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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 Condition B1(b)

Dear Iwan,

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). Condition 1B(b) currently limits vehicle length to 19 metres, excluding heavy vehicles requiring escort.

This present request relates to a previously submitted request for up to a maximum of 39 two-way movements in excess of 19m over a 12-month period. During consultation with Department of Planning, Housing and Infrastructure (DPHI), it was agreed that the original proposal to vary Condition B1(b) would be separated into two requests so that the time-critical delivery of the Auxiliary Services Building (ASB) could be considered and assessed independently. The first request (SSD-33964533-PA-59), which applied solely to the ASB delivery scheduled for 17 December 2025 (and was up to 30m in length), was progressed separately and approved on 18th November 2025.

This request addresses the remaining over-length construction vehicle movements that are expected to be required for the development of the project. Note that delivery of the operation and maintenance buildings will either come to site as heavy vehicles requiring escort or as a separate future request to the Planning Secretary for over-length vehicles, once the building configuration and transportation approach for this scope is confirmed.

This request has been prepared in consultation with Upper Hunter Shire Council (UHSC) and Transport for NSW (TfNSW) and includes the information required under the Development Consent.

Request to the Planning Secretary

Lightsource bp is seeking the Planning Secretary's approval to vary Condition B1(b) to allow ***up to 38 two-way movements of heavy vehicles up to 26.5 metres in length over a 12-month period.***

Maximum vehicle lengths and movement numbers relating to this proposal are provided Table 1.

No environmental or heritage impacts are anticipated to occur as a result of these limited movements. All vehicle movements would remain consistent with the Development Consent and, specifically, the total number of heavy vehicle movements per day (as specified in Condition B1(a)) will remain unchanged.

Vehicle movements will operate under National Heavy Vehicle Regulator (NHVR) permits where required however they are not expected to meet the Development Consent definition of a heavy vehicle requiring escort. Any required NVHR permits will be obtained in consultation with UHSC and TfNSW.

We respectfully request a decision on this request at your earliest convenience to allow the earthwire poles to be delivered to site in the first week of January. These poles have a current NHVR permit which expires on the 12th January.

Swept path analysis

The Traffic and Transport Impact Assessment and approved Traffic Management Plan (TMP; December 2024) considered a low loader / semi-trailer (19 metre length) in accordance with Austroads guidelines.

To support this request, SMEC prepared additional swept path and acceleration assessments for a representative 26 metre design vehicle. Movements assessed included:

- Swept path off Golden Highway into Ringwood Road (covered by 30m movement assessed in SSD-33964533-PA-59)
- Swept path from Ringwood Road onto Golden Highway
- Acceleration assessment turning from Ringwood Road onto Golden Highway
- Movements into and out of Barnett Street.

The results demonstrate that the design vehicle can safely undertake these manoeuvres within the existing road geometry. Results are included in Appendix 1.

Table 1 Overlength Vehicle type and maximum length

Over-length vehicle	Reason	Maximum vehicle length	Additional context on vehicle specifications	Number of two-way movements	Approximate timing
Delivery of loaded busbar	To allow offsite fabrication of long busbar sections, ensuring control over quality of the welding and reliability of the substation on the critical 500kV network.	26.5	26.5m on ingress, vehicle length reduced to 19m on egress	1	January 2026
Delivery of earthwire poles	The poles are manufactured in pre-set lengths which dictate overall transit length, the poles are required to protect the substation from lightning strikes. The delivery is required early in the project to allow high voltage equipment to be installed with lightning protection.	23m	23m on ingress, vehicle length reduced to 19m on egress	3	Week 5 th January 2026
Deliveries associated with piling and mechanical works	To enable the delivery of essential equipment (a 35T excavator) to install the piles, modules and trackers. The equipment cannot be broken down into smaller components. One, or potentially two excavators will be brought to site using a dolly in December (with the over-length vehicle exiting the site unladen) and then removed from site a year later.	23-26m	Maximum of 26m	4	January 2026-January 2027
Deliveries associated with civil works	To enable the delivery of equipment for efficient earthworks activities requiring a dolly during transport. This is necessary to bring plant to site weighing over approximately 40T and is for equipment which will be used to process spoil and other earthworks activities. This assumes a maximum of 10 plant, brought to site in December (with the overlength vehicle exiting the site unladen) and then removed from site approximately a year later.	26m	Maximum of 26m	20	January 2026-January 2027
Deliveries associated with electrical works	To enable the delivery of equipment for efficient trenching activities requiring a dolly during transport and is predominantly associated with trenching activity. This assumes a maximum of 5 plant, brought to site in December (with the overlength vehicle exiting the site unladen) and then removed from site approximately a year later.	26m	Maximum of 26m	10	January 2026-January 2027

Consultation

Lightsource bp consulted with UHSC on 28 October 2025 regarding the temporary increase in vehicle length to 30m for up to 39 two-way movements. UHSC provided written support on 29 October 2025.

The temporary increase in vehicle length was proposed to TfNSW on 28 October, with additional information provided on 4 November and 12 November 2025 to respond to TfNSW queries. Through this process, Lightsource bp confirmed:

- That earlier correspondence referenced 39 movements up to 30m in length and confirmed that the refined request now seeks approval for 38 movements up to 26.5m in length.
- Updated swept path analyses.
- That 26m vehicles can remain within the existing pavement footprint and allow through-traffic to pass.
- The use of the Merriwa turning area for west-originating movements (see also SSD-33964533-PA-83).
- That vehicles under this request do not meet the definition of a heavy vehicle requiring escort under the Development Consent.
- Permit requirements and travel will occur under the NHVR exemption notices.
- Commitment to a minimum 15-minute separation between over-length vehicle arrivals and avoidance of AM/PM peak periods.
- That concurrent turning movements of over-length vehicles would be avoided and that traffic control is not expected to be required unless through NHVR permitting.

TfNSW advised support on 26 November 2025, based on the above and subject to the following:

- Installation of truck warning signs on approaches to the Golden Highway/Barnett Street intersection (*note, Lightsource bp is working with TfNSW on a proposal for improved project signage along Golden Highway*).
- A maximum of 39 movements of 26-30m vehicles within a 12-month period (*note, the 29 includes the ASB which was approved under SSD-33964533-PA-59*).
- Avoidance of AM/PM peak hours.
- Compliance with traffic routes specified in Conditions B3 to B5 (subject to any Planning Secretary approvals).

Selective consultation has occurred with members of the local community, including discussions about timing over-sized project vehicles to avoid coinciding with over-sized farm equipment being moved on public roads and generally minimising the potential for disruption to the community.

Summary of management and mitigation measures

In addition to the standard measures for heavy vehicles as specified in the Project TMP, over-length vehicle movements will adhere to the following:

- Minimum 15-minute separation between over-length vehicles.
- Avoidance of AM peak (7:15am to 8:15am) or PM peak (3:00pm to 4:00pm).
- Avoidance of school bus periods (7:40am to 8:15am and 4:00pm to 4:40pm).
- Avoidance of concurrent turning movements of over-length vehicles.
- Traffic control is not expected to be required unless through NHVR permitting.

Vehicle type, movements, swept paths and traffic controls will be in accordance with the commitments made in this letter.

No impacts to biodiversity or heritage will result from these 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: 26m heavy vehicle

26m Left out onto Golden Highway

The vehicle will need to occupy the left and right turn lanes of Ringwood Road on approach to the intersection. To get clearance from the inside trailer swing to the guardrail, the prime mover will need to track close to the edge line of the through lane on Golden Highway.



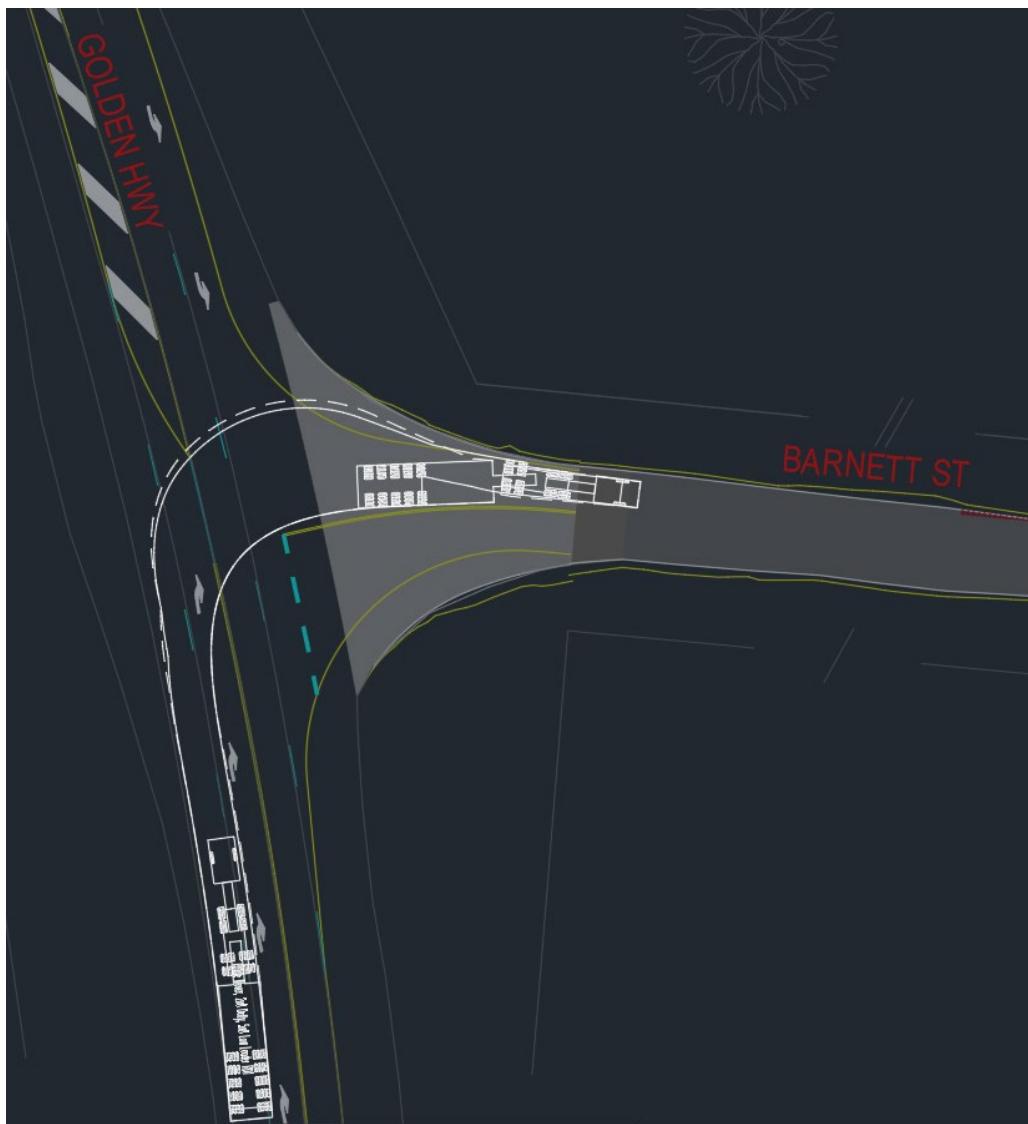
26m Acceleration lane usage

We understand that the 26m 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).

26m Right turn into Barnett St

The vehicle will need to turn from the through lane of the Golden Highway to avoid any vehicles waiting to turn right out of Barnett St from the give way line.



26m Left turn onto Golden Highway

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

