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Iwan Davies
Director Energy Assessments
Planning and Assessment
Department of Planning, Housing and Infrastructure

Goulburn River Solar Farm (SSD-33964533): Request for temporary increase to vehicle length under Development Consent condition B1(b) (version 3 – ASB trial only)

Dear Iwan,

Request to the Planning Secretary

Lightsource bp is requesting the Planning Secretary's written approval to temporarily increase the permitted vehicle length under Condition B1(b) of Development Consent SSD-33964533 for Goulburn River solar farm (the Project). This condition currently limits the length of any vehicle used for the Project to 19m (excluding heavy vehicles requiring escort).

Lightsource bp is seeking approval for a temporary increase to the length of any vehicle (excluding heavy vehicles requiring escort) used for the development. This request (see also Table 1):

- Is for one two-way movement of a heavy vehicle up to 41m (note, this vehicle is 30m in length and will only be extended to 41m at the site entrance).
- Was prepared in consultation with Upper Hunter Shire Council and Transport for New South Wales.
- Contains the information required by the conditions of approval.

The specifics of the proposed over-length vehicle movements are:

- To enable an unladen trial run which will inform delivery of the ASB (which will be a heavy vehicle requiring escort/OSOM), ensuring that the site access and internal haul road in their current state are able to support the laden delivery, planned for 16th December.
- The trial run must occur prior to the ASB delivery, to identify any potential issues with access, including confirming that there is sufficient turning space within the consented development footprint.
- The trial run will be an unloaded journey of a single 30m length vehicle, which can be extended to 41m at the site gate to mimic the OSOM ASB dimensions.

- The trial run vehicle will travel on the public road network at a length of 30m. At the site entrance on Wollara Road, it will pull over and the length will be extended to 41m. The width will be extended using orange conduit to mirror the OSOM width. This process is expected to take 5-10 minutes and will occur under traffic control. The conduit will be removed and the length shortened if there are any challenges turning within the consented development footprint.
- The total number of heavy vehicle movements per day (as specified by Condition B1(a)) will remain unchanged.
- The ASB trial run vehicle will be travelling to and from the east and will adhere to the approved access route.
- The trial run of the auxiliary services building delivery is not required to occur under a movement-specific National Heavy Vehicle Regulator (NHVR) permit.

No environmental impacts or impacts to heritage values are anticipated to occur as a result of these limited movements of vehicles exceeding 19m in length. With the exception of condition B1(b) (in its current state), each of these over-length movements are able to be completed in compliance with conditions of consent, including B13 (the applicant must not clear any native vegetation or fauna habitat located outside the approved development footprint).

Table 1 Specifics of request to the Planning Secretary

Aspect	Detail
<i>Start date</i>	17th November Please note the proposed start date is 17 th November to allow for a 'trial run' in the week of 17 th November in order to test the dimensions of the first proposed over size over mass (OSOM) delivery, which is planned for December 16 th .
<i>Duration</i>	1 month (to allow for any unforeseen scheduling issues)
<i>Requested increase</i>	Length of any vehicles (excluding heavy vehicle requiring escort) used for the development does not exceed 19 metres, with the exception of one movement which will travel on the public road network at 30m before extending to 41m at the site entrance.
<i>Purpose</i>	One vehicle movement in excess of 19m length as a trial run to verify whether the planned ASB OSOM movement can access the site, or, if not, help identify suitable alternative actions (detailed in Table 2).

Whilst this Request to the Planning Secretary does not directly relate to OSOM movements, please note that OSOM movements will not occur until the relevant conditions of consent have been met:

- Condition B7/Appendix 4 - Upgrade/replace culverts at Bow River and Killoe Creek as required, prior to the use of Ringwood Road by heavy vehicles requiring escort
- Condition B10(e)(xvi) – The Traffic Management Plan is updated in consultation with Transport for NSW, Upper Hunter Shire Council and to the satisfaction of DPHI to include a traffic management system for managing heavy vehicles requiring escort.

Swept path and acceleration assessment

The following swept path analyses and the acceleration assessment have been considered for a 30.58m design vehicle (representative of 30m delivery vehicle for the ASB), incorporating a truck and unloaded trailer (Figure 2, with the results in Appendix 1):

- Swept path off Golden Highway into Ringwood Road
- Swept path from Ringwood Road onto Golden Highway
- Acceleration assessment turning from Ringwood Road onto Golden Highway
- Swept path into and out of Barnett Street.

It is challenging to accurately capture the 30m vehicle which will deliver the auxiliary services building for modelling purposes. Typically, when the driver needs to improve on the turning circle unladen, they will raise the trailer height and turn from the front rows on the trailer only, rather than rotating about the centre of the rows as you might otherwise expect. The other difficulty in the simulation is that each row is steerable independently so they can be bringing the back end in a different direction to the front rows to slew the trailer around. Anecdotally, if it is achievable for the swept path of a truck and trailer combination, then the turn is also possible with this particular trailer.

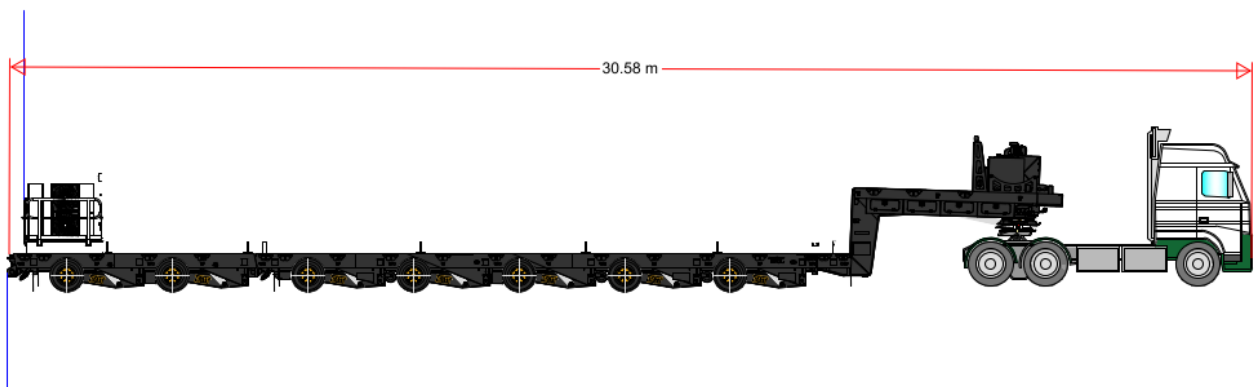


Figure 1 30m design vehicle

Mitigation measures

Over-length movements will not travel on Ringwood or Wollara Roads during AM/PM peak hours (AM peak 7:15am to 8:15am & PM peak 3:00pm to 4:00pm).

Consultation

Lightsource bp and DT Infrastructure met with Upper Hunter Shire Council on 28th October 2025, at which time Council confirmed their support for the proposed limited number of over-sized vehicles for use by the development. Written support from Council has been provided separately with this request.

Lightsource bp, DPHI and TfNSW met on 7th November 2025 to discuss the request. The request was subsequently updated to include additional assessment and mitigation measures, as well as to split out the request for the ASB trial from other over-length vehicle movements.

Please do not hesitate to reach out if you would like to discuss any of the items presented in this request.

Sincerely,

Beth Kramer
Principal Environmental Planner, Lightsource bp
0428 379 894

Cc: Glenn Tilley (Senior Project Manager), Michelle Housego (Senior HSE Advisor)

Appendix 1 Swept paths & acceleration lane: 30m heavy vehicle

30m Left in onto Ringwood Road

The vehicle will need to occupy the through and left turning lane on the Golden Highway.

The vehicle can perform the manoeuvre within the existing pavement extents without obstructing oncoming lanes on Ringwood Road.



30m Acceleration lane usage

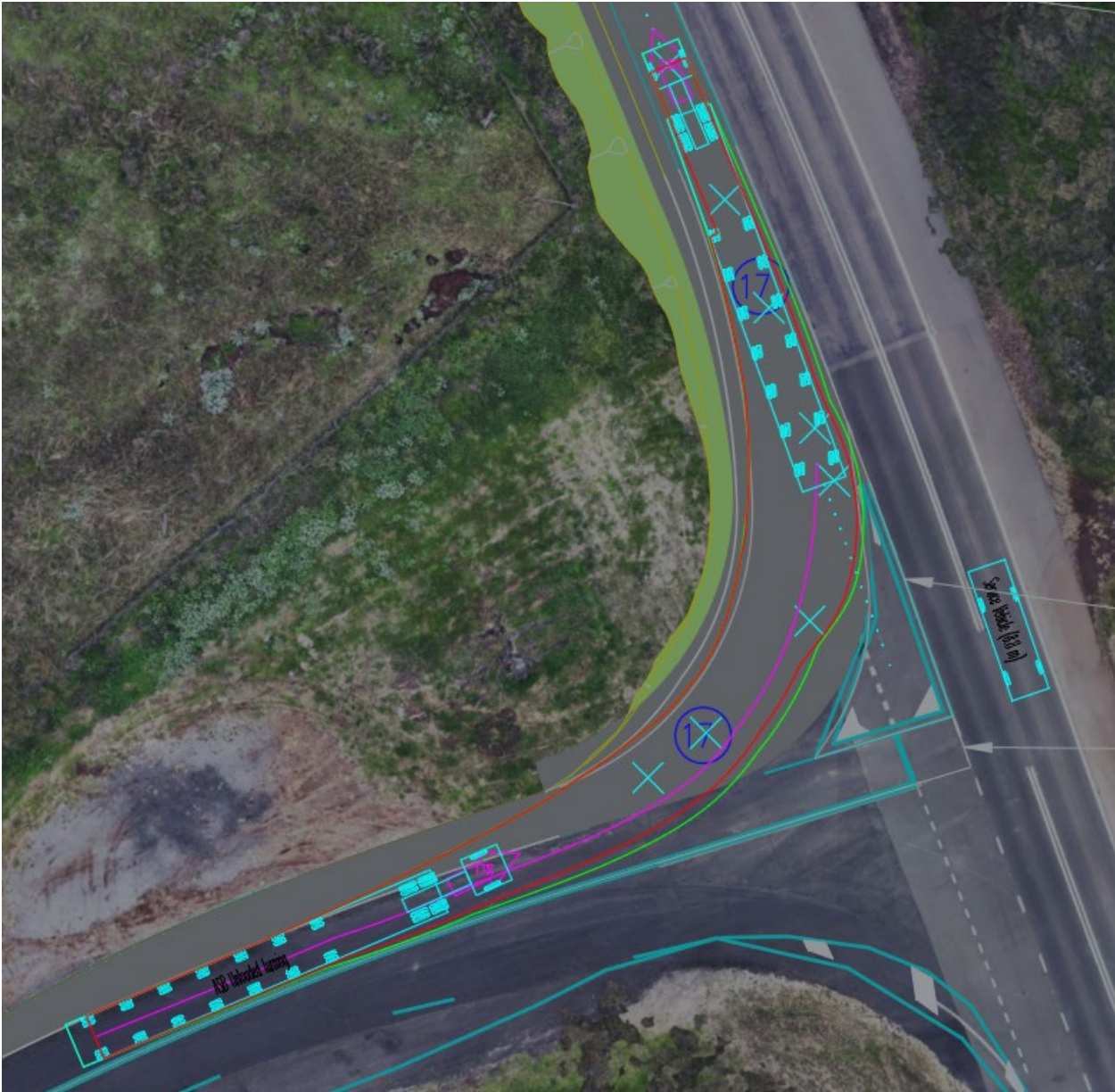
We understand that the 30m vehicle is not an over-mass configuration and therefore fits the acceleration characteristics of a truck or heavy vehicle as per Austroads.

It is however noted that the acceleration lane is not designed to allow heavy vehicles to achieve the posted speed limit before merging, and that this was agreed with TfNSW during the design of the intersection (WAD process).

30m Left Out onto Golden Highway

Utilising the multi steering ability of this design vehicle, the configuration can remain clear of opposing lanes.

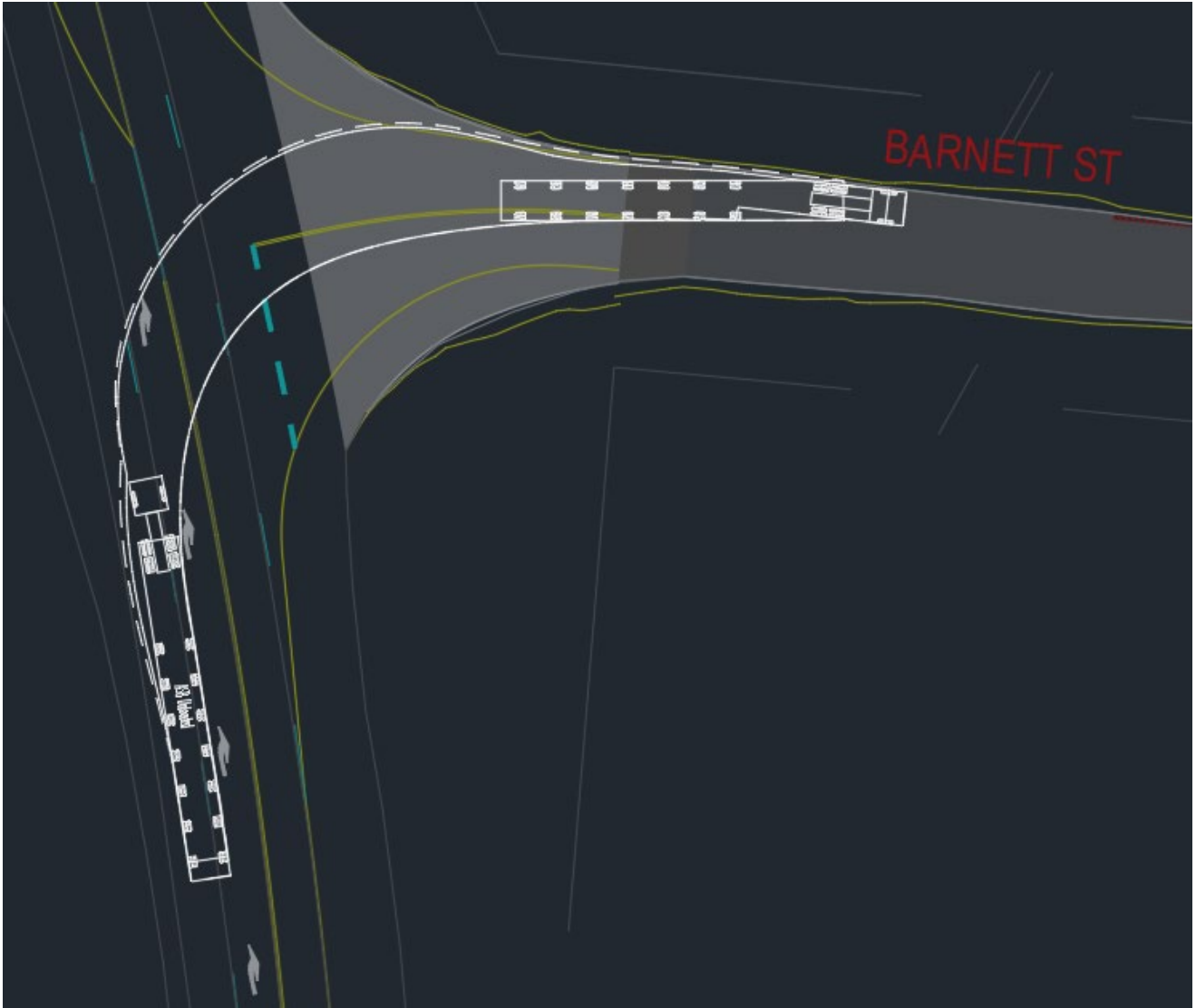
The prime mover will need to track closer to the inside of the curve, utilising the trailer steering to slew the trailer clear of the guardrail.



30m Right turn into Barnett St

The vehicle will need to turn from the through lane of the Golden Highway.

The swept path crosses the opposing lane on Barnett Street at the intersection and therefore would need to wait for the intersection to clear before turning onto Barnett Street.



30m Left turn onto Golden Highway

The vehicle can make the turn without obstructing any non-designated lanes and wheel path remains within pavement extents.

