

Kendall Clydsdale
Principal Case Manager
Office of the Independent Planning Commission NSW
Suite 15.02 Level 15
135 King Street
Sydney NSW 2000

Copy via email: [REDACTED]

15 October 2025

Dear Kendall,

Liverpool Range Quarry Project (SSD-68063715)

We refer to the Stakeholder Meeting of 14 October 2025 and the discussion of traffic issues for the Liverpool Range Quarry Project (the Quarry Project). As discussed this morning by phone, this letter provides further clarification of the matter discussed at the Stakeholder Meeting.

Clarification of Traffic Impact

The Liverpool Range Wind Farm Development Consent SSD-6696-MOD-1 (LRWF Development Consent) contemplates either a local source (*i.e.* Liverpool Range Quarry) or external source (*i.e.* from Dubbo) for quarry materials, and traffic movements of both options were assessed under that approval and are reflected in the LRWF Development Consent.

The Traffic Impact Assessment (TIA) for the Quarry Project acknowledges that LRWF Heavy Vehicle (HV) movements, including those associated with haulage from the Quarry Project were assessed in the *LRWF Supplementary Traffic Impact Assessment* (TIA). Accordingly, the TIA for the Quarry Project presents exactly the same HV movements that were presented in the *LRWF Supplementary TIA*. This is demonstrated below by extracts from both the *LRWF Supplementary TIA* and Quarry Project TIA.

Section 6.2.4 of the *LRWF Supplementary TIA* clearly states that the traffic generation model assumes sourcing quarry products from an on-site quarry (in the same location as the Quarry Project):

“Construction traffic volumes associated with the supply of the quarry material via on-site quarry have been included in the updated traffic analysis summarised in Section 6.3 of this report.”

Table 10 of the *LRWF Supplementary TIA* (extract reproduced below) provides estimates for traffic generation on public road segments of the approved LRWF haulage route, excluding the Golden Highway. **Figure 1** illustrates the road segments highlighted in the tables below.

The red boxes show revised total LRWF Project HV movements on approved LRWF haulage route segments (green boxes) that are due to sourcing all quarry products from the Quarry Project, relative to sourcing from Dubbo. [NB: red and green boxes added for purposes of clarification].

Total Vehicle Movements on Road Segments (one way trips)	Related Site Access Point ID	HV	OSOM	LV	Totals
Vinegaroy Road - Golden Highway to Rotherwood Road (18 km)		33,369	2,253	77,159	112,781
Vinegaroy Road - Rotherwood Road turnoff to Turee Vale Road (1.5 km)		61,413	1,649	65,188	128,250
Vinegaroy Road - Turee Vale Road turnoff to D1 Cluster Site Access Point (11 km)	113/114	44,078	998	53,872	98,947
Vinegaroy Road - D1 Site Access Point to Coolah Creek road turnoff (2 km)		40,340	828	51,719	92,887
Rotherwood Road - turnoff to E Cluster Site Access Point (6 km)	10	58,225	605	30,763	89,593
Rotherwood Road - E Cluster Site Access Point to F Cluster substation entrance (6 km)	39	57,852	366	20,280	78,498
Rotherwood Road - F Cluster substation entrance to "East" entrance/Quarry (1.5 km)	55	64,042	366	20,280	84,688
Rotherwood Road - "East" entrance/Quarry to "West" entrance (2.5 km)	134	8,472	171	11,142	19,785

Source: *Liverpool Range Wind Farm Supplementary Traffic Impact Assessment and Response to Road Authority Submissions. Report prepared by Constructive Solutions (Sept. 2023)*
Appendix 5 of LRWF Submissions Report / Appendix 11 of LRWF Amendment Report

Table 10 of the *Quarry Project TIA* (extract reproduced below) also provides estimates for traffic generation on public road segments of the approved LRWF haulage route, excluding the Golden Highway. The red boxes show revised total LRWF Project HV movements on approved LRWF haulage route segments (green boxes) that are due to sourcing all quarry products from the Quarry Project, relative to sourcing from Dubbo. [NB: red and green boxes added for purposes of clarification]. Importantly, these numbers **are identical** to those presented in Table 10 of the *LRWF Supplementary TIA* (refer above).

Table 10: Updated Peak LRWF Daily Construction Traffic Volumes incorporating Quarry and TWA Facility at Coolah

Road Segments	Total One-way Vehicle Movements			Grand Total	Number of One-way Vehicle Movements per Day (vm/d) (Note 1)						
	HV	OSOM	LV		Week 0 - 40	Week 40 - 54	Week 54 - 114 (Note 2)	Week 114 - 119	Week 119 - 134	Week 134 - 169	Week 169 - 201
Vinegaroy Road											
Golden Highway to Rotherwood Road	33,369	2,253	22,275	57,898	26	68	105	59	30	13	6
Rotherwood Road to Turee Vale Road	61,413	1,649	42,253	105,314	47	123	191	107	54	23	11
Turee Vale Road to D1-cluster entrance (SAP ID#113/114)	44,078	998	59,953	105,028	47	123	190	107	54	23	11
D1-cluster entrance (SAP ID#113/114) to Coolah Creek Road	40,340	828	62,645	103,813	47	122	188	106	53	23	11
Rotherwood Road											
Vinegaroy Road to E-cluster entrance (SAP ID#10)	58,225	605	30,763	89,593	40	105	162	91	46	19	10
E-cluster entrance (SAP ID#10) to F-cluster Substation entrance (SAP ID#39)	57,852	366	20,280	78,498	35	92	142	80	40	17	9
F-cluster Substation entrance (SAP ID#39) to the Quarry entrance (SAP ID#15) / F-cluster entrance (SAP ID#55)	64,042	366	20,280	84,688	38	99	153	86	43	18	9
Proposed Quarry entrance (SAP ID#15) / F-cluster entrance (SAP ID#55) to F-cluster entrance (SAP ID#134)	8,472	171	11,142	19,785	9	23	36	20	10	4	2

Source: Liverpool Range Quarry Traffic Impact Assessment. Report prepared by Constructive Solutions (June 2024)

Appendix 11 of Liverpool Range Quarry EIS

NB: Reduction in LV numbers on Vinegaroy Rd compared to Table 10 of LRWF Supplementary TIA due to effect of TWA Facility at Coolah

As indicated in the extract tables presented above, both the *LRWF Supplementary TIA* and the Quarry TIA reference the same road segments / sections of the approved LRWF construction haulage route. This is illustrated in **Figure 2**.

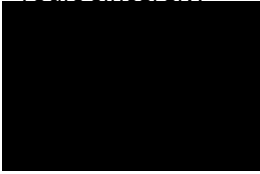
Summary

In summary, the transport of all quarry products from the Quarry Project to the LRWF would be undertaken and managed by the LRWF (proponent/contractor), **solely using HV already approved under the LRWF Development Consent**. The LRWF Development Consent is based on data presented in the *LRWF Supplementary TIA* (which assumes an on-site quarry), and the Quarry Project TIA has used exactly the same traffic generation data, given that the only HV hauling quarry products from the Quarry Project will be those of the LRWF.

Importantly, the Quarry Project would not introduce any additional HV to the road network for the purposes of hauling quarry products, other than very minor movements (weekly/fortnightly) associated with, for example, fuel delivery. This demonstrates that HV movements for the Quarry Project would be generally in accordance with the LRWF Project consent (SDD-6696).

Should you have any questions regarding the matters raised above, please do not hesitate to contact the undersigned.

Yours sincerely,



Dr Justin Meleo
Director – Planning and Development

Figure 1

LRWF HV Public Road Segments Impacted by Sourcing
from the Quarry Project (excluding Golden Highway)

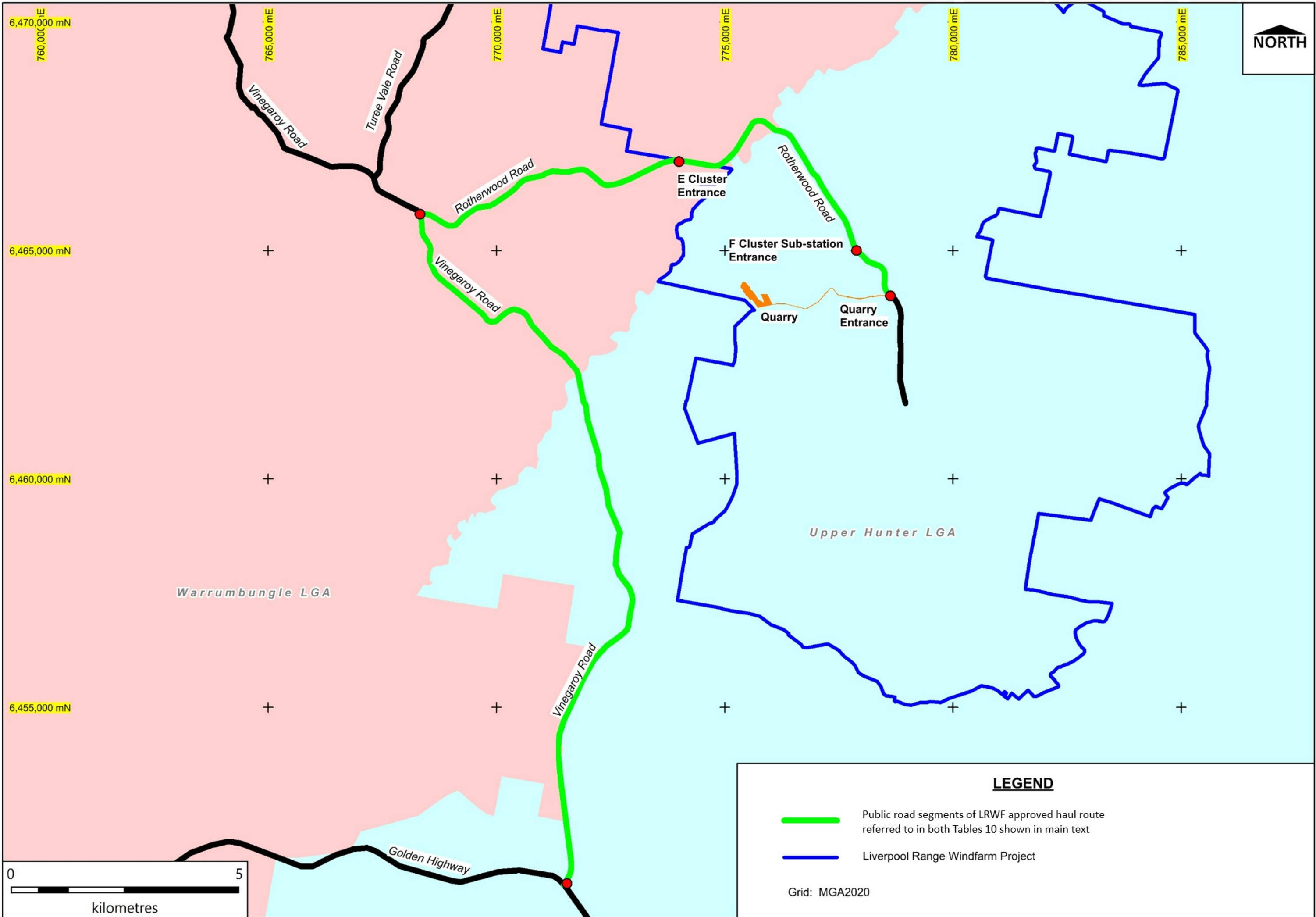


Figure 2

Comparison of LRWF and Quarry Project Public Road
HV Transport Routes

