

Willogoleche 2 Wind Farm



Traffic Management Factsheet

The proposed Willogoleche Stage 2 Wind Farm is located approximately 5km from the town of Hallett, South Australia, on the lands of the Ngadjuri people.



WHY A TRAFFIC ASSESSMENT WAS DONE

The Traffic Impact Assessment evaluates how construction and operation will affect the existing road network and surrounding area, including:

- Traffic volumes and vehicle types
- Key access routes and intersections
- Safety risks (e.g. visibility, oversize vehicles)
- Capacity of existing roads

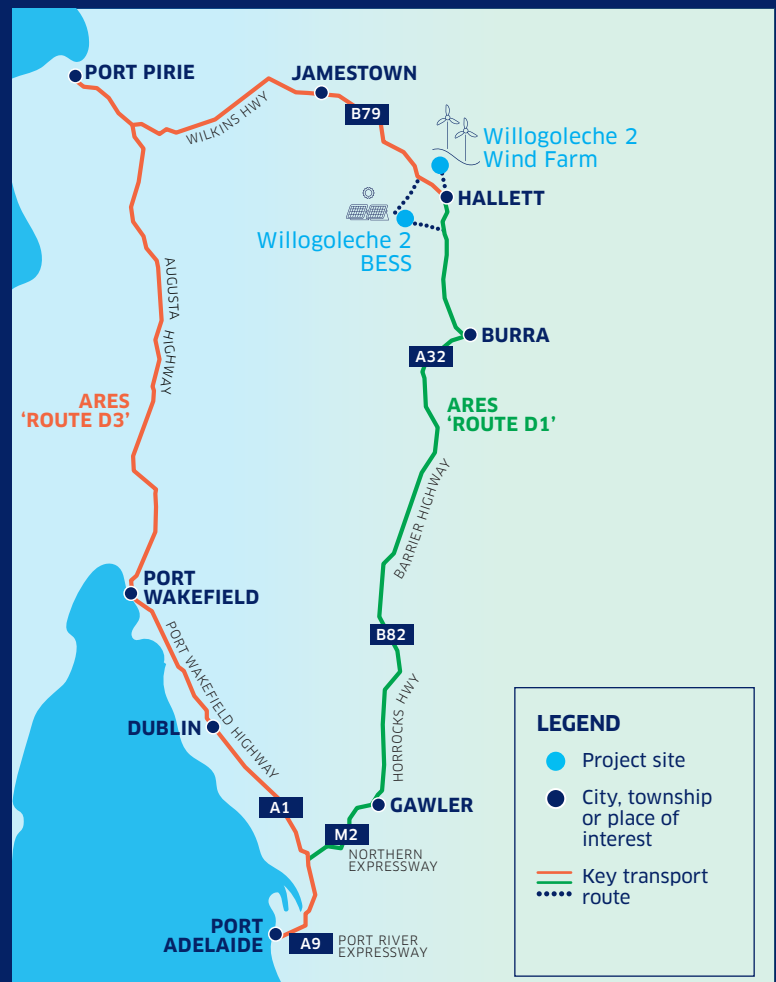
The aim is to ensure the project can operate safely with minimal disruption to local communities and road users.

KEY TRANSPORT ROUTES

Oversize and Over-Mass (OSOM) Transport Route

- **Route D1** (Adelaide to Willogoleche Stage 2 Wind Farm/BESS via Gawler) – preferred route for freight up to 5.2m loaded height.
- **Route D3** (Adelaide to Willogoleche Stage 2 Wind Farm/BESS via Port Wakefield) – for oversize and over height loads and as a return route for unladen trucks.

MAP OF KEY TRAFFIC ROUTES ASSESSED



TRANSPORTATION REQUIREMENTS

COMPONENT / MATERIAL	DESCRIPTION	LIKELY ORIGIN	VEHICLE TYPES
Large Turbine Components	- Blades up to 91m - Nacelle - Tower sections up to 25m - Hub	Port Adelaide	Oversize vehicles
Locally manufactured or sourced components	Various	Greater Adelaide	Semi-Trailers and Rigid Trucks
Construction materials	- Steel reinforcing - concrete - quarry gravel	Greater Adelaide and local region	Semi-trailers and Rigid Trucks
Labour	Staff and contractors	Greater Adelaide and local region (i.e. Port Pirie)	- Passenger vehicles - vans - utility vehicles

CONSTRUCTION TRAFFIC: TRAFFIC IMPACT



Operational traffic

During the project's operational phase it is expected there will be between eight to 20 vehicle trips of mostly light vehicle movements.

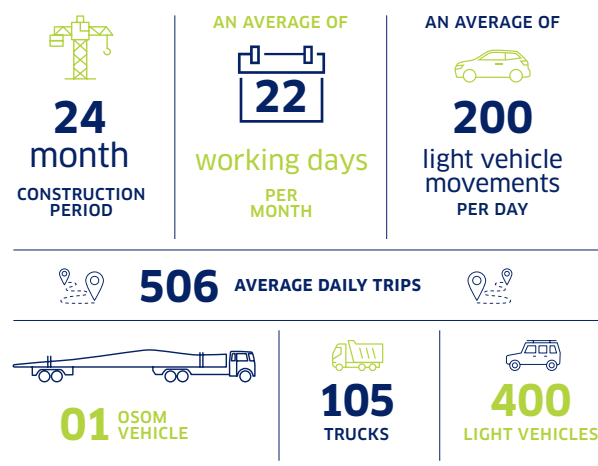
How will impacts be managed?

We are committed to minimising impacts on local roads and the community during construction and operation of the project.

- A detailed Traffic Management Plan will be developed following project approval and before construction begins. This plan will outline how traffic will be safely managed and how disruptions will be minimised.
- Site access points will be designed to safely accommodate the largest vehicles expected to use them.
- Deliveries of oversized and over-mass equipment will follow approved transport routes and may require measures such as escort vehicles, temporary traffic controls or minor intersection modifications to ensure safe travel.

TRAFFIC IMPACTS

CONSTRUCTION TRAFFIC: TRAFFIC GENERATION



- Access from Weirs Gap Road to the Wilkins Highway will require additional traffic management during construction activities. Where possible, this route will be minimised for ongoing site access.
- Direct access from the eastern side of the Wilkins Highway is not proposed unless appropriate road upgrades or access treatments are provided to ensure safety.

Driver distraction

An assessment was undertaken to understand whether turbines could distract motorists.

- The assessment found that two turbines (WT16 and WT18) are visible within the study area however, the potential impact on driver attention is considered very low due to the road conditions, traffic volumes and travel speeds in the area.
- Turbines located near major highways are positioned outside the identified driver distraction assessment area, meaning they are not expected to affect road safety.

Overall, the assessment concluded that the project is **unlikely to create significant road safety risks for motorists.**

Source: Appendix J - Traffic Impact Assessment Report, CIRQA Pty Ltd, V1.1, 12 December 2025.

This fact sheet summarises technical findings for community information and should be read with the EIR/SEO submission material.

