – Site Access Point 3A/3B.
Route 2 – Port of Adelaide to Project Area	• Towers; • Transformer; and • Components with loaded heights over 5.2m up to 6m.	1.	Ocean Steamers Road;	15.	College Road;
		2.	Eastern Parade;	16.	Cliff Road;
		3.	Port River Expressway;	17.	Gartrell Street;
		4.	Northern Connector;	18.	Roseworthy Road;
		5.	Port Wakefield Highway (A1);	19.	Thiele Highway;

OSOM Route No.	Components	Route Description	
		6. Mallala Road; 7. Old Port Wakefield Road; 8. Gawler Road; 9. Two Wells Road; 10. Wilkinson Road; 11. Hatcher Road; 12. Oates Road; 13. Redbanks Road; 14. Mudla Wirra Road;	20. East Terrace; 21. Truro Road; 22. Sturt Highway; 23. Halfway House Road; 24. Ridley Road; 25. Angas Valley Road; 26. Ridley Road; and 27. Randell Road – Site Access Point 3A/3B.
Route 3 – RJE Lonsdale to Project Area	• Switchroom; and • Building components.	1. Sherriffs Road; 2. Lonsdale Road/A15; 3. Majors Road; 4. Main S Road/A13; 5. South Road/A2/M2; 6. National Highway/A1; 7. Mallala Road; 8. Old Port Wakefield Road; 9. Gawler Road; 10. Two Wells Road; 11. Wilkinson Road; 12. Hatcher Road; 13. Oates Road; 14. Redbanks Road;	15. Mudla Wirra Road; 16. College Road; 17. Cliff Road; 18. Gartrell Street; 19. Roseworthy Road; 20. Thiele Highway; 21. East Terrace; 22. Truro Road; 23. Sturt Highway; 24. Halfway House Road; 25. Ridley Road; 26. Angas Valley Road; 27. Ridley Road; and 28. Randell Road – Site Access Point 3A/3B.

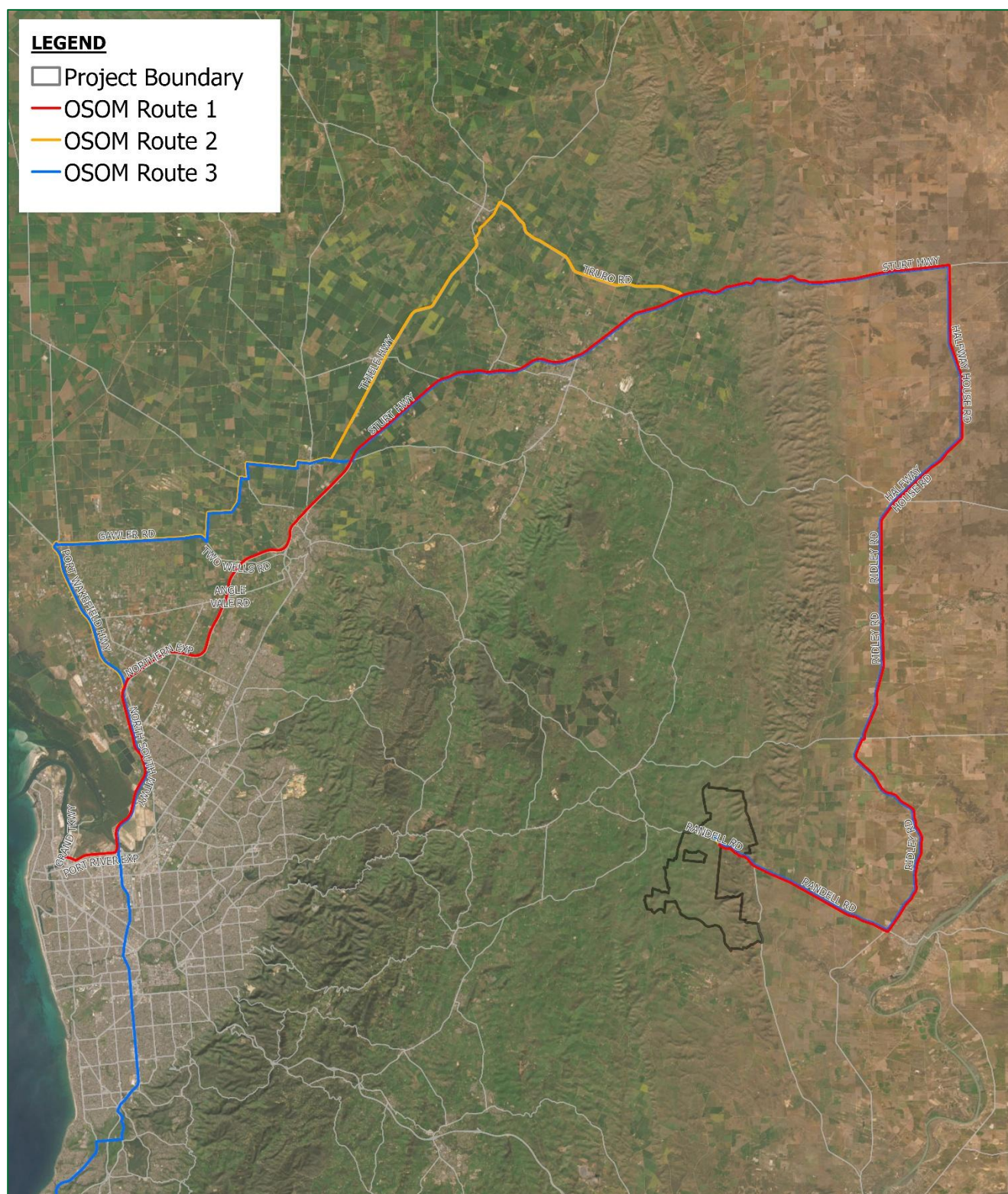


Figure 9: OSOM Routes

4 Roles and Responsibilities

Responsibilities specific to traffic management during the construction of the Project are detailed in Table 10. The implementation of the TMP primarily is the responsibility of the Contractors, however the Proponent maintains oversight of the relevant activities through the assurance processes outlined in the COEMP.

Table 10: Roles and Responsibilities – Traffic Management

Role	Responsibility
Contractor Project Manager	- Familiarising themselves with their responsibilities within this TMP and the Project's environmental management system. - Ensuring the Project is compliant with the requirements detailed in this TMP and relevant legislation. - Ensuring traffic management requirements are fully implemented. - Providing adequate resources (personnel, financial and equipment) to support effective traffic management measures. - Monitoring compliance with traffic management requirements, schedules and targets. - Ensuring traffic-related risks are identified, assessed and managed in accordance with the Project risk management framework. - Ensuring subcontractors submit appropriate Work Method Statements (WMS) and environmental documentation addressing traffic risks prior to commencement. - Ensuring subcontractor compliance with the requirements of this TMP and other relevant documentation. - Reviewing traffic-related incidents, hazards and near misses and ensuring corrective actions are implemented within agreed timeframes. - Reporting traffic management performance and statistics as required. - Upholding an active interest in workplace environmental and traffic management issues.
Contractor Field Supervisor / Site Manager	- Implementing traffic management requirements and control measures in accordance with this TMP. - Ensuring traffic management and access requirements are in place and maintained. - Conducting routine inspections of work areas, access tracks, compounds and site access points and coordinating corrective actions as required. - Ensuring all site personnel and subcontractors are aware of traffic risk management requirements and controls. - Ensuring required approvals are in place prior to commencing activities with potential traffic risk. - Ensuring subcontractors comply with traffic management requirements and taking immediate action where non-compliance is identified. - Reporting traffic-related incidents, near misses or non-conformances to the Environmental Representative or Project Manager. - Participating in toolbox talks and pre-start meetings to communicate traffic management requirements. - Upholding an active interest in workplace traffic safety and preparedness.
Contractor Project Engineer	- Familiarising themselves with their responsibilities under this TMP and the Project's Environmental Management System. - Ensuring traffic risk management requirements are considered in construction planning and sequencing of works. - Developing, reviewing and approving WMS that address traffic management measures. - Reviewing subcontractor WMS to ensure traffic risks and controls are adequately addressed. - Undertaking risk assessments where changes to activities may affect traffic risk. - Liaising with the Environmental Representative on traffic-related matters. - Conducting inspections to identify traffic-related environmental risks or non-conformances. - Raising traffic management issues or concerns with the Environmental Representative or Project Manager.

Role	Responsibility
Contractor Environmental Representative (or delegate)	- Establishing, maintaining and reviewing this TMP and associated traffic management documentation. - Implementing traffic-related monitoring, inspection and reporting requirements. - Providing traffic management training and awareness to personnel, subcontractors and visitors. - Coordinating approvals, permits and consultations relevant to traffic management. - Liaising with MMC, DIT and landowners on traffic-related matters. - Maintaining records of traffic-related incidents, complaints and corrective actions. - Monitoring compliance with traffic legislation, policies and standards and updating this TMP as required. - Assisting subcontractors with understanding and applying traffic management requirements. - Participating in audits, inspections and reviews related to traffic management. - Advising the Project Manager of any traffic management issues that may pose a risk to personnel, assets, the environment or compliance obligations.
Proponent Project Manager (or delegate)	- Reviewing and authorising traffic management procedures and revisions to this TMP. - Reporting of traffic-related incidents, hazards and near misses and ensuring Contractor is implementing corrective actions within agreed timeframes. - Undertaking consultation with the Contractor and key external regulators, including MMC and DIT. - Upholding an active interest in workplace environmental and traffic management issues.
All Site Personnel (including the Proponent and sub-contractors)	- Familiarising themselves with the requirements of this TMP and traffic management procedures. - Attending site inductions, pre-start meetings and toolbox talks addressing traffic risks and controls. - Complying with site traffic management and control requirements. - Using traffic controls identified in WMS, procedures and work instructions. - Preventing activities that may increase traffic risk. - Stopping work and notifying supervision if activities pose a traffic risk. - Reporting traffic-related hazards, incidents and near misses immediately. - Actively participating in traffic management reviews and continuous improvement initiatives. - Upholding an active interest in workplace environmental and traffic management issues.

5 Existing Traffic Conditions

5.1 Current Land Use

The land uses present in the Project Area are provided in Figure 10, based on the categories assigned on the online tool, South Australia Property and Planning Atlas (SAPPA)¹.

The predominant land use categories are identified to be:

- **Livestock** – The proposed wind farm site is predominantly characterised by livestock zoning, spanning multiple sections of the proposed area, located both north and south of Randell Road.
- **Agriculture** - The site also incorporates several pockets of agricultural land use. These are primarily concentrated in the south-east and north-east sectors, in proximity to Reedy Creek Road. An additional area of agricultural use is situated to the west of the site.
- **Rural residential** - Several pockets of rural residential zoning are present along the western border of the proposed site.
- **Utilities/Industry** - A small area zoned for utilities/industry is located to the west of the site.

The closest urban areas are located at Palmer and Tungkillo, with the Project being located between these two townships.

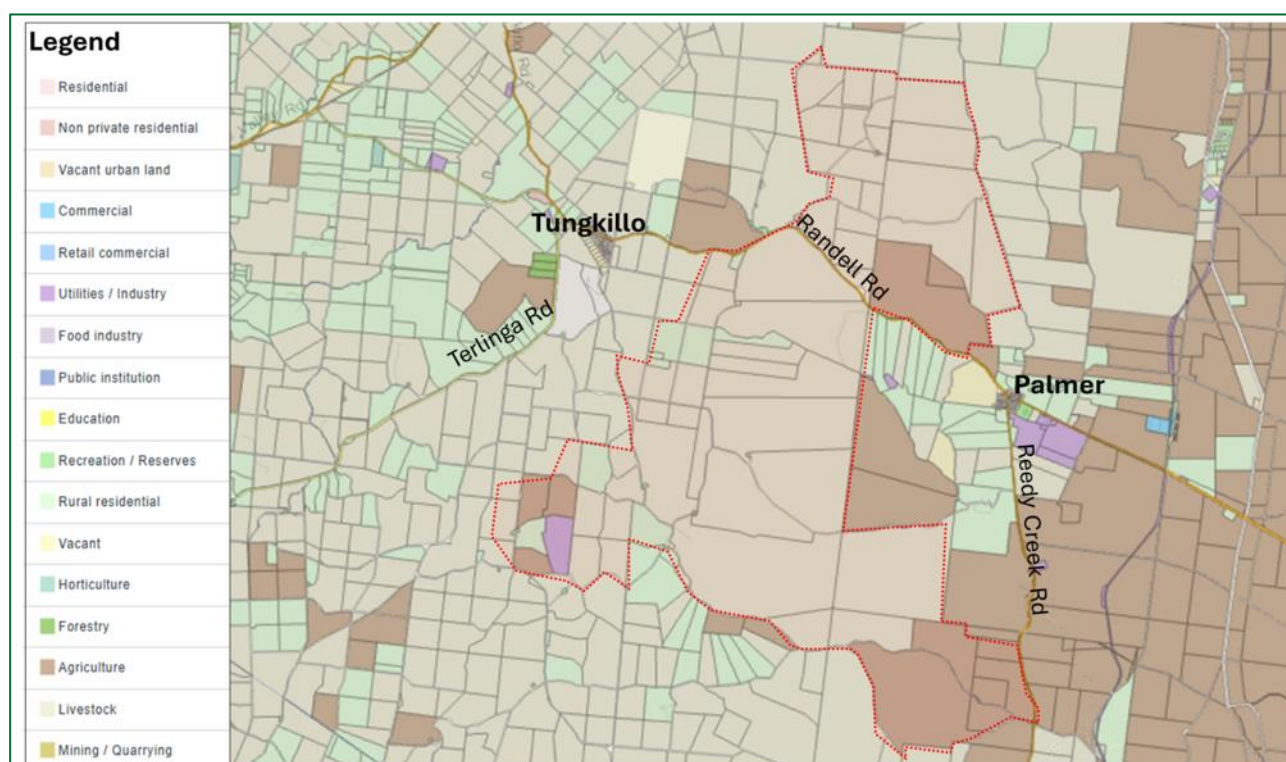


Figure 10: Current Land Use (Source: SA Property and Planning Atlas)

¹ SA Property and Planning Atlas: <https://sappa.plan.sa.gov.au/>

5.2 Road Network

Randell Road serves as the primary State-Controlled transportation route, oriented in an east-west direction bisecting the Project Area, providing direct access to both the northern and southern sections of the Project.

Three Council-controlled roads will be utilised by Project traffic exclusively to facilitate the construction of transmission infrastructure and any necessary works within the Tungkillo Switching Station, with six other Council roads to be used as crossing points to service a network of new access tracks proposed to be constructed to facilitate movement within the Project Area. A visual representation of the road network surrounding the Project Area is presented in Figure 11.

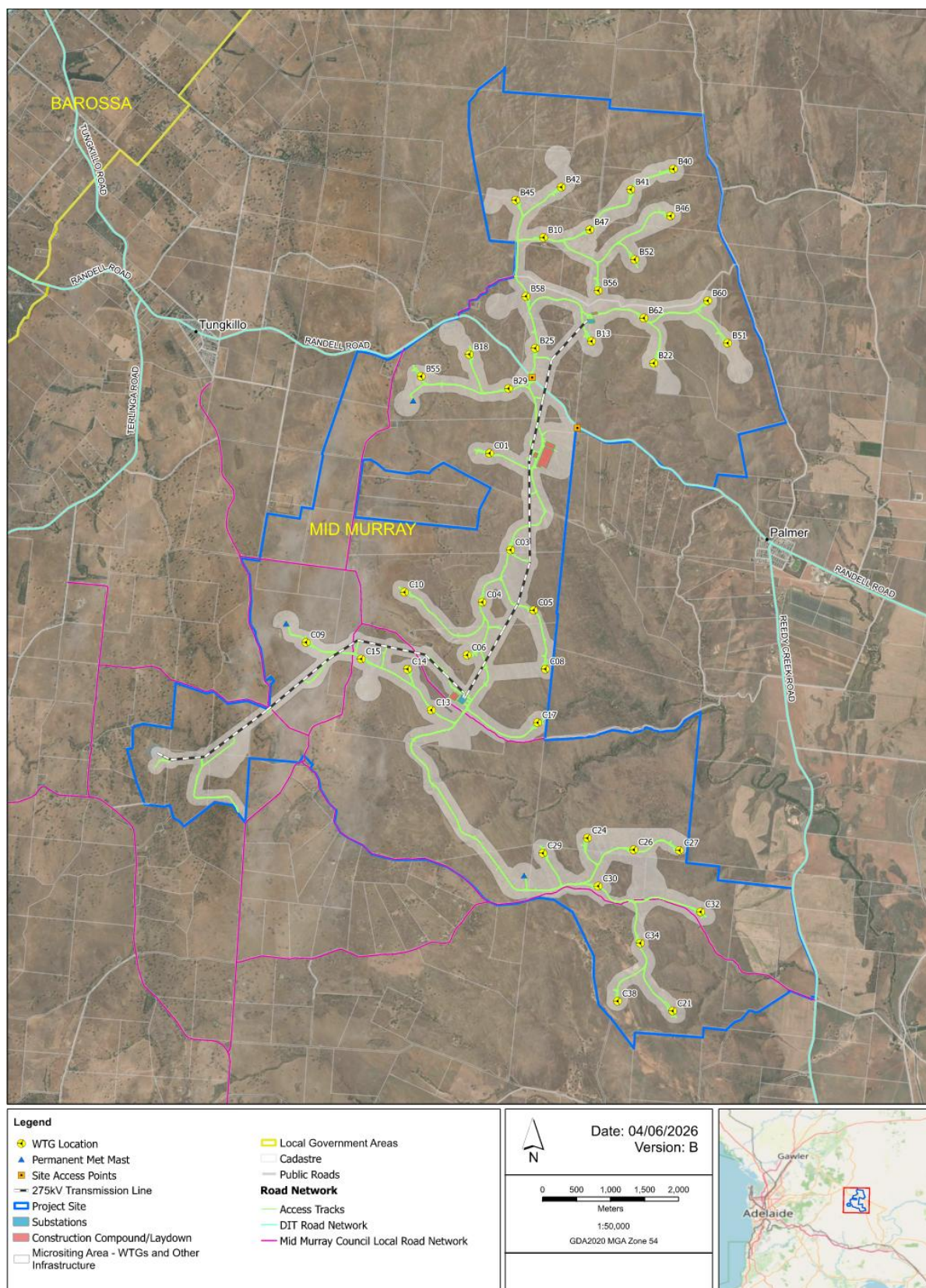


Figure 11: Road Network Surrounding the Project

5.3 Road Safety and Crash History

The crash history data has been sourced from 'Location SA Map Viewer' within the local context of the Project Area. Figure 12 outlines the crash data history from 2020 to 2024 and includes all types of crashes such as Property Damage Crashes, Injury Crashes and Fatal Crashes.

In the area analysed (outlined in red on Figure 12), 30 crashes have been recorded on both State Managed Roads and Council-Owned Roads in the vicinity of the Project Area, resulting in 3 serious and 14 injury crashes, with no fatalities.

Randell Road emerges as the most common location of crashes, accounting for approximately half of all crashes. Reedy Creek Road follows, while other roads in the area experienced a lesser number of crashes.

Single-vehicle loss of control incidents dominates the crash types with 'Hit fixed object' (47 percent) and 'roll over' (23 percent) accounting for the majority of crashes as shown in Table 11. This pattern is consistent with rural, higher-speed environments. Multi-vehicle intersection crashes are notably absent, further supporting the rural road context.

Overall, 37 percent of the crashes occurred at night. Darkness appears to increase the risk of certain crash types. Rollovers show a higher night-time occurrence, suggesting that reduced visibility may exacerbate loss of control risks, especially in combination with factors like speed, road alignment, and roadside hazards.

Table 11: Crash Types

Crash Type	Percentage (%)
Hit fixed object	47
Roll over	23
Left road off carriageway	7
Other	7
Side swipe	3
Head on	3
Hit object on road	3
Hit animal	3
Hit parked vehicle	3
Rear end, Right angle, Right turn, Hit pedestrian	0

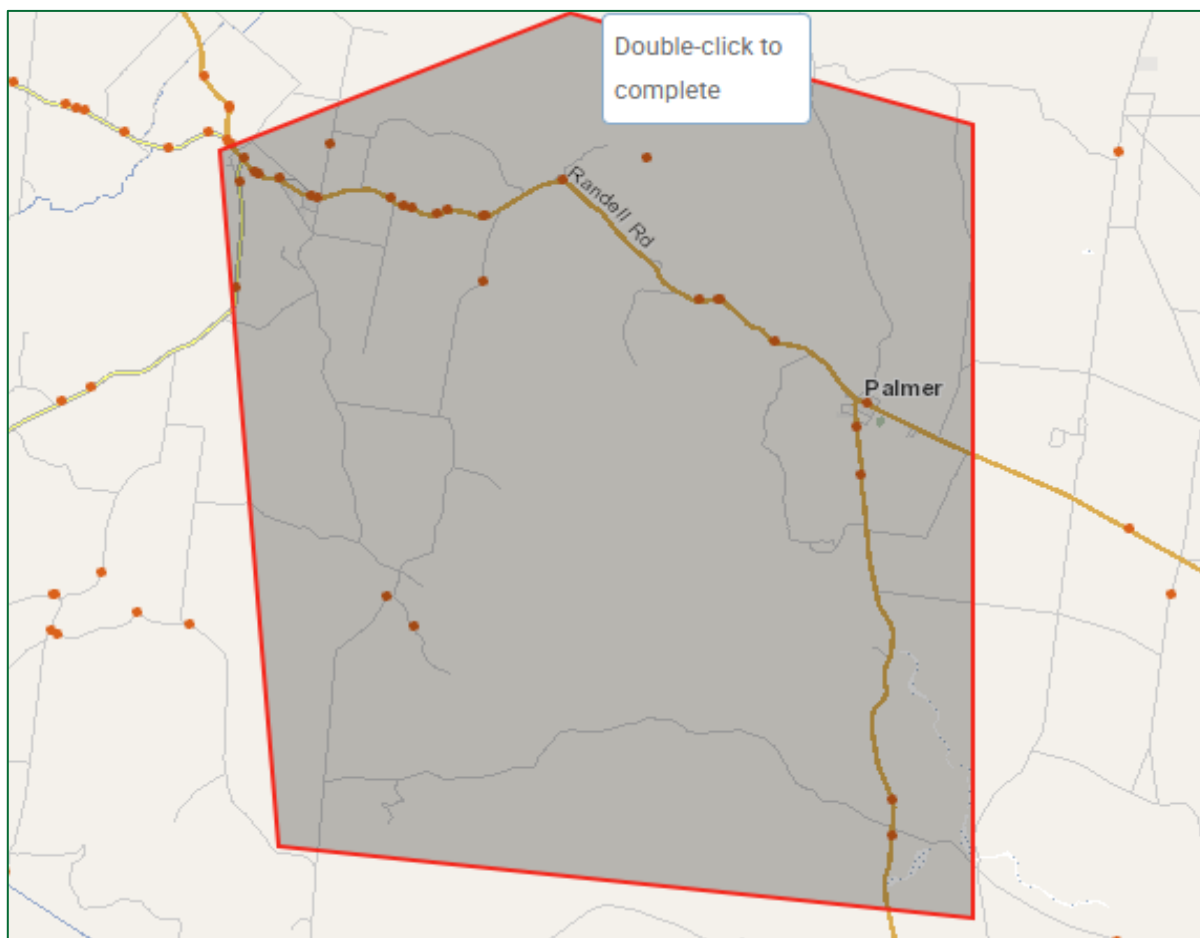


Figure 12: Crash History Summary, 2020-2024 (Source: Location SA Map Viewer)

5.4 Network Classifications

Road classifications are determined by their functional roles, providing a framework for establishing management policies aligned with their intended service and quality standards.

State Roads play a crucial strategic role in South Australia's transportation network, forming the backbone for inter-regional movement of people and goods. DIT oversees the funding, prioritisation, and maintenance of these state roads. This category typically encompasses freeways, state highways, and main roads, all of which are governed by the Australian Road Rules.

Figure 13 illustrates the key external road network including the State Road Network, Council-owned roads and Major Freight Routes surrounding the Project Area.

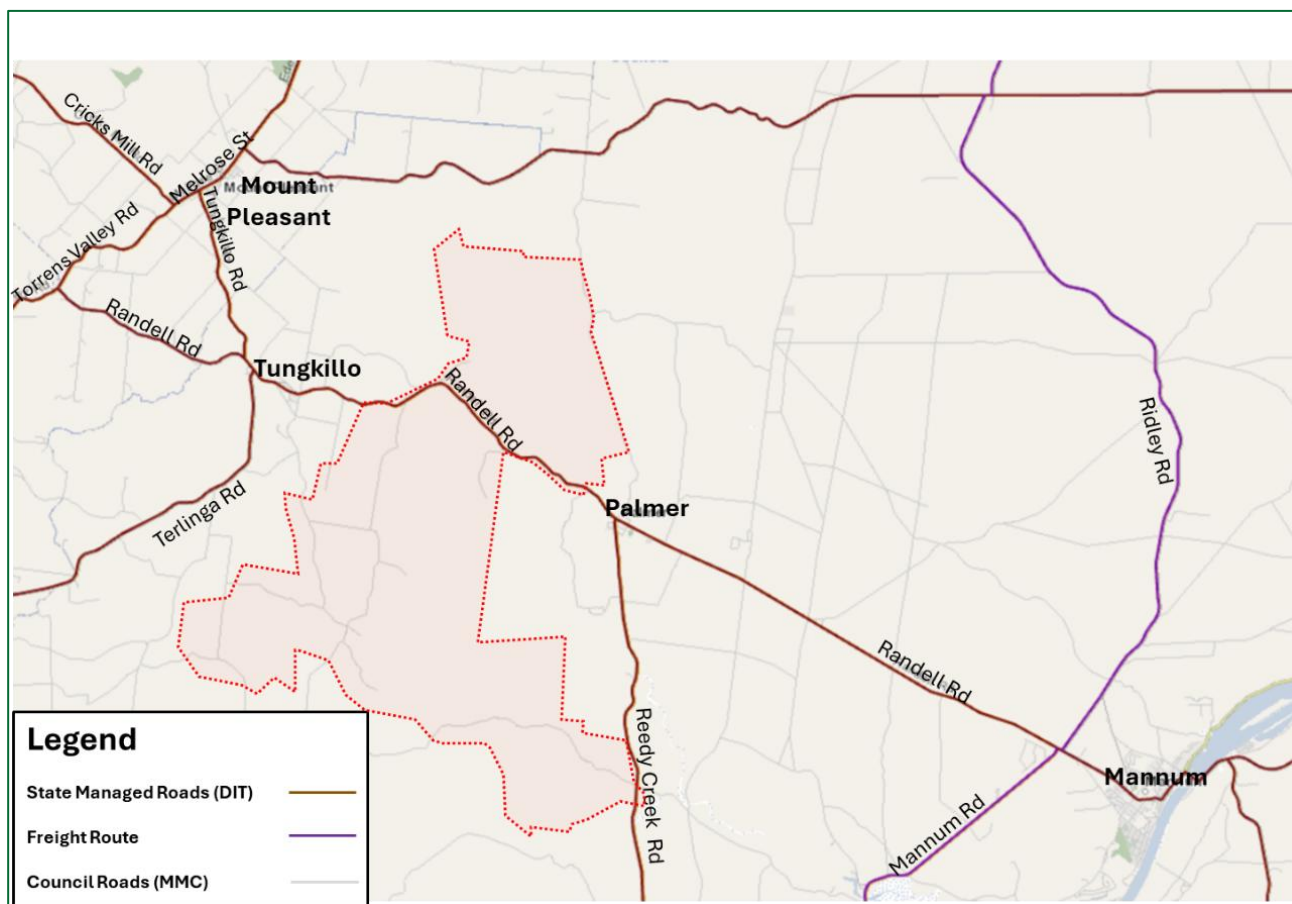


Figure 13: External Road Network, with the Project Area shown in red (Source: SA Map Viewer)

5.5 Current OSOM and Restricted Access Vehicle Permits

The current OSOM and restricted access vehicle routes are shown in Figure 8. The use of restricted access vehicles in transportation of components will require the Contractors appointed transportation company to apply for permits from the NHVR. This requires the proposed transport route to be assessed by NHVR and other referred assessors such as DIT.

The designated routes requiring permits are summarised in Table 12, noting the height clearances highlighted in **green** that trigger the need for a permit. All other OSOM dimensions required for transporting the components conform to the requirements of the current NHVR approved OSOM routes i.e. width, length, weight and rear overhang (ROH).

Table 12: Designated routes requiring permits

Road	Segment	NHVR Approved Vehicle	Permit Requirements
Sherriffs Road	Between Cooroora Crescent and Southern Expressway (M2)	OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$) – only approved between Lonsdale Road and Southern Expressway (M2)	OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 6.0\text{m}$ height, $\leq 100\text{t}$)

Road	Segment	NHVR Approved Vehicle	Permit Requirements
Southern Expressway / South Road / North-South Motorway / Northern Expressway (M2)	Between Sherriffs Road and Port River Expressway	OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$)	OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 6.0\text{m}$ height, $\leq 100\text{t}$)
	Between Port River Expressway and Port Wakefield Road	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$) and OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$)	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.2\text{m}$ height, $\leq 100\text{t}$) and OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 6.0\text{m}$ height, $\leq 100\text{t}$)
	Between Port Wakefield Road and Sturt Highway	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$)	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.2\text{m}$ height, $\leq 100\text{t}$)
Port Wakefield Road	Between North-South Motorway (M2) and Gawler Road	OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$)	OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 6.0\text{m}$ height, $\leq 100\text{t}$)
Gawler Road	Between Port Wakefield Road and Thiele Highway via approved Council roads		
Thiele Highway	Between Roseworthy Road and Truro Road		
Truro Road	Between Thiele Highway and Sturt Highway		
Port River Expressway	Between Eastern Parade and North-South Motorway	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$) and OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$)	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.2\text{m}$ height, $\leq 100\text{t}$) and OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 6.0\text{m}$ height, $\leq 100\text{t}$)
Sturt Highway	Between Northern Expressway (M2) and Truro Road	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$)	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.2\text{m}$ height, $\leq 100\text{t}$)
	Between Truro Road and Halfway House Road	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$) and OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$)	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.2\text{m}$ height, $\leq 100\text{t}$) and OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 6.0\text{m}$ height, $\leq 100\text{t}$)
Halfway House Road	Between Sturt Highway and Stott Highway	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$) and	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.2\text{m}$ height, $\leq 100\text{t}$) and

Road	Segment	NHVR Approved Vehicle	Permit Requirements
		OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$)	OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 6.0\text{m}$ height, $\leq 100\text{t}$)
Ridley Road	Between Stott Highway and Randell Road	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$) and OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$)	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.2\text{m}$ height, $\leq 100\text{t}$) and OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 6.0\text{m}$ height, $\leq 100\text{t}$)
Randell Road (East Palmer)	Between Ridley Road and Palmer Wind Farm	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$) and OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.0\text{m}$ height, $\leq 100\text{t}$)	OSOM Prime mover towing jinker trailer ($\leq 4.6\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 5.2\text{m}$ height, $\leq 100\text{t}$) and OSOM Prime mover towing low loader ($\leq 4.0\text{m}$ width, $\leq 30\text{m}$ length, $\leq 7.6\text{m}$ ROH, $\leq 6.0\text{m}$ height, $\leq 100\text{t}$)

5.6 Baseline and Forecast Traffic Volumes

Traffic surveys were conducted in June 2025 across ten locations on the major State-Controlled road network adjacent to the Project Area, as detailed in the Traffic Impact Analysis Technical Memo in Appendix B. The purpose of these surveys was to verify the 2024 baseline traffic volumes that were assumed in the TIA.

The survey results showed variable changes across the monitored locations. Six locations recorded slightly higher traffic volumes in 2025 compared to the 2024 baseline, while four locations showed lower volumes. These findings are presented in Table 2-1 in Appendix B.

Overall, the 2025 traffic survey validated the 2024 baseline volumes used in the TIA. The average variation of 14 percent across all ten locations is not significant enough to materially affect the traffic assessment conducted in the TMP.

Future traffic volumes were calculated for 2027, which is the assessment year used in the TMP traffic analysis. A conservative traffic growth factor of 3 percent per annum has been applied for State-controlled roads, consistent with the approved TIA.

For Council roads, the main designated routes are Black Heath Road/Brinkworth Road and Cypress Terrace/Maurice Road/Hindmarsh Road. Due to limited available traffic data for Council-owned roads, conservative assumptions have been applied consistent with the TIA.

The calculated 2027 AADT volumes and peak hour volumes are presented in Appendix B, with heavy vehicle percentages assumed to remain consistent with 2025 levels.

6 Project Generated Traffic

The traffic assessment for the Project's construction phase has been undertaken consistent with the approved TIA methodology (Stantec, 2024). The assessment focuses on the peak construction traffic period, representing a conservative worst-case scenario. Construction traffic estimates have been developed using updated construction traffic inputs from the Proponent and the Contractors combined with previously approved TIA assumptions. A Traffic Impact Analysis Technical Memo is provided in Appendix B to present the outcomes of the updated traffic assessment.

A summary of the total one-way trips generated by the Project development in the peak month of construction (June 2027) is provided in Table 13. These trips are based on the Contractors construction program and combined traffic movement trips.

Table 13: Total one-way daily trips (June, 2027)

Vehicle Class	One-Way Trips, Per Day
LV	163
HV	27
OSOM	5
Total	195

The assumed split of trip origins for the Project generated traffic is outlined in Table 14.

Table 14: Project trip origins

Origin	LV	HV	OSOM
Adelaide	85%	70%	100%
Lobethal*	0%	0%	0%
Murray Bridge	15%	30%	0%

* Note that project traffic from Lobethal will only occur in a back-up scenario if materials need to be processed and transported from Lobethal quarry. Currently, it is assumed that construction materials will be processed on the Palmer Wind Farm sites.

These Project generated trips are then split into designated haulage routes outlined in Section 3.5, distributed across State-controlled roads (Table 15) and Council roads (Table 16).

Table 15: Project Traffic Distribution – State-controlled roads

Count Site ID	Road	Trip Origin	Project Traffic Split		One-Way Daily Trips		
			Proportion	Vehicle Class	LV	HV	OSOM
1	Sturt Highway	Adelaide	100%	OSOM	-	-	5
2	Halfway House Road	Adelaide	100%	OSOM	-	-	5
3	Ridley Road	Adelaide	100%	OSOM	-	-	5
4	Angas Valley Road	N/A	N/A	N/A	-	-	-
5	Randell Road (East Palmer)	Adelaide, Murray Bridge	15%	LV	24	-	-
			30%	HV	-	8	-

Count Site ID	Road	Trip Origin	Project Traffic Split		One-Way Daily Trips		
			Proportion	Vehicle Class	LV	HV	OSOM
			100%	OSOM	-	-	5
6	Randell Road (West Palmer)	Adelaide	85%	LV	139	-	-
			70%	HV	-	19	-
7	Tungkillo Road	N/A	N/A	N/A	-	-	-
8	Reedy Creek Road	Murray Bridge	15%	LV	24	-	-
			30%	HV	-	8	-
9	Torrens Valley Road	Adelaide	85%	LV	139	-	-
			70%	HV	-	19	-
10	Onkaparinga Valley Road	Lobethal	0%	N/A	-	-	-
11	North East Road	Adelaide	85%	LV	139	-	-
			70%	HV	-	19	-
12	Mount Torrens Road	Lobethal	0%	N/A	-	-	-
13	Terlinga Road	Lobethal	0%	N/A	-	-	-
14	Mannum Road	Murray Bridge	30%	HV	-	8	-
15	Sherriffs Road	Adelaide	50%	OSOM	-	-	3
16	Southern Expressway (M2)	Adelaide	50%	OSOM	-	-	3
17	Port River Expressway	Adelaide	50%	OSOM	-	-	3
18	Port Wakefield Road	Adelaide	50%	OSOM	-	-	3
19	Gawler Road	Adelaide	50%	OSOM	-	-	3
20	Thiele Highway	Adelaide	50%	OSOM	-	-	3
21	Truro Road	Adelaide	50%	OSOM	-	-	3

Table 16: Project Traffic Distribution – Council roads

Count Site ID	Road	Trip Origin	Project Traffic Split		One-Way Daily Trips		
			Proportion	Vehicle Class	LV	HV	OSOM
22	Black Heath Road/Brinkworth Road	Lobethal	0%	HV	-	-	-
		Adelaide	85%	LV	8*	-	-
			100%	HV	-	6*	-
		Murray Bridge	15%	LV	2*	-	-
			-	-	-	-	-
		Main Site Compound	100%	HV	-	6**	-

Count Site ID	Road	Trip Origin	Project Traffic Split		One-Way Daily Trips		
			Proportion	Vehicle Class	LV	HV	OSOM
23	Cypress Terrace/Maurice Road/Hindmarsh Road	Murray Bridge	15%	LV	24	-	-
			30%	HV	-	8	-

**Note: It is assumed these vehicles will first enter the development site via Randell Road before heading to Black Heath Road/Brinkworth Road. Accordingly, these volumes are included in the state-controlled road volumes reported in Table 15.*

***Note: The peak month (June 2027) excludes heavy vehicles transporting crushed rock from Randell Road Main Site Compound to Black Heath/Brinkworth Road for the construction of the transmission line access tracks and is therefore not included in Table 15. It is shown in Table 16 for reference only.*

The assumed distribution of the Project's total estimated OSOM trips across each Site Access Point is outlined in Table 17. Of the total estimated OSOM trips, the breakdown of trips per component is outlined in Table 18.

Table 17: Total Project OSOM trips

Site Access Point	Total OSOM Trips	Percentage of Total Trips
Site Access Point 3A	196	40%
Site Access Point 3B	294	60%
Site Access Point 4	0	0%
TOTAL	490	100%

Table 18: Total Project OSOM trips by component

Component	Total OSOM Trips
Turbine blade	120
Turbine nacelle	40
Turbine nacelle side ship container	40
Turbine power train	40
Turbine tower section	200
Transformer	2
Switchroom	2
Reactive plant building	2
Auxiliary power buildings	3
O&M building	1
TOTAL	490

7 Traffic Impact Analysis

A traffic impact analysis has been undertaken to assess the Project construction traffic on the wider road network (refer to Appendix B). This analysis consists of three components:

- Traffic volume impacts presenting the peak daily and peak hour Project traffic volumes for State-controlled and Council roads based on information in Section 6.
- Site Access assessments evaluating turn warrant requirements for Site Access Points 3A and 3B on the designated routes.
- Road link assessment combining baseline and Project generated traffic volumes to understand impacts on the road network operations.

7.1 Traffic Volume Impacts

Following analysis of all construction traffic movement data and key assumptions in Section 6, the peak daily traffic scenario is forecast to occur during June 2027. A breakdown of Project-generated daily and peak hour traffic volumes and their distribution across State-controlled and Council roads is provided in Appendix B.

The peak daily and hourly Project generated traffic volumes in the TMP assessment are lower than those reported in the TIA. This demonstrates that Project generated traffic will result in traffic impacts no worse than those identified in the TIA that formed part of the approval process under the PDI Act.

7.2 Site Access Point Assessments

7.2.1 Turn Warrant Assessment

A turn warrant assessment has been completed for the two main Site Access Points on Randell Road (Site Access Points 3A and 3B). The assessment has been conducted in accordance with the requirements of Austroads Guide to Traffic Management (AGTM) Part 6 to satisfy Condition 23 of the Planning Consent.

The findings from the turn warrant assessment indicate that a Basic Auxiliary Right (BAR) and Basic Auxiliary Left (BAL) are sufficient for the traffic volumes and speeds during the construction and subsequent operation of the Project. Full details have been provided as part of the detailed design for the two main Site Access Points on Randell Road (Site Access Point 3A and 3B) as part of the review process with DIT.

7.2.2 Safety Assessment

Stopping Sight distance (SSD) and Safe Intersection Sight Distance (SISD) have been checked for the two main Site Access Points on Randell Road (Site Access Points 3A and 3B). These assessments have been conducted in accordance with the requirements of Austroads Guide to Road Design (AGRD) Part 3 to satisfy Condition 23 of the Planning Consent. Full details have been provided as part of the detailed design for the two main Site Access Points on Randell Road as part of the review process with DIT.

The assessment has considered the following:

- Horizontal and vertical alignment of Randell Road with respect to the two (2) proposed Site Access Locations (Site Access Points 3A and 3B);
- The grade of Randell Road within the vicinity of the Project Area; and
- Any sightline impeding structures inclusive of vegetation, power poles, signage and buildings.

A SISD assessment has been undertaken at Site Access Point 4, in accordance with the requirements of Austroads Guide to Road Design (AGRD) Part 3 to satisfy Condition 23 of the Planning Consent. Details of the assessment are outlined in Appendix H.

7.3 Road Link Assessment

As per the TIA, an updated road link assessment has been undertaken to assess anticipated Project impacts on the road network with due consideration of forecast traffic volumes. Table 19 shows where the Project traffic exceeds 5 percent of the base traffic on the existing road network.

Table 19: Road Link Assessment (State-controlled roads) – traffic impact identification

Count Site ID	Road	2027 (Calculated)		2027 Peak Daily Project Traffic		Increase in vpd (%) due to construction of wind farm	Proportional Impact > 5%
		AADT (two-way vpd)	HV%	Trips (two-way vpd)	HV%		
1	Sturt Highway	4,350	34%	10	100%	0.23%	No
2	Halfway House Road	583	49%	10	100%	1.71%	No
3	Ridley Road	907	45%	10	100%	1.10%	No
4	Angas Valley Road	874	13%	0	-	-	No
5	Randell Road (East Palmer)	1,341	18%	75	35%	5.60% (3.65% LV, 1.95% HV)	Yes
6	Randell Road (West Palmer)	2,523	22%	315	12%	12.48% (10.98% LV, 1.5% HV)	Yes
7	Tungkillo Road	1,474	22%	0	-	-	No
8	Reedy Creek Road	1,531	23%	65	25%	4.25%	No
9	Torrens Valley Road	2,700	6%	315	12%	11.66% (10.26% LV, 1.4% HV)	Yes
10	Onkaparinga Valley Road	3,701	20%	0	-	-	No
11	North East Road	5,290	4%	315	12%	5.95% (5.24% LV, 0.71% HV)	Yes
12	Mount Torrens Road	1,061	19%	0	-	-	No
13	Terlinga Road	776	20%	0	-	-	No
14	Mannum Road	2,416	24%	16	100%	0.67%	No
15	Sherriffs Road	25,549	10%	5	100%	0.02%	No
16	Southern Expressway (M2)	82,538	11%	5	100%	0.01%	No
17	Port River Expressway	46,574	20%	5	100%	0.01%	No
18	Port Wakefield Road	20,325	21%	5	100%	0.02%	No

Count Site ID	Road	2027 (Calculated)		2027 Peak Daily Project Traffic		Increase in vpd (%) due to construction of wind farm	Proportional Impact > 5%
		AADT (two-way vpd)	HV%	Trips (two-way vpd)	HV%		
19	Gawler Road	3,602	12%	5	100%	0.14%	No
20	Thiele Highway	4,880	14%	5	100%	0.10%	No
21	Truro Road	1,971	13%	5	100%	0.25%	No

7.4 Findings Summary

The 2025 traffic survey (Stantec, 2025) confirmed the validity of the TIA baseline volumes. With an average variation of 14 percent across all surveyed locations, this difference does not materially impact the updated traffic assessment presented in this TMP.

The peak daily and hourly Project generated traffic volumes estimated in the TMP are lower than those reported in the approved TIA. This demonstrates that Project generated traffic will result in traffic impacts no worse than those identified in the approved TIA that formed part of the Planning Consent approval process.

The road link assessment shows, four (4) State-controlled roads trigger the 5 percent impact threshold as shown in Table 19, which is considered to have comparable impacts to the approved TIA road link assessment (Stantec, 2024). However, it should be noted, the assessment adopts a conservative approach to development traffic volumes, representing the worst month scenario and the additional traffic is predominantly light vehicles on roads with low baseline volumes (up to 5,000 vpd). Therefore, the impacts are considered minor and manageable under current road capacity. Additionally, forecast OSOM construction traffic volumes are very low (less than 15 vpd) on State-controlled roads, resulting in negligible traffic impacts during construction.

Given the relatively low peak daily project traffic volumes generated on Council roads the construction traffic impact on the road network is not considered significant.

8 Other Assessments

8.1 Swept Path Assessments

A swept path analysis has been completed for the vehicles listed below:

- Design Vehicle: 19 m Semi Trailer check at Site Access Point 3A (Northern), Site Access Point 3B (Southern) and Site Access Point 4 on Randell Road;
- Check Vehicle: 26 m B-double at Site Access Point 3A (Northern), Site Access Point 3B (Southern) and Site Access Point 4 on Randell Road; and
- OSOM Vehicle: Vestas V172 turbine with a hub height of 126 m at northern (3A) and southern (3B) Site Access Points on Randell Road and along OSOM Route 1 and Route 2.

The swept path analysis for Site Access Points 3A and 3B on Randell Road are provided in Appendix C, with the key findings as follows:

- The 26 m B-double check vehicle swept paths assume non-concurrent left and right turn movements, with vehicles waiting for exiting trucks before entering the site.
- Based on the OSOM route, the Vestas V172 Blade Vehicle access occurs from both Site Access Points 3A and 3B. The northern intersection (Site Access Point 3A) entry requires the vehicle to commence from the opposite side of the road, with police and pilot vehicle escorts facilitating safe movement.
- The OSOM swept path envelope into the Randell Road southern site entrance and northern site entrance requires upgrading and widening of site entries and access roads, modification of fencing and Armco barriers, removal of vegetation, and construction to relevant standards to accommodate the weight, height, gradients, swept path and vertical curves of all proposed loads, with ongoing maintenance throughout the delivery period if required.

The swept path analysis findings along OSOM Route 1 and 2 are as follows:

- Detailed information and swept path plans for OSOM routes are provided in Appendix D, including any identified pinch points along the routes and traffic clearing opportunities.
- Several modifications are required along both routes, including installation of hardstand areas on the inside and exit of corners, modification of gates and fences, and relocation of road infrastructure.
- Both routes require spotters to guide loads through sections, bends and pinch points of roads and intersections, police to control traffic, and pilots to warn all traffic.
- Route 1 is shorter and suitable for loads under 5.2 m in height, however it appears to have more modification requirements, but fewer pinch points compared to Route 2.

The swept path analysis for Site Access Point 4 on Randell Road is provided in Appendix H, with the key findings as follows:

- The 26 m B-double and 19 m semi check vehicles remain fully in the left lane to turn into Site Access Point 4 and do not require the use of the existing Randell Road shoulder.
- For exiting the site, both left and right turn movements have been checked for the 26 m B-double and 19 m semi check vehicles. For the left turn exit, the vehicles do not need to cross into the opposing lane and only need to site approaching westbound traffic as moving into the westbound lane.

8.2 Bridge and Pavement Loading Assessment

The Level 2 bridge condition assessment for the Dairy Creek Bridge on Brinkworth Road (Council Road) will be undertaken as part of the Project to determine its suitability for relevant construction vehicles. MMC will be consulted on the condition assessment and MMC's approval will be sought prior to the Proponent's use of the Dairy Creek Bridge by any heavy vehicles associated with the Project.

DIT will undertake assessments of their bridges and pavements at the time of permit applications, if required.

8.3 Active and Public Transport Assessments (Including School Zones)

8.3.1 Active Transport

The active transport network is limited across the designated routes. The following active transport routes have been identified:

- **Amy Gillett Bikeway** – a 22 km shared path in the Adelaide Hills suitable for recreational cycling, walking and horse riding. It stretches from Oakbank to Birdwood through Woodside, Charleston and Mount Torrens. Onkaparinga Valley Road, which is part of the construction traffic designated routes, cuts across this shared path near the Lenger Road/Bennetts Road intersection, meaning users need to cross the State-controlled road without any protected crossing. However, due to the relatively low peak daily project traffic of less than 20 heavy vehicles per day, minimal impacts are expected on users.
- **Maurice Road** – on-road cycle lane between Cypress Terrace and Brinkley Road/Mulgundawah Road. There may be potential impacts of construction traffic on these facilities dependent on the number of cyclists.
- **Hindmarsh Road** – an on-road cycle lane between Brinkley Road/Mulgundawah Road and Richard Court, and a shared path between Richard Court and Swanport Road. There may be potential impacts of construction traffic on these facilities dependent on the number of cyclists.
- **Lavender Federation Trail** – a predominantly offroad walking and cycling trail that extends from Clare to Murray Bridge. The trail is adjacent to the Project and crosses the light vehicle and heavy vehicle transport route in two points, near Tungkillo and a small section of Mount Torrens Road. There could be a small impact on users of this trail, especially on Saturdays when recreational use is more prevalent and construction is ongoing.
- **Lavender Walking Trail (Tungkillo Loop)** – a 15 km walking track is an optional loop off the Lavender Federation Trail. It utilises road reserves and partially intersects with Project infrastructure in the northern portion of the Project Area. For the safety of walkers, this track will need to be closed during construction, with signage and notifications to be used to notify walkers. The Proponent will work with the Lavendar Federation Trail to design suitable solutions for the walking track during operations so walkers can safely utilise the trail without interference with the Project infrastructure.
- **Kidman Trail** – a 269 km multi-use trail utilised by horses, bicycles or walkers. The trail travels through the Mount Lofty Ranges, from Willunga on the Fleurieu Peninsula to Kapunda. The trail primarily travels within road reserves adjacent to the Project Area, with the trail entering the Project Area in the south adjacent to the Tungkillo Switchyard. There could be a small impact on users of this trail, especially on Saturdays when recreational use is more prevalent and construction is ongoing.

Contact will be made with key user groups for the Lavender Trail and bike networks in the area. If they have suitable community newsletters, the Proponent will include information about construction and traffic movements as appropriate.

8.3.2 Public Transport

The public transport network is also limited across the designated haul routes. The only bus services identified operates in Lobethal along Mount Torrens Road and Main Street, both State-controlled roads. However, this bus service intersects with the backup route from Lobethal Quarry to the Project Area should the Contractors be unable to source and crush all materials from activities within the Project Area.

School Bus Routes

The list of schools along the designated routes are shown in Figure 14 and summarised in Table 20, including commentary on the potential impacts of Project traffic on school safety.

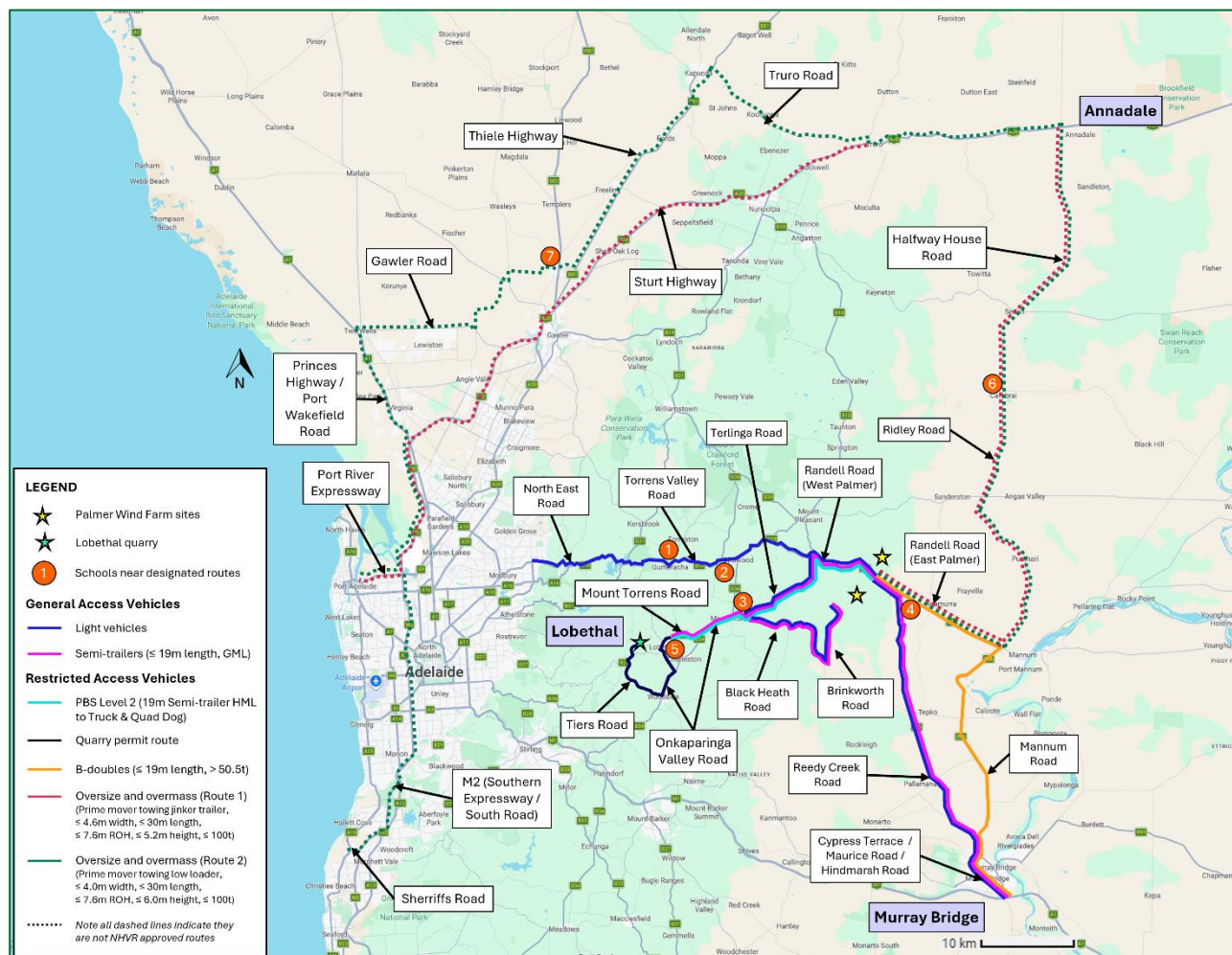


Figure 14: Location of nearby schools

Table 20: Schools along the key designated routes

ID	School	Location	Potential Impacts of Project Traffic
1	Gumeracha Primary School	Torrens Valley Road	Minimal impacts are expected as the majority of the Project traffic (88%) travelling via this road will be light vehicles.

ID	School	Location	Potential Impacts of Project Traffic
			There is a koala crossing ² (signalised part-time crossing with twin alternating flashing yellow lights on red and white posts) in front of the school.
2	Birdwood Primary School and Birdwood High School	Torrens Valley Road / Shannon Street	Minimal impacts are expected as the majority of the Project traffic (88%) travelling via this road will be light vehicles. There is a signalised pedestrian crossing in front of the primary school and a koala crossing in front of the high school.
3	Mount Torrens Christian School	Prescott Street (adjacent to Terlinga Road)	Minimal impacts are expected as the school is located on Prescott Street, adjacent to Terlinga Road. School-related movements are not expected to be impacted due to the relatively low Project traffic volumes (less than 20 vpd) using Terlinga Road, with no school zones or pedestrian crossing facilities on Terlinga Road.
4	Palmer Primary School	Randell Road (East)	Although there are no formal pedestrian crossing facilities on Randell Road (East) next to the school, a 25 km/hr speed limit applies in the school zone near Olive Grove Avenue. Since heavy vehicles will be using Randell Road (East), Project traffic (less than 40 vpd) may have minor impacts during the morning peak period as it coincides with the 8:00 am-9:00 am school drop-off period. OSOM Route 1 and 2 travel directly adjacent to the school. OSOM delivery times are being planned to avoid peak drop off and pick up times to mitigate impacts.
5	Lobethal Lutheran School	Main Street	As Main Street will be a secondary (back-up) route for heavy vehicles for the transportation of materials, minimal impacts are expected due to construction traffic.
6	Cambrai Primary and Pre-School	Ridley Road	OSOM Route 1 and 2 travel directly adjacent to the school. There is also a school crossing on Ridley Road which narrows the road right in front of the school. OSOM delivery times are being planned to avoid peak drop off and pick up times to mitigate impacts.
7	Roseworthy Primary School	Gartrell Street	OSOM Route 2 and 3 travel directly adjacent to the school. OSOM delivery times are being planned to avoid peak drop off and pick up times to mitigate impacts.

Some Project generated traffic will travel along designated routes with schools nearby. For schools in South Australia a 25 km/hr speed limit applies:

- Within the school zone.
- At children's crossings when the lights are flashing.
- When passing a school bus that has stopped to pick up or drop off children.

On school days, 40 km/hr time-of-day speed limits apply at school drop-off and pick-up times from:

- 8:00am to 9:30am.
- 2:00pm to 4:00pm.

² Source: https://dit.sa.gov.au/_data/assets/pdf_file/0003/166026/Way2Go_School_crossings.pdf

The Project generated traffic will adhere to these speed limits as applicable to contribute towards school safety.

The OSOM delivery times will be planned to avoid key school bus times, with times provided by the Department of Education. OSOM deliveries will be required to arrive at the Project Area by 8am or after 9am on weekdays. If a delivery is delayed or running ahead of schedule and would be on the road between 8am to 9am, or clash with a below bus route time, it is required to stop and wait at a designated waiting area. The OSOM delivery would then continue its progress towards the Project Area once the peak school bus times are over.

8.4 On-Site Car Parking Assessment

An on-site car parking assessment has been undertaken in accordance with Condition 23 of the Planning Consent. The temporary construction compound and batch plant, accessed off Randell Road via Site Access Point 3B, has been designed to accommodate construction traffic requirements as outlined in Section 3.2. The facilities provide dedicated parking areas including:

- 150 light vehicle car parking spaces;
- Heavy vehicle car parking; and
- Emergency vehicle car parking (located within the light vehicle carpark).

The general layout of the construction site compound and batch plant can be found in Appendix E for reference.

Safety in Design principles have been applied throughout the design process. The car park specific issues addressed through a Safety in Design workshop included for this aspect of the Project included:

- Turning path assessments have been undertaken within the site compound and parking areas for the following design vehicles: B-Double (25 m), Prime Mover and Semi-Trailer (19 m), Single Unit Truck/Bus (12.5 m), and Service Vehicle (8.8 m).
- To manage vehicle movements safely and efficiently, signage will be implemented to direct different vehicle types appropriately. Large service vehicles entering the site compound precinct must travel through the car park, while small service vehicles can perform U-turns in front of the car park.
- To address the risk of low-speed collisions within the car park due to tight geometry, the layout has been designed to ensure adequate vehicle movement through one-way circulation and reverse parking only requirements, supported by appropriate signage.
- Emergency service access will be prioritised through dedicated line-marking to demarcate ambulance spaces, with emergency service bays positioned in an isolated location that allows easy access and clear signage from the site entry. Fire vehicle requirements have also been reviewed as part of this assessment.
- The potential for heavy vehicle and light vehicle interaction within laydown areas has been mitigated through the provision of dedicated parking areas for each vehicle type, minimising interaction points. This separation is reinforced through signage, radio communication protocols, and staff training and awareness programs delivered through induction and toolbox talks.

The provision of 150 on-site light vehicle parking spaces adequately accommodates the forecast peak of 163 daily vehicle movements or 139 peak hour movements, as natural turnover throughout the day means not all vehicles will park simultaneously.

The allocation of 5,000 m² for BMD laydown and heavy vehicle parking, together with 13,520 m² for Vestas OSOM vehicles, provides adequate on-site capacity for the forecast heavy vehicle demand. This combined area can accommodate 27 heavy vehicles and 5 OSOM vehicles during peak daily traffic periods, with natural

turnover throughout the day meaning peak hour movements of seven (7) heavy vehicles and two (2) OSOM vehicles are comfortably managed.

This ensures all construction parking demand is contained within the Project Area, preventing overflow onto external roads.

The car parking space design conforms to AS 2890 standards and demonstrates sufficient capacity to accommodate construction vehicles based on Contractor requirements (refer to Appendix E). The design complies with AS 2890 and provides adequate parking on site, with detailed design to ensure all commercial vehicle parking facilities and parking areas are constructed in accordance with AS 2890.2:2018, AS/NZS 2890.1:2004 and AS 2890.6:2022 to satisfy Condition 31 of the Planning Consent.

8.5 Identification of Pinch Points

Rex J Andrews completed a transport route constraints study for the selected wind turbine, which is provided in Appendix D. This route survey documents route observations from physical surveys conducted on 29 February 2024 and 19 December 2025 and previous transport experience for wind turbine equipment delivery from Adelaide to various wind farm developments both in South Australia and interstate (using the Sturt Highway).

The study provides a detailed assessment of route pinch points and establishes protocols to minimise impact on road users and infrastructure. A pinch point is defined as any location identified by the Lead Escort that may interfere with the load's swept path, including roundabouts, narrow road sections, sharp corners, road furniture, roadworks, parked vehicles, damaged pavement and rail crossings.

Two rail crossings (as listed below) require operator approval prior to load transit and approval procedures will be finalised upon receipt of specific requirements from rail operators:

- Port Adelaide: Eastern Parade; and
- Two Wells: Gawler Road.

OSOM Route 2 has more pinch points along its route compared to OSOM Route 1, requiring spotters to assist around bends and certain sections of road. However, OSOM Route 2 requires fewer modifications to the road corridor than OSOM Route 1.

Site Access Points 3A and 3B on Randell Road, including site entries, access roads and unsealed roads, require upgrading, widening and vegetation trimming to accommodate the height, weight, vertical curve and swept path requirements of all proposed loads.

Refer to Appendix D for comprehensive list of the pinch point locations, swept path analysis and required modifications, including detailed mapping of each identified constraint.

8.6 Dilapidation Surveys

Dilapidation surveys will be reported before the Contractors use of the roads for the construction phase of the Project. In addition, dilapidation surveys will be reported upon completion of the Contractors use of the roads for the construction phase of the Project.

The Contractors will undertake pre- and post-construction dilapidation surveys only at defined pinch points where road modifications are proposed. The pinch points to be surveyed are listed below:

- DIT requirements:
 - Randell Road: public road extending from the western extent of the Palmer township and Site Access Point 3A

- Randell Road: crossover and road shoulder(s) at Site Access Point 4
 - OSOM Routes Pinch Points: refer to Figure 16.
- MMC requirements:
 - Local Roads: used council roads, including all crossing and access points;
 - Bridge: Level 2 assessment on the Dairy Creek Bridge.

Dilapidation reports will be shared with MMC in line with the requirements of the MMC Infrastructure Deed.
Dilapidation reports will be shared with DIT as required.

Any damage to public roads/assets caused by the Project will be repaired as soon as is reasonably possible, with prioritisation given to any repairs required to maintain road user safety.

9 Mitigation Measures

This section in combination with Section 10 responds to traffic issues identified through the safety and traffic analysis contained within this TMP.

Safety in Design and Road Safety Audits are integral to the design development process; however, they are not part of this TMP. The Safety in Design process has been managed by BMD and included participation from the Proponent, Vestas and DIT within a workshop to demonstrate that all credible safety risks have been identified and adequate control measures are in place to mitigate against these risks. A Road Safety Audit has been undertaken by an independent accredited Road Safety Auditor on the Preliminary and Detailed Design Submissions.

All works within the road reserve will be designed and constructed to comply with Austroads Guides, Australian Standards and to DIT Master Specifications/Council Specifications, in accordance with Condition 29 of the Planning Consent

Additionally, all new or upgraded accesses will be designed and constructed so that construction vehicles enter and exit the arterial roads in a forward direction, in accordance with Condition 30 of the Planning Consent.

9.1 Site Access Points (DIT Roads)

The 2D Detailed Design drawings (70 percent level of design) detail the changes required to the existing lane configuration on Randell Road to facilitate the Site Access Point 3A and 3B intersections during construction. The design is to facilitate the swept paths of proposed vehicular loads and additional traffic demand that will be generated during construction of the Site Access Points. Swept paths for the design vehicles are provided in Appendix C.

During Construction, the following mitigation measures are proposed to provide for successful implementation and a safe design in accordance with Australian Standards, Code of Technical Requirements and Operations Instructions:

- Appropriate traffic controls, such as variable message signs (VMS) boards or variable speed limit signs (VSL) will be provided on Randell Road to notify motorists of the changed conditions.
- Notification to key stakeholders including DIT and MMC with key dates and updates on closure periods.
- 80 km/hr posted speed limit for the construction period, between 9:00 am and 7:00 pm, to provide consistency to local motorists and a safer operating speed during the construction phase when there will be additional vehicles on Randell Road.
- 60 km/hr speed reduction between 6:00 am and 9:00 am to further improve the safety of construction traffic entering and existing the Project Area during the peak hours along Randell Road.
- 40 km/hr speed reduction during concrete pours on days where increased vehicle movements are expected between the northern and southern areas of the Project.
- Remove existing double line marking on Randell Road at the Site Access Point locations to facilitate right turn movements.
- Addition of through right turn pavement marking arrows in the northbound and southbound through lanes.
- Relocation of existing no parking signed and one unidirectional arrow sign to remove clash with the Site Access Point locations and relocated outside of OSOM blade vehicle overhang.
- Road work ahead, changed traffic conditions temporary signage to be implemented on the approach of the work area.
- End road work and drive carefully temporary signage to be implemented on the exit of the work area.

9.2 Crossing Points (Council Roads)

Refer to Appendix F for 2D Concept Design drawings of Council Road crossing points with access tracks at the following locations:

- Crossing point of Borthwick Brae Road (by Track 25);
- Crossing point of Hentschke Road (by Track 11);
- Crossing point of Brinkworth Road (by Track T03);
- Crossing point of Camel Hump Road (by Track 7);
- Crossing point of Bottroff Hill Road (by Track 16 and 31); and
- Crossing point of Bottroff Hill Road (by Track 31).

Construction of the Project access tracks will occur entirely within the Project Area, eliminating the need for construction vehicles to use Council roads for site access. Minor modifications will be required at locations where access tracks intersect with Council roads as shown in the plans in Appendix F.

9.3 Transmission Access Roads (Council Roads)

Three (3) Council Road locations will be utilised as site access points to service the overhead transmission line works, in accordance with the MMC Infrastructure Deed, with two access points at Brinkworth Road and third at Blackheath Road as shown in Figure 6.

The transmission access roads do not require upgrades for the Project traffic and will be reinstated to a similar condition that existed prior to the construction of the Project (and associated works) as identified by the 'before developer use' dilapidation surveys, acknowledging that reasonable wear and tear may occur over the construction period and may not be solely be attributable to the development traffic impacts.

9.4 Electrical and Transmission Line Crossings (DIT and Council Roads)

Due to the linear nature of the electrical infrastructure, the crossing of local and State controlled roads is unavoidable. The locations of both above ground transmission lines and below ground electrical cabling either adjacent to or crossing the road network is illustrated in Figure 15.

No physical works, including the siting of transmission line support structures will be undertaken in arterial road reserves, consistent with the requirements of Condition 25 and 27 of the Planning Consent to minimise impacts to the operation of these roads. Further, no physical works or siting of overhead transmission line structures will occur within the relevant local road crossings, being Camel Hump Road, Hentschke Road and Brinkworth Road.

The above-ground transmission line infrastructure will be designed to maintain a minimum vertical clearance of 7.5 m at the crossing of Randell Road, consistent with the requirements of Condition 26 of the Planning Consent, and a suitable minimum distance for the local road crossings consistent with relevant Australian Standards.

All underground cabling, including boring, on Randell Road shall be designed to minimise its impact on the arterial road network, in accordance with Condition 27 of the Planning Consent. To support this objective, no physical above-ground works will occur within the Randell Road reserve to install cabling associated with the Project. For the installation of electrical cabling within local roads, relevant traffic controls will be implemented (refer to Section 10.6) and any damage to the roads will be rectified in accordance with the requirements of Section 9.7.

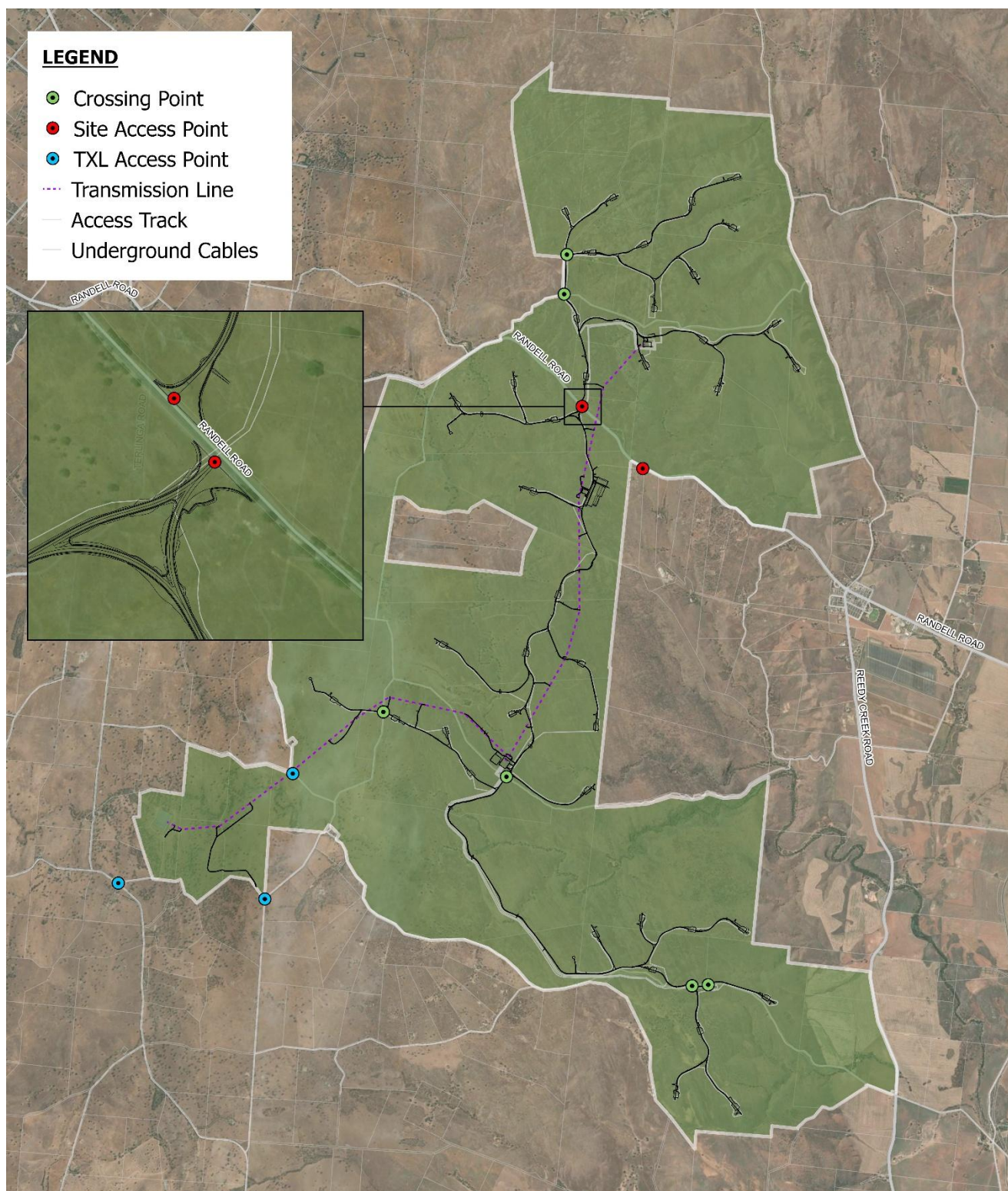


Figure 15: Location of Transmission Line Adjacent to or Along Road Network

9.5 School Zones, Bus Routes and OSOM Movements

OSOM Routes 1 and 2 travel directly adjacent to several schools. Schools have strong speed management already in place to ensure the safety of children, parents and staff during busy pick up and drop off periods. All Project associated vehicles will follow these rules to mitigate traffic safety risks for schools.

OSOM movements can slow traffic down in busy traffic situations, especially if the road is narrowed with a school crossing as is the case in Cambrai. To mitigate the impact of OSOM movements on school bus routes, drop off and pick up times, OSOM deliveries will have to be on site by 8:00 am or after 9:00 am on weekdays. If a delivery is delayed or running ahead of schedule and would be on the road between 8:00 am to 9:00 am, or clash with a school bus route time, it is required to stop and wait at a suitable area. The OSOM would then continue its progress once the peak school bus route and drop off period is over.

9.6 Roadside Drainage

No drainage infrastructure is required on Randell Road as per existing conditions. There is one small existing culvert under Randell Road near the northern limit of the works. Earthworks in this area has been assessed during design development process of the junctions to ensure no impact to the current drainage arrangement.

9.7 Public Road Damage and Maintenance

Monthly inspections of external roads utilised during construction activities will be conducted by the Contractor to monitor road condition and identify any damage or deterioration. Where potholes or damage are identified through these inspections, a local sub-contractor will be engaged to undertake the necessary repairs and maintenance works. This approach ensures timely rectification of any construction-related road damage and maintains safe road conditions for public use throughout the construction phase.

Any maintenance works on MMC-roads will be undertaken in accordance with a Section 221 Permit (where required). Where maintenance works on MMC-roads are required, MMC will be notified prior to the commencement of works.

Any infrastructure within the road reserve that is demolished, altered, removed or damaged to the satisfaction of the DIT or MMC during the transportation of plant and materials to and from the Project work sites will be reinstated by the Proponent in accordance with Condition 24 of the Planning Consent.

Any maintenance repair works during the construction period and/or prior to the completion of the Project associated with the Project traffic will be undertaken by the Proponent and/or Contractors to the satisfaction of MMC and the DIT.

A final inspection of external roads will be conducted upon completion of construction activities, with all repairs and road conditions documented through a post-construction condition survey. The reinstatement of assets to their prior development conditions will be undertaken in accordance with the findings of the dilapidation surveys, with the final scope and approach to be agreed in consultation with MMC and DIT. This process ensures that any construction-related impacts are appropriately addressed and that road assets are restored to their pre-construction state.

Any temporary works (used to facilitate access to temporary construction facilities) will be decommissioned and reinstated to the same condition that existed prior to the temporary works. This will be undertaken to the satisfaction of the DIT and/or MMC prior to completion of the construction phase of the Project.

10 Control Measures

10.1 Public Communication

Table 21 provides the proposed communications to be implemented and maintained for the Project.

Table 21: Public Communication

Communication	Contact Information	Communication
Website	www.palmerwindfarm.com.au	General Project information Fact sheets Major Project milestones
Email	palmerwindfarm@tiltrenewables.com complaints@tiltrenewables.com	General Project information Direct contact with individuals requiring further information Complaints
Phone	1800 938 458	Direct contact with individuals requiring further information Immediate communication of unexpected disruptions
Subscription Lists	Email & SMS	Fortnightly construction updates – including information about upcoming construction activities and any potential changes to traffic movements.
Postage	Letters	Pre-construction quarterly newsletters will be mailed to all rate paying addresses within 5km of the Project Area, including key traffic management information and a reminder to sign up for fortnightly construction updates.
Advertisements	Murray Valley Standard	Construction commencement notifications and any potential changes to traffic movements. Significant changes in traffic conditions – i.e. OSOM deliveries commencing.
Signage	Variable Message Signs	Significant change in traffic conditions in proximity to site access locations – i.e. reduced speed limits. Crossing Point and Transmission Line Access Road signage – i.e. advisory and warning signage.
In-person	As required	As required

10.2 Complaints

The Project is committed to managing complaints in a transparent and professional manner. Complaints not handled correctly can incur significant cost through damage to reputation or fines by the regulatory authorities. Complaints also provide an opportunity to improve the way that the Project conducts its business.

The Project has a specific Complaints Management Policy which outlines how it will receive and handle complaints and disputes following the commencement of construction. All reporting, monitoring and evaluation associated with complaints management for the Project must be in accordance with this Policy.

To support community members nearest to the Project Area with accurately identifying any traffic issues, the Proponent will offer free vehicle dashboard cameras to residents of Palmer and Tungillo. Footage from dashboard cameras will allow the Proponent and Contractors to effectively record and follow up any traffic complaints from members of the public in line with the Project's complaint management process.

Further details on the complaints management process is contained in the COEMP.

10.3 Traffic Community Action Plan

The Proponent and Contractors have prepared a Traffic Community Action Plan that outlines the activities and communications that will occur if construction vehicles and activities cause a major traffic disruption. A major traffic disruption is defined as having a traffic delay impact exceeding 2 hours. The purpose of this Plan is to ensure all impacted stakeholders are sufficiently notified of a significant traffic disruption during the construction phase of the Project.

This Plan outlines the process and details for each key stakeholder group. The key stakeholders included in the Plan are Bodhipala Monastery (Palmer / Tungkillo, SA), relevant schools within proximity to the Project Area and OSOM routes, local community members, landowners and councils.

10.4 Construction Energy Subsidy

The Proponent acknowledges that unavoidable traffic generation and movements associated with the Project will be disruptive to the Palmer township due to the transit of both heavy vehicles and OSOMs at this location. To reflect this, in addition to other benefit sharing actions, the Proponent will offer a \$1,000 Construction Energy Subsidy to residences and businesses within the Palmer township as a contribution to offset the traffic disruption of the Project. The contribution will be made in two instalments, being prior to and following the completion of construction and will be notified by relevant communication channels (refer to Section 10.1).

10.5 Working Hours and Delivery Times

In accordance with SoC 4.9.3, construction working hours will be limited to Monday to Saturday between 7:00 am and 7:00 pm³. Any works carried out outside of the approved working hours will only entail the following (with the approval of the Proponent):

- Works that do not cause noise emissions which exceed the noise limits of the *Environment Protection (Commercial and Industrial Noise) Policy 2023* at any nearby dwelling not associated with the Project.
- The delivery of materials as requested by Police or other authorities for safety reasons.
- Emergency work to avoid the loss of lives, property, and/or to prevent environmental harm.
- Works with prior consent of the Environment Protection Authority.

Workforce personnel (light vehicles) will generally arrive at the Project Area between 6:00 am and 7:30 am and depart from the Project Area between 5:00 pm and 7:30 pm. Heavy vehicles (up to B-Double) will generally arrive at the Project Area between 7:00am and 6:00pm.

OSOM vehicles will comply with the following:

- Weekdays – travel prior to sunrise with loads that have a police escort. All other OSOM loads can travel from sunrise to sunset, except for curfew periods (between 7:00 am and 9:00 am and between 4:00 pm and 6:00 pm) in the Adelaide metropolitan area.
- Weekends - travel prior to sunrise with loads that have a police escort. All other OSOM loads can only travel in daylight hours. There are no curfews on weekends.

It is anticipated that the bulk of the OSOM deliveries would be done in the early morning with components generally arriving to the Project Area before 8:00 am or after 11:00 am. Delivery times would adhere to restrictions regarding school bus routes and school pick-up/drop-off times (see Section 9.5).

³ Note: The transport and delivery of materials, plant, equipment and personnel on public roads and within the Project Area may occur outside of these hours, however, is not considered to be undertaking works for the purposes of this control measure.

10.6 Temporary Traffic Management Measures

All temporary traffic management measures implemented through this Project will comply with South Australian regulatory requirements, technical requirements, standards and guidelines as detailed in Section 2.

10.6.1 Road Closures

No road closures will occur as part of this Project for the construction of temporary or permanent works or for the delivery of materials or components.

Temporary traffic control measures, as per approved temporary Traffic Control Plans, will be implemented where required. Temporary Traffic Control Plans may include the requirement for short duration (<10 minutes) holding of traffic from traffic controllers to allow construction equipment to safely cross Randell Road and the stringing of transmission lines.

During OSOM deliveries, traffic may be held for short durations (<10 minutes) at Site Access Points 3A and 3B to allow safe entry of OSOM loads into the Project Area, which may cause minor disruptions to local traffic.

10.6.2 Escort Vehicles and Spotters

Appendix D of the Rex J Andrews TMP identifies all of the escort requirements (both Police and Pilots) for the OSOM transportation of the wind turbine components set out in accordance with DIT's Escorting Guidelines – For oversize and overmass vehicles and loads in South Australia.

For the transportation of the switchroom OSOM components, escort vehicles and possibly the involvement of SA Police, may be required depending on the final building dimensions.

10.6.3 Measures to Ensure Safe Development Access

Access to and from the Project Area will only occur as follows:

- **Randell Road Northern and Southern Intersections (Site Access Point 3A and 3B):** The main permanent Project site access points will be to the Project Area via two new intersections created on Randell Road. These accesses will enable the safe access of construction vehicles and once the Project is completed access for operations and maintenance phase vehicles.
- **SA Water Access Track intersection with Randell Road (Site Access Point 4):** A gated access to the construction compound will be provided off Randell Road and will only be required for the site establishment phase of the Project.
- **Brinkworth Road (Transmission Line Access Point 6 and 9):** Gated access for the construction the transmission line and upgrade/commissioning of the Tungkillo switchyard will be provided off Brinkworth Road, in accordance with the MMC Infrastructure Deed.
- **Blackheath Road (Transmission Line Access Point 8):** Gated access for the construction and operation of the transmission line and upgrade/commissioning of the Tungkillo switchyard will be provided off Blackheath Road, in accordance with the MMC Infrastructure Deed.
- **Internal Access Track (Crossing Points 1, 2, 5, 7, 10 and 11):** Gated accesses will be provided where the internal construction access tracks cross the following MMC roads: Borthwick Brae Road, Private access road, Hentschke Rd), Camel Hump Road and Bottroff Hill Road. These gated access tracks will be for crossing traffic only.

10.6.3.1 Site Access Point 3A and 3B

Safe Project access will be provided through the creation of new intersections that conform to current road design standards outlined in Austroads Guides, Australian Standards and DIT Master Specifications.

Through the construction phase of the Project, the posted speed limit on Randell Road will be lowered to 80 km/hr, between 9:00 am and 7:00 pm, to create a lower and safer speed environment for motorists passing the Project Site Access Points and for construction traffic entering and exiting the Project Area. In addition to this the following variable measures will also be implemented:

- Speed reduction to 60 km/hr will be applied between 6:00 am and 9:00 am to further improve the safety of construction traffic entering and exiting the Project Area during the peak hours along Randell Road.
- Speed reduction to 40 km/hr will be applied during concrete pours on days where increased vehicle movements are expected between the northern and southern areas of the Project.

The appropriate traffic controls will be installed on Randell Road (in each direction) to notify motorists of the changed conditions with the appropriate permits also obtained from DIT.

10.6.3.2 Site Access Point 4

Given the SA Water Access Track is a private road, and it will only be used for the site establishment phase, no permanent intersection upgrades are proposed.

Movements at Site Access Point 4 will be limited to left turn entry off Randell Road. Vehicles exiting site will be permitted to turn left or right onto Randell Road. Refer to Appendix H for further details.

Appropriate signage will be erected at Site Access Point 4. Refer to Appendix I for further details.

10.6.3.3 Transmission Line Access Roads and Crossing Points

Transmission Line Access Points 6, 8 and 9 will have temporary speed restrictions down to 80 km/hr during the construction of the Transmission Line Access Roads, Transmission Line Towers and overhead line stringing. Due to the low construction traffic and low general use traffic, no permanent upgrades are proposed to these Council roads.

The six (6) Crossing Points will be managed using traffic controllers with temporary stop/start signs when vehicles are required to cross the road. Due to the low construction traffic and low general use traffic, no permanent upgrades are proposed to these Council roads.

All gates to the Transmission Line Access Roads and Crossing Points will be locked outside of construction operational hours to prevent access to the Project Area and non-permitted access to the Council roads when not in use.

Appropriate warning and advisory signage will be installed at Crossing Points and Transmission Line Access Roads where required, in consultation with MMC, to support compliance with the MMC Infrastructure Deed during construction.

10.7 Approvals and Permits

10.7.1 DIT and Council Roads

The Contractors will contact either DIT or the relevant council authority (Mid Murray Council, Port Adelaide Enfield Council or Light Regional Council) for construction of temporary or permanent roads works on or adjacent to the roadway to seek approval to work on the respective roads.

A DIT Roadworks Permit and MMC Section 221 Permit will be sought for the following roadworks:

DIT Roadworks Permit:

- Randell Road upgrades to construct Site Access Point 3A and 3B (permanent works);
- Installation of signage at Site Access Point 4 (temporary works);
- Overhead transmission line works (permanent works);
- Horizontal directional drilling for underground transmission lines (permanent works);
- Temporary hardstand areas at existing junctions and intersections to accommodate the swept paths for OSOM vehicles (temporary works); and
- Temporary modification, removal or relocation of above ground infrastructure to accommodate the swept paths for OSOM vehicles i.e. traffic signal poles, traffic signs, raised islands, lighting columns, property boundary fencing and road safety barriers (temporary works).

MMC Section 221 Permit:

- Modifications to Council Roads where the Project access track crosses the road (permanent works);
- Maintenance works to Council Roads (including tree trimming) (temporary works);

Figure 16 shows the extent of the temporary and permanent upgrade works required to facilitate access for the Project.

When working on or adjacent to a road under the care and control of DIT an application to request a permit using DIT's Roadworks Portal will be obtained via the department's Traffic Management Centre (TMC). The application will include a copy of this TMP and location specific Traffic Guidance Scheme (TGS) for the traffic management scheme associated at a particular location.

Works on DIT roads in the Adelaide Metropolitan Area will be undertaken in accordance with DIT's approved times for working on state controlled and maintained roads -

https://dit.sa.gov.au/_data/assets/pdf_file/0006/586797/Road_Categories_Map.pdf

Section 221 Permits for maintenance and modification works required to Council Roads will be obtained via Council's Infrastructure and Field Services team.

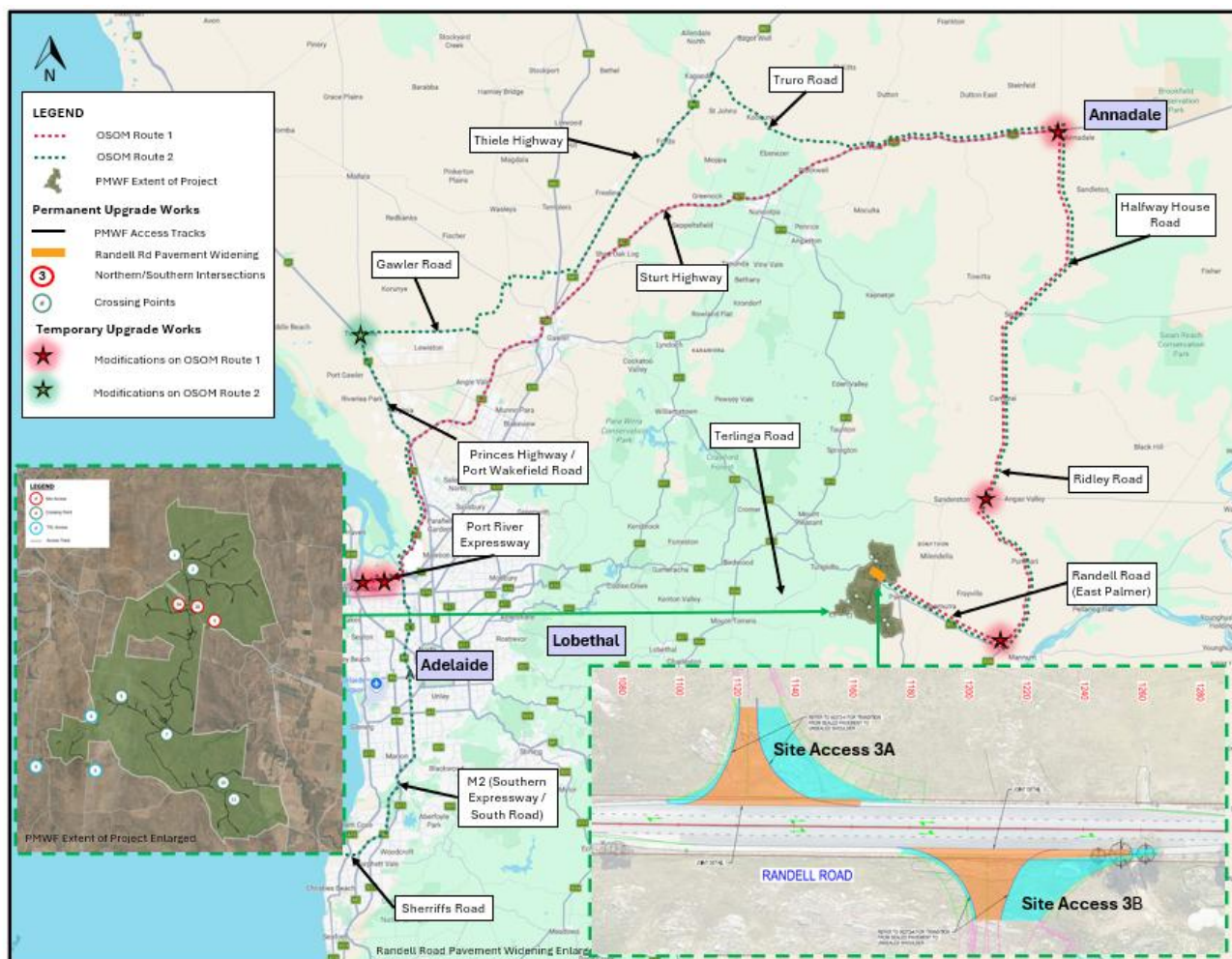


Figure 16: Temporary and Permanent Works

10.7.2 Other Permits and Approvals

Applications will be made by the Contractors for permits and approvals to the following entities and for the following activities prior to delivery of materials and components:

- **SA Power Networks:** Permits for OSOM vehicles greater than 4.6 m in loaded height travelling under all transmission lines.
- **ARTC:** Permits for OSOM vehicles exceeding 35 m long, 5.5 m wide, 4.7 m in loaded height travelling across Eastern Parade (Port of Adelaide) and Gawler Road (Two Wells).
- **Telstra:** Permits are required for OSOM vehicles greater than 4.3 m in loaded height travelling under all overhead communication lines.
- **National Heavy Vehicle Regulator:** Permits for OSOM Routes:
 - OSOM Route 1 - Blades and components under 5.2 m in loaded height; and
 - OSOM Route 2 - Towers and loads up to 6 m in loaded height.
- **South Australian Police Service:** Apply for Police Escorts when OSOM vehicles travel through:
 - Metropolitan Adelaide – with vehicle dimensions 5.5 m or wider and 33 m or longer; and
 - Country Area – with vehicle dimensions 6 m or wider and 37 m or longer.
- **Flinders Ports Pty Limited:** Apply for using oversized vehicles and oversized vessel applications.

10.8 OSOM and Safety Procedures and Protocols

Additional safety procedures and protocols for the transport of Project components on OSOM vehicles will be applied as detailed in the Rex J Andrews TMP (Appendix D) (or subsequent revision) and the Transport Code of Conduct (Appendix G). The additional safety procedures and protocols for OSOM vehicles relate to:

- Emergency contacts;
- Emergency procedures;
- Emergency stopping;
- Communication procedures;
- Interactions with roadworks and other OSOM loads;
- Pinch points; and
- Managing traffic queues behind load.

11 Compliance Management

11.1 Training and Awareness

11.1.1 Induction Training

All personnel will attend a site induction and show competence in the safety, quality and environmental requirements of the Project. The induction will include the Transport Code of Conduct and the requirements set out in this TMP covering vehicle requirements, approved road usage and site-specific conditions relating to relevant school zones. The induction will also outline the traffic related commitments set out in the Planning Consent and aspect specific management plans.

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

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

Site toolbox talks will be carried out for site personnel and vehicle drivers to update on road conditions and any access issues. Vehicle operators will be advised of designated access routes and roadways during inductions. Further, all personnel working on the transmission line works will attend specific toolbox training to ensure total compliance with the requirements of the MMC Infrastructure Deed.

For OSOM drivers and personnel, the following additional requirements will be met:

- All relevant personnel will complete a specific site induction before operating within the Port of Adelaide Precinct and will comply with all requirements of the Flinders Port Security Coordinator, including security controls and escort requirements.
- A pre-departure toolbox will be held for all OSOM loads.
- A prestart meeting will be held between the truck driver, police & escorts before the OSOM load departs.
- Driver will be briefed prior to departure on the potential for wildlife interaction during the journey.
- All drivers and escorts are to follow procedures listed in the Rex J Andrews TMP including pinch point procedures and travel restrictions.
- Pinch points will be discussed at the toolbox briefing and all parties will be made aware of the protocols in place. Drivers will familiarise themselves with the route including nominated bypasses for heavy vehicles.

Further details on transport conditions and procedures relating to OSOM drivers and personnel that will be implemented as part of the Project are identified in the Rex J Andrews TMP in Appendix D (or subsequent revision).

The induction, training, and procedural requirements outlined above for both BMD and Vestas personnel address driver safety considerations for the Project in accordance with SOC 4.8.3. All induction and training records will be maintained for compliance purposes in accordance with the COEMP.

11.1.2 Transport Code of Conduct

All personnel and vehicle operators will be expected to operate in a safe and sensible manner. A Transport Code of Conduct has been developed for the Project outlining the behavioural expectations for drivers travelling to, from and within the Project Area. A copy of the Transport Code of Conduct is contained in Appendix G.

11.2 Monitoring, Inspections and Auditing

11.2.1 Monitoring and Inspection

Regular site inspections and visual monitoring will be undertaken to ensure the controls detailed within this TMP are being implemented.

11.2.2 Auditing

The environmental performance of construction and maintenance activities will be monitored through compliance audits to assess the overall implementation and effectiveness of relevant management plans, mitigation measures and work method statements.

Audits will be undertaken on a quarterly basis during construction and an annual basis during operations. Depending on the outcome of the audits, additional follow up audits may be conducted where significant non-conformances are identified or in response to environmental incidents. The areas to be covered in the audit include:

- Compliance of requirements of this TMP, relevant approvals, and statutory requirements; and
- Review of effectiveness of the environmental management of the Project including mitigation measures and where necessary, the level, scope and timing of inspections.

The proposed audit schedule may be modified or discontinued by the Proponent based on the outcome of previous audit findings (i.e. compliance and risk effectively managed through existing environmental controls) or the risk assessments not identifying any new or increased risk of potential environmental harm from the infrastructure activities.

11.3 Incidents

In the event of an incident requiring the involvement of the South Australian Police Service, Emergency Services, MMC and DIT, the Proponent and its Contractors will:

- Comply with any instruction or direction by the South Australian Police Service, Emergency Services, MMC and DIT in relation to any proposed full or partial road closure;
- Not restrict, close, interfere with or obstruct the free flow of traffic on the existing public road network contrary to the instructions of the South Australian Police Service, Emergency Services, MMC and DIT; and
- Act in accordance with any instructions issued by the South Australian Police Service, Emergency Services, MMC and DIT including to suspend any of the Contractors work.

All other traffic-related incidents, near misses, hazards will be immediately investigated and internally reported through established incident management and safety systems to ensure corrective actions are identified and implemented. This includes documenting the circumstances, immediate controls applied, and any contributing factors such as weather conditions, activities undertaken, or procedural failures. Lessons learned are to be used to review work practices, training and controls and relevant management plans.

Further information on incident management is provided in the COEMP.

11.4 Non-Conformance Reports (NCRs)

Where a non-conformance is identified through inspections, internal audits or external audits, a non-conformance will be raised. The non-conformance will be investigated and corrective actions entered into a Corrective Actions Register. The information collected in the register will include:

- Date the issue was identified;
- Type of non-conformance (e.g. failure to maintain fire extinguisher in line with AS1851-2012);
- Means of identification (audit, inspection etc.);
- Corrective actions to be undertaken;
- Any relevant photographs or other evidence; and
- Close-out date.

The non-conformance is considered closed when the investigation is complete, and all corrective actions identified have been implemented and verified. The Contractor Site Supervisor / Site Manager is responsible for ensuring corrective actions are completed by the persons delegated.

12 Review and Improvement

This TMP, its operation and implementation will be periodically reviewed throughout the life of the Project to ensure it remains current, effective and responsive to traffic risk. A formal review of the TMP will be undertaken at least every 12 months.

Other triggers for review may include:

- A reportable environmental incident;
- Corrective or Preventative Actions resulting from traffic incidents, near misses or hazard reporting;
- On receipt of new or additional information, such as when a new sub-contractor is engaged;
- Changes to relevant legislative, regulatory or compliance obligations;
- Modifications to site conditions, operations, processes, or infrastructure;
- Results from internal or external audits indicating deficiencies or areas for improvement;
- Requests from DIT, MMC or other regulatory authorities;
- Updates to recognised traffic management best practice; or
- The identification of new or increased traffic risks.

Where this review leads to a revision of the TMP, the revised TMP will be submitted to DIT and/or MMC for approval if required.

12.1 Minor Amendments to the TMP

The Contractors' Environmental Representative/Project Manager will be responsible for identifying matters requiring review or amendment of the TMP during construction, this responsibility will pass to the Proponent's asset managers during operation.

'Minor amendments' are defined as those that involve updating a document or are of an administrative nature and do not increase impacts to the environment or nearby dwellings, and may typically include those that:

- Are editorial in nature e.g. staff and agency/authority name changes;
- Do not increase the magnitude of impacts on the environment when considered individually or cumulatively;
- Do not compromise the ability of the Project to meet approval conditions or legislative requirements;
- Are required as a result of monitoring, inspection and audit results;
- Result from consideration of recent and relevant incidents and any lessons learnt;
- Are required because of any new regulatory obligations;
- Are identified as needed based on a review of the effectiveness of environmental controls;
- Are required because of changes in operational needs such as resourcing; and/or
- Are required because of feedback from regulators and other relevant stakeholders.

The updated TMP will be provided to DIT and/or MMC should any revision to the TMP as a result of a minor amendment occur, noting any relevant changes.

Any amendments will be implemented promptly to ensure ongoing compliance with regulatory requirements and the effective management of traffic risk during construction of the Project.

Appendix A Summary

Consultation



Table 22: Consultation Summary

Stakeholder	Date	Consultation Description	Feedback/Outcomes
State Government			
DIT	22 January 2026	- A coordination meeting between the Proponent/Jacobs/DIT was held via Microsoft Teams to discuss and align expectations for the TMP. - Key topics discussed included the key elements required for the preparation of the TMP, required assessments, permitting pathways, and the extent of information to be included. - The discussion helped establish a shared understanding between the Proponent/Jacobs/DIT on the level of design needed at the TMP stage, survey requirements, OSOM haulage considerations, and the engagement and approval process moving forward.	- DIT confirmed that the TMP should focus only on construction-phase impacts, with operations and decommissioning already covered by the approved TIA (Stantec, 2024). - Agreement that dilapidation surveys are required only at defined pinch points where road modifications are proposed; TMP must identify these locations. - OSOM route considerations were discussed, including the need to relocate light poles near the port and the responsibility of Vestas/RJA for OSOM swept path assessments. - Agreement that turn warrant assessments will be limited to the main site access points of Randell Road. - DIT outlined required permits, including heavy vehicle permits, SA Power clearances, rail clearances, and roadworks permits, noting larger component deliveries typically occur at night. - Traffic management measures will be determined on a case-by-case basis, with the TMP describing process rather than specific treatments. - DIT confirmed the acceptable design maturity at 10–20% for TMP submission. - Road Safety Audits will be required for site access designs. - Agreement that TMP will act as a joint document between DIT and Council. - Engagement processes were clarified, including early (80%) DIT TMP review. - DIT confirmed TMP reviewers and a 10-working-day review timeframe.
	Ongoing	BMD has facilitated initial meetings with DIT to discuss site access arrangements with ongoing conversations regarding speeds, use of Short Vehicle Turn Lane arrangements and dedicated turning lanes. For the preliminary design of the construction stage right turn arrangement, all design checks assumed a 100km/hr design speed for compliance. The benefits of maintaining an 80km/hr design speed on Randell Road throughout the construction period were discussed, including: Safety for workers and motorists is enhanced at all hours, given the 85th percentile speed on this section is 80-90km/hr, and it reduces the risk of vehicles	- BMD and DIT have agreed to reinstate the Slow Vehicle Turn lane arrangement post-construction, as the low volume of vehicles accessing the driveways during operation does not warrant dedicated turn lanes. - The reinstated preliminary design will extend the northbound Slow Vehicle Turn lane to 384m plus tapers compared to the existing 170m plus tapers, providing a safer arrangement and better utilisation of the new pavement. - Following DIT review of the detailed design for the Site Access Points, an alternate approach has been agreed. The dedicated right turn lanes and pavement widening on Randell Road have been removed from the design with the speed along Randell Road reduced to 60km/h from

Stakeholder	Date	Consultation Description	Feedback/Outcomes
		using right turn lanes to overtake outside of construction hours. - Community disruption is minimised by eliminating the need for pavement rotations, as the current preliminary design layout with reverse curves is compliant for adverse crossfall at 80km/hr, thereby reducing pavement rehabilitation requirements and the extent of road closures. - Additionally, this approach reduces the amount of new pavement DIT would need to maintain and minimises land acquisition requirements.	6am to 9am on construction days when most right turn movements are expected, 80km/h from 9am to 7pm on construction days, 100km/h from 7pm to 6am on construction days and 100km/h for all other times, i.e. non construction days. This allows the slow vehicle turn out lanes to be in operation for the entire construction period reducing any risk of congestion or illegal overtaking due to the removal of these lanes.
	26 May 2026	Comments received from DIT on Draft 80% TMP.	All comments responded to and returned to DIT (as part of Revision 0).
	18 June 2026	Comments received from DIT on Draft 100% TMP.	All comments responded to and returned to DIT (as part of Revision 1).
	29 June	Comments received from DIT on Final 100% TMP.	All comments responded to and returned to DIT (as part of Revision 2).
Local Government			
MMC	26 February 2026	Microsoft Teams meeting between the Proponent/MMC to discuss the Planning Consent Reserved Matters and Conditions relevant to MMC, including the Updated Infrastructure Deed (Reserved Matter 2) and TMP (Condition 23).	- Agreed process for MMC review of all relevant management plans. - Agreement that TMP will act as a joint document between DIT and Council. - Engagement processes were clarified, including early (80%) DIT TMP review.
	12 March 2026	In-person meeting between the Proponent/MMC to discuss the status of the Updated Infrastructure Deed, including interplay with the TMP.	Negotiations ongoing between the Proponent/MMC to finalise the Updated Infrastructure Deed to satisfy Reserved Matter 2.
	26 May 2026	Microsoft Teams meeting between Proponent/MMC to discuss the Updated Infrastructure Deed (Reserved Matter 2).	Negotiations ongoing between the Proponent/MMC to finalise the Updated Infrastructure Deed to satisfy Reserved Matter 2.
	28 May 2026	Comments received from MMC on Draft 80% TMP.	All comments responded to and returned to MMC (as part of Revision 0).
	12 June 2026	Comments received from MMC on Draft 100% TMP.	All comments responded to and returned to MMC (as part of Revision 1).
Light Regional Council	12 March 2026	- In-person meeting between the Proponent/Port of Adelaide Enfield Council to discuss the history, location and overview of the Project. - Discussed the proposed OSOM routes and utilisation of Council roads, including delivery schedule, timeframes and vehicle types. - High-level description of transport controls that will be identified in the TMP, including	- Council noted other wind farm proponents have reached out regarding utilisation of this route. - For the intersection of Mudla Wirra Road onto College Road, Council can arrange trimming of lower hanging pine trees at intersection if required. Council would require a couple of weeks' notice. - Council seeking to improve outward communication and notification to communities - linkage of Council website to Proponent,

Stakeholder	Date	Consultation Description	Feedback/Outcomes
		- sharing of weekly transport schedule with Councils. - Overview of swept path diagrams of intersections for the Project were shared and noted this is the same transport route for components of Goyder South Wind Farm and other multiple switch rooms across multiple years. - RJA to obtain NHVR permits, which require rectification of any damage to roads. Otherwise, no identified upgrades required to Council infrastructure to accommodate movements.	- newsletter updates and connecting Council communication personnel. - Ongoing communications with Contractors will be beneficial for notification of any proposed Council works. Council noted planning for 2027/28 (4 Year Plan) for upgrade works to Gartrell Street.
Port of Adelaide Enfield Council	12 March 2026	- In-person meeting between the Proponent/Port of Adelaide Enfield Council to discuss the history, location and overview of the Project. - Discussed the proposed OSOM routes and utilisation of Council roads, including delivery schedule, timeframes and vehicle types. - High-level description of transport controls that will be identified in the TMP, including sharing of weekly transport schedule with Councils. - Access from Port of Adelaide to occur directly onto Eastern Parade (crossing over intersection of Ocean Steamers Road, which is controlled by Port of Adelaide Enfield Council). - Relocation of single light pole to occur on DIT controlled road [Eastern Parade] within Port of Adelaide Enfield Council jurisdiction - DIT control of roads limited to edge of kerb for their road assets (with exception of Port River Expressway which is boundary to boundary), however DIT consultation to include Council as required for impacts to road furniture.	- Council confirmed that preferred OSOM route does not have any real impact or raise any traffic management concerns. - Council confirmed that they are accustomed to NHVR transport movements.

Appendix B Traffic Impact Analysis Technical Memo



Project Generated Traffic

Date:	2 June 2026	Jacobs Group (Australia) Pty Ltd
Project name:	Palmer Wind Farm	Floor 13, 452 Flinders Street
Project no:	IS547700	Melbourne, VIC 3000
Attention:	Tilt Renewables	PO Box 312, Flinders Lane
Company:	Tilt Renewables	Melbourne, VIC 8009
Prepared by:	Edwin Lai and Achini Liyanagama	Australia
Reviewed by:	Nick Avery	T +61 3 8668 3000
Document no:	IS547700-TP-MEM-0001	F +61 3 8668 3001
Revision no:	C	www.jacobs.com
Copies to:	Tilt Renewables	

1. Introduction

Jacobs has been engaged by Tilt Renewables Pty Ltd (Tilt) to prepare a Traffic Management Plan (TMP) for the Palmer Wind Farm (the Project), located approximately 50km east of the Adelaide CBD in South Australia.

Construction traffic will utilise the wider road network to access the Project for the duration of the construction period of 25 months. Given the scale and nature of the Project, it is essential to understand the implications on both state and local road infrastructure to ensure safe and efficient transport operations throughout the construction phase.

1.1 Purpose of this Technical Note

This technical note provides an updated assessment of traffic volumes and impacts associated with the Project, based on recently collected survey data from 2025 and revised project assumptions informed by Tilt Renewables, BMD and Vestas. The assessment includes a comparative analysis to demonstrate that project-generated traffic will result in traffic impacts no worse than those identified in the approved 2024 Traffic Impact Assessment that formed part of the development approval process.

2. Existing Conditions

2.1 Baseline Traffic Volumes

In June 2025, traffic surveys were carried out on major road networks adjacent to the Project Area. These surveys were undertaken to gather current traffic data on key external road links such that accurate reporting and assessments can be conducted within this TMP. As part of the works, SA Traffic Pty Ltd were engaged to undertake both speed and volume (S&V) surveys and, turning movement counts (TMC) at key locations in the period from Tuesday 10 June 2025 to Monday 16 June 2025, between 6:00 am and 8:00 pm. The surveys were conducted outside of any holiday periods and included both weekday and weekend data to accurately represent typical traffic conditions.

A survey was undertaken in 2025 to verify the assumed 2024 baseline traffic volumes used in the TIA. In general, the data shows variable changes across locations. The 2025 survey volumes are slightly higher at six locations (ranging from 6.8% to 24% change), while lower in four locations (2.7% to 33.4% change). The most significant change is the 33.4% at Torrens Valley Road, followed by the 24% change at Onkaparinga Valley Road. This level of change does not make any material difference in the assessment undertaken in this TMP. Therefore, it is considered the TIA volume assumptions align with the surveyed volumes.

A map of designated routes based on the NHVR approved routes¹ is shown in Figure 2-1, with the corresponding traffic volumes summarised in Table 2-1.

¹ Source: <https://portal.nhvr.gov.au/maps?view=Category&viewBy=Vehicle+Categories>

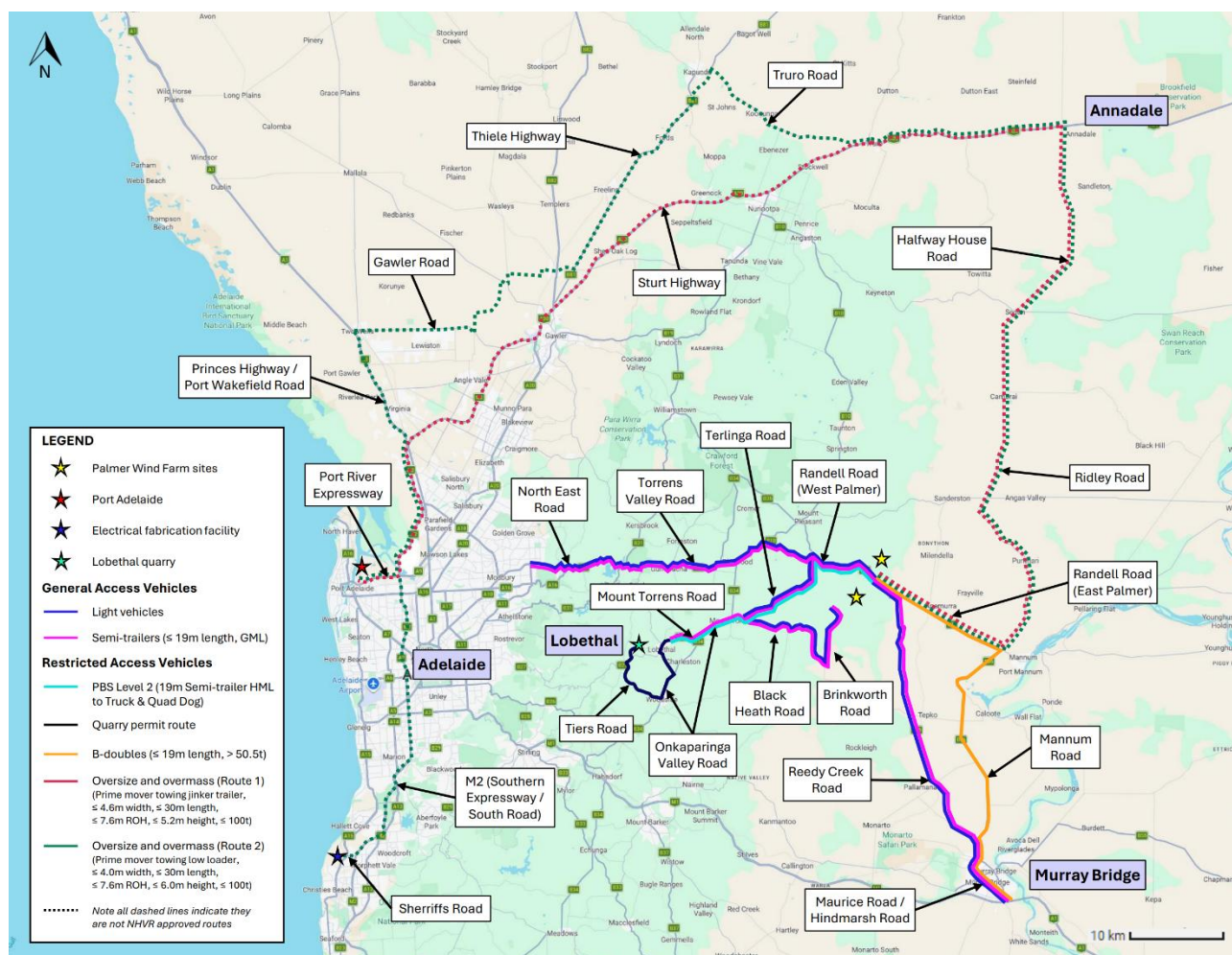


Figure 2-1. Map of designated routes

Table 2-1. Baseline Traffic

Count Site ID	Road	2024 AADT (from TIA) (vpd)	Surveyed 2025 AADT (vpd)	2025 Heavy Vehicle (HV) %	Surveyed 2025 Peak Hour Data ⁴			
					AM Peak Hour Volumes	HV%	PM Peak Hour Volumes	HV%
1	Sturt Highway ³	3,820 (33.5% HV)	4,100	34%	-	-	-	-
2	Halfway House Road ³	457 (40% HV)	550	49%	-	-	-	-
3	Ridley Road ¹	743 (30% HV)	855	45%	44 (10am) Southbound	48%	43 (4pm) Northbound	43%
4	Angas Valley Road ³	690 (10% HV)	800 (2024)	13%	-	-	-	-
5	Randell Road (East Palmer) ¹	1,486 (12% HV)	1,264	18%	60 (9am) Westbound	19%	70 (3pm) Eastbound	19%
6	Randell Road (West Palmer) ¹	2,441 (14.5% HV)	2,378	22%	72 (10am) Eastbound	23%	152 (3pm) Westbound	23%

Technical Memorandum

Count Site ID	Road	2024 AADT (from TIA) (vpd)	Surveyed 2025 AADT (vpd)	2025 Heavy Vehicle (HV) %	Surveyed 2025 Peak Hour Data ⁴			
					AM Peak Hour Volumes	HV%	PM Peak Hour Volumes	HV%
7	Tungkillo Road ¹	1,274 (13.5% HV)	1,389	22%	61 (9am) Westbound	28%	69 (4pm) Eastbound	14%
8	Reedy Creek Road ¹	1,486 (10% HV)	1,443	23%	55 (11am) Northbound	20%	61 (4pm) Southbound	24%
9	Torrens Valley Road ²	3,395 (10.5% HV)	2,545	6%	140 (8am) Northbound	6%	170 (3pm) Southbound	6%
10	Onkaparinga Valley Road ²	2,653 (9% HV)	3,489	20%	196 (8am) Westbound	20%	203 (4pm) Eastbound	20%
11	North East Road ³	-	4,700 (2023)	4%	-	-	-	-
12	Mount Torrens Road ³	-	1,000	19%	-	-	-	-
13	Terlinga Road ¹	-	731	20%	28 (11am) Northbound	17%	37 (4pm) Southbound	17%
14	Mannum Road ¹	-	2,277	24%	108 (8am) Northbound	22%	115 (4pm) Southbound	22%
15	Sherriffs Road	-	22,700 (2023)	10%	-	-	-	-
16	Southern Expressway (M2) ³	-	77,800	11%	-	-	-	-
17	Port River Expressway ³	-	43,900	20%	-	-	-	-
18	Port Wakefield Road ³	-	18,600 (2024)	21%	-	-	-	-
19	Gawler Road ³	-	3,200 (2023)	12%	-	-	-	-
20	Thiele Highway ³	-	4,600	14%	-	-	-	-
21	Truro Road ³	-	1,700 (2022)	13%	-	-	-	-

Notes:

- For Site ID 3, 5-8 and 13-14, AADT and AADT HV% are weekday average, while AM Peak and PM Peak including HV% are highest volume during the period 10/06/2025 – 16/06/2025.
- For Site ID 9 and 10, AADT and AADT HV% are weekday average, while AM Peak and PM Peak are highest volume during the period 04/11/2025 – 10/11/2025. HV% for AM and PM Peak were not given and assumed to be the same as the AADT HV% (Classified Turning Count DIT)
- Site ID 1, 2, 4, 11-12, 15-20 data from LocationSA Map Viewer website². Where 2025 was not available, the next most recent data was obtained and clearly indicated in brackets.
- AM and PM Peak direction are based on the assumed project traffic movement from origin to destination.

² Source: <https://location.sa.gov.au/viewer/?map=hybrid&uids=138>

2.2 Forecast Baseline Traffic Growth and Future Traffic Volumes

2.2.1 State-Controlled Roads

As a conservative measure, a traffic growth factor of 3% per annum has been applied for the analysis purposes of this assessment, which is consistent with the approved TIA. A summary of the calculated 2027 (assessment year) Annual Average Daily Traffic (AADT) volumes and 2027 peak hours volumes are shown in Table 2-2 and Table 2-3, respectively. The percentage of heavy vehicles on each road for the calculated 2027 assessment year is assumed to be the same as 2025.

Table 2-2. Traffic Growth – 2025 AADT and Calculated 2027 AADT

Count Site ID	Road	2025 AADT	HV%	2027 AADT (Calculated)	HV%
1	Sturt Highway	4,100	34%	4,350	34%
2	Halfway House Road	550	49%	583	49%
3	Ridley Road	855	45%	907	45%
4	Angas Valley Road	800 (2024)	13%	874	13%
5	Randell Road (East Palmer)	1,264	18%	1,341	18%
6	Randell Road (West Palmer)	2,378	22%	2,523	22%
7	Tungkillo Road	1,389	22%	1,474	22%
8	Reedy Creek Road	1,443	23%	1,531	23%
9	Torrens Valley Road	2,545	6%	2,700	6%
10	Onkaparinga Valley Road	3,489	20%	3,701	20%
11	North East Road	4,700 (2023)	4%	5,290	4%
12	Mount Torrens Road	1,000	19%	1,061	19%
13	Terlinga Road	731	20%	776	20%
14	Mannum Road	2,277	24%	2,416	24%
15	Sherriffs Road	22,700 (2023)	10%	25,549	10%
16	Southern Expressway (M2)	77,800	11%	82,538	11%
17	Port River Expressway	43,900	20%	46,574	20%
18	Port Wakefield Road	18,600 (2024)	21%	20,325	21%
19	Gawler Road	3,200 (2023)	12%	3,602	12%
20	Thiele Highway	4,600	14%	4,880	14%
21	Truro Road	1,700 (2022)	13%	1,971	13%

Table 2-3. Traffic Growth – 2025 Peak Hour Volumes and Calculated 2027 Peak Hour Volumes

Count Site ID	Road Name*	2025				2027 (Calculated)			
		AM Peak Hour Vol	HV%	PM Peak Hour Vol	HV%	AM Peak Hour Vol	HV%	PM Peak Hour Vol	HV%
5	Randell Road (East Palmer)	60	19%	70	19%	64	19%	74	19%
6	Randell Road (West Palmer)	72	23%	152	23%	76	23%	161	23%

* Note that only Randell Road peak hour volumes are included in Table 2-3 as it is determined to have the highest traffic volumes due to the multiple overlapping designated routes from Figure 2-1.

2.2.2 Council Roads

The main Council roads that will be used as the designated routes in the Project are Black Heath Road/Brinkworth Road and Cypress Terrace/Maurice Road/Hindmarsh Road (see Figure 2-1). Similar to the approved TIA, given the lack of available traffic volume data for Council-owned roads surrounding the Project Area, the following conservative assumptions have been applied to inform the traffic analysis for the Project:

- All existing traffic on local roads surrounding the Project Area (i.e. Black Heath Road/Brinkworth Road) currently operate at 50 vehicles per day as well as assuming that:
 - 20% of these vehicles are heavy vehicles to account for the increase in machinery during peak periods.
 - 10% of these movements occur during a single peak hour to inform intersection assessments.
 - a 2% annual traffic growth rate is applied to the Council roads.

3. Project Generated Traffic

3.1 Traffic Assessment Methodology

The assessment of project generated construction traffic for the Project has been undertaken using the following methodology:

1. Data Sources and Responsibilities

- Construction traffic inputs have been provided by Tilt Renewables, BMD and Vestas, reflecting the latest construction methodologies, programs and logistics strategies for the Project. These inputs were supplied in spreadsheet format and form the basis of the traffic assessment.

2. Construction Phase Definition

- The assessment relates to the construction phase only, consistent with the approved TIA, and focuses on the identified peak construction traffic period representing a conservative worst-case scenario.

3. Vehicle Classification

- Project-generated traffic has been categorised into the following vehicle types:
 - Light vehicles (construction workforce)
 - Heavy vehicles (rigid trucks, semi-trailers and B-doubles)
 - OSOM vehicles

4. Trip Origins and Destinations

- For each vehicle class, a percentage split of trip origins and destinations has been defined based on contractor inputs, including movements:
 - To/from the Adelaide CBD
 - To/from Murray Bridge
 - To/from Lobethal

5. Traffic Volumes and Distribution

- For each vehicle class, the following have been identified:
 - Peak daily arrival traffic volumes (by direction)
 - Peak hour arrival traffic volumes (by direction)
 - The timing of workforce and construction vehicle peak periods.

6. Light Vehicle Traffic Assessment

- Workforce movements have been assumed to comprise light vehicles only. Workforce arrival profiles have been derived from contractor start times, with peak hour volumes identified and assessed for coincidence with existing network peak conditions.

7. Heavy Vehicle Traffic Assessment

- Heavy vehicle movements associated with civil works, electrical works, materials delivery and plant mobilisation have been quantified on a daily and peak hour basis, with directional splits assigned based on designated routes.

8. OSOM Traffic Assessment

- OSOM vehicle movements associated with turbine components, substations and other large infrastructure have been assessed separately, based on BMD and Vestas logistics planning. OSOM trips have been reported by origin/destination, route and frequency, noting that such movements are generally scheduled outside typical network peak periods.

3.2 Traffic Assumptions

Estimates of construction-phase traffic generation have been developed using a combination of updated contractor inputs and previously approved TIA assumptions. For the purposes of maintaining consistency with the approved planning framework, a number of baseline construction traffic assumptions adopted in the TIA (2024) have been carried forward into this TMP.

General project traffic assumptions are summarised in Table 3-1.

Table 3-1. General project generated traffic assumptions

Category	Assumption
Construction duration	A 25-month construction period was assumed for traffic assessment purposes.
Working days	22 working days per month assumed.
Maximum workforce	Up to 200 personnel on site per day during peak construction activity.
Workforce travel behaviour	A level of car-pooling is assumed, with an average occupancy of 1.5 persons per light vehicle.
Concrete materials supply	All concrete materials assumed to be sourced externally and transported to site for processing at on-site batching plants.
Road upgrade materials	All materials required for road upgrades are assumed to be sourced and processed on site, hence will not require delivery to site by heavy vehicles.
Turbine configuration	Each wind turbine assumed to comprise five (5) tower sections.
Water supply	All water required during construction will be sourced from the SA Water Pipeline running through the project area.
Concrete batching plants	One (1) on-site concrete batching plant assumed to operate during construction.

The traffic assumptions used to quantify project generated construction traffic have been provided by BMD and Vestas and reflect the current construction methodology and logistics planning for the Project. The assumptions in Table 3-2 underpin the traffic volumes presented in Section 3.3 and the traffic impact analysis in Section 4.

Table 3-2. Project generated vehicle traffic assumptions

Vehicle Class	Category	Assumption
Light vehicles	Trip type	All construction workforce movements are assumed to occur in light vehicles (LVs).
	Origins and destinations	Approximately 85% of workforce LVs are estimated to enter the site from the northwest (via Tungkillio/Adelaide Way) and 15% from the southeast (via Palmer/Murray Bridge Way).
	Arrival period	Workforce arrivals occur between 6:00-7:30 am:

Vehicle Class	Category	Assumption
		- Peak workforce arrivals occur between 6:00-7:00 am, during which approximately 85% of daily workforce LV arrivals occur. - Workforce arrivals occur largely prior to or at the early part of the external AM network peak, reducing overlap with peak commuter traffic.
	Departure period	Workforce departures occur between 5:00-7:30 pm.
Heavy vehicles	Origins and destinations	Approximately 70% of heavy vehicles (HVs) are estimated to enter the site from the west (via Tungkillo/Adelaide) and 30% from the east (via Murray Bridge).
	Arrival period	The peak HV arrival period is between 8:00-10:00 am: - Approximately 50% of daily HV arrivals occur during this period (i.e. 25% arrive 8:00-9:00 am and 25% arrive 9:00-10:00am). - The remaining 50% of daily HV arrivals occur throughout the rest of the workday.
OSOM	Origins and destinations	- All turbine components are imported through Port Adelaide Inner Harbour and transported to site via approved OSOM haul routes terminating at Randell Road access points. - Switchrooms, auxiliary power buildings and operations building to depart from RJE Lonsdale (refer to Route 2 in Figure 2-1). - Transformers to arrive via Port of Adelaide or Victoria, subject to confirmation by the transformer supplier. - OSOM vehicles over a certain width and length must be escorted by pilots and/or police.³
	Delivery volumes	- BMD will have a total of 10 OSOM deliveries over the construction period. - It is assumed there will be a maximum of one OSOM delivery for the peak assessment day. - Vestas will have a maximum of four OSOM deliveries per day. - It is assumed there will be two OSOM deliveries in the peak hour.
	Delivery timing	OSOM movements are subject to curfews in the Adelaide metropolitan area: no weekday travel between 7:00-9:00 am and 4:00-6:00 pm.⁶ - BMD have indicated OSOM deliveries are not expected to arrive during peak hour. Typical arrival time for OSOM equipment is 11:00 am to 1:00 pm. - Vestas have indicated two OSOM deliveries will occur in the morning peak hour from 7:00-8:00 am, which will be escorted. The other two OSOM deliveries will arrive between 11:30 am to 12:30 pm.

It is important to note the following:

- OSOM vehicle movements are generally planned outside standard network peak periods and are subject to separate permitting and escort requirements.
- Final OSOM origins, ports of arrival and detailed routes remain subject to confirmation by RJE Lonsdale and the transformer supplier and will be finalised prior to delivery.

³ Source: https://www.sa.gov.au/_data/assets/pdf_file/0004/16177/Escorting-Guidelines.pdf

- All assumptions represent a conservative scenario for the purposes of assessing construction traffic impacts.

3.3 Project Traffic Volumes

The project generated traffic volumes during the construction phase for light, heavy and OSOM vehicles are detailed in the following sections.

3.3.1 Project Traffic Generation

A summary of the total one-way daily trips generated by the Project development in the peak month of construction (June 2027) is provided in Table 3-3. These trips are based on BMD and Vestas's construction program and combined traffic movement trips.

Table 3-3. Total one-way daily trips (June 2027)

Vehicle Class	One-Way Trips, Per Day
LV	163
HV	27
OSOM	5
Total (one-way, per day)	195

The assumed split of trip origins for the project generated traffic is outlined in Table 3-4.

Table 3-4. Project trip origins

Origin	LV	HV	OSOM
Adelaide	85%	70%	100%
Lobethal*	0%	0%	0%
Murray Bridge	15%	30%	0%

* Note that project traffic from Lobethal will only occur in a back-up scenario if materials need to be processed and transported from Lobethal quarry. Currently, it is assumed that construction materials will be processed on the Palmer Wind Farm sites.

These project generated trips are then split into designated haulage routes outlined in Section 2.1 and the assumptions outlined in Section 3.2, distributed across State-controlled roads (Section 3.3.2) and Council roads (Section 3.3.3).

3.3.2 State-Controlled Roads

The one-way daily project traffic distribution for State-controlled roads is summarised in Table 3-5.

Table 3-5. Project traffic distribution – State-controlled roads

Count Site ID	Road	Trip Origin	Project Traffic Split		One-Way Daily Trips		
			Proportion	Vehicle Class	LV	HV	OSOM
1	Sturt Highway	Adelaide	100%	OSOM	-	-	5
2	Halfway House Road	Adelaide	100%	OSOM	-	-	5
3	Ridley Road	Adelaide	100%	OSOM	-	-	5
4	Angas Valley Road	N/A	N/A	N/A	-	-	-

Count Site ID	Road	Trip Origin	Project Traffic Split		One-Way Daily Trips		
			Proportion	Vehicle Class	LV	HV	OSOM
5	Randell Road (East Palmer)	Adelaide, Murray Bridge	15%	LV	24	-	-
			30%	HV	-	8	-
			100%	OSOM	-	-	5
6	Randell Road (West Palmer)	Adelaide	85%	LV	139	-	-
			70%	HV	-	19	-
7	Tungkillo Road	N/A	N/A	N/A	-	-	-
8	Reedy Creek Road	Murray Bridge	15%	LV	24	-	-
			30%	HV	-	8	-
9	Torrens Valley Road	Adelaide	85%	LV	139	-	-
			70%	HV	-	19	-
10	Onkaparinga Valley Road	Lobethal	0%	N/A	-	-	-
11	North East Road	Adelaide	85%	LV	139	-	-
			70%	HV	-	19	-
12	Mount Torrens Road	Lobethal	0%	N/A	-	-	-
13	Terlinga Road	Lobethal	0%	N/A	-	-	-
14	Mannum Road	Murray Bridge	30%	HV	-	8	-
15	Sherriffs Road	Adelaide	50%	OSOM	-	-	3
16	Southern Expressway (M2)	Adelaide	50%	OSOM	-	-	3
17	Port River Expressway	Adelaide	50%	OSOM	-	-	3
18	Port Wakefield Road	Adelaide	50%	OSOM	-	-	3
19	Gawler Road	Adelaide	50%	OSOM	-	-	3
20	Thiele Highway	Adelaide	50%	OSOM	-	-	3
21	Truro Road	Adelaide	50%	OSOM	-	-	3

3.3.3 Council Roads

The one-way daily project traffic distribution for Council roads is summarised in Table 3-6.

Table 3-6. Project traffic distribution – Council roads

Count Site ID	Road	Trip Origin	Project Traffic Split		One-Way Daily Trips		
			Proportion	Vehicle Class	LV	HV	OSOM
22	Black Heath Road/Brinkworth Road	Lobethal	0%	HV	-	-	-
		Adelaide	85%	LV	8*	-	-
			100%	HV	-	6*	-
		Murray Bridge	15%	LV	2*	-	-
			-	-	-	-	-
		Main Site Compound	100%	HV	-	6**	-
23	Cypress Terrace/Maurice Road/Hindmarsh Road	Murray Bridge	15%	LV	24	-	-
			30%	HV	-	8	-

*Note: It is assumed these vehicles will first enter the development site via Randell Road before heading to Black Heath Road/Brinkworth Road. Accordingly, these volumes are included in the state-controlled road volumes reported in Table 3-5.

**Note: The peak month (June 2027) excludes heavy vehicles transporting crushed rock from Randell Road Main Site Compound to Black Heath/Brinkworth Road for the construction of the transmission line access tracks and is therefore not included in Table 3-3. It is shown in Table 3-6 for reference only.

4. Traffic Impact Analysis

A traffic impact analysis is undertaken in this section to better understand the impacts of the Project construction traffic on the wider road network. This consists of three components:

- Traffic volume impacts (Section 4.1) – the peak daily and peak hour Project traffic volumes for State-controlled and Council roads are based on the information in Section 3.
- Site Access assessments evaluating turn warrant requirements for Site Access Points 3A and 3B on the designated routes.
- Road link assessment combining baseline Project generated traffic volumes to understand impacts on the road network operations.

4.1 Traffic Volume Impacts

After an analysis of all the construction traffic movement data, including the key assumptions in Section 3, the peak daily traffic scenario has been forecast to occur during June 2027.

A breakdown of the project generated traffic volumes during the peak daily traffic scenario is provided in Table 4-1.

Table 4-1. Peak daily project traffic scenario

Vehicle Class	Peak Daily Project Traffic (One-Way Trips) (TMP assessment)	Peak Daily Traffic Scenario (One-Way Trips) (2024 TIA assessment)
LV	163	152
HV	27	75
OSOM	5	2
Total	195	228

Based on the project generated vehicle traffic assumptions in Table 4-1, the morning peak hour project traffic volumes (entering the site) are provided in Table 4-2. It is important to note that due to the varying project traffic peak hours identified in Table 3-2, the peak hour volumes shown in Table 4-2 represent a worst-case scenario in the event that the expected project traffic arrive in the same peak hour. This is a conservative assessment that aligns with the methodology in the approved TIA.

Table 4-2. Peak hour project traffic scenario

Vehicle Class	Peak Hour Project Traffic (One-Way Trips) (TMP assessment)	Peak hourly Traffic Scenario (One-Way Trips) (2024 TIA assessment)
LV	139	122
HV	5	61
OSOM	2	
Total	146	183

The updated TMP assessment shows lower peak traffic volumes than the original TIA, demonstrating project-generated traffic will result in traffic impacts no worse than those identified in the approved 2024 TIA that formed part of the development approval process.

4.1.1 State-Controlled Roads

Using the project traffic distribution assumptions, the peak daily and peak hour project traffic volumes for the State-controlled road network is summarised in Table 4-3.

Table 4-3. State-controlled roads – peak daily & peak hour project traffic (one-way trips)

Count Site ID	Road	Peak Daily Project Traffic (Trips)				Peak Hour Project Traffic (Trips)			
		LV	HV	OSOM	Total	LV	HV	OSOM	Total
1	Sturt Highway	-	-	5	5	-	-	2	2
2	Halfway House Road	-	-	5	5	-	-	2	2
3	Ridley Road	-	-	5	5	-	-	2	2
4	Angas Valley Road	-	-	-	0	-	-	-	0
5	Randell Road (East Palmer)	24	8	5	37	21	2	2	25
6	Randell Road (West Palmer)	139	19	-	158	118	4	-	122
7	Tungkillo Road	-	-	-	0	-	-	-	0
8	Reedy Creek Road	24	8	-	32	21	2	-	23
9	Torrens Valley Road	139	19	-	158	118	4	-	122
10	Onkaparinga Valley Road	-	-	-	0	-	-	-	0
11	North East Road	139	19	-	158	118	4	-	122
12	Mount Torrens Road	-	-	-	0	-	-	-	0
13	Terlinga Road	-	-	-	0	-	-	-	0
14	Mannum Road	-	8	-	8	-	2	-	2
15	Sherriffs Road	-	-	3	3	-	-	1	1
16	Southern Expressway (M2)	-	-	3	3	-	-	1	1
17	Port River Expressway	-	-	3	3	-	-	1	1
18	Port Wakefield Road	-	-	3	3	-	-	1	1
19	Gawler Road	-	-	3	3	-	-	1	1
20	Thiele Highway	-	-	3	3	-	-	1	1
21	Truro Road	-	-	3	3	-	-	1	1

4.1.2 Council Roads

Similarly, the peak daily and peak hour project traffic volumes for Council roads are summarised in Table 4-4.

Table 4-4. Council roads – peak daily & peak hour project traffic (one-way trips)

Count Site ID	Road	Peak Daily Project Traffic (Trips)				Peak Hour Project Traffic (Trips)			
		LV	HV	OSOM	Total	LV	HV	OSOM	Total
22	Black Heath Road/Brinkworth Road	10	6	-	16	9	2	-	11
23	Cypress Terrace/Maurice Road/Hindmarsh Road	24	8	-	32	21	2	-	23

4.2 Road Link Assessment

4.2.1 Assessment Methodology

As per the approved TIA (Stantec 2024), the following section has been prepared to assess anticipated Project impacts on the road network with due consideration of forecast traffic volumes “with” and “without” the Project. The impact assessment area is defined to be:

“All road links where the development traffic exceeds 5% of the base traffic in either direction on the link’s annual average daily traffic (AADT) in the year of opening of each stage” – from the approved TIA.

As such, the following has been considered as part of this assessment:

- Anticipated AADT for 2027 on each of the State-controlled roads
- The traffic volume impacts on State-controlled roads
- Council Road traffic volume impacts

4.2.2 Road Link Assessment Findings

4.2.2.1 State-Controlled Roads

The comparison of the baseline traffic to the project generated traffic for the State-controlled roads is summarised in Table 4-5 and shows where on the network the 5% traffic impact threshold is exceeded.

Table 4-5. Road link assessment (State-controlled roads) – traffic impact identification

Count Site ID	Road	2027 (Calculated)		Peak Daily Project Traffic		Increase in vpd (%)	Proportional Impact > 5%
		AADT (vpd)	HV%	Trips (two-way vpd)	HV%		
1	Sturt Highway	4,350	34%	10	100%	0.23%	No
2	Halfway House Road	583	49%	10	100%	1.71%	No
3	Ridley Road	907	45%	10	100%	1.10%	No
4	Angas Valley Road	874	13%	0	-	-	No
5	Randell Road (East Palmer)	1,341	18%	75	35%	5.60% (3.65% LV, 1.95% HV)	Yes
6	Randell Road (West Palmer)	2,523	22%	315	12%	12.48% (10.98% LV, 1.5% HV)	Yes
7	Tungkillo Road	1,474	22%	0	-	-	No
8	Reedy Creek Road	1,531	23%	65	25%	4.25%	No

Count Site ID	Road	2027 (Calculated)		Peak Daily Project Traffic		Increase in vpd (%)	Proportional Impact > 5%
		AADT (vpd)	HV%	Trips (two-way vpd)	HV%		
9	Torrens Valley Road	2,700	6%	315	12%	11.66% (10.26% LV, 1.4% HV)	Yes
10	Onkaparinga Valley Road	3,701	20%	0	-	-	No
11	North East Road	5,290	4%	315	12%	5.95% (5.24% LV, 0.71% HV)	Yes
12	Mount Torrens Road	1,061	19%	0	-	0.00%	No
13	Terlinga Road	776	20%	0	-	0.00%	No
14	Mannum Road	2,416	24%	16	100%	0.67%	No
15	Sherriffs Road	25,549	10%	5	100%	0.02%	No
16	Southern Expressway (M2)	82,538	11%	5	100%	0.01%	No
17	Port River Expressway	46,574	20%	5	100%	0.01%	No
18	Port Wakefield Road	20,325	21%	5	100%	0.02%	No
19	Gawler Road	3,602	12%	5	100%	0.14%	No
20	Thiele Highway	4,880	14%	5	100%	0.10%	No
21	Truro Road	1,971	13%	5	100%	0.25%	No

The following findings are noted:

- As shown in Table 4-5, only four (4) State-controlled roads: Randell Road (West Palmer), Randell Road (East Palmer), Torrens Valley Road, North East Road would trigger the 5% proportional impact compared with the calculated 2027 baseline volumes. Previous TIA assessment identified four roads that trigger the 5% assessment threshold: Randell Road (West) +18.68%, Tungkillio Road +24.9%, Reedy Creek Road +9.07% and Torrens Valley Road +9.34%.
- Under this TMP assessment Randell Road (West) and Torrens Valley Road still trigger the 5% assessment threshold, however Tungkillio Road is now not a designated route and therefore not assessed, and Reedy Creek Road now falls below the 5% threshold.
- Torrens Valley Road under the TMP assessment has similar development traffic along it compared to the TIA assessment i.e., an additional 11.66% of development traffic compared to the TIA which had 9.34% of additional traffic and is considered to have comparable impacts.
- North East Road is now included in this TMP, which is an extension to Torrens Valley Road which sees a 5.95% addition of development traffic, which is approximately a 5% increase in light vehicles and 1% increase in heavy vehicles.
- Randell Road (West) under the TMP assessment has less development traffic along it compared to the TIA assessment i.e., an additional 12.48% of development traffic compared to the TIA which had 18.68% of additional traffic.

- Randell Road (East) now triggers the 5% assessment threshold which sees a 5.60% addition of development traffic, which is approximately a 4% increase in light vehicles and 2% increase in heavy vehicles.
- The assessment adopts a conservative approach to development traffic volumes, representing the worst month scenario. A significant proportion of the additional vehicles that trigger the 5% assessment threshold on these links consists of light vehicle traffic, as indicated by the red figures in Table 1. Given the large proportion of light vehicle movements and the relatively low existing baseline volumes on these roads (up to 5,000 vpd), the impacts are considered relatively minor. The assessed impacts are therefore considered manageable under current road capacity.
- In addition to the above, as the forecast OSOM construction traffic volumes are very low (less than 15 vpd) on the State-controlled roads (i.e. Count Site IDs 1-3 and 15-21), the traffic impacts are considered to be negligible during the construction phase.

4.2.2.2 Council Roads

Given the relatively low peak daily project traffic volumes generated on Council roads as shown in Table 4-4, with a maximum increase of 32 one-way trips expected on Cypress Terrace/Maurice Road/Hindmarsh Road and 16 one-way trips expected on Black Heath Road / Brinkworth Road, the construction traffic impact on the road network is not likely to be considered significant. The construction traffic volumes are expected to be low and therefore have limited operational impact on these two Council roads.

5. Summary

A 2025 traffic survey verified the 2024 TIA baseline volumes, showing an average 14% variation that does not materially affect the updated assessment in the TMP.

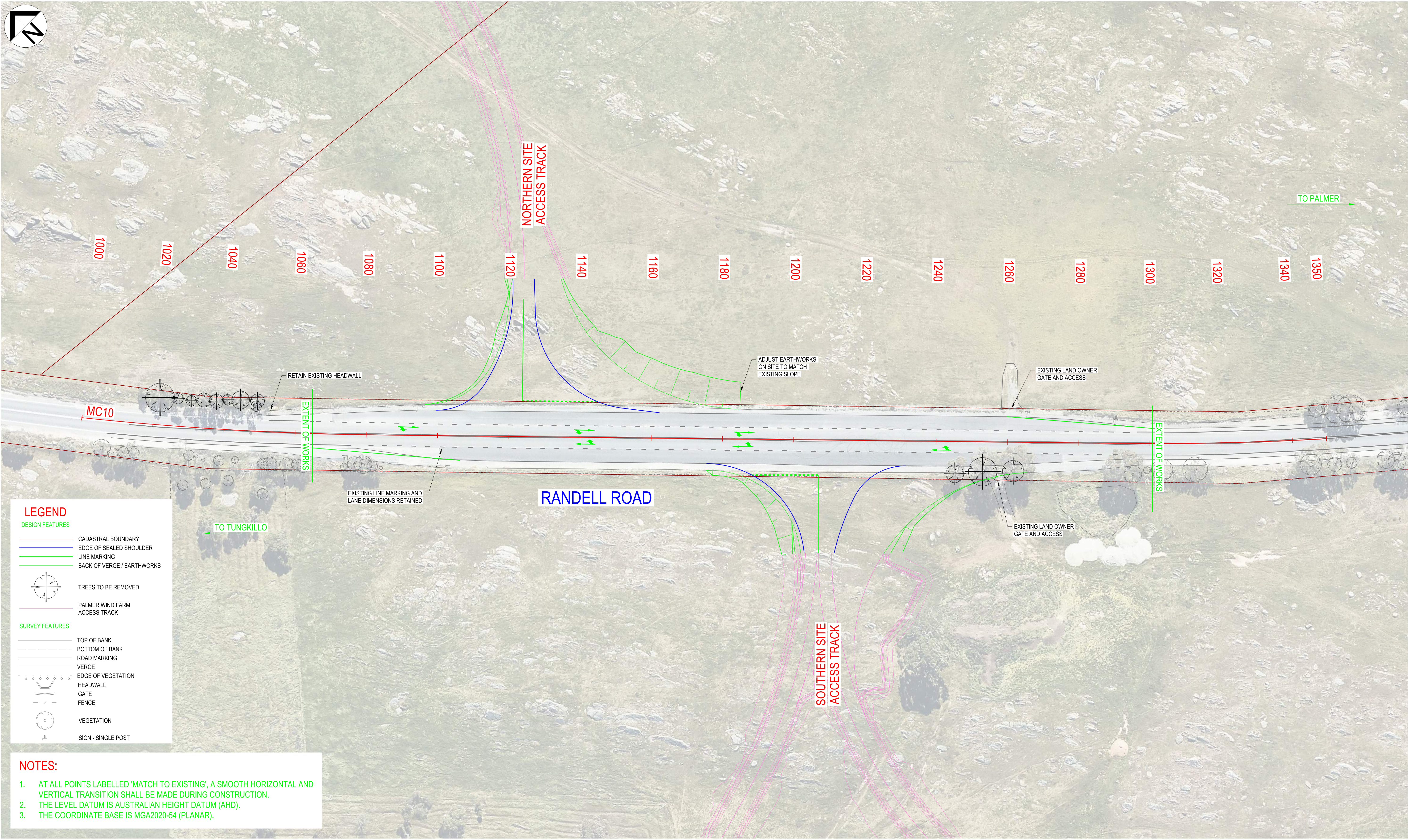
The peak daily and hourly project-generated traffic volumes estimated in the TMP are lower than those reported in the approved TIA. This demonstrates that project-generated traffic will result in traffic impacts no worse than those identified in the approved 2024 TIA that formed part of the development approval process.

An assessment was undertaken in this TMP to evaluate anticipated Project impacts on the road network, considering forecast traffic volumes both with and without the Project. Four State-controlled roads trigger the 5% impact threshold which is considered to have comparable impacts to 2024 TIA road link assessment. However, the assessment adopts a conservative approach to development traffic volumes, representing the worst month scenario and the additional traffic is predominantly light vehicles on roads with low baseline volumes (up to 5,000 vpd). The impacts are considered minor and manageable under current road capacity. Additionally, forecast OSOM construction traffic volumes are very low (less than 15 vpd) on State-controlled roads, resulting in negligible traffic impacts during construction.

Given the relatively low peak daily project traffic volumes generated on Council roads, the construction traffic impact on the road network is not considered significant.

Appendix C Randell Road Site Access Design Plans





LEGEND

DESIGN FEATURES

- CADASTRAL BOUNDARY
- EDGE OF SEALED SHOULDER
- LINE MARKING
- BACK OF VERGE / EARTHWORKS

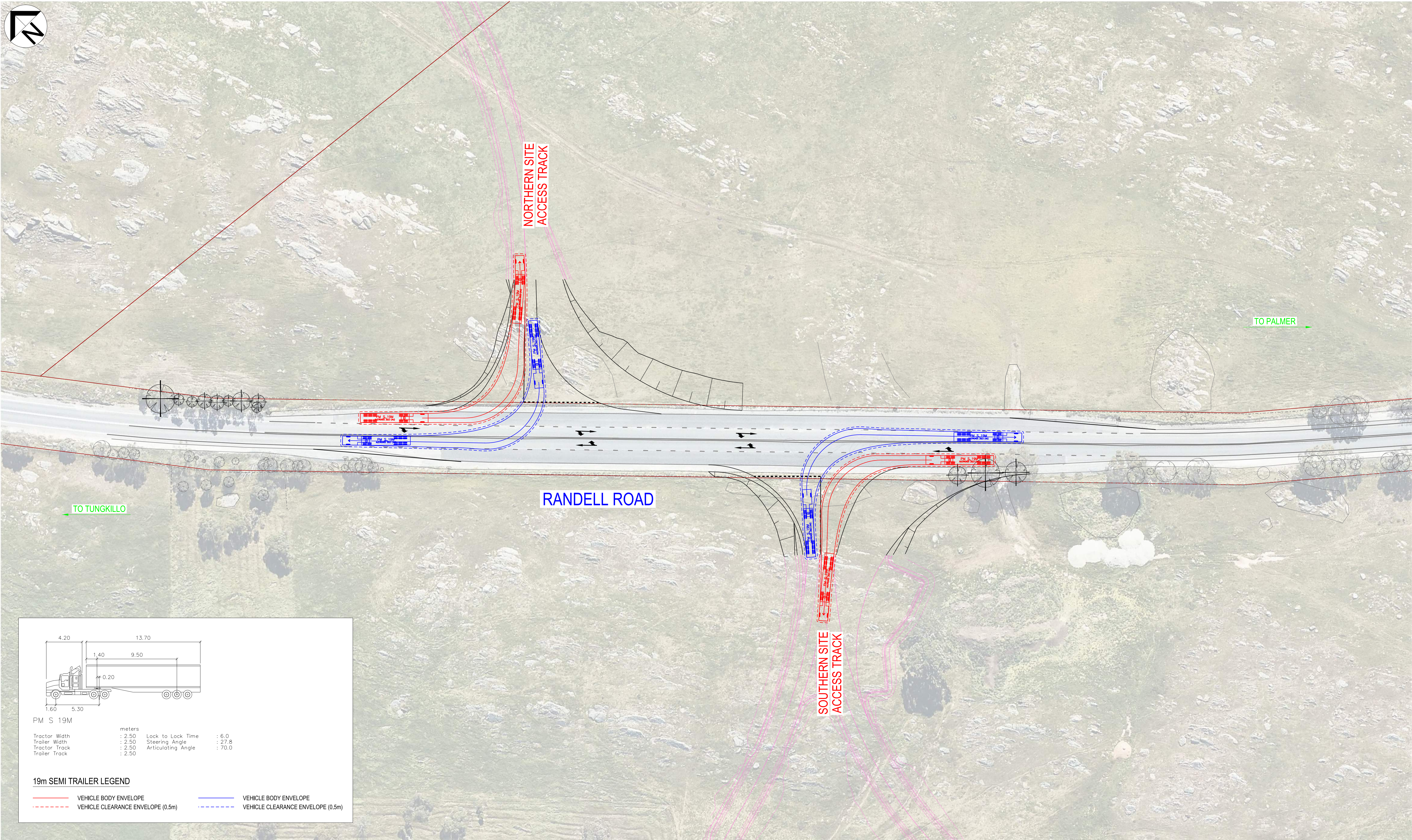
SURVEY FEATURES

- TOP OF BANK
- BOTTOM OF BANK
- ROAD MARKING
- VERGE
- EDGE OF VEGETATION
- HEADWALL
- GATE
- FENCE
- VEGETATION
- SIGN - SINGLE POST

- NOTES:**
- AT ALL POINTS LABELLED 'MATCH TO EXISTING', A SMOOTH HORIZONTAL AND VERTICAL TRANSITION SHALL BE MADE DURING CONSTRUCTION.
 - THE LEVEL DATUM IS AUSTRALIAN HEIGHT DATUM (AHD).
 - THE COORDINATE BASE IS MGA2020-54 (PLANAR).

IMAGE: OCTOBER 2022					INDEX SHEET REFERENCE: 509 SHEET 7101					DESIGNED C. HAWKINS QUALIFICATION DATE REVIEWER A. HULL QUALIFICATION DATE INDEPENDENT DESIGN CERTIFIER (IF REQUIRED) QUALIFICATION DATE		 Government of South Australia Department for Infrastructure and Transport		PROJECT No. FILE No. DESIGN No. SURVEY No. PROJECT START ROAD RUNNING DISTANCE: MC10; CH 1000 = RRD 53.30 PROJECT END ROAD RUNNING DISTANCE: MC10; CH 1350 = RRD 62.13 SCALES: 		SIGNAL No. Sig Num Road No. 4489 RANDELL ROAD PALMER WIND FARM MC10: 1000 - 1350 GENERAL CONSTRUCTION				
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IN ACCORDANCE WITH DP013 SHEET LATITUDE: 34.829205 SHEET LONGITUDE: 139.121188																				

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PM S 19M

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

19m SEMI TRAILER LEGEND

	VEHICLE BODY ENVELOPE		VEHICLE BODY ENVELOPE
	VEHICLE CLEARANCE ENVELOPE (0.5m)		VEHICLE CLEARANCE ENVELOPE (0.5m)

IMAGE: OCTOBER 2022

INDEX SHEET REFERENCE: 509 SHEET 7101						DESIGNED C. HAWKINS		PROJECT No.: FILE No.:		Road No. 4489 RANDELL ROAD PALMER WIND FARM MC10: 1000 - 1350 SWEEP PATH - DESIGN VEHICLE				SIGNAL No. Sig Num
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						QUALIFICATION DATE: INDEPENDENT DESIGN CERTIFIER (IF REQUIRED)		PROJECT START ROAD RUNNING DISTANCE: MC10; CH 1000 = RRD 53.30						
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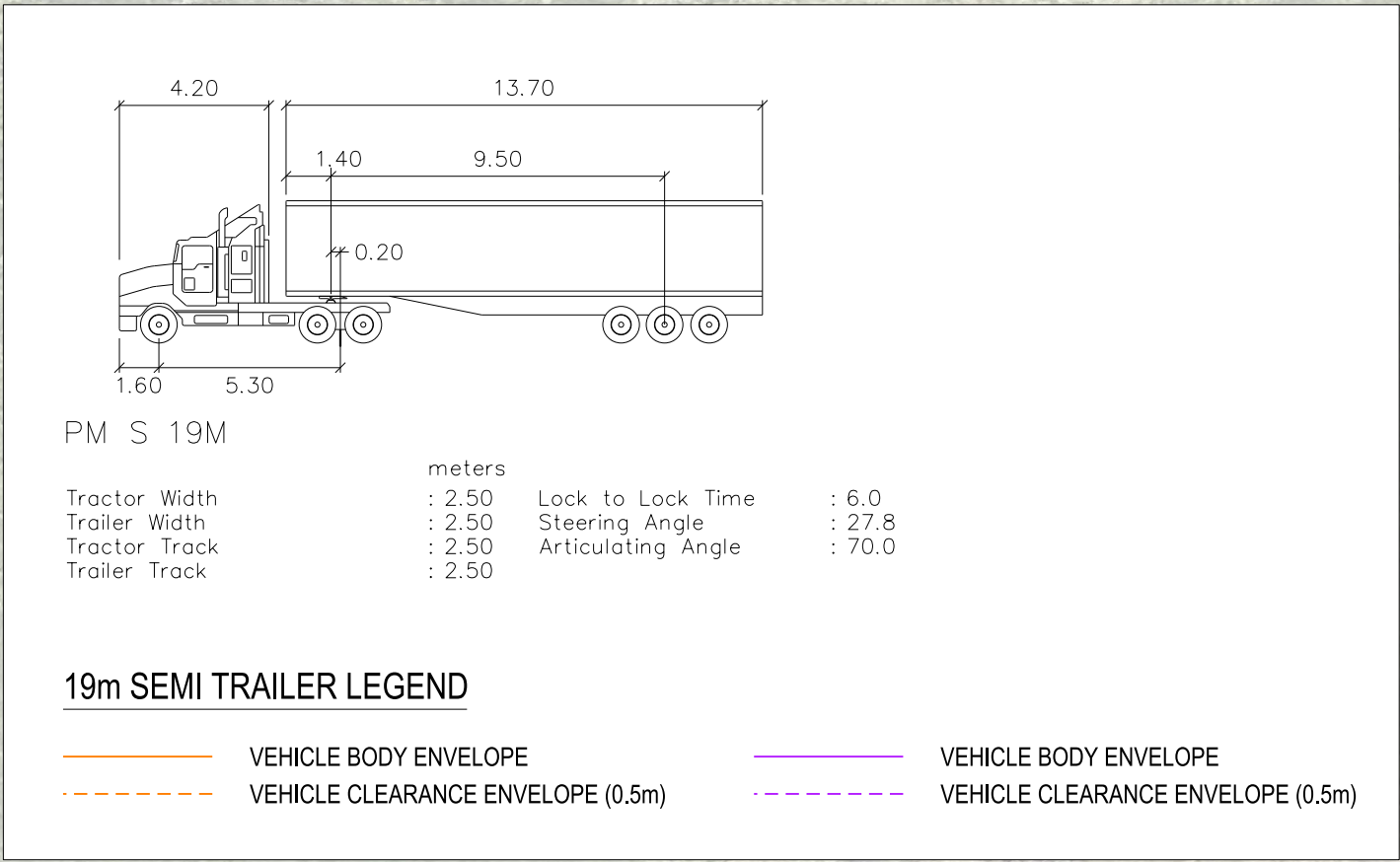
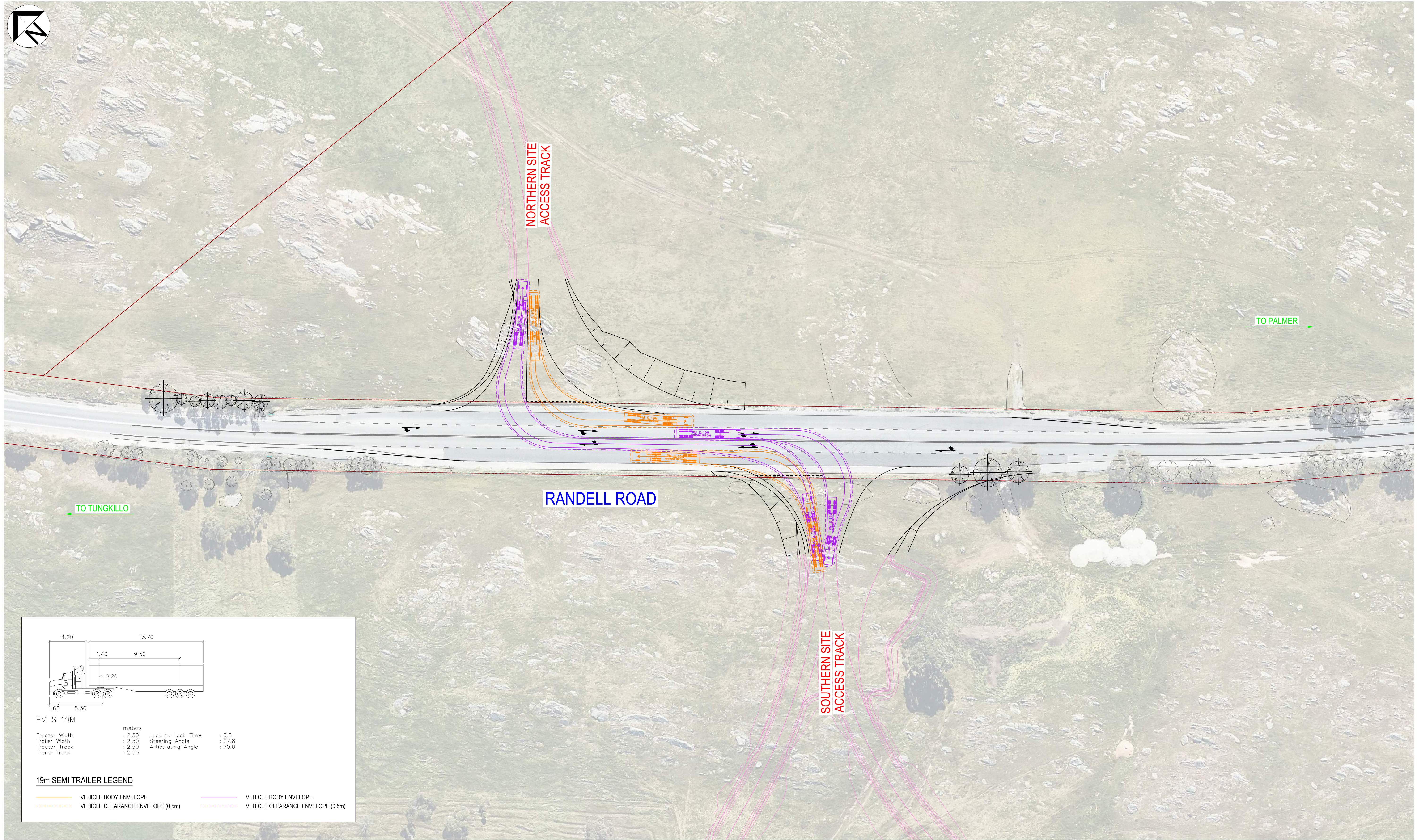
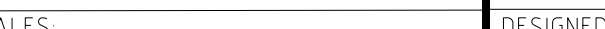


IMAGE: OCTOBER 2022

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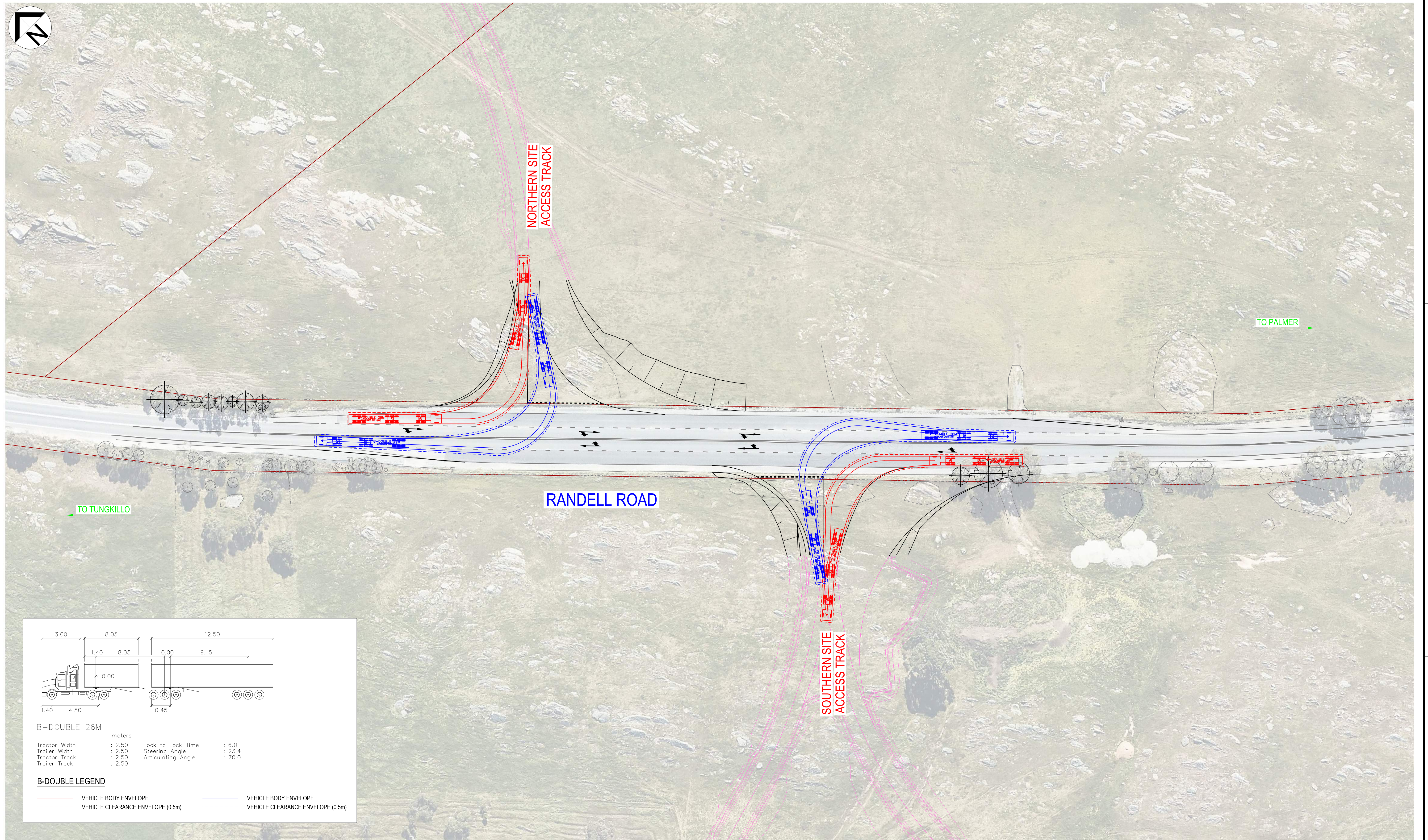
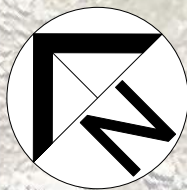
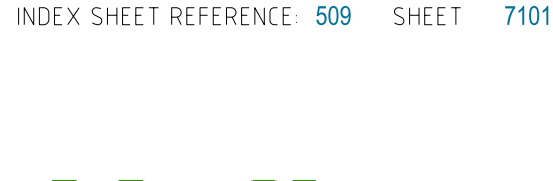


IMAGE: OCTOBER 2022

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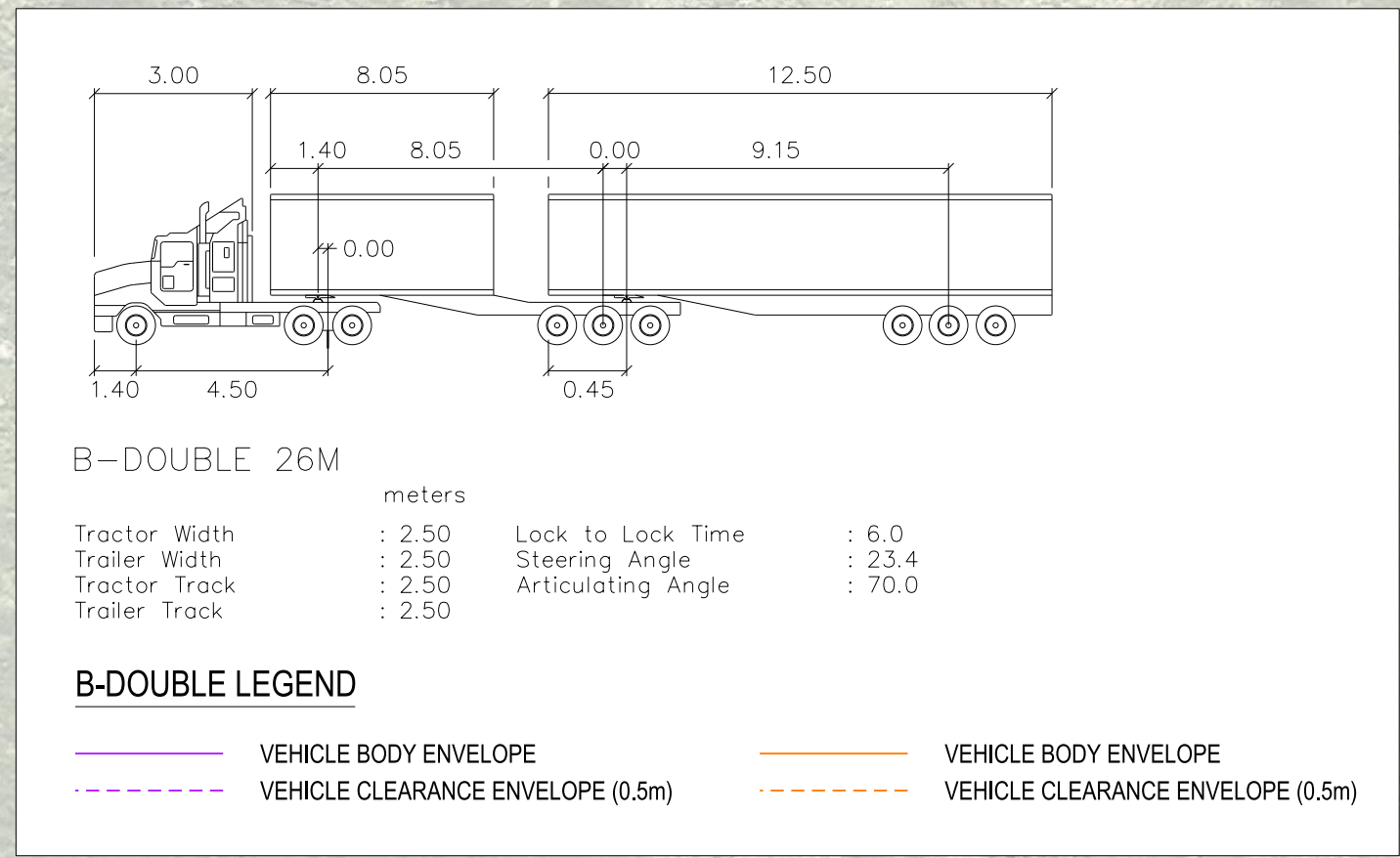
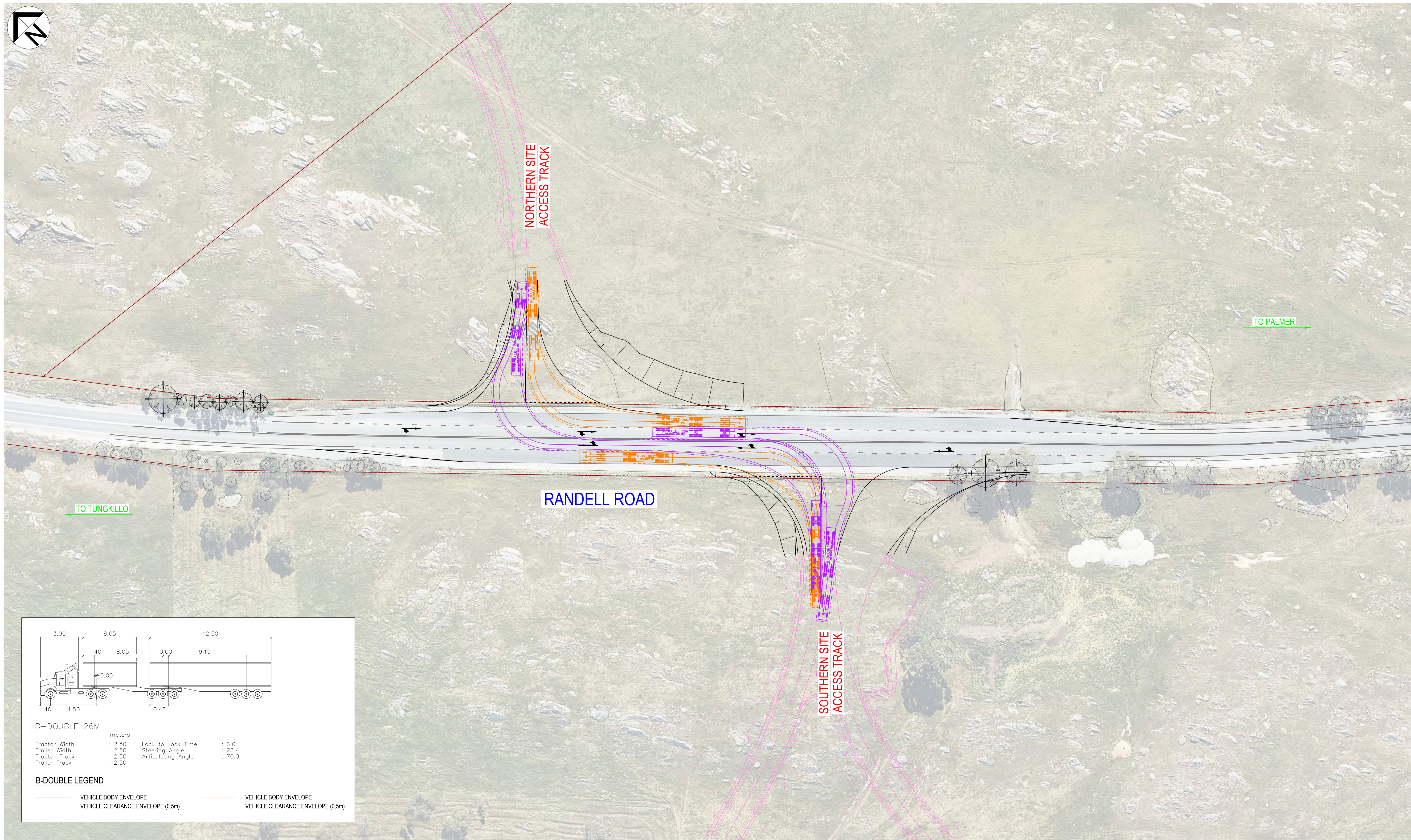
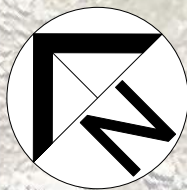


IMAGE: OCTOBER 2022

					INDEX SHEET REFERENCE: 509 SHEET 7101			DESIGNED C. HAWKINS QUALIFICATION DATE REVIEWER A. HULL QUALIFICATION DATE INDEPENDENT DESIGN CERTIFIER (IF REQUIRED) QUALIFICATION DATE		 Government of South Australia Department for Infrastructure and Transport		PROJECT No: FILE No: DESIGN No: SURVEY No: PROJECT START ROAD RUNNING DISTANCE: MC10; CH 1000 = RRD 53.30 PROJECT END ROAD RUNNING DISTANCE: MC10; CH 1350 = RRD 62.13 SCALES: 		SIGNAL No: Sig Num Road No. 4489 RANDELL ROAD PALMER WIND FARM MC10: 1000 - 1350 SWEPT PATH - CHECK VEHICLE									
B A DETAILED DESIGN PRELIMINARY DESIGN					CH CH	AH RP	29.05.2026 16.03.2026					DESIGNED	DRAFTED	ACCEPTED FOR USE		ACCEPTANCE FORM KNET No		DRAWING No 509		SHEET No. 7154		AMEND No B	
No. AMENDMENT DESCRIPTION					BY	CHECK	ACCEPTANCE	DATE	UNCONTROLLED COPY WHEN PRINTED	100 MILLIMETRES ON ORIGINAL DRAWING	ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE	HULLCON	TITLE DATE	IN ACCORDANCE WITH DP013		SHEET LATITUDE: 34.829205		SHEET LONGITUDE: 139.121188					

B	DETAILED DESIGN	CH	AH		29.05.2026
A	PRELIMINARY DESIGN	CH	RP		16.03.2026
No.	AMENDMENT DESCRIPTION	BY	CHECK	ACCEPTANCE	DATE

CAD FILE NAME: 509 SHEET 7154.DWG

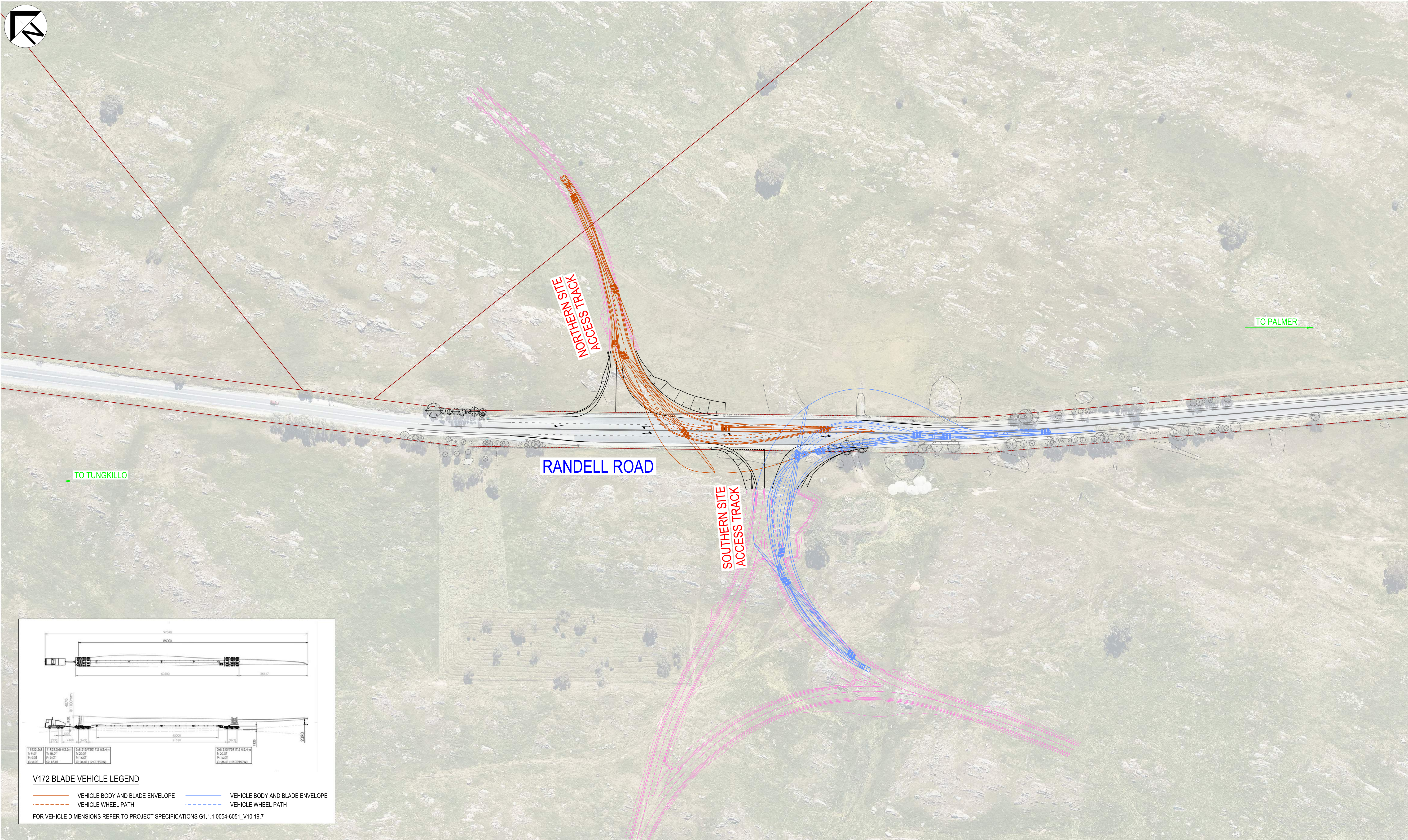


IMAGE: OCTOBER 2022

					INDEX SHEET REFERENCE 509 SHEET 7101		DESIGNED C. HAWKINS QUALIFICATION DATE REVIEWER A. HULL QUALIFICATION DATE INDEPENDENT DESIGN CERTIFIER (IF REQUIRED) QUALIFICATION DATE		 Government of South Australia Department for Infrastructure and Transport		PROJECT No.: DESIGN No.: PROJECT START ROAD RUNNING DISTANCE: MC10; CH 1000 = RRD 53.30 PROJECT END ROAD RUNNING DISTANCE: MC10; CH 1350 = RRD 62.13		FILE No.: SURVEY No.: PROJECT START ROAD RUNNING DISTANCE: MC10; CH 1000 = RRD 53.30 PROJECT END ROAD RUNNING DISTANCE: MC10; CH 1350 = RRD 62.13		SIGNAL No. Sig Num Road No. 4489 RANDELL ROAD PALMER WIND FARM MC10: 1000 - 1350 SWEPT PATH - OSOM VEHICLE				
B A	DETAILED DESIGN PRELIMINARY DESIGN				CH CH	AH RP		29.05.2026 16.03.2026	Hullcon										
No.	AMENDMENT DESCRIPTION				BY	CHECK	ACCEPTANCE	DATE	UNCONTROLLED COPY WHEN PRINTED		100 MILLIMETRES ON ORIGINAL DRAWING		ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE		2000				

READ FILE NAME: 509 SHEET 7155.DWG

Appendix D
TMP 2026

Rex J Andrews



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Portland VIC 3305

TRANSPORT MANAGEMENT PLAN



PALMER WINDFARM

79M BLADE

126M HUB HEIGHT

5.9M MAX TOWER DIAMETER

JUNE 5, 2026

REVISION: REV02

CLIENT: VESTAS

REX J ANDREWS P/L

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Change History

Rev.	Date	Changes	Responsible	Approved
00	19/12/25	Route survey latest	W Andrews	✓
00	16/03/26	Report compiled	W Andrews	✓
00	31/03/26	Report completed	W Andrews	✓
01	04/06/26	Traffic management procedures and schedules updated	W Andrews	✓
02	05/06/26	Edited Table 2	J Stokes	✓

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

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1.0 Introduction

The Palmer Wind Farm is proposed to be built near Palmer and Tungillo, approximately 50 kilometres east of Adelaide.

While the Project already has planning approval, following further consultation it is proposed to change the design to reduce the maximum number of turbines from 103 to 40 larger V172 turbines.

This study is to understand the transport route constraints for the components listed in this report and assist in planning of the windfarm layout. The document describes observations and previous experience on route and explains the Transport of Wind turbine equipment from Adelaide to Palmer WF.

This study is based on a proposed V172 turbine with a 126 metre H/H.

An actual survey was conducted on the 29/02/2024 and again on the 19/12/2025.

2.0 Project Data

Date of latest route study: 16/09/2024
Survey undertaken by: (Rex J Andrews P/L)
Project Name: Palmer Windfarm
Location: Port Adelaide (SA) to Palmer (SA)
Turbine type: 40 off Vestas V172 – 126 Metre H/H

3.0 Port of Import

The wind turbine equipment will be imported from various countries and will arrive on ships into the Port of Adelaide. The client may alternately source local towers. The ideal berth for these shipments is the Berth 18-20 Inner Harbor. This facility has a hardstand storage area of roughly 80,000 s/q meters, adjacent to the berth.

Access from the storage to the public roads, is via Ocean Steamers Road. This route has no obstacles, and has accommodated windfarms of the size, in the past.

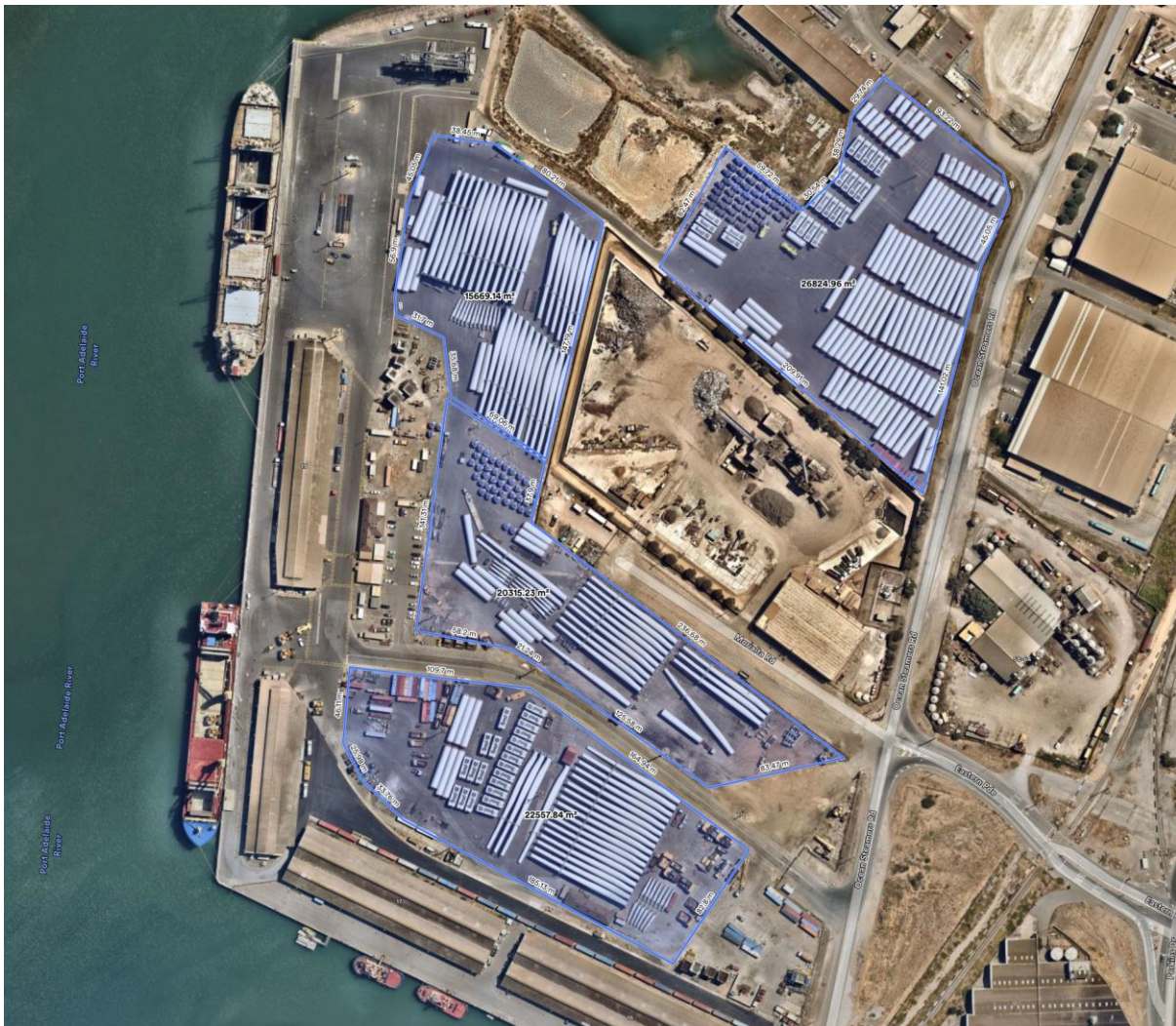


Figure 1: Adelaide Port – Site Map

4.0 Site Location and Layout

The Palmer Wind Farm is proposed to be built near Palmer and Tungkillio, approximately 50 kilometres east of Adelaide.

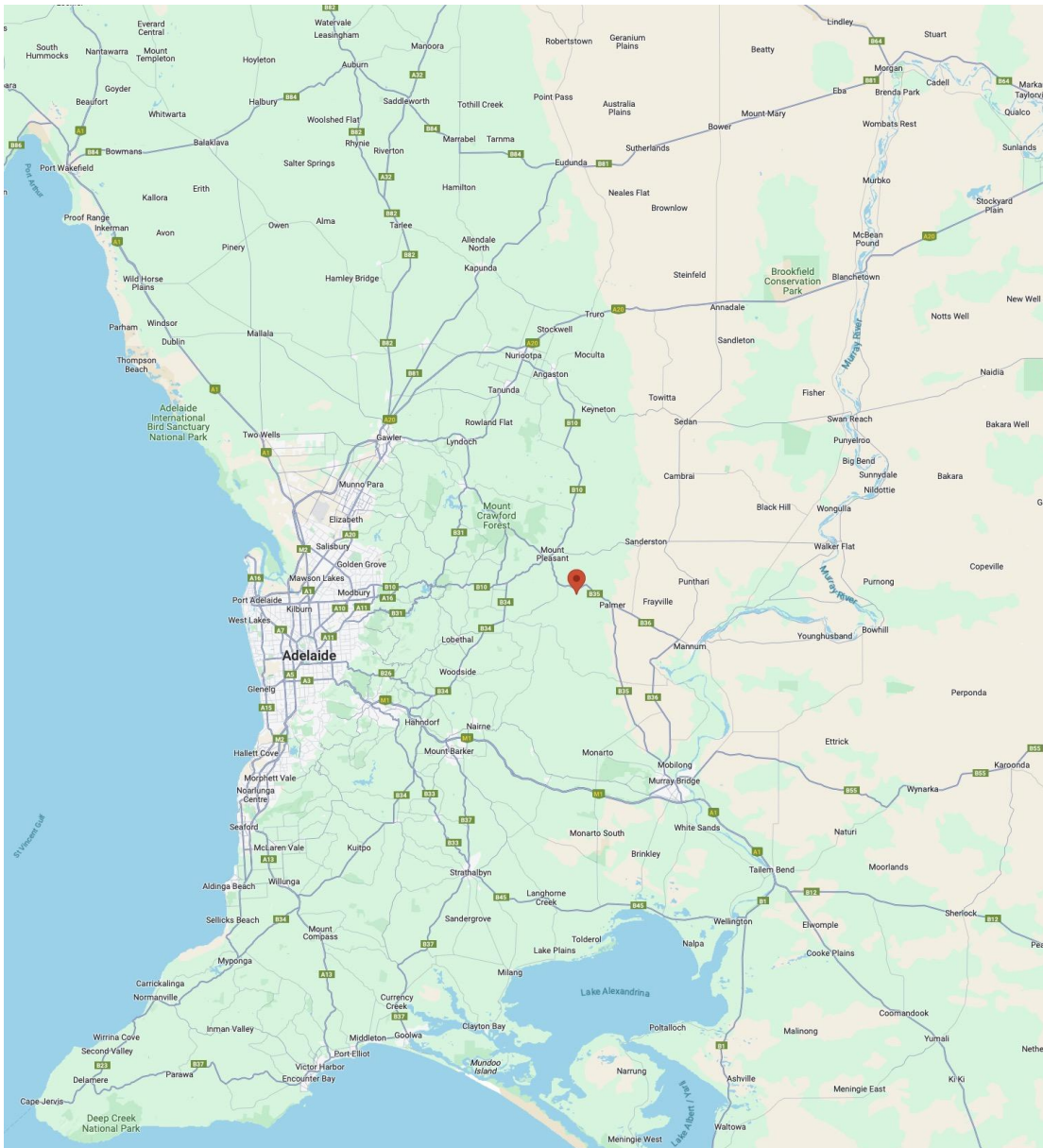


Figure 2: Palmer Windfarm – Site Location

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

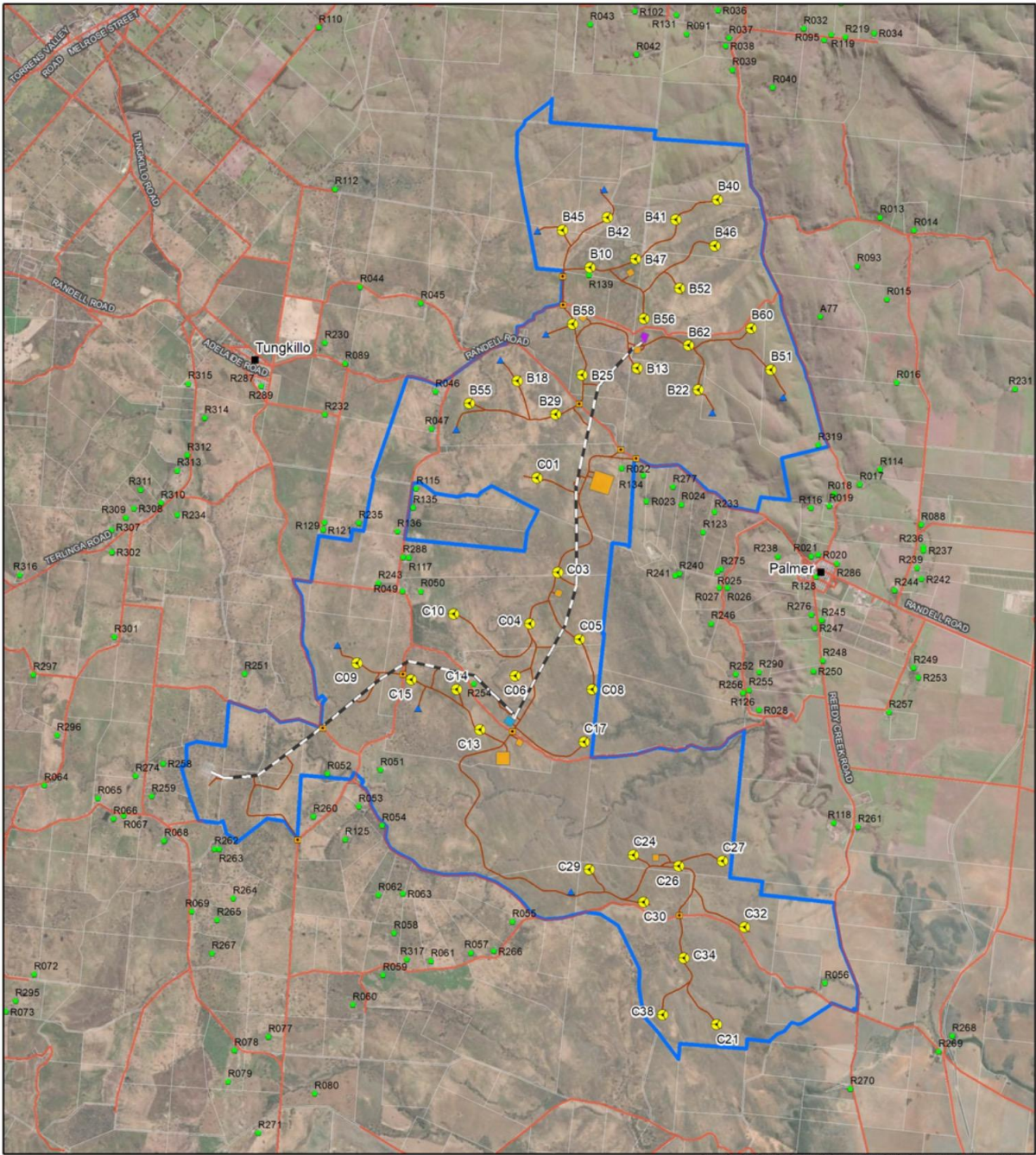


Figure 3: Palmer Windfarm – Site Map and Windfarm Layout

5.0 Route Summary

All turbine components are entering Australia via Port Adelaide inner Harbour berths 18-20.

The components will be transported to nearby storage facility within the port precinct before been transported to the Palmer windfarm on several different transport routes. The primary differences between the routes are due to height limitations.

Route 1: Will be used for the blades, motors and smaller loads.

Route 2: Will be used for the towers.

ROUTE 1: Port Adelaide to Palmer Windfarm

COMPONENTS: Blades, motors and components under 5.2 metres in loaded height

DISTANCE: 188 kilometres

GPS LINK: <https://maps.app.goo.gl/F1Zm1UKfaYZPwmAV9>

ROUTE: Ocean Steamers Road, Eastern Parade, Port River Expressway, Northern Expressway, Sturt Highway, Halfway House Road, Ridley Road, Angas Valley Road, Ridley Road, Randell Road.

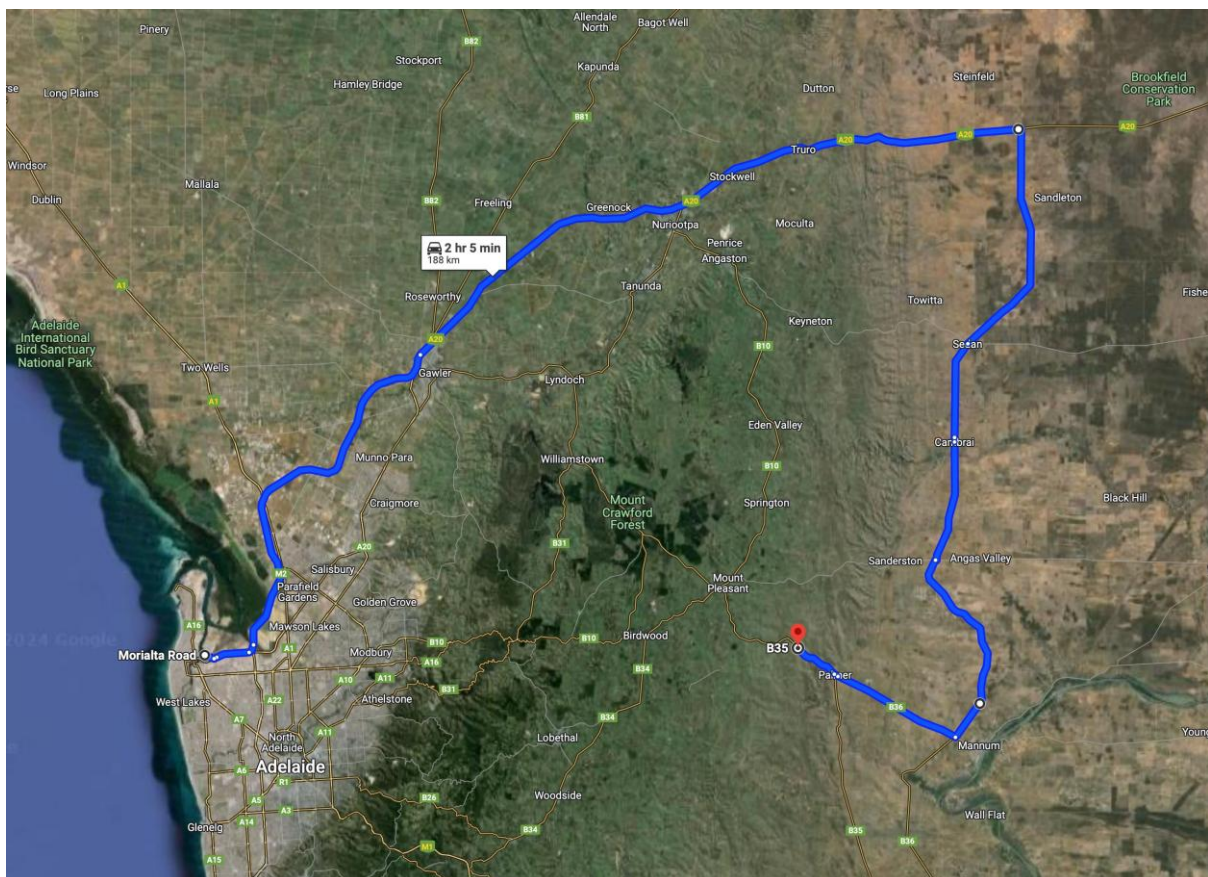


Figure 4: Palmer Windfarm –Route 1 Map

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

ROUTE 2: Port Adelaide to Palmer Windfarm

COMPONENTS: Towers and loads over 5.2 metres in loaded height

DISTANCE: 215 Kilometres

GPS LINK: <https://maps.app.goo.gl/cTq9XSBZLNqVESq3A>

ROUTE: Ocean Steamers Road, Eastern Parade, Port River Expressway, Northern Connector, Port Wakefield Highway "A1", Mallala Road, Old Port Wakefield Road, Gawler Rd, Two Wells Rd, Wilkinson Road, Hatcher Road, Oates Road, Redbanks Road, Mudla Wirra Road, College Road, Cliff Road, Gartrell Street, Roseworthy, Thiele Hwy, East Terrace, Truro Rd, Sturt Hwy, Halfway House Road, Ridley Road, Angas Valley Road, Ridley Road, Randell Road.

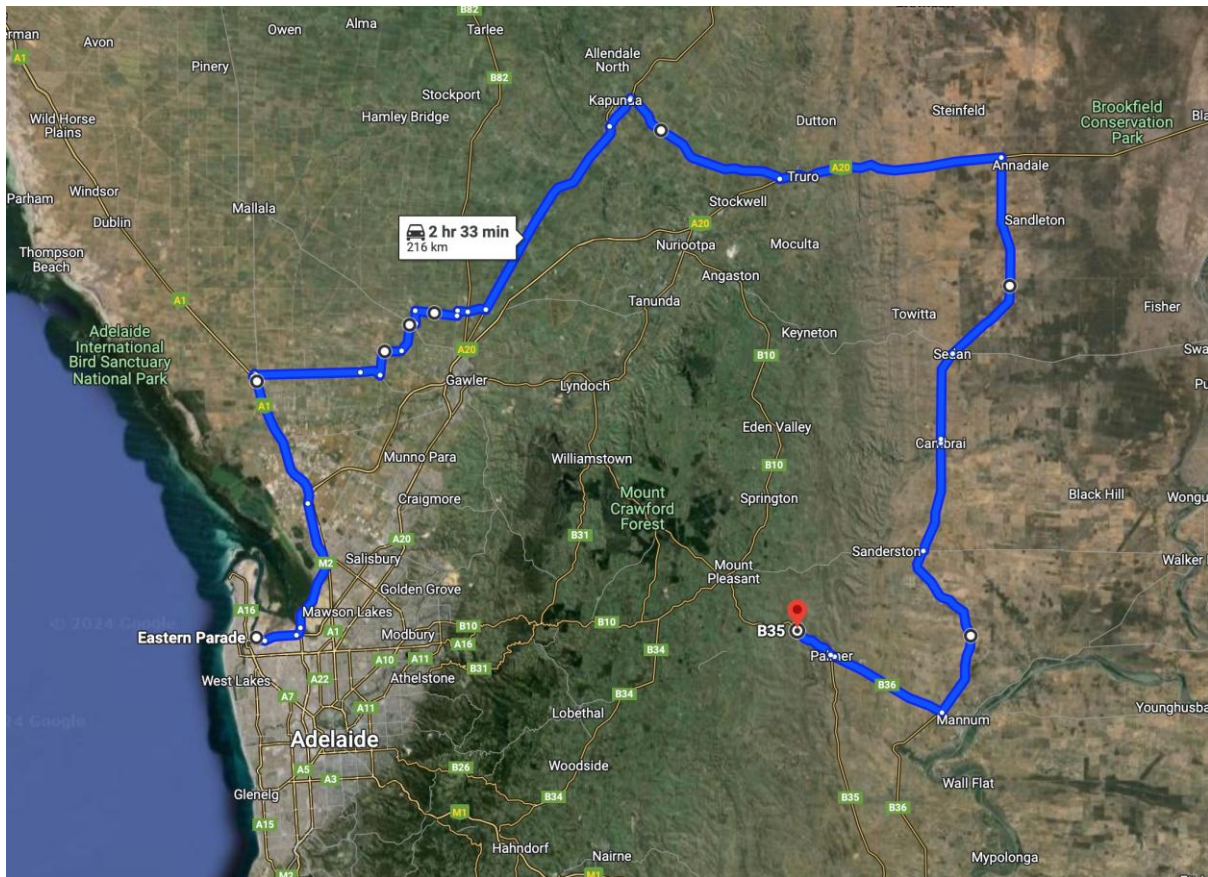


Figure 5: Palmer Windfarm –Route 2 Map

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

6.0 Route 1: Traffic control procedures

COMPONENTS: Blades and components under 5.2 metres in height

DISTANCE: 188 Kilometres

ROUTE: Ocean Steamers Road, Eastern Parade, Port River Expressway, Northern Expressway, Sturt Highway, Halfway House Road, Ridley Road, Angas Valley Road, Ridley Road, Randell Road.

GPS Link: <https://maps.app.goo.gl/F1Zm1UKfaYZPwmAV9>

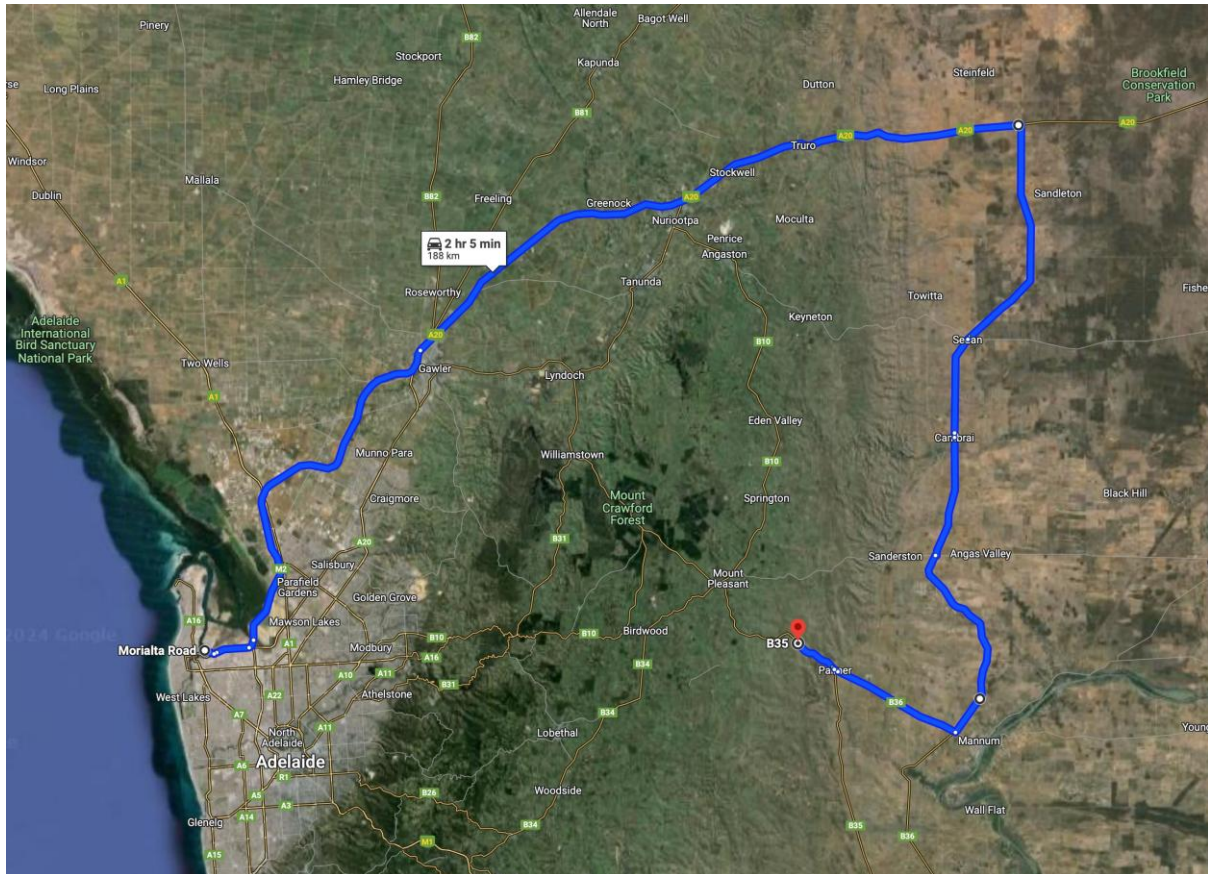


Figure 6: Palmer Windfarm –Route 1 Loads under 5.2 metres in overall height

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

KEY	
MODIFICATIONS REQUIRED	
PINCH POINT	
TRAFFIC CLEARING OPPORTUNITY	

KM index	Location	Section of Road	Current Measurement	Procedure	Comments
0.0	Port Adelaide	Port storage area across Ocean Steamers Rd and onto eastern Parade GPS Link: https://goo.gl/maps/9K6JvQ1AjdMDqg3e5	Length: 75.0 metres Width: 8.0 metres Height: N/A	Drive out of storage and cross to the incorrect side of Eastern Parade	Gate and fence to be modified. Sign relocated or made removable.
0.2	Port Adelaide	Eastern Parade over rail crossing GPS Link: https://goo.gl/maps/UfZflvNDkKxRyTed9	Length: 80.5 metres Width: 10.0 metres Height: N/A	Travel directly ahead	Approval required from Rail network provider before crossing this structure. Spotter to Guide load through this pinchpoint.
0.9	Gilman	The Eastern Parade onto the Port River Expressway GPS Link: https://goo.gl/maps/tnPFZDkYzaw3vrm8S8	Length: 70.0 metres Width: 10.9 metres Height: N/A	Left hand turn	Hardstand to be installed on exit of corner. Light pole to be relocated or removed. Island to be made trafficable and signs relocated or made removeable. Blade tip will need to be lifted over traffic lights(4m) or lights relocated. More information is in the conclusion.
3.1	Wingfield	Port River Expressway under Hansen Road GPS Link: https://goo.gl/maps/jZfr8G2DWWYixRTZ6	Length: 100.0 metres Width: 10.0 metres Height: 6.2 metres	Travel directly ahead.	No problems with this section of road
4.3	Dry Creek	Port River Expressway onto Northern Connector GPS Link: https://maps.app.goo.gl/D4vcJ2wzuSs4depH6	Length: 100.0 metres Width: 8.0 metres Height: 6.5 metres	Veer left and take off ramp to Northern connector	No problems with this section of road
4.3 To 19.2 Km's	Wingfield to Waterloo Corner	Northern Connector GPS Link: https://goo.gl/maps/onZFMBv3PpaJq52A	Length: 100.0 metres Width: 10.5 metres Height: 6.5 metres	Travel directly ahead	No issues with the proposed loads
19.8	Waterloo Corner	Northern Connector onto Northern Expressway GPS Link: https://goo.gl/maps/vclGFDqzQ8idciv47	Length: 100.0 metres Width: 8.0 metres Height: N/A	Right hand merge onto A1	No problems with this section of road.
19.8 To 43.0 Km's	Wingfield to Waterloo Corner	Northern Expressway GPS Link: https://maps.app.goo.gl/6DiwDjLeBA9cJvbq5	Length: 100.0 metres Width: 10.5 metres Height: 5.2 metres	Travel directly ahead	Loads over 5.2 metres in loaded height cannot use this route.

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

KM index	Location	Section of Road	Current Measurement	Procedure	Comments
43.0	Gawler	Northern Expressway onto Sturt Highway GPS Link: https://goo.gl/maps/DGSftxBQA9bsCWqU6	10.0 Metres wide.	Travel directly ahead	No problems with this section of road.
43.5	Gawler	Sturt Highway under Redbanks Road GPS Link: https://goo.gl/maps/n2aHh6MiwHyCeMRH9	Bridge height: 5.2 metres clearance	Travel directly ahead	Loads over 5.2 metres in loaded height cannot use this route.
69.1	Greenock	Sturt Highway under Sir Conder Laucke Way GPS Link: https://goo.gl/maps/IFLj4ARPPStaY8rw9	5.8 Metres high.	Travel directly ahead	No problems with this section of road.
85.1	Truro	Right hand bend on the Sturt Highway GPS Link: https://maps.app.goo.gl/3ekF6XfFvmMg3mom8	Length: 90.0 metres Width: 10.5 metres	Right hand bend	Spotter required.
108.0	Steinfeld	Sturt Highway onto Halfway House Road GPS Link: https://goo.gl/maps/Y5R3J3Dj3488yLJ59	Length: N/A Width: N/A	Right hand turn through property on the inside of the corner.	Landowners' boundaries to be determined and permission sought as required. Hardstand will be required, a fence relocated, and some signs relocated or made removeable
131.0	Sedan	Halfway House Road onto Ridley Road GPS Link: https://goo.gl/maps/2nA66eJ6PcaqP4fy6	8.0 Metres wide.	Travel directly ahead	No problems with this section of road.
140.5	Cambrai	Ridley Road onto Main Street GPS Link: https://goo.gl/maps/VmaGwtURyd1ed4Hw6	8.0 Metres wide.	Travel directly ahead	No problems with this section of road.
141.0	Cambrai	Main Street onto Ridley Road GPS Link: https://goo.gl/maps/pHLV3K8pw9dXng3r5	8.0 Metres wide.	Travel directly ahead	No problems with this section of road.
151.8	Angas Valley	Ridley Road onto Angas Valley Road GPS Link: https://goo.gl/maps/Neqv2t88Dv47wqUK8	8.0 Metres wide. 75.0 Metres length clearance	Right hand turn	Signs to be relocated or made removable.
152.0	Angas Valley	Angas Valley Road onto Ridley Road GPS Link: https://goo.gl/maps/Zs6N3TkmvG3EKA	8.0 Metres wide. 75.0 Metres length clearance	Left hand turn	Signs to be relocated or made removable.
172.0	Mannum	Ridley Road onto Randell Road GPS Link: https://goo.gl/maps/LZYIn5aUHCpUB2F7	8.0 Metres wide. 65.0 Metres length clearance	Right hand turn	Hardstand to be installed on inside and exit of corner. signs to be relocated or made removable.

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

KM index	Location	Section of Road	Current Measurement	Procedure	Comments
185.0 to 187.0	Palmer	Randell Road GPS Link: https://maps.app.goo.gl/e8pfvq1YnufuWV6	7.0 Metres wide. 85.0 Metres length clearance	Travel directly ahead up the mountain range around several sweeping corners.	Police to hold traffic at Palmer lookout: Approx 10 minutes Palmer lookout location: https://maps.app.goo.gl/F3H2N4UybZuAPsb8 Spotter to guide the load through several of the bends.
187.8	Palmer	Randell Road into Southern site entrance GPS Link: https://maps.app.goo.gl/g8M4V1dhrT6Roc46	N/A	Left hand turn	Fence and Armaco to be modified and vegetation removed as required. All site access roads to constructed to relevant standards in order to accommodate the weight, height, gradients swept path and vertical curves (dips/crests) of all proposed loads. Access roads to be maintained for the duration of deliveries.
188.0	Palmer	Randell Road into both Northern and Southern site entrance GPS Link: https://maps.app.goo.gl/3M569ouJmQ1m67	N/A	Turn into site	Fence and Armaco to be modified and vegetation removed as required. All site access roads to constructed to relevant standards in order to accommodate the weight, height, gradients swept path and vertical curves (dips/crests) of all proposed loads. Access roads to be maintained for the duration of deliveries.
SITE ENTRIES, ACCESS ROADS AND UNSEALED ROADS TO BE UPGRADED, WIDENED & VEGETATION TRIMMED TO ACCOMMODATE THE HEIGHT, WEIGHT, VERTICAL CURVE AND SWEEPED PATH REQUIREMENTS OF ALL PROPOSED LOADS.					
UNSEALED ROADS TO BE MAINTAINED FOR THE DURATION OF DELIVERIES AND MAY BECOME UNTRAFFICABLE DURING PERIODS OF WET WEATHER					

PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

Pinch Point

0.0

Exiting Adelaide Port

Route 1

PROCEDURE: Travel directly ahead from the port access gate and across Ocean Steamers Road with a slight right merge onto Eastern Parade.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Eastern Parade ahead of load.

POLICE 1: Warn and hold all traffic on Eastern Parade ahead of load.

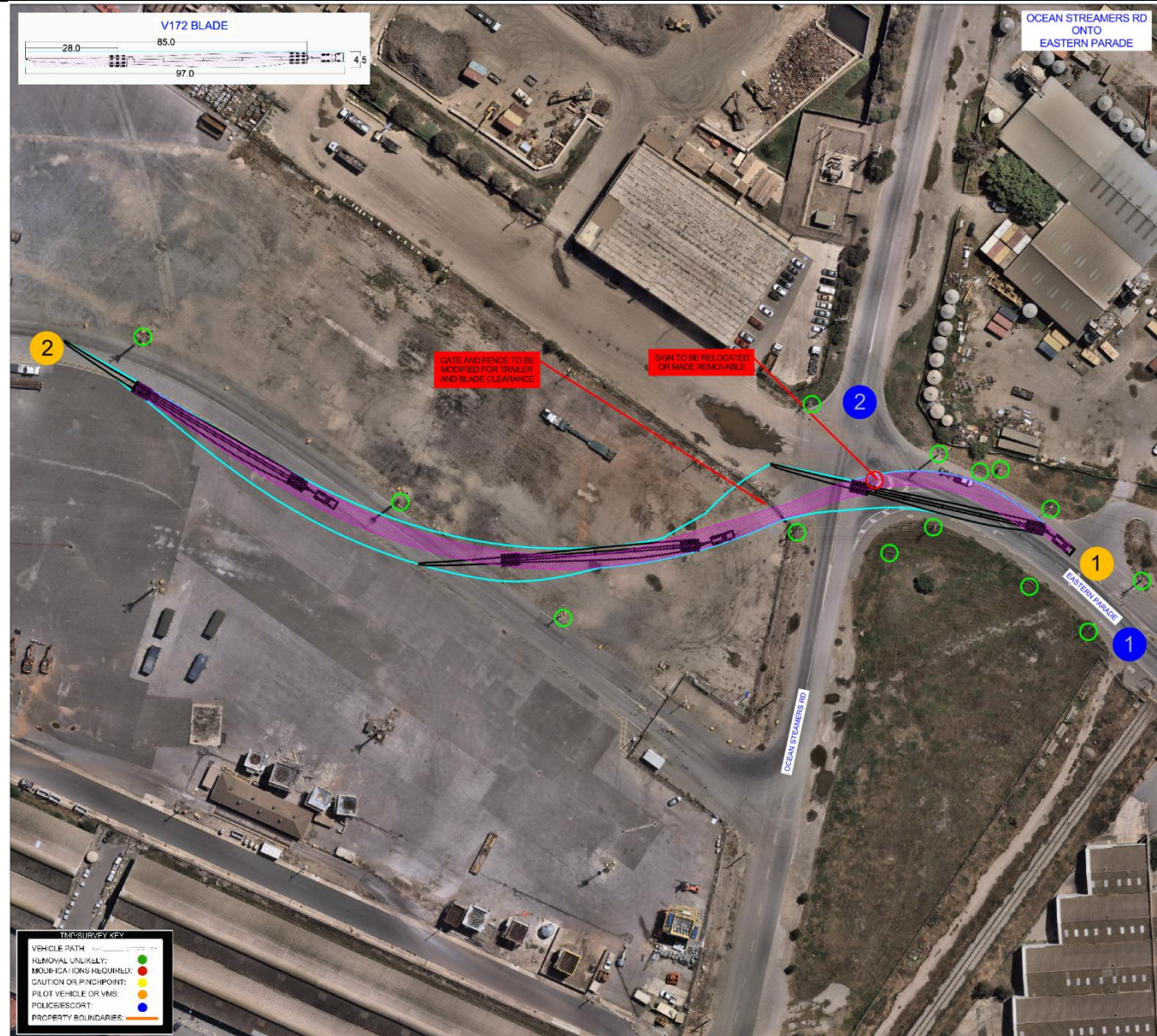
POLICE 2: Warn and hold all traffic from the north on Ocean Steamers Rd ahead of and beside the load.

ESCORT 2: Guide the load through the pinchpoint.

COMMENTS: Spotters to guide the load through this pinch point.

MODIFICATIONS REQUIRED: Gate and fence to be modified. Sign relocated or made removable.

GPS: <https://goo.gl/maps/tK6JqG1AjdMDgqSs5>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point

0.2

Eastern Parade over rail crossings in Port Adelaide

Route 1

PROCEDURE: Travel directly ahead over 2 rail crossings.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Eastern Parade ahead of load.

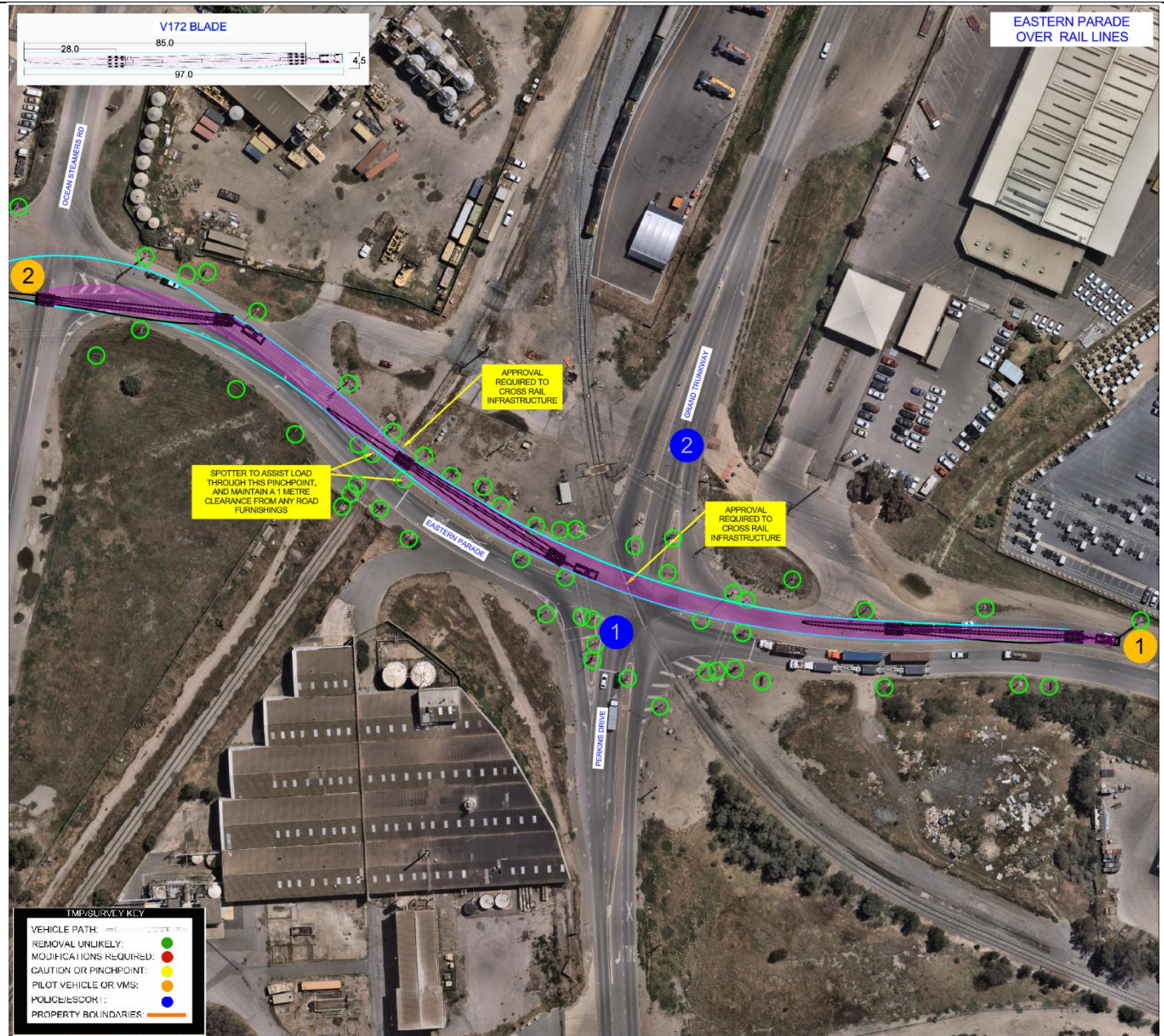
POLICE 1: Warn and hold all traffic on Perkins Drive south of the load.

POLICE 2: Warn and hold all traffic on Grand Trunkway north of the load.

ESCORT 2: Warn all traffic on Eastern Parade behind the load.

COMMENTS: Rail protection officer to be present for each blade movement. Spotter to guide the load throughout the intersection. Police to control traffic, pilots to warn all traffic.

GPS: <https://goo.gl/maps/UfZfLvNDkKxRyTed9>



PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

Pinch Point

0.9

Eastern Parade onto Port River Expressway

Route 1

PROCEDURE: Left hand turn from Eastern Parade onto the Port River Expressway.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Port River Expressway ahead of load.

POLICE 1: Warn and hold all traffic on Eastern Parade ahead of load.

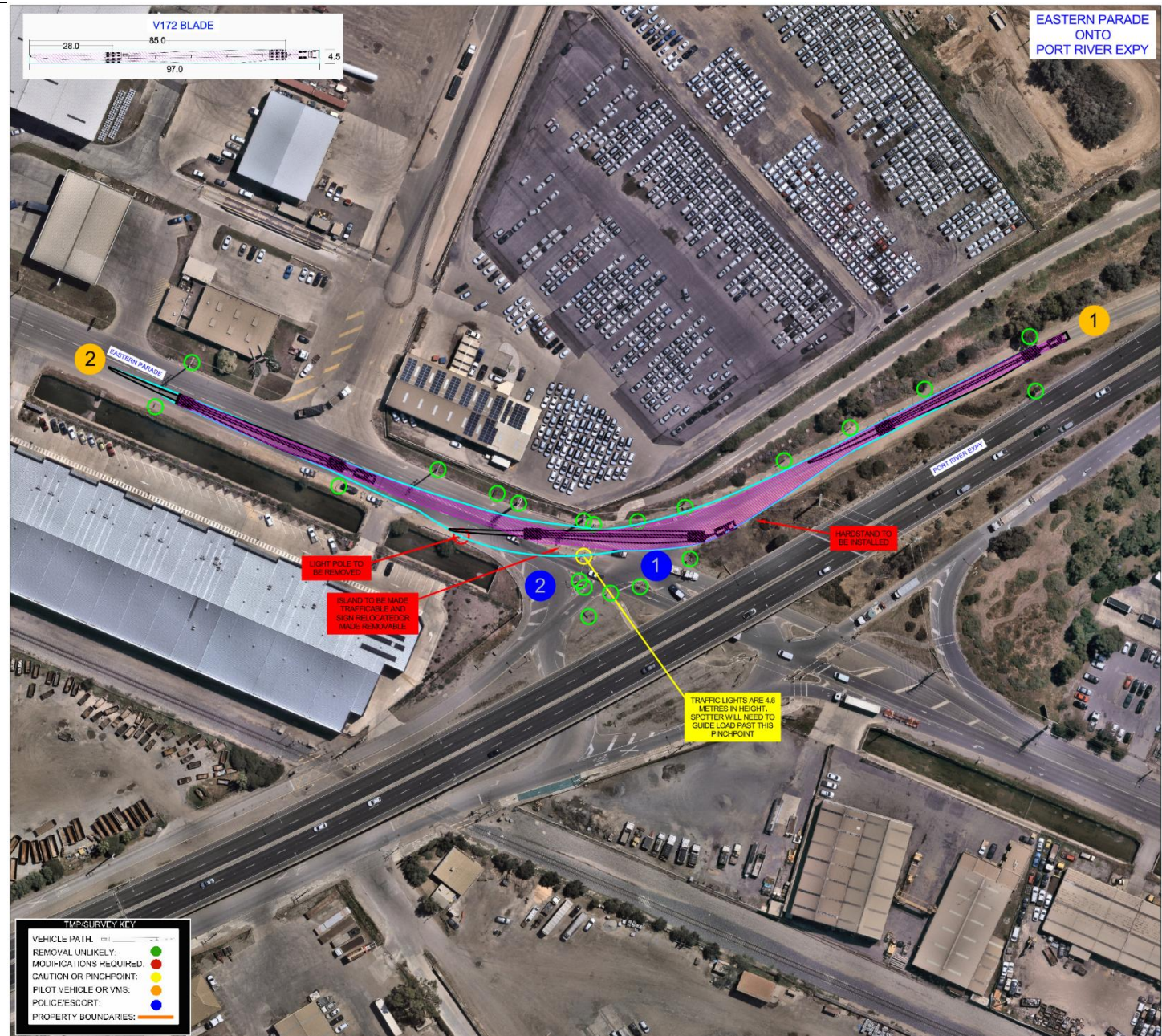
POLICE 2: Warn and hold all traffic on Port River Expressway to Eastern Parade exit ahead of the load.

ESCORT 2: Warn all traffic on Eastern Parade behind the load.

COMMENTS: Hardstand to be installed on exit of corner. Light pole to be relocated or removed. Island to be made trafficable and signs relocated or made removeable. Blade tip will need to be lifted over traffic lights (4m) or lights relocated. More comments on this in the conclusion.

GPS:

<https://goo.gl/maps/mPFZDKYzewGxvm8S8>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point

4.3

Left hand bend from A9 onto North
South M2 Highway

Route 1

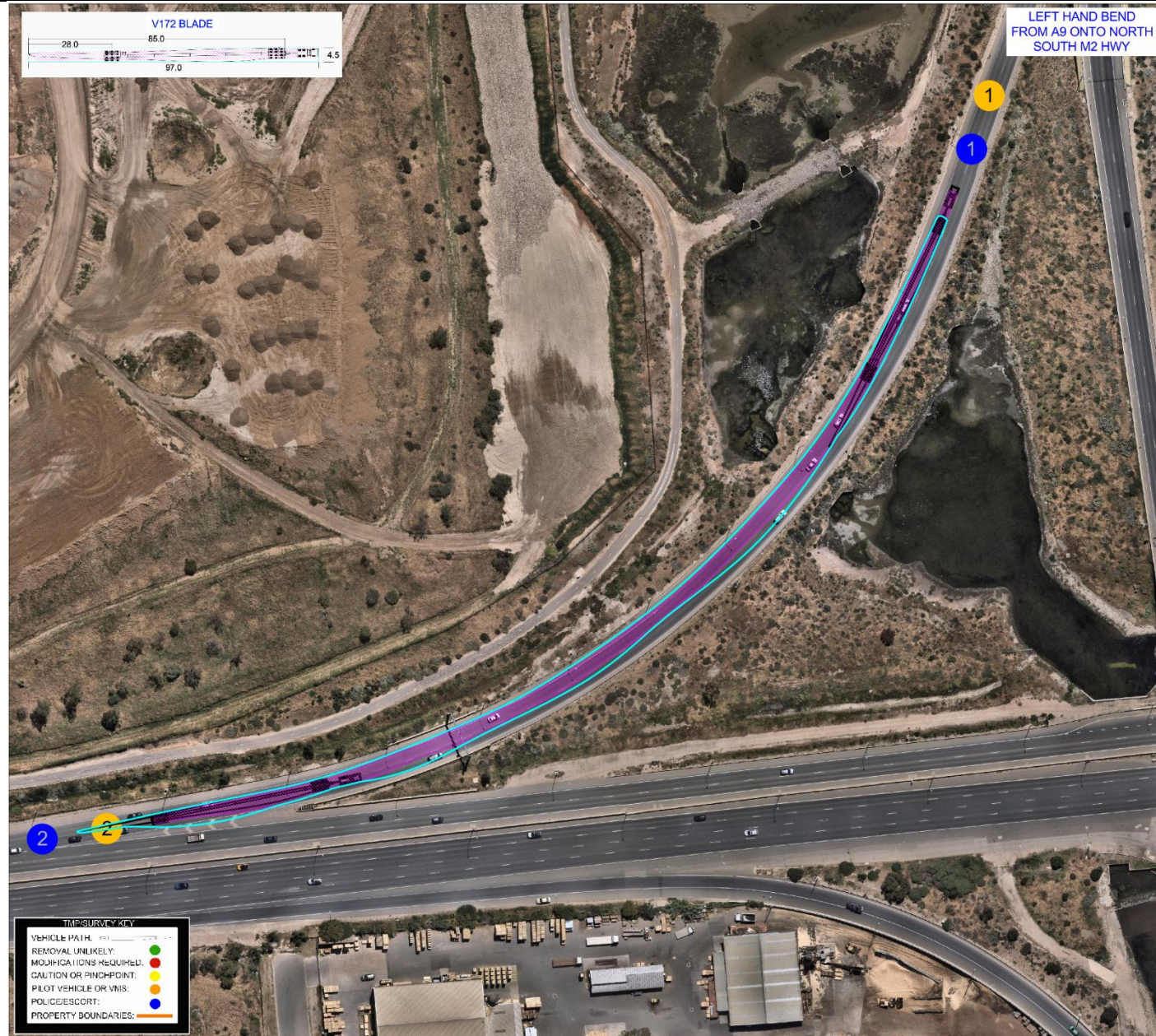
PROCEDURE: Left hand bend from the
A9 highway onto the M2 highway.

TRAFFIC CONTROL: Warn traffic at
the intersection.

Total hold time: Nil.

COMMENTS: Police and escorts are
not necessary for this corner. Loads
remain on the correct side

GPS: <https://maps.app.goo.gl/5PsZQ83rYbup3TFk8>



PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

Pinch Point 85.1

Right hand bend on Sturt Highway
at Truro

Route 1

PROCEDURE: Right hand turn.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Sturt Hwy ahead of load.

POLICE 1: Warn and stop all traffic on Sturt Hwy ahead of load.

POLICE 2: Warn and Hold all Southbound traffic on Eudanda Rd ahead of load.

ESCORT 2: Warn all traffic on Sturt Hwy behind the load.

COMMENTS: The loads will travel from the correct side to the correct side; however, the trailer will need to track onto the incorrect side while negotiating the corner. Spotter required at this pinch point.

GPS:

<https://maps.app.goo.gl/3ekF6XffvMq3mom8>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 108

Sturt Highway onto Halfway House Rd

Route 1

PROCEDURE: Right hand turn from the Sturt Highway onto Halfway House Road.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Halfway House Rd ahead of load.

POLICE 1: Warn and stop all traffic on Halfway House Rd ahead of load.

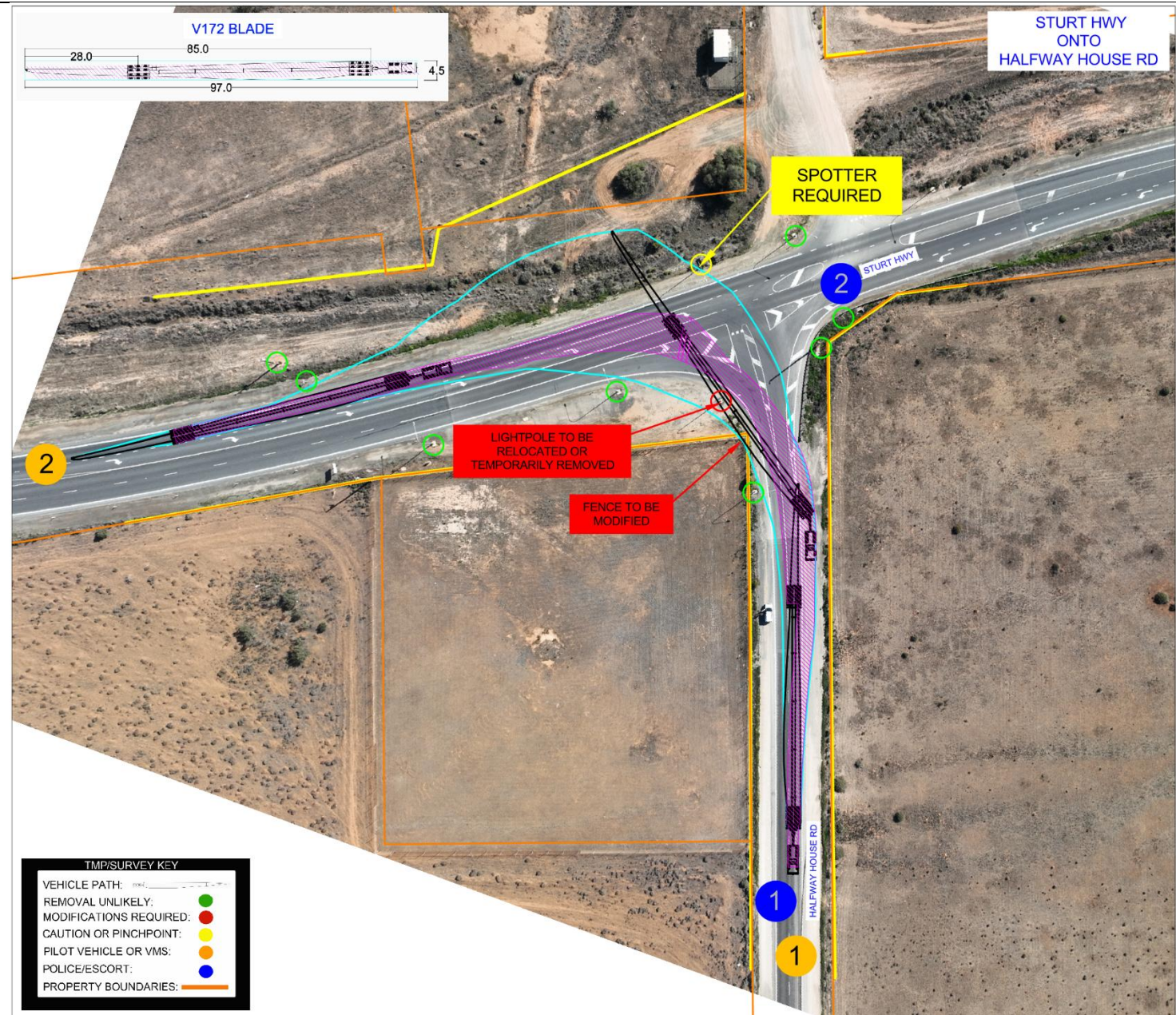
POLICE 2: Warn and Hold all Westbound traffic on Sturt Hwy ahead of load.

ESCORT 2: Warn all traffic on Sturt Hwy behind the load.

COMMENTS: Spotter to guide load through this section of road.

MODIFICATIONS REQUIRED: Light to be removed or relocated, plus some fence to be relocated.

GPS: <https://goo.gl/maps/Y52LdGDJgAB8uhLS9>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 151.8

Ridley Road at Angas Valley Road

Route 1

PROCEDURE: Right hand turn from Ridley Road onto Angas Valley Road.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Ridley Rd ahead of load.

POLICE 1: Warn and hold all Westbound traffic on Angas Valley Rd ahead of load.

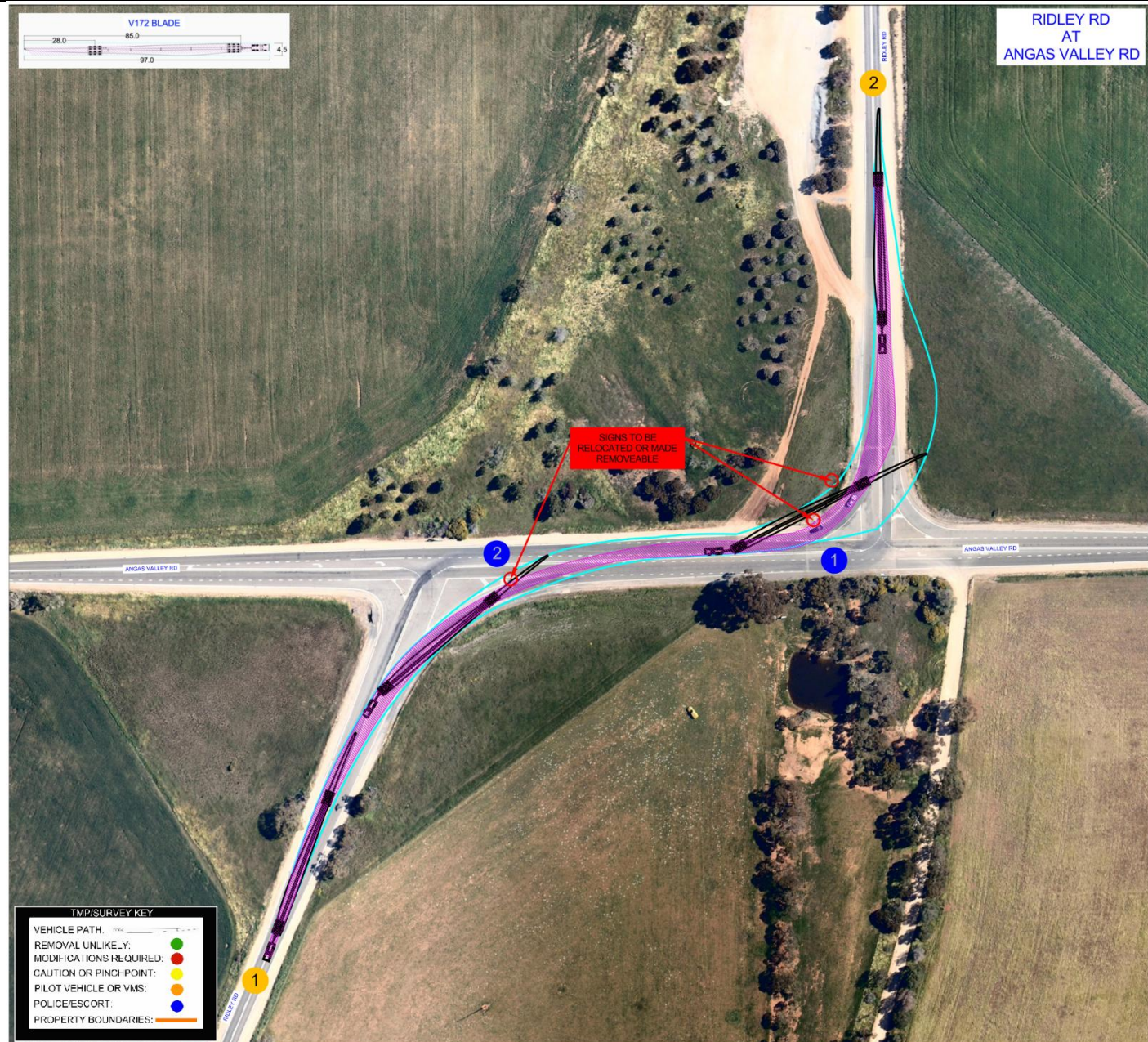
POLICE 2: Warn and hold all Eastbound traffic on Angas Valley Rd ahead of the load.

ESCORT 2: Warn all traffic on Ridley Rd behind the load.

COMMENTS: Load to turn from the correct side to the correct side before crossing to the incorrect side for the next turn. Spotter to guide load through this section of road.

MODIFICATIONS REQUIRED: Signs to be relocated or made removable.

GPS: <https://goo.gl/maps/Necvy2bBtk47wqUk8>



PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

Pinch Point 172

Ridley Road onto Randell Road at
Mannum

Route 1

PROCEDURE: Right hand turn from
Ridley Rd onto Randell Rd.

TRAFFIC CONTROL: Hold traffic at the
intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Randell
Rd ahead of load.

POLICE 1: Warn and Hold all Eastbound
traffic on Randell Rd ahead of load.

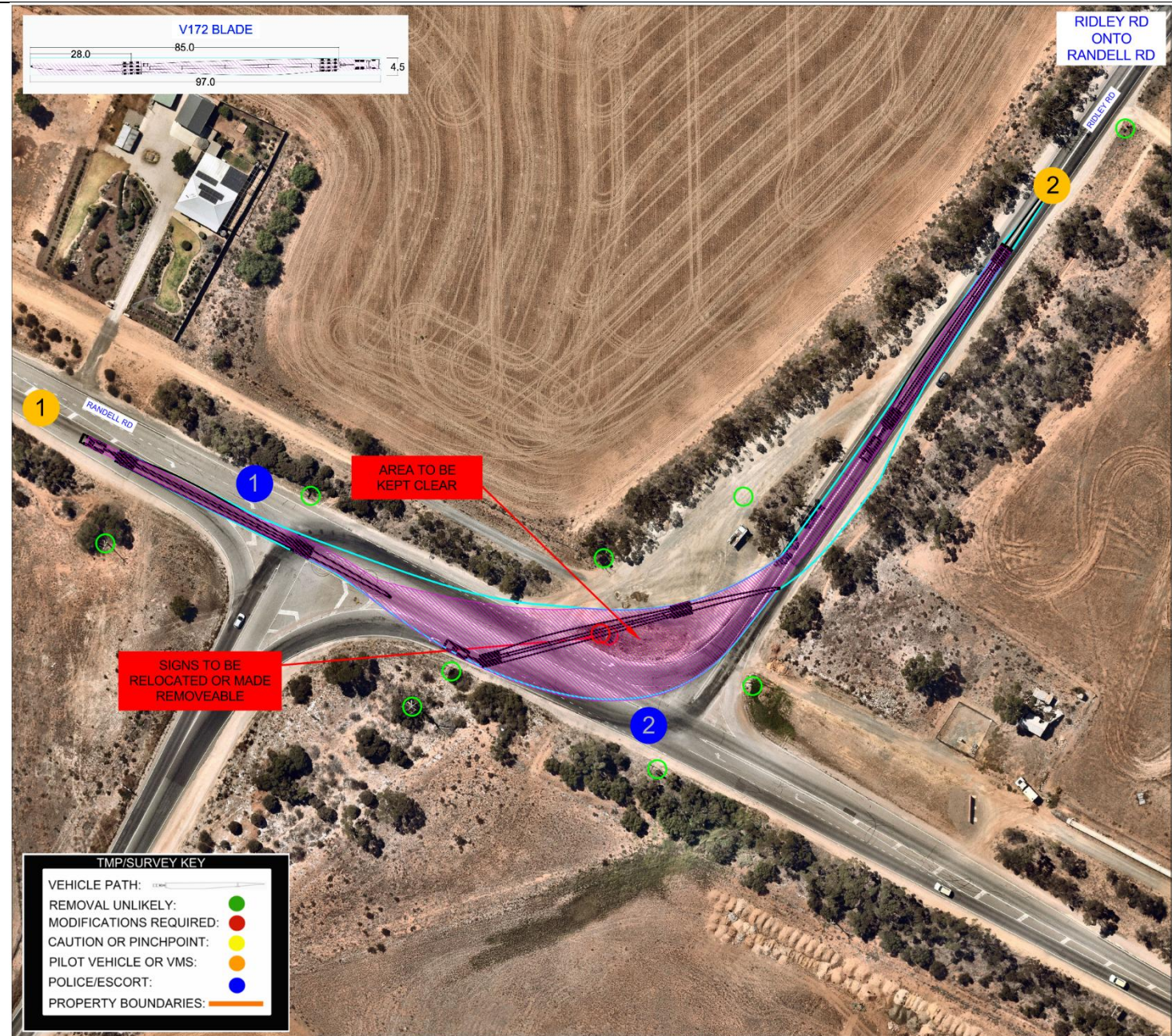
POLICE 2: Warn and Hold Westbound
traffic on Randell Rd behind the load.

ESCORT 2: Warn all traffic on Ridley Rd
behind the load.

COMMENTS: Load to travel around the
corner from the correct side to the
correct side. Spotter to guide load
through this section of road.

MODIFICATIONS REQUIRED: Trailer
to utilise existing hardstand. Sign to be
relocated or made removable.

GPS: <https://goo.gl/maps/o2UqPC9cvomkR2nZ7>



PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

PALMER RANGE TRAFFIC PROCEDURE (POLICE LOADS) 184 to 187

Randell Road up mountain range at
Palmer

Route 1

PROCEDURE: Travel up the mountain
range using the entire road.

TRAFFIC CONTROL: Hold all
Eastbound at the Palmer Lookout hold
point.

Total hold time: 10 Minutes

POLICE 1: Hold all eastbound traffic at
Palmer Lookout.

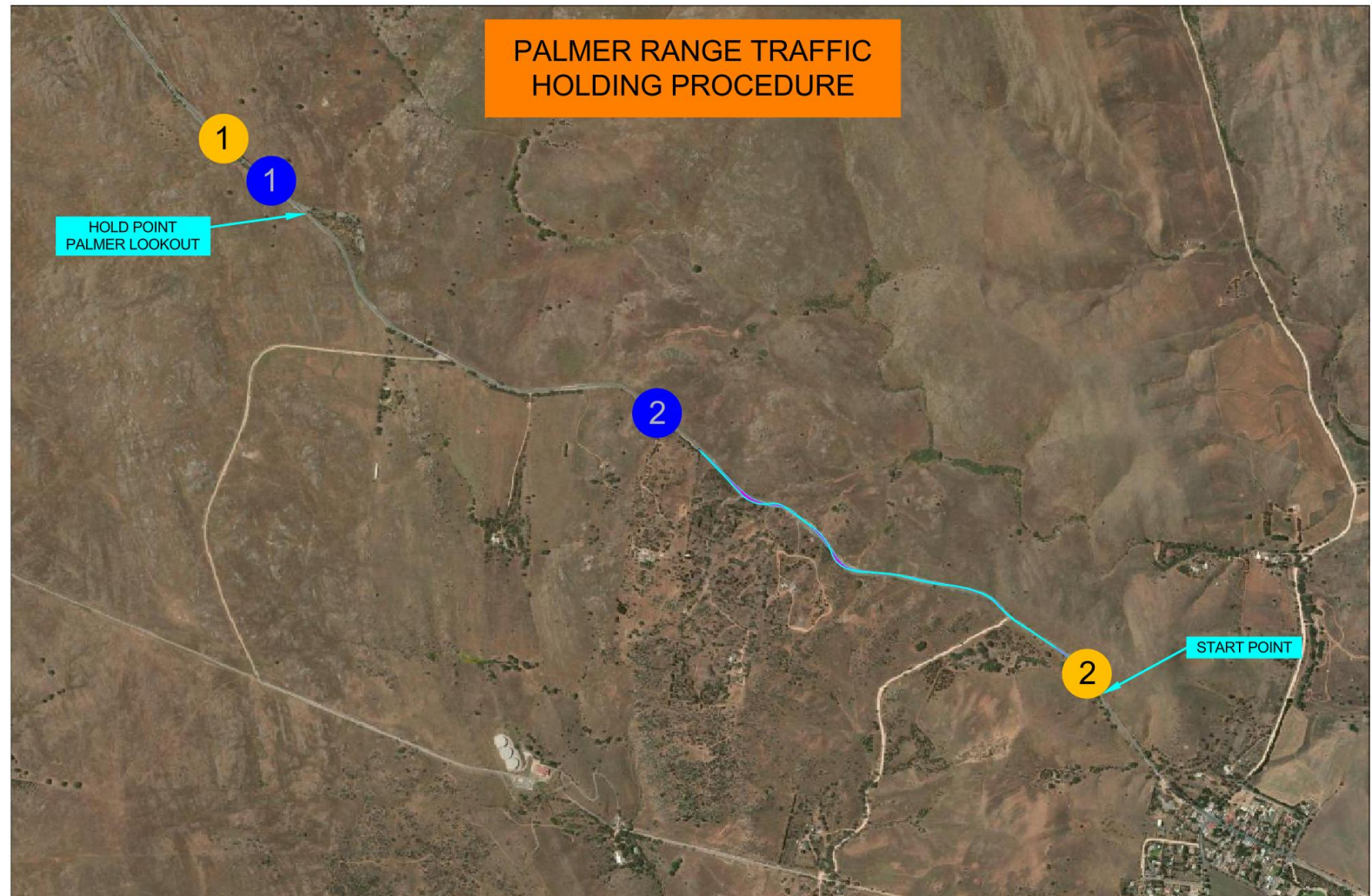
ESCORT 1: Assist police in holding
traffic at Palmer lookout.

POLICE 2: Stay 100 metres in front of
the blade for the entire trip up the range.

ESCORT 2: Stay behind the load and
warn all motorist approaching from
behind the load.

GPS:

<https://maps.app.goo.gl/kBRDBVvpyM8VpyCX9>



TRANSPORT MANAGEMENT PLAN

Pinch Point
187.8

Randell Road into Palmer
Windfarm Southern Entrance

Route 1

PROCEDURE: Left hand turn from
Randell Rd into site entrance

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Palmer
WF Southern Entrance ahead of load.

POLICE 1: Warn and Hold all Eastbound traffic on Randell Rd ahead of load.

POLICE 2: Warn and Hold Westbound traffic on Randell Rd behind the load.

ESCORT 2: Warn all traffic on Randell Rd behind the load.

COMMENTS: Loads to turn left from Randell Rd into proposed site entrance.

MODIFICATIONS REQUIRED: Site road to be made suitable for the swept path of the largest road.

GPS: <https://maps.app.goo.gl/g84V1divrTtSRsg46>



PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

Pinch Point 188

Randell Road into Northern Site
Entrance

Route 1

PROCEDURE: Left hand turn from
Randell Rd into site entrance

TRAFFIC CONTROL: Hold traffic at the
intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Palmer
WF Northern Entrance ahead of load.

POLICE 1: Warn and Hold all Eastbound
traffic on Randell Rd ahead of load.

POLICE 2: Warn and Hold Westbound
traffic on Randell Rd behind the load.

ESCORT 2: Warn all traffic on Randell
Rd behind the load.

COMMENTS: Loads to turn right from
Randell Rd into proposed site entrance.

MODIFICATIONS REQUIRED: Site
road to be made suitable for the swept
path of the largest road.

GPS: <https://maps.app.goo.gl/AfG69nowJUrD1ng5Z>



7.0 Route 2: Traffic control procedures

This route is to be used for the Towers and has a maximum loaded height of 6.0 meters.

ROUTE 2 – Port Adelaide to Palmer Windfarm

Distance: 216 kilometres

Components: Towers and loads up to 6.0 meters in overall height.

Route: Ocean Steamers Road, Eastern Parade, Port River Expressway, Northern Connector, Port Wakefield Highway “A1”, Mallala Road, Old Port Wakefield Road, Gawler Rd, Two Wells Rd, Wilkinson Road, Hatcher Road, Oates Road, Redbanks Road, Mudla Wirra Road, College Road, Cliff Road, Gartrell Street, Roseworthy, Thiele Hwy, East Terrace, Truro Rd, Sturt Hwy, Halfway House Road, Ridley Road, Angas Valley Road, Ridley Road, Randell Road.

GPS LINK: <https://maps.app.goo.gl/MRJ9rpzs8HhNLpDi8>

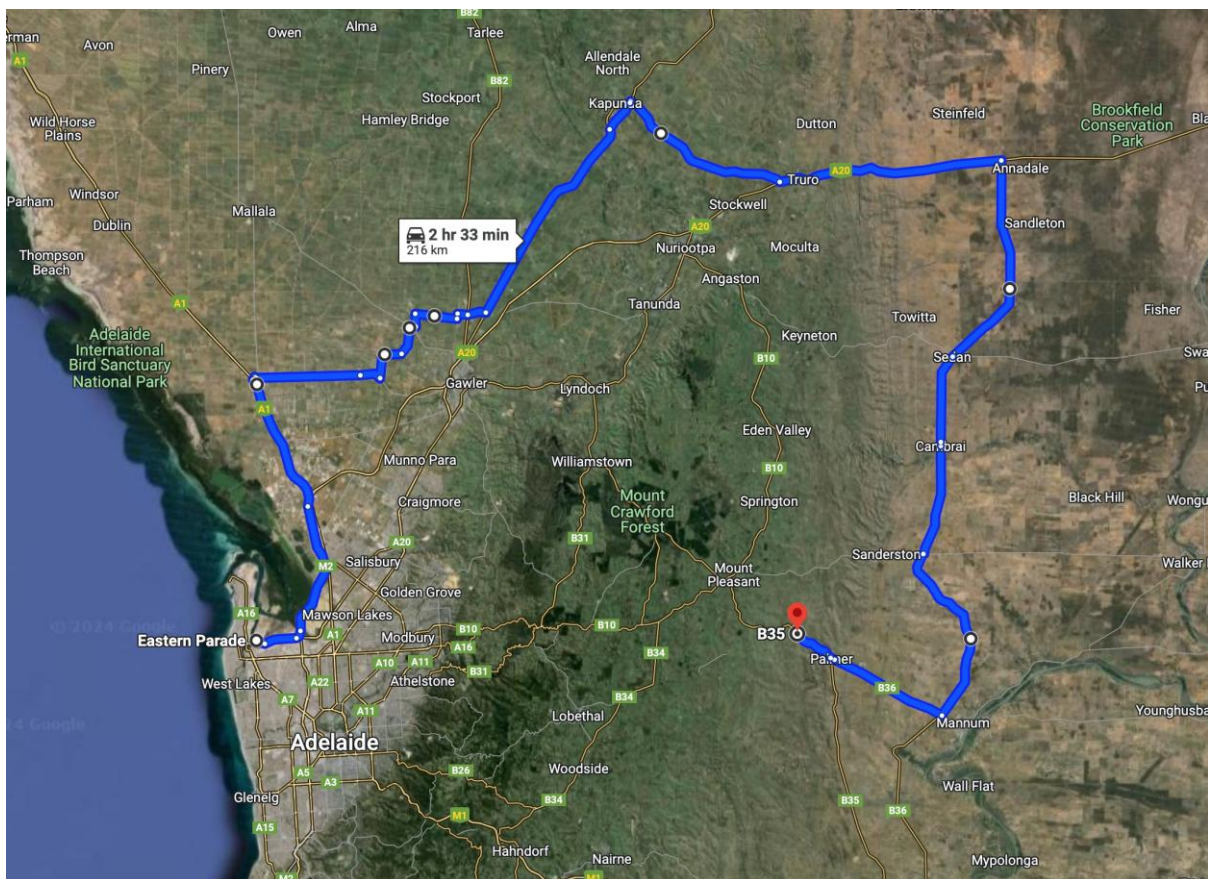


Figure 24: Palmer Windfarm – Route 2: Loads exceeding 5.2 metres in overall height

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

KEY	
MODIFICATIONS REQUIRED	
PINCH POINT	
TRAFFIC CLEARING OPPORTUNITY	

KM index	Location	Section of Road	Current Measurement	Procedure	Comments
0.0	Port Adelaide	Port storage area across Ocean Steamers Rd and onto eastern Parade GPS Link: https://goo.gl/maps/tK6JqG1AjdMDqgSs5	Length: 75.0 metres Width: 8.0 metres Height: N/A	Drive out of storage area and cross to the incorrect side of Eastern Parade	Spotter to assist on this section of road.
0.2	Port Adelaide	Eastern Parade over rail crossing GPS Link: https://goo.gl/maps/UfZfLvNDkKxRyTed9	Length: 80.5 metres Width: 10.0 metres Height: N/A	Travel directly ahead	Approval required from Rail network provider before crossing this structure. Spotter to Guide load through this pinchpoint.
0.9	Gilman	The Eastern Parade onto the Port River Expressway GPS Link: https://goo.gl/maps/mPFZDKYzewGxvm8S8	Length: 70.0 metres Width: 10.9 metres Height: N/A	Left hand turn	Spotter to assist on this section of road.
0.9 to 4.3	Gilman to Wingfield	Port River Expressway GPS Link: https://goo.gl/maps/rpFDwXM41ACYr2Vv6	Length: 100.0 metres Width: 10.0 metres Height: 6.2 metres	Travel directly ahead.	Loads over 6.2 metres will need to travel over the top of Hansen Road.
4.3	Wingfield	Port River Expressway onto Northern Connector GPS Link: https://maps.app.goo.gl/D4vcJ2wzuSs4depH6	Length: 100.0 metres Width: 8.0 metres Height: 6.5 metres	Left hand bend	No problems with this section of road.
4.3 To 19.2 Km's	Wingfield to Waterloo Corner	Northern Connector GPS Link: https://goo.gl/maps/onZFMBvB3PpaJq52A	Length: 100.0 metres Width: 10.5 metres Height: 6.5 metres	Travel directly ahead	No issues with the proposed loads
19.8	Waterloo Corner	Northern Connector onto Port Wakefield Highway "A1" GPS Link: https://goo.gl/maps/yclGFDgzQ8idciv47	Length: 100.0 metres Width: 8.0 metres Height: N/A	Right hand merge onto A1	No problems with this section of road.
33.4	Two wells	Port Wakefield Highway "A1" onto Mallala Road GPS Link: https://goo.gl/maps/U78MZSBL43D2	Length: 50 metres Width: 8.0 metres Height N/A	Right hand turn	Spotter to assist on this section of road.
33.7	Two wells	Mallala Road onto Old Port Wakefield Road GPS Link: https://goo.gl/maps/CzoYPwc0cBM2	Length: 35 metres Width: 8.0 metres Height N/A	Right hand turn	Centre Island will need to be made trafficable or removed. Spotter to assist on this section of road.

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

KM index	Location	Section of Road	Current Measurement	Procedure	Comments
33.9	Two wells	Old Port Wakefield Road onto Gawler Road GPS Link: https://goo.gl/maps/TfEJNdGpFP12	Length: 50 metres Width: 8.0 metres Height N/A	Left hand turn	Spotter to assist on this section of road.
44.6	Gawler River	Gawler Road onto Two Wells Road GPS Link: https://goo.gl/maps/ijQJCjKW6uH2	8.0 metres wide	Travel directly ahead	No problems with this section of road
46.8	Gawler River	Two Wells Road onto Wilkinson Road GPS Link: https://goo.gl/maps/6DeWPk5rKF32	Length: 35 metres Width: 8.0 metres Height N/A	Left hand turn	Spotter to assist on this section of road.
49.3	Kangaroo Flat	Wilkinson Road onto Hatcher Road GPS Link: https://goo.gl/maps/XQ8cNtqzQUG2	Length: 35 metres Width: 8.0 metres Height N/A	Left hand turn	Spotter to assist on this section of road.
51.3	Kangaroo Flat	Hatcher Road onto Oates Road GPS Link: https://goo.gl/maps/qXcjdWdZnXCDwL8AA	Length: 60 metres Width: 8.0 metres Height N/A	Left hand bend	No problems with this section of road
54.5	Kangaroo Flat	Oates Road onto Redbanks Road GPS Link: https://goo.gl/maps/tVCv2BFmnZ72	Length: 40 metres Width: 8.0 metres Height N/A	Right hand turn	Spotter to assist on this section of road.
55.1	Kangaroo Flat	Redbanks Road onto Mudla Wirra Road GPS Link: https://goo.gl/maps/2yC31AASRxM2	Length: 35 metres Width: 8.0 metres Height N/A	Left hand turn	Spotter to assist on this section of road.
56.5	Roseworthy	Mudla Wirra Road onto College Road GPS Link: https://goo.gl/maps/bu28YmqsfDP2	Length: 40 metres Width: 8.0 metres Height N/A	Right hand turn	Spotter to assist on this section of road.
60.8	Roseworthy	College Road onto Cliff Road GPS Link: https://goo.gl/maps/n6BLSSACgHT2	Length: 40 metres Width: 8.0 metres Height N/A	Left hand turn	Spotter to assist on this section of road.
61.4	Roseworthy	Cliff Road onto Gartrell Street GPS Link: https://goo.gl/maps/UGN6vnZ8DDG2	9.0 Metres into 9.0 metres	Right hand turn	Spotter to assist on this section of road.
62.5	Roseworthy	Gartrell Street onto Roseworthy Road GPS Link: https://goo.gl/maps/Py6YuP9aWyH2	Length: 80 metres Width: 9.0 metres Height N/A	Left hand bend	No problems with this section of road
64.8	Kingsford	Roseworthy Road onto Thiele Hwy GPS Link: https://goo.gl/maps/GpH6AaL4yS4exER47	Length: 80 metres Width: 9.0 metres Height N/A	Left hand turn	Spotter to assist on this section of road.

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

KM index	Location	Section of Road	Current Measurement	Procedure	Comments
88.3	Kapunda	Thiele Hwy onto East Terrace GPS Link: https://goo.gl/maps/vqgkXWMZMhnpCgAK9	Width: 6.5 metres	Right hand turn	Spotter to assist on this section of road.
88.3 to 91.8	Kapunda	East Terrace GPS Link: https://maps.app.goo.gl/XEWTBkqA7q6j7FLx9	Width: 6.5 metres	Travel directly ahead on a gravel road	No problems with this section of road.
91.8	Kapunda	East Terrace onto Thiele Hwy GPS Link: https://goo.gl/maps/wVeWZTnSnDTAaxEs6	Length: 60 metres Width: 6.0 metres	Right hand turn	Spotter to assist on this section of road.
92.0	Kapunda	Thiele Hwy onto Truro Rd GPS Link: https://goo.gl/maps/rupYTUbWTiDqQbLg9	Length: 55 metres Width: 6.0 metres	Right hand turn	Spotter to assist on this section of road.
111	Truro	Truro Rd onto Sturt Hwy GPS Link: https://goo.gl/maps/VsQYKAe4MpcqiyYd7	Length: 55 metres Width: 10.0 metres	Left hand turn	Spotter to assist on this section of road.
134	Steinfeld	Sturt Highway onto Halfway House Road GPS Link: https://goo.gl/maps/Y52LdGDJgAB8uHLS9	10.0 Metres wide.	Right hand turn	Spotter to guide load through this section of road.
157	Sedan	Halfway House Road onto Ridley Road GPS Link: https://goo.gl/maps/2nA66eJ6PcagP4fy6	8.0 Metres wide.	Travel directly ahead	No problems with this section of road.
166	Cambrai	Ridley Road onto Main Street GPS Link: https://goo.gl/maps/VmaGwtURyd1ed4Hw6	8.0 Metres wide.	Travel directly ahead	No problems with this section of road.
167	Cambrai	Main Street onto Ridley Road GPS Link: https://goo.gl/maps/pHLV3K8pw9dXng3r5	8.0 Metres wide.	Travel directly ahead	No problems with this section of road.
178.5	Angas Valley	Ridley Road onto Angas Valley Road GPS Link: https://goo.gl/maps/Necyv2bBtk47wgUk8	8.0 Metres wide. 75.0 Metres length clearance	Right hand turn	Spotter to guide load through this section of road.
178.6	Angas Valley	Angas Valley Road onto Ridley Road GPS Link: https://goo.gl/maps/ZsGNdTkycmy92FfKA	8.0 Metres wide. 75.0 Metres length clearance	Left hand turn	Spotter to guide load through this section of road.
198	Mannum	Ridley Road onto Randell Road GPS Link: https://goo.gl/maps/LZY1nSsUH1JpUB2F7	8.0 Metres wide. 65.0 Metres length clearance	Right hand turn	Spotter to guide load through this section of road.

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

KM index	Location	Section of Road	Current Measurement	Procedure	Comments
213 to 215	Palmer	Randell Road GPS Link: https://maps.app.goo.gl/e8pfevq1iYnufuWV6	7.0 Metres wide. 85.0 Metres length clearance	Travel directly ahead up the mountain range around several sweeping corners.	Police to hold traffic at Palmer lookout: Approx 10 minutes Palmer lookout location: https://maps.app.goo.gl/F3H2N4UvbkZuAPsb8 Spotter to guide the load through several of the bends.
214.8	Palmer	Randell Road into Southern site entrance GPS Link: https://maps.app.goo.gl/g84V1dhyT58Bncd6	N/A	Left hand turn	Fence and Armaco to be modified and vegetation removed as required. All site access roads to constructed to relevant standards in order to accommodate the weight, height, gradients swept path and vertical curves (dips/crests) of all proposed loads. Access roads to be maintained for the duration of deliveries.
215	Palmer	Randell Road into Northern site entrance GPS Link: https://maps.app.goo.gl/AfG66ncuJnQ1ng5Z	N/A	Right hand turn	Fence and Armaco to be modified and vegetation removed as required. All site access roads to constructed to relevant standards in order to accommodate the weight, height, gradients swept path and vertical curves (dips/crests) of all proposed loads. Access roads to be maintained for the duration of deliveries.
SITE ENTRIES, ACCESS ROADS AND UNSEALED ROADS TO BE UPGRADED, WIDENED & VEGETATION TRIMMED TO ACCOMMODATE THE HEIGHT, WEIGHT, VERTICAL CURVE AND SWEPT PATH REQUIREMENTS OF ALL PROPOSED LOADS.					
UNSEALED ROADS TO BE MAINTAINED FOR THE DURATION OF DELIVERIES AND MAY BECOME UNTRAFFICABLE DURING PERIODS OF WET WEATHER					

PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

Pinch Point 0.1

Exiting Adelaide port onto Eastern Parade

Route 2

PROCEDURE: Travel directly ahead from the port access gate and across Ocean Steamers Road with a slight right merge onto Eastern Parade.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Port Central Way ahead of load.

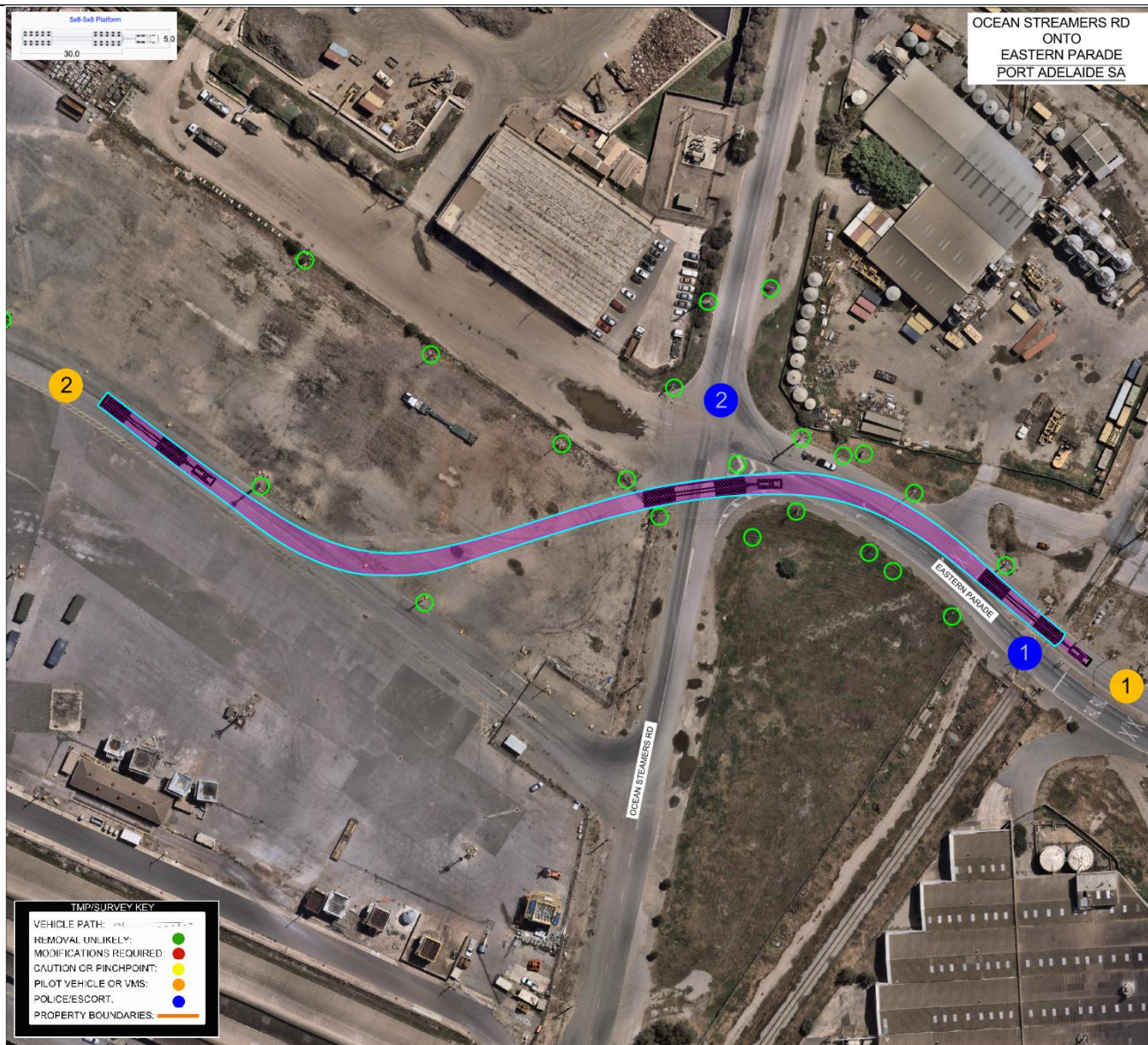
POLICE 1: Hold all traffic on Eastern Parade ahead of load.

POLICE 2: Hold all southbound traffic on Ocean Steamers Rd ahead of load.

ESCORT 2: Warn all traffic behind the load.

COMMENTS: Spotter to guide the load through this pinch point.

GPS: <https://goo.gl/maps/tK6JqG1AjdMDgqSs5>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 0.2

Eastern Parade over rail lines

Route 2

PROCEDURE: Travel directly ahead over 2 rail crossings.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Eastern Parade ahead of load.

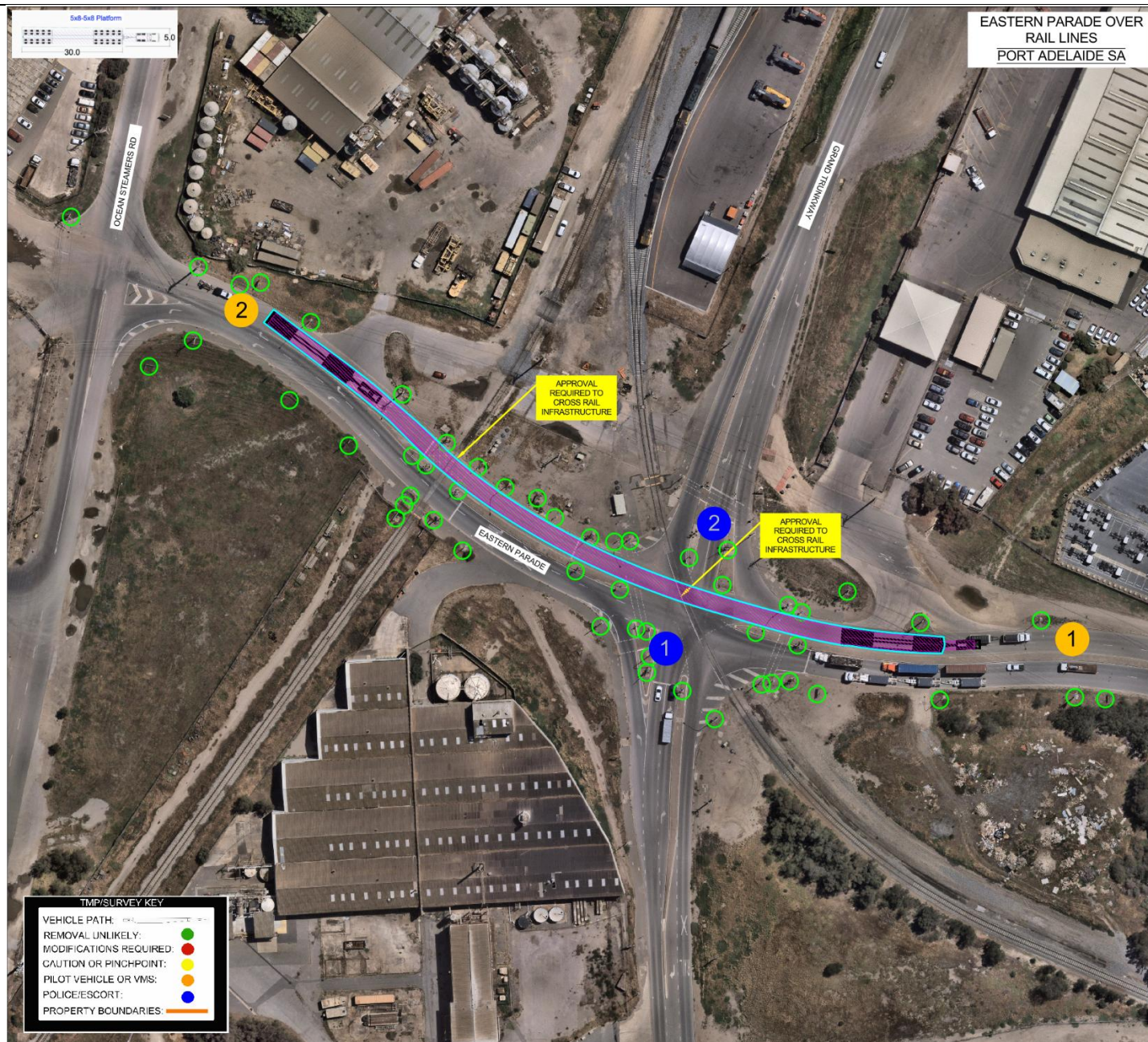
POLICE 1: Hold all Northbound traffic on Grand Trunkway ahead of load.

POLICE 2: Hold all southbound traffic on Grand Trunkway ahead of the load.

ESCORT 2: Warn all traffic on Port Eastern Parade behind the load.

COMMENTS: Rail protection officer to be present for every load movement. Spotter to guide the load through this pinch point.

GPS: <https://goo.gl/maps/UfZfLvNDkKxRyTed9>



PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

Pinch Point 0.9

Eastern Parade onto the Port River Expressway

Route 2

PROCEDURE: Left hand turn from Eastern Parade onto the Port River Expressway.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Port River Expy ahead of load.

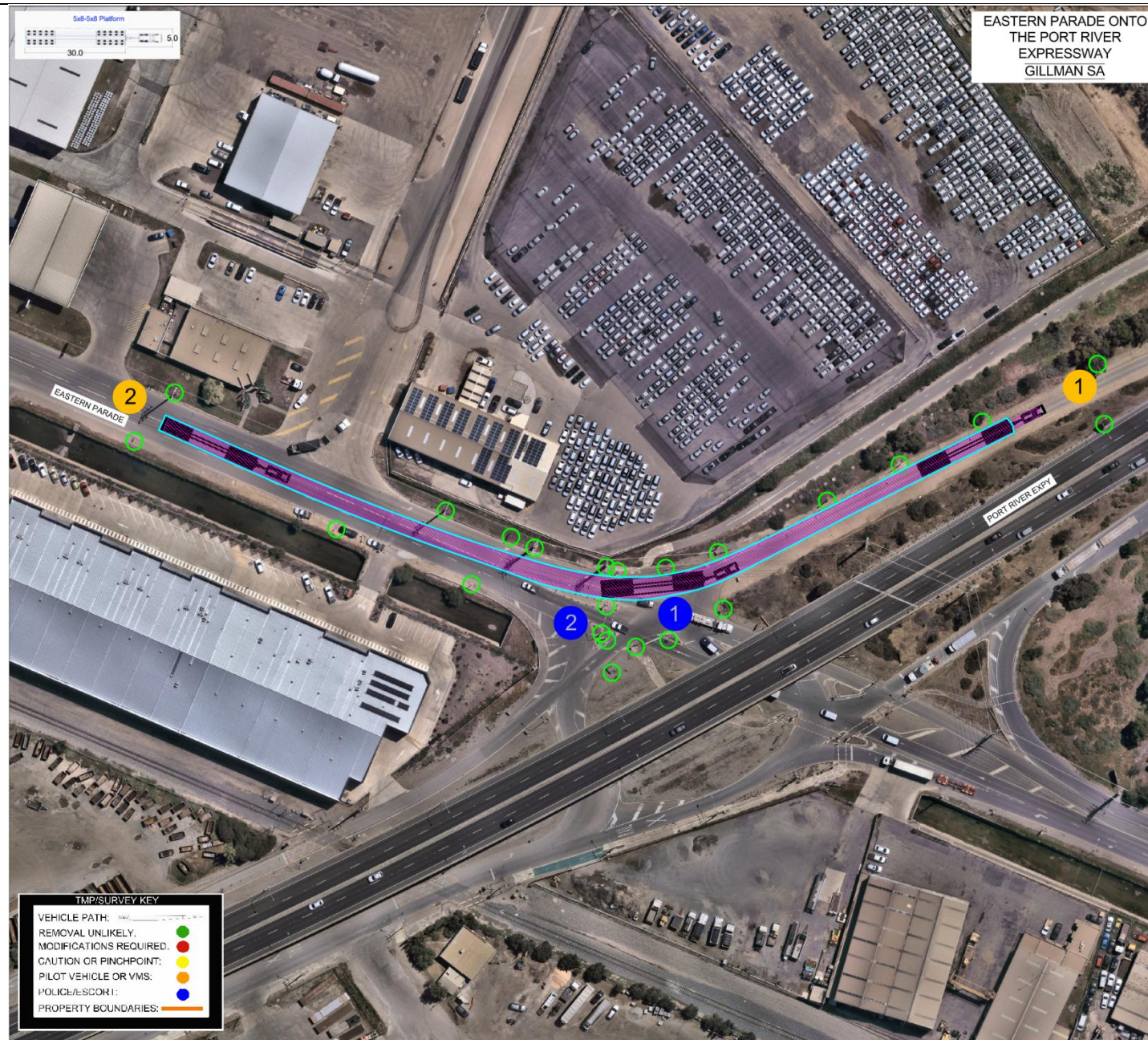
POLICE 1: Hold all westbound traffic on Eastern Parade ahead of load.

POLICE 2: Hold all traffic turning from Port River Expy onto Eastern Parade.

ESCORT 2: Warn all traffic on Eastern Parade behind the load.

COMMENTS: Spotter to guide the load through this pinch point.

GPS: <https://goo.gl/maps/mPFZDKYzewGxvm8S8>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 4.3

Port River Expressway onto
Northern Connector

Route 2

PROCEDURE: Left hand turn from Port River Expy onto Northern Connector.

TRAFFIC CONTROL: Warn traffic at the intersection.

Total hold time: Nil.

ESCORT 1: Warn all traffic on Northern Connector ahead of load.

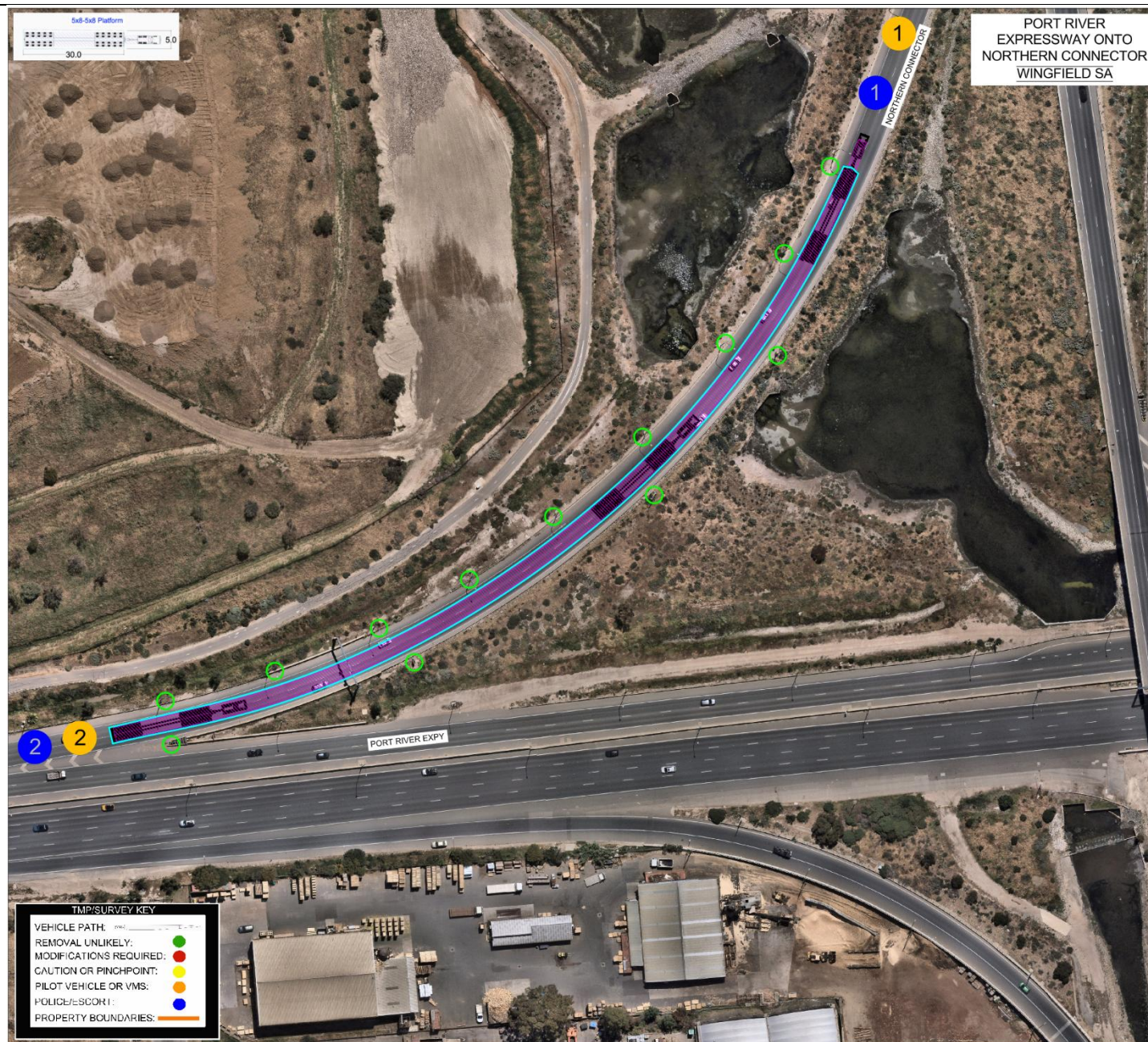
POLICE 1: Warn all traffic on Northern Connector ahead of load.

POLICE 2: Warn all traffic on Northern Connector behind the load.

ESCORT 2: Warn all traffic on Northern Connector behind the load.

COMMENTS: Spotter to guide the load through this pinch point.

GPS: <https://goo.gl/maps/mPFZDKYzewGxvm8S8>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 33.8

A1 Highway onto Mallala Road

Route 2

PROCEDURE: Right hand turn from the A1 Hwy onto Mallala Rd.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Mallala Rd ahead of load.

POLICE 1: Hold all traffic on Mallala Rd ahead of load.

POLICE 2: Hold all southbound traffic on the A1 Hwy ahead of the load.

ESCORT 2: Warn all traffic on A1 Hwy behind the load.

COMMENTS: Spotter to guide the load through this pinch point.

GPS: <https://goo.gl/maps/WYdTeC8277tiWW4A8>



REX J. ANDREWS
ENGINEERED TRANSPORTATION

Mallala Road onto Old Port
Wakefield Road at Two Wells

PROCEDURE: Right hand turn from Mallala Rd onto Old Port Wakefield Rd through roundabout.

TRAFFIC CONTROL: Hold traffic at the intersection.

ESCORT 1: Warn all traffic on Old Port Wakefield Rd ahead of load.

POLICE 1: Hold all traffic on Old Port Wakefield Rd ahead of load.

POLICE 2: Hold all traffic in the Mallala and Old Port Wakefield Rd RAB ahead of the load.

COMMENTS: The loads will travel around the corner on the incorrect side of the road. Spotter to assist with this procedure.

MODIFICATIONS REQUIRED: Centre islands on Mallala Rd south of the RAB and Old Port Wakefield Rd East of RAB

[illegible]

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 34.5

Old Port Wakefield Road onto
Gawler Road at Two Wells

Route 2

PROCEDURE: Left hand turn from Old Port Wakefield Rd onto Gawler Rd.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Gawler Rd ahead of load.

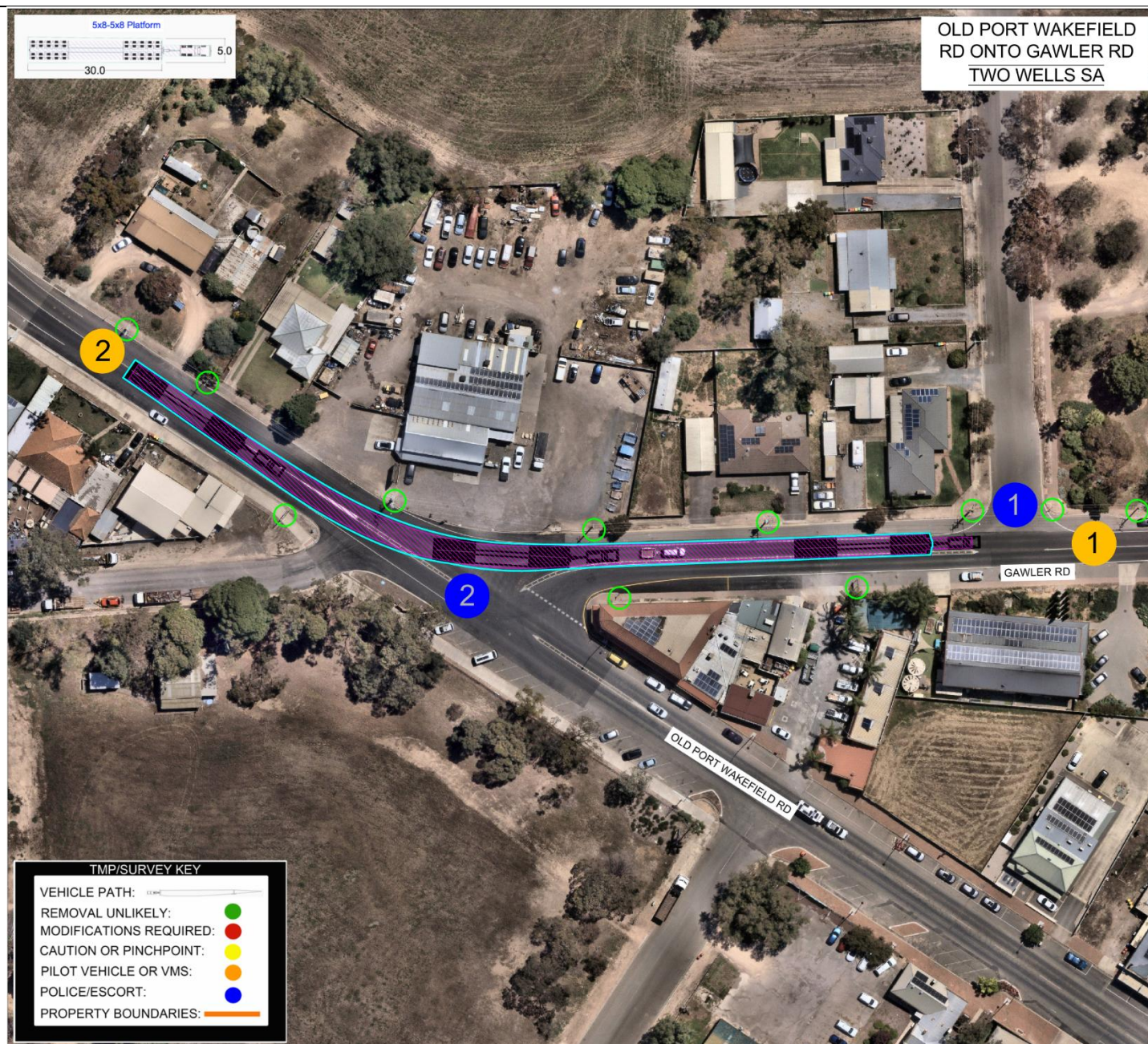
POLICE 1: Hold all traffic on Gawler Rd and Old Mallala Rd ahead of load.

POLICE 2: Hold all traffic on Old Port Wakefield Rd ahead of the load.

ESCORT 2: Warn all traffic on Old Port Wakefield Rd behind the load.

COMMENTS: The loads will travel around the corner on the correct side of the road. Spotter to assist with this procedure.

GPS: <https://goo.gl/maps/2f9CLTjvJSUhYuf6>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 35.1

Gawler Road over rail crossing

Route 2

PROCEDURE: Travel directly ahead over rail lines under supervision of rail protection officer.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Gawler Rd ahead of load.

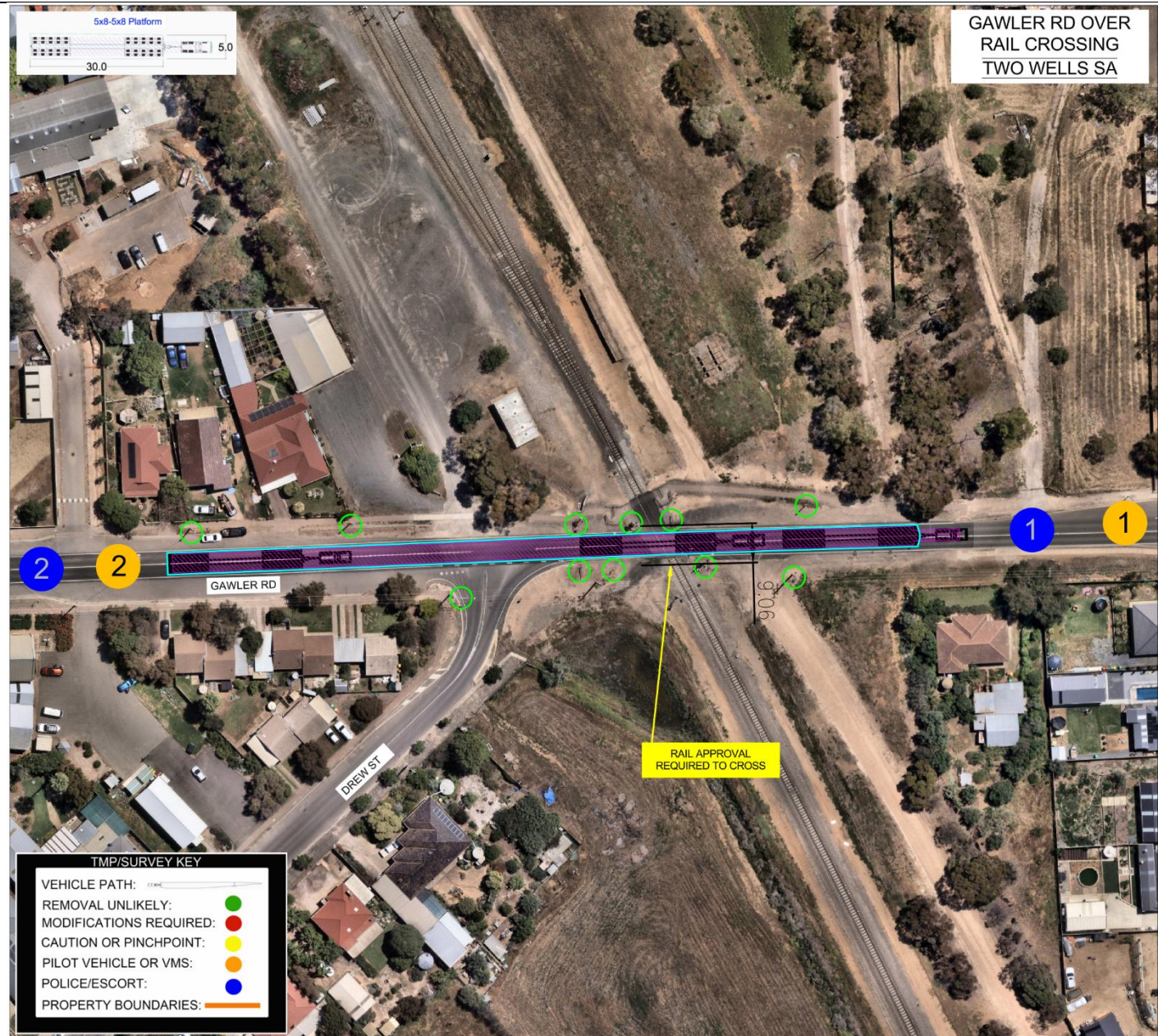
POLICE 1: Hold all traffic on Gawler Rd ahead of load.

POLICE 2: Hold all traffic on Gawler Rd behind the load.

ESCORT 2: Warn all traffic on Gawler Rd behind the load.

COMMENTS: Rail protection officer to be present for each load movement. Spotter to guide the load through the pinch point.

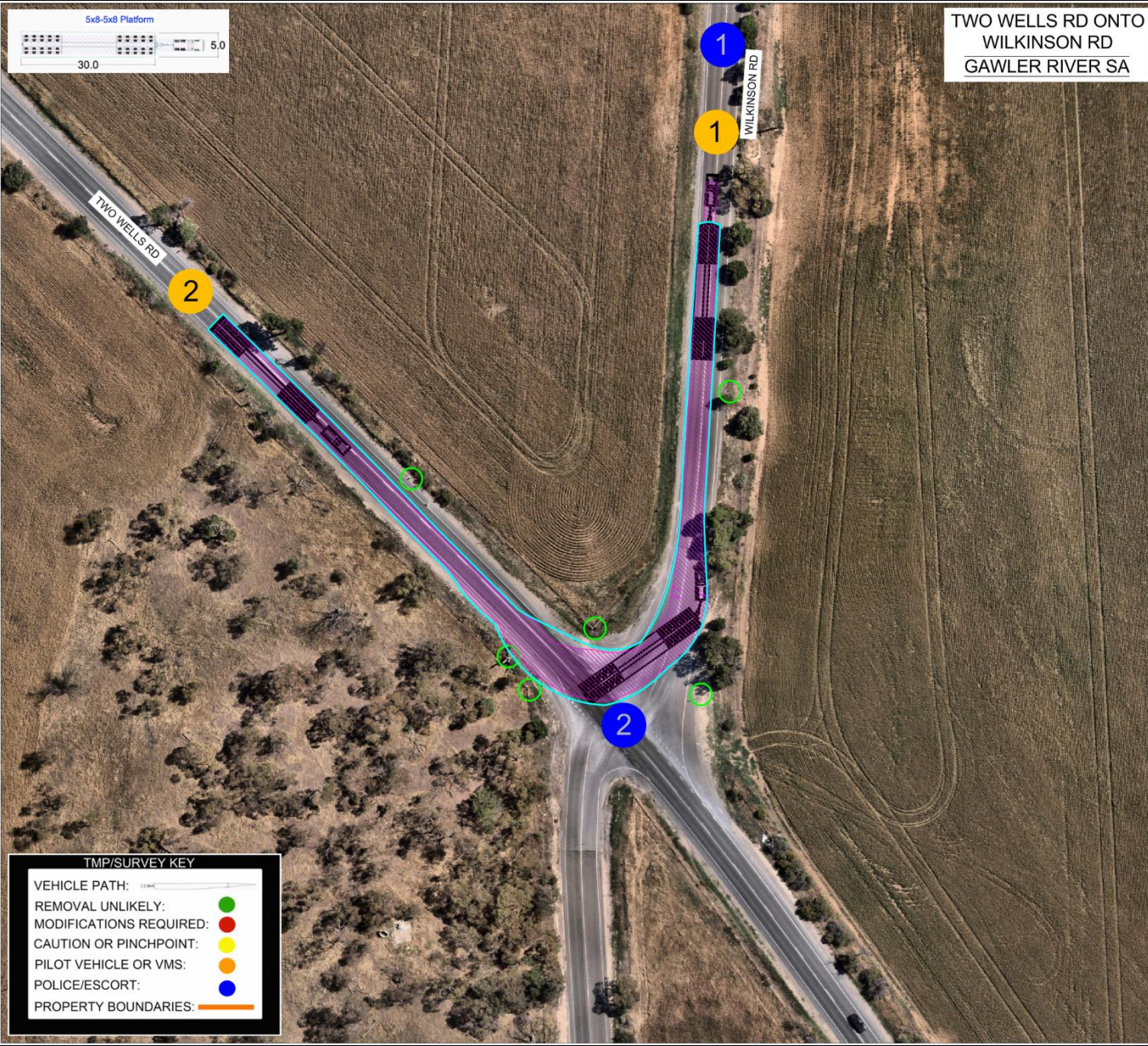
GPS: <https://maps.app.goo.gl/oxwuaBoubFSydMza7>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

	Pinch Point 47.4
	Two Wells Road onto Wilkinson Road
	Route 2
	PROCEDURE: Left hand turn from Two Wells Rd onto Wilkinson Rd. TRAFFIC CONTROL: Hold traffic at the intersection. Total hold time: 2 Minutes ESCORT 1: Warn all traffic on Wilkinson Rd ahead of load. POLICE 1: Hold all traffic on Wilkinson Rd ahead of load. POLICE 2: Hold all traffic in Two Wells and Wilkinson Rd intersection. ESCORT 2: Warn all traffic on Two Wells Rd behind the load. COMMENTS: The load will travel around the corner from the incorrect side of the road. Spotter to assist with this procedure. GPS: https://goo.gl/maps/6DeWPk5rKF32



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 49.8

Wilkinson Rod onto Hatcher Road
at Kangaroo Flat

Route 2

PROCEDURE: Right hand turn from Wilkinson Rd onto Hatcher Rd.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Hatcher Rd ahead of the load.

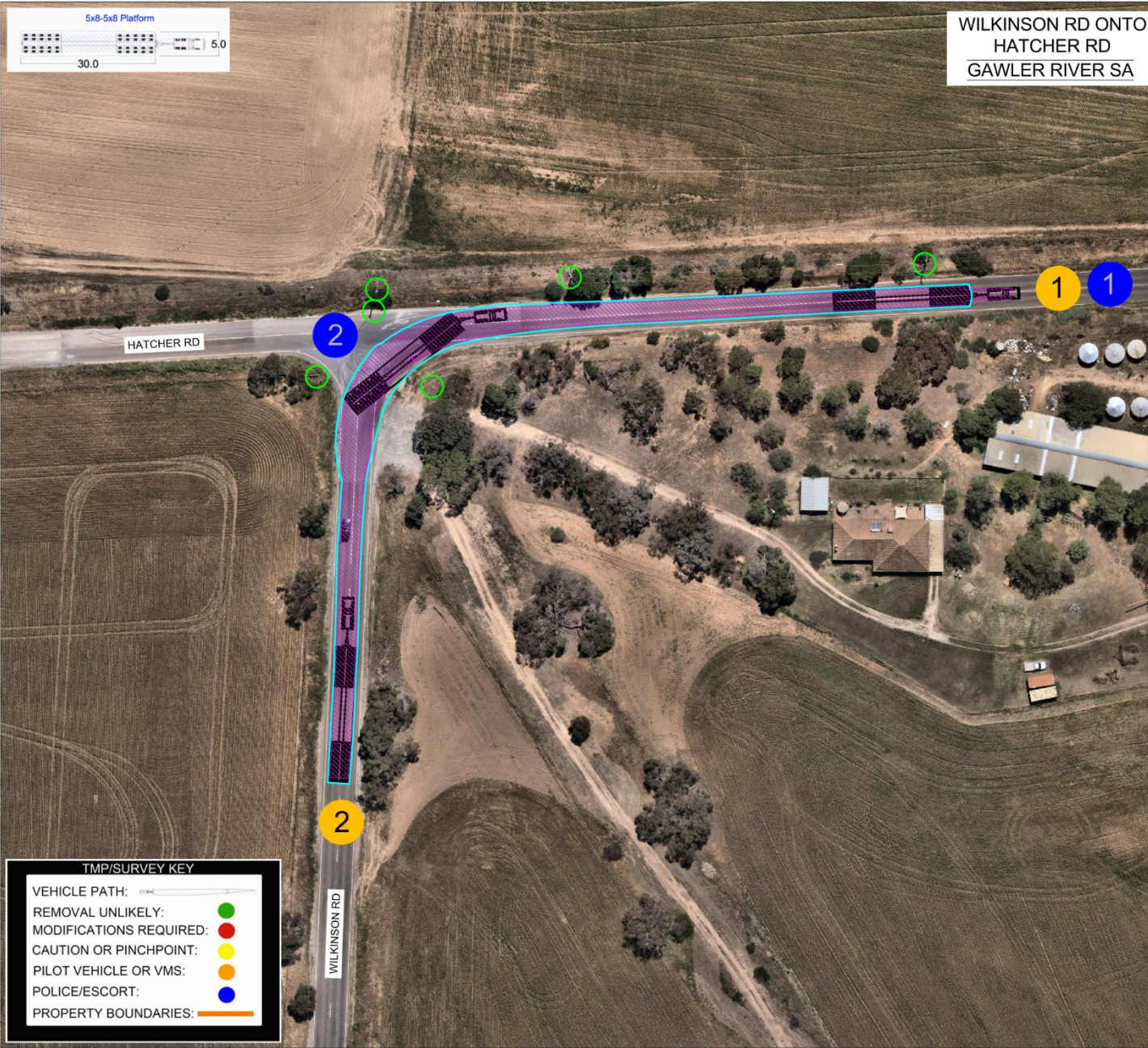
POLICE 1: Hold all West-bound traffic on Hatcher Rd ahead of load.

POLICE 2: Hold all East-bound traffic on Hatcher Rd.

ESCORT 2: Warn all traffic on Wilkinson Rd behind the load.

COMMENTS: The loads will briefly travel around the corner on the incorrect side of the road.

GPS: <https://goo.gl/maps/nXE6q9uBKThUaEFC7>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 51.8

Hatcher Road through to Oates
Road at Kangaroo Flats

Route 2

PROCEDURE: Left hand bend from
Hatcher Rd onto Oates Rd

TRAFFIC CONTROL: Hold traffic at the
intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Oates Rd
ahead of the load.

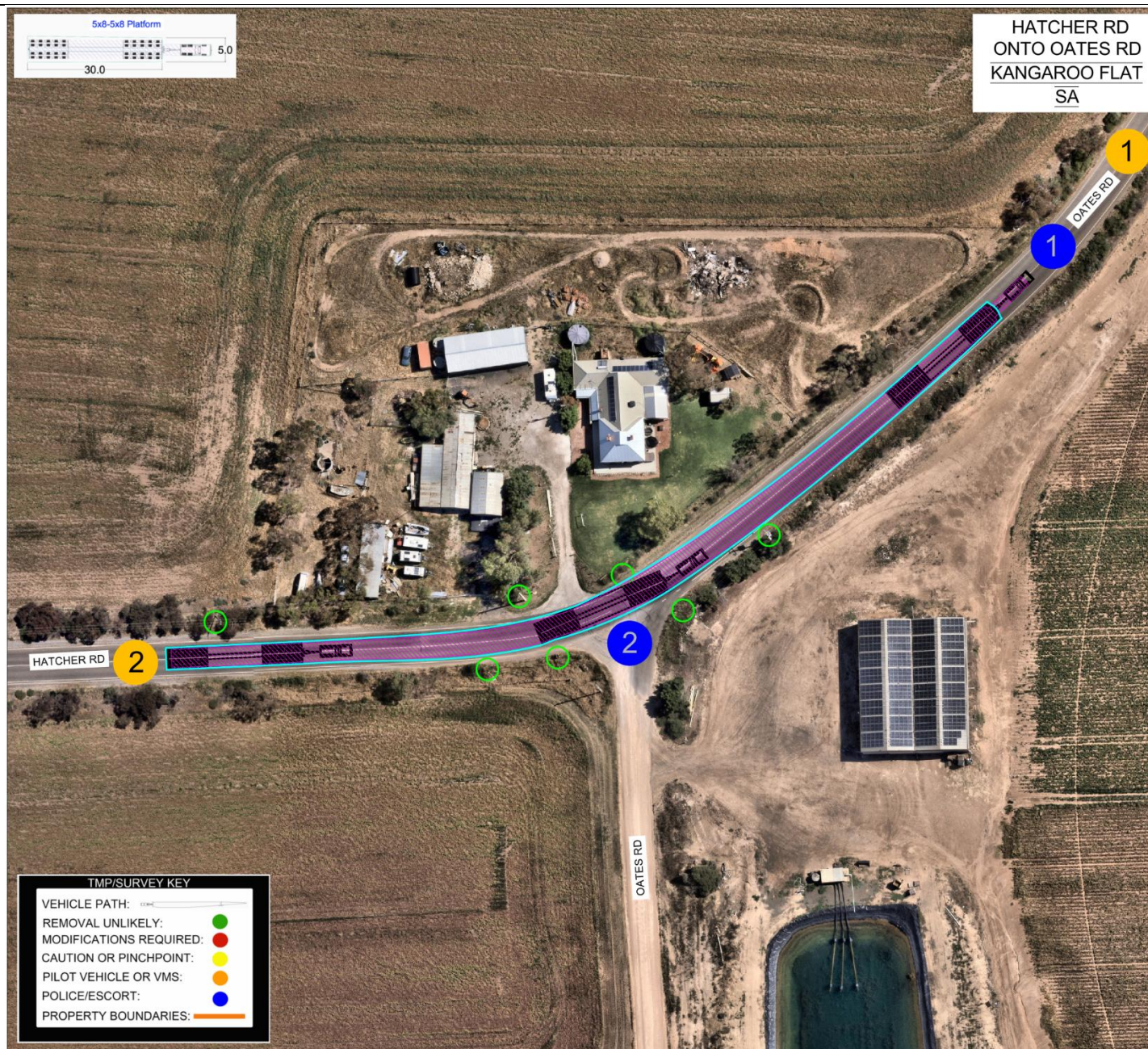
POLICE 1: Hold all traffic on Oates Rd
ahead of the load.

POLICE 2: Hold all North-bound traffic
on Oates Rd.

ESCORT 2: Warn all traffic on Hatcher
Rd behind the load.

COMMENTS: The loads will travel
through this pinch point on the correct
side of the road.

GPS: <https://maps.app.goo.gl/c6cLBmtkYDG7b2rNA>



TRANSPORT MANAGEMENT PLAN

Pinch Point

52.9

Left bend on Oates Road at
Kangaroo Flats

Route 2

PROCEDURE: Travel along Oates Rd with a left hand bend.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Oates Rd ahead of load.

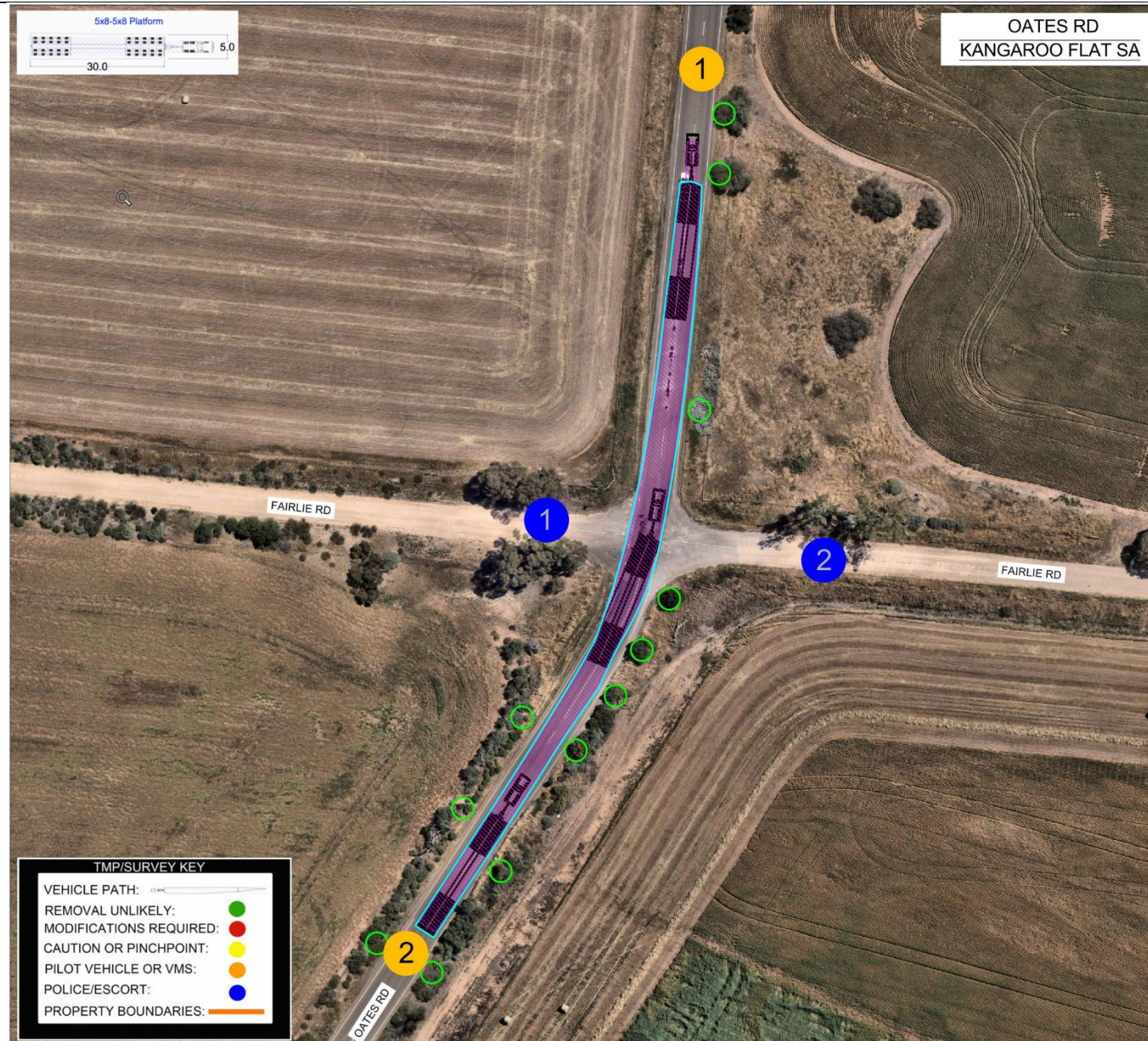
POLICE 1: Hold Eastbound traffic on Fairlie Rd ahead of load.

POLICE 2: Hold Westbound traffic on Fairlie Rd ahead of load.

ESCORT 2: Warn all traffic on Oates Rd behind the load.

COMMENTS: The load will travel on the correct side of the road through this bend.

GPS: <https://goo.gl/maps/6C49zBakKJXZjckw9>



TRANSPORT MANAGEMENT PLAN

Pinch Point

55

Oates Road onto Redbanks Road
at Kangaroo Flat

Route 2

PROCEDURE: Right hand turn from Oates Rd onto Redbanks Rd.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Redbanks Rd ahead of load.

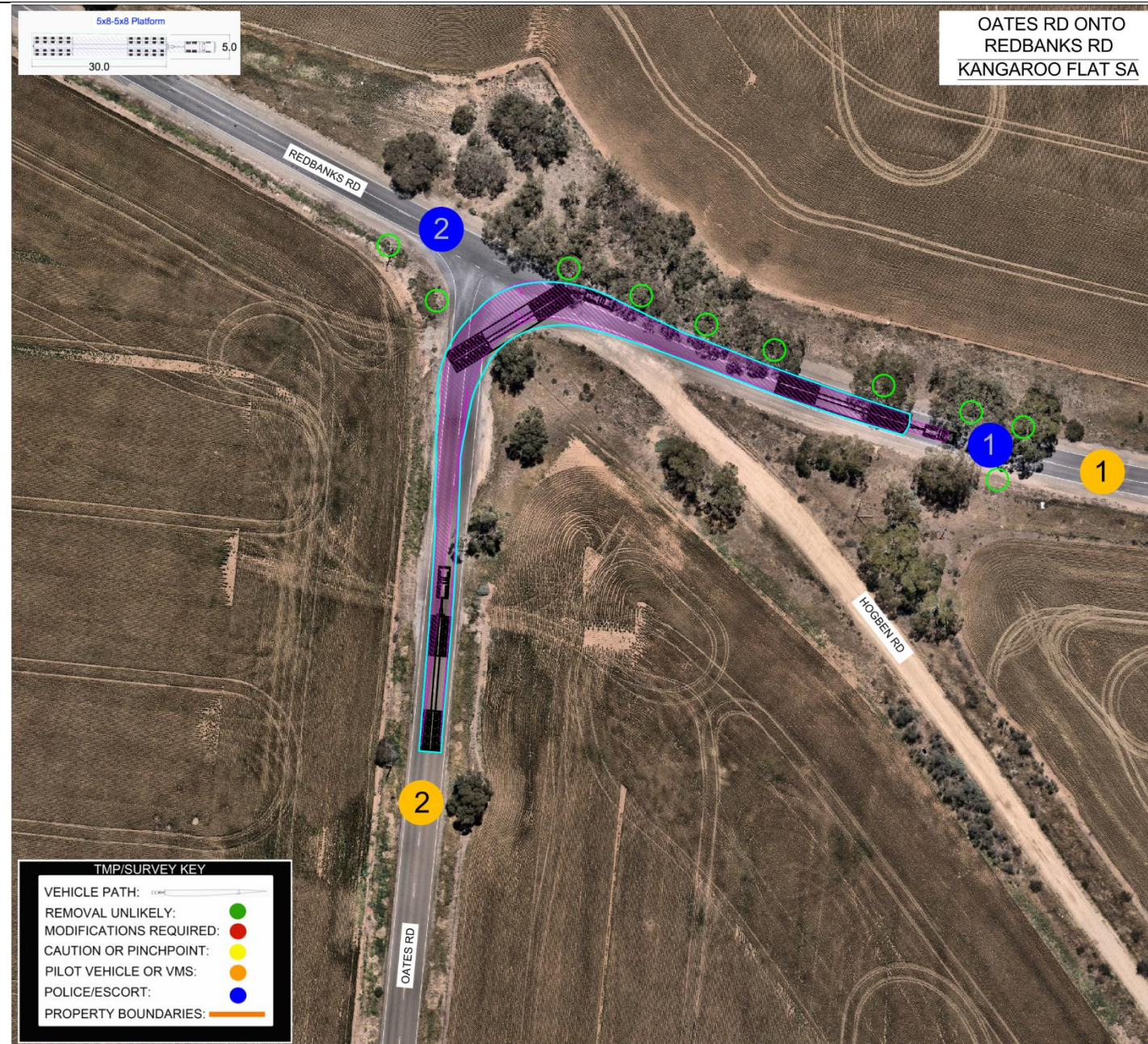
POLICE 1: Hold Westbound traffic on Redbanks Rd ahead of load.

POLICE 2: Hold Eastbound traffic on Redbanks Rd behind the load.

ESCORT 2: Warn all traffic on Oates Rd behind the load.

COMMENTS: The load will travel on the incorrect side of the road. Spotter to assist with this procedure.

GPS: <https://goo.gl/maps/tVCv2BFmnZ72>



TRANSPORT MANAGEMENT PLAN

Pinch Point

55.6

Redbanks Road onto Mudla Wirra
Road at Kangaroo Flat

Route 2

PROCEDURE: Right hand turn from Oates Rd onto Redbanks Rd.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Wudla Wirra Rd ahead of load.

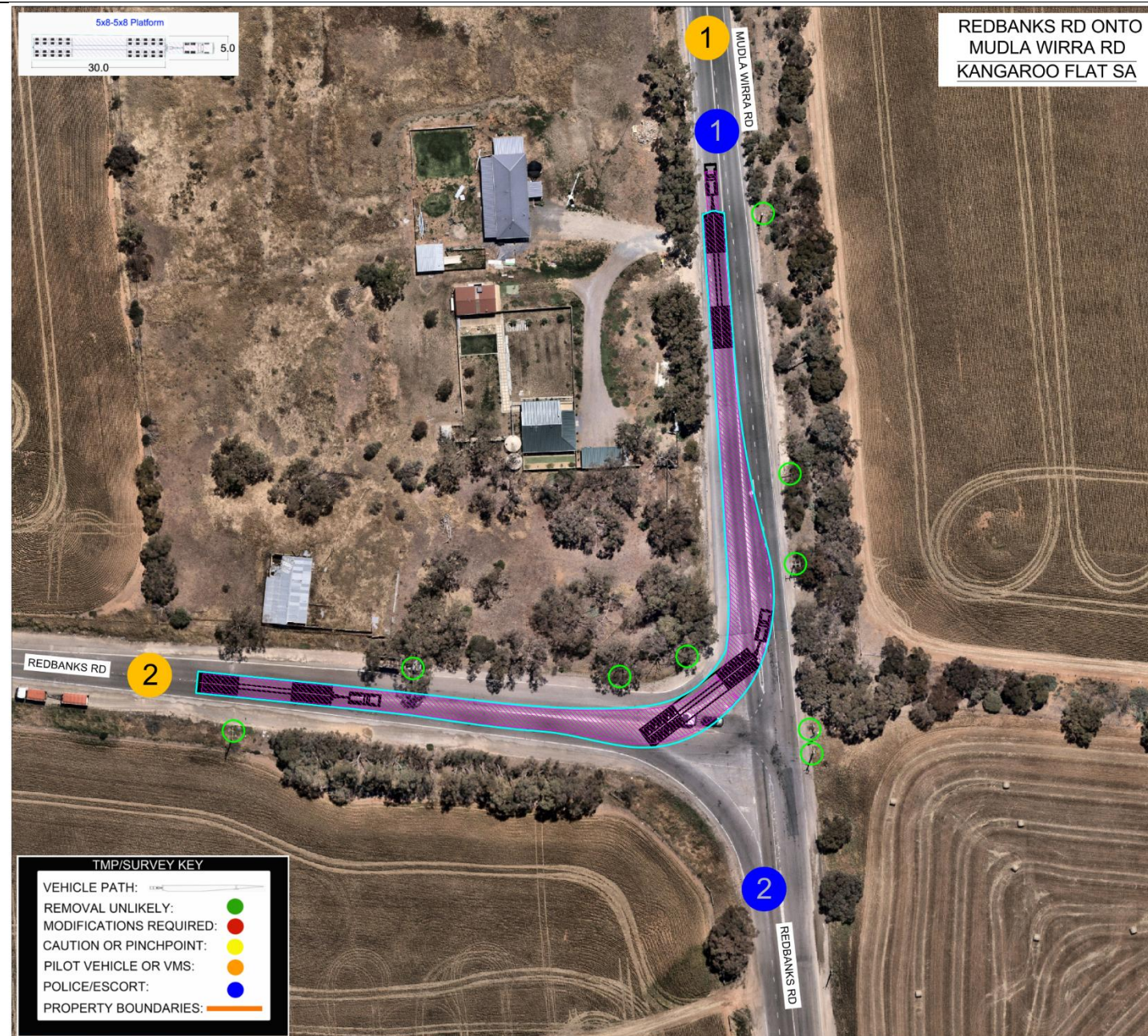
POLICE 1: Hold Southbound traffic on Mudla Wirra Rd ahead of load.

POLICE 2: Hold Northbound traffic on Redbanks Rd behind the load.

ESCORT 2: Warn all traffic on Redbanks Rd behind the load.

COMMENTS: The load will travel on the incorrect side of the road. Spotter to assist with this procedure.

GPS: <https://goo.gl/maps/2yC31AASRxM2>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 57

Mudla Wirra Road onto College
Road at Roseworthy

Route 2

PROCEDURE: Right hand turn from
Mudla Wirra Rd onto College Rd.

TRAFFIC CONTROL: Hold traffic at the
intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on College Rd
ahead of load.

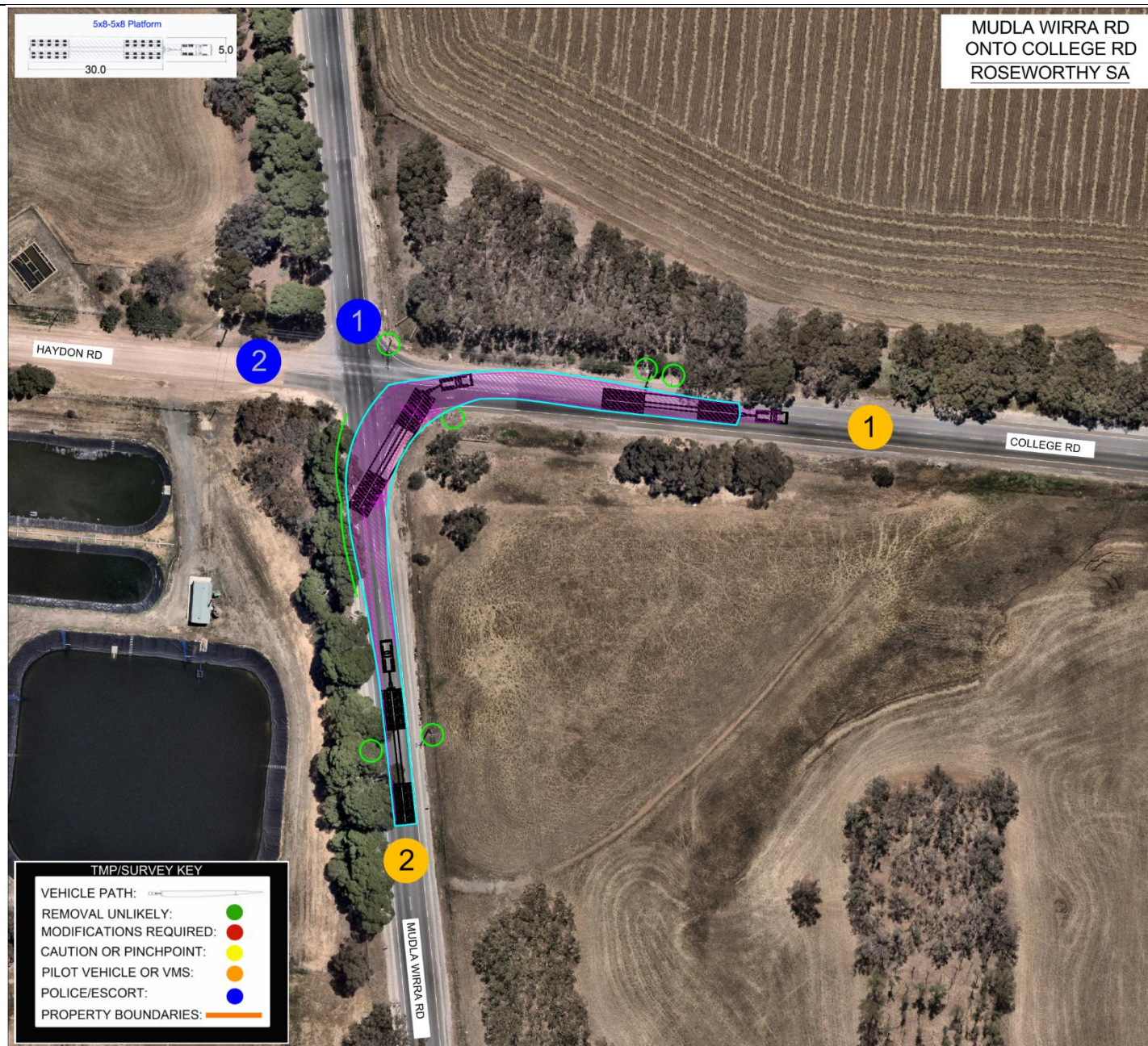
POLICE 1: Hold Southbound traffic on
Mudla Wirra Rd ahead of load.

POLICE 2: Hold Eastbound traffic on
Hayden Rd behind the load.

ESCORT 2: Warn all traffic on Redbanks
Rd behind the load.

COMMENTS: The load will travel on the
incorrect side of the road. Spotter to
assist with this procedure.

GPS: <https://goo.gl/maps/bu28YmqsfDP2>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 61.3

College Road onto Cliff Road at
Roseworthy

Route 2

PROCEDURE: Left hand turn from
College Rd onto Cliff Rd.

TRAFFIC CONTROL: Hold traffic at the
intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Cliff Rd
ahead of load.

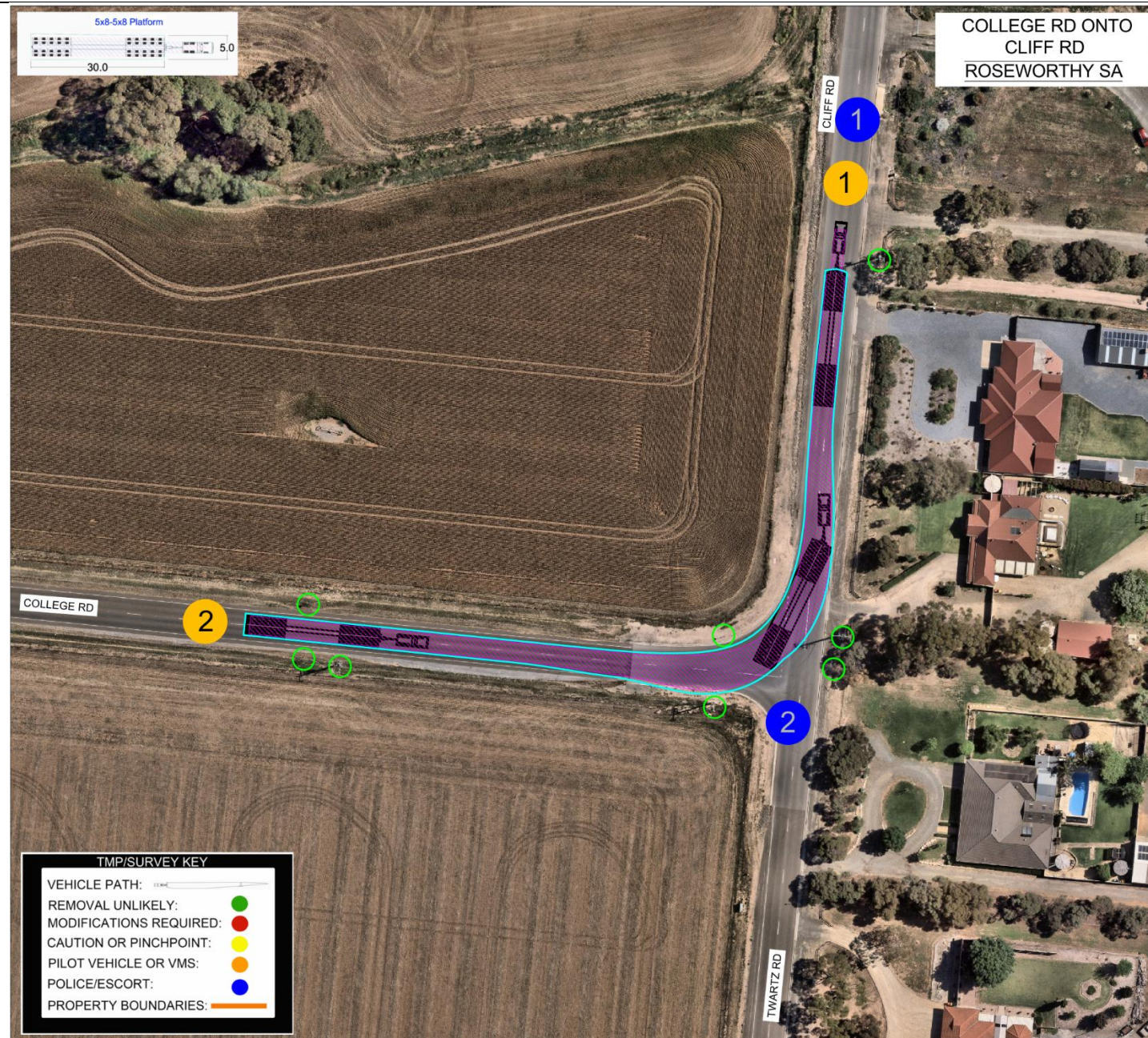
POLICE 1: Hold all Southbound traffic on
Cliff Rd ahead of load.

POLICE 2: Hold all Northbound traffic on
Twartz Rd.

ESCORT 2: Warn all traffic on College Rd
behind the load.

COMMENTS: The loads will travel
around the corner from the incorrect side
of the road. Spotter to assist with this
procedure.

GPS: <https://goo.gl/maps/n6BLsSACgHT2>



TRANSPORT MANAGEMENT PLAN

Pinch Point

61.8

Cliff Road onto Gartrell Street at
Roseworthy

Route 2

PROCEDURE: Right hand turn from Cliff Rd onto Gartrell St.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Gartrell St ahead of load.

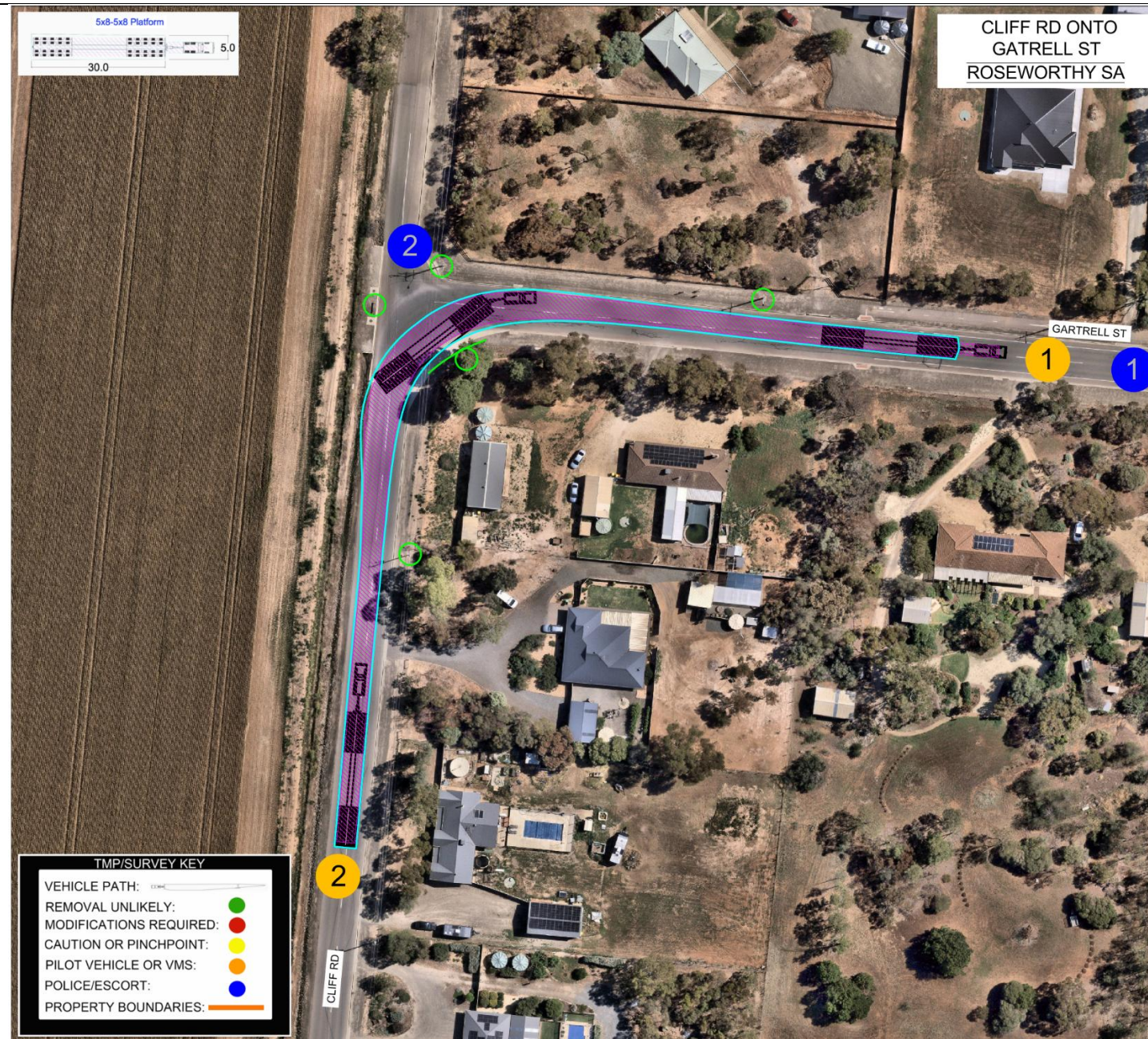
POLICE 1: Hold all Eastbound traffic on Gartrell St ahead of load.

POLICE 2: Hold all Southbound traffic on Cliff Rd.

ESCORT 2: Warn all traffic on Cliff Rd behind the load.

COMMENTS: The loads will travel around the corner from the incorrect side of the road. Spotter to assist with this procedure.

GPS: <https://goo.gl/maps/UGN6vnZ8DDG2>



PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

Pinch Point 62.9

Gartrell St onto Roseworthy Rd

Route 2

PROCEDURE: Left hand bend from Gartrell St onto Roseworthy Rd.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Roseworthy Rd ahead of load.

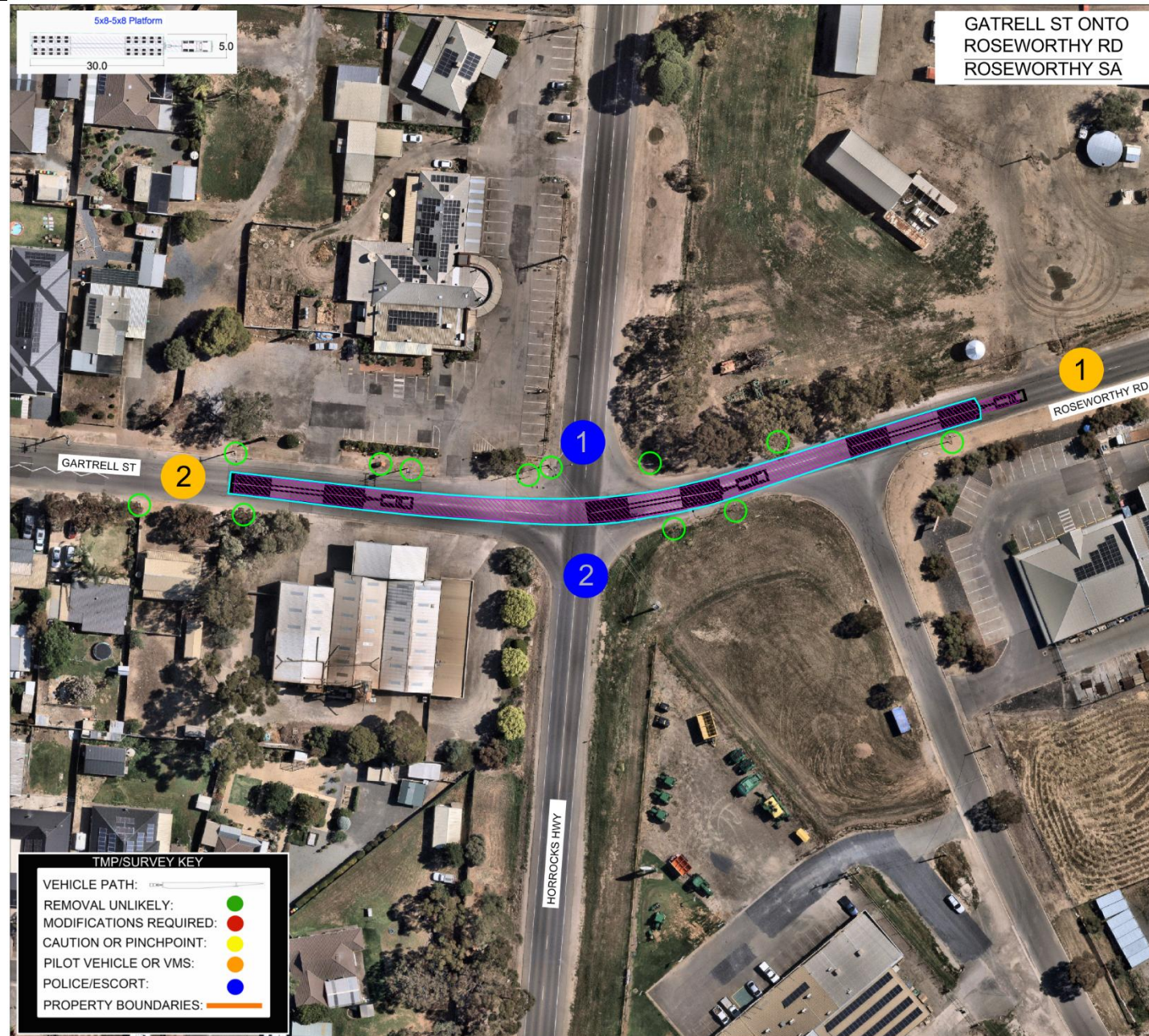
POLICE 1: Hold all southbound traffic on Horrocks Hwy ahead of load.

POLICE 2: Hold all northbound traffic on Horrocks Hwy ahead of load.

ESCORT 2: Warn all traffic on Gartrell St behind the load.

COMMENTS: Loads will remain on the correct side of the road.

GPS: <https://maps.app.goo.gl/81tTvTjTDU8eyMPQ9>



PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

Pinch Point 64.8

Roseworthy Rd onto Thiele Hwy at
Roseworthy

Route 2

PROCEDURE: Left hand turn from
Roseworthy Rd onto Thiele Hwy.

TRAFFIC CONTROL: Hold traffic at the
intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Thiele Hwy
ahead of load.

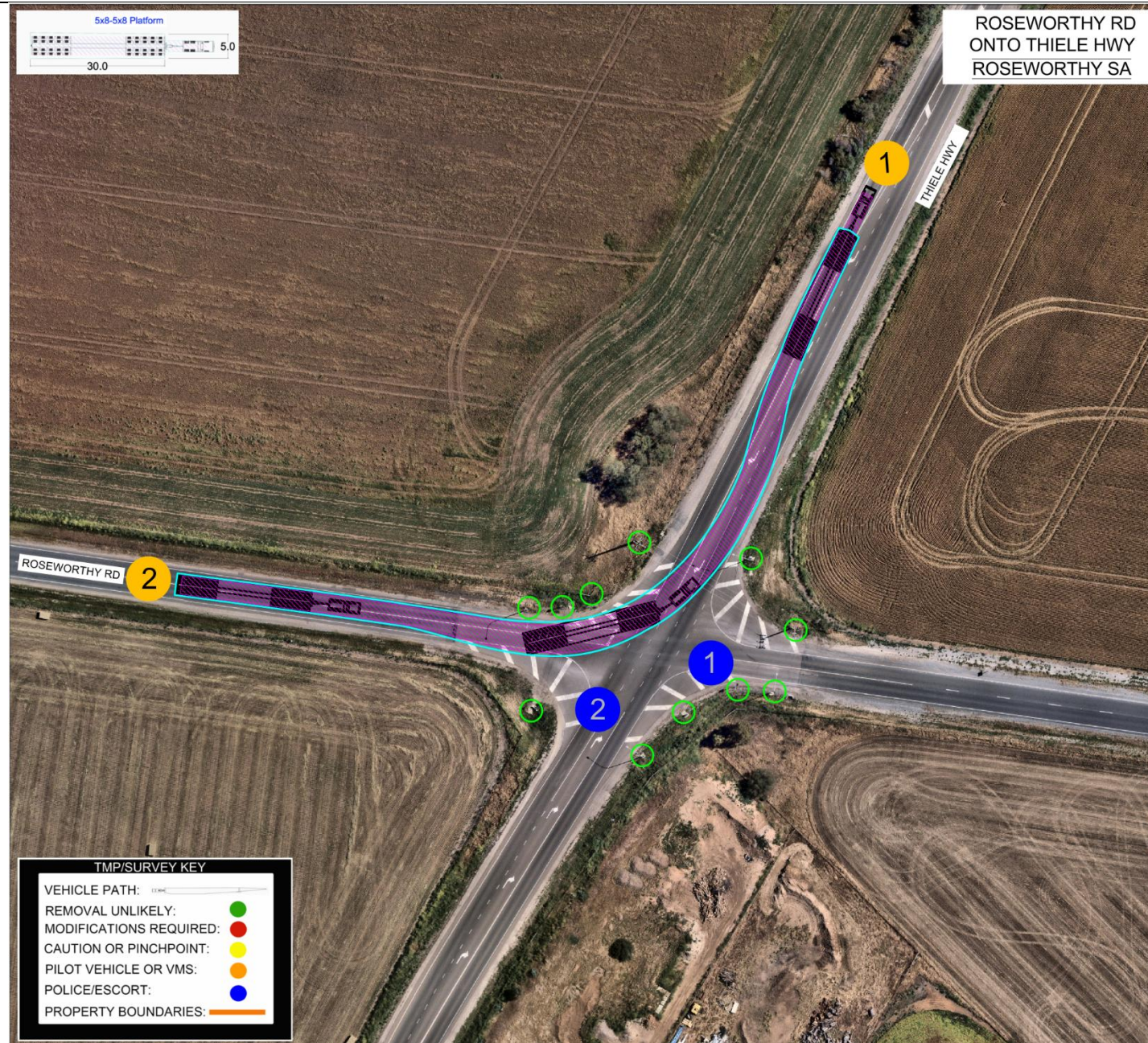
POLICE 1: Hold all westbound traffic on
Roseworthy Rd.

POLICE 2: Hold all northbound traffic on
Thiele Hwy.

ESCORT 2: Warn all traffic on Gartrell St
behind the load.

COMMENTS: Loads will travel on the
incorrect side of the road through the
corner. Spotter to assist with this
procedure

GPS: <https://goo.gl/maps/GpH6AaL4yS4exER47>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

	Pinch Point 88.2
	Thiele Hwy onto East Terrace at Kapunda
	Route 2
	PROCEDURE: Right hand turn from Thiele Hwy onto East Terrace.
	TRAFFIC CONTROL: Hold traffic at the intersection. Total hold time: 2 Minutes
	ESCORT 1: Warn all traffic on East Terrace ahead of load. POLICE 1: Hold all southbound traffic on East Terrace. POLICE 2: Hold all southbound traffic on Thiele Hwy. ESCORT 2: Warn all traffic on Thiele Hwy behind the load.
	COMMENTS: Loads will travel on the incorrect side of the road through the corner. Spotter to assist with this procedure
	GPS: https://goo.gl/maps/vqgkXWMZMhnpCgAK9



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

	Pinch Point 91.9 East Terrace onto Truro Road via Thiele Hwy at Kapunda
	Route 2
	PROCEDURE: Right hand turn from East Terrace onto Thiele Hwy into a right hand turn from Thiele Hwy onto Truro Rd TRAFFIC CONTROL: Hold traffic at the intersection. Total hold time: 2 Minutes ESCORT 1: Warn all traffic on Truro Rd ahead of load. POLICE 1: Hold all southbound traffic on Thiele Hwy. POLICE 2: Hold all northbound traffic on Thiele Hwy. ESCORT 2: Warn all traffic on East Terrace and Thiele Hwy behind the load. COMMENTS: Loads will travel on the incorrect side of the road through both corners. Spotter to assist with these procedures. GPS: https://goo.gl/maps/rupYTUbWTiDqObLq9



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 110

Truro Road onto Sturt Highway at
Truro

Route 2

PROCEDURE: Left hand turn from Truro Rd onto Sturt Hwy

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Sturt Hwy ahead of load.

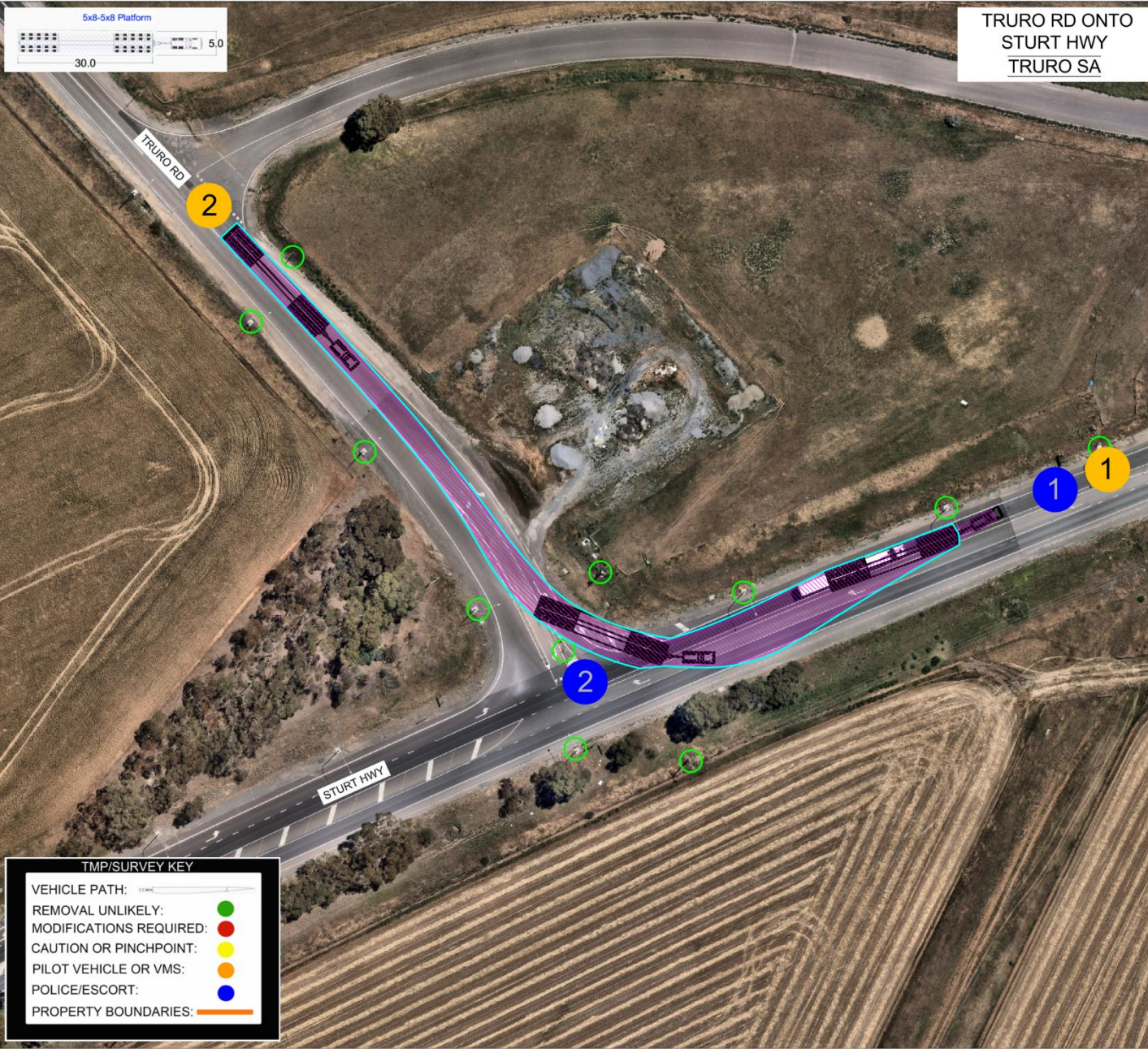
POLICE 1: Warn all westbound traffic on Sturt Hwy.

POLICE 2: Hold all eastbound traffic on Sturt Hwy.

ESCORT 2: Warn all traffic on Truro Rd behind the load.

COMMENTS: Loads will travel on the incorrect side of the road. Spotter to assist with this procedure.

GPS: <https://goo.gl/maps/VsQYKAe4MpcgiYd7>



TRURO RD ONTO
STURT HWY
TRURO SA

TMP/SURVEY KEY	
VEHICLE PATH:	(purple line)
REMOVAL UNLIKELY:	(green circle)
MODIFICATIONS REQUIRED:	(red circle)
CAUTION OR PINCHPOINT:	(yellow circle)
PILOT VEHICLE OR VMS:	(orange circle)
POLICE/ESCORT:	(blue circle)
PROPERTY BOUNDARIES:	(black line)

PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

Pinch Point 112.9

Sturt Hwy at Truro

Route 2

PROCEDURE: Right hand bend on Sturt Hwy at Truro

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Sturt Hwy ahead of load.

POLICE 1: Hold all westbound traffic on Sturt Hwy.

POLICE 2: Hold all eastbound traffic on Sturt Hwy.

ESCORT 2: Warn all traffic on Truro Rd behind the load.

COMMENTS: Loads will travel on the incorrect side of the road. Spotter to assist with this procedure.

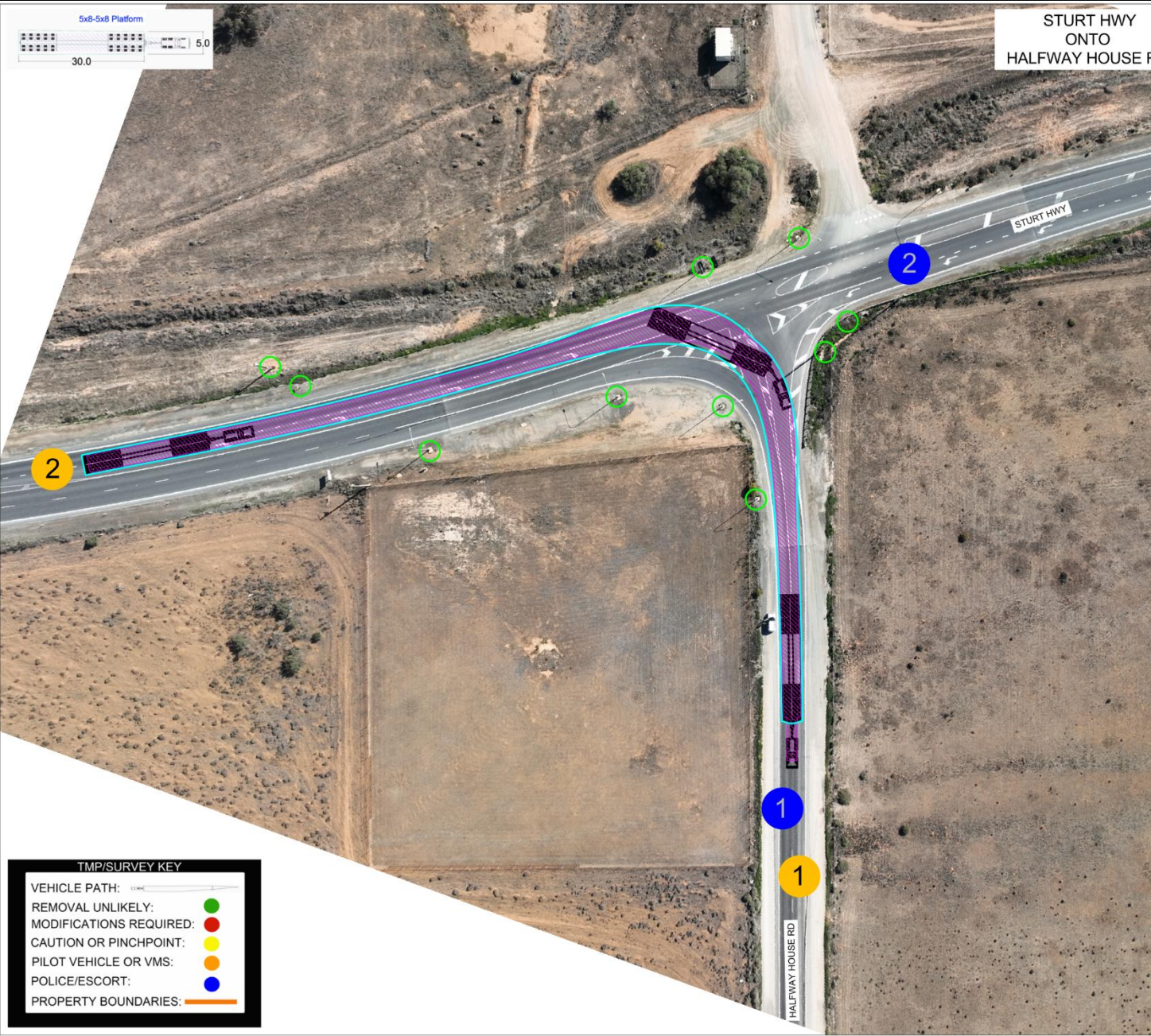
GPS: <https://maps.app.goo.gl/n3dPGU3N1LHfaUUh9>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

	Pinch Point 134
	Sturt Highway onto Halfway House Road
	Route 2
	PROCEDURE: Right hand turn on Sturt Hwy onto Halfway House Rd. TRAFFIC CONTROL: Hold traffic at the intersection. Total hold time: 2 Minutes ESCORT 1: Warn all traffic on Halfway House Rd ahead of load. POLICE 1: Hold all westbound traffic on Sturt Hwy. POLICE 2: Hold all traffic on Halfway House Rd ahead of the load. ESCORT 2: Warn all traffic on Sturt Hwy behind the load. COMMENTS: Loads will travel on the incorrect side of the road. Spotter to assist with this procedure. GPS: https://goo.gl/maps/Y52LdGDJgAB8uhLS9



TRANSPORT MANAGEMENT PLAN

Pinch Point
178.5

Ridley Road at Angas Valley Road

Route 2

PROCEDURE: Right hand turn from Ridley Rd onto Angas Valley Rd into a left hand turn from Angas Valley Rd onto Ridley Rd

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Ridley Rd behind the load.

POLICE 1: Hold all eastbound traffic on Angas Valley Rd.

POLICE 2: Hold all westbound traffic on Angas Valley Rd.

ESCORT 2: Warn all traffic on Ridley Rd behind the load.

COMMENTS: Loads will travel on the incorrect side of the road turning from Ridley Rd onto Angas Valley Rd. Loads will travel on the correct side of the road turning from Angas Valley Rd onto Ridley Rd. Spotter to assist with this procedure.

GPS: <https://goo.gl/maps/Necyy2bBtk47wgUk8>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 198.8

Ridley Road onto Randell Road at
Mannum

Route 2

PROCEDURE: Right hand turn on Ridley Rd onto Randell Rd.

TRAFFIC CONTROL: Hold traffic at the intersection.

Total hold time: 2 Minutes

ESCORT 1: Warn all traffic on Randell Rd ahead of load.

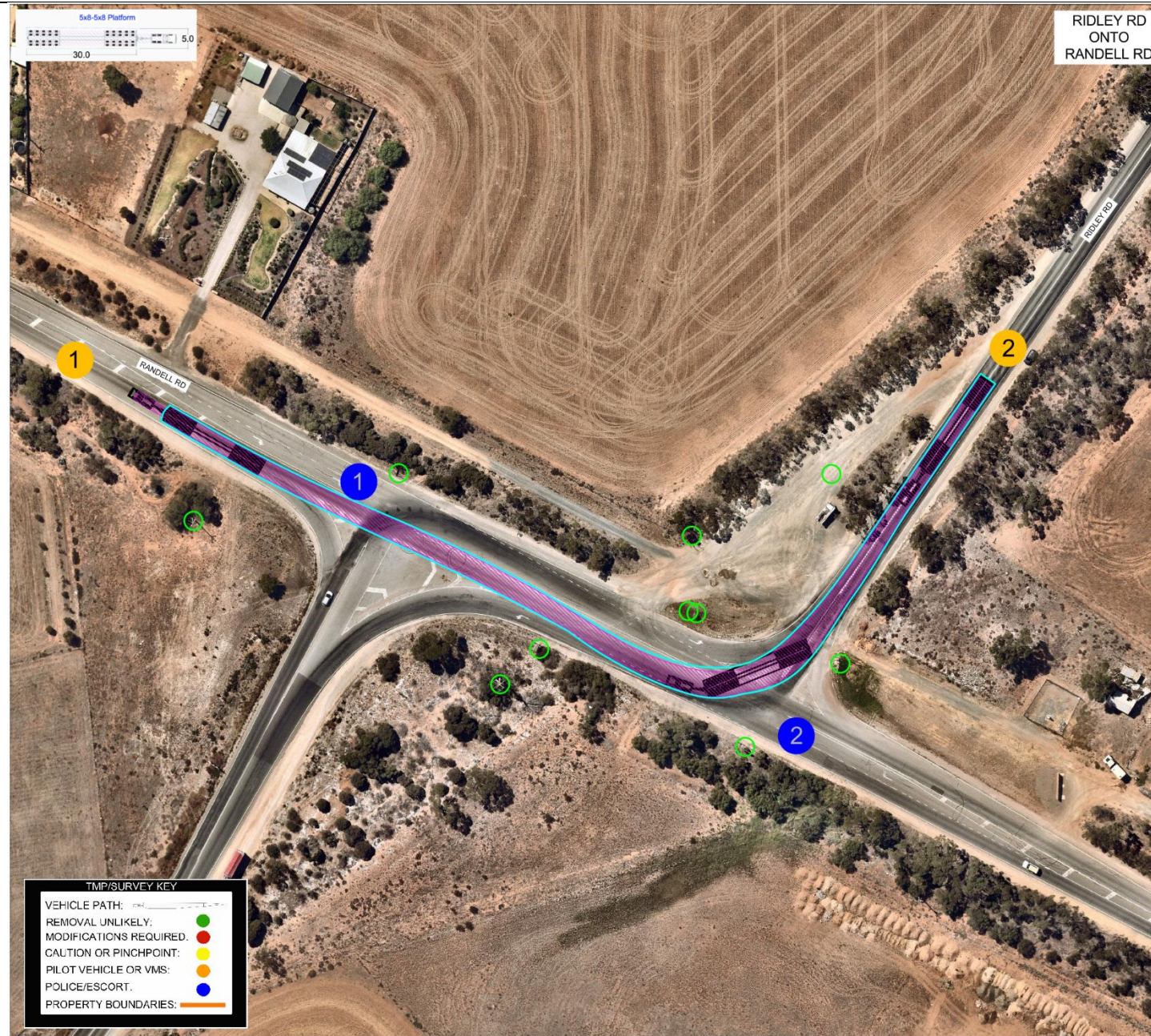
POLICE 1: Hold all eastbound traffic on Randell Rd.

POLICE 2: Hold all westbound traffic on Randell Rd.

ESCORT 2: Warn all traffic on Ridley Rd behind the load.

COMMENTS: Loads will travel on the correct side of the road. Spotter to assist with this procedure.

GPS: <https://goo.gl/maps/LZY1nSsUH1JpUB2F7>



PALMER WINDFARM TRANSPORT MANAGEMENT PLAN

PALMER RANGE TRAFFIC PROCEDURE (POLICE LOADS) 213 to 215

Randell Road up mountain range at
Palmer

Route 2

PROCEDURE: Travel up the mountain
range using the entire road.

TRAFFIC CONTROL: Hold all
Eastbound at the Palmer Lookout hold
point.

Total hold time: 10 Minutes

POLICE 1: Hold all eastbound traffic at
Palmer Lookout.

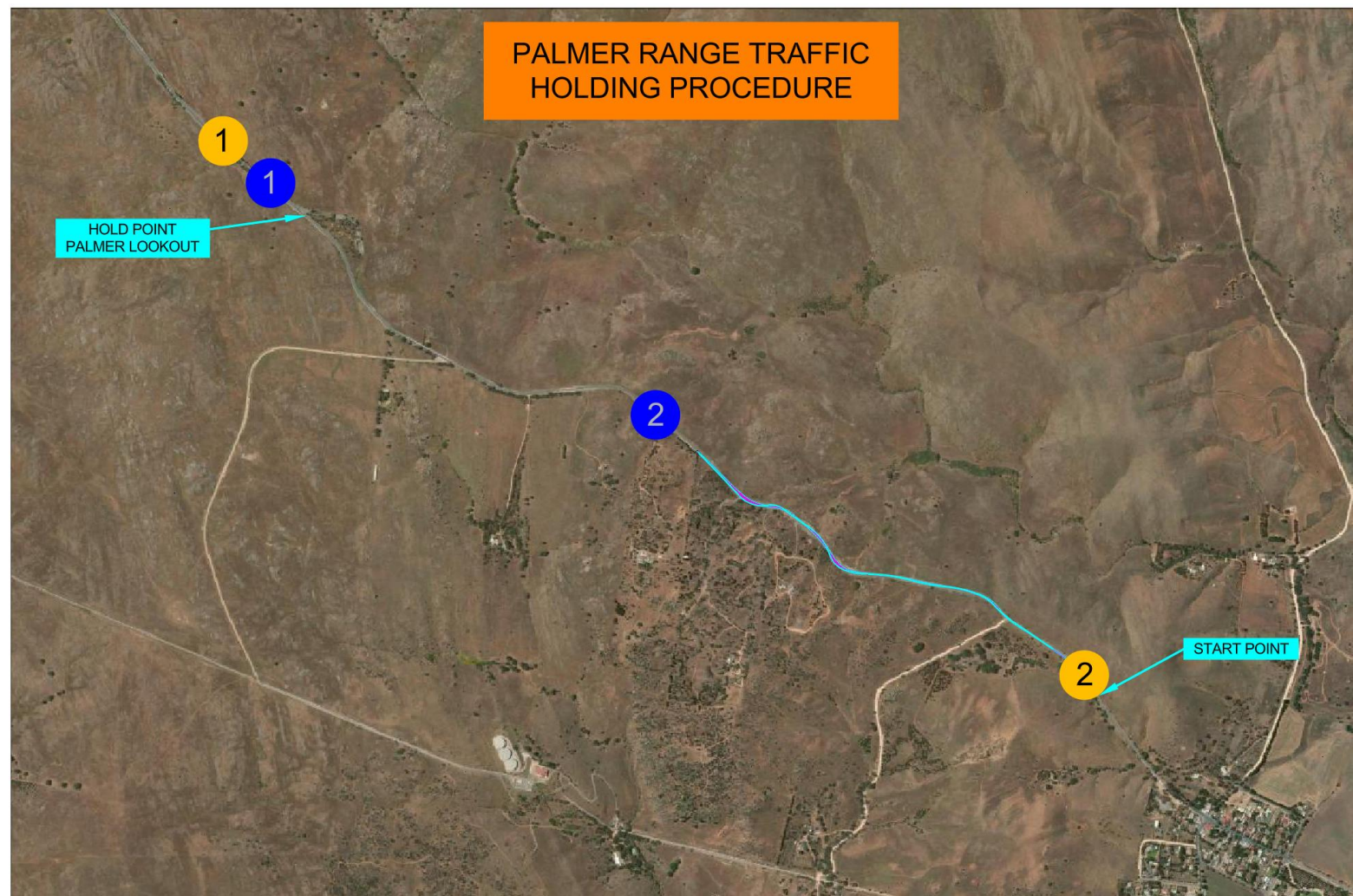
ESCORT 1: Assist police in holding
traffic at Palmer lookout.

POLICE 2: Stay 100 metres in front of
the blade for the entire trip up the range.

ESCORT 2: Stay behind the load and
warn all motorist approaching from
behind the load.

GPS:

<https://maps.app.goo.gl/kbRDBVvpvM8VpvCX9>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point 216

Randell Road into Palmer
Windfarm Southern Entrance at
Palmer

Route 2 Figure 58

PROCEDURE: Left hand turn from
Randell Road onto Palmer WF Southern
Entrance

TRAFFIC CONTROL: Hold all traffic at
the intersection.

ESCORT 1: Warn all traffic on Palmer WF
Southern Entrance ahead of load.

POLICE 1: Warn and hold all traffic on
Randell Rd.

POLICE 2: Warn and hold all traffic on
Randell Rd behind the load.

ESCORT 2: Warn all traffic on Randell Rd
behind the load.

COMMENTS: The loads will travel on the
correct side of the road into the proposed
site entrance. Spotter to guide the load
through this pinch point.

MODIFICATIONS REQUIRED: Site road
to be made suitable for the swept path of
the largest road.

GPS: <https://maps.app.goo.gl/dEc23YSqwAhm84Fq6>



PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

Pinch Point
216

Randell Road into Palmer
Windfarm Northern Entrance at
Palmer

Route 2
Figure 59

PROCEDURE: Right hand turn from Randell Road onto Palmer WF Northern Entrance

TRAFFIC CONTROL: Hold all traffic at the RAB.

ESCORT 1: Warn all traffic on Palmer WF Northern Entrance ahead of load.

POLICE 1: Warn and hold all traffic on Randell Rd west of RAB.

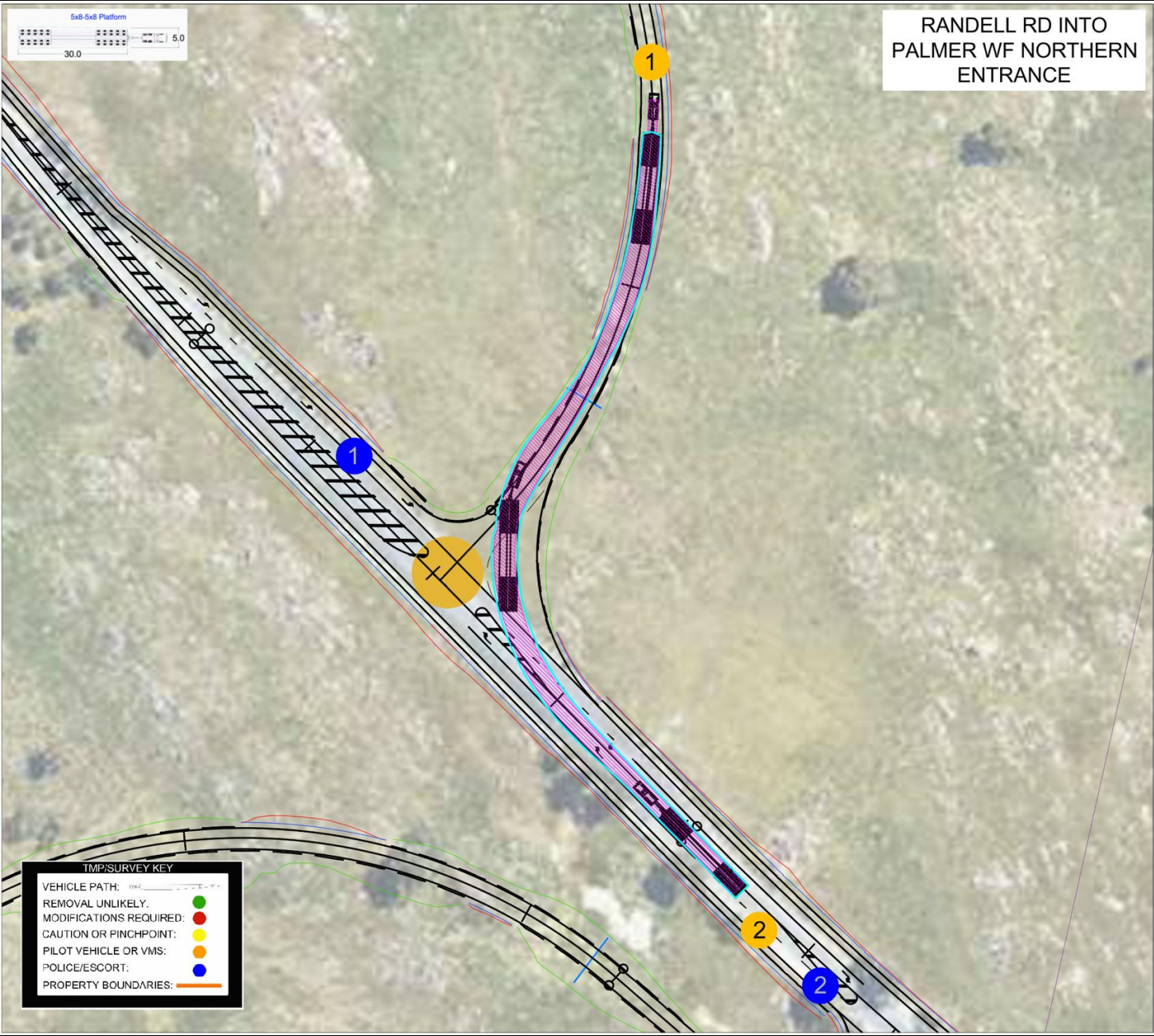
POLICE 2: Warn and hold all traffic on Randell Rd behind the load.

ESCORT 2: Warn all traffic on Randell Rd behind the load.

COMMENTS: The loads will travel on the incorrect side of the road into the proposed site entrance. Spotter to guide the load through this pinch point.

MODIFICATIONS REQUIRED: Site road to be made suitable for the swept path of the largest road.

GPS: <https://maps.app.goo.gl/dEc23YSqwAhm84Fq6>



8.0 Transport Approvals Required

Approvals will need to be sought from the following stakeholders and authorities.

- NHVR
- Department for infrastructure and transport
- South Australia Police Service
- Flinders Port Corporation
- Port Enfield Council
- Light Regional Council
- Sa Power
- Telstra/Elsham
- ARTC (Rail)

9.0 Transport Conditions

The following are the conditions for these routes:

- Weekday travel prior to sunrise can only be undertaken with loads that have police. All other OSOM loads can travel from sunrise to sunset, except for curfew periods 7:00am till 9:00am and 4:00pm till 6:00pm in the Adelaide metropolitan area during weekdays.
- Weekend travel prior to sunrise can only be undertaken with loads that have police. All other OSOM loads can only travel in daylight hours. There are no curfews on weekends.
- No OSOM travel allowed on Randell Road between 8:00am and 9:00am.
- A prestart meeting to be held between the truck driver, police & escorts before load departs.
- If for any reason communications fail between any of the police, escort of load vehicle occurs, the load is to cease until such time as it can be re-established.
- Approval to be sought from rail authorities to travel across any rail crossing/structure on this route.
- Approval to be sought from Local councils to access their networks.
- Windfarm has suitable areas available to safely park all loads once inside the project boundary.
- All drivers and escorts are to follow procedures listed in the Transport Management Plan (TMP) including pinch point procedures and travel restrictions.

10.0 Emergency Contacts

Emergency Contacts	
RJA Operations	02 4721 7633
RJA Project Manager	0437 818453
Police/Fire/Ambulance	000
Department of Infrastructure and transport (DIT)	1300 872677
Traffic SA	https://www.traffic.sa.gov.au
SA Police escort section	08 82076035
Adelaide truck towing	0486 026338
Southside towing	0426 958955
Injured Wildlife	1300 130 372
SA Power	13 13 66
ARTC permits	08 81120328
Flinders port Security	08 84470600

Table 1: Emergency Contacts

11.0 Emergency Procedures

ROUTE SUITABILITY CHECK:

- RJA to monitor weather conditions daily. If road conditions are likely to cause a risk to transport (Heavy Rain, Fog, Bushfires, Snow, blocked route etc), then the decision is to be made the evening prior to allow or delay the movement of loads from the port.
- If loads are in transit and the road is blocked ahead, then the loads are to find the closest suitable parking area and wait until the road has reopened.
- All vehicles on the movement are to be made aware of possible poor road conditions due to any of the above causes.
- Movements to be checked with DIT and SA Police, and local councils where there is a likelihood of a major event on a section of road that will affect deliveries. These may include Local community events that have road closures, or heavy holiday traffic periods.

CRITICAL INJURY:

- In the event of an emergency situation, such as an accident and injury SA Police are to undertake suitable traffic management to secure the section of road.
- If there is serious injury or death than 000 will need to be notified immediately of the situation, if there is no phone reception than SA Police / Escorts will travel to the next area of reception to make an emergency call to 000. The load is to remain in place until emergency services have approved the load to move.

EMERGENCY VEHICLE INTERACTION:

- If an emergency vehicle is travelling towards the load, then the load is to slow down and pull over far enough to the left-hand side of the road to allow the emergency vehicle room to continue past the load.
- If an emergency vehicle is approaching from behind the load, then the load is to pull over to the left-hand side, and the SA Police and Escorts are to hold all oncoming traffic until the emergency vehicle has passed the load on the incorrect side of the road.

BREAKDOWN:

- In the event of an emergency situation, such as breakdown, the load is to find the closest safe place to park. If the unit cannot move to a safe place than the closest heavy tow operator is to be notified to travel to the load immediately. In such instances DIT / SA Police should be promptly advised so that all necessary warnings can be made.
- Alternatively, if another load is close by with a like for like truck and they can find a parking bay, they would then be able to unhook from there load and travel to the breakdown to assist in moving the load off the road network and into a safe location.

UNSUITABLE ROAD CONDITIONS:

(POOR WEATHER OR ROAD CLOSURE ON SECTIONS OF ROUTE)

- In the event of bad weather i.e. fog, heavy rain or bush fires. Operations in conjunction with DIT / SA Police will need to monitor local road and weather conditions to assess if the road is suitable for the load to depart and safely travel through to site. This decision would be made prior to departing.
- If the route is blocked between the pickup location and drop off location, then the load is not to depart. RJA to refer daily to DIT Live traffic website prior to departure. These can be accessed from the following link <https://www.traffic.sa.gov.au>
- If the load is on route and either weather or road conditions make the load unsafe, then the load is to find the next suitable place to safely park and wait for conditions to improve.

LOAD HITS FAUNA:

- Driver to be briefed prior to departure on the potential for wildlife interaction during the journey
- Load may not be able to halt due to blocking key section of road. Load should continue to the next safe area to assess damage to vehicle.
- Escort vehicle driver to park safely off the road, exit vehicle safely then assess the injured wildlife condition, if deceased the animal should be moved off the road if possible, check the animal's pouch for any babies.
- Escort to contact Wildlife hotline on 1300130372 to advise of injured wildlife giving location if the animal is still alive.

12.0 Emergency Stopping

In the event of an emergency or scheduled rest break, establish positive communications with all escorts and driver and identify the next suitable area to halt the wind turbine, rear escort should remain 200 metres behind the load to warn approaching traffic.

Ensure the Wind Turbine is as far left as possible so as not to impede any traffic from passing.

If the breakdown is major and requires a mechanic to attend, contact the TMC and advise them of the disruption to traffic. Minor repairs that can be rectified in a short time do not require the TMC to be advised.

In the event that road works are encountered on route the Lead Escort is to call in on the nominated UHF channel and advise the local traffic control of the inbound load and await approval to enter the work zone.

Follow normal traffic management procedures as outlined in: SOP_030 Traffic Management Procedures.

The suggested rest areas are an indication only and dependant on the local traffic movements and occupancy of these rest areas it may not be possible to get off the road.

In this instance the Lead Escort should travel ahead to identify the next suitable area.

This methodology can also be adopted to allow built up traffic to pass by slowing the wind turbine down and easing into break down areas to allow traffic to pass before continuing on.

Listed in the route index are Emergency parking areas on route showing the suitability, size, location including a kilometre mark and GPS coordinates.

13.0 Communication Procedures

RJA to supply the schedule to all road stakeholders on route.

Loads will communicate locally within the convoy using UHF radio.

Sections on this route have dark areas and will not have phone reception. If an emergency call is to be made, then either **SA Police / Escorts** will travel to the next area of reception and make the emergency call.

Trucks are fitted with GPS tracking, and their movements are alerted on our web-based program via Fleet Logix. These reports give truck locations, and send information through such as speed alerts, heavy braking and accelerations, as well as several other components. This GPS system relies on Mobile phone reception to supply real time movements.

RJA to refer daily to **Traffic SA Site**. <https://www.traffic.sa.gov.au>

14.0 Interacting with Roadworks and other OSOM Loads

There is high likelihood that there will be roadwork along the route.

Typically, road crews are operating on UHF channel 40.

The Lead Escort will contact the road crews to advise of the nature of the load, size, dimensions, to establish if the load is ok to enter the work zone.

In this instance the convoy will work with all reasonable instructions from the road crew to coordinate the safe passage of the load through the affected areas.

Police, Escorts and local traffic controllers will work together to facilitate the necessary actions required to travel through the work zone.

To avoid potential conflicts with other OSOM operators we believe the following measures should take place:

Loads over 35m long or 4.5m wide require police escorts. Our schedules will be sent weekly to DIT and SAPS, which will allow any potential conflict with another OSOM movement to be planned prior to the loads departing. This may be at a minimum a change of times for one of the loads, parking up in a layover area with agreed times etc.

15.0 Pinch Points

The following are the pinch points on the route.

REGULAR ROUTE ASSESSMENTS: Prior to the delivery Rex J Andrews P/L is to keep in contact with the DIT and local councils regarding roadwork's and any upcoming road modifications that would take place on the route during the project. Drivers are to have full contact details and communicate regularly with these roadwork's managers while on route.

RAIL CROSSINGS: The following rail crossing locations will need approval before the loads can cross. Procedures to be updated once rail operators advise on the exact requirement for the loads.

PORT ADELAIDE: Eastern Parade

TWO WELLS: Gawler Road

SPOTTER/STEERER: Blades and Towers are to travel around all corners under the guidance of a spotter. Spotter to monitor any Structures / Road furnishings that may come in contact with the load and advise the driver throughout the procedure.

PROJECT SPECIFIC PINCH POINTS: Refer to the traffic management procedures in this TMP.

PINCHPOINT PROCEDURES

Whilst some pinch points are known along the route demonstrating a method of negotiating each individual hazard would be flawed as traffic conditions are constantly changing.

It is crucial that appropriate measures are applied to avoid impact to road users and road infrastructure, the chosen route has been assessed, and the load is capable of navigating the route, however local traffic conditions can create pinch points.

A pinch point is an area identified by the Lead Escort and relayed to the convoy as having the potential to interfere with the swept path of the load, pinch points can be created by road furnishings, roundabouts, narrow sections of road, roadkill, corners, road works, parked vehicles, damaged pavement, this list is not exhaustive.

For the purposes of this traffic management plan identified pinch points will follow the following protocol.

The Lead Escort must travel a sufficient distance in front of the load so as to survey the swept path required for the Wind Turbine, this will allow sufficient time to relay back road conditions or choke points to allow the driver to halt the load before causing congestion to other road users.

In the event of parked vehicles or local traffic conditions preventing the load from safely navigating the permitted route, the load cannot proceed until it is safe to do so.

The Lead Escort will warn all oncoming traffic of the impending load, when the way forward for the transporter is established as being clear the load may proceed.

If built up queued traffic is behind the load, ensure that an opportunity to allow this traffic to pass is taken at the first safe opportunity.

The procedure for crossing bridges is reliant on only the Wind Turbine being on the bridge during the crossing, this will require a concentrated effort from the escort team to ensure that all vehicular traffic both in front of and behind the load are warned of the hazard.

It is crucial that pinch points are discussed at the toolbox briefing and that all parties are aware of the protocols in place. Drivers should familiarise themselves with the route including nominated bypasses for heavy vehicles along the route.

If there is any doubt as to the viability of accessing the permitted route the load must not continue until the way forward has been deemed appropriate. For more detail analysis of coping with road work refer to Interacting with Roadworks and other OSOM Loads

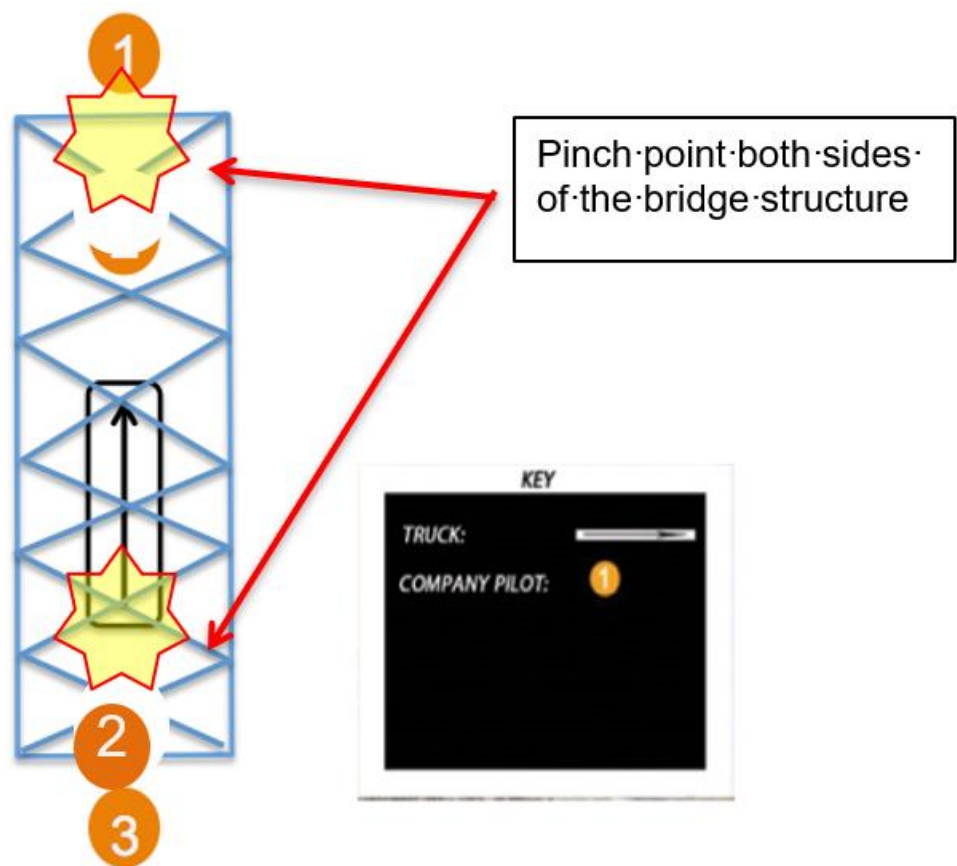


Figure 61: Pinch Point – Bridge Crossings

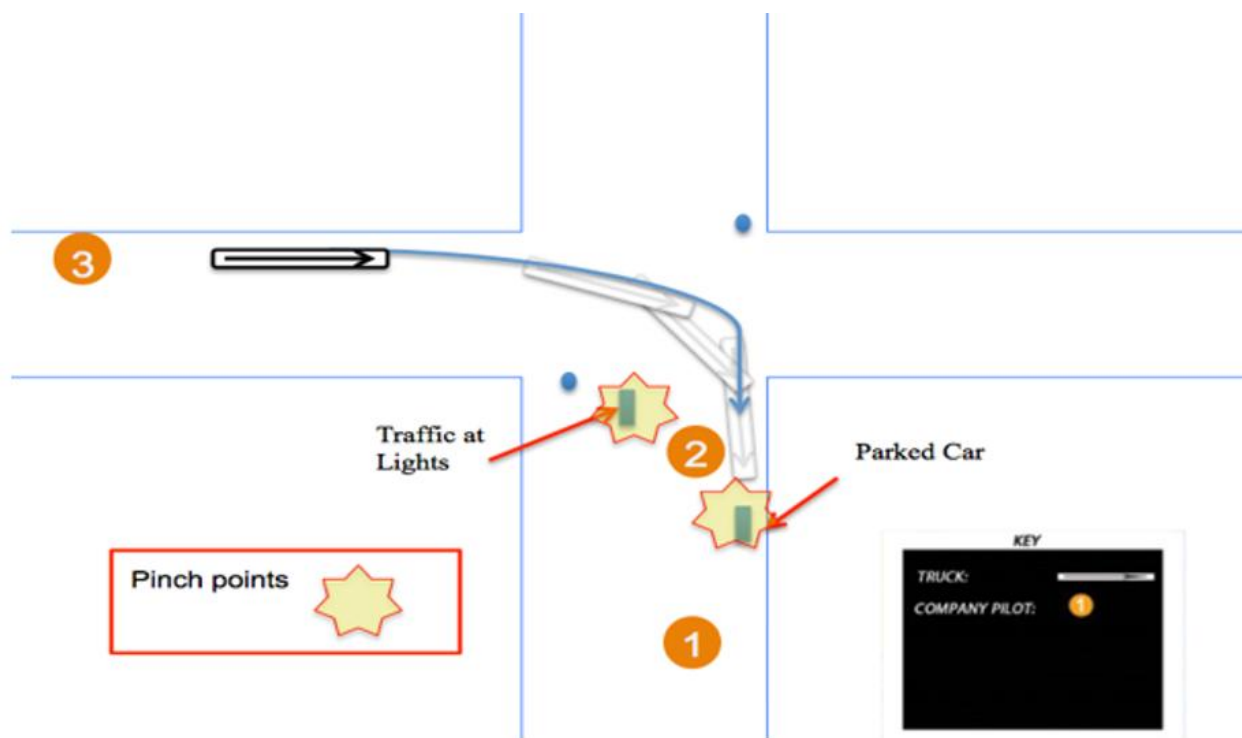


Figure 62: Pinch Point – Intersections

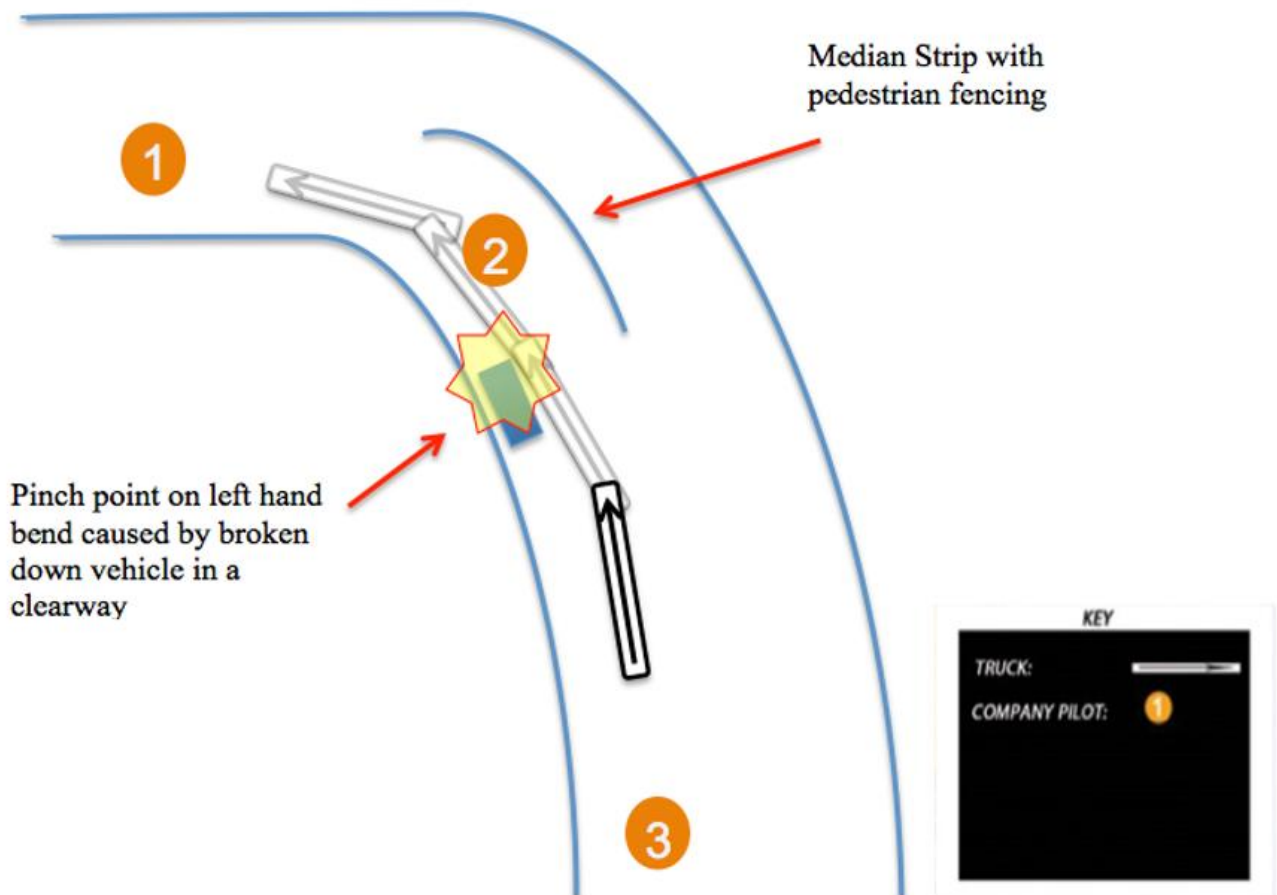


Figure 63: Pinch Point – Bends

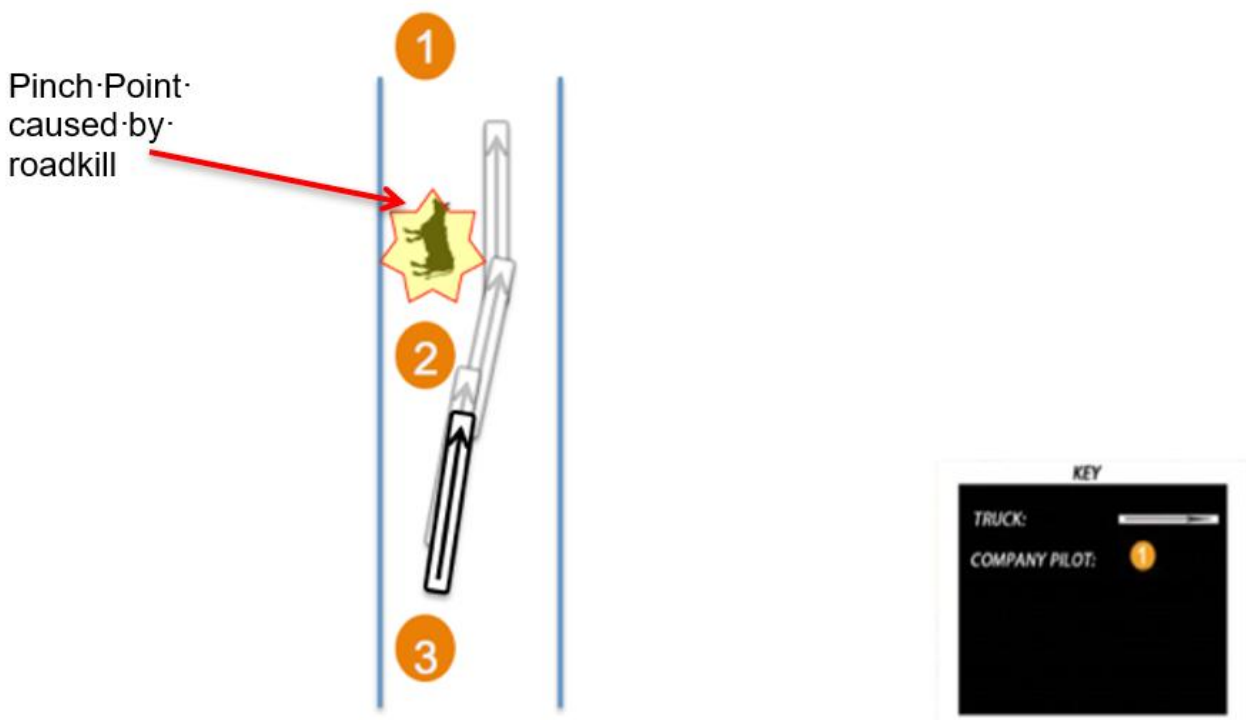


Figure 64: Pinch Point – Roadkill

16.0 Managing Queued Traffic Behind the Load

During the journey the interaction with other road users will require management of queued traffic.

The protocol to provide queued traffic an opportunity to pass the load will be reliant on the Rear Escort constantly monitoring the queue of traffic and relaying this information back to the convoy, the Lead Escort in conjunction with the Driver will identify suitable areas that allow a safe passing point for the passing vehicles.

The Lead Escort will also determine safe areas to halt the load to allow backed up vehicles to pass. Safe pull over areas can include turn off into private roads and/or other roads, pull over on the shoulder during overtaking lanes, designated pull over/ rest stop areas or service stations, these areas will be a hardstand area, or an area wide enough for the escort to direct vehicles around the combination.

The load MUST pull over or slow to allow the backed-up vehicles to pass. Rear Escort will inform all other escorts and driver when there has been a lag from last pull over and if other cars have been following for a short distance, in this instance apply the passing protocol again, this will continue throughout the journey as required to ensure queued traffic do not experience excessive delays. The driver and escorts 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.

SPOTTER/STEERER: Blades and Towers are to travel around all corners under the guidance of a spotter. Spotter to monitor any Structures / Road furnishings that may come in contact with the load and advise the driver throughout the procedure.

LOAD HITS FAUNA:

- Driver to be briefed prior to departure on the potential for wildlife interaction during the journey
- Load may not be able to halt due to blocking key section of road. Load should continue to the next safe area to assess damage to vehicle.

17.0 Project Specific Transport Procedures

FLINDERS PORT

All personnel will complete a site induction before operating within the Port Precinct and will comply with all requirements of the Flinders Port Security Coordinator, including security controls and escort requirements.

Proposed start date of vessel deliveries and load departures, including any trial runs, must be emailed to Flinders Port Security approximately two weeks in advance.

During load departures, detailed schedules of movements and routes must be emailed to Flinders Port Security approximately one week in advance.

Weekly confirmed schedule must indicate the route through Flinders Port to be used for each component, the time that each component is expected to have cleared port land or duration of movements on port land.

As required, at least 24 hours prior to port road access being required outside normal business hours for each load departure via Ocean Steamers Road.

ROUTE SUITABILITY CHECK

RJA to monitor weather conditions daily.

If road conditions are likely to cause a risk to transport (heavy rain, fog, blocked route etc), the decision is to be made the evening prior to allow or delay the movement of loads to site.

If loads are already in transit, the loads are to find the closest suitable parking area and wait until the road has reopened.

All vehicles on the movement are to be made aware of possible poor road conditions.

RJA to supply a weekly schedule with driver contact details to all road stakeholders.

Movements to be checked with DIT, SAPS and local councils where there is a likelihood of a major event on a section of road that will affect deliveries. These may include local community events that have road closures, or heavy holiday traffic periods, i.e., the Christmas through to the first week of January and holiday long weekends.

SIGN REMOVAL/REPLACEMENT

RJA will have a dedicated resource to remove and replace street signs and road furniture identified in the TMP.

All signage required to be made removable shall be removed just prior to and then reinstated immediately after the transport load passes.

COMMUNICATION PROTOCOL

A pre-departure toolbox will be held for all OSOM loads.

All communications between SAPS / Escorts / Drivers will be via UHF CH40.

COMMUNICATIONS ON ROUTE:

RJA to supply all road stakeholders who request the weekly schedule the Wednesday prior to the start of that week.

Loads will communicate locally within the convoy using UHF radio on CH40.

Sections of this route have dark areas and will not have phone reception. If an emergency call is to be made, then either SAPS / Escort will travel to the next area of reception and make the emergency call.

Trucks are fitted with GPS tracking with movements alerted on our web-based program via Fleet Logix. This GPS system relies on mobile phone repeaters to supply real time movements. Fleet Logix provides information including truck locations and speed alerts.

PULLOVER PROTOCOL

Any build-up of traffic will be managed by the Escorts / SAPS utilising the identified pullover areas and parking bays.

TRAVELLING BENEATH OVERHEAD ELECTRICAL ASSETS

An SA Power Permit is required for all loads exceeding 4.6m high.

ARTC:

An ARTC Permit is required for all loads exceeding 35m long, 5.5m wide, 4.7m high plus certain axle loadings.

PUBLIC INTERACTION:

No comments are to be made or photos supplied by contractors to the media unless formally approved by the client.

Once the project is underway, RJA will share the schedule with government authorities, and services that share the road network with the transport.

18.0 References

Australian Load Restraint Guide
Rex J Andrews route survey # 285 REV03
Vestas
Tilt renewables
Google Earth/Maps
Nearmaps
NHVR (OSOM)
NHVAS Maintenance Management (NHVAS21193)
NHVAS Basic Fatigue Management (NHVAS21193)

Disclaimer: This route study is a guide only; government approvals would be required before these routes could be deemed suitable for transporting the components over the listed routes.

This study was undertaken using data supplied by Rex J Andrews P/L. Equipment and swept paths might vary if using transport methodology other than the data supplied by Rex J Andrews.

Review	Date	Signature	Date
Checked by:			

[illegible]

20.0 Appendix 1 –Transport Dimensions and escort requirement

120 x Blades (85.0l x 4.4w x 3.2h x 32T)

Configuration. Prime mover with 3x8-3x8 Blade trailer

Overall dimensions: 97.358l x 4.5w x 4.941h x 96.5T

Escort requirement: 2 x SA Police, 2 x Pilots in convoy.

40 x Nacelles (12.7l x 4.0 w x 3.8h x 52.5T)

Configuration. Prime mover with 5x8 Low loader

Overall dimensions: 22.9l x 4.1w x 4.9h x 85.0T

Escort requirement: 1 x Pilot

40 x Nacelle side ship container (12.72l x 2.5 w x 2.9h x 23.2T)

Configuration. Prime mover with 3x4 Semi

Overall dimensions: 19.0l x 2.5w x 4.6h x 42.5T

Escort requirement: Nil

40 x Power Trains (8.1l x 3.1w x 3.5h x 105.2T)

Configuration. Prime mover with 2x8 8x8 Platform

Overall dimensions with block truck: 31.1l x 4.2w x 4.45h x 165.0T

Escort requirement: 1 x Pilot

40 x Hubs (4.8l x 4.29w x 4.49h x 66.5T)

Configuration. Prime mover with 2x8 5x8 dolly low loader

Overall dimensions: 26.86l x 4.49w x 5.096 x 107.0T

Escort requirement: 1 x Pilot

40 x T1 Base Towers (12.8 x 5.3 x 4.99 x 84.0T)

Configuration. Prime mover with 8x8 Low platform trailer

Overall dimensions: 25.44l x 5.3w x 6.0h x 129.25T

Escort requirement: 2 x Pilots

40 x T2 Mid Towers (22.12 x 4.99 x 4.99 x 90.0T)

Configuration. Prime mover with 10x8 Platform trailer

Overall dimensions with block truck: 31.4l x 4.99w x 6.0h x 145.0T

Escort requirement: 2 x Pilots

40 x T3 Mid Towers (28.28 x 4.99 x 4.68 x 89.0T)

Configuration. Prime mover with 5x8-5x8 Extending platform

Overall dimensions: 39.36l x 4.99w x 6.0h x 159.75T

Escort requirement: 2 x SA Police, 2 x Pilots in convoy with the T4.

40 x T4 Mid Towers (29.96 x 4.68 x 4.42 x 75.0T)

Configuration. Prime mover with 4x8-6x8 Extending platform

Overall dimensions: 40.29l x 4.68w x 5.93h x 134.75T

Escort requirement: 2 x SA Police, 2 x Pilots in convoy with the T3.

40 x T5 Top Towers (30.0 x 4.42 x 3.73 x 67.0T)

Configuration. Prime mover with 4x4-3x8 dolly jinker combo

Overall dimensions: 39.9l x 4.5w x 5.2h x 102.25T

Escort requirement: 2 x SA Police, 2 x Pilots in convoy with a blade or tower.

PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

21.0 Appendix 2 – Tentative Delivery Schedule

Below is a tentative schedule which is subject to approvals and resources and site readines

Site Arrival Time (approx.)	Component	Trailer	Week 23							Week 24							Week 25						
			07/06	08/06	09/06	10/06	11/06	12/06	13/06	14/06	15/06	16/06	17/06	18/06	19/06	20/06	21/06	22/06	23/06	24/06	25/06	26/06	27/06
			Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
1130hrs-1330hrs	T1 (BASE)	8x8 Platform				T1					T1				T1					T1			
1130hrs-1330hrs	T2	10X8 Platform					T2					T2					T2				T2		
1130hrs-1330hrs	T3	5x8 5x8 Extending Platform					T3					T3					T3				T3		
1130hrs-1330hrs	T4	4x8 4x6 Extending Platform					T4					T4					T4				T4		
0700hrs-0800hrs	T5 (TOP)	4x4 3x8 Dolly Jinker						T5					T5					T5				T5	
0700hrs-0800hrs	B3	3x8 3x8 Blade Trailer						B3					B3					B3				B3	
0700hrs-0800hrs	B2	3x8 3x8 Blade Trailer				B2					B2				B2				B2				
0700hrs-0800hrs	B1	3x8 3x8 Blade Trailer				B1					B1				B1				B1				
1130hrs-1330hrs	NAC	5x8 Low Loader					NAC					NAC					NAC				NAC		
1130hrs-1330hrs	PT	2x8 Dolly 8x8 Platform				PT					PT				PT				PT				
1130hrs-1330hrs	HUB	2x8 Dolly 5x8 Low Loader						HUB					HUB					HUB				HUB	
1130hrs-1330hrs	NAC S/S	Sideloader						NAC S/S					NAC S/S					NAC S/S				NAC S/S	

Table 2: Tentative Delivery Schedule – First 3 Weeks

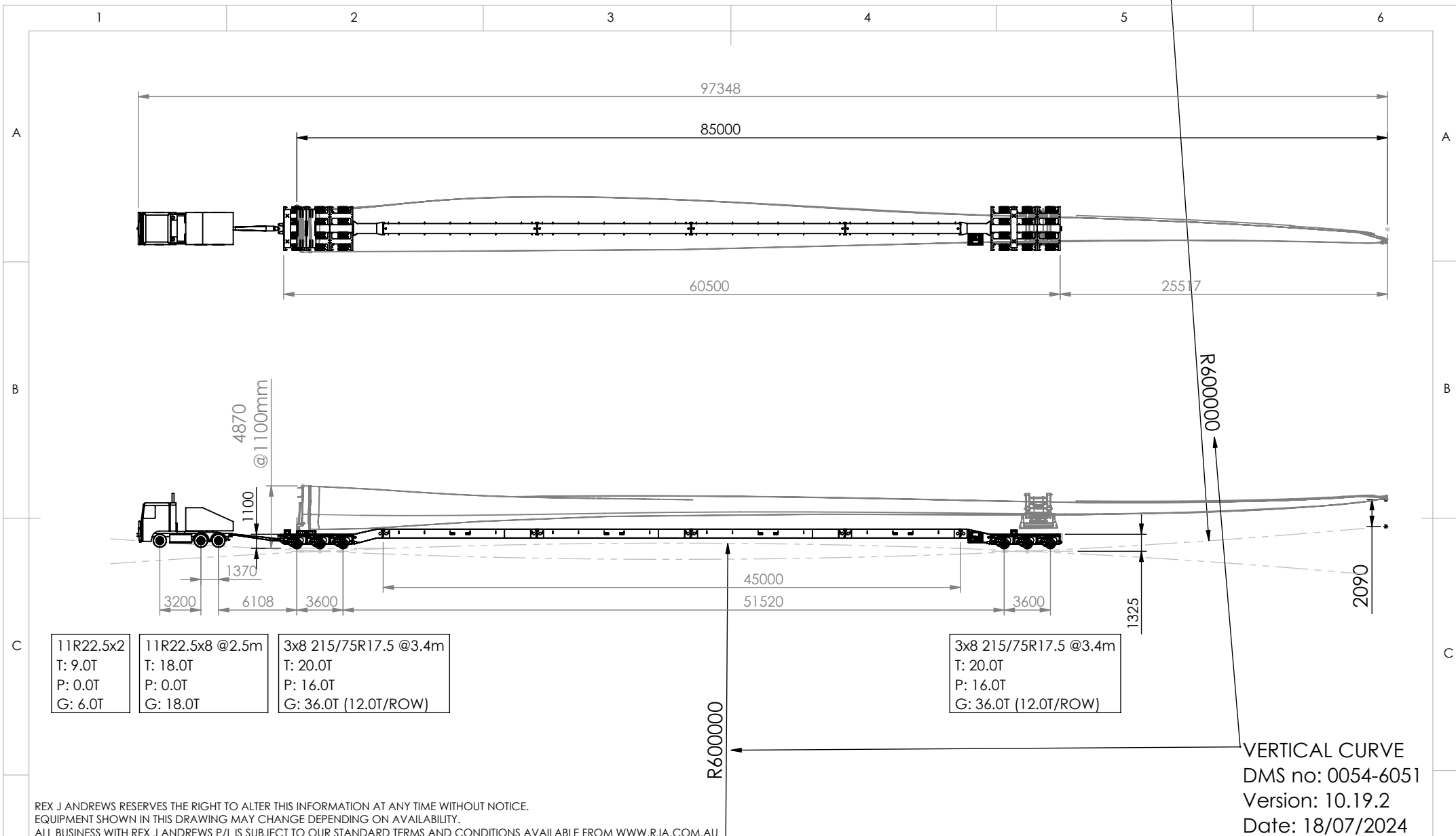
PALMER WINDFARM

TRANSPORT MANAGEMENT PLAN

PALMER WINDFARM TURBINE DELIVERIES										
TURBINE DELIVERY SCHEDULE WEEK 23										
COMPONENT	NHVR	ROUTE	START		END		SA POLICE	PILOT	RTN PILOT	COMMENT
			LOCATION	TIME	LOCATION	TIME				
MONDAY										
BLADE		1	PORT ADELAIDE	4:00AM	PALMER WF	8:00AM	1	1	0	CONVOY
BLADE		1	PORT ADELAIDE	4:00AM	PALMER WF	8:00AM	1	1	0	
POWER TRAIN		1	PORT ADELAIDE	9:00AM	PALMER WF	12:30PM	0	2	2	
T1		2	PORT ADELAIDE	9:00AM	PALMER WF	13:30PM	0	2	2	
						TOTAL	2	6		
TUESDAY										
NACELLE		1	PORT ADELAIDE	9:00AM	PALMER WF	12:30PM	0	1	0	
T2		2	PORT ADELAIDE	9:00AM	PALMER WF	13:30PM	0	2	2	
T3		2	PORT ADELAIDE	9:00AM	PALMER WF	13:30PM	0	2	2	
T4		2	PORT ADELAIDE	9:00AM	PALMER WF	13:30PM	0	2	2	
						TOTAL	0	7		
WEDNESDAY										
BLADE		1	PORT ADELAIDE	4:00AM	PALMER WF	8:00AM	1	1	0	CONVOY
T5		1	PORT ADELAIDE	4:00AM	PALMER WF	8:00AM	1	1	0	
HUB		1	PORT ADELAIDE	9:00AM	PALMER WF	12:30PM	0	1	0	
NACELLE SIDE SHIP		1	PORT ADELAIDE	9:00AM	PALMER WF	12:30PM	0	0	0	
						TOTAL	2	3		
THURSDAY										
BLADE		1	PORT ADELAIDE	4:00AM	PALMER WF	8:00AM	1	1	0	CONVOY
BLADE		1	PORT ADELAIDE	4:00AM	PALMER WF	8:00AM	1	1	0	
POWER TRAIN		1	PORT ADELAIDE	9:00AM	PALMER WF	12:30PM	0	2	2	
T1		2	PORT ADELAIDE	9:00AM	PALMER WF	13:30PM	0	2	2	
						TOTAL	2	6		
FRIDAY										
NACELLE		1	PORT ADELAIDE	9:00AM	PALMER WF	1:00PM	0	1	0	
T2		2	PORT ADELAIDE	9:00AM	PALMER WF	13:30PM	0	2	2	
T3		2	PORT ADELAIDE	9:15AM	PALMER WF	13:30PM	0	2	2	
T4		2	PORT ADELAIDE	9:30AM	PALMER WF	13:30PM	0	2	2	
						TOTAL	0	7		
SATURDAY										
BLADE		1	PORT ADELAIDE	4:00AM	PALMER WF	8:00AM	1	1	0	CONVOY
T5		1	PORT ADELAIDE	5:00AM	PALMER WF	12:30PM	1	1	0	
HUB		1	PORT ADELAIDE	6:00AM	PALMER WF	12:30PM	0	1	0	
NACELLE SIDE SHIP		1	PORT ADELAIDE	6:00AM	PALMER WF	12:30PM	0	0	0	
						TOTAL	2	3		
SUNDAY										
						TOTAL				
						TOTAL				
						TOTAL				
						WEEK TOTAL	8	32	20	

Table 3: Tentative Weekly Delivery Schedule from Port Adelaide to Palmer Windfarm – Detailed breakdown with daily timings

22.0 Appendix 3 – Transport drawings



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	3	BLADE GEOMETRY UPDATED	20/11/2024	J.S	J.S	R.A
	2	PICTORAL UPDATES	21/06/2024	J.S	J.S	R.A
	1	VERTICAL CURVE ADDED	01/05/2024	J.S	J.S	R.A
	0	ISSUED FOR APPROVAL	03/03/2023	J.S	H.A	R.A
	R	ISSUED FOR REVIEW	03/03/2023	J.S	H.A	
REV			DATE	DRN	CKD	APP

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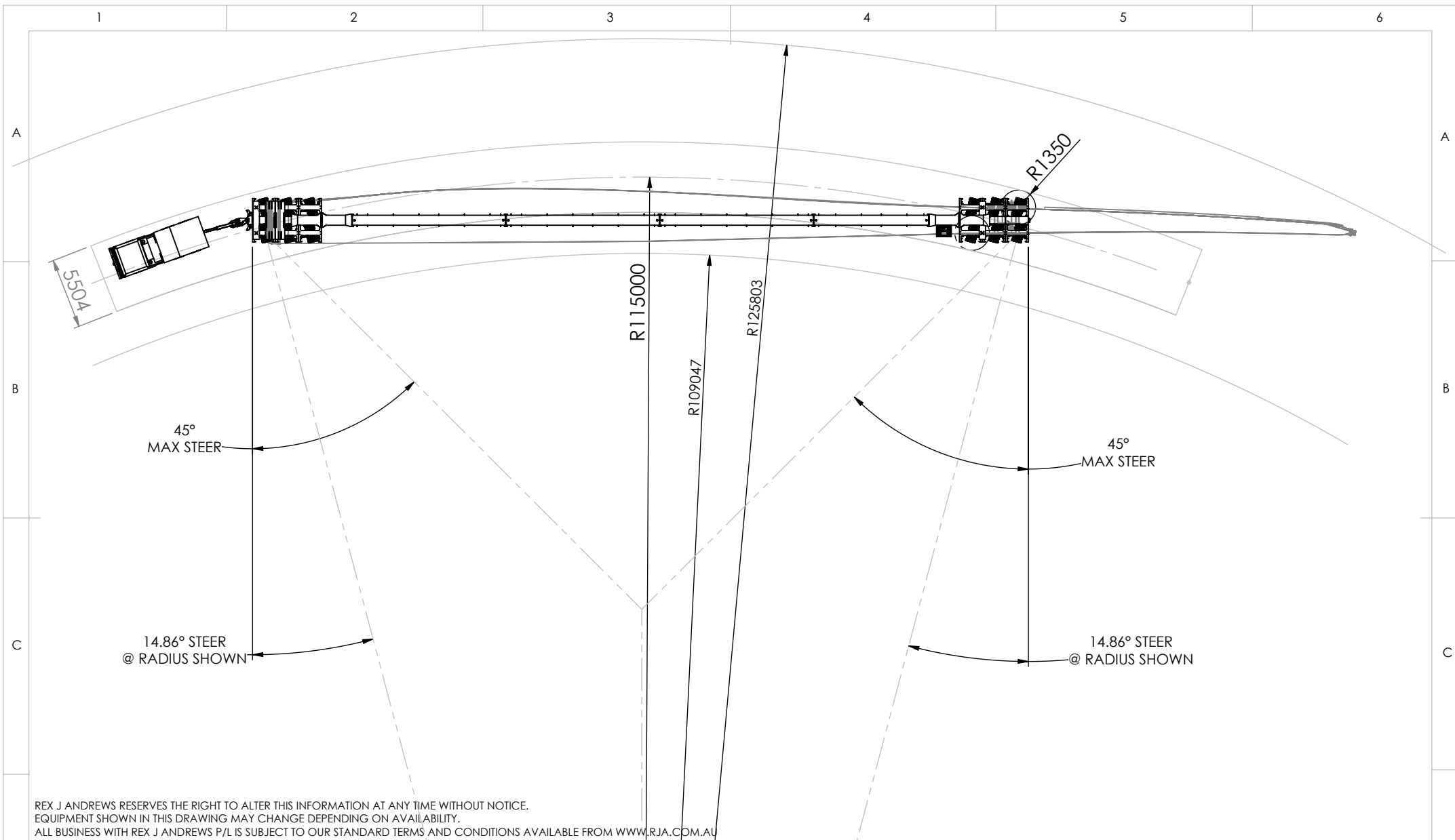
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	2	PICTORAL UPDATES	21/06/2024	J.S	H.A	R.A
	1	ISSUED FOR APPROVAL	01/05/2024	J.S	H.A	R.A
	0	ISSUED FOR APPROVAL	03/03/2023	J.S	H.A	R.A
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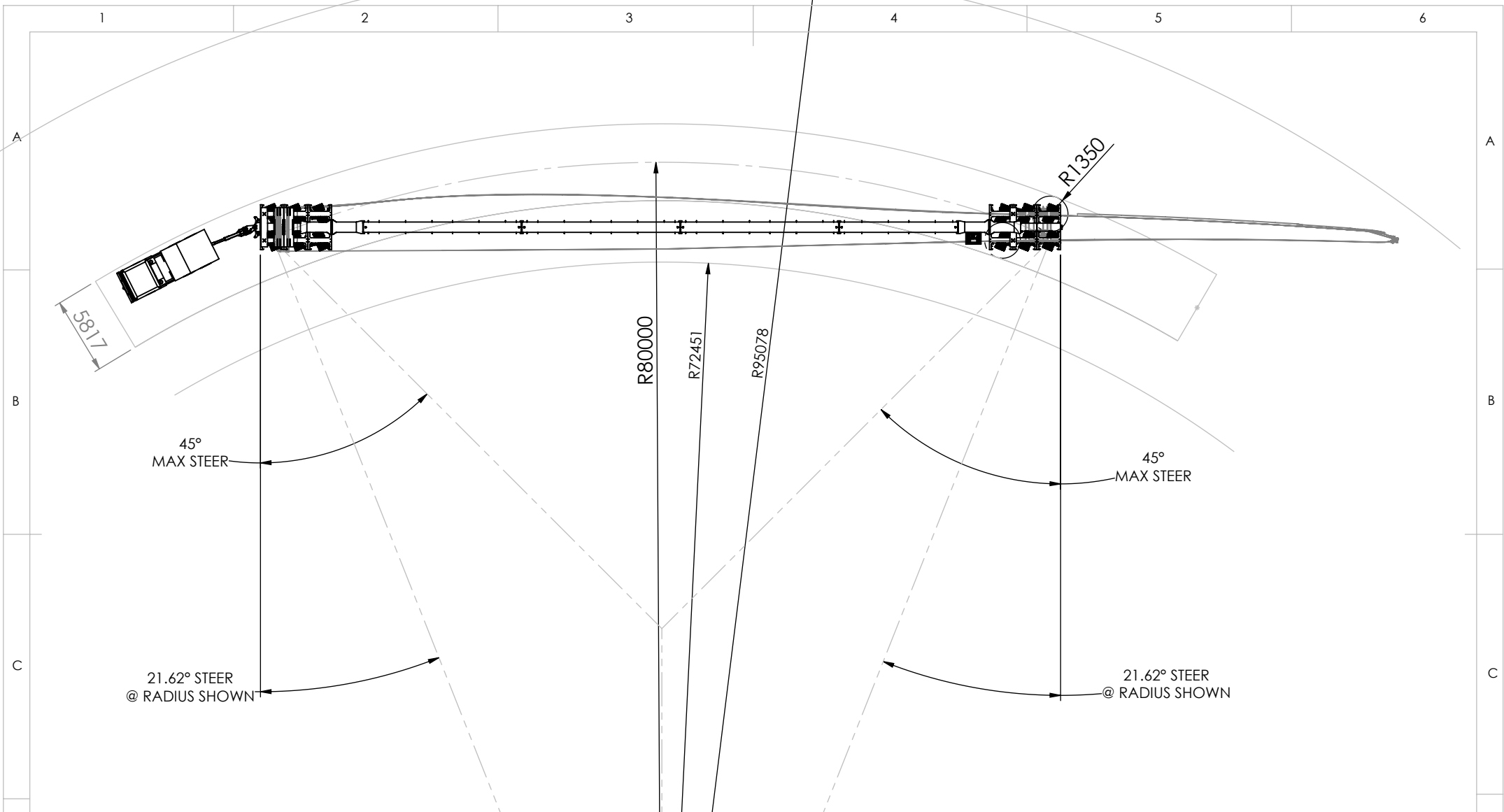
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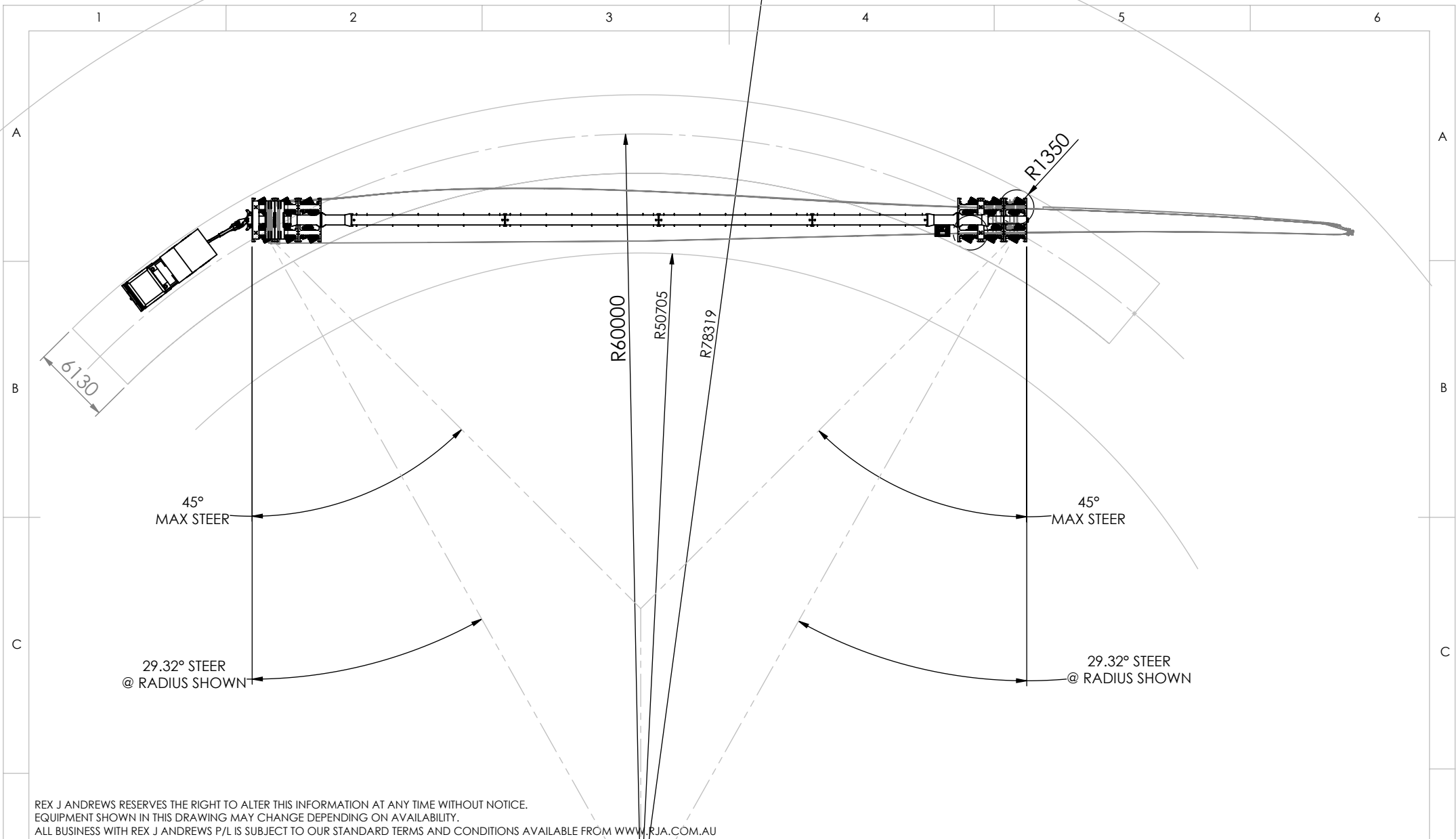
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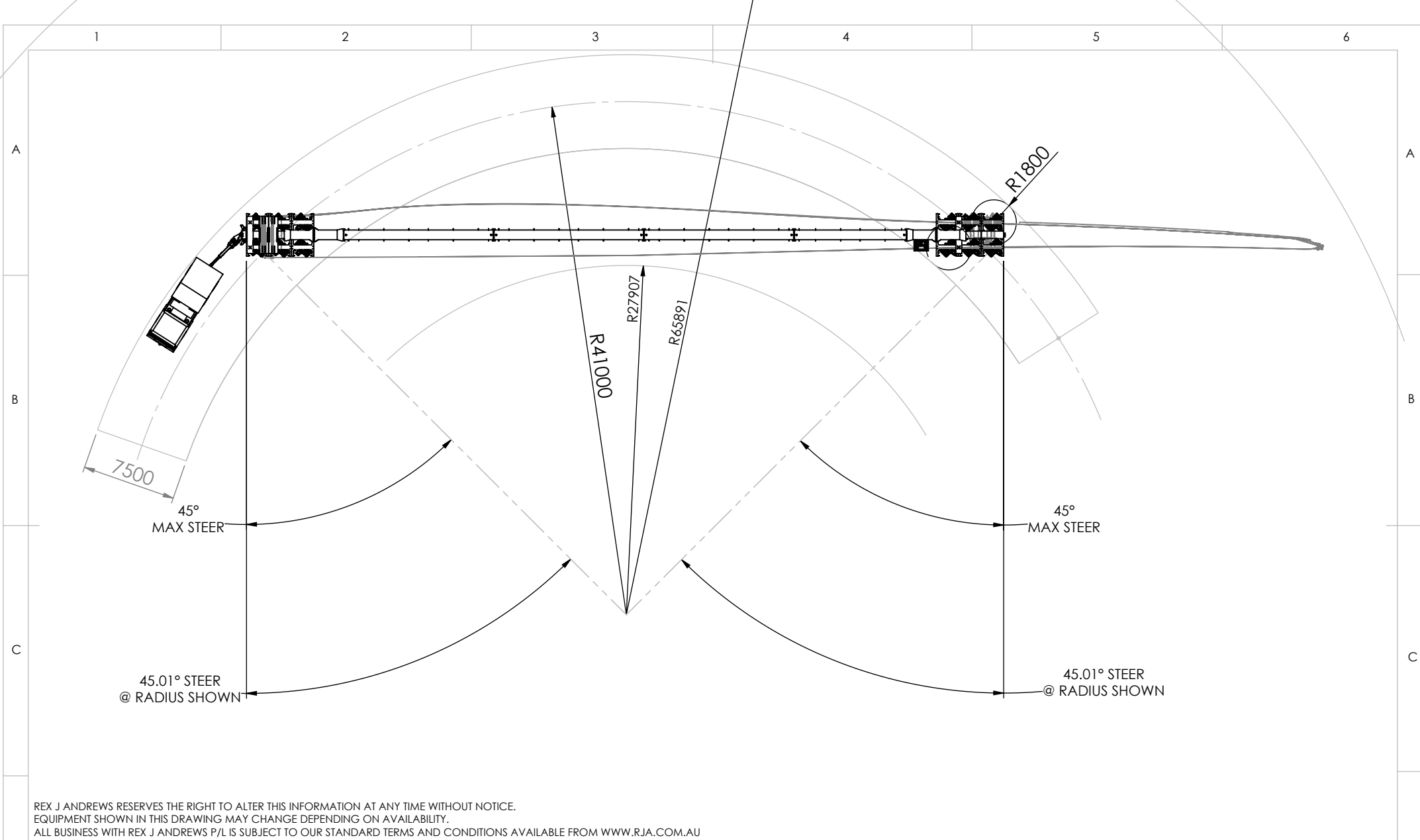
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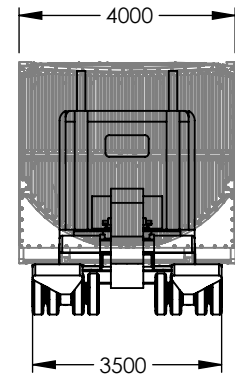
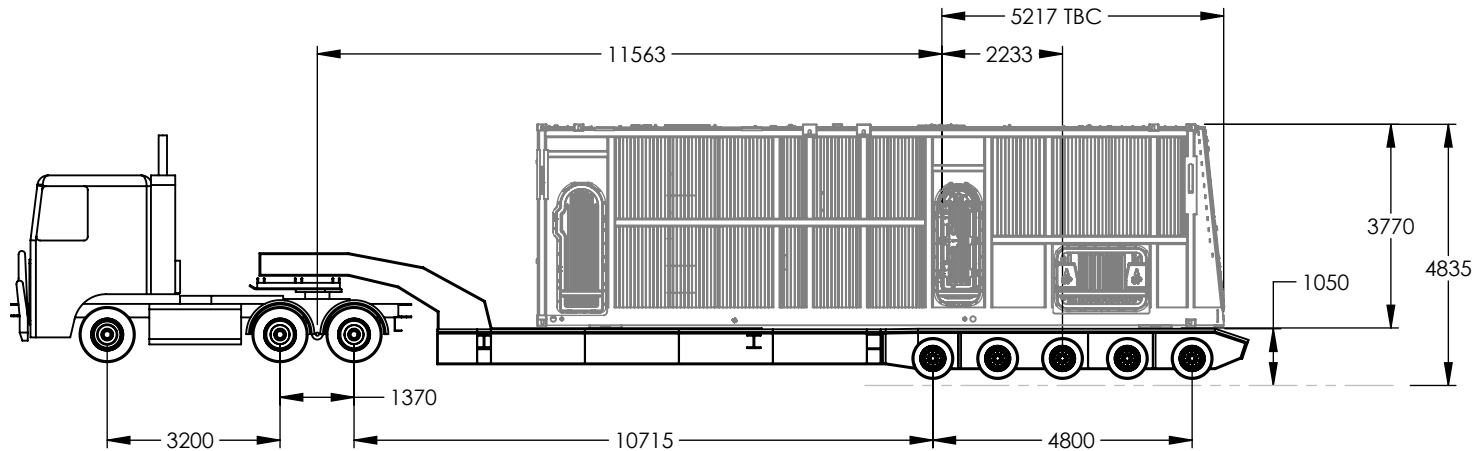
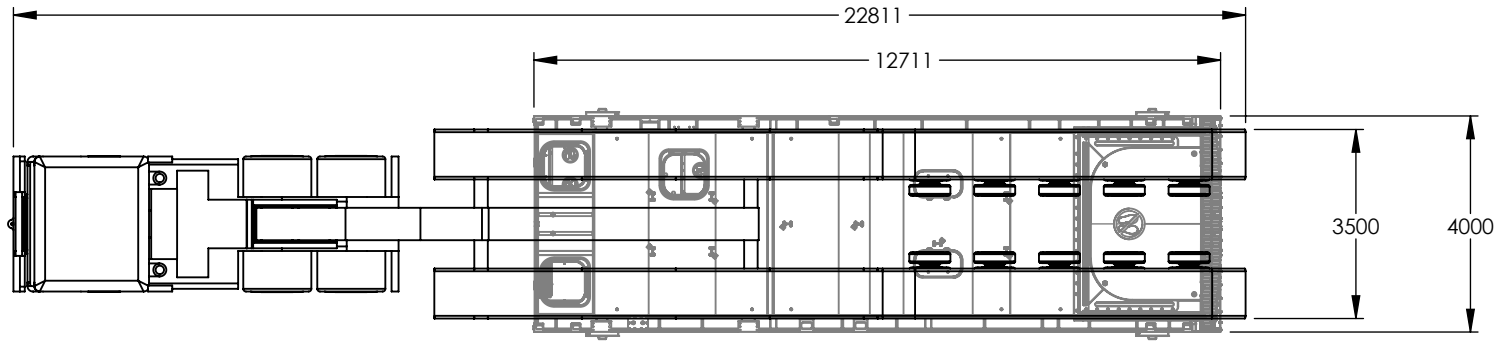
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- DRY RUBBER BETWEEN ALL METAL SURFACES
- ALL RESTRAINTS WITH RATCHET TURNBUCKLES
- DOUBLE CHAINS WHERE POSSIBLE



11R22.5
T 6.0T
P 0.0T
G 6.0T

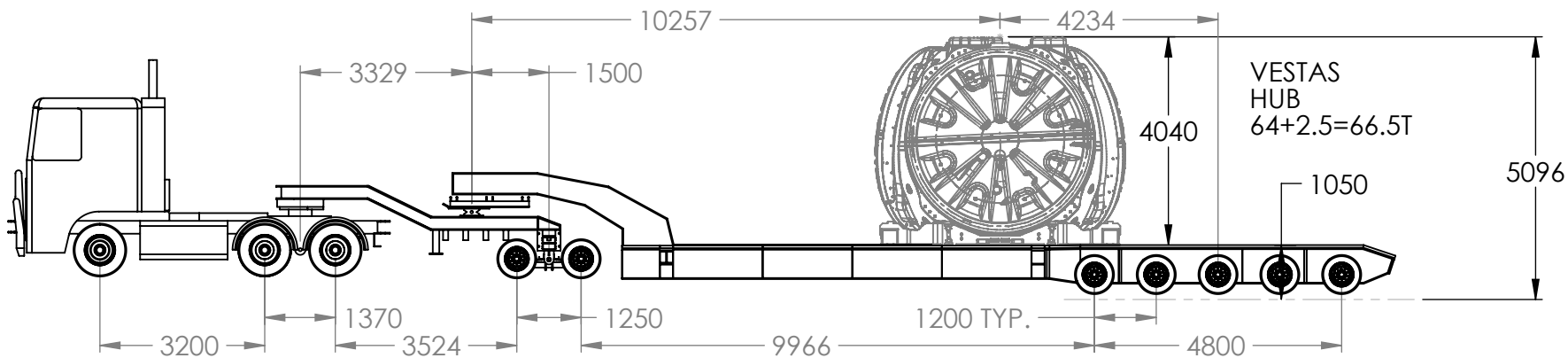
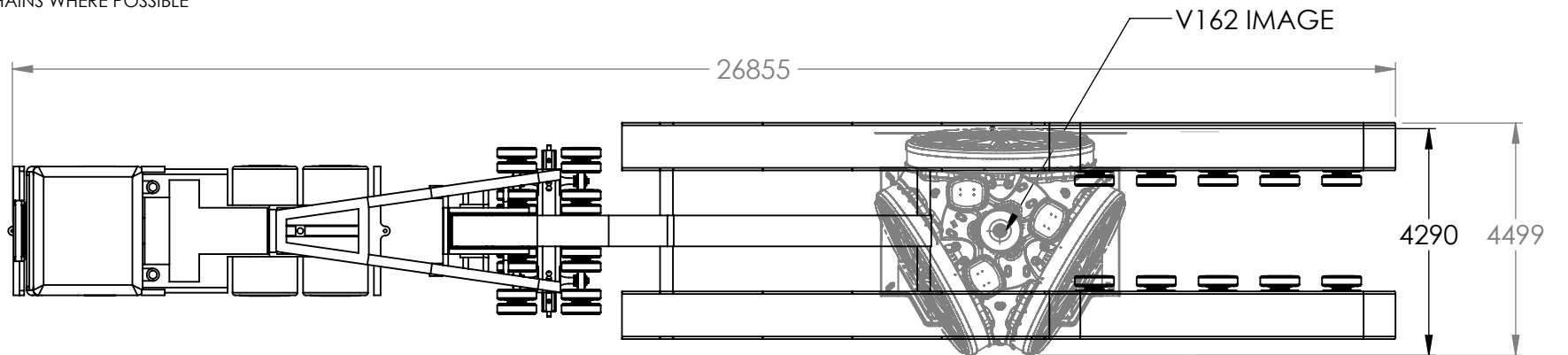
11R22.5x8
T 10.0T
P 8.0T
G 18.5T

5x8 215/75R17.5 @3.5m
T 15.0T
P 44.0T
G 59.0T (11.8T/ROW)

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THIRD ANGLE PROJECTION DIMENSIONS IN MILLIMETRES TOLERANCES - LINEAR ± 5.0	0	ISSUED FOR APPROVAL	07/05/2025	J.S	W.A	W.A			A4
	R	ISSUED FOR REVIEW	07/05/2025	J.S	W.A				
	REV		DATE	DRN	CKD	APP			

- DRY RUBBER BETWEEN ALL METAL SURFACES
- ALL RESTRAINTS 10MM G70 WITH RATCHET TURNBUCKLES
- DOUBLE CHAINS WHERE POSSIBLE



11R22.5
T 6.0T
P 0.0T
G 6.0T

11R22.5x8
T 12.0T
P 6.0T
G 18.0T

2x8 215/75R17.5 @4.2m
T 7.0T
P 13.4T
G 20.4T (10.2T/ROW)

5x8 215/75R17.5 @4.2m
T 15.0T
P 47.0T
G 62.0T (12.4T/ROW)

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DIMENSIONS IN MILLIMETRES
TOLERANCES
- LINEAR ± 5.0

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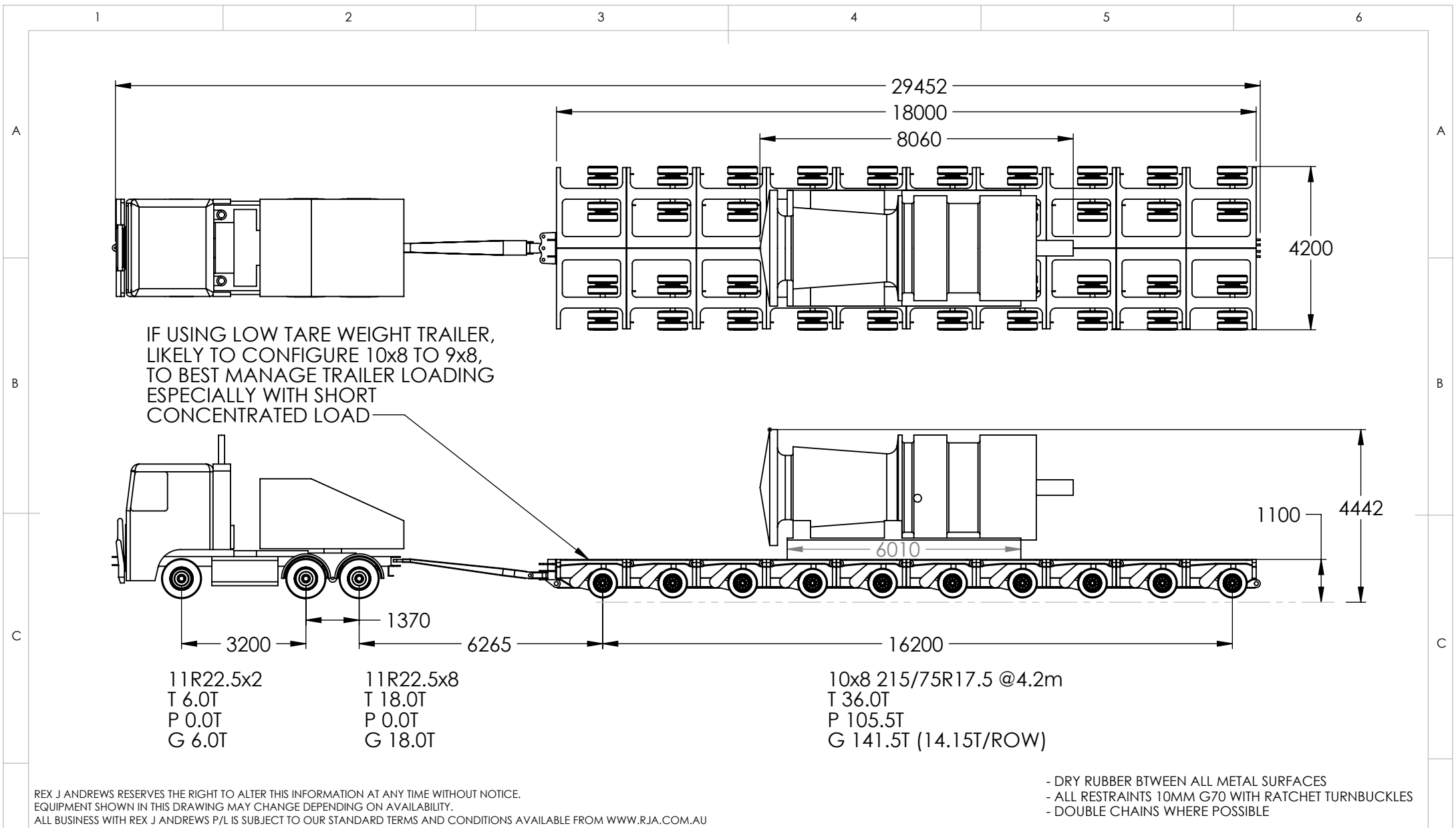
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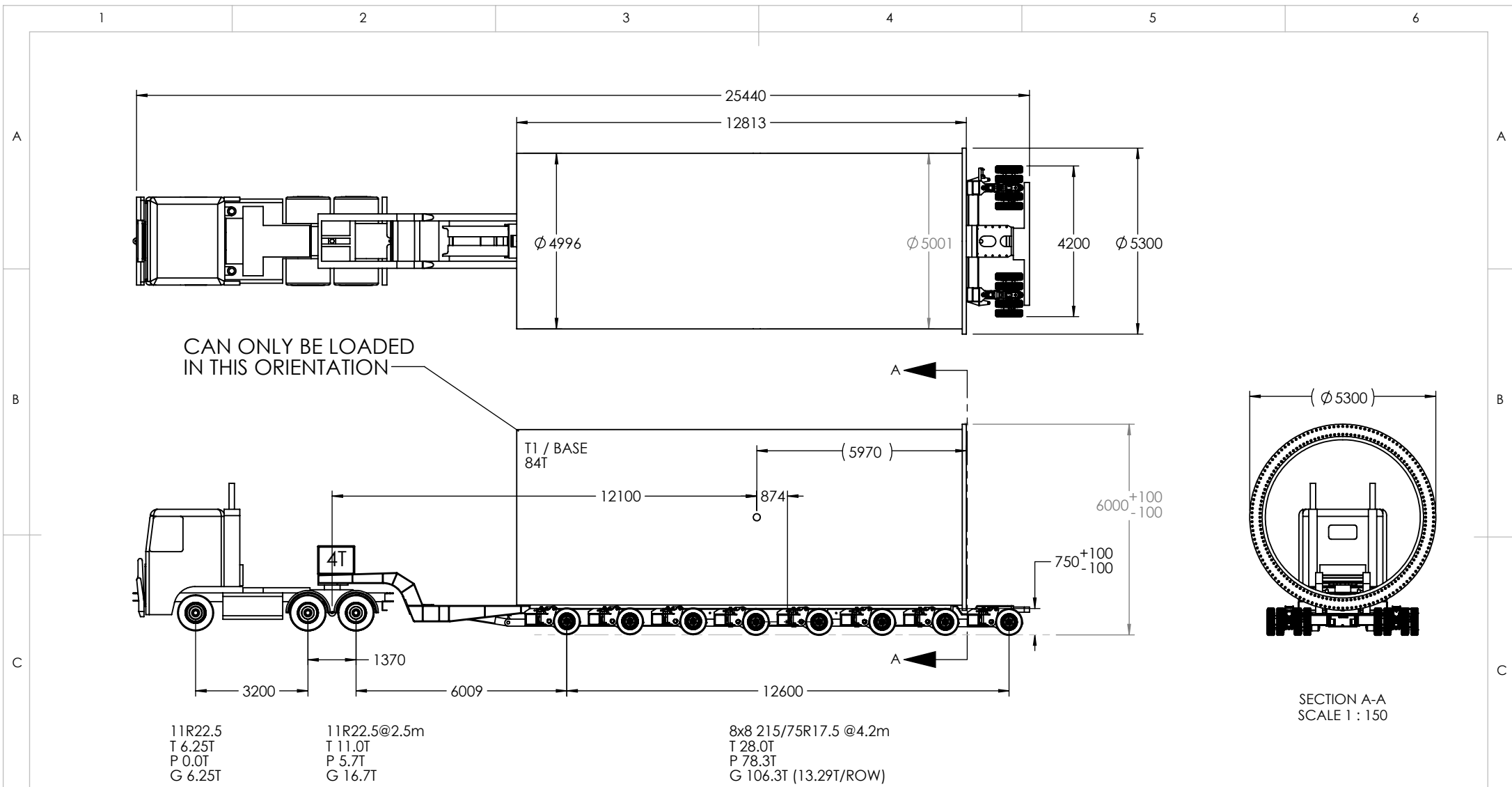
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TARE	45.25T
GVM	129.25T

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2	TOWER UPDATED	05/12/2025	B.W	J.S	J.S	
1	TOWER UPDATED	10/10/2025	J.S	W.A	W.A	
0	ISSUED FOR APPROVAL	29/01/2025	J.S	W.A	W.A	
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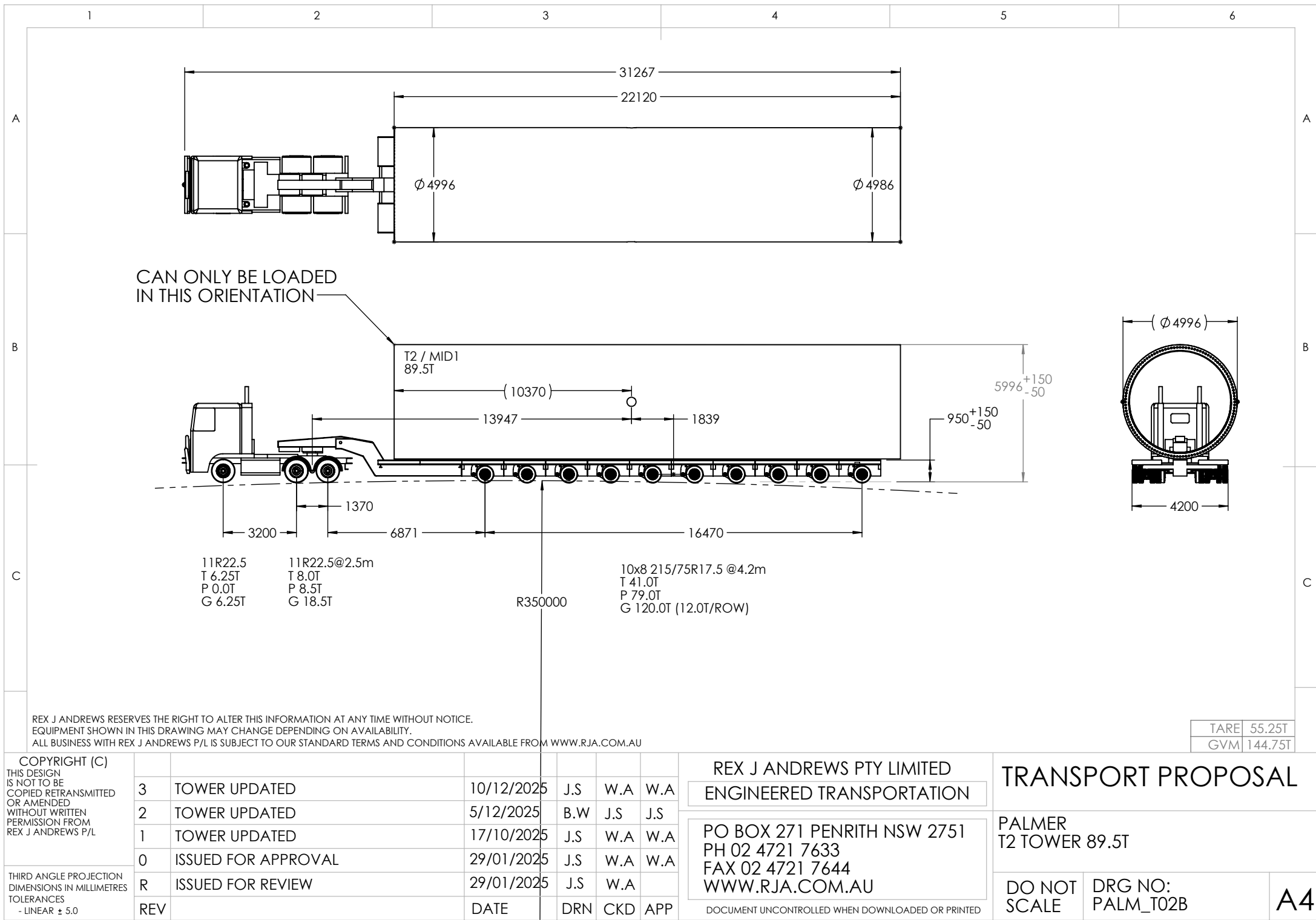
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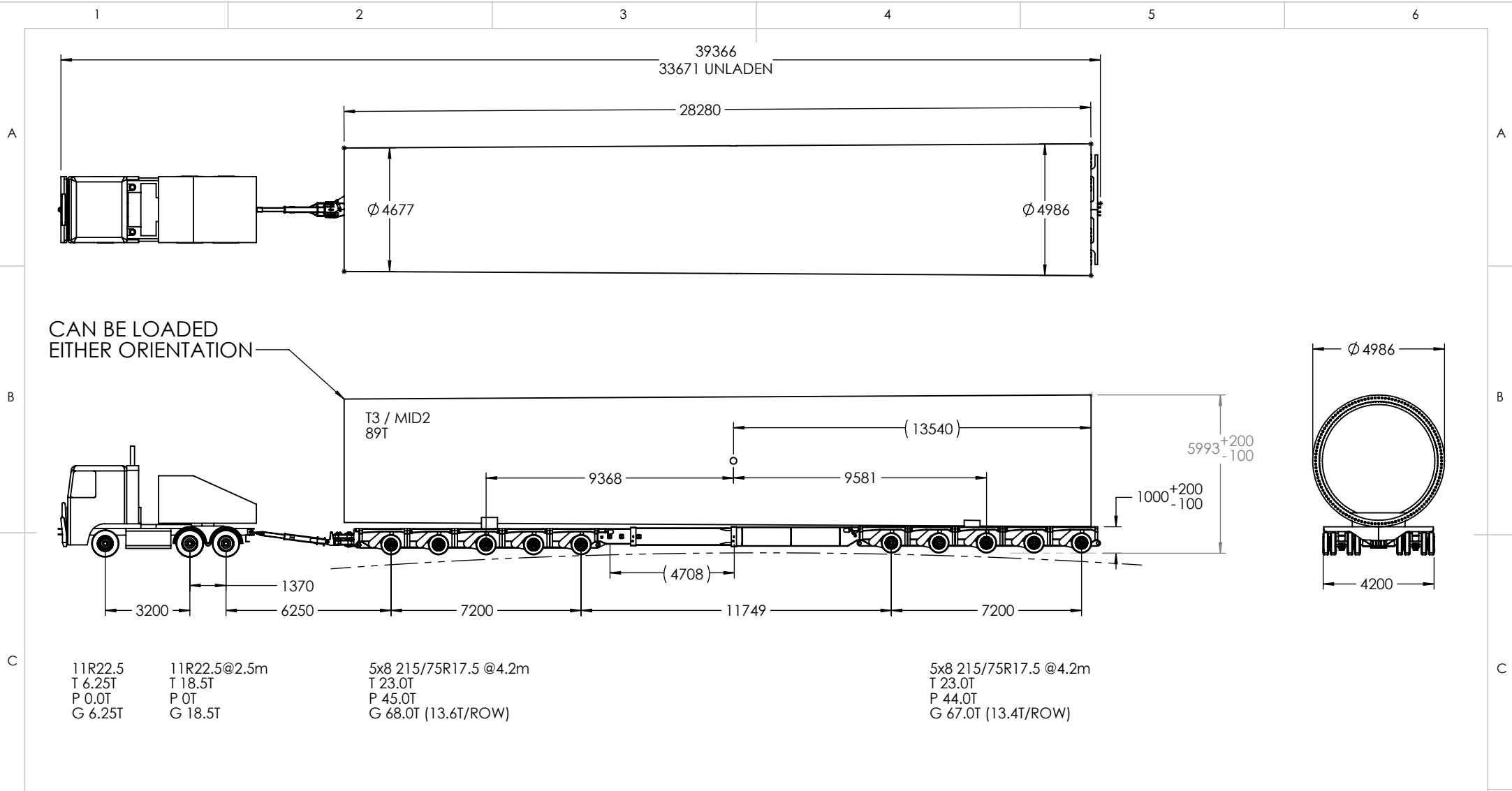
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T1 TOWER 84T

DO NOT
SCALE

DRG NO:
PALM_T01B

A4





CAN BE LOADED
EITHER ORIENTATION

T3 / MID2
89T

11R22.5
T 6.25T
P 0.0T
G 6.25T

11R22.5@2.5m
T 18.5T
P 0T
G 18.5T

5x8 215/75R17.5 @4.2m
T 23.0T
P 45.0T
G 68.0T (13.6T/ROW)

5x8 215/75R17.5 @4.2m
T 23.0T
P 44.0T
G 67.0T (13.4T/ROW)

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TARE	70.75T
GVM	159.75T

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2	TOWER UPDATED	5/12/2025	B.W	J.S	J.S	
1	TOWER UPDATED	17/10/2025	J.S	W.A	W.A	
0	ISSUED FOR APPROVAL	29/01/2025	J.S	W.A	W.A	
R	ISSUED FOR REVIEW	29/01/2025	J.S	W.A		
REV		DATE	DRN	CKD	APP	

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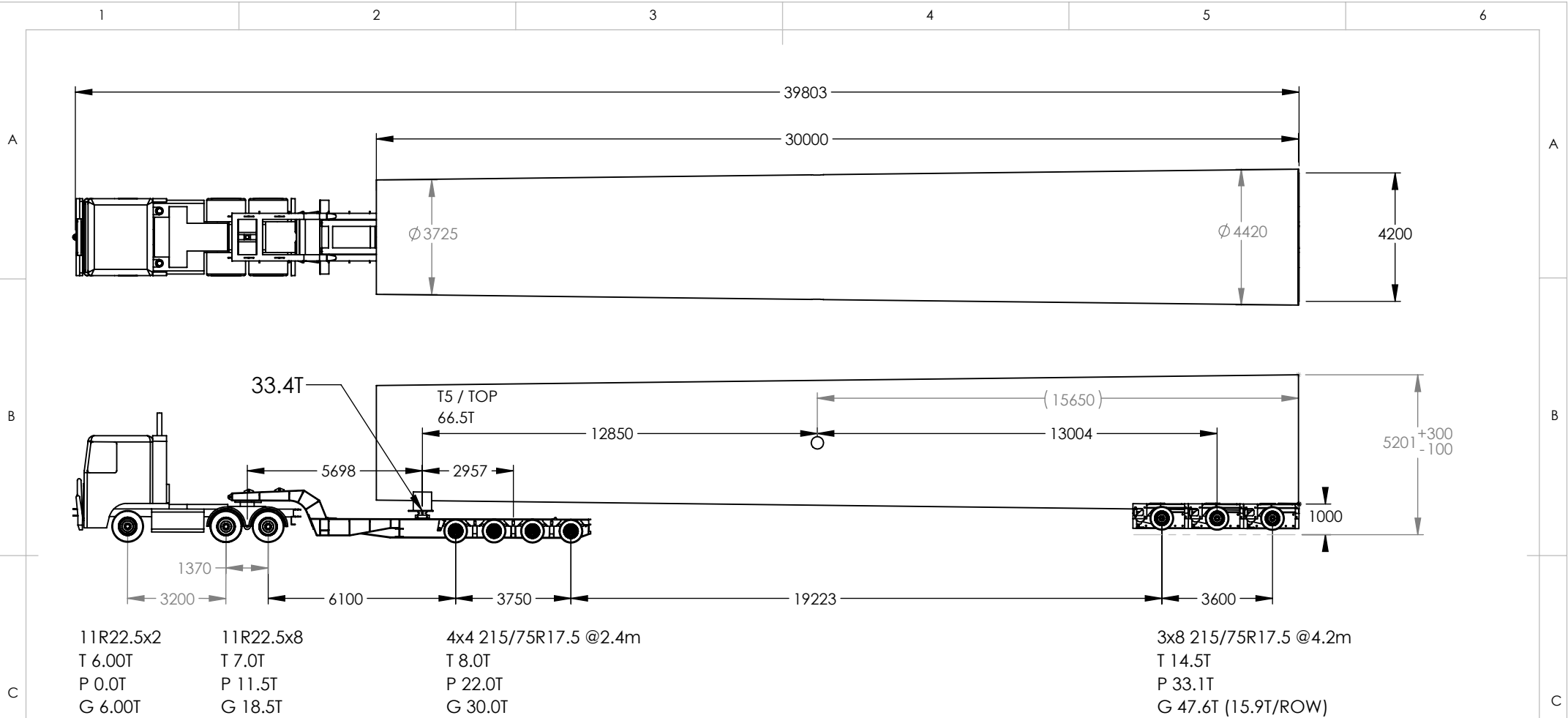
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T3 TOWER 89T

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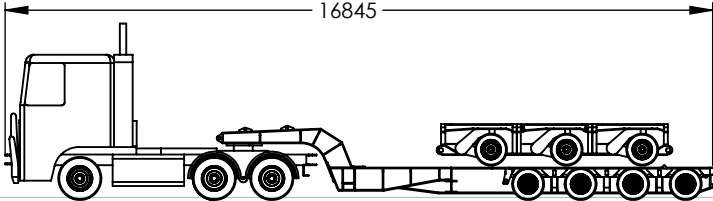
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	0	ISSUED FOR APPROVAL	29/01/2025	J.S	W.A	R.A
	R	ISSUED FOR REVIEW	29/01/2025	J.S	W.A	
THIRD ANGLE PROJECTION DIMENSIONS IN MILLIMETRES TOLERANCES - LINEAR ± 2.0	REV		DATE	DRN	CKD	APP

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TRANSPORT PROPOSAL

PALMER
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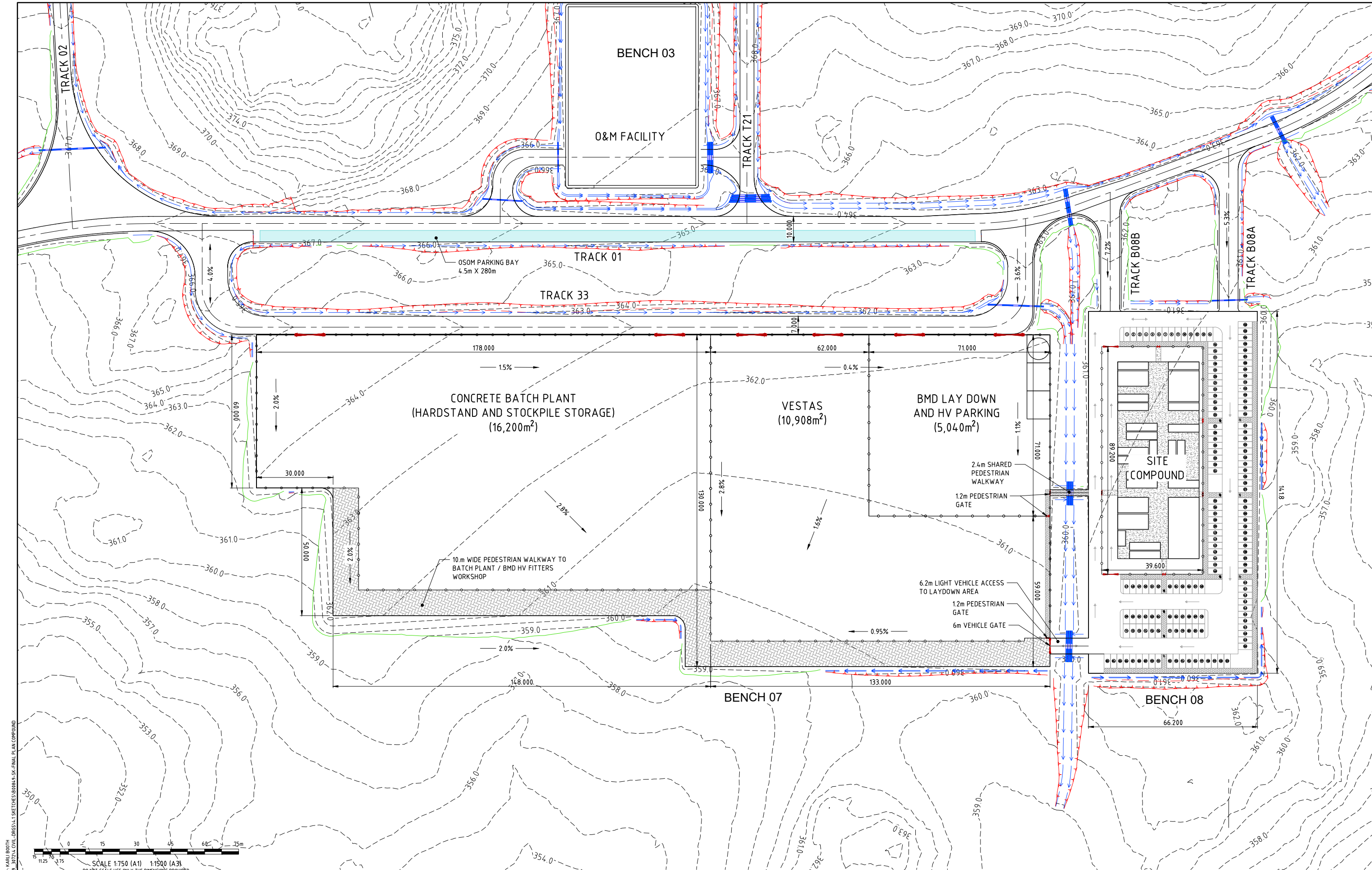
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A4

Appendix E Site Compound and Batch Plant Layout Plan





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NER 163264		Registered Accreditation			
A ORIGINAL ISSUE		KB	NP	LD	DH 12.06.26
No.		Drawn	Design	Design Chk	Appd Date

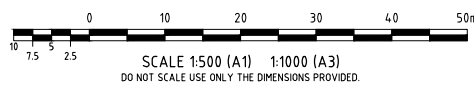




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Project PALMER WIND FARM - SKETCHES		PSM	
Title SITE COMPOUND & BATCH PLANT SKETCH		RL	
GENERAL ARRANGEMENT PLAN		(MGA) COORD	
FINAL LAYOUT PLAN - COMPOUND		Empower Drawing No. B00849-SK110	
TILT Drawing No.		NOT FOR CONSTRUCTION	
Rev A		Design Stage	IFR Purpose of Issue IFA

Appendix F Crossing Points and Intersections





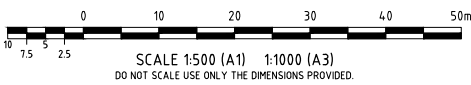
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						Registered Engineer					
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No.	Amendments					Drawn	Design	Design Chk	Appd	Date	Registered Accreditation
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Client BMD CONSTRUCTIONS		Datum AHD		
Project PALMER WIND FARM		PSM		
Title NORTH AREA - PACKAGE CIV-02 INTERSECTION DETAIL PLAN SHEET 1 OF 3		RL (MGA) COORD		
TILT Drawing No.		Empower Drawing No. B00849-02-IS201		Sheet Size A1
Rev PMWF-BMD-TLT-CIV-DWG-2601		NOT FOR CONSTRUCTION Design Stage PRD Purpose or Issue IFR		



INTERSECTION OF TRACK 25 AND TRACK 27



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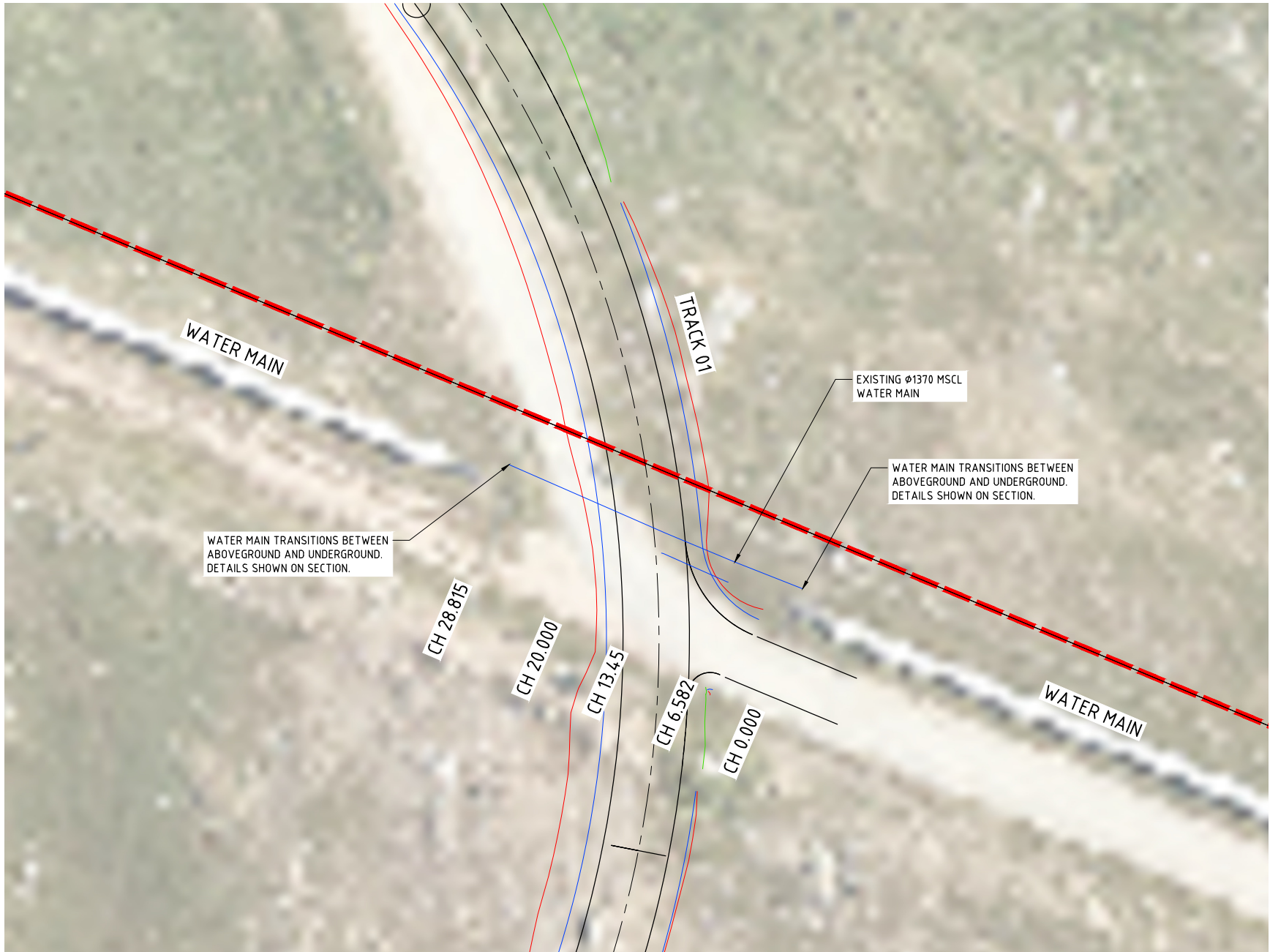
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Registered Engineer						
Date 11/3/2026						
NER 163264						
Registered Accreditation						



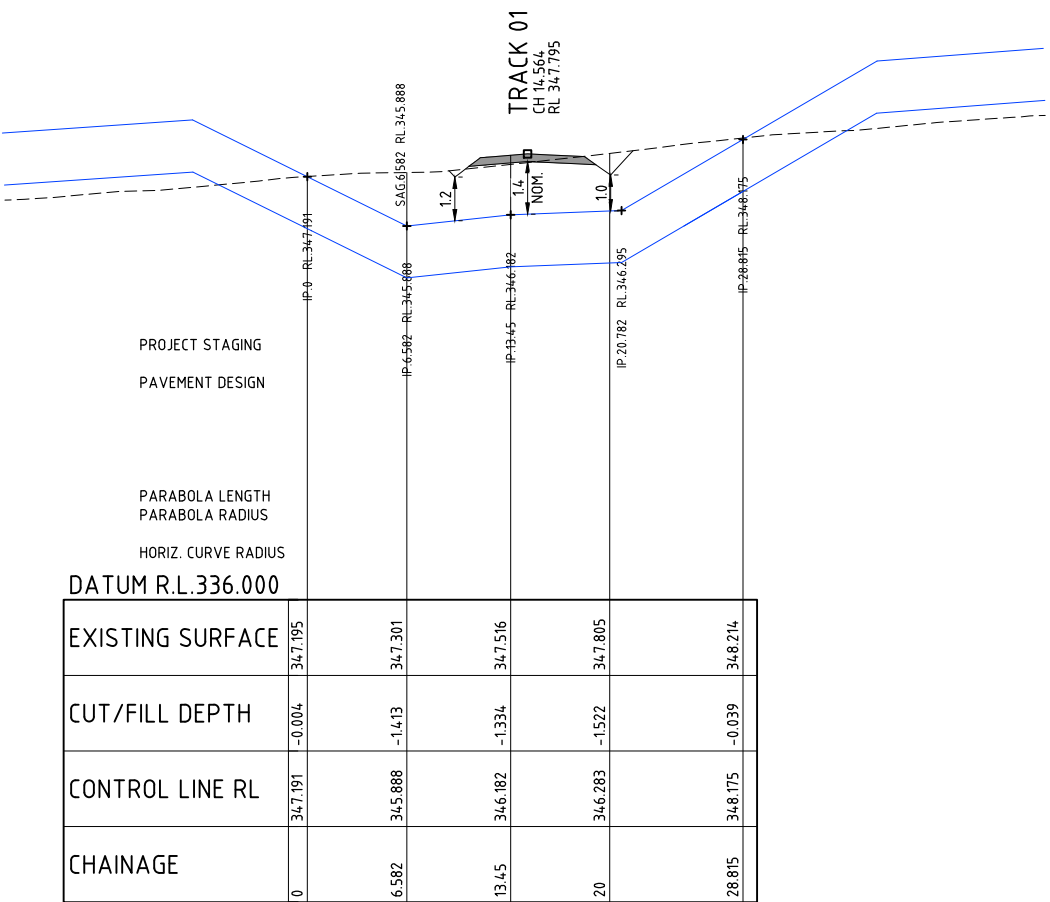
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Project	PALMER WIND FARM		
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TILT Drawing No.	PMWF-BMD-TLT-CIV-DWG-2603		

	Datum		
	AHD		
	PSM		
	RL		
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A	Design Stage	PRD	Purpose of Issue IFR

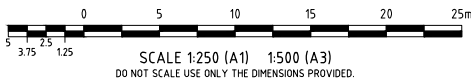
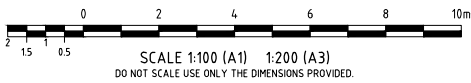
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EXISTING WATERMAIN CROSSING
SCALE 1:250



WATER QL-A UG
SCALE 1 : 250 (HORIZ.)
1: 100 (VERT.)



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Registered Engineer						
Date 11/3/2026						
NER 163264						
Registered Accreditation						



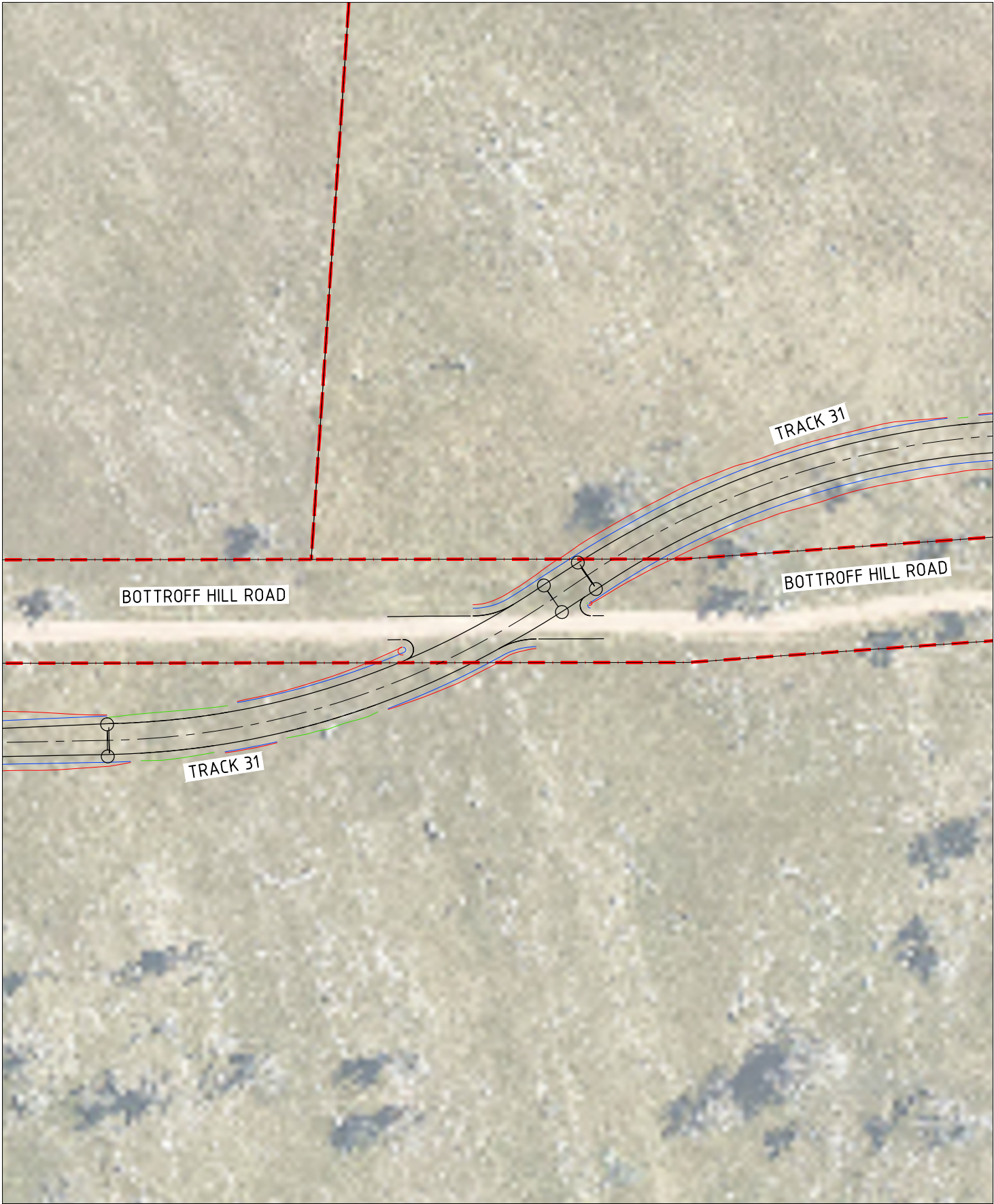
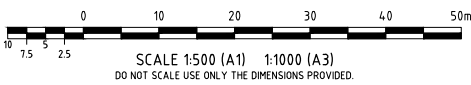
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Project	PALMER WIND FARM		
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Datum	AHD
PSM	.
RL	.
(MGA) COORD	.
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Design Stage	PRD
Purpose of Issue	IFR

No.	PRD 30% DESIGN ISSUE FOR REVIEW	KB	NP	LD	DH	10/03/26
Amendments						
Drawn Design Design Chk Appd Date						



INTERSECTION OF TRACK 31, TRACK 16 AND BOTTROFF HILL ROAD



INTERSECTION OF TRACK 31 AND BOTTROFF HILL ROAD

SCALE 1:500

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ENGINEERING CERTIFICATION						
Registered Engineer						
Date 11/3/2026						
NER 163264						
Registered Accreditation						



No.	Amendments	Drawn	Design	Design Chk	Appd	Date
A	PRD 30% DESIGN ISSUE FOR REVIEW	KB	NP	LD	DH	10/03/26

Client	BMD CONSTRUCTIONS			Datum	AHD
Project	PALMER WIND FARM			PSM	RL
Title	SOUTH AREA - PACKAGE CIV-03 INTERSECTION DETAIL SHEET 3 OF 3			(MGA) COORD	Sheet Size
TILT Drawing No.	PMWF-BMD-TLT-CIV-DWG-3603			Empower Drawing No. B00849-03-IS304	A1
Rev	A	Design Stage	PRD	Purpose of Issue	IFR

Appendix G Conduct

Transport Code of





Palmer Wind Farm

Transport Code of Conduct

23 April 2026

This Transport Code of Conduct outlines the safe, lawful, and respectful driving behaviours required during construction of the Project. It applies to the transport of materials, components and plant, as well as workforce commuting, and aims to protect workers, local communities and all road users of the existing road network. This Transport Code of Conduct applies to all Project personnel, including employees, contractors, subcontractors, delivery drivers, OSOM operators, and visitors.

Objectives

The objectives of the Transport Code of Conduct are to:

- Ensure safe and effective transport to, around and from the Project Area;
- Minimise disruption to traffic networks;
- Minimise disruption to other transport operations; and
- Minimise disruption to neighbouring properties and towns.

Legal and Regulatory Compliance

All drivers must comply with:

- Road Traffic Act 1961 (SA) and Australian Road Rules;
- Heavy Vehicle National Law (South Australia) (where applicable);
- Conditions contained with all Project related permits (to be supplied at driver/site induction training);
- SA Police directions and escort requirements; and
- Approved Project Traffic Management Plan and site procedures.

Non-compliance may result in removal from the Project or contract sanctions.

Fit for Duty and General Driving Behaviour

The operators of all vehicles associated with the Project must maintain a high level of conduct and respect for other road users. All operators will undergo an induction prior to undertaking any transport to the Project Area and regular toolbox meetings will be held to maintain awareness of required controls.

All drivers must:

- Obey all relevant laws and regulations;
- Hold a valid licence appropriate to the vehicle or plant being operated;
- Use approved transport haul routes, access points, and requirements only;
- Be fit for duty and not drive under the influence of alcohol, drugs, fatigue, or impairing medication;
- Be medically fit to drive at all times and must inform the Site Supervisor if they have any medical condition that may affect their ability to drive;
- Drive in a considerate manner at all times and respect the rights of others to use and share the road space;
- Report all vehicle defects to their employer – serious defects must be corrected immediately, or an alternative vehicle supplied;
- Any vehicle accident resulting in injury and/or damage to property must be reported to the Police;
- Report any near misses;
- Only drive during designated construction hours when conducting Project works;
- Drive defensively and to road, traffic, weather, and visibility conditions;
- Keep all vehicles clean and in good mechanical condition; and
- Comply with SA mobile phone laws (hands-free use only where permitted).

Fatigue Management

Drivers are expected to adopt the following fatigue minimisation strategies:

- Not drive if fatigued or not fit for duty;
- Schedule journeys carefully to avoid night driving and those times of day when falling asleep is most likely (2 am to 6 am);
- Ensure they are well rested prior to commencing their journey;
- Plan when and where to take rests of at least ten minutes every two hours;
- Take into account road hazards and weather conditions;
- Allow for unexpected delays;
- Comply with fatigue management requirements under Heavy Vehicle National Law (SA) where applicable; and
- Report to the Site Supervisor if unable to drive safely.

Maintenance Requirements

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

- Ensure all vehicles comply with relevant legislation in relation to roadworthiness and modifications; and
- Undergo regular vehicle checks and maintenance.

Community Interaction

Drivers are expected to act professionally and respectfully at all times, and must:

- Be courteous to local residents, landowners, and other road users;
- Avoid aggressive driving behaviour, tailgating, excessive horn use, or unnecessary noise;
- Respect private property, gates, fences, stock crossings, and local roads; and
- Promptly report community concerns, complaints, or road damage to the Site Supervisor.

OSOM Procedures and Protocols

The following additional safety procedures and protocols must be applied for the transport of Project components on OSOM vehicles. Drivers transporting components, materials or plant must:

- Be accompanied by a spotter/steerer to guide blades and towers around all corners. The spotter/steerer will monitor any structures/road furnishings that may come into contact with the load and advise the driver throughout the procedure.
- The rear and lead escorts will continuously monitor traffic build-up and advise the convoy of suitable locations to safely allow vehicles to pass.
- Undertake a route suitability check daily, including:
 - Monitoring road and weather conditions daily;
 - Where conditions such as heavy rain, fog, bushfires, flooding, road blockages, are expected for the next day, load movements will be postponed the evening prior;
 - All vehicle operators will be made aware of possible poor road conditions in advance; and
 - Vehicle movements will be coordinated with DIT, SA Police, and relevant local councils where major events or traffic conditions may impact deliveries, including road closures due to community events or periods of heavy holiday traffic.
- In the event of an emergency, the load must follow the advice of emergency services and remain stationary

until clearance is provided.

- In the event of an emergency stop or scheduled rest break:
 - Communication will be established with all escorts and the driver to identify the next suitable area to stop, with the rear escort to remain 200 m behind the load to warn approaching traffic;
 - The load will be positioned as far left as practicable to minimise traffic obstruction; and
 - For major breakdowns requiring mechanical assistance the relevant road authority will be notified and advised of expected traffic disruption.
- If roadworks are encountered, the lead escort must contact local traffic control and obtain approval before entering the work zone and comply with all reasonable instructions from road crews to safely coordinate passage.
- The load will not proceed during periods of unsafe weather or road conditions.
- If the route is blocked between the pickup location and drop off location, the load is not to depart.
- Where conditions deteriorate during transport, loads will stop at the next safe location and await improved conditions before continuing.
- In the event of a breakdown, the load must:
 - Find the closest safe parking location. If the load cannot be relocated safely, the nearest heavy tow operator will be contacted immediately. DIT and SA Police will be notified in the event of a breakdown so appropriate warning measures can be implemented.
 - Alternatively, if another load is close by with a like for like vehicle and a safe parking bay can be identified, the secondary load vehicle can assist in moving the load off the road network and into a safe location.
- Drivers will be briefed on the potential for wildlife interaction along OSOM routes.
- In the event of a wildlife strike:
 - The escort vehicle driver will park safely off the road and assess the injured wildlife condition. If deceased, the animal will be moved off the road if possible, and the animal's pouch will be checked for any babies;
 - The OSOM vehicle will proceed to the next safe stopping location where the load cannot safely stop immediately; and
 - The wildlife hotline will be contacted to advise of injured or deceased wildlife.
- Where signage and roadside furniture removal/reinstatement is required, infrastructure will be removed immediately prior to the movement and reinstated immediately after the load passes.
- Implement an OSOM-specific communication protocol, including:
 - Holding a pre-departure toolbox for all OSOM loads;
 - Loads will communicate locally within the convoy using UHF radio;
 - Distributing weekly schedules to relevant stakeholders by the Wednesday prior to each transport week; and
 - Fit all vehicles with GPS tracking.
- Where emergency vehicles approach the OSOM load:
 - Transported loads will reduce speed and pull as far to the left-hand side of the road as practicable to allow safe passage, where emergency vehicles approach from the opposite direction; and
 - Transported loads will pull over to the left, with police escorts to assist and manage traffic to allow safe passage, where emergency vehicles approach from behind.
- Flinders Port:
 - All personnel operating within the Flinders Port precinct must complete a site induction and comply with Flinders Port Security Coordinator requirements, including security controls and escort provisions.

- Proposed vessel delivery dates and load departure schedules, including trial runs, will be submitted to Flinders Port Security approximately two weeks in advance. During load departures, detailed schedules of movements and routes must be emailed to Flinders Port Security approximately one week in advance.
- Weekly confirmed schedules will identify the nominated port access route, individual component movements, and clearance times from port land. As required, at least 24 hours prior to port road access being required outside normal business hours for each load departure via Ocean Steamers Road.

Incidents and Non-Compliance

All traffic incidents, near misses, approval breaches, or damage must be reported immediately. Breaches of this Transport Code of Conduct may result in disciplinary action, retraining, or removal from the Project.

General

All drivers must:

- Obey posted speed limits at all times;
- Comply with Project-specific speed limits, including reduced speeds on access tracks, unsealed roads, Project accesses and haul routes;
- Reduce speed when travelling through towns, near residences, farm accesses, livestock, cyclists, pedestrians, and roadside workers;
- Obey school speed zones;
- Always give way to pedestrians and cyclists at designated crossings or where they have right of way;
- Do not queue across intersections;
- Wear seatbelts at all times and ensure passengers do the same;
- Avoid compression braking near sensitive receivers and in towns;
- Take extra precaution during school periods;
- Stick to identified access tracks within the Project Area;
- Undertake appropriate induction training where required;
- Park only in designated Project car parking areas;
- Drive appropriately for rural road conditions;
- Avoid convoy driving that may disrupt or intimidate other road users;
- Ensure loads are correctly restrained, marked, and within approved mass and dimension limits;
- Conduct pre-start and post-trip vehicle and load inspections;
- Pull over safely when required to allow other traffic to pass; and
- Avoid overtaking on narrow roads or where sight distance is limited.

Commitment

By accessing the Project Area, all drivers must commit to complying with this Transport Code of Conduct and to supporting a safe, lawful, and respectful road environment throughout South Australia.



**Tilt Renewables Australia
Pty Ltd**

Level 24, 600 Bourke
Street, Melbourne, VIC,
3000

Phone: 1300 660 623
tiltrenewables.com

Appendix H Temporary Site Access Point 4 Technical Memo



Technical Memorandum:	PMWF-BMD-TLT-CIV-MEM-0001	Rev	B	Date of Issue:	01/07/2026
Project ID and Name	250037 – Palmer Wind Farm			Author:	Charlotte Hawkins
Memo Title:	Temporary Site Access – Randell Road			Company:	Hullcon
Issued to: (expand list if required)	Contact Name:		Company Name:		
	Jack Carson		BMD		
List of Attachment(s): (expand list if required)	Attachments				
	Attachment A – Swept Paths				
	Attachment B – SISD Assessment				
Relevant Drawings					
<u>Phase of this memo</u>		<u>Purpose of this memo</u>		<u>Status of this memo</u>	
☐ Outline Design ☐ Detailed Design ☐ Final Design ☒ Submission		☐ For Info ☐ For Review / Comment by Date: ☐ For Pricing ☐ For Bid Team		☒ Initial Draft ☐ Intermediate Draft ☐ FINAL ISSUE	
<u>Has this memo and drawings been subject to internal verification?</u>			<u>Verification Date:</u>		
☐ Yes – Complete Verification details ☒ No			Verifier Name: Type ☐ Spot Check ☐ Comprehensive		

Details of Memo

For the initial two months of construction for Palmer Wind Farm, BMD and Tilt propose to use the existing SA Water access road off Randell Road to facilitate access to the southern portion of the site while the project specific site access roads are built.

The existing access point at 1356 Randell Road will be utilised as a left turn entry point only and for left and right turn exits during July and August 2026. The access point is on a straight section of Randell Road between two horizontal curves with 75km/h and 85km/h speed advisory signs. Eastbound vehicles towards Palmer approach on a downgrade which is why right turn access is not allowed due to risk of vehicles travelling fast and running into vehicles that could be waiting to turn right. See Figure 1 and Figure 2 below for site access location.



Figure 1: Temporary Site Access Point



Figure 2: Existing Conditions

This memo is to review the safety of this site access point and to inform compliance and implementation strategy developed by Tilt as part of the Traffic Management Plan.

The following is assumed for this access:

- Randell Road posted speed remains 100km/h at this location however most vehicles are expected to be operating at 85km/h for westbound traffic between the two curves and on an upgrade. For eastbound traffic vehicles are expected to be operating between 90-100km/h due to the downgrade.
- Existing SA water access road gate will remain open for vehicles entering so no queuing on Randell Road occurs
- No OSOM vehicles or escorted vehicles will use this access point

Overall construction traffic movements for this period are:

- July-26: 41 one-way vpd
- August-26: 78 one-way vpd

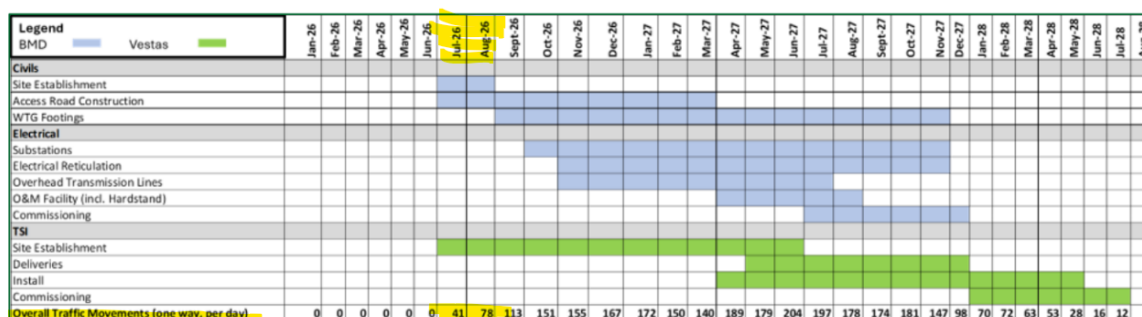


Figure 3: Project Traffic Movement

Vehicle Movements

As per the Tilt TIA, for Randell Road west of palmer peak hour AM volumes are 72vph for 2025 and 76vph for 2027. For this assessment, 74vph is assumed as the worst case peak hour AM volume for 2026. Refer to Table 3-2 in the Tilt TIA for assumptions on vehicle split and arrivals which details the spread of vehicle arrivals to site across the morning from 6.00-10am.

As the construction vehicle numbers are relatively low, spread across the morning hours and utilising a left turn entry only, it is considered there should be minimal impact to the existing peak hour AM traffic on Randell Road from these additional left turn movements.

Left turn entry movements for a 19m semi and 26m B-double have been checked and are included in Attachment A. The vehicle remains fully in the left lane to turn and is not required to use the existing Randell Road shoulder.

For exiting the site, both left and right turn movements have been checked for the 19m semi and 26m B-double. For the left turn exit the trucks can do not need to cross into the opposing lane and only need to site approaching westbound traffic as moving into the westbound lane. Noting as sight lines for the right turn exits pass for sighting eastbound traffic, this sightline will also work for vehicles exiting left. These turn movements are included in Attachment 1.

Sight Distance

A Safe Intersection Sight Distance (SISD) assessment has been undertaken for the exiting vehicles. As seen on the swept path sketches, the left turn and right turn exits position differently in the side access road so separate SISD triangles are provided for the left and right turn conflict points. As per DIT requirements in RD-GM-D1 the driver of the exiting vehicles is positioned 3m back from the exit line. 100km/h checks are shown as this is the posted speed and are shown to pass for this temporary site exit point. 3D checks have been undertaken for right turning exiting cars and trucks to ensure cars approaching down the hill and around the bend can see the site vehicles exiting to travel eastbound.

Refer to Attachment 2 for sight distance checks.

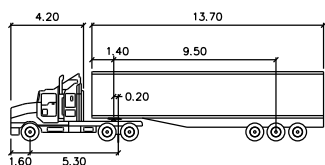
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Left turn exit Westbound approaching vehicle car	V100 Rt 2.5s d 0.36 SISD 262m	Pass	
Right turn exit Westbound approaching vehicle car	V100 Rt 2.5s d 0.36 SISD 262m	Pass	
Right turn exit Eastbound approaching vehicle car	V100 Rt 2.5s d 0.36	Pass	For this critical right turn movement several vehicle height combinations have

	SISD 287m grade corrected for downgrade		been checked and all pass including: 1. Approaching car driver eye height to top of car exiting site (1.1m to 1.25m) 2. Approaching car driver eye height to top of truck exiting site (1.1m to 4.3m) 3. Car waiting to exit site driver eye height to top of car approaching (1.1m to 1.25m)
Constraints / Requirements / Limitations / Assumptions			
- No turn warrant assessment or calculation of 'Qm' has been undertaken for this left turn movement demand - 3D checks have only been undertaken for the critical sightline for vehicles turning right to exit sighting eastbound approaching vehicles - No RSA has been undertaken			
Compliance with Requirements / Approved Standards (tick box)			
☒ To the best of our knowledge this memo complies with the requirements / approved standards.			
Prepared by:	Charlotte Hawkins	Sign/date:	01/07/2026

ATTACHMENT 1



VEHICLE: 19m SEMI



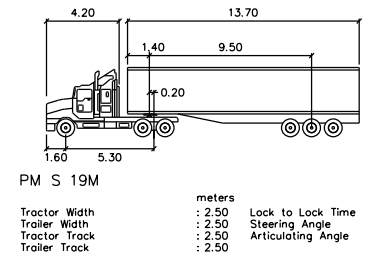
PM S 19M

Tractor Width	: 4.20	Lock to Lock Time	: 6.0
Trailer Width	: 13.70	Steering Angle	: 27.8
Tractor Track	: 1.60	Articulating Angle	: 70.0
Trailer Track	: 5.30		

PALMER WIND FARM - RANDELL ROAD
TEMPORARY SITE ACCESS POINT SA WATER

SWEPT PATH SKETCH 1 OF 4

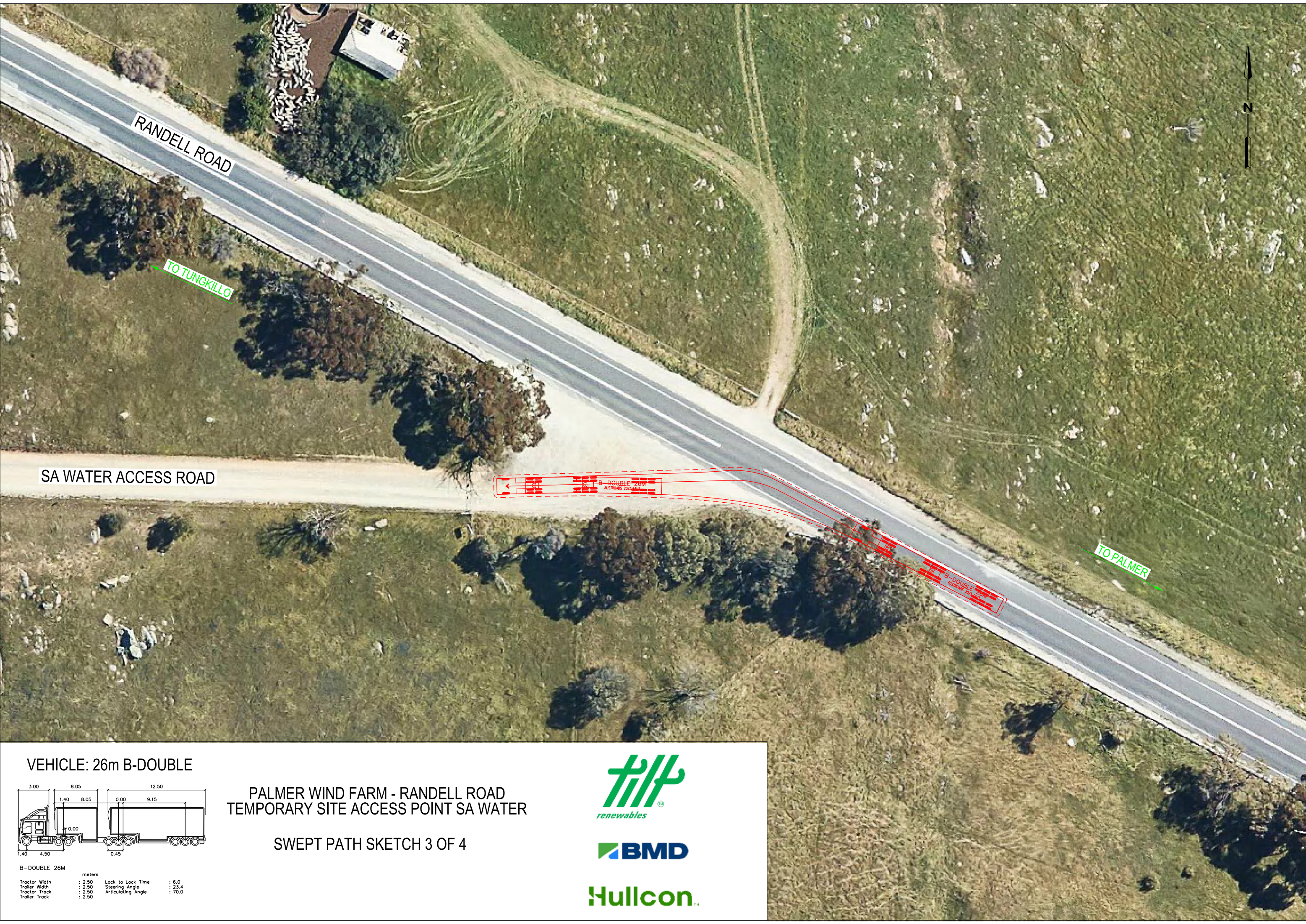




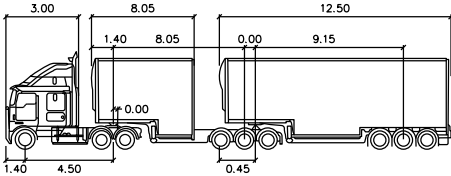
PALMER WIND FARM - RANDELL ROAD
TEMPORARY SITE ACCESS POINT SA WATER

SWEPT PATH SKETCH 2 OF 4





VEHICLE: 26m B-DOUBLE

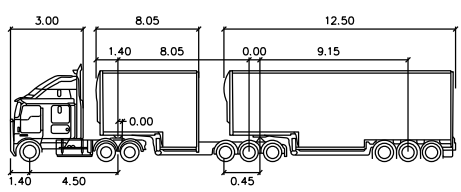


B-DOUBLE 26M			
meters			
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 23.4
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

PALMER WIND FARM - RANDELL ROAD
TEMPORARY SITE ACCESS POINT SA WATER

SWEPT PATH SKETCH 3 OF 4





B-DOUBLE 26M			
meters			
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Tractor Track	: 2.50	Steering Angle	: 23.4
Trailer Track	: 2.50	Articulating Angle	: 70.0

PALMER WIND FARM - RANDELL ROAD
TEMPORARY SITE ACCESS POINT SA WATER

SWEPT PATH SKETCH 4 OF 4



ATTACHMENT 2

SISD ASSESSMENT
LEFT TURN EXIT
CAR d=0.36

V100 Rt 2.5s SISD

RANDELL ROAD

SA WATER ACCESS ROAD

Car SISD achieved for right turn
approach 100km/h

SISD ASSESSMENT
RIGHT TURN EXIT
CAR d=0.36

V100 Rt 2.5s SISD

See 3D check results for this SISD
sightline. Grade corrected and can
see across existing surface due to
downhill approach

RANDELL ROAD

SA WATER ACCESS ROAD

Car SISD achieved for right turn
approach 100km/h

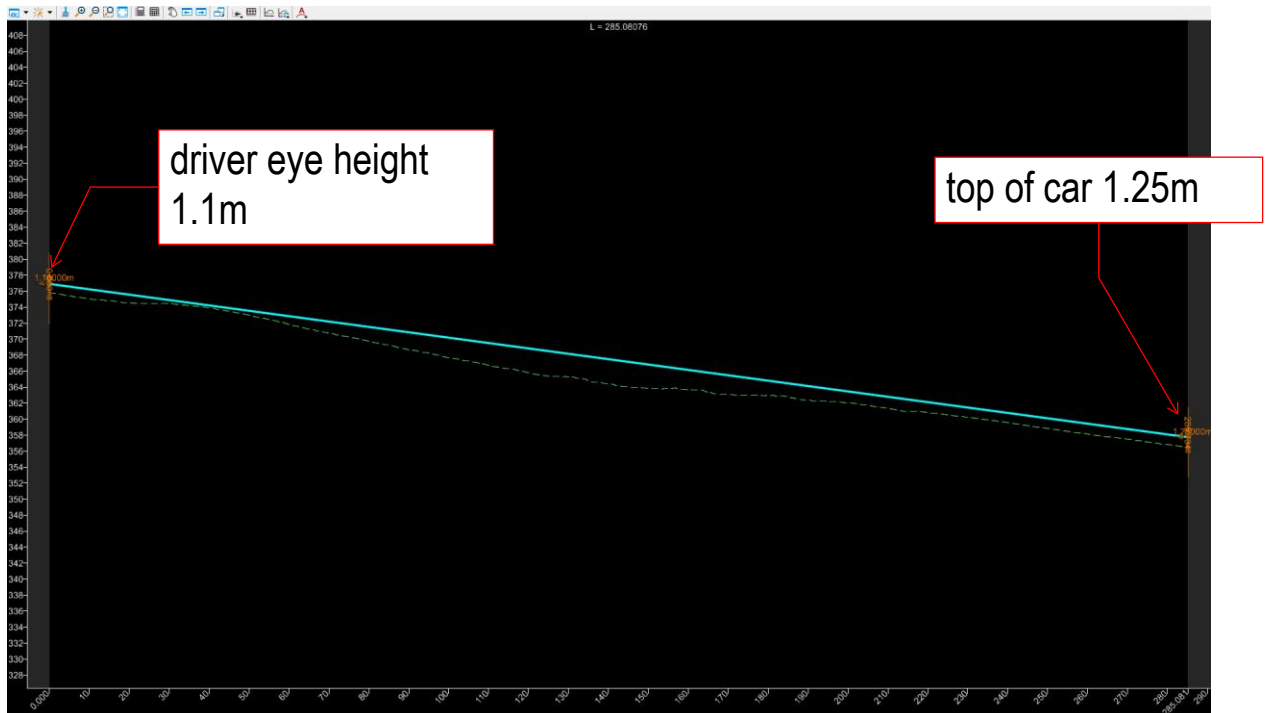
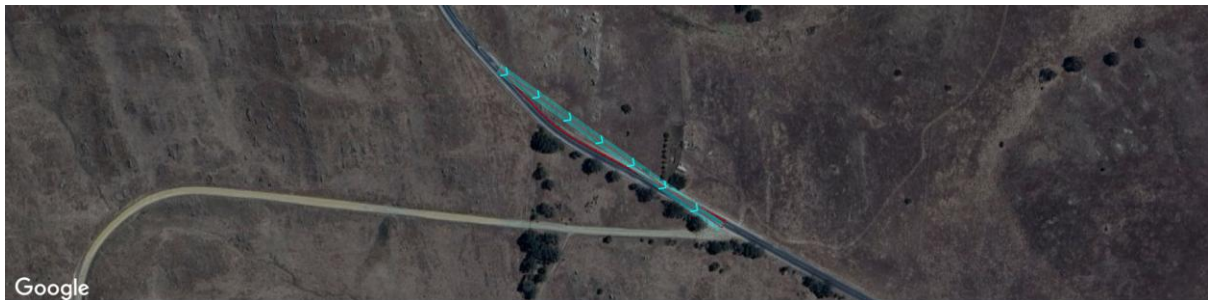
Randell Road to Temporary Site Access - RT

Approach Speed = 100 kph

Average Longitudinal Grade = -6.6%

Required SISD = 287m (V100 @ 2.5s including 25m grade correction)

SISD: Pass



SAFE INTERSECTION SIGHT DISTANCE CHECKS (SISD) – CAR

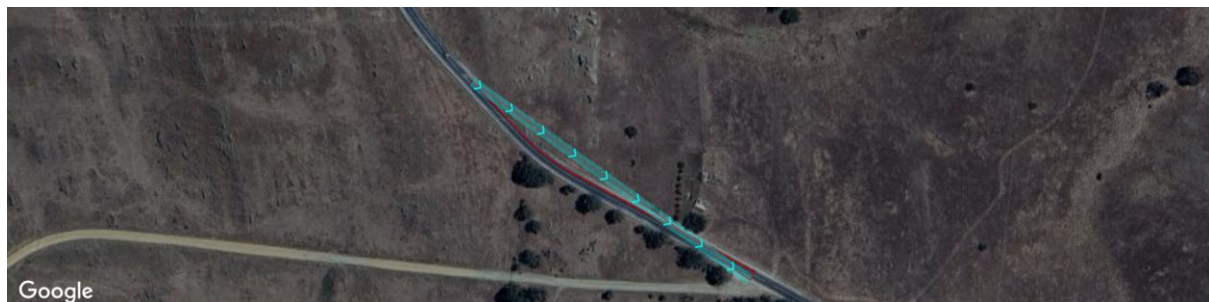
Randell Road to Temporary Site Access - RT

Approach Speed = 100 kph

Average Longitudinal Grade = -6.6%

Required SISD = 287m (V100 @ 2.5s including 25m grade correction)

SISD: Pass



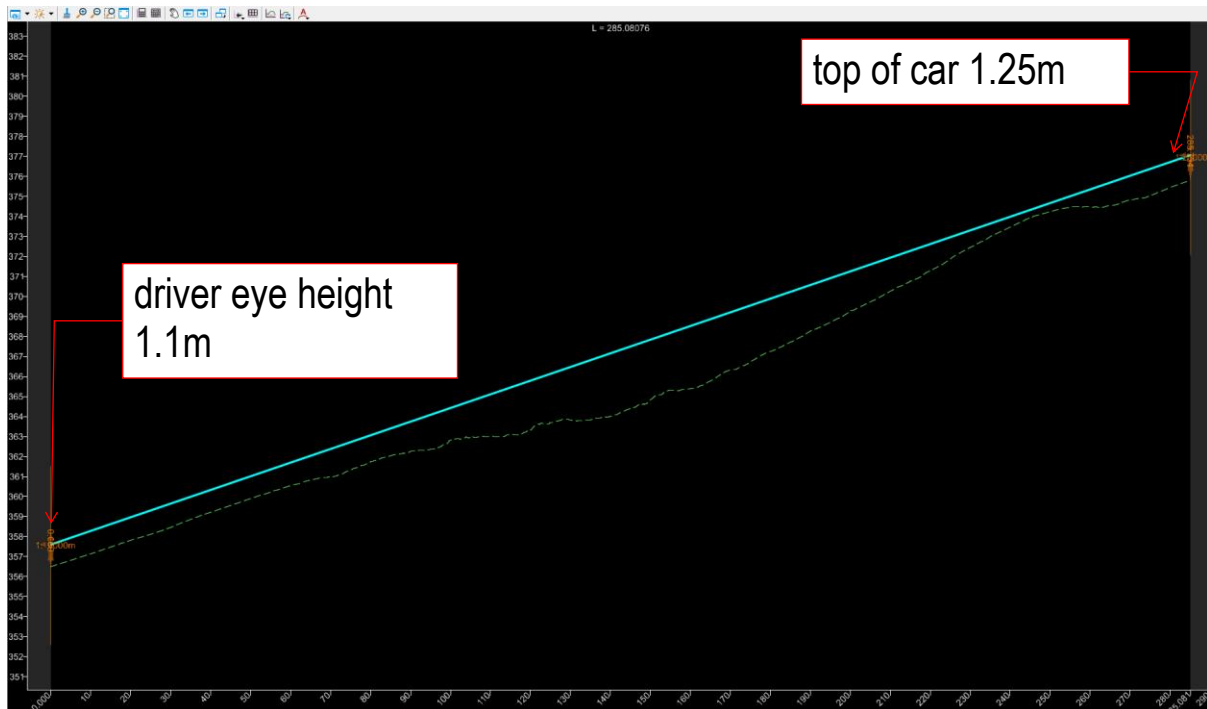
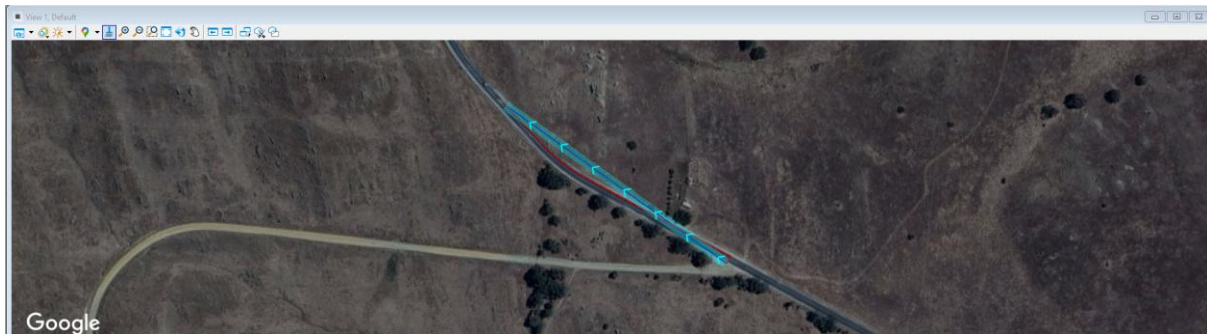
Temporary Site Access to Randell Road

Approach Speed = 100 kph

Average Longitudinal Grade = -6.6%

Required SISD = 287m (V100 @ 2.5s including 25m grade correction)

SISD: Pass



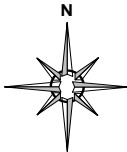
Appendix I Temporary Site Access Point 4 Traffic Guidance Scheme



PLAN OVERVIEW



Plan No:	SFG-1639-001	Version:	01	Date:	30/06/2026
Client:	BMD	Control required:	Trucks Entering		
Work Location:	Randell Rd, Palmer	Revision 1:			
Configuration:	2 Way Road,	Revision 2:			
Map reference:	-----	Drawn by:	Steven Walsh		
Posted Speed:	100 Km/h	Drawing:			
Speed restriction:	N/A	PLAN NOT TO SCALE			



Legend:			
	= Buffer Area		= Water filled barriers
	= Work Zone		= Light Vehicle
	= Traffic Cones		= Truck Mounted Attenuator
	= Bollards		= Traffic Control Ute
	= Klemmfix		= Traffic Controller
	= Barriers		= Traffic Lights
	= Arrow Board		= VMS Board

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