



Traffic Management Plan

Culcairn Solar Farm

Project Number 250804

Final3 Report 6/08/2026

Client CleanPeak Energy

Document control record

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1 Introduction

CleanPeak Energy engaged Trafficworks to prepare a traffic management report for the proposed **Culcairn Solar Farm**.

The traffic impact assessment report (TIAR) prepared by Intersect Traffic (May 2021) provided background and site-specific details on the project's traffic impacts.

Greater Hume Council (council) issued a Modification Development Consent (10.2021.166.2) to construct and operate the solar energy facility. Condition B3 of the Modification Development Consent (MDC) requires the preparation of a traffic management plan (TMP) prior to any construction work commencing. Final3 version of this TMP includes a secondary emergency access via Watson Road.

For the detail about:

- existing site conditions – see section 2
- construction activities – see section 3
- traffic management – see section 4
- consultation – see section 5.

1.1 Scope and objective

The traffic management report will outline the following:

- proposed development
- existing conditions around the subject site, including a review of the adjoining roads along the proposed transportation route
- proposed movement and volume of heavy vehicles and construction staff vehicles to and from the subject site
- traffic and parking considerations resulting from the project's construction.

Figure 1 shows the site layout plan for the proposed development. Full development plan is provided in Appendix 1 – Development Plans.

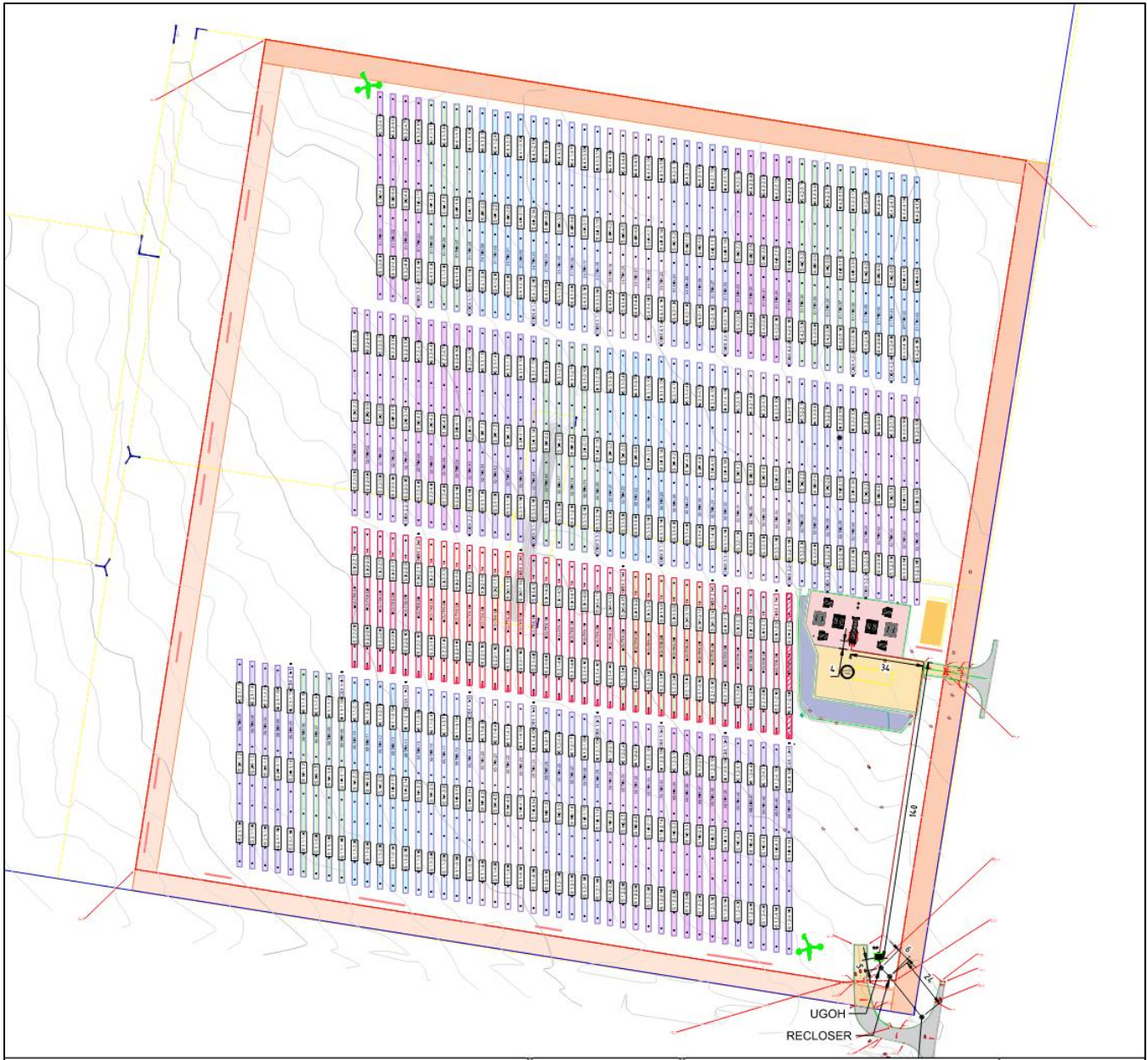


Figure 1: Development plan

1.2 The project

The development involves an approx. 15 ha site for the establishment of a solar photovoltaic (PV) farm, together with battery energy storage system and associated utility infrastructure. The facility will comprise the following typical components:

- solar photovoltaic (PV) panels with a total capacity of up to 8.178 MW
- solar arrays mounted on frames capable of adjusting to track the sun and maximise solar energy collection efficiency
- installation of inverters, transformers and switchgear
- construction of a security fence and entrance gate

- construction of construction lay-down area, hardstand areas and internal roads
- installation of temporary construction office and amenities (as required for construction purposes)
- drainage and landscaping to Greater Hume Council requirements.

1.3 Reference documents

1.3.1 Legislation

Legislation relevant to traffic management includes:

- NSW Roads Act 1993
- NSW Road Transport (Vehicle Registration) Regulation 2007
- NSW Road Transport (Mass, Loading and Access) Regulation 2005

1.3.2 Guidelines and standards

The main guidelines, specifications and policy documents:

- Austroads:
 - Austroads Guide to Traffic Management
 - Austroads Guide to Road Design
 - Austroads Guide to Road Safety
- Australian Standards:
 - AS1742: Manual of Uniform Traffic Control Devices
 - AS1743: Road Signs – Specifications
 - AS2890: Parking Facilities
- Traffic control at work sites Technical Manual
 - Roads and Maritime Services (RMS) Supplements to the Australian Standards
 - RMS Supplements to Austroads Guide to Road Design
 - RMS Supplements to Austroads Guide to Road Safety

1.3.3 Documentation from client

- Traffic Impact Assessment Report for Solar Photovoltaic (PV) Power Generating Farm and associated supportive infrastructure – 269 Back Henty Road, Culcairn, prepared by Intersect Traffic dated May 2021
- Site layout plan for Culcairn Solar Farm, prepared by CleanPeak Energy, Rev D, dated 9/06/2026.

2 Existing conditions

2.1 Subject site

The site is:

- located at 189 Back Henty Road, Culcairn
- located in a Primary Production zone (RU1)
- currently used for agricultural purposes
- surrounded by vacant land.

The site is located to the west of Back Henty Road and north of Watson Road, approx. 3 km north of Culcairn township.

Figure 2 shows the location of the site.



Figure 2: Aerial plan (reproduced with permission from Nearmap)

Figure 3 shows the zoning for the site and surrounding area.

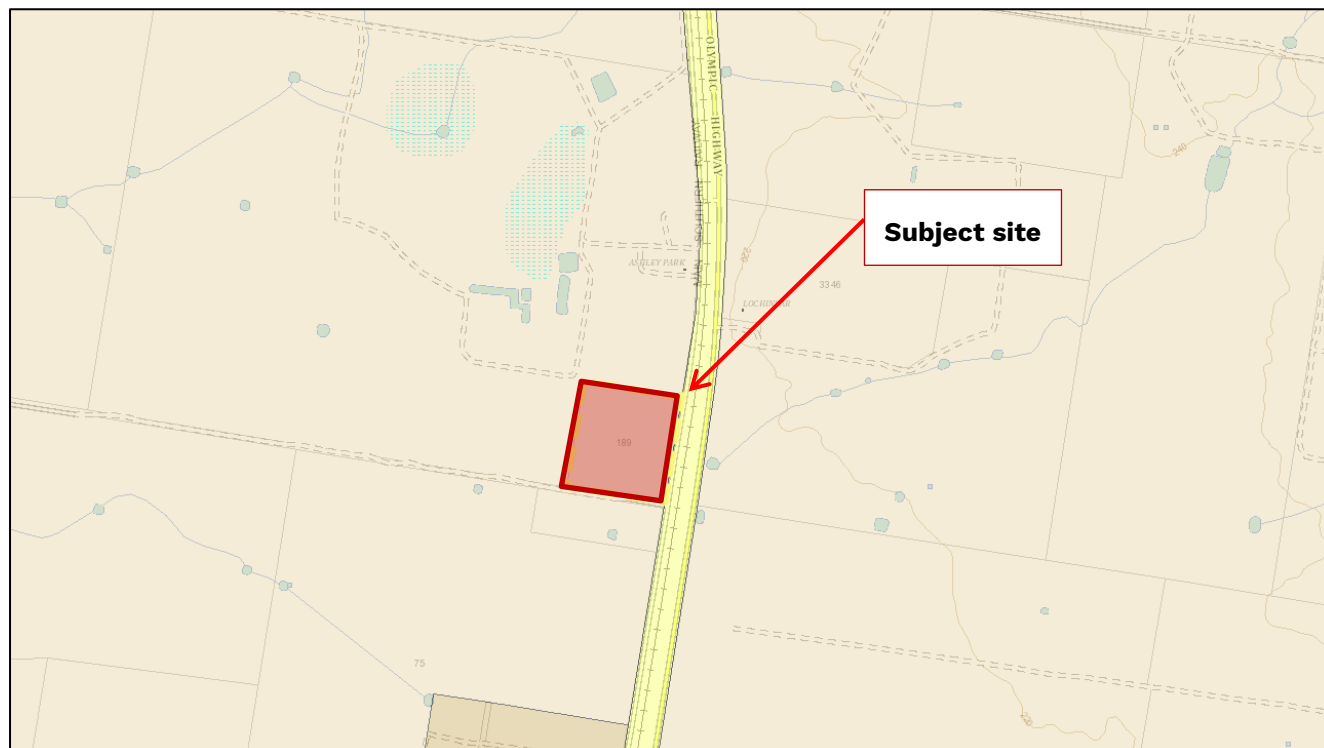


Figure 3: Zoning plan (reproduced from the NSW Planning Portal website)

2.2 Road network

The road network includes:

- Olympic Highway
- Feedlot Road
- Back Henty Road
- Watson Road

2.2.1 Olympic Highway

Table 1 describes the features of this road.

Table 1: Olympic Highway features

Feature	Description
Road type	Arterial Road under the management of Transport for New South Wales (TfNSW)
Access	Provides connection between Mid-Western Highway at Cowra to the northeast and Hume Highway at Bathurst to the south. Connections are provided through the townships of Wallendbeen, Cootamundra, Junee, Wagga Wagga, Henty, Culcairn and Gerogery

Feature	Description
Road reservation width	56 m
Carriageway width	9 m wide seal
Road cross section	— 2-lane, 2-way undivided road — 9 m wide sealed carriageway: — 3.5 m wide lane in each direction — 1 m wide sealed shoulders
Speed limit	100 km/h speed limit, 50 km/h speed limit through Culcairn

Figure 4 and Figure 5 provide further information about the road.



Figure 4: Olympic Highway – view north (source: Google Street View)



Figure 5: Olympic Highway – view south (source: Google Street View)

2.2.2 Feedlot Road

Table 2 describes the features of this road.

Table 2: Feedlot Road features

Feature	Description
Road type	Local road under the management of council
Access	Connects Back Henty Road with Olympic Highway
Carriageway width / road cross section	— sealed — approx. 7 m wide — railway level crossing with flashing lights and boom gate
Speed limit	100 km/h default rural speed limit

Figure 6 provides further information about the road.



Figure 6: Feedlot Road - view east to level crossing (source: Google Street View)

2.2.3 Back Henty Road

Table 3 describes the features of this road.

Table 3: Back Henty Road features

Feature	Description
Road type	Local road under the management of council
Access	Provides connection between Henty-Walla Road to the north and Railway Parade to the south
Road reservation width	Approx. 26 m wide
Carriageway width	Approx. 6 m wide
Road cross section	Unsealed road
Speed limit	100 km/h default rural speed limit

Figure 7 and Figure 8 provide further information about the road.



Figure 7: Back Henty Road – view south near Feedlot Road (source: Google Street View)



Figure 8: Back Henty Road – view north near Feedlot Road (source: Google Street View)

2.2.4 Watson Road

Table 4 describes the features of this road.

Table 4: Watson Road features

Feature	Description
Road type	Local road under the management of council
Access	Provides local connection from Back Henty Road to a property approx. 175m west of Back Henty Road
Road reservation width	Approx. 20 m
Carriageway width / road cross section	— approx. 5 m wide — unsealed road
Speed limit	100 km/h default rural speed limit

2.3 Traffic volumes

The TIAR included traffic surveys at the Olympic Highway / Feedlot Road intersection during the AM and PM road network peak periods. The traffic volume data provided in the TIAR is summarised in Table 5.

Table 5: 2021 surveyed traffic volumes (source: TIAR)

Location	AM Peak (vph)	PM Peak (vph)
Olympic Highway	186	204
Feedlot Road	10	4
Back Henty Road*	12	6

*Assumed through observations

The traffic volumes from the 2021 surveys have been factored up to 2026 using a compound annual growth rate of 2% on local roads and 3% on the arterial roads, which are typical rates for the respective roads. Additionally, the TIAR highlights a heavy vehicle percentage of approx. 10% across these roads.

On the basis that peak hour volumes are approx. 10% of daily totals, the projected 2026 traffic volumes are summarised in

Table 6.

Table 6: 2026 anticipated traffic volumes

Location	Daily (vpd)	AM Peak (vph)	PM Peak (vph)
Olympic Highway	2,265	216	237
Feedlot Road	80	11	5
Back Henty Road	105	14	7

2.4 Crash history

TfNSW Centre of Road Safety data portal, which details all injury crashes on roads throughout NSW, reports that in the 5 years of published available data (website viewed March 2026), 6 casualty crashes occurred on Olympic Highway and Back Henty Road, within 10 km of the subject site:

- 3 serious injury crashes:
 - off-road into object crash occurred during dark conditions on Back Henty Road, approx. 4.5 km north from the site
 - collision on straight section occurred during dark conditions on Olympic Highway, approx. 4 km north from the site
 - head-on collision occurred during daylight conditions on Back Henty Road, approx. 2.5 km north from the site
- 3 moderate injury crashes:
 - struck animal crash occurred during dark conditions on Olympic Highway, approx. 7.5 km north from the site
 - right near type crash occurred during daylight conditions, at the Olympic Highway / Balfour Street intersection, approx. 4 km south from the site
 - off-road into object crash occurred during daylight conditions on Olympic Highway, approx. 6.5 km south from the subject site.

Based on the crash history, we conclude that there is no trend that requires immediate investigation.

2.5 Public transport

No bus services are available through Culcairn, in the vicinity of the site.

Culcairn train station is located 750 m from the subject site. However, the train station only provides access to the morning and afternoon XPT train service between Sydney and Melbourne.

The proposed development is not expected to generate public transport activity, and this matter is not pursued further in this report.

2.6 Pedestrians and cyclists

There are no existing footpaths or on/off road bicycle facilities connecting to the subject site.

The development is not anticipated to generate pedestrian or cyclist activity, and these impacts are not considered further in this report.

3 Construction activity

The proposed photovoltaic solar energy facility will be unstaffed, and the construction phase of the development will generate the most traffic, consisting of deliveries of solar panels and prefabricated structural supports. The construction phase of the development will involve the following typical activities:

- construction of the unsealed vehicular accessway off Back Henty Road to the site
- earthworks for construction lay-down area, hardstand area and internal roads
- installation of temporary construction office and amenities
- installation of solar panel arrays
- installation of inverters, transformers and switchgear
- construction of security fence and entrance gate
- drainage and landscaping to council requirements.

Construction of the solar farm will require 30 construction employees for a period of up to 6 months. The 30 employees will be transported to site in 10 light vehicles.

The majority of traffic movements associated with the development will occur during the construction period. Traffic movements generated by the operation of the development will include light vehicle movements associated with maintenance inspections as required, which would be short term and infrequent. Deliveries during construction work would be via rigid articulated vehicles.

MDC condition B4 does not permit access to the site by B-doubles. Deliveries required during construction will be transported to the site via rigid trucks, with the largest vehicle permitted being a 19 m semi-trailer.

3.1 Contact information

Contact information for the site manager and traffic manager will be provided at the entry to the subject site as follows:

- Project manager: Karishma Lakhapate
- Site manager: As displayed at the site entrance
- Traffic manager: As displayed at the site entrance

3.2 Work hours

As per the MDC, the permitted work hours are:

- Monday to Friday 7 am – 6 pm
- Saturday 8 am – 1 pm
- Sunday and Public Holidays No construction activity.

3.3 Construction vehicles

3.3.1 Construction vehicle accessibility

MDC condition B4 states that B-double are not permitted to access the site. The largest construction vehicle allowed would be a 19 m semi-trailer.

Olympic Highway and Back Henty Road are approved B-Double vehicle routes. Therefore, these routes are considered suitable to transport the construction traffic for the proposed development.

Construction vehicles are unlikely to arrive in bunches (i.e. simultaneously). Deliveries of goods and equipment through heavy vehicles will be scheduled to arrive and depart throughout the working day to ensure efficient unloading and handling, and the increase in heavy vehicle is unlikely to affect traffic on the surrounding road network adversely.

3.3.2 Number of vehicles

The construction of the solar energy facility will primarily involve the following vehicle movements:

- light vehicles (LV) for construction staff
- heavy rigid vehicles and articulated vehicles for deliveries
- other vehicles for earthworks, and concrete agitators with road base delivery.

The TIAR summarised the anticipated AM and PM peak hour traffic during construction:

- AM Peak
 - 10 LV (inbound employees)
 - 3 x 2 plant vehicles (inbound and outbound)
 - 1 x 2 deliveries (inbound and outbound)
 - **18 vph** (14 inbound and 4 outbound)
- PM Peak
 - 10 LV (outbound employees)

- 3 x 2 plant vehicles (inbound and outbound)
- 1 x 2 deliveries (inbound and outbound)
- **18 vph** (4 inbound and 14 outbound)

The TIAR provides further detail about the anticipated traffic generated from the construction works - maximum daily vehicle movements of 20 light vehicles per day (vpd) and 16 heavy vpd for deliveries and 12 heavy vpd for earthworks plant. This sums to 20 light vpd and 28 heavy vpd.

As detailed in section 2.3, the adjoining road network carries relatively low levels of traffic, and the local road network is expected to accommodate the low levels of construction traffic generated by the development.

Condition G4 of the MDC specifies that all loading and unloading of vehicles must be undertaken within the site and all vehicles must enter and exit the site in a forward direction.

A 'Drivers Code of Conduct' has been developed as part of this TMP and is provided in Appendix 2 – Drivers' code of conduct.

3.3.3 Transport routes

The TIAR states that distribution of trips generated by the site will be 50% towards Wagga Wagga, and 50% towards Albury.

Deliveries will arrive from Sydney via the delivery route shown in Figure 9, travelling along Hume Highway, Sturt Highway, Olympic Highway, Back Henty Road via Feedlot Road and access the site through the access to Back Henty Road.

Construction traffic from Albury will travel along Hume Highway and Olympic Highway, to reach Back Henty Road via Feedlot Road, as shown in Figure 10.

As discussed in Section 3.3.1, the largest vehicle allowed is a 19 m semi-trailer. Therefore, no B-double or Oversized Over-mass (OSOM) vehicles are permitted.

A secondary access is proposed to Watson Road in case of emergencies only.

3.3.4 School buses

To mitigate any disruptions to school bus traffic, we recommend liaison with the nearby schools in Culcairn and Henty along the construction traffic route, to ensure there is no impact on the school bus traffic.



Figure 9: Proposed transport route for heavy vehicles from Sydney



Figure 10: Proposed transport route for construction traffic from Albury

3.4 Parking

The TIAR indicates the proposed construction laydown area is sufficient to accommodate the expected car parking requirement during the construction phase (10 vehicles).

During the operation phase, a single maintenance vehicle is likely to visit the site at most once a week. It is recommended that an on-site parking space is provided within the site designed in accordance with AS2890.

4 Traffic management

4.1 Cumulative network impacts

The TIAR identified that the surrounding roads generally have low traffic volumes and sufficient capacity to accommodate the additional traffic associated with the 6-month construction period.

4.2 Vehicle accessibility

Vehicular access to the site will be provided from a crossover to Back Henty Road. Vehicles traveling along Olympic Highway will use Feedlot Road and the railway level crossing to access Back Henty Road.

The TIAR details that the width of the access to Back Henty Road must be at least 12.5 m wide to cater for the swept paths of heavy vehicles during the construction phase. Once the access has been designed, swept paths should be undertaken to confirm accessibility for 19 m semi-trailers. Sightlines from the site access should be checked to confirm compliance with AS/NZS 2890.1 Figure 3.2. Vegetation along the property boundary may require removal to achieve the required sightlines.

Figure 11 provides further information on the proposed access to the site.

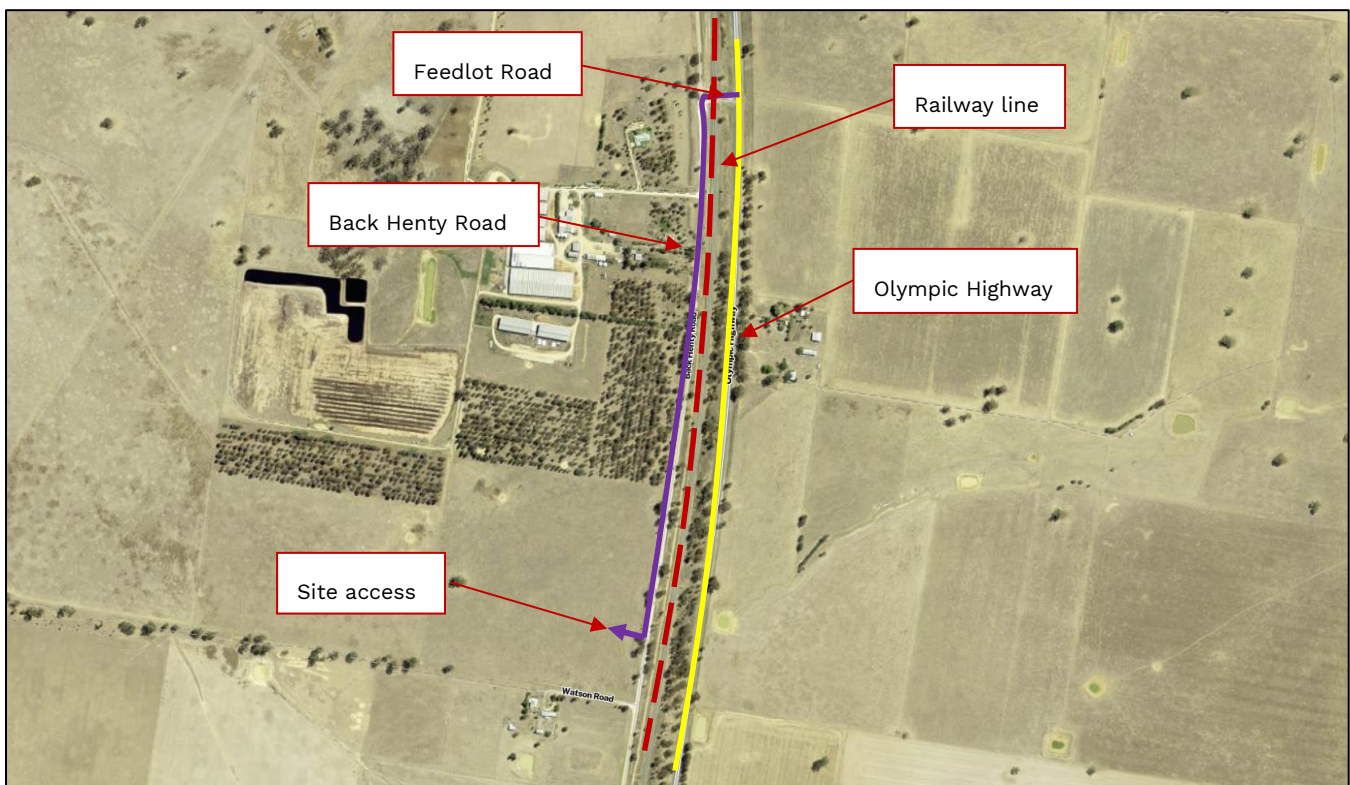


Figure 11: Proposed site access

The construction traffic will travel along Back Henty Road and Feedlot Road to reach Olympic Highway, and drive north towards Sydney, or south towards Albury.

A secondary access is proposed to Watson Road in case of emergencies only.

4.3 Maintenance measures

According to condition E3 of the MDC, any public infrastructure damaged as a result of the construction work must be fully repaired to the written satisfaction of council, and at no cost to council.

4.4 Traffic safety mitigation measures

Given the low traffic volumes and the sufficient sight distance in each direction at the access to the subject site (refer to section 7.4 of the TIAR), no additional traffic safety mitigation measures are required apart from the warning signage detailed in Section 4.5.

4.5 Traffic control plans

No speed limit changes are deemed necessary during construction, operation or decommissioning.

It is recommended to install temporary symbolic Trucks (Crossing or entering) (T2-25) signs (refer to Figure 12) on Back Henty Road in advance of the site access for the duration of the construction period.



Figure 12: Trucks (Crossing or entering) (Symbolic) (T2-25)

4.6 Emergency Vehicle Access

Emergency vehicle access to/from the subject site will be available via the secondary access to Watson Road.

The project or site manager must inform all staff, delivery personnel, and emergency vehicle drivers of any access issues related to the primary access to Back Henty Road.

5 Consultation

5.1 Information

Given that construction traffic will travel through parts of the Greater Hume Council for the entire construction period, it is recommended that construction information packs be provided to adjoining properties and residences and schools in the vicinity of the subject site.

The information packs would include the following information:

- general construction timeline
- brief outline of impacts on the road network
- provide contact information for any further information
- outline the complaints procedure.

Additional flyers should be distributed before significant construction events to inform residents/occupiers of further disruptions.

5.2 Complaints

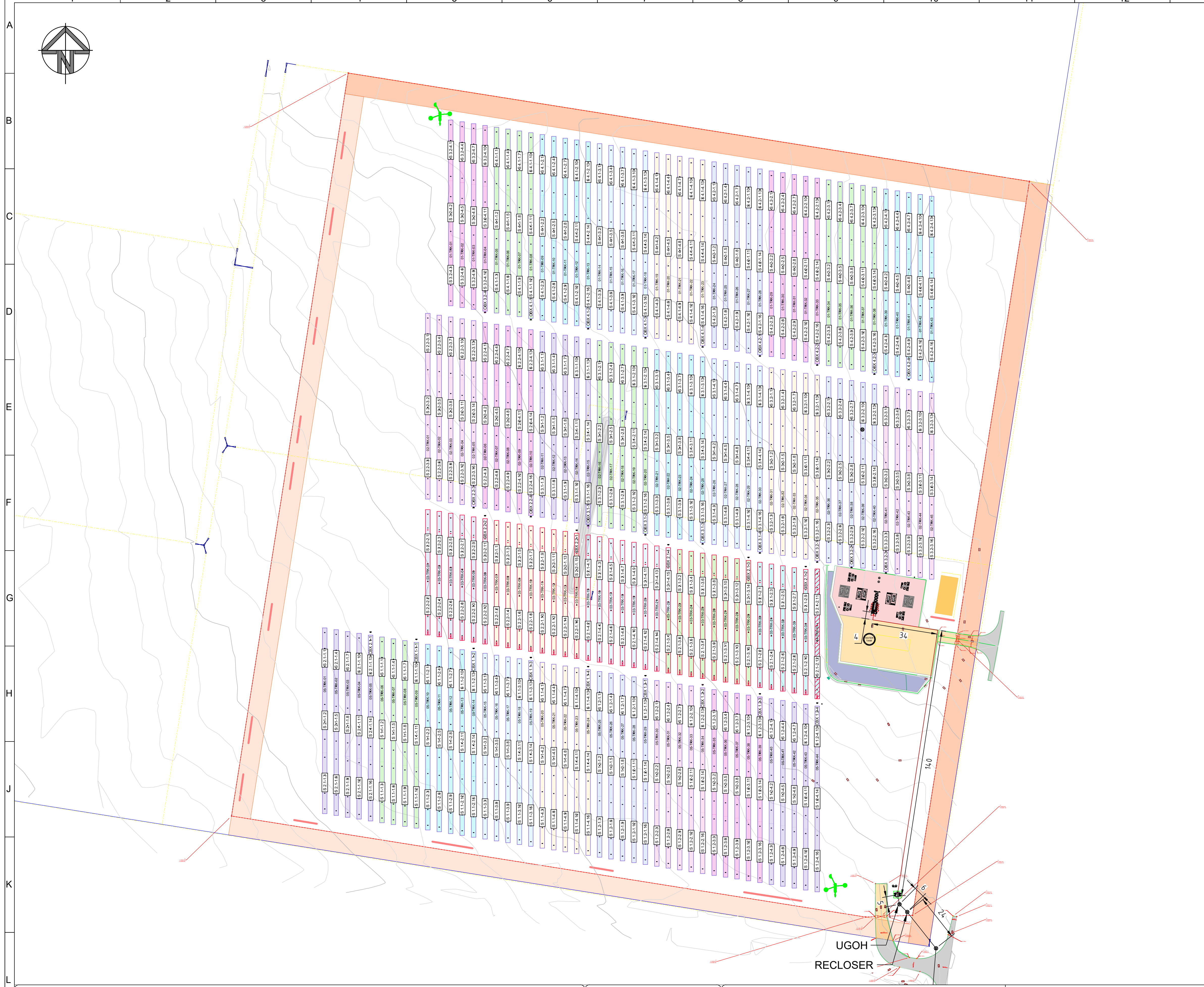
Where complaints are made by the community or other third parties directly to CleanPeak Energy or to subcontractors under its direct control, these will be forwarded to the Project Manager, Site Manager, and Community Relations Manager. Alternatively, there is a website where complaints can be lodged:

<https://cleanpeakenergy.com.au/contact/#whistle>

The project's approach to complaint handling includes the following steps:

- when a complaint is received, the subject site project staff will promptly assess and attempt to resolve it immediately, if possible
- if the subject site project staff cannot resolve the complaint, it will be escalated to the Site Manager for a thorough investigation
- if the complainant is dissatisfied with the process or the outcome of the initial resolution or investigation, they can request an internal review
- if the complainant remains unsatisfied with the internal review, they will be informed about any external review options pursued through council.

Appendix 1 – Development Plans



Equipment Overview			
Item	Model	Rating	Quantity
Inverter	CAB1000 3L2	1375 kVA	4
BESS	EVE S556H210	5.015 MWh	4
DC/DC Converter	DPS1000	1 MW	8

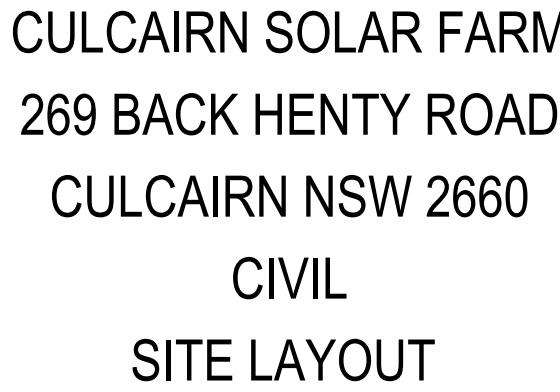
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PCS
INVERTER
BATTERY CONTAINER
NOJA GMK
DC/DC CONVERTER

DESIGN PANEL
DESIGNED 21/02/2026 K.RATANAWIRA
REVIEWED 21/02/2026 P.HADDEN
APPROVED 21/02/2026 K.LAKHAPATE



CleanPeak
ENERGY



A1 SHEET SIZE:	SHEETS: 1 OF 3	D REVISION:
	PROJECT No: CUL19	
SITE ID:		
SUPERSEDES:		
DRAWING NUMBER		
CUL19-CIV-03-003-01		

Appendix 2 – Drivers' code of conduct

A2.1 General requirements

All vehicles and drivers accessing the subject site must:

- be registered and hold a valid driver's license for the class of vehicle being operated
- operate the vehicle safely and appropriately at all times while travelling to, from and within the subject site, including adhering to all Victorian road rules
- all heavy vehicles must adhere to the designated heavy vehicle route
- comply with any directions given by authorised personnel while operating within the subject site.

A2.2 Vehicle speeds

All drivers must observe posted speed limits and adjust speeds to the conditions and road environment.

Vehicle speeds within the site must be appropriate, and drivers must be wary of any pedestrian activity. Pedestrian movements in trafficked areas should be minimised to minimise potential conflicts.

A2.3 Driver fatigue

Drivers must not operate a vehicle or any heavy equipment while impaired by fatigue. If you suspect that you or someone else is experiencing fatigue, please inform your supervisor.

Operators of heavy vehicles should be aware of the legal requirements relating to fatigue as outlined in the Heavy Vehicle National Law. In addition, drivers shall be mindful of the needs of their adopted fatigue management scheme and ensure they operate within the requirements (the NHVR provides further details).

A2.4 Operating hours

All vehicle movements must occur during the nominated operating hours identified in the TMP.

The proposed work hours are as follows:

- Monday to Friday 7:00 am – 6:00 pm
- Saturday 8:00 am – 1:00 pm
- Sunday and Public Holidays No construction work

A2.5 Transport routes

The project team identified that most heavy vehicle deliveries will be from Sydney via Wagga Wagga and will use the proposed route shown in Figure A1.

Construction traffic from Albury will travel along Hume Highway and Olympic Highway, to reach the site, as shown in Figure A2.

All construction traffic will access Back Henty Road via Feedlot Road and proceed along Back Henty Road to reach the site.



Figure A1: Heavy vehicle route from Sydney

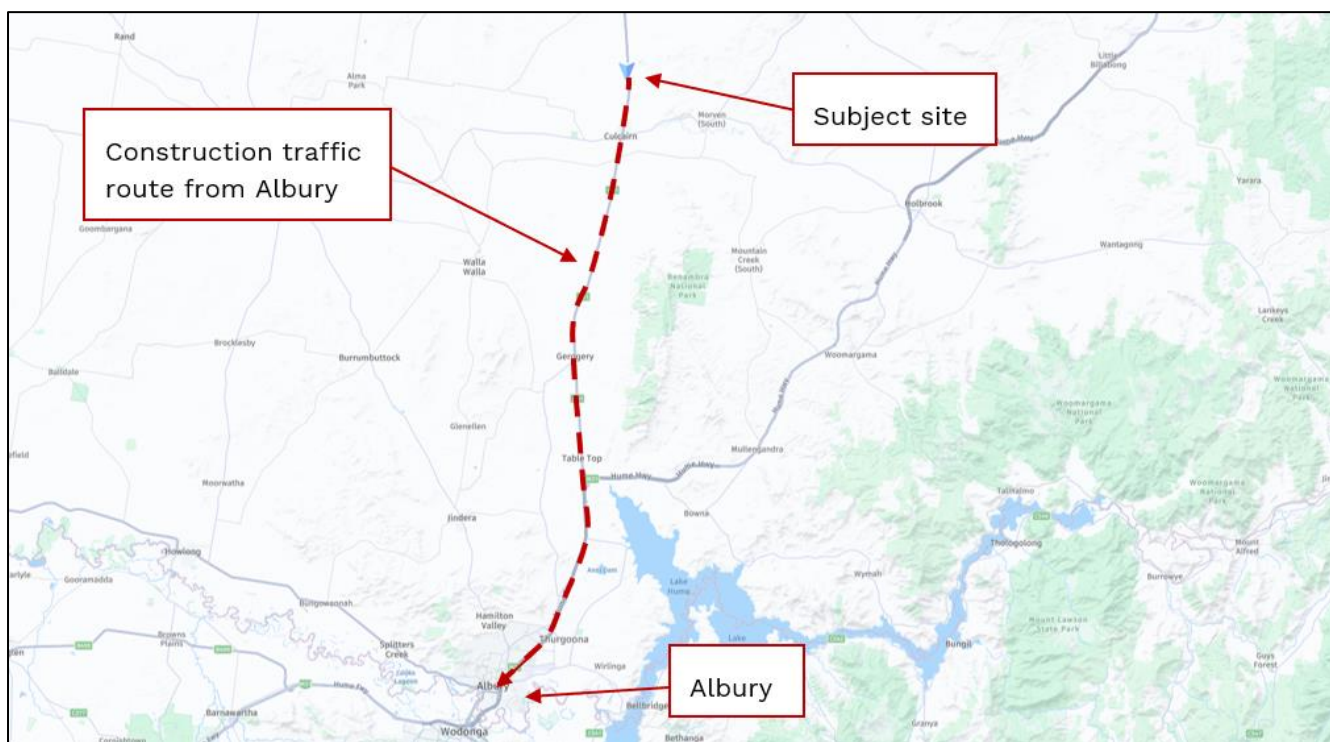


Figure A2: Construction traffic route from Albury

A2.6 Vehicle departure and arrival

Heavy vehicles exiting the site shall be staggered to reduce the impacts on the surrounding road network.

Drivers must contact the site supervisor on arrival and before departure, and all vehicles must enter and exit the site in a forward direction.

A2.7 Penalties and disciplinary action

Any driver who fails to comply with the above requirements will have their details recorded and may be subjected to disciplinary actions.

A2.8 Emergency contact

- a) TfNSW Transport Management Centre 131700
- b) Project manager: Karishma Lakhapate
- c) Site manager: As displayed at site entrance
- d) Traffic manager: As displayed at site entrance

Appendix 3 – Acronyms and terms

Acronyms / terms	Definition
AGRD4	Austroads Guide to Road Design Part 4 – Intersections and crossings
AGRD4A	Austroads Guide to Road Design Part 4A – Unsignalised and signalised intersections
AGTM6	Austroads Guide to Traffic Management Part 6 – Intersections, interchanges and crossings management
AGTM8	Austroads Guide to Traffic Management Part 8 – Local street management
AS/NZS2890.1	Australian Standard / New Zealand Standard 2890.1 Parking facilities Part 1: Off-street car parking
ESD	Entering site distance
SIDRA	SIDRA intersection – micro analytical traffic engineering software to model the performance of intersections
SISD	safe intersection sight distance
TIAR	traffic impact assessment report
TfNSW	Transport for New South Wales
vpd	vehicles per day
vph	vehicles per hour