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12 January 2024

Ms. Jess Watson  
Planning and Assessment Group  
Department of Planning Housing and Infrastructure,  
Locked Bag 5022, Parramatta  
NSW 2124

[jess.watson@dpie.nsw.gov.au](mailto:jess.watson@dpie.nsw.gov.au)

Dear Ms Watson

## **Council's Response to Proposed Spicers Creek, Wind Farm – Submissions Report (SSD-41134610)**

### **1. Introduction**

Thank you for the opportunity for Warrumbungle Shire Council ('Council') to address the Spicers Creek Wind Farm Submissions Report (SR).

Throughout this document the following terms will be used to refer to the documents found on the Planning Portal.

1. Warrumbungle Shire Council's submission in response to the EIS (EIS Submission)
2. Squadron Energy's Submissions Report (SR)
3. Squadron Energy's Submissions Report Appendices 01-13 (SR-AppX)
4. DPE Request for Additional Information, dated 11/12/2023 (RFI)
5. Transport for New South Wales, Agency Advice, dated 26/08/2023 (TfNSW)

Council has provided Draft Consent Conditions within **Attachment 1** to inform the DPHI's assessment and determination process.

Council maintains its **objection** to the proposal for the following five reasons:

- Concern that access to the Golden Highway via Spring Ridge Road and other local roads will be utilised by construction traffic if not appropriately conditioned.
- EIS discussion regarding roads and traffic mitigation measures is aspirational and contains no enforceable undertakings and the SR provides little additional detail with commitment to just four of the ten mitigation measures suggested by Council in the EIS-Submission

- Council believes that the proponent has not shown or provided adequate commitment that the road upgrade works can be practically achieved.
- Cumulative impacts have not been adequately addressed in the Updated Management Measures document. It is noted that there is no specific category for Cumulative Impacts and that the few management measures that refer to cumulative impacts are lacking in any detail.
- Council still seeks more detailed information on matters including the scope and extent of earthworks, road works, drainage and erosion protection aspects associated with access roads, temporary batching plants, temporary and permanent site infrastructure (e.g., laydown, parking areas, construction offices, etc.) and the turbines themselves.

## 2. Road and Traffic Impacts

*Note: Council acknowledges that project refinement has resulted in a reduction in the proposed usage of local roads within WSC LGA. However, Council maintains its concern that access to the Golden Highway via Spring Ridge Road and other Council local roads represents the shortest travel time for traffic between the southern parts of the project site and the Golden Highway and Newcastle, as discussed further below.*

If, despite Council's objection to the project for the reasons outlined, the DPHI is of a mind to grant consent, then Council requires robust consent conditions as per those provided in Appendix A to restrict all construction vehicle (LV and HV) usage to approved access routes.

Council is the roads authority generally for classified and local roads within Warrumbungle Shire (other than Crown roads). Under Sections 87, 122, 138 (and others) of the Roads Act, before any traffic control or physical works can commence on these roads, the developer must provide details and obtain consent from Council. While detailed design applications can and should be deferred until after SSD consent is obtained, it must be clearly evidenced prior to SSD approval that the measures and works can be practically achieved. Council requests additional detail supporting the statement 'The relevant road upgrades and measures can be practically achieved' as stated in the SR addressing Council point 5.

Council is pleased that Squadron Energy has committed to limit project site access further to outside the Warrumbungle LGA and is pleased that Squadron has stated its intention to concentrate movements to the designated access points directly off the Golden Highway, Saxa road and Sweeneys Lane. Council is also pleased that Squadron have provided firm commitments that local Council roads in the vicinity of the site will be mostly actively avoided, however Council requests additional information regarding how this will be achieved.

It is noted that there may be some use of local roads based on the location of the Project workforce. Whilst Squadron has stated that it expects usage to be minor, Council maintains its concern that access to the Golden Highway via Spring Ridge Road and other Council local roads represents the shortest travel time for traffic between the southern parts of the project site and the Golden Highway and Newcastle. Due to the majority of the workforce being 'Drive-in, Drive-out' it is anticipated that there may be traffic build-up issues experienced on these roads at either end of a working week or workers swing. A further concern is the interface of REZ project-related traffic and the grain harvest season. Council urges the DPHI to reference this in conditions of consent.

Additionally, preliminary estimates suggest Council may suffer economic damage in the order of tens of millions of dollars over the entire project lifecycle from the construction phase through to end of decommissioning. This estimate range encompasses sealed and unsealed road maintenance and rehabilitation costs attributable to project traffic, estimated generally using principles from the global best-practice pavement damage model set out in Austroads Guide to Pavement Technology.

The SR states that a Construction Traffic Management Plan (CTMP) will be prepared in consultation with Councils and TfNSW. While it is convenient to defer the need for detailed management plans to after SSD determination, the EIS discussion is aspirational and contains no enforceable undertakings and the SR provides little additional detail with commitment to only four of the ten mitigation measures suggested by Council in the EIS-Submission.

Council requests a Dilapidation Survey and commitment to a dilapidation rectification regime to be undertaken for Spring Ridge Road, and for the traffic monitoring program proposed in the Updated Management Measures (SR-App04) to include Spring Ridge Road.

Prior to SSD determination Council requires a traffic management statement of commitments is to be prepared outlining the key outcomes that will ensure impacts are appropriately managed. These should include active monitoring and management methods such as (for example):

- Provision of dilapidation surveys to capture the existing roads condition (including restricted roads) immediately prior to and immediately after project construction and so too before and after any refurbishments and decommissioning. The developer must pay all make good provisions,
- Technological methods, which may include each workforce and heavy vehicle fitted with GPS with geofencing and notifications to site management,
- Surveillance equipment on key prohibited access routes and a register of project licence plates,
- Infrastructure treatments which may potentially range from signage to awareness or exclusion devices or barriers (while maintaining public right of access),
- Quotas for private vehicle trip reductions, which should include maximisation of carpooling as far as practicable, and provision of shuttle buses where sufficient workers are co-located along the same route to/from accommodation centres.
- Measures to manage the cumulative impacts with multiple other major projects planned in the area, to ensure that project traffic impacts can be reasonably apportioned between developers without excessive compliance burden being placed on Council,
- Lodgement of bond securities to guarantee performance of obligations,
- Summary compliance reports being provided to Council on a monthly basis with details of actual number of movements and vehicle types / loads that comprised each movement, and
- Provision for compensatory pavement maintenance payments to be accrued annually in proportion to the rates of non-compliance (under the PA) in line with Austroads best-practice pavement models,
- As well as soft behaviour-influencing management measures such as training and toolbox meetings which would normally be covered by the detailed construction traffic management plan.

It is noted that such a management strategy would not be expected to result in any net income for Council. The object of the strategy would be to ensure that Council is compensated for any financial cost – so it is no worse off than if the project had complied with its commitments to avoid certain roads.

Some of these requirements may have non-trivial implementation costs and are to therefore be enshrined in the SSD (as a statement of commitments or consent conditions) to ensure they are implemented. It is expected that these requirements could be reasonably waived or reduced later in merit (post-SSD determination) where the developer or future constructor(s) propose innovative methods or changes to the traffic arrangements that would avoid the need for such measures.

Passive or reactive management commitments will not be satisfactory on their own, as that approach would be expected to shift the high cost of monitoring efforts and the burden of proof onto Council and other community stakeholders, for the duration of the project.

### **3. Cumulative Impacts**

It is agreed that the approval process for renewable energy projects within the REZ makes it difficult to determine which ones are likely to have concurrent construction periods. However, it is likely that within the WSC LGA there will be at least three concurrently in the construction phase with a combined total of up to approximately 1816 full-time positions. Council disagrees with the proponent regarding the likely outcome that not all proposed projects will ultimately be constructed based on the 11 identified major renewable generation projects with planned connections to the REZ that EnergyCo is currently working with.

Council acknowledges that access rights to the REZ transmission project is a separate independent tender process by the EnergyCo and Consumer Trustee, however, is of the opinion that the intention is for the REZ to maximise generation potential.

Council acknowledges that EnergyCo has a co-ordination role for the CWO REZ and will likely release a CWO REZ Generator Guideline for joint responsibility of cumulative impacts. However, there is currently no publicly available release date, and Squadron Energy should be preparing mitigation measures to address the identified cumulative impacts at this stage rather than deferring to a future Guideline due to the EIS identifying that the cumulative impact of increased pressures on local facilities and services, particularly local health care and facilities, is of high impact significance.

Council also requests the proposed Orana Wind Farm be included in the assessment of cumulative impacts.

### **4. Construction Impacts**

The RTS considers the Council's objection based on scope and extent of construction activity and relevant safeguards in Table 4.5. The Proponent states that the EIS adequately addresses the extent of construction activities and impacts, stating that the relevant safeguards are within SR-App 4 of the updated summary. It is also stated that there have been refinements to the Development footprint and Development Corridor which reduce the extent of construction activities.

After a review of SR-App 4, Council is satisfied that the majority of environmental management during construction is adequately addressed, with the exception of Progressive Erosion and Sediment Control Plans and inspections being undertaken/reviewed frequently and by a suitably qualified professional.

It is evident that the Project Site, Development Corridor, and Development Footprint have been reduced in size through refinement of the design, however how this relates to Council is difficult to ascertain via the small number of provided maps which do not include Local Government boundaries.

Council still seeks more detailed information on matters including the scope and extent of earthworks, road works, drainage and erosion protection aspects associated with access roads, temporary batching plants, temporary and permanent site infrastructure (e.g., laydown, parking areas, construction offices, etc.) and the turbines themselves.

## **5. Secure a Planning Agreement**

Council is pleased that Squadron has stated its intention to commit to a financial contribution equivalent to 1.5% of the projects capital investment value in line with the Council Policy. Council acknowledges the receipt of a draft letter of offer on 19<sup>th</sup> July 2023 and the subsequent request for a pause on discussions by Council. Council has now been provided the opportunity to review the EIS and Submissions Report. Council states its intention to imminently re-engage with Squadron Energy to continue discussions and requires that the key terms of the Planning Agreement be finalised prior to the issuing of any development consent. Council is mindful of the recently released Draft Benefit Sharing Guidelines and is likely to support the application of the \$1,050/MW/year level of Development Contributions in the Planning Agreement.

## **6. Employment of Locals and Construction Workforce Accommodation**

In the EIS submission Council sought a definitive percentage of local workers that Squadron commits to employing and additional information regarding training and up-skilling opportunities. Council is pleased that Squadron have committed to 10% local employment and at the level of additional detail regarding training programs provided. Council encourages DPHI to require the Developer to commit to explicit tasks and deliverables, and to be held accountable for delivery of same.

Council also sought additional information regarding the location of worker accommodation in the EIS submission. The SR provides additional information regarding all potential opportunities highlighted through the preparation of the Accommodation and Employment Strategy (AES) as SR-App08. Council notes that no temporary workers' accommodation will be sited in the WSC LGA.

## **7. Conclusion**

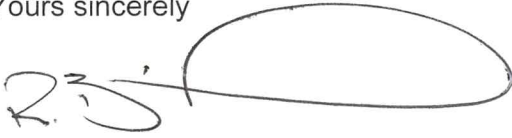
Council is seeking clear, definitive and explicit actions which will be committed to prior to and during construction and operation, refurbishment, and decommissioning.

Council looks forward to engaging with the Proponent and DPHI to address the matters articulated herein. Council will consider revising its objection to this proposal if its concerns are adequately addressed.

To conclude and reiterate, if, despite Council's objection to the project for the reasons outlined, the DPHI is of a mind to grant consent then Council requests that robust and transparent consent conditions be adopted that comprehensively address the issues raised by Council. Council has included herein consent conditions that, if adopted, would go some way to alleviating Councils concerns.

If you have any queries, please don't hesitate to contact the undersigned.

Yours sincerely

A handwritten signature in black ink, consisting of a stylized 'R' and 'B' followed by a large, horizontal oval flourish.

**ROGER BAILEY**  
**GENERAL MANAGER**

## Attachment 1: Proposed Consent Conditions

### SSD-41134610 Spicers Creek Wind Farm (as at SR Phase 09 January 2024) Warrumbungle Shire Council Recommended Consent Conditions

#### Introduction

If, despite Council's objection, the DPHI/IPC is of the view that the SSD application be approved, Council requests the DPHI/IPC incorporate the following requirements as conditions of consent.

The rationale for said conditions is to ensure the project proceeds in a way that is consistent with Council's requirements and environmental, social and economic costs are fully offset by benefits provided to residents and ratepayers. On the matter of local roads, as the roads authority under the *Roads Act 1993*, Council requires all road works, safety, service criteria and traffic management requirements to meet with its formal approval.

As the local government authority charged with providing local infrastructure and services including water, wastewater, solid waste and social and educational facilities and services, etc, it requires impacts and demands on such provisions to be fully compensated financially.

#### General Conditions

1. **Haulage estimation:** Public road pavement designs under the *Roads Act 1993* are to be supported by a comprehensive manifest of all materials to be hauled along Council roads, to the satisfaction of Council. The manifest and pavement design calculations shall include (but may not be limited to): breakdown of whole-project materials classes and quantities, likely truck axle and maximum load configurations, average (per load) and total cumulative Equivalent Standard Axles, average km haulage distance by category of road, and background traffic volumes to be added including the number of background heavy vehicles.
2. **Key Stakeholder:** For the life of the consent, the consent holder shall comply with the Council conditions specified in this Attachment 1 list of Consent Conditions, except to the extent that variations or concessions are agreed in writing by an authorised representative of Council.
3. **No cost to Council:** All works required under this consent are for the benefit of the developer and shall be at no environmental, social or economic cost to Council, except to the extent agreed otherwise in a Deed, Planning Agreement or similar formal legal agreement.
4. **Standards:** All public works and public land impacted, or to be constructed by the consent holder and dedicated to Council, shall be designed, constructed and maintained in accordance with the relevant standards.
5. **Approved Council road routes:** All project traffic across the construction, operational, refurbishment and decommissioning phases shall only be permitted to use the following Council-managed roads:
  - a. Specific local roads in the Elong Elong locality west of Sandy Creek;

Note: Spring Ridge Road, Sandy Creek Road and Dapper Road are not to be used.

6. **Route compliance:** The consent holder shall take all steps necessary to ensure and demonstrate compliance with the various road-related conditions, including, if required and to the satisfaction of Council, active management measures such as technology- based monitoring of individual vehicles across the supply chain with GPS and geofences, physical works and signage to restrict movements (subject to *Roads Act 1993* approval), active surveillance, incentivisation and disciplinary actions.
7. **Material export:** Site-won quarried, or earthworks materials shall not be transported using public roads outside the project from which they are obtained, unless such development has prior written approval from Council.
8. **Water supply and sewage:** Prior to the issuing of an Occupation Certificate or occupation (whichever occurs first) for any buildings, the consent holder shall pay the necessary headworks and connection charges and provide connection works as required by Council. Trucking of water and sewage shall only be undertaken to/from town or village network offtake or discharge points which are approved in writing by Council, and subject to any requirements or powers of Council under the Water Management Act.

Council at its discretion may refuse to provide water (both potable and non-potable) or accept wastewater at its facilities.

9. **Defects Liability and Maintenance Period (DLMP):** For any infrastructure asset constructed or modified under this consent which is to be dedicated as an asset of the Council, the consent holder shall have a 24-month DLMP obligation commencing from the date the works are deemed 'practically complete' by Council's inspector.

During the DLMP the consent holder is responsible for repair of any defects and maintenance of the asset in accordance with manufacturer's recommendations and any asset management plan, at no cost to Council.

10. **Bond securities:** In accordance with its adopted policies and Roads Act 1993 approval conditions, Council will, at its discretion, require the consent holder to lodge refundable bond securities to guarantee the consent holder's performance of any of the following:
  - a. Outstanding or incomplete works;
  - b. Defect liability and/or maintenance obligations;
  - c. Vegetation or environmental management obligations; and
  - d. Obligations under a Planning Agreement or Deed.
11. **Asset documentation:** For infrastructure assets dedicated to Council, the consent holder will provide electronic copies of the relevant manufacturer's operation and maintenance documentation, inspection and test results, conformance surveys, non- conformance reports, a financial values asset return, and Works-As-Executed (WAE) drawings to Council's satisfaction.



WAE information is to be recorded on the original design drawings (so far as is practicable) using red line markups in native computer aided design file format and plotted or scanned to portable document format.

- 12. No road dedication:** To the maximum extent possible subject to law, no new public roads shall be dedicated to Council as a result of the project, and Council shall not be required to maintain or contribute to the maintenance of any road for which it is not already responsible in the pre-development scenario.

This includes the existing and proposed private roads to be used for access to each cluster.

- 13. Threshold treatments:** The consent holder shall install threshold treatment works at the interface of all private roads with public roads, and at the end of Council-maintained roads, to the satisfaction of Council to ensure that the private purpose of the road is clear for the life of the development and to avoid any future maintenance requirement being borne by Council.

Such works may include for example (in private ownership): gates, grids, traffic calming encroachments, signs, displays and/or monuments. Durable signs communicating that it is a private road, and the end of Council-maintained segment may be sufficient depending on the location.

- 14. No easements over Council roads:** Easements or rights in title shall not be created to burden any public dedicated road reserves for which Council is or will become the roads authority, unless with Council's prior consent in writing.

- 15. No encroachment:** All structures, including (but not limited to) the potential blade overhang and micro-siting envelope of turbines, shall be sited outside of public dedicated road reserves or public land.

- 16. Crown roads:** It is understood that Crown Roads division policy may require any formed roads that are to be constructed or used within Crown Road reserves to first be transferred to Council ownership. Council opposes the transfer of project-required roads as they are not required for public traffic. If transfer is to occur unilaterally despite Council's objection, prior to transfer of the road to Council or commencement of use by project traffic (whichever occurs first), the roads shall be designed, constructed and maintained for life to the satisfaction of Council and at no on-going cost to Council.

- 17. Flooding:** The project works shall not result in any adverse stormwater or flooding impacts or water flow behaviour in relation to any of Council's assets (including roads) or land, for all design storm events up to and including the 1% Annual Exceedance Probability, in accordance with the adoption of the very latest climate change models.

If adverse impacts arise, the consent holder shall design and construct improvements to the assets or land to flood-proof or achieve 'no worse than existing' serviceability and performance of that asset, to the written satisfaction of Council.

**18. Solid and Liquid Wastes:** Solid and liquid wastes shall only be disposed at approved/ licenced waste facilities. Council shall not be required to accept any wastes from the development at its facilities.

**19. Access and servicing:** the access licences or easements granted in favour of the project shall be maintained by the consent holder for the life of the development (including decommissioning), and shall not be sold off in separate parts, so that the project remains a unitary development and no part of the project becomes alienated from the private access roads or services alignments.

**20. Prior to and During Construction, Refurbishment and Decommissioning Phases**

**20.1 Haulage estimation:** Public road pavement designs under the Roads Act 1993, or cash contributions under VPA, are to be supported by a comprehensive manifest of all materials to be hauled along Council roads, to the satisfaction of Council. The manifest and pavement design calculations shall include (but may not be limited to): breakdown of whole-project materials classes and quantities, likely truck axle and maximum load configurations, average (per load) and total cumulative Equivalent Standard Axles, average km haulage distance by category of road, and background traffic volumes to be added including the number of background heavy vehicles.

**20.2 Roads condition assessment:** The consent holder shall undertake comprehensive condition assessment reports to Council's satisfaction, for all its infrastructure assets along the identified Council-managed commuter and haulage routes, prior to the consent holder commencing significant activity along that route in the construction or future refurbishment or decommissioning phases, and again within four months after the conclusion of construction, refurbishment or decommissioning.

**20.3 Road Safety Audit (RSA):** Prior to *Roads Act 1993* approvals, the developer must provide an RSA prepared by an independent accredited RSA auditor for all the designated WSC-managed commuter and haulage roads, considering the construction, operation, refurbishment and decommissioning stages of the project. Any specific hazards or infrastructure treatments identified may be required to be included in the scope of works, depending on the risk assessment and to the satisfaction of Council.

**20.4 Road geometric and functional upgrades prior to construction:** Prior to the construction stage milestones given in Schedule 1A (Roadworks Staging) of this Attachment, the consent holder shall achieve practical completion of the public road upgrades specified by Council in Schedule 1B (Upgrade Standards), for the whole of the designated haulage and commuter routes providing access to that stage or cluster. (Refer to Schedules 1A and 1B at the end of this document.)

**20.5 Maintain roads during construction:** The consent holder shall maintain the WSC-managed public roads comprising the designated haulage and commuter routes for the entire duration from commencement of the construction, until completion of the Defects and Maintenance Liability

Period (**DLMP**), to Council's satisfaction.

Maintenance shall include regular patrols, grading (for unsealed roads) and rectification of any apparent hazards, failures or defects within a reasonable timeframe, to provide for safe and serviceable travel by all road users to a standard no worse than in the pre- development scenario. Rectification methods for significant or non-standard issues shall be first approved by Council before said work is undertaken.

As part of any *Roads Act 1993* approval Council may order the consent holder to take action, or (with sufficient notice to the consent holder except in emergencies) Council may undertake the work and recover the costs from the consent holder.

**20.6 Renew road pavements by end of construction phase:** Prior to commissioning turbines in a stage or cluster, designs for renewal of all WSC-managed road pavements providing access to that stage in accordance with this condition shall require approval by Council under the Roads Act, to ensure road works can be completed without delay following commissioning.

Within 12 months of commissioning turbines in any stage or cluster and prior to Council refunding applicable bond securities, the developer shall overlay, reconstruct or rehabilitate the pavement to renew the full design life lost due to construction traffic (using Austroads methods for Equivalent Standard Axles, **ESA**), and offset the future likely estimated design life that will be lost due to operational and decommissioning traffic, or provide at least the minimum design ESA values below (whichever method results in the higher design life), for the full length of the designated WSC-managed public haulage routes that provide access to that cluster or stage:

- Sealed classified Regional and sealed local roads: 1 x 1QA6 ESA
- Unsealed local roads with no significant through traffic: 2 x 1QA5 ESA
- Unsealed local roads with through traffic: design ESAs calculated in accordance with Austroads Guide to Pavement Technology Part 2 (AGPT02), but no less than 2 x 1QA5 ESA and no greater than 1 x 1QA6 ESA

If subsequent construction stages have commenced or are soon to commence, and construction traffic is or will be using that road segment, Council may (at its discretion) agree in writing to defer the reconstruction of that road segment until completion of the subsequent stage(s), in recognition that reconstructing the road after project construction traffic has concluded may be desirable in order to maximise long term pavement life.

**21. Over-dimensional vehicle management:** The construction, refurbishment and decommissioning Traffic Management Plans (**CTMP**) must minimise delays and temporary traffic impacts along WSC-managed roads in connection with transport of Over Size Over Mass (**OSOM**) loads, so far as is reasonably practicable, through the use of a combination of measures such as (but not limited to):

- a) Public notification along affected roads, with advance notice given in the local media and by signage posted along the route;
- b) Use of night or off-peak transport periods;
- c) Platooning of multiple OSOM loads at the same time;

- d) Selection of lay-by areas for OSOM loads at regular distances so that the duration of each traffic stoppage on single-carriageway roads is minimised;
- e) Other measures identified in consultation with Council. The draft CTMP must be submitted to Council for review at least three months prior to the planned movement of heavy and oversized vehicles. The CTMP must be approved by Council before any movement of heavy or oversized vehicles.
- f) As part of the CTMP measures, the consent holder shall maximise the use of buses and minibuses between accommodation centres, project sites and towns, and shall ensure car-pooling quotas are developed and enforced, to ensure that project private vehicle-kilometres are minimised. Any proposed park and ride stops in the Council area, and associated management measures or works, shall be to the satisfaction of Council.
- g) Project bus planning shall also provide for regular workforce access to town services and amenities while minimising negative social impacts on surrounding communities. The Plans must also mitigate and minimise the impacts of development traffic on school bus routes during their operating times, and on stock and crop haul routes during high-traffic seasons.

**22. Decommissioning:** As part of decommissioning the project, all the following shall be completed by the consent holder (if decommissioning a part of the project or cluster, then these requirements shall apply to that part):

- a) Remove all turbine structures to ground surface level, and transport all components offsite to approved waste disposal, processing or reuse sites.
- b) Remove all private structures and services that cross or traverse along or encroach into public dedicated road reserves, including all subsurface cables and plant (but pits and conduits may be retained with Council approval).
- c) Extinguish any easements (if applicable) which burden public land or dedicated roads in favour of the project.
- d) Reinstate and make good public land after removal of structures to no worse than its pre-development condition.
- e) Repair all defects in public land or infrastructure that arose from the decommissioning activities, within 24 months of completion and prior to refund of bond securities held by Council.

## Schedule 1A. WSC Roadworks Staging

<p>1. Subject to Council's prior approval, early works can commence before public road upgrade works are deemed practically complete and include (without limitation):</p> <ul style="list-style-type: none"><li>a) Pre-construction minor works as defined in the consent (for example investigations, minor vegetation removal, site access, fencing and environmental activities),</li><li>b) Heavy haulage required to complete the public road upgrades, and</li><li>c) Any other works which Council agrees to on a temporary basis, for example under a Traffic Management Plan.</li></ul>
<p>2. Generally otherwise, significant haulage of earthen or quarry products, over dimensional components, structural or foundation components or other bulk materials is not to occur on a designated WSC-managed roads until the public road upgrades specified in Schedule 1B below along that segment are deemed practically complete.</p>
<p>3. Temporary concession for speed zone reductions: despite the above requirements, and subject to Council's prior approval, bulk haulage can commence before the relevant public road segment upgrades are practically completed, provided all of the following matters are met:</p> <ul style="list-style-type: none"><li>a) The relevant road works on that segment are substantially commenced and are proceeding well, and</li><li>b) A temporary traffic management plan which will acceptably reduce speeds and other hazards along the segment has been approved by Council, and The road works on that segment shall be practically completed, and the standard traffic conditions restored, within six months of commencement on that segment (unless otherwise agreed where a specific construction element requires additional program).</li></ul>
<p>If the works no longer comply with these requirements (e.g. at expiry of six months) and if Council so directs under the Roads Act approvals, bulk haulage on that particular road segment for private roads and turbines must temporarily halt until the relevant road segment upgrades are deemed practically complete.</p>

## Schedule 1B. WSC Upgrade Standards

### Notes to this Schedule:

- a. All works require detailed design approval first be obtained from Council under Sections 87, 115 and 138 of the *Roads Act 1993* and other laws.
- b. Council consent must be obtained before existing bitumen seals may be interfered with, altered or temporarily removed during the construction phase. Consent may or may not be granted at Council's discretion, and subject to all of the following:
  - i. Adequate community consultation and notification has occurred,
  - ii. The impacts on local residents and their private access to property, and broader community impacts, are deemed by Council to be acceptable, are of limited duration and are adequately mitigated, and
  - iii. The roads are restored to the pre-existing or better condition with the widths referenced in this Schedule, before the project construction phase is concluded.
- c. The works do not reduce the standard of pre-existing Council road infrastructure (e.g. carriageway or seal width), unless with prior written agreement from Council in each individual case.
- d. Council may agree to reduce or waive any of these requirements by giving notice in writing.
- e. Ancillary public works arising from developer works may be required to meet current standards at the developer's cost including (but not limited to) vegetation clearing, drainage channels, culverts, batter slopes and retaining structures, delineation (line markings and signage), utility and pole relocations and road reserve widening land acquisition.
- f. Carriageway / route standard treatments must be as per relevant specifications and guides including the Austroads Guide to Road Design (AGRD03 in particular), ARRB Unsealed Roads Best Practice Guide, TfNSW and RMS specifications and supplements, temporary average construction and decommissioning phase volumes and residual operational volumes over the life of the project.
- g. Staging areas for OSOM vehicles: if required as part of the approved CTMP, designate or provide regular staging areas for OSOM vehicles to hold outside of the road carriageway and form into platoons, to minimise delays. Council approval for the use of existing road layover areas is not required, except to the extent traffic management measures or physical works are proposed.

h. OSOM swept path encroachments/ obstacles: OSOM swept path studies are to be provided for all WSC-managed road segments. Vegetation clearing or pruning, widening cuttings, and providing hardstands under wheel paths are permissible subject to Council's prior approval. Windrows and/or other temporary or permanent but removable barriers shall be installed to prevent public road users performing unsafe or undesirable movements or behaviours at areas where road facilities are widened or obstacles cleared.

Council shall not be required to maintain these facilities as fit for the purpose of accommodating OSOM movements for the life of the development. They remain the responsibility of the consent holder to maintain, remove and reinstate after any OSOM movements, at its cost. Traffic management plans and design changes shall require Roads Act approval from Council.

i. Structures generally: The consent holder shall inspect, report and upgrade all WSC- managed bridges, major and minor culverts, causeways and grids to accommodate all OSOM, and Higher Mass Limits (HML) truck combinations up to and including 26m B-doubles, to the prior written satisfaction of Council.

j. Route standard for MR55 Black Stump Way: Subject to TfNSW concurrence, the consent holder shall meet minimum 9m sealed width and 11m formation width (3.5m lanes with 1m sealed shoulders and 1m unsealed shoulders). The consent holder shall widen on curves to accommodate 26m B-double and OSOM swept paths and mark centre and edge lines and install any make-up guide posts to meet TfNSW delineation specifications.  
*(Austroads AGRD03 Table 4.5 classified Regional with ~1,000 or more vehicles per day, vpd)*

k. The consent holder shall upgrade intersections to Austroads standards (AGRD04 and AGRD04A)

Works are to include provision for swept paths for OSOM vehicles and the 26m B-double design vehicle, realignment of minor legs to perpendicular with the major road to improve sight lines and yield behaviour (having regard to the dominant movement volumes), confinement of movements to prevent short-cutting of corners, removal of obstacles to meet recommended sight distances, improved delineation (pavement markings) and signage (e.g., sight boards, hold line and yield controls, etc.), to the satisfaction of Council.

Note: Golden Highway intersection treatments are to TfNSW requirements.