



Snowy Hydro Limited Kurri Kurri Power Station Traffic Management Plan

Revision No.: 8.1

Revision Date: 28 November 2025

snowyhydro

Acknowledgement of Country

Snowy Hydro acknowledges the traditional custodians of Wonnarua Country, where this Management Plan applies. We pay our respects to Elders of the past, present, and emerging for they have, are, and will leave their footprints behind and continue to share their history, culture and traditions.

Document Control

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Position:	Senior Environmental Advisor
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Document History Prior to Approval:

Revision	Date	Description	Prepared	Reviewed	Approved
Final	20 Dec 2021	Final	S Brennan S Sanderson	M Luger	K Ivanusic
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The initial revisions of this management plan were prepared by Jacobs and Snowy Hydro, and approved by the Department for the Hunter Power Project (now Kurri Kurri Power Station). Details of the review process are detailed in the document history table above. Subsequent versions of the approved management plan have been updated by Snowy Hydro and endorsed by the Department's Environmental Representative, and the reasons for the management plan updates are detailed in the table below.

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Approved Management Plan Revision History:

Approved Revision	Approval Date	Description of Changes	Prepared	Date Endorsed
01	18 Jan 2022	Previously referred to as Amended Final 2 and endorsed by the Department and the ER	A Alcock	25 Feb 2022
02	29 Jun 2022	Document updated in response to approval of the Out of Hours Work Consistency Assessment and the Land Use Consistency Assessment. Changes made to the Traffic Management Plan relate to the change in construction hours and the use of the Precinct 3B area which is a block of vacant land located to the south of the Project Site layout that is proposed to be used for additional parking and laydown areas. The document was issued for the ER to review.	I Strahan	NA
03	17 Aug 2022	The management plan was updated in response to ER review comments on the version 2 document.	R Vazey	18 Aug 2022
04	19 Dec 2022	Addition of Section 4.5 and Appendix D to allow for increases in heavy vehicle numbers outside of standard hours to align with the Department's approval of the out of work hours for continuous concrete pours, and some slight changes to wording in Sections 5.2, 6, 7.2 and Tables 6.1, 7.2 and 8.1.	R Vazey, A van der Kroft, M Luger	11 Jan 2023
05.1	3 Apr 2023	Addition of OSOM Transport Management Plan as Appendix E and also to align with Modification 1 to the Infrastructure Approval	A van der Kroft	6 Apr 2023
06	15 Jan 2024	Document updated in response to the approval of Modification 2 on 18 November 2023.	A van der Kroft	13 Feb 2024
07	10 Dec 2024	Updated to include commissioning activities	A van der Kroft	18 Dec 2024
08	18 Aug 2025	Formatting and content updated for the KKPS operational stage	T Thompson	23 Sep 2025
8.1	28 Nov 2025	Updated in response to DPHI review of Revision 8	T Thompson	22 Dec 2025

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1.0 Introduction

This Traffic Management Plan (Traffic MP) has been prepared for the Kurri Kurri Power Station (KKPS) as a subplan to the overarching Operational Environmental Management Plan (OEMP) for the facility.

The objective of this Traffic MP is to provide a point of reference to ensure the the effective implementation of KKPS' traffic management related commitments, reporting, controls and mitigation measures specified in:

- The KKPS Environmental Impact Statement (EIS)
- Any written directions from the NSW Secretary of the Department of Planning, Housing and Infrastructure (DPHI Secretary);
- The conditions of NSW Infrastructure Approval SSI-12590060 (SSI Approval);
- The conditions of Environment Protection Licence 21627 (EPL21627);
- The conditions of the Federal EPBC Approval 2021/8888 (EPBC Approval), and;
- Applicable legislation.

As a requirement of SSI Approval Condition B48, Snowy Hydro Limited (Snowy Hydro), as the proponent of KKPS, must prepare a Traffic Management Plan in consultation with Cessnock City Council and Transport for New South Wales (TfNSW), and to the satisfaction of the DPHI Secretary. Snowy Hydro must also implement the approved Traffic MP.

As per Condition C21 of the SSI Approval (Staging of Plans) this Traffic Management Plan is for the KKPS operations, and has been prepared to describe:

- the measures to be implemented to ensure compliance with Condition B48 of the SSI Approval
- the measures to ensure operations related traffic and transport commitments within the EIS are implemented
- how traffic, transport and access arrangements shall be managed to minimise impacts on the surrounding road network and community during site operations.

The development of this Traffic MP has been guided by the following traffic management principles:

- Provision of a safe environment for all road users
- Minimising disruption to all road users and surrounding properties
- Maintaining access for emergency services
- Keep road users, transport operators, emergency services and local communities informed in relation to changed traffic conditions.

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1.1 Environmental Management Framework

Snowy Hydro's integrated management system incorporates Health, Safety, Environment, Quality and Asset Management frameworks to meet business requirements. The system is referred to within Snowy Hydro as the Clean, Green and Safe (CGS) Management System, and conforms to:

- ISO 9001 Quality Management Systems
- ISO 14001 Environmental Management Systems
- ISO 45001 Occupational Health & Safety Management System
- ISO 55001 Asset Management Systems

Snowy Hydro currently maintains certification of its CGS Management System to ISO9001, ISO14001, and ISO45001.

This Traffic MP and the overarching OEMP are underpinned by, and align with the wider CGS Management System.

2.0 Overview

2.1 Location

KKPS is located at Loxford, near Kurri Kurri, New South Wales (NSW), within the Cessnock City Council Local Government Area (refer to **Figure 2.1**, and **Figure 2.2**). The facility has been constructed on the site of the former Kurri Kurri Aluminium Smelter, which operated from 1969 to late 2012, closing in 2014.

Figure 2.3 presents the SSI & EPBC Approval boundary for KKPS, overlaid with the EPL boundary.

The site address is 1 Hart Road, Loxford, and is approximately 1.2km from the M15 Hunter Expressway. The site is accessed via Hart Road.

Further details on the location of KKPS can be found in the KKPS OEMP.

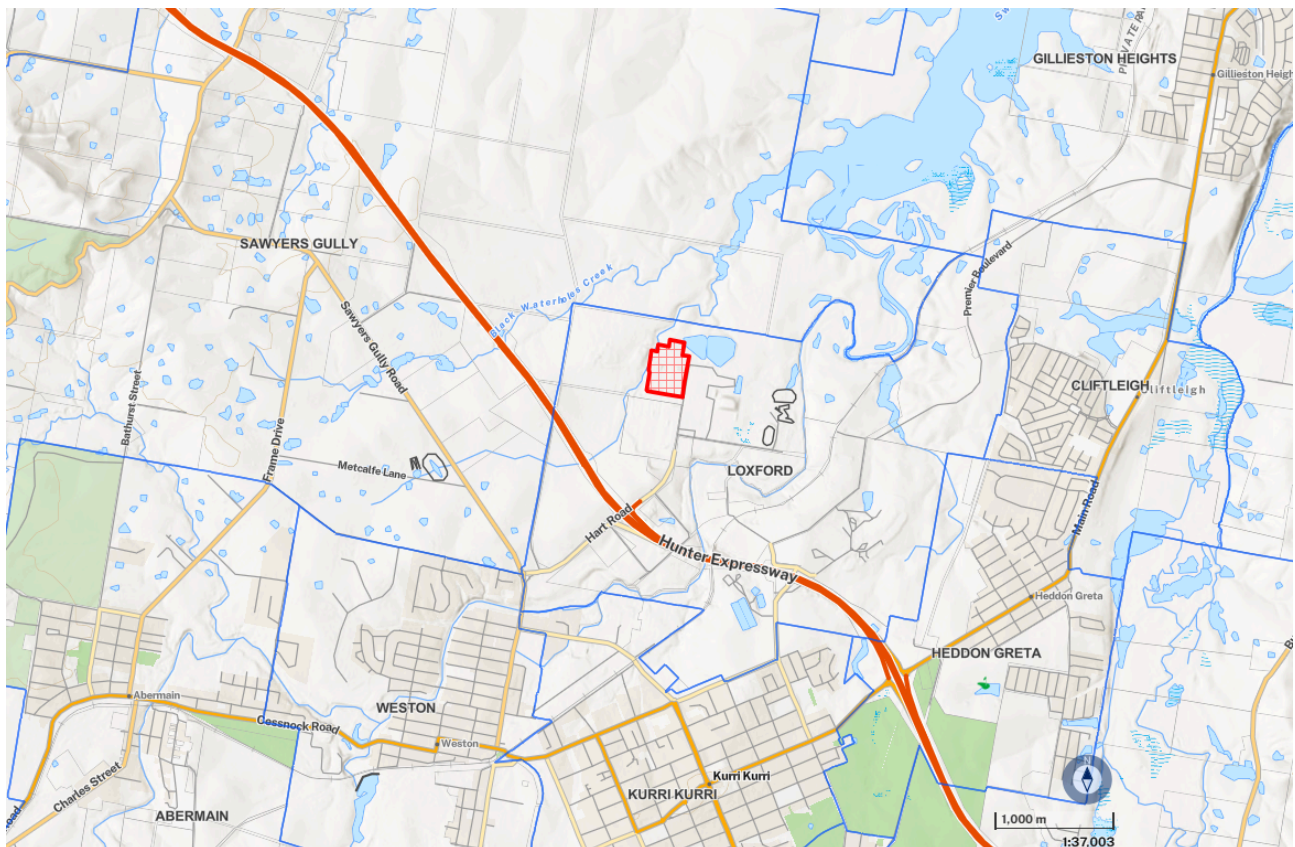


Figure 2.1: Location of the Kurri Kurri Power Station within the regional context (image source: NSW Spatial Services, SDT Explorer)



Figure 2.2: Local context of Kurri Kurri Power Station (image source: NSW Spatial Services, SDT Explorer)

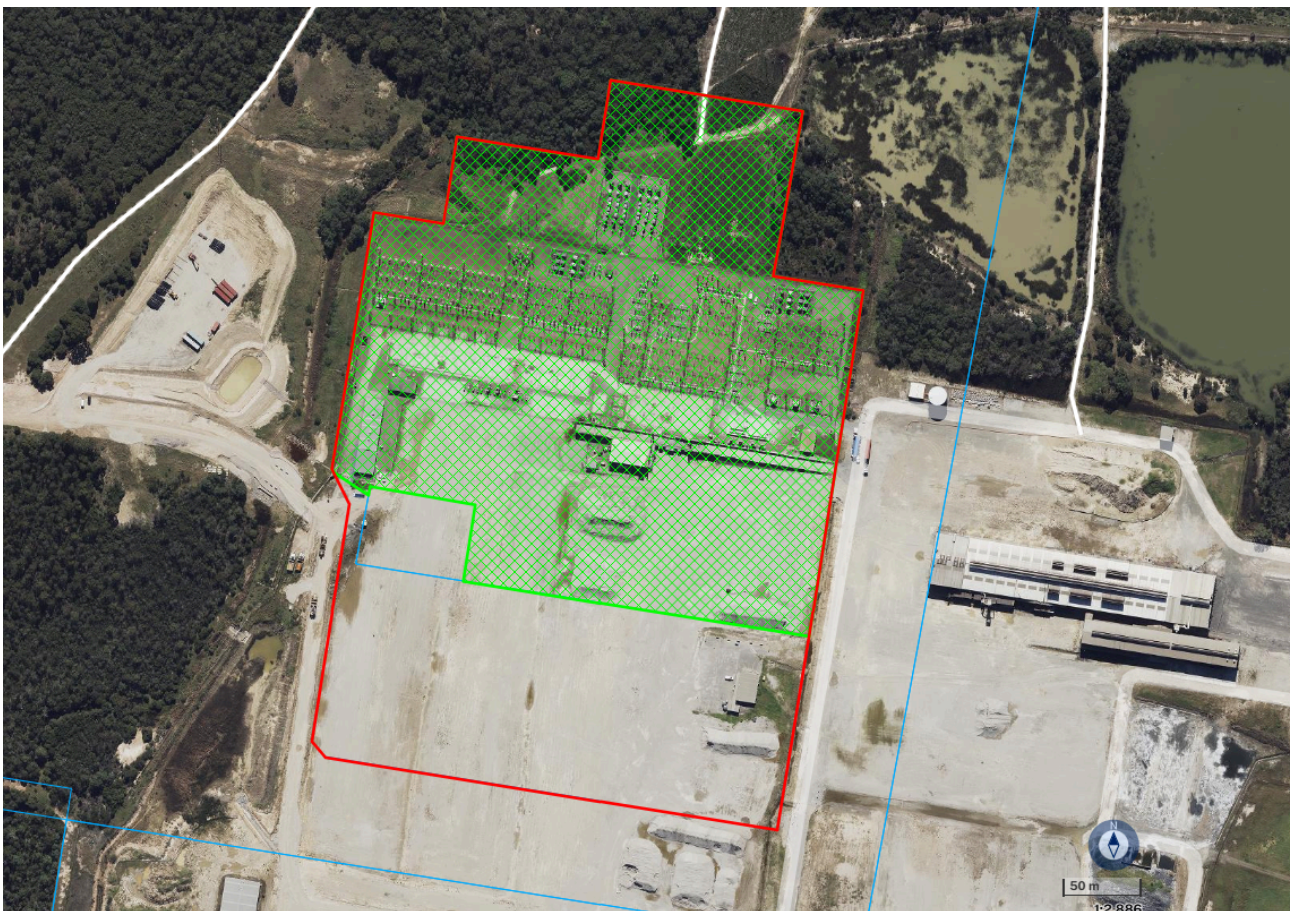


Figure 2.3: Kurri Kurri Power Station boundaries as identified in the SSI and EPBC Approvals (red outline), and EPL21627 (green hatch), (image source: NSW Spatial Services, SDT Explorer)

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2.2 Existing Environment, Surrounding Land Use and Sensitive Receptors

KKPS is located entirely within a former industrial area, on land formerly occupied by the Kurri Kurri aluminium smelter, which ceased operations in 2012, and closed permanently in 2014.

For full details on the existing environment, land use surrounding KKPS and sensitive receptors, please refer to the KKPS OEMP.

2.2.1 Existing Road Network

The primary road network to access KKPS will be via the M15 Hunter Expressway and Hart Road.

The Hunter Expressway is a major motorway providing connectivity between the M1 Pacific Motorway to the New England Highway in the Upper Hunter Valley. The Hunter Expressway is a four lane dual carriageway with a posted speed limit of 110 kilometres per hour (km/h).

Hart Road is a connector road with a posted speed limit of 70 km/h, facilitating access between Loxford and the Hunter Expressway, and to local roads in the Kurri Kurri area. Hart Road is accessible from the Hunter Expressway via on and off-ramps to and from the east (Newcastle direction) only. To access Hart Road from the west (Upper Hunter direction), traffic is required to travel to an interchange located approximately 3km to the southeast of Hart Rd to the intersection of the Hunter Expressway and Main Road at Heddon Greta, and access the Hunter Expressway in the westbound direction.

The Hunter Expressway and Hart Road both permit 25/26 metre B-double and 4.6 metre high vehicles. The Hunter Expressway and Hart Road are also part of the oversize overmass load carrying vehicles network (which permits eligible vehicles operating under the Multi-State Class 1 Load Carrying Vehicles Mass Exemption Notice and the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice), with the travel condition that vehicles or combinations exceeding 3.2 metres in width are not permitted to travel from Monday to Friday from 5:00 am to 9:00 am and from Monday to Friday from 4:00 pm to 6:00 pm (except on State-wide public holidays).

No public transport services operate along Hart Road or the Hunter Expressway in the vicinity of KKPS. Additionally there are no formalised pedestrian or dedicated cycling facilities in the same area.

2.3 Site Operations

KKPS is a 660MW open cycle gas fired power station that operates as a 'firming' generation facility. It is capable of supporting the transition away from fossil fuel baseload generation, through the security of supplying electricity during periods of low and intermittent generation from renewable generators to maintain a reliable and stable National Electricity Market (NEM). It can also support the NEM at short notice and during times of peak demand, including unplanned supply shortages at other baseload generation facilities.

Further details regarding the site operations of KKPS can be located in the KKPS OEMP.

2.4 Key Site Components and Features

Full details of the key site components of KKPS can be located in the KKPS OEMP.

An indicative site layout of KKPS is provided below in **Figure 2.4**.

2.5 Environmental Policy

Snowy Hydro's Environmental Policy is reviewed and updated regularly and can be found in the Snowy Hydro document management system, intranet site (the Grid), and on the public Snowy Hydro website. The link to the public website is provided below.

<https://www.snowyhydro.com.au/about/corporate-governance/>

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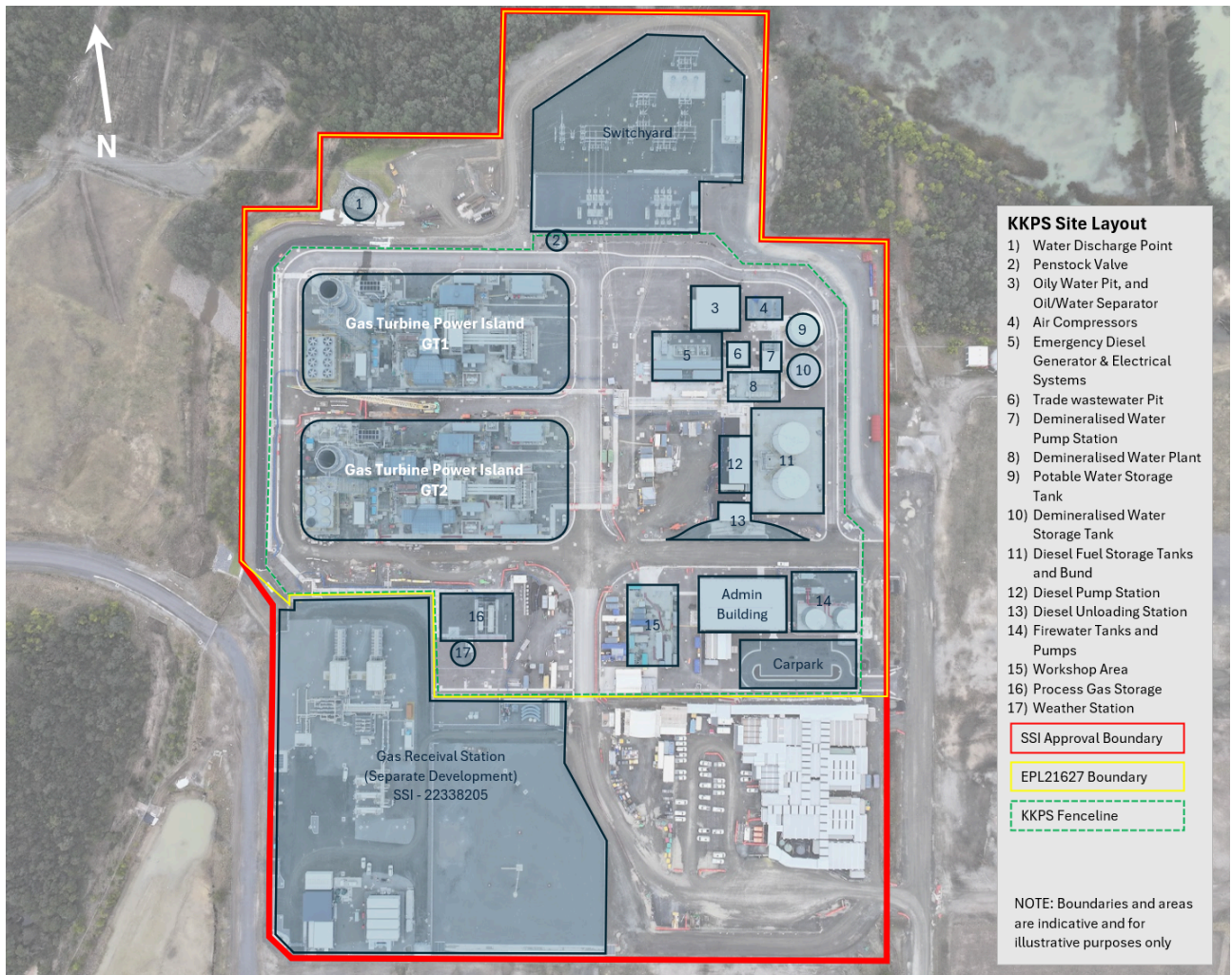


Figure 2.4: Kurri Kurri Power Station Site Layout

3.0 Legislative Compliance

3.1 Applicable Legislation, Standards and Guidelines

This Traffic MP had been developed in accordance with the applicable legislation, and in reference to the standards and guidelines listed in **Table 3.1** below.

Further details on relevant legislation applicable to KKPS can be found in the OEMP.

Table 3.1: Applicable legislation, standards and guidelines

Legislation	Description
<i>Legislation</i>	• Roads Act 1993 • Road Transport Act 2013 • NSW Environmental Planning and Assessment Act 1979 • State Environmental Planning Policy (Infrastructure) 2007 • NSW Road Noise Policy • Heavy Vehicle National Law (NSW) (2013 No 42a)
<i>Standards & Guidelines</i>	• Austroads Guide to Traffic Management • Austroads Guide to Temporary Traffic Management • TfNSW Traffic Control at Worksites Technical Manual (2020) • TfNSW Supplements to Austroads Guide to Temporary Traffic Management (2020) • Australian Standard AS1742- Manual of Uniform Traffic Control Devices.

3.2 SSI Approval Conditions

The traffic management requirements, and the requirements of the Traffic MP specified by Conditions B47 and B48 of the SSI Approval are provided in **Table 3.2**. Several requirements of these conditions do not apply during KKPS operations, and have grey text to improve clarity on the applicable requirements

The applicable administrative conditions of the SSI Approval (Conditions A1 to A24), are summarised in **Table 3.2**, as they remain applicable to this management plan. The full detail of the conditions and where these conditions are addressed is included in the KKPS OEMP.

Table 3.2: Traffic and transport related approval conditions

Condition	Description	Where addressed
PART A: ADMINISTRATIVE CONDITIONS		
A1 to A24	• Obligation to minimise harm to the environment (A1) • Terms of Approval (A2 to A5) • Lapse of Approval (A6) • Limits on Approval (A7) • Limits on Operations (A8 to A12) • Statutory Requirements (A13 to A14) • Notification (A15) • Structural Adequacy (A16) • Demolition (A17) • Protection of Public Infrastructure (A18) • Operation of Plant and Equipment (A19) • Environmental Representative (A20 to A24)	KKPS OEMP
PART B: ENVIRONMENTAL CONDITIONS - GENERAL		
TRAFFIC AND TRANSPORT		
B47	Traffic Management Requirements The Proponent must:	Noted
B47(a)	maintain all roads and utility-related infrastructure on site in a safe and serviceable condition	Section 5.0
B47(b)	provide sufficient parking on site for all vehicles	Section 4.0, Section 5.0
B47(c)	ensure heavy vehicles entering and leaving the site have loads covered or contained	Section 5.0
B47(d)	minimise dust and/or sediment being tracked onto Hart Road and the public road network	Section 5.0
B47(e)	minimise the traffic noise impacts of the development	Section 5.0
B47(f)	keep the public informed of any road or infrastructure upgrades, disruptions to traffic, the closure of roads or other infrastructure, oversize overmass vehicle use, peak construction periods, and any emergencies	Section 5.0
B47(g)	manage traffic flow around the work sites, construction compounds and the Temporary Workforce Accommodation Facility	N/A - does not apply to KKPS operations (construction & commissioning only)
B48	Traffic Management Plan Prior to the commencement of construction, unless the Secretary agrees otherwise, the Proponent must prepare a Traffic Management Plan in consultation with Council and TfNSW for the development and to the satisfaction of the Secretary The Proponent must implement the approved Traffic Management Plan	This Traffic MP

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Condition	Description	Where addressed
B48(a)	describe the measures that would be implemented to comply with the transport management requirements in condition B47 above	Table 3.2, Section 4.0, Section 5.0
B48(b)	include details of the transport route to be used for all construction and operational traffic	Section 4.0
B48(c)	include details of the measures that would be implemented to minimise traffic safety issues and disruption to local users of the transport route/s during construction and operations	Section 5.0
B48(d)	include oversize overmass requirements and management	Section 5.8
B48(e)	include a driver's code of conduct that addresses: i) travelling speeds; ii) driver fatigue; iii) procedures to ensure that drivers adhere to the designated transport routes; and iv) procedures to ensure that drivers implement safe drive practise	Section 5.2 & Appendix A
B48(f)	include a program to: i) record and track vehicle movements; and ii) monitor the effectiveness of these measures	Section 5.3, Section 5.4
B48(g)	include a protocol for undertaking independent dilapidation surveys to assess the existing condition of Hart Road, prior to and following construction and decommissioning activities	N/A - does not apply to KKPS operations (construction & decommissioning only)
B48(h)	include measures to ensure that there are no more than 80 light vehicle movements per hour through the Main Road and Hunter Expressway interchange associated with the development in the morning and afternoon peak periods respectively during the construction period, including a protocol for the monthly verification of the origin of light vehicle movements in the morning and afternoon peak period	N/A - does not apply to KKPS operations (construction & commissioning only)
B48(i)	describe measures to investigate opportunities to promote the use of shuttle buses and car-pooling during the construction period.	N/A - does not apply to KKPS operations (construction & commissioning only)
PART C: ENVIRONMENTAL MANAGEMENT AND REPORTING		
ENVIRONMENTAL MANAGEMENT		

Condition	Description	Where addressed
C5	Revision of Strategies, Plans and Programs Within 3 months, unless the Secretary agrees otherwise, of: a) the submission of an incident report under condition C6 below; b) the submission of an audit report under conditions C15 to C19 below; and c) the approval of any modification to the conditions of this approval; or d) a direction of the Secretary under condition A2 of Schedule 2; the Proponent must review and, if necessary, revise the studies, strategies or plans required under the conditions of approval to the satisfaction of the Secretary. Where this review leads to revisions in any such document, then within 4 weeks of the review the revised document must be submitted to the Secretary for approval, unless otherwise agreed with the Secretary. <i>Note: This is to ensure the strategies, plans and programs are updated on a regular basis, and incorporate any recommended measures to improve the environmental performance of the development.</i>	Section 7.0
COMPLIANCE		
C6	Incident Notification, Reporting and Response The Secretary must be notified in writing via the Major Projects website immediately after the Proponent becomes aware of an incident. The notification must identify the development (including the application number and the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 4.	Section 4.3.2 in the KKPS OEMP
C7	Non-Compliance Notification The Secretary must be notified in writing via the Major Projects website within seven days after the Proponent becomes aware of any non-compliance.	Section 6.5.3 Section 4.3.2a in the KKPS OEMP
C8	A non-compliance notification must identify the development and the application number for it, set out the condition of approval that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	Section 6.5.3 Section 4.3.2a in the KKPS OEMP
C9	A non-compliance which has been notified as an incident does not need to also be notified as a noncompliance.	Section 6.5.3 Section 4.3.2a in the KKPS OEMP
C10	Compliance Reporting Compliance Reports of the development must be carried out in accordance with the Compliance Reporting Requirements outlined in the Compliance Reporting Post Approval Requirements (2020) or its latest version.	Section 4.3.2b in the KKPS OEMP

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Condition	Description	Where addressed
C11	Compliance Reports must be submitted to the Department in accordance with the timeframes set out in the Compliance Reporting Post Approval Requirements (2020) or its latest version, unless otherwise agreed to by the Secretary.	Section 4.3.2b in the KKPS OEMP
C12	The Proponent must make each Compliance Report publicly available within 60 days of submitting it to the Secretary, unless otherwise agreed by the Secretary	Section 4.3.2b in the KKPS OEMP
C13	Notwithstanding the requirements of the Compliance Reporting Post Approval Requirements (2020) or its latest version, the Secretary may approve a request for ongoing annual operational compliance reports to be ceased, where it has been demonstrated to the Secretary's satisfaction that an operational compliance report has demonstrated operational compliance.	Section 4.3.2b in the KKPS OEMP
C14	Notification of Department Prior to commencing the construction, operations, upgrading or decommissioning of the development or the cessation of operations, the Proponent must notify the Department via the Major Projects website portal of the date of commencement, or cessation, of the relevant phase. If any of these phases of the development are to be staged, then the Proponent must notify the Department in writing prior to commencing the relevant stage, and clearly identify the development that would be carried out during the relevant stage.	Section 4.3.3 in the KKPS OEMP
ACCESS TO INFORMATION		

Condition	Description	Where addressed
C20	Before the commencement of construction until the completion of all rehabilitation required under this approval, the Proponent must: a) make the following information and documents (as they are obtained, approved or as otherwise stipulated within the conditions of this approval) publicly available on its website: i) the EIS; ii) all current statutory approvals for the development; iii) all approved strategies, plans and programs required under the conditions of this approval; iv) the proposed staging plans for the development if the construction, operation or decommissioning of the development is to be staged; v) regular reporting on the environmental performance of the development in accordance with the reporting requirements in any plans or programs approved under the conditions of this approval; vi) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this approval, or any approved plans and programs; vii) a summary of the current phase and progress of the development; viii) contact details to enquire about the development or to make a complaint; ix) a complaints register, updated monthly; x) the Annual Reviews of the development; xi) audit reports prepared as part of any Independent Environmental Audit of the development and the Proponent's response to the recommendations in any audit report; xii) any other matter required by the Secretary; and b) keep such information up to date, to the satisfaction of the Secretary.	Section 6.1 in the KKPS OEMP
UPDATING AND STAGING OF STUDIES, STRATEGIES AND PLANS		
C21	To ensure the studies, strategies and plans for the development are updated on a regular basis and incorporate any required measures to improve the environmental performance of the development, the Proponent may submit revised studies, strategies or plans required for the development under the conditions of approval at any time. With the agreement of the Secretary, the Proponent may also submit any study, strategy or plan required under the conditions of this approval on a staged basis.	Section 7.0

Condition	Description	Where addressed
C22	The Secretary may approve a revised strategy or plan required under the conditions of approval, or the stage submission of these documents, at any time. With the approval of the Secretary, the Proponent may prepare the revised or staged strategy or plan without undertaking consultation with all parties nominated under the applicable conditions in this approval. Notes: • While any study, strategy or plan may be submitted on a progressive basis, the Proponent must ensure that the existing operations on site are covered by suitable studies, strategies or plans at all times. • If the submission of any study, strategy or plan is to be staged, then the relevant study, strategy or plan must clearly describe the specific stage to which the study, strategy or plan applies, the relationship of this stage to any future stages, and the trigger for updating the study, strategy or plan.	Section 7.0

3.3 Consultation

The SSI Approval required the Traffic MP to be prepared in consultation with Cessnock City Council and TfNSW, and to the satisfaction of the DPHI Secretary. **Table 3.3** outlines the consultation undertaken during the development of the construction and commissioning stage Traffic MP and the outcomes of that consultation. **Table 3.4** outlines the consultation and outcomes for the operational stage Traffic MP.

Refer to **Appendix B** for the consultation responses summarised in **Table 3.3** and **Table 3.4**

Table 3.3: Consultation during the development of the construction and commissioning stage Traffic MP

Agency	Feedback	Response and where addressed
TfNSW	TfNSW responded the “the following comments are provided for your consideration concerning your submitted draft TMP: Management and Mitigation Measures • OSOM vehicle movements that require adjustments to the State Road network and infrastructure (e.g. TCS, signage etc.) will require separate TfNSW consultation / approval. • TfNSW requests a copy of the Dilapidation Report too please. • TfNSW strongly encourages the promotion of car-pooling for the passenger vehicle class”	• TfNSW consultation and approval will be required for OSOM vehicle movements that require adjustments to the State Road Network (Section 5.8) • A copy of the Hart Road Dilapidation report was provided to TfNSW • Noted, this is addressed in Appendix A.
Cessnock City Council	Council consulted with the Principal Development Engineer and they “have no comments on the plans (Transport and Water)”.	Noted
TfNSW	I confirm that we have no further comment upon the submitted revised draft TMP.	Noted
Cessnock City Council	I have reviewed the tracked changes and confirm that Cessnock City Council has no objection to the proposed changes.	Noted

Table 3.4: Consultation during the development of the operations stage Traffic MP

Agency	Feedback	Response and where addressed
TfNSW	“Development Services have reviewed the proposed TMP and has no further comments”	Noted.
Cessnock City Council	“We wish to advise that Council has no further comments on the EMPs and supports their implementation as drafted.”	Noted.

4.0 Operational Activities and Impacts

Typical operations at KKPS involve permanent onsite staff performing regular office based work, maintenance, functional tests and facility upkeep activities between approximately 7:00am and 4:00pm on weekdays. However, site staff numbers are not expected to exceed an average of 10 full-time equivalent persons.

As such, typical operation would generate an estimated 10 light vehicle trips in the hour before shift commencing and in the hour after shift ending. A small number of additional support staff and deliveries of consumables, waste disposal, sanitary services, and specialist maintenance staff may also be generated on a weekly basis.

At specific intervals throughout KKPS operations, additional traffic would be generated by the following activities:

- Diesel fuel delivery: B-double road tankers are used to refill the onsite diesel storage tanks. The refilling of the storage tanks is dependent on the number of times and hours KKPS is generating on diesel.
- If unused, diesel may need to be replaced at approximately 12 to 24 month intervals (depending on the condition of the diesel). Depending on the volume required to be replaced, up to six tankers are expected to access KKPS each day (12 movements total), until the diesel tanks are drained and replenished.
- Gas Turbine (GT) overhauls: there would be a need to undertake minor inspections, hot gas path inspections and major inspections of each gas turbine and auxiliaries. The timings of each will be largely dependent on the equivalent operating hours, starts per year, operation conditions and the GT service agreement. Major overhauls may increase staff numbers by up to 30 to 50 workers for a period of approximately six to eight weeks, depending on outage requirements

Access and egress to KKPS during the operational stage is primarily via Hart Road and the Hunter Expressway.

Deliveries are expected to be transported from the Lower Hunter region, with permanent site based workers living in major population centres around the Lower Hunter.

All parking required for normal operations will be accommodated in designated parking areas within the KKPS site.

Traffic generated by KKPS operations is expected to have a minimal impact on the surrounding road network as the Hunter Expressway, and Hart Road typically carry low traffic volumes and/or have spare capacity to accommodate the low increase in KKPS operational traffic volume.

Forecast traffic generation during KKPS operations is summarised in **Table 4.1**, with transport routes for operational traffic depicted in **Figures 4.1, 4.2 and 4.3**.

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Table 4.1: Operational traffic volumes and timing

Activity	Vehicle Type	Maximum expected vehicle movements	Typical Arrival / Departure Times	Timing
Normal Operations	Passenger (Light vehicle)	20 (10 per AM/PM peak)	7:00am / 4:00pm	Weekdays
Deliveries and site support	Light Commercial	4	Off-peak	Weekly
Diesel Fuel Delivery	B-Double (tri-axle)	12	8:00am / 4:00pm	Daily during, or following generation on diesel fuel
GT Major Overhaul	Passenger (cars, vans, utilities)	80	7:00am / 4:00pm	6 days per week over a 6-8 week period, approximately every 10 years
	Heavy Rigid (cranes, trucks)	10	Off-peak	Ad-hoc movements prior to/following GT overhaul, approximately every 10 years

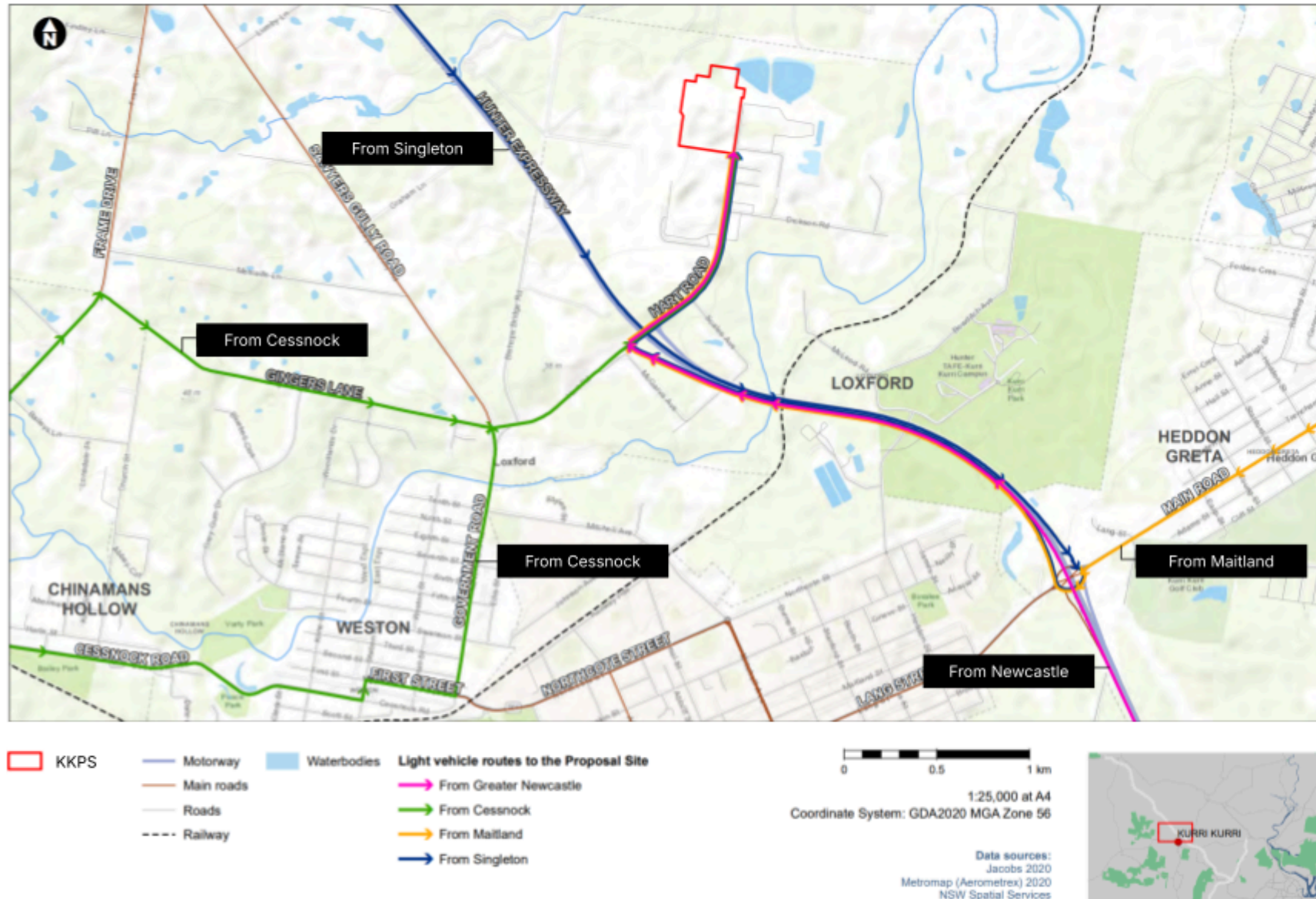


Figure 4.1: Light vehicle routes to KKPS

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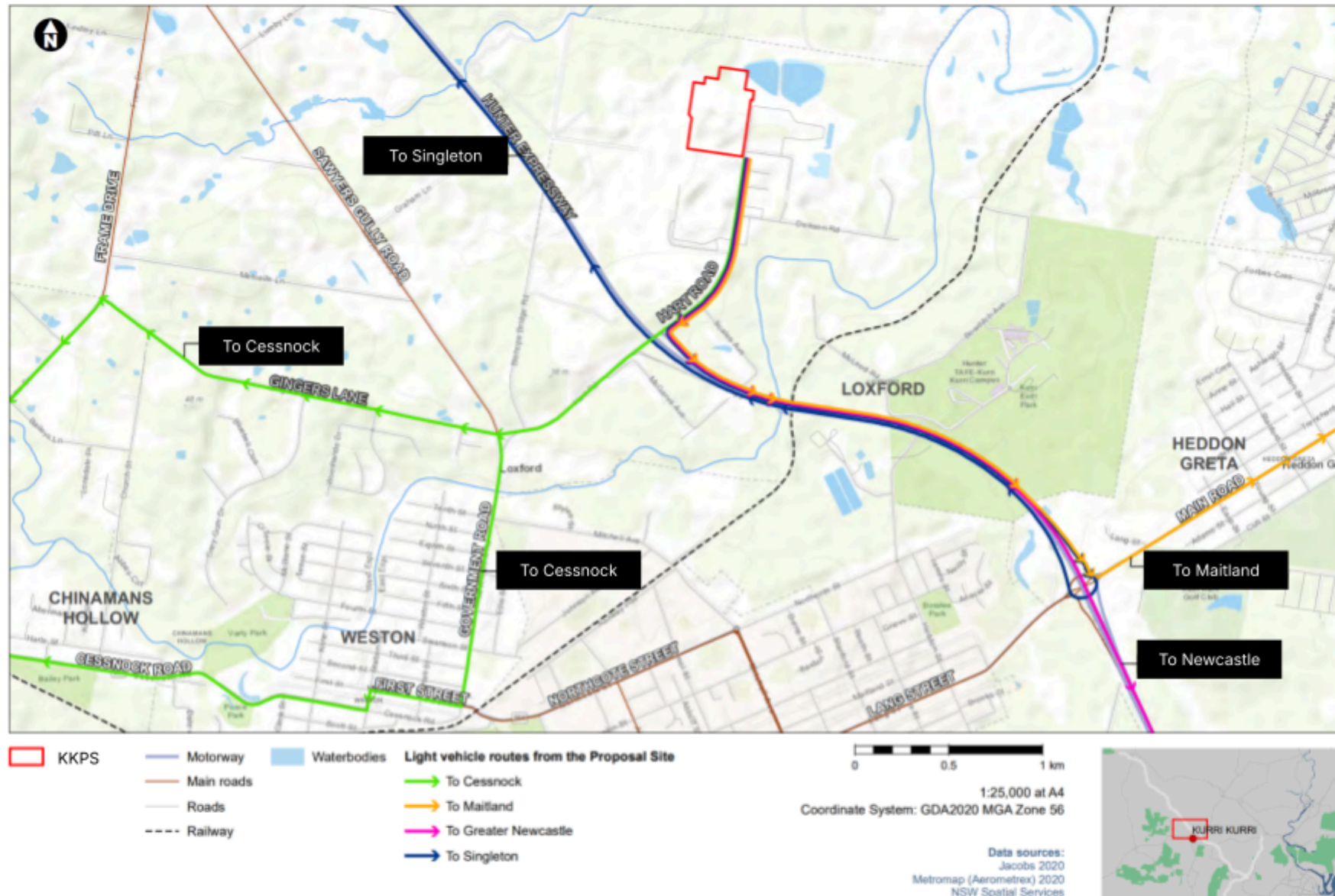


Figure 4.2: Light vehicle routes from KKPS

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Figure 4.3: Heavy vehicle routes to and from KKPS

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5.0 Management and Mitigation Measures

5.1 Overview of Measures

As indicated in **Section 4.0**, traffic impacts caused by KKPS operations are expected to be minimal, however the management and mitigation measures described in **Table 5.1** will be implemented to further ensure any potential impacts are mitigated appropriately.

Table 5.1: Traffic and transport management measures, including EIS mitigation measures

	Management Measures
Operational traffic	• All drivers will be required to adhere to the Driver Code of Conduct • Vehicles will be required to enter and leave the Project Site in a forward direction where possible, to minimise collision and safety risks • Heavy vehicle movements to and from the Project Site will be scheduled to minimise traffic disruption to the surrounding road network. • All loading /unloading activities will occur within the Project Site • Dedicated and demarcated parking areas will be provided
Road Safety	• Public roads and access points will not be obstructed by any materials, vehicles, skip bins or the like, under any circumstances • Specific warning signs will be installed where relevant to warn existing road users of road hazards • Internal roads will be maintained to be fit-for-purpose, with regular inspections undertaken to assess condition • The internal road layout design accounts for the turning paths of the largest anticipated vehicles to enable movements in and out of the site to be made in a forward direction.
Road Condition	• Heavy vehicles entering and leaving the site will have loads covered or contained. • All vehicle movements will be done so as to minimise dust and/or prevent material tracking onto public roadways • All vehicles leaving the site will be cleaned of materials that may fall on the roadway before they are allowed to leave the site.
EIS Commitment	• To manage oversize overmass (OSOM) vehicle movements, a permit will be sought from the NHVR and a separate OSOM Transport Management Plan will be prepared and will include: ◦ Identification of route ◦ Measures to provide an escort for the loads ◦ Times of transporting to minimise impacts on the road network ◦ Communication strategy and liaising with emergency services and police. • Affected parties including emergency services will be notified in advance of any disruptions to traffic and restriction of access impacted by KKPS activities

5.2 Driver Code of Conduct

To promote safe outcomes and minimise the impact of individual driver behaviours on all road users throughout KKPS operations, a Driver Code of Conduct has been prepared and is included in **Appendix A**. The Driver Code of Conduct outlines acceptable behaviour for all vehicle drivers in connection with KKPS, and includes:

- General requirements including site induction requirements
- Travelling speeds and safe driving practices, particularly through residential areas and school zones
- Fatigue management
- Adherence to designated transport routes and heavy vehicle noise
- Public complaint resolution and penalties and disciplinary action.

Before conducting work at KKPS, workers will be required to complete a KKPS Site Induction, which will require workers to understand and acknowledge the Driver Code of Conduct. The expectations of the Driver Code of Conduct will be further reiterated through pre-start meetings as required.

Heavy vehicle haulage routes will be communicated to haulage contractors during the procurement stage and requirements of the Drivers Code of Conduct, route use and compliance included in their contracts/service agreements.

The Driver Code of Conduct includes an element of fatigue management. This includes the requirements for vehicle drivers at KKPS to appropriately manage their fatigue, be suitably rested and for operators of heavy vehicles to comply with the Chain of Responsibility legal requirements under the National Heavy Vehicle Law (Heavy Vehicle (Adoption of National Law) Act 2013). The fatigue management standards including those outlined in the Chain of Responsibility will be consistent with the standards outlined in Snowy Hydros Fatigue Management Procedures.

5.3 In-Vehicle Monitoring System (IVMS)

All Snowy Hydro vehicles are fitted with an IVMS to track and monitor vehicle location, activity, and driver behaviour such as seatbelt compliance, harsh acceleration/deceleration and over-speed events. The IVMS provides drivers with audible real-time alerts, and reports, with anonymised reporting shared with business stakeholders for regular review.

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5.4 Site Deliveries

Delivery vehicles shall notify KKPS personnel prior to their intended arrival time to ensure any impacts to site safety are avoided, and to minimise impacts to the road network in and around KKPS.

Vehicles will be scheduled where practical to avoid conflict with local traffic.

Upon arrival, delivery drivers shall notify KKPS personnel and follow the directives provided by authorised KKPS personnel.

All delivery drivers must comply with the minimum site standards for Personnel Protective equipment.

To minimise confusion and potential hazards, site plans with access points clearly identified will be distributed to all suppliers and updated as required.

Public roads will not be used as a waiting area for trucks delivering or awaiting to pick up goods.

5.5 Material Tracking and Covered Loads

In accordance with TfNSW requirements and Condition O3.3 of EPL21627, all vehicles transporting loose, or dust generating materials must have their entire load covered and/or secured at all times (except during loading and unloading) to prevent any large items, excess dust or dirt particles escaping, or depositing onto roadways during travel to and from KKPS the site.

5.6 Adverse weather events

Management measures during and following adverse weather events will be considered on a 'per event' basis, and may include reducing vehicle speeds, use of fog lights during periods of low visibility, cessation of works, and advising suppliers to delay deliveries.

These measures are included in the Drivers Code of Conduct.

5.7 Dangerous Goods

The most current version of the Australian Code for the Transport of Dangerous Goods by Road and Rail (currently Edition 7.7 October 2020), will be strictly adhered to if chemicals, hazardous materials and other dangerous goods are required to be transported during any stage of KKPS operations.

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5.8 Emergency Services

Emergency services will be advised of all planned changes to traffic arrangements prior to applying the changes. Advice will include information about upcoming traffic disruptions, anticipated delays to traffic, OSOM vehicle deliveries, or site operating conditions that may have traffic or roadway impacts.

Asset Protection Zone areas and perimeter roadways will be maintained in a condition that ensures access for emergency vehicles and equipment will not be impeded.

KKPS site personnel will provide assistance with emergency access to KKPS in the event of an emergency.

5.9 Oversize, Overmass (OSOM) Vehicle Management

To manage OSOM vehicle movements, a permit will be sought from the NHVR and a separate OSOM Transport Management Plan will be prepared in accordance with applicable TfNSW and NHVR requirements, and will include:

- Identification of route
- Measures to provide an escort for the loads
- Times of transporting to minimise impacts on the road network
- Communication strategy and liaising with emergency services and police.

5.10 Informing the Public

To ensure the public are appropriately informed of KKPS activities that may impact on local roads and traffic flows, Snowy Hydro shall develop the most appropriate method to communicate the required information to the public based on the nature of the activity, anticipated impacts, to ensure the safety of all road users.

The events that the public may be informed about that may affect local roads and traffic flow include, however are not limited to:

- Road or infrastructure upgrades
- Disruptions to traffic flow
- Closure of roads or other infrastructure
- OSOM vehicle use
- Significant change to site traffic volumes
- Site emergencies that may impacting local roads and traffic

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6.0 Compliance Management

Specific aspects of the compliance tracking program used to provide oversight for compliance at KKPS is provided in the OEMP.

Environmental compliance at KKPS is demonstrated in Annual Compliance Reports submitted to DPHI and DECCWW addressing compliance reporting obligations in the SSI and EPBC Approvals, and the Annual Return to the NSW EPA.

Within Snowy Hydro, compliance is reported monthly to the operations executive committee and then to the Snowy Hydro Board. The reports to the operations executive include any identified non-compliances with the conditions of the SSI Approval, EPBC Approval, EPL21627, or any other applicable compliance obligation.

6.1 Monitoring and Reporting

Regular monitoring and inspections of the management and mitigation measures outlined in this Waste MP shall occur at a regular frequencies, and will include, however not be limited to:

- General site based inspections of internal roads and adjacent public roadways included as a routine task for KKPS Production Technicians to ensure;
 - Road markings and signage are clearly visible and secure, and fit for purpose
 - Roadways, carparks and other areas remain free of obstructions, overgrown vegetation/weeds, and have clear site lines to allow safe vehicle movements

As a minimum, site inspections are conducted on a daily basis, with numerous ad-hoc opportunities to observe site conditions by all site personnel.

- Targeted inspections conducted by Snowy Hydro personnel, or an external party to ensure existing traffic management measures remain effective and fit-for-purpose. Targeted inspections may be conducted during periods where additional traffic management controls are required, or to identify potential improvement opportunities, or a specific traffic management related concern.
- Environmental auditing and assurance activities to assess ongoing compliance with the requirements of this Traffic MP, and applicable Snowy Hydro policies and procedures
- Investigation of traffic/vehicle related incidents, to identify causes, preventative actions and improvement opportunities, as well as tracking identified actions to ensure timely and effective implementation.

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6.2 Auditing

Auditing and assurance activities are undertaken to assess the effectiveness of environmental controls, and ongoing compliance with the KKPS OEMP and associated subplans, applicable SSI Approval conditions, EPBC Approval conditions and EPL21627.

Audits and assurance activities at KKPS include:

- Regular site based inspections
- Internal audits
- External audits, consisting of;
 - SSI Independent Compliance Audits
 - SSI Independent Site Hazard Audits
 - EPBC Independent Audit
 - Environmental Management System Audits

Auditing and assurance activities will be undertaken in accordance with the KKPS OEMP.

6.3 Training

Formal training is developed in accordance with Snowy Hydro's Training and Development Procedure, and is administered in the company's Learning Management System (LMS) which maintains training requirements for individuals and completion records of training attended.

Personnel working at KKPS receive training relevant to their role and the required skills to fulfil their role in a competent manner. Environmental training and awareness activities that are facilitated include:

- Snowy Hydro Environmental Induction
- KKPS Site Induction
- Environmental Compliance Training
- Specialised Environmental Training
- Targeted Environmental Awareness Packages
- Daily Pre-start Meetings

Further detail on environmental related training and awareness packages are described in the KKPS OEMP.

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6.4 Traffic Management Responsibilities

During normal operating hours, KKPS is staffed by a Plant Manager, Planning Officer, and a team of Production Technicians. The Plant Manager holds overall responsibility for the management and safe operation of KKPS, including traffic management.

Local support for KKPS is provided at all times, with the KKPS Production Technicians available on a rostered on-call basis.

Environmental, Safety, Production and Engineering support is provided by the relevant Snowy Hydro teams based locally or Cooma as required.

Detail on the roles and responsibilities for environmental management, which includes traffic management, is provided in the KKPS OEMP.

6.5 Reporting and Notification Requirements

6.5.1 Incidents - Internal Reporting

Incidents at KKPS are managed in accordance with Snowy Hydro's Incident Management Procedure, and classified in accordance with the Safety and Environment Incident Classification Matrix. Incident management procedures are accessible on the Snowy Hydro Intranet, which provide guidance on internal notification and investigation requirements.

Any incident or near hit, including non-compliances and community complaints, should be reported in the event management system and communicated with the appropriate stakeholders.

6.5.2 Environmental Incidents - External Reporting

The response to a pollution incident causing or threatening material harm to the environment is detailed in the KKPS Emergency Response Handbook (ERH). The ERH serves as the KKPS Pollution Incident Response Management Plan (PIRMP), which is a document required by all holders of an Environment Protection Licence (EPL) under Part 5.7A of the POEO Act. A publicly available version of the PIRMP (internet based version) is also available on the Snowy Hydro website.

For full details on the external reporting requirements for environmental incidents, please refer to the KKPS OEMP.

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6.5.3 Non-compliance Notification - SSI Approval

As per Condition C7 of the SSI Approval, Snowy Hydro must notify the DPHI Secretary via the Major Projects Portal of any non-compliance with the conditions of the SSI Approval, within seven days after becoming aware of the non-compliance. The details required for this notification are provided in condition C8 of the SSI Approval, and must:

- Identify the development
- The application number
- The condition/s that have not been complied with, and
- The actions taken, or will be undertaken to address the non-compliance.

Note that this excludes any non-compliances that have already been notified via the Major Projects Portal as an incident.

Further details on non-compliance notification requirements are provided in the KKPS OEMP.

6.5.4 Non-compliance Notification - EPBC Approval

As per Condition 8 of the EPBC Approval, Snowy Hydro must notify the Federal Department responsible for administering the EPBC Act (presently the Department of Climate Change, Energy, the Environment and Water) in writing of any incident, as defined by the terms of the approval, non-compliance with the conditions of the EPBC Approval or non-compliance with commitments made in any plans required under the EPBC Approval as soon as practicable, but no later than two business days after becoming aware of the non-compliance. The details required for this notification and follow up requirements are provided in conditions 8 and 9 of the EPBC Approval.

Further details on non-compliance notification requirements are provided in the KKPS OEMP.

6.5.5 Statutory Environmental Reporting and Notifications

At KKPS, there are numerous statutory environmental reporting and notification requirements. Further detail on the statutory environmental reporting and notification requirements can be found in the KKPS OEMP.

6.6 Record Keeping

Records must be kept for all monitoring, investigation, communication, agreements, incidents, reports and any other matter that has the potential to be referred to in the future. Documentation and records relating to site operations shall be retained in accordance with Snowy Hydro's Information Asset Management Procedure.

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EPL21627 specifies documentation and records relating to environmental management, monitoring, and reporting must be retained for a minimum of four years. These documents and records must be available onsite in hard copy or electronically within the Snowy Hydro Document Management System.

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6.7 Community Enquiries, Complaints and Feedback

Snowy Hydro maintains several avenues for members of the community to make contact in relation to any aspect of KKPS. In addition to a dedicated telephone complaints line required by condition M7 of EPL21627, Snowy Hydro can also be contacted by email and via post.

Contact details for community complaints, enquiries and other feedback relevant to KKPS are:

Telephone: 1800 766 333 (freecall)

Email: info@snowyhydro.com.au

Post: PO Box 332
Cooma NSW 2630

These contact details are advertised to the public on the Snowy Hydro website, in the White Pages telephone directory. The telephone number is also provided in the KKPS PIRMP.

The provision of the above contact details also satisfies the requirements of Condition C20(a)(viii) of the SSI Approval.

Full details can be found in the KKPS OEMP.

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7.0 Document Review

The KKPS OEMP and associated subplans, including this Traffic MP, are not static documents, and are regularly reviewed and updated as required to reflect changes in environmental management requirements and/or statutory obligations. Updates to this Traffic MP may be made in response to:

- scheduled reviews of the OEMP, and/or associated subplans
- regulatory changes
- internal or external audit recommendations
- issues identified in Annual Compliance Reports or EPL Annual Returns
- staff and organisational changes
- incidents and investigation outcomes; and
- new initiatives in environmental management.

The SSI Approval specifies (Condition C5) that within three months of the following listed triggers, Snowy Hydro shall review and, if necessary, revise the OEMP, and relevant studies, strategies or plans required under the SSI Approval. If the review of the relevant document(s) leads to an updated revision, the document(s) will be submitted to DPHI Secretary for approval via the Major Projects Portal within 4 weeks of the document review.

The specified triggers listed under Condition C5 of the SSI approval to review applicable document(s) are:

- DPHI notification of an incident that has caused or threatened material harm (condition C6)
- The submission of an Independent Environmental Audit (conditions C15-C19)
- DPHI granting approval to a modification of any condition in the SSI Approval, or
- A direction from the DPHI Secretary

Notwithstanding the above triggers, Conditions C21 and C22 of the SSI Approval allows for Snowy Hydro to submit revised studies, strategies or plans required for KKPS under a condition of the SSI Approval at any time, and for the DPHI Secretary to approve these at any time.

With the agreement of the DPHI Secretary, the Proponent may also submit any study, strategy or plan required under the conditions of this approval on a staged basis. With the approval of the DPHI Secretary, the Proponent may prepare the revised or staged strategy or plan without undertaking consultation with all parties nominated under the applicable conditions in this approval.

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Appendix A: Driver Code of Conduct

The Driver Code of Conduct is to ensure that light and heavy drivers adhere to safe driving practices.

All workers are to exhibit responsible driving behaviours and adhere to the Driver Code of Conduct.

All workers are to comply with relevant Snowy Hydro policies and procedures, and Snowy Hydro's Life Saving Rules.

1) General Requirements

Light and heavy vehicle drivers conducting work activities at Kurri Kurri Power Station must:

- Have undertaken a site induction carried out by a suitably qualified employee
- Hold a valid driver's licence for the class of vehicle that they are operating and carry a current driver's licence while operating a vehicle
- Operate the vehicle in a safe manner to, from and within the site in accordance with all road rules pertaining to the vehicle, particularly in residential areas or at school zones
- Comply with the direction of authorised site personnel when within the site.

All incidents, hazards and near misses, whether resulting in an injury or not, must be reported to site management immediately. This includes incidents, hazards and near misses which have occurred on or while travelling to and from the site.

Regular toolboxes will be held to outline the potential hazards of travel on the designated routes including locations with increased collision risk, damaged road infrastructure, potential noise impacts and school zones.

2) Light and heavy vehicle speed

Light and heavy vehicle drivers are to be made aware of two types of speeding:

- Where a vehicle driver travels faster than the posted speed limit
- Where a vehicle driver travels within the posted speed limit but at a speed which is inappropriate for road conditions e.g. rain, fog, unsealed roads.

All vehicle drivers are to observe the posted speed limits to comply with Australian Road Rules. Drivers must adjust their speed appropriately to suit the road environment and weather conditions. Drivers must adjust their speed appropriately through residential areas and school zones.

3) Light and heavy vehicle driver fatigue

All workers at KKPS shall abide by Snowy Hydro's Fatigue Management Procedure.

Under the Heavy Vehicle Driver Fatigue Reform (National Transport Commission 2008), all drivers of trucks and truck combinations over 12 tonne GMV (except for Ministerial Exemption Notices that may apply) are required to operate under one of three fatigue management schemes:

- Standard Hours of Operation

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- Basic Fatigue Management
- Advanced Fatigue Management.

All heavy vehicle operators are to be aware of their adopted fatigue management scheme and operate within its requirements.

4) Adherence to designated transport routes

Light and heavy drivers must follow the designated transport routes agreed upon with site personnel to and from Kurri Kurri Power Station. Heavy vehicles must travel only on heavy vehicle-approved roads and must access and depart the site via the Hunter Expressway and Hart Road.

5) Safety in residential areas and school zones

Drivers are required to be aware and show care when driving through residential areas and near schools, particularly between the morning (8:00am to 9:30am) and afternoon (2:30pm to 4:00pm) periods. Drivers are to be mindful of children being dropped off and picked up at bus stops and at schools during these periods. Drivers are to comply with 40km/h speed limit for traffic passing a school bus as well as within school zones. Drivers are to give pedestrians a wide berth and be aware of the pedestrians' safety, road users' safety and their own safety at all times.

6) Heavy vehicle noise

If possible, heavy vehicle drivers will not use compression brakes near residential areas as compression brakes can cause excessive noise, especially at night. Compression braking throughout residential areas is only to be used if required for safety reasons. When driving near residential areas, a reduction in speed is recommended to minimise the need to use compression brakes.

All heavy vehicles must be fitted with audible reversing alarms for the safety of all personnel. However, audible reversing alarms can be noisy and heavy vehicle drivers will minimise reversing near residential areas.

7) Public complaint resolution

To assist in the orderly resolution of complaints, Snowy Hydro will maintain a register detailing all reported complaints from members of the public, which includes concerns with vehicle driver conduct.

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Appendix B: Consultation Records

Construction and Commissioning Stage Traffic MP

RE: Hunter project management plan feedback

Sarah Hyatt <Sarah.Hyatt@cessnock.nsw.gov.au>
To: Ian Smith <ian.smith@snowyhydro.com.au>, Peter Giannopoulos <Peter.Giannopoulos@cessnock.nsw.gov.au>
Cc: "Luger, Mike" <Mike.Luger@jacobs.com>

24 November 2021 at 15:18

Hi Ian,

As discussed this morning, Council does not have any specific comments in relation to the Traffic Management Plan and Water Management Plan sent through for review.

If there are any changes to these documents, Council is happy to provide further input where required.

Kind regards,



Sarah Hyatt Acting Team Leader Development Services

62-78 Vincent St | PO Box 152 | Cessnock NSW 2325

p 02 4993 4219

www.cessnock.nsw.gov.au



Integrity, Respect, Teamwork, Accountability and Excellence

I acknowledge Aboriginal people as the traditional custodians of the land on which Cessnock City Council offices and operations are located, and pay my respects to Elders past, present and future.

From: Masa Kimura <Masa.Kimura@transport.nsw.gov.au>

Sent: Wednesday, 24 November 2021 9:07 AM

To: Luger, Mike <Mike.Luger@jacobs.com>

Subject: [EXTERNAL] RE: Hunter Power Station: request to comment on draft Traffic Management Plan

Hi Mike,

The following comments are provided for your consideration concerning your submitted draft TMP:

Management and mitigation measures

OSOM vehicle movements that require adjustments to the State Road network and infrastructure (e.g. TCS, signage etc.) will require separate TfNSW consultation / approval.

TfNSW requests a copy of the Dilapidation Report too please.

TfNSW strongly encourages the promotion of car-pooling for the passenger vehicle class

Regards,

Masa Kimura

Development Services Case Officer

Community and Place | Region North

Regional & Outer Metropolitan Division

Transport for NSW

T 02 4908 7688

M 0407 707 999

E development.north@transport.nsw.gov.au

A 6 Stewart Avenue, Newcastle West 2302



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RE: Snowy Hydro Limited - Hunter Power Project - Traffic Management Plan

Peter Giannopoulos <Peter.Giannopoulos@cessnock.nsw.gov.au>

13 April 2023 at 13:07

To: Angela van der Kroft <angela.vanderkroft@snowyhydro.com.au>, Sarah Hyatt <Sarah.Hyatt@cessnock.nsw.gov.au>, Sue Page

<Sue.Page@cessnock.nsw.gov.au>

Cc: Isaac Strachan <isaac.strachan@snowyhydro.com.au>

Dear Angela

I have reviewed the tracked changes and confirm that Cessnock City Council has no objection to the proposed changes.

Yours faithfully



Peter Giannopoulos Team Leader Development Services

62-78 Vincent St | PO Box 152 | Cessnock NSW 2325

p 02 4993 4112

www.cessnock.nsw.gov.au



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RE: Snowy Hydro Limited Hunter Power Project Traffic Management Plan

1 message

Development North <Development.North@transport.nsw.gov.au>

19 April 2023 at 11:10

To: Angela van der Kroft <angela.vanderkroft@snowyhydro.com.au>, Development North <Development.North@transport.nsw.gov.au>
Cc: Damien Pfeiffer <Damien.Pfeiffer@transport.nsw.gov.au>, Isaac Strachan <isaac.strachan@snowyhydro.com.au>

Hi Angela,

I confirm that we have no further comment upon the submitted revised draft TMP.

An important note is that TfNSW does not approve these type of documents, rather provides input into it preparation only. When approved, could you forward a copy for our records please.

Regards,

Masa Kimura

Development Services Case Officer

Regional and Outer Metropolitan

Development Services

Transport for NSW

T 1300 207 783 M 0407 707 999 E masa.kimura@transport.nsw.gov.au

transport.nsw.gov.au

6 Stewart Avenue, Newcastle NSW 2302

Locked Bag 2030, Newcastle NSW 2302

Working days Monday to Friday, 8:00am – 3:30pm



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Operational Stage Traffic MP

Hunter Power Project Management Plan Consultation - Council Response

1 message

Chris Dwyer <Chris.Dwyer@cessnock.nsw.gov.au>

14 October 2025 at 09:41

To: Angela van der Kroft <angela.vanderkroft@snowyhydro.com.au>

Cc: Sue Page <Sue.Page@cessnock.nsw.gov.au>, Jules Bosco <Jules.Bosco@cessnock.nsw.gov.au>, Brendan Mayman <Brendan.Mayman@cessnock.nsw.gov.au>, Sarah Hyatt <Sarah.Hyatt@cessnock.nsw.gov.au>

Hi Angela,

Thank you for the referral of two Environmental Management Plans (EMPs) for Snowy Hydro's Hunter Power Project at Kurri Kurri [NSW Infrastructure Approval SSI-12590060 (SSI Approval). (Our Ref: 52/2021/3/1)].

Council has reviewed the following:

- Kurri Kurri Power Station Water Management Plan, Rev 05 dated 18 August 2025 - Snowy Hydro Limited; and
- Kurri Kurri Power Station Traffic Management Plan, Rev 08 dated 18 August 2025 – Snowy Hydro Limited.

We note that:

- The Water Management Plan has been developed with prior Council consultation (Table 3.4), and is now forwarded for final Council comment pursuant to conditions B40 and C21 of the SSI Approval; and
- The Traffic Management Plan has been developed with prior Council consultation (Table 3.3), and is now forwarded for final Council comment pursuant to conditions B48 and C21 of the SSI Approval.

We wish to advise that Council has no further comments on the EMPs and supports their implementation as drafted.

If you have any further queries please contact me on the details below.

Regards
Chris

Chris Dwyer
Executive Planner

62-78 Vincent St | PO Box 152 | Cessnock NSW 2325

p 02 4993 4254 m 0439 447 332

www.cessnock.nsw.gov.au



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RE: Snowy Hydro Limited Hunter Power Project Traffic Management Plan

Development North <Development.North@transport.nsw.gov.au>
To: Angela van der Kroft <angela.vanderkroft@snowyhydro.com.au>

8 October 2025 at 09:50

Good Morning Angela,

Thank you for your email.

Development Services have reviewed the proposed TMP and has no further comments.

Kind Regards,

Peta Elks

Development Services Support Officer

Technical Advice & Development Services
Transport Planning | Planning, Integration & Passenger

Transport for NSW

T 1300 207 783 **E** development.north@transport.nsw.gov.au

W transport.nsw.gov.au

Level 1, 76 Victoria Street, Grafton NSW 2460

PO Box 576, Grafton NSW 2460



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