# lightsourcebp

## **Traffic Management Plan**

WELLINGTON SOLAR FARM



JUNE 2020



www.nghenvironmental.com.au

Wellington Solar Farm

#### **Document Verification**



Project Title:

Project Number:		19-110 Final v2.6			
Project File Name:		WellingtonSF_TMP_Version 2.6 with track			
Revision	Date	Prepared by (name)	Reviewed by (name)	Approved by (name)	
Draft V1.0	08/03/19	J. Whieldon	Erwin Budde	Erwin Budde	
Final V1.0	20/06/19	J. Whieldon	Erwin Budde	Erwin Budde	
Final V2.0	30/07/19	J. Whieldon	Erwin Budde	Erwin Budde	
Final V2.1	30/09/19	J. Whieldon	M Sutherland	Erwin Budde	
Final V2.2	05/12/19	Tony Hastings and Michelle Patrick	Brooke Marshall	Brooke Marshall	
Final 2.3	19/12/19	Michelle Patrick			
Final v2.3 – minor edits	06/02/2020	Taylor Hume and Michelle Patrick			
Final v2.4 minor edits	6/03/20	Beth Noel			
Final 2.5	25/03/2020	Beth Noel	Brooke Marshall	Brooke Marshall	
Final 2.6 minor edits	02/06/2020	Taylor Hume			

#### Plan Control

The latest version of this TMP will be available on the electronic database for the Project for all Project personnel. Distribution of the TMP will be to those detailed in the distribution listing below. This distribution will be by 'hard copy' or electronically via email.

Copy Number	Issued To	Date	Name
1	Roads and Maritime Services NSW	21/03/19	Ainsley Bruem
2	Dubbo City Council	21/03/19	Michael Chan
3	NSW Department of Planning, Industry and	11/04/19	Leesa Johnston
	Environment		
4	NSW Department of Planning, Industry and	26/06/19	Leesa Johnston
	Environment		
5	NSW Department of Planning, Industry and	19/12/2019	Rob Beckett
	Environment		
6	NSW Department of Planning, Industry and	6/02/2020	May Patterson
	Environment		
7	NSW Department of Planning, Industry and	23/03/2020	Nicole Brewer
	Environment		

NGH Environmental prints all documents on environmentally sustainable paper including paper made from bagasse (a byproduct of sugar production) or recycled paper.

NGH Environmental Pty Ltd (ACN: 124 444 622. ABN: 31 124 444 622).



## CONTENTS

1	INTRODUCTION
1.1	PURPOSE AND OBJECTIVES
1.2	THE PROPOSAL
1.3	ENVIRONMENTAL MANAGEMENT SYSTEMS OVERVIEW7
2	PLANNING
2.1	RELEVANT LEGISLATION AND GUIDELINES8
3	CONSULTATION
4	CONSTRUCTION TRAFFIC ACTIVITIES
4.1	EXISTING ENVIRONMENT
4.2	PROPOSED DELIVERY ROUTES – TRANSPORTATION OF STAFF
4.3	PROPOSED DELIVERY ROUTES – DELIVERY OF MATERIALS AND INFRASTRUCTURE
4.4	PROPOSED DELIVERY ROUTES – SUBSTATION TRANSFORMER
4.5	TRAFFIC VOLUMES
4.6	SIZE OF VEHICLES
4.7	VEHICLE SCHEDULING
4.8	CUMULATIVE IMPACTS
5	ROAD NETWORK IMPACTS
5.1	PUBLIC ROAD NETWORK
5.2	ON-SITE ROADS
6	TRAFFIC MANAGEMENT
6.1	TRAFFIC CONTROL PLANS
6.2	BASIC TURN TREATMENT
6.3	ON-SITE PARKING
6.4	UNDERGROUND TRANSMISSION LINE
6.5	MAINTENANCE AND EMERGENCY REPAIRS
6.6	DRIVER FATIGUE
6.7	ROAD CONDITIONS
6.8	ROAD OCCUPANCY LICENCE
6.9	COMMUNITY ENGAGEMENT
7	ENVIRONMENTAL CONTROL MEASURES



8	COMPLIA	NCE MANAGEMENT 49	
8.1	ROLES AN	ND RESPONSIBILITIES	
8.2	TRAINING		
8.3	MONITO	RING AND INSPECTION	
8.4	AUDITING	5	
8.5	REPORTI	NG	
8.6	COMPLA	INTS REPORTING	
9	REVIEW	AND IMPROVEMENT	
9.1	CONTINU	IOUS IMPROVEMENT	
9.2	TMP UPDATE AND AMENDMENT		
9.3	DOCUMENT CONTROL		
10	REFEREN	CES	
APPEI	NDIX A	GENERAL LAYOUT OF DEVELOPMENT	
APPEI	NDIX B	CONSULTATION	
APPEI	NDIX C	BASIC TURN TREATMENT DESIGN	
APPEI	NDIX D	DETAILS OF INTERNAL ROAD CONSTRUCTION75	
APPEI	NDIX E	DELIVERY VEHICLE REGISTER	
APPEI	NDIX F	DRIVERS CODE OF CONDUCT AND VEHICLE SCHEDULING	
APPEI	NDIX G	NHVR CHAIN OF RESPONSIBILITY	
APPEI	NDIX H	TRANSFORMER TRUCKS	
APPEI	NDIX I	AGENCY APPROVAL OF TMP82	

#### TABLES

Table 2-1 Schedule 3 of the CoC and where it is addressed in this plan.	9
Table 4-1 Travel time and distance from neighbouring towns to the Project Site	13
Table 4-2 Recorded traffic volumes at nearby RMS traffic stations.	26
Table 4-3 Recorded proportions of light and heavy vehicles at nearest RMS traffic station.	27
Table 4-4 Recorded traffic volumes at a short-term daily traffic classifier in 2009	27
Table 4-5 Recorded traffic volumes along Goolma Road (Trans Traffic Survey 2018)	27
Table 7-1 Traffic and transport management measures.	42

#### **FIGURES**



Figure 4-1 19m B-double road transport route from Port Botany to the Project Site	16
Figure 4-2 19 m B-double RMS approved haulage route1	17
Figure 4-3 23 to 25m B-double road transport route from Port Botany to the Project Site1	18
Figure 4-4 23m B-double RMS approved haulage route1	19
Figure 4-5 25m B-double RMS approved haulage route2	20
Figure 4-6 OSOM road transport route from Port Botany to the Project Site2	22
Figure 4-7 OS/OM RMS approved haulage route2	23
Figure 4-8 Daily profile for traffic volumes at nearest RMS traffic station2	28
Figure 4-9 Daily profile for traffic volumes at Goolma Road (Trans Traffic Survey 2018)	28
Figure 6-1 Site access points4	40



### **ACRONYMS AND ABBREVIATIONS**

CoC	Conditions of Consent
CEMP	Construction Environmental Management Plan
DECCW	Refer to EPA
DPIE	Department of Planning Industry and Environment (NSW) (Formally known as Department of Planning and Infrastructure (DPI))
EIS	Environmental Impact Statement
EMS	Environmental Management Strategy
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
EPC	Engineering Procurement Contractor
ESF	Energy Storage Facility
ESR	Environmental Site Representative
EWI	Environmental Work Instruction
EWMS	Environmental Work Methods Statement
FMERP	Fire Management and Emergency Response Plan
HSEQ	Health Safety and Environment and Quality
ISEPP	State Environmental Planning Policy (Infrastructure) 2007 (NSW)
km	Kilometres
LGA	Local Government Area
m	Metres
NSW	New South Wales
NHVR	National Heavy Vehicle Regulator
RMS	Roads and Maritime Services
TCPs	Traffic Control Plans
ТМР	Traffic Management Plan
The Proponent	Lightsource BP
The Project	Wellington Solar Farm
WMS	Work Method Statement



## **1** INTRODUCTION

#### **1.1 PURPOSE AND OBJECTIVES**

Planning approval was received on 25 May 2018 for the construction and operation of a 174 megawatt (MW AC) photovoltaic (pv) solar farm with an energy storage facility, located 2 km north-east of Wellington within the Dubbo Local Government Area (LGA).

On December 11, 2019, a Modification Application (NGH 2019) was approved by the Department of Planning, Industry and Environment (DPIE) to expand the existing substation on Goolma Road and change the transmission connection to it. This was required to facilitate connection of the project to the substation.

On 3 April 2020, the second Modification Application Mod 2 (NGH 2019) was approved by the Department of Planning, Industry and Environment (DPIE) to modify the solar panel layout, electrical and transmission connection routes, expand the battery storage facility and add an additional operations and maintenance building. In addition, the second Modification Application confirmed panel technology and site access point relocation.

The Wellington Solar Farm ('the Project') is a State Significant Development and represents an important contribution to renewable energy generation in New South Wales.

This Traffic Management Plan (TMP) has been prepared to address the requirements of the mitigation and management measures listed in the *Wellington Solar Farm Environmental Impact Statement* (EIS) (NGH Environmental 2018), final amended Statements of Commitment (SoCs) listed in the Wellington Solar Farm Submissions Report and the Modified Conditions of Consent (CoC) from the New South Wales, Minister for Planning 2019. Additionally, it considers legislation, policies and guidelines applicable to traffic management. This plan was approved by DPIE on the 13 August 2019 (Appendix B).

The purpose of this TMP is to provide a framework for the management of traffic issues during construction and operation of the Project. Implementing this TMP will ensure that the Project team meets the Project CoC, regulatory and policy requirements in a systematic manner and continually improves its performance. The TMP ensures requirements of the EIS are met.

In particular, the purpose of this TMP is to:

- Ensure appropriate planning for the transport of staff, supplies and equipment.
- Ensure appropriate controls and procedures are implemented during construction to avoid or minimise impacts on road traffic, including minimising traffic delays.
- Implement measures to ensure a high level of safety for all road users (employees, contractors, the general public).
- Maintain satisfactory property access.
- Minimise disturbance to the receiving environment.
- Ensure appropriate measures are implemented to address the measures detailed in the EIS, SoC and CoC.
- Ensure appropriate measures are implemented to comply with all relevant legislation and other requirements.
- To develop the Plan in consultation with the relevant road authorities and other organisations as required.



#### **1.2 THE PROPOSAL**

The Scope of Works under the contract includes all works necessary to design, construct, test, commission, energise, decommission, and train staff in the operation of a 174 MW AC solar farm including energy storage (approximately 25 MW / 100 MW rated capacity), and inverter stations.

The Scope of Works consists of but is not limited to:

- Approximately 500,714 solar panels (up to 4.5 metres (m) in height) and approximately 33 inverter stations (up to 2.9 m in height).
- An energy storage facility (approximately 25 MW / 100 MW rated capacity) with up to 6 purpose-built blocks (which will be constructed at a later date outside the main construction period).
- Underground 33kV, 132 kV or 330 kilovolt (kV) transmission cables connecting the energy storage facility to the TransGrid substation.
- Internal access tracks, staff amenities, car parking, laydown area and security fencing.
- The substation expansion includes underground transmission cables and an additional substation bench (located on the western edge of the existing substation).
- The number of panels has increased from the estimated 440,000 in the EIS to 500,714.
- The number of inverter stations has decreased from 50 to 33.

During construction, the Site will be accessed off Goolma Road, approximately 4.6 km north of the intersection with the Mitchell Highway. Key road works for the Project will involve upgrading the intersection of Goolma Road and the Site access point with a Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment.

The construction period will last for up to 12 months from the commencement of Site establishment works and include a peak period of 6 months. Construction hours will be limited to Monday to Friday 7 am to 6 pm, and Saturday 8 am to 1pm.

Up to 200 full time equivalent construction jobs will be required.

The estimated Capital Investment Value of the Project is \$270 million.

#### **1.3 ENVIRONMENTAL MANAGEMENT SYSTEMS OVERVIEW**

The TMP is part of Lightsource BP's environmental management framework for the Project, as described in the overall Environmental Management System (EMS). Mitigation and management measures identified in this TMP will be incorporated into Site or activity specific Environmental Work Method Statements (EWMS).

Traffic Control Plans (TCPs) are to be finalised prior to works being undertaken. TCPs will implement specific controls that have been identified in this TMP. TCPs will specify the description, position, quantity, applicability, behaviour, and methodology of actions on the road network (on and off-site), including speed limit alterations, road signage, junction upgrades, behaviour of drivers, control mechanisms, reporting, etc.

Used together, the EMS, TMP and other sub-plans, TCPs, procedures and EWMS form management guides that clearly identify required environmental management actions for reference by Lightsource BP Infrastructure personnel and contractors.

The review and document control processes for this plan are described in the EMS.



## 2 PLANNING

#### 2.1 RELEVANT LEGISLATION AND GUIDELINES

#### 2.1.1 Legislation

Legislation relevant to traffic management includes:

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

The relevant provisions of the above legislation are explained in the EMS.

#### 2.1.2 Guidelines and standards

The main guidelines, specifications and policy documents relevant to this Plan include:

- NSW RTA Heavy Vehicle Mass Limits, July 2010.
- RTA Vehicle Standards Information: Revision 4, November 2007.
- RTA Operating Conditions: specific permits for oversize and over mass vehicles: version 2, August 2008.
- Austroad's Guide to Traffic Management.
- Austroad's Guide to Road Design.
- Austroad's Guide to Road Safety.
- Austroad's Guide to Traffic Engineering Practice, Part 2 Roadway Capacity.
- AS 1742: Manual of Uniform Traffic Control devices.
- AS 1743: Road Signs Specifications.
- AS 2890: Parking facilities.
- RMS Guide to Traffic Control at Work Sites.
- RMS Supplements for Australian Standards.
- RMS Supplements for Guide to Road design.
- RMS Supplements for Guide to Road Safety.



#### 2.1.3 Conditions of Consent

Preparation of a TMP, prior to the commencement of construction is a requirement of Schedule 3, condition 6 of the CoA.

Prior to the commencement of any road upgrades required under this consent, the Applicant must prepare a Traffic Management Plan for the development in consultation with the RMS and Council, and to the satisfaction of the Secretary.

This TMP meets this requirement.

Each of the requirements of this condition, including the SoC's from the Submissions Report, and where they are addressed are detailed in Table 2-1 below.

CoC	Condition requirement	Location
Heavy vehic	cle restrictions	
1	<ul> <li>The Applicant must ensure that the:</li> <li>(a) development does not generate more than: <ul> <li>100 heavy vehicle movements a day during construction, upgrading or decommissioning; or</li> <li>5 heavy vehicle movements a day during operations;</li> <li>on the public road network; and</li> <li>(b) length of any heavy vehicles used for the development does not exceed 25 metres, unless the Secretary agrees otherwise.</li> </ul> </li> </ul>	Section 4.5, Section 4.6
2	The Applicant must keep accurate records of the number of heavy vehicles entering or leaving the Site each day.	Section 8.3
Access rout	e	
3	All vehicular traffic associated with the development must travel to and from the Project Site via the Mitchell Highway, Goolma Road and the approved Site entry point (Appendix A).	Section 4.1 Appendix A
Road upgra	des	
4	Prior to the commencement of construction, unless RMS agrees otherwise, the Applicant must upgrade the intersection of Goolma Road and the Site access point with a Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment in accordance with the <i>Austroads Guide to Road Design</i> (as amended by RMS supplements), designed and constructed for a 100 km/h speed zone and able to accommodate the largest vehicle accessing the intersection, to the satisfaction of RMS.	Section 6.2 Appendix C
Operating c	onditions	
5	The Applicant must ensure: (a) the internal Project Site roadways are constructed as all-weather roadways; (b) there is sufficient parking on Site for all vehicles, and no parking occurs on the public road network in the vicinity of the Site; (c) the capacity of the existing roadside drainage network is not reduced; (d) all vehicles are loaded and unloaded on Site, and enter and leave the Site in a forward direction; and (e) vehicles leaving the Site are in a clean condition and do not result in dirt being tracked onto the public road network.	Section 5.2 Section 6.3 Section 7
Operating c	onditions	
6	Prior to the commencement of any road upgrades required under this consent, the Applicant must prepare a Traffic Management Plan for the	This report Section 1 Section 3

Table 2-1 Schedule 3 of the CoC and where it is addressed in this plan.





CoC	Condition requirement	Location
	development in consultation with the RMS and Council, and to the satisfaction	Section 4
	of the Secretary. This plan must include:	Section 6.4
	(a) details of the entire transport route to be used for development-related	Section 7
	traffic;	Appendix B
	(b) details of the measures that would be implemented to minimise traffic	Appendix D
	safety issues and disruption to local users of Goolma Road during construction, upgrading or decommissioning works, including:	Appendix F
	Performance criteria, measures and indicators for shuttle bus	
	utilisation and car-pooling in accordance with the commitments in the EIS:	
	<ul> <li>temporary traffic controls, including detours and signage:</li> </ul>	
	<ul> <li>notifying the local community about Project-related traffic impacts:</li> </ul>	
	<ul> <li>minimising potential for conflict with school buses, rail services</li> </ul>	
	and other motorists as far as practicable;	
	<ul> <li>scheduling of haulage vehicle movements to minimise convoy</li> </ul>	
	length or platoons;	
	<ul> <li>responding to local climate conditions that may affect road</li> </ul>	
	safety such as fog, dust, wet weather and flooding;	
	<ul> <li>responding to any emergency repair or maintenance requirements; and</li> </ul>	
	<ul> <li>a traffic management system for managing over-dimensional vehicles; and</li> </ul>	
	(c) a driver's code of conduct that addresses:	
	<ul> <li>travelling speeds;</li> </ul>	
	<ul> <li>driver fatigue;</li> </ul>	
	<ul> <li>procedures to ensure that drivers adhere to the designated</li> </ul>	
	transport routes; and	
	<ul> <li>procedures to ensure that drivers implement safe driving practices; and</li> </ul>	
	(d) a flood response plan detailing procedures and options for safe access to	
	the Site in the event of flooding.	
	Following the Secretary's approval, the Applicant must implement the Traffic Management Plan.	

SoC	Commitment requirement	Location
1	Carpooling/shuttle bus arrangements to minimise vehicle numbers during construction (the proponent is committed to transporting 80% of construction traffic to the Site by bus. Pick up points will be identified in the Traffic Management Plan which will be developed prior to construction)	This Report Section 6.4
2	The proponent would consult with the Roads and Maritime Services regarding the proposed upgrading of the Site access from Goolma Road. The upgrade would be subject to detailed design and must be designed and constructed to the standards specified by RMS Guidelines.	This Report Section 3 Appendix B
3	<ul> <li>A Haulage Plan would be developed with input from the road's authority, including but not limited to: <ul> <li>Assessment of road routes to minimise impacts on transport infrastructure.</li> <li>Scheduling of deliveries of major components to minimise safety risks (on other local traffic).</li> </ul> </li> </ul>	This Report Section 3 Section 4.3



SoC	Commitment requirement	Location
	<ul> <li>Consideration of cumulative traffic loads due to other local developments.</li> <li>Traffic controls (signage and speed restrictions etc.).</li> </ul>	
4	Upon determining the haulage route(s) for construction vehicles associated with the Project, and prior to construction, undertake a Road Dilapidation Report. The Report shall assess the current condition of the road(s) and describe mechanisms to restore any damage that may result due to traffic and transport related to the construction of the Project. The Report shall be submitted to the relevant road authority for review prior to the commencement of haulage.	This Report Section 3 Section 4.3
5	<ul> <li>Traffic Management Plan would be developed as part of the CEMP and DEMP, in consultation with the Dubbo Regional Council and Roads and Maritime. The plan would include, but not be limited to: <ul> <li>The designated routes of construction traffic to the Site.</li> <li>Carpooling/shuttle bus arrangements to minimise vehicle numbers during construction.</li> <li>Scheduling of deliveries.</li> <li>Community consultation regarding traffic impacts for nearby residents and school bus operators.</li> <li>Consideration of cumulative impacts, undertaken consultation with Bodangora Wind Farm.</li> <li>Consideration of impacts to the railway.</li> <li>Traffic controls (speed limits, signage, etc.).</li> <li>Procedure to monitor traffic impacts and adapt controls (where required) to reduce the impacts.</li> </ul> </li> </ul>	This report Section 3 Section 4 Section 6 Section 7 Appendix D
6	If the Energy Storage Facility is constructed outside the main construction period, a specific traffic management plan would be undertaken to manage any additional impacts.	This report Section 7



## **3** CONSULTATION

CoC T6 requires the TMP to be prepared in consultation with Dubbo Regional Council and RMS (in relation to traffic). Version Final V2.5 of this plan was approved by DPIE on the 6 April 2020 (Appendix B).

After the approval of the Modification Application SSD-8573 Mod 2 this plan was updated to include the new project scope, Version Final V2.5.

#### 3.1.1 Dubbo Regional Council

On 7<sup>th</sup> March 2019, Jessie Whieldon (NGH Environmental) and Brooke Marshall (NGH Environmental) held a conference call with Michael Chan from Dubbo Regional Council to discuss Council requirements and preparation of the TMP. The issues raised (which are additional to those in the CoC) are summarised in Appendix B with the location of information in this Plan addressing the requirements of Dubbo Regional Council.

A copy of the final draft TMP which addressed the issues raised during the conference call was emailed to Michael Chan on the 21<sup>st</sup> of March 2019 by Sarah Hillis (NGH Environmental). A response was received by Michael Chan on the 3<sup>rd</sup> of April 2019 stating that the senior traffic engineer of Dubbo Shire Council has reviewed the final version of the draft TMP and raised no further issues.

On December 3<sup>rd</sup>, 2019 Dubbo Regional Council provided consent for the s138 certificate for construction of the 33kv underground transmission line on Goolma Road.

TMP version 2.3 was approved by Dubbo Regional Council showing the additional changes from Mod 2.

TMP version 2.5 was provided to Dubbo Regional Council with no further comment.

#### 3.1.2 Roads and Maritime Services

On 6<sup>th</sup> March 2019, Sarah Hillis (NGH Environmental) and Jessie Whieldon (NGH Environmental) held a conference call with Ainsley Bruem from RMS to discuss their requirements and the preparation of the TMP. RMS requested that the TMP addresses a number of issues relating to haulage routes, haulage schedules and community consultation. The issues are summarised in Appendix B with the location of information in this Plan addressing the requirements of RMS.

A copy of the final draft TMP which addressed the issues raised during the conference call was emailed to Ainsley Bruem on the 21<sup>st</sup> of March 2019 by Sarah Hillis (NGH Environmental). A response was received by Ainsley Bruem on the 9<sup>th</sup> of April 2019 stating that RMS has reviewed the final version of the draft TMP, the issues previously raised have been adequately addressed and no further issues are raised.

After the first Modification application, RMS provided additional traffic management recommendations in a letter dated 28 October 2019, which were updated in Section 7 of this report. RMS approved v2.3 of the TMP on 13 January 2020.

Consultation with RMS (TfNSW) has been undertaken regarding this latest iteration of the TMP, which is included in Appendix B. TfNSW approved this latest iteration on 24 April 2020.



## 4 CONSTRUCTION TRAFFIC ACTIVITIES

#### 4.1 EXISTING ENVIRONMENT

The Wellington SF is bounded by Goolma Road to the south and east. Goolma Road is a two-lane, single carriageway sealed public road with a speed limit of 100 km per hour. It is approximately 7m wide, generally with 1m wide shoulders. Goolma Road is administered by Dubbo Regional Council. Goolma Road is accessed from the Mitchell Highway, approximately 1.9 km north of Wellington. The Mitchell Highway is a State Highway managed by RMS. It is a two-lane road with a speed limit of 110 km/h. Within the vicinity of the intersection between Goolma Road and the Mitchell Highway, the Mitchell Highway has a speed limit of 60 km/h for southbound vehicles and 80 km/h for northbound vehicles.

Goolma Road extends from the Mitchell Highway, past the proposal Site and west through the town of Goolma. There is a rail overpass for the Main Western Railway along Goolma Road, approximately 250 m east of the intersection of Goolma Road and the Mitchell Highway.

A new access road to the Site is to be constructed off Goolma Road, approximately 4.6 km east of the intersection with the Mitchell Highway. All vehicular traffic associated with the Project for the Solar Farm will enter and exit the Site via the Site entry point on the Goolma Road (see Appendix A). All substation vehicular traffic will use existing TransGrid entrance off Goolma Road. There is an 80m long dedicated right turn lane on the northbound lane of the Mitchell Highway for traffic turning onto Goolma Road. There is good sight distance for vehicles turning right onto Goolma Road from this lane. Vehicles turning onto the Mitchell Highway from Goolma Road must give way, and the line of sight is good in both directions. There is also a 70m long merge lane on the Mitchell Highway, for vehicles that have turned right off Goolma Road.

Bodangora is the nearest town to the Project Site located approximately 6 km to the north-east, with Geurie the next nearest located approximately 17 km north west. Dubbo is the nearest large commercial centre to the Project Site, located 50 km to the north-west via the Mitchell Highway.

All construction traffic activities will consider the high-speed environment of the Mitchell Highway.

The construction phase of the Project will result in a short-term increase in the volume of traffic movements to the Site. The construction phase will continue for a period of approximately 12 months for the solar farm and 6 months for the Energy Storage Facility (ESF), with the peak traffic volumes between three and six months from commencement of construction.

#### 4.2 **PROPOSED DELIVERY ROUTES – TRANSPORTATION OF STAFF**

Up to 200 workers will be on the project site during peak construction. It is anticipated that most workers would be accommodated at existing accommodation within the local area, and most staff will travel to the Site on a daily basis from neighbouring towns (Table 4-1).

Location	Travel distance to Project Site (km)	Travel time to Project Site
Wellington	7.1	7 min
Geurie	24.9	19 min
Molong	71.6	50 min

Table 4-1 Travel time and distance from neighbouring towns to the Project Site.

19-110 Final v2.6

13



Dubbo	52	37 min
Sturt Town	40.9	33 min
Mumbil	30.8	26 min
Orange	101	1 hr 15 min
Mudgee	86.6	1 hr 2 min

Staff will travel in light vehicles, and car-pooling will be actively encouraged. Shuttle buses will be provided to transport staff to/from Wellington and Dubbo. The proponent has committed to transporting 80% of construction traffic to the Project Site by bus. All vehicles (shuttle buses and light vehicles) will travel to the project site via the Mitchell Highway and Goolma Road, and enter the project site via the main site access point (refer to Figure 6-1).

#### 4.3 PROPOSED DELIVERY ROUTES – DELIVERY OF MATERIALS AND INFRASTRUCTURE

Services and small deliveries are most likely to be sourced from Dubbo, Wellington or Orange.

Gravel, sand and concrete will be sourced from suppliers in Dubbo, Wellington, and/or Orange, and would be delivered via the Mitchell Highway and Goolma Road. Metal components and glass for solar panels will be transported to the Project Site by road generally in containers.

The haulage route for deliveries by road from Port Botany, Sydney, will depend on the type of heavy vehicle and its RMS approved route. Heavy vehicles used for deliveries during construction can be up to 25m in length. There are two RMS heavy vehicle approved routes applicable to this Project, these are detailed below. All drivers will be informed of these haulage routes and these are to be included in the contractors 'Drivers Code of Conduct' (refer to Appendix F). All heavy vehicles will enter the project site via the main site access point (refer to Figure 6-1).

19m B-double route for deliveries from Port Botany:

- Bumborah Point Road, Port Botany.
- Botany Road.
- Foreshore Road.
- M1 General Holmes Drive.
- M5 South-Western Motorway to M7.
- M7 Westlink to Eastern Creek M4 Western Motorway.
- M4 Western Motorway to A32 Great Western Highway.
- A32 Great Western Highway to Bathurst.
- A32 Mitchell Highway, Bathurst to Orange.
- Northern Distributor Road, Orange.
- A32 Mitchell Highway, Orange to Wellington.
- Goolma Road.

The route is around 374 km in length and is illustrated in Figure 4-1 and Figure 4-2.

23 to 25 m B-double route for deliveries from Port Botany:

19-110 Final v2.6



- Bumborah Point Road, Port Botany.
- Botany Road.
- Foreshore Road.
- M1 General Holmes Drive.
- Joyce Drive to Qantas Drive.
- Qantas Drive to Airport Drive then onto Marsh street.
- M5 Eastbound to M5 South-Western Motorway.
- M5 South-Western Motorway to M31 Hume Motorway.
- M31 Hume Motorway to Yass.
- Yass to Molong via B81.
- Molong to Wellington via A32 Mitchell Highway.
- Goolma Road.

The route is around 561 km in length and is illustrated in Figure 4-3, Figure 4-4 and Figure 4-5.





Figure 4-1 19m B-double road transport route from Port Botany to the Project Site.

19-110 Final v2.6



Figure 4-2 19 m B-double RMS approved haulage route.



Figure 4-3 23 to 25m B-double road transport route from Port Botany to the Project Site.

19-110 Final v2.6



Figure 4-4 23m B-double RMS approved haulage route.



Figure 4-5 25m B-double RMS approved haulage route.

During construction, oversize/over mass vehicles (OSOM) may be required for the delivery of larger items that are not able to be broken down into smaller components, such as mobile cranes. A Class 1 Notice or Ministerial Order will be required for OSOM vehicles to operate on the NSW road network. With a Class 1 Notice or Ministerial Order, the approved RMS haulage route for an OSOM vehicle applicable to this Project is detailed below (refer to Figure 4-6 and Figure 4-7). All heavy vehicles will enter the project site via the main site access point (refer to Figure 6-1).

OSOM vehicle route for deliveries from Port Botany:

- Bumborah Point Road, Port Botany.
- Botany Road.
- Foreshore Road.
- M1 General Holmes Drive.
- M5 South-Western Motorway to M7 (will require a specific permit before travelling on this section between Sydney Airport and Beverly Hills), or continue along General Holmes Drive onto The Grand Parade, then to Princes Highway via President Avenue.
- Princes Highway to M5 South-Western Motorway via King Georges Road.
- M5 South-Western Motorway to M31 Hume Motorway.
- M31 Hume Motorway to Yass.
- Yass to Molong via B81.
- Molong to Wellington via A32 Mitchell Highway.
- Goolma Road.

The route is around 562 km in length and is illustrated in Figure 4-6 and Figure 4-7.





Figure 4-6 OSOM road transport route from Port Botany to the Project Site.

19-110 Final v2.6



Figure 4-7 OS/OM RMS approved haulage route.

The 19 m B-Double route from Port Botany is an approved RMS heavy vehicle route, however there are several limiting factors to be considered when using this as a main haulage route. The route travels through the Blue Mountains, this area frequently experiences fluctuations in climatic conditions such as heavy rain, and fog, which can impede upon traffic. These conditions are exacerbated during winter where the roads are sometimes affected by ice. Scheduling of haulage routes will take these climatic conditions into consideration and conduct regular monitoring of weather and road conditions prior to commencing haulage via this route. During poor weather conditions the approved 23 to 26 m B-Double route will be favoured.

Project water will be sourced locally from the Dubbo Regional Council and would be trucked to the Site on an as needs basis. The Project would require around 10 ML over a 12-month period for dust suppression, which would be sourced from on Site farm dams or a local council standpipe if the dams diminished below an acceptable level. Potable water requirements for staff during construction would be approximately 180kL per annum. Non-potable water would be trucked to the Site on as needs basis and stored within temporary water tanks at the staff amenities area.

All equipment and goods will be delivered via the nominated Site construction compound. Deliveries will be recorded on the delivery record sheet (Appendix E) at the time of delivery by the Site engineer or delegate. When recorded the delivery will be dispatched to the relevant Site laydown area or materials storage area. All deliveries to and from the Site will occur on the Site. The unloading of vehicles on adjacent land or public roads will not occur unless directed by NSW Police or other emergency services.

#### 4.4 **PROPOSED DELIVERY ROUTES – SUBSTATION TRANSFORMER**

The proposed delivery route for the Wellington 200MVA Transformer for the Substation has two port to Wellington travel options. Option 1 is from the Port of Melbourne to the substation and Option 2 is Port Kembla to the substation. The details can be found below. The supplier is currently reviewing both options with sea freight requirements and the road transport suppliers.





#### Option 1: Appleton Dock VIC to Wellington NSW





#### Option 2: Port Kembla NSW to Wellington NSW

#### 4.5 TRAFFIC VOLUMES

#### 4.5.1 Existing Traffic

A combination of publicly available data and specific traffic counting was conducted as part of the EIS to determine the typical traffic volumes on roads surrounding the Project. A summary of this data is provided in Table 4-2, Table 4-3 and Table 4-4 below.

Table 4-2 Recorded traffic volumes at nearby RMS traffic stations.

Traffic count station	2017	2018	2019
MitchellHighway(Station ID: 6169)	2574 (total)	2525(total)	2265 (total)



Table 4-3 Recorded proportions of light and heavy vehicles at nearest RMS traffic station.

<b>Mitchell Highway</b> (Station ID: 6169)	Light vehicles (%)	Heavy vehicles (%)
2019	76.82	23.18
2018	75.68	24.32
2017	77.04	23.18

Table 4-4 Recorded traffic volumes at a short-term daily traffic classifier in 2009.

<b>Mitchell Highway</b> (3 km south of Wellington)	Total number of vehicle movements	Heavy vehicles (%)
Northbound traffic	1,841	16
Southbound traffic	1,788	17

As there is no RMS traffic counter along Goolma Road, an additional traffic count survey was conducted by Trans Traffic Survey for Goolma Road between the 26<sup>th</sup> of February to 5<sup>th</sup> March 2018. A summary of this data is provided in Table 4-5 below.

Table 4-5 Recorded traffic volumes along Goolma Road (Trans Traffic Survey 2018)

<b>Goolma Road</b> (Trans Traffic Survey)	Total number of vehicle movements	Heavy vehicles (%)
Northbound traffic	986	14.9
Southbound traffic	968	13.5

On average, on the Mitchell Highway morning traffic peaks at around 10:00 am for southbound with 109 vehicles (total) and for northbound with 88 vehicles (total). Evening traffic peaks at around 3:00 pm for southbound vehicles with 103 vehicles (total), and for northbound vehicles with 100 vehicles (total) (Figure 4-8).

On average, on Goolma Road morning traffic peaks at around 7:00 am for northbound with 159 vehicles (7-day average) and for southbound with 62 vehicles (7-day average). Evening traffic peaks at around 3:00 pm for northbound vehicles with 163 vehicles (7-day average) and for southbound vehicles with 131 vehicles (7-day average) (Figure 4-9).







Exported on Wed Feb 27 2019 at 0:0:0. © Roads and Maritime Services 2015.

Figure 4-8 Daily profile for traffic volumes at nearest RMS traffic station.



Figure 4-9 Daily profile for traffic volumes at Goolma Road (Trans Traffic Survey 2018).

#### 4.5.2 Construction Traffic

The planned timeline for the Project indicates that around 40 employees would be required in the first month of construction, increasing to 200 employees on site during the peak construction period (approximately 6 months).

It is expected that up to 8 bus trips, and 10-20 light vehicles with 2-4 people will be required per day during peak construction, which would generate an additional 56 vehicles movements per day along the Mitchell Highway and Goolma Road. During non-peak periods, approximately half as many buses are expected to be required.



If construction staff utilising the shuttle buses are required to meet at one nominated drop-off/pick-up location, consultation with Dubbo Regional Council, RMS and the local community is required prior to ensure parking congestion does not occur.

During the construction period, a total of 5,350 heavy vehicles would be required. This averages approximately 20 heavy vehicles per working day for the construction period. The amount of deliveries per day would depend on the phase of works being undertaken. An increased volume of heavy vehicles is required for the delivery of modules and mounting frames, which would be delivered over a period of five months. During the peak construction period there would be a maximum of 100 heavy vehicle movements per day.

A number of oversize/over mass vehicles will be required for equipment such as a mobile crane, the transformers and poles for the overhead transmission line and substation, as well as Gas Insulated Substation (GIS) building. These will be transported safely in compliance with all regulations and be accompanied by a special convoy.

Gravel would require around 690 truck and dog deliveries over 12 months, or about two to three trucks per day. Sand would require around 144 truck and dog loads over 12 months, about one per day for six months or one every second day for 12 months.

Around 500,714 solar panels would be delivered during construction. These would be delivered on about 310 semi-trailer loads or about one per day. Panel frames would require a similar number of deliveries.

Construction plant and equipment would primarily be restricted to on Site travel until the end of the construction program.

#### 4.5.3 Operational Traffic

During operation 1-3 full-time staff would be required for maintenance activities. It is expected that each full-time employee would travel to and from the project site, which would generate an additional 6 light vehicle movements per day along the Mitchell Highway and Goolma Road. The use of heavy vehicles is expected to be low during operation, with heavy vehicles only being required when solar panels or other large equipment needs replacing or repairs. All heavy vehicles would travel to the site via the approved RMS haulage routes.

#### 4.6 SIZE OF VEHICLES

Most vehicles visiting the Site would be light vehicles and include employee vehicles, buses and utility vans. Larger vehicles required throughout the construction period include 2 large (over-dimension) cranes and 6 RAV (restricted access vehicles) over the whole Project, semi-trailers, B-doubles, tuck and dog, dump trucks, low loaders and concrete trucks. The maximum length of any vehicle used for construction of the solar farm will not exceed 25 m, unless approval is granted by the Secretary.

It is noted however, that there will also be two over-dimensional trucks required for the existing substation expansion. The largest is 53.5m long, transporting electrical transformers, to the site south of Goolma Road. Refer Appendix H.

#### 4.7 VEHICLE SCHEDULING

Traffic volumes will be spread over the 12-month construction period, although most traffic movements will occur during the three to six-month for deliveries.



Staff arrival will be scheduled at 6:15am to 6:30 am for marshalling, 6:45 am for toolbox talks, and 7:00 am work start. Staff departures will start between 4:00 pm and 5:30 pm but will be spread out over a more extended period than arrivals as timing will vary between different work activities. This timing will ensure peak traffic times of school drop-off and pick up and beginning and end of business hours will be avoided, and so the impacts of staff movements on local roads will be minimised.

There are many smaller towns and communities that the haulage routes pass. Scheduling of the haulage routes are to ensure that heavy vehicles are not passing through any towns during school drop-off and pick-up hours (8:00 - 9:30 am and 2:30 - 4:00 pm) and are not driving along the haulage route when in vicinity of school bus routes during school drop-off and pick-up hours. The Proponent's selected contractor will conduct consultation with local bus companies, schools, councils and the local community regarding the Project, school pick-up/drop-off locations, timings and haulage routes will occur to ensure local road users within these towns are not significantly impacted by construction traffic. Drivers will be informed these restricted travel times, and these will also be included in the contractors 'Drivers Code of Conduct' (Appendix F).

Heavy vehicle movements into and out of the Site will be controlled via traffic management means, including a traffic controller, temporary lowered speed limit and additional road signage alerting vehicles of truck movements in the area. The majority of light vehicle movements are expected to occur prior to and following the delivery window, with a tidal flow of arrivals during the morning and departures during the afternoon / evening.

Heavy vehicle movements will be scheduled throughout the day, resulting in a steady distribution of construction traffic to/from the Site, and minimising simultaneous heavy vehicle movements. Implementation of a delivery schedule will ensure that only one inbound or outbound heavy vehicle is travelling along the access route in the vicinity of the Site at a time and vehicles would be on Site for a maximum of 2 hours.

'Platooning' of vehicles and 'short stacking' of vehicles near railway lines is not permitted. Platooning and short stacking will be avoided by allowing 10 minutes between heavy vehicles entering and leaving the Site to avoid queuing on the road. Drivers will be informed of this as part of their Site induction training and it will be included in the 'contractor's 'Drivers Code of Conduct' (Appendix F).

There are no required changes to traffic management related to the construction work for the substation (V2.5 now includes the updated project scope approved under Mod 2). Traffic management issues such as restriction during school drop-off and pick-up hours, limiting any platooning and transporting staff to and from the site are incorporated into this management plan.

Construction for the substation is scheduled to start in November 2020 and will be completed by November 2021. There will be approximately a maximum of 20 staff required for construction.

#### 4.8 CUMULATIVE IMPACTS

There is potential for cumulative impacts associated with other known or foreseeable developments occurring in proximity to the Wellington Solar Farm to impact upon traffic volumes and local road users. Construction for the substation extension may overlap with Wellington Solar Farm at the start of 2020 but as the substation expansion will only be a maximum of 20 staff at a time, the cumulative impact is considered minor.



There are currently 4 major Projects within close proximity to the Project; Bodangora Wind Farm (10 km north-east of the Site), Maryvale Solar Farm (4.3 km north-west of the Site), Wellington North Solar Farm (directly north of the Site) and Suntop Solar Farm (12 km south-west of the Site).

Bodangora Wind Farm is completed and therefore only operational cumulative traffic impacts apply to this project. These are considered minor.

Maryvale Solar Farm is expected to commence construction in the 4<sup>th</sup> quarter of 2019. The construction of this Project is expected to commence in the 3<sup>rd</sup> quarter of 2019. There is potential for peak construction traffic of both solar farms to overlap and have a high cumulative risk. However, the proposed haulage and traffic routes for Maryvale Solar Farm does not overlap with the haulage routes of this Project. Maryvale Solar Farm would require the delivery of materials from either Newcastle or Sydney via:

- M1 Motorway to Hunter Expressway (Sydney source).
- Hunter Expressway / New England Highway.
- New England Highway to turn off for the Golden Highway.
- Golden Highway to Dubbo.
- Mitchell Highway from Dubbo to Wellington.
- Travel along Cobbora Road and Maryvale Road to access the Site off Seatonville Road.

The haulage route for Maryvale Solar Farm would result in their construction traffic entering Wellington from the north and would not use Goolma Road. This construction traffic for this Project would predominantly enter Wellington from the south. Therefore, it is considered unlikely for an overlap in peak construction traffic between Maryvale Solar Farm and this Project to occur, and therefore there is minimal cumulative risk.

Wellington North Solar Farm was expected to commence construction in the 1<sup>st</sup> quarter of 2019. However, the Major Projects Planning Portal shows that this project has not received its final determination and the exact commencement date is unknown, at this stage. There is potential for peak construction traffic of both solar farms to overlap, however the proposed haulage and traffic routes for Wellington North Solar Farm do not overlap with the haulage routes of this Project. Construction traffic for the Wellington North Solar Farm would access their Site via The Golden Highway along Cobbora Road and onto Campbells Lane and would not use Goolma Road. Although this is the case, 80% of construction staff will be transported to and from the Wellington Solar Farm by bus and thus minimise small vehicle movement and impacts on local traffic.

Suntop Solar Farm is expected to commence construction in the 4<sup>th</sup> quarter of 2019. The Suntop Solar farm construction phase aligns closely with this project and there is potential for peak construction traffic to overlap and have a high cumulative risk. However, the proposed haulage and traffic routes for Suntop Solar Farm do not overlap with the haulage routes of this Project. Suntop Solar Farm would require the delivery of materials from either Newcastle or Sydney via:

- M1 Motorway to Hunter Expressway (Sydney source).
- Hunter Expressway / New England Highway.
- New England Highway to turn off for the Golden Highway.
- Golden Highway to Dubbo.
- Mitchell Highway from Dubbo to Wellington.
- Travel along Renshaw Mcgirr Way and onto Suntop Road to access the Site.

The haulage route for Suntop Solar Farm would result in their construction traffic entering Wellington from the north and would not use Goolma Road. Therefore, it is considered unlikely for an overlap in peak



construction traffic between Suntop Solar Farm and this Project to occur, and therefore there is minimal cumulative risk.

Although the cumulative risk is considered to be minimal, consultation with the Proponents of Maryvale Solar Farm, Wellington North Solar Farm and Suntop Solar Farm is recommended to ensure if any changes in haulage routes or overlap occurs then scheduling of the haulage routes to accommodate these projects would occur.



## 5 ROAD NETWORK IMPACTS

#### 5.1 PUBLIC ROAD NETWORK

The major issues for traffic and transport for the Project is the additional volumes of traffic during construction. The following is considered relevant to the assessment of potential impacts as a result of the traffic which would be generated by the Project:

- Given the points of origin for solar farm delivery being spread between Dubbo, Sydney, Wellington, Orange and Bathurst, the impact to the volumes on the surrounding highways is expected to be minimal.
- Potential impacts to general road safety will include additional vehicle movements, heavy vehicle movements, congestion with other road users, and the identification of areas which may require special consideration for upgrades. Measures will be incorporated to ensure the safety of all road users.
- The timing of vehicle movements could potentially impact upon sensitive land uses along the travel route. Vehicle movements should be coordinated to reduce the impact of construction traffic on the regional and local road network.
- Requirements including the movement of over-dimension vehicles during selected hours will assist in reducing the impact of construction traffic on the regional road network.
- The movements of construction staff to and from the Project area on a daily basis will also be the cause of additional traffic.
- The construction phase for the Project will have an increase on the volume of traffic on load roads. Movements of construction staff to and from the Site on a daily basis will also temporarily increase the traffic volumes on local roads (this is reduced by transporting staff by bus).
- The implementation of a community information and awareness program about the construction and timing will assist to manage local and regional road impacts. This program would include letters sent directly to local schools, local bus companies, Dubbo Regional Council, and impacted landholders as well as an online website detailing the project's construction programme and its progress.

Other potential traffic, transport, and road safety impacts associated with construction of the proposal relate primarily to the increased number of large vehicles on the road network, which may lead to:

- Increased collision risks (other vehicles, pedestrians, stock, wildlife).
- Damage to road infrastructure.
- Associated noise and dust (particularly on unsealed roads), which may impact on nearby receivers.
- Disruption to existing services (public transport, school buses).
- Reduction on the level of service on the road caused by 'platooning' of construction traffic.

#### 5.2 ON-SITE ROADS

The entrance to the Site would be constructed off Goolma Road, approximately 4.6 km east of the intersection with the Mitchell Highway (Appendix A). A siding lane would be constructed on Goolma Road to accommodate traffic turning left off Goolma Road and into the Wellington SF Site.



The new internal access roads will be constructed to provide access to the Site infrastructure and will be constructed to a width of up to 6 m. The roads will be constructed as all-weather roadways. The location of these tracks will follow existing farm roads where possible, proximity to infrastructure, consultation with landowners, site topography and the requirements of sensitive areas including flora, fauna, and heritage will dictate road location.

Construction of these internal roads will occur via excavation of the existing landscape along the required route of the road, to the required depth and length (ie boxing out the road), and then placing the required materials as indicated in the drawings (Appendix D) to the required specification. Ongoing maintenance of these roads will be minimal, and in the event of wear and tear or water damage due to severe weather events, repair of the road will be as per the above mentioned construction methodology.



## 6 TRAFFIC MANAGEMENT

#### 6.1 TRAFFIC CONTROL PLANS

Specific to the management of traffic, Traffic Control Plans (TCPs) will be prepared prior to works which could impact on public roads and traffic. The TCPs will implement specific controls that have been identified in this CTAMP, the EMS and any associated plans. All Project related traffic will comply with the controls listed within the TCPs.

The TCPs will specify the description, position, quantity, applicability, behaviour and the methodology of actions on the road network (onsite and off), including speed limit alterations, road signage (temporary or permanent), temporary road detours, junction upgrades, behaviour of drivers, control mechanisms, reporting etc. As a minimum, the following TCPs would be required:

- As part of any application for a Road Occupancy Licence from RMS for work within the classified road reserve or within 100 metres of traffic signals.
- As part of works to an intersection on any public road.
- As part of any works that would impact upon a public road.

TCPs will be developed by personnel duly qualified and certified by training in accordance with the RMS Traffic Control at Work Sites manual in consultation with the RMS, local councils and the local communities, as required. TCPs will be developed by a qualified traffic controller for the Goolma Road, and documents will include their name and qualification number.

The implementation of Traffic control plans will be monitored and assessed on a daily basis. Were subcontracted traffic control staff are required for managing vehicle movement they will monitor TCP implementation. Where specialist traffic control staff are not required the Site engineer will monitor the implementation of TCP's.

TCP plans will also address the management of dust and mud resulting from traffic on the unsealed roads used to access the Project Site. Measures including dust suppression using water carts will be used to control dust.

#### 6.2 BASIC TURN TREATMENT

Prior to the commencement of construction, the intersection of Goolma Road and the Site access point will be upgraded to provide a new Basic Right Turn (BAR) and Basic Left Turn (BAL). The intersection will be designed and constructed for a 100 km/h speed zone and able to accommodate the largest vehicle accessing the intersection. The upgrade has been designed to the satisfaction of RMS, and in accordance with the *Austroads Guide to Road Design* (as amended by RMS supplements), unless the RMS agrees otherwise.

Refer to Appendix C for a concept design drawing of the basic turn treatment.

#### 6.3 ON-SITE PARKING

Laydown and parking for light and heavy vehicles will be provided at the construction compound (Appendix A). Sufficient parking space will be provided on Site for all vehicles. Preliminary plans for the Site would provide temporary parking for around 60 vehicles during construction, and permanent parking spaces


would be provided during operation. More than half of the light vehicles on Site at any one time will be distributed around the Site. All temporary construction staff parking will be located on Site and not within the road reserve. This will ensure that no parking occurs on the public road network near the Site.

## 6.4 UNDERGROUND TRANSMISSION LINE

The 33kv underground transmission line will run from the solar farm battery storage unit to the new substation bench as shown in Appendix A and outlined in the Modification Application – MOD 1 (NGH 2019). The RMS recommendations for installing the underground transmission line has been included in Section 7 of this TMP.

## 6.5 MAINTENANCE AND EMERGENCY REPAIRS

### 6.5.1 General maintenance

A regular maintenance schedule for all Plant and Vehicles, including heavy vehicles will be implemented by the contractor. The maintenance schedule would include but is not limited to the following:

- Plant and Vehicles will be maintained as per manufacturer's instructions.
- Heavy Vehicles and Trailers will be maintained in accordance with the National Heavy Vehicle Inspection Manual to ensure roadworthiness.
- Records of fuel will be kept for each piece of plant and vehicle.
- Records of maintenance and use of any consumables, tyres, oils, batteries etc.
- Spillage kits will be provided to all vehicles.

All operators of plant and vehicle drivers will be trained regarding their responsibilities, policies, procedures and work instructions.

### 6.5.2 Operational maintenance

Additional activities undertaken during the operational phase would include travelling to the site office or maintenance building and carrying out maintenance activities on the solar farm infrastructure. Operational staff would be confined to designated parking areas and access roads/tracks within the proposal site.

During operation, three full time equivalent staff would access the proposal site to operate and maintain the solar infrastructure. It is likely that two light vehicles (4x4) and an all-terrain vehicle will be required to transport the staff around the site. Operational staff may also be required to access the substation, adjacent to the proposal site.

The anticipated volume of staff would result in very minimal increase in traffic flow on the local road network. It is considered unlikely that the low levels of operational traffic would obstruct public or private local access. Additional risks to road safety from operational traffic would be minimal.

In the unlikely event the main internal roads are inaccessible the alternate Gate entries shall be used. Access routes must be kept clear at all times to allow uninhibited emergency vehicle access should these services be required. However, should any part of the emergency access be blocked for construction reasons an alternative route will be made available. Please review the FMERP of section 6.5.3 for more information on emergency response.



### 6.5.3 Emergency Repairs

An emergency repairs plan for all Plant and Vehicles will be implemented by the contractor. The plan would include but is not limited to the following:

- Procedures detailing what to do in the event of Plant/Vehicle breakdown.
- Temporary isolation of the broken plant/vehicle so it will not impede upon other activities occurring within the surrounding area or other road users.
- Back-up plant/vehicles to temporarily replace the broken plant/vehicle.
- Contact details of a recovery operator if a vehicle is required to be moved off the road.
- Procedures for replacement parts and equipment.
- Emergency contacts for who will be conducting the repairs.
- All operators and drivers will be trained regarding their responsibilities and procedures for handling emergency repairs.

In the event of an emergency whilst on the Project site, raise the alarm by calling "emergency, emergency, emergency" over the radio and stay within the vehicle cabin if safe to do so. Once a responder has copied, proceed to communicate the following details:

- Identify yourself;
- Identify your location;
- Notify of any injured persons;
- Advise of the nature of the emergency, i.e. ambulance/medical assistance required, fire, etc; and
- Wait for further instructions.

For site emergencies relating to other work parties on site, personnel are to follow the instructions of Site Supervisor personnel and monitor the nominated UHF Channel for further instructions. During an emergency, radio silence shall be maintained to allow emergency responders/controllers to communicate with persons immediately involved in the emergency situation, until the all-clear is given.

Should evacuation be required at any time whilst operating vehicles or plant on site, operators shall ensure their vehicle or plant item is parked fundamentally stable in a safe location where it is not obstructing access, shutdown the engine and move swiftly to the nearest emergency assembly area.

## 6.6 DRIVER FATIGUE

The risk of driver fatigue will be managed by the provision of buses for daily transport of staff to and from the Site, and inclusion of a section in Site induction training, contractors 'Drivers Code of Conduct' (Appendix F) and toolbox talks on appropriate driving behaviour, including fatigue management. Implemented strategies will include:

- Ensuring sufficient sleep and rest prior to each shift.
- Promote carpooling and shuttle buses.
- Avoid work scheduling which promote excessive work hours.
- Monitor fatigue in staff during work hours and prior to leaving the Site, with particular reference to staff travelling long distances.
- Liaise with RMS western region Road Safety Unit to provide training.
- Promote regular breaks during long-distance driving.
- Promote abstinence from alcohol, medications which cause drowsiness, and other drugs that may influence fitness for work.



- Promote good exercise and diet.
- Provide assistance programs for staff suffering from stress.

## 6.7 ROAD CONDITIONS

#### 6.7.1 Fog, dust and rain

Local climate and weather conditions in the Wellington region such as fog, storms, and dust present potential safety concerns to road traffic users and local landowners throughout construction and operation. Risks will be managed by monitoring weather forecasts and including details of upcoming weather events and relevant management strategies in toolbox talks, including reduced speed on internal and Site access roads and use of fog lights during periods of low visibility, dry or wet conditions. Relevant management strategies to ensure that drivers implement safe driving practices during poor weather conditions will be detailed in the contractors 'Drivers Code of Conduct' (Appendix F).

Dust suppression is to be used during dry or windy conditions to reduce impacts upon road traffic users and surrounding residences. Vehicles are to be clean and free of mud before leaving the Site and entering any classified road, particularly during wet conditions, to ensure mud and other debris is not drag onto public roads and impedes upon the safety of road traffic users. Gravel hardstands may be established near the Site entry and exit point for vehicle cleaning/inspections. These measures will be included in the contractors 'Drivers Code of Conduct' (Appendix F) for the Project.

### 6.7.2 Speed

The Wellington SF is bounded by Goolma Road to the south and east. All road traffic associate with the Project will access the Site via the Site entry point on the Goolma Road. The Project area is situated in a high-speed environment, with a speed limit of 100 km/h on Goolma Road in the vicinity of the Project area. Goolma Road is accessed from the Mitchell Highway, which has a speed limit of 60 km/h for southbound vehicles and 80 km/h for northbound vehicles in vicinity of the Goolma Road intersection. All construction traffic activities will consider the high-speed environment of the Mitchell Highway.

There will be no change to the speed limit along Goolma Road. The speed limit of all internal roads and Site access roads will be 20km/h. Speed signs will be posted as appropriate, in compliance with relevant guidelines and standards. Risks will also be managed by including relevant management strategies in toolbox talks, including complying with posted speed limits and reducing speed to suit weather conditions. These will also be included in the contractors 'Drivers Code of Conduct' (Appendix F) for the Project and in accordance with the National Heavy Vehicle Regulator (NHVR) chain of responsibility (Appendix G).

### 6.7.3 Flooding

Flooding can occur at any time of the year in the Wellington area, but floods are most common in the winter months. The Wellington Local Flood Plan states that the 1955 flood is the largest flood to have occurred in Wellington this century, reaching a height of 14.66m on the Macquarie River gauge, at Wellington Bridge.

The western boundary of the proposal Site is located approximately 1.5km east of the Macquarie River. Wuuluman Creek and two of its tributaries occur within the proposal Site, which carry surface water in a generally westerly direction. The Wellington Local Flood Plan identifies rural roads that may be affected by local flooding; the only road of relevance to the proposal Site is the Mitchell Highway.



Parts of the Site may be at risk of temporary minor flooding during high rainfall events and high flows through Wuuluman Creek, particularly within the low relief of areas of the Site. Temporary localised flooding has the potential to interfere with construction and poses a safety risk for workers on Site. Electrical hazards, pollution risks from leakages of stored pollutants and physical damage from the mobilisation of components in flood waters could occur during a flood event.

Implementation of a flood monitoring strategy which includes daily monitoring of weather forecasts, monitoring the water heights of Wuuluman Creek and Macquarie River during times of rainfall and discussing these during the pre-commencement meetings at the beginning of each shift will ensure all personnel are aware of the daily flood risk. During the lead up to a possible flood, the Site will be inspected to ensure that it can be secured quickly if flooding becomes imminent, inspection of key areas that can cause electrical hazards, pollution or mobilisation of components will be inspected and secured.

In the event of a flood, construction personnel under the direction of the Site manager or HSEQ will be evacuated to the emergency assembly point via shuttle buses. The HSEQ would notify emergency services of the flood event immediately. Eight shuttle buses conducting two trips each will be required to evacuate all staff (peak construction staff). The location of the emergency assembly point will be determined during the final design of the Site layout. Depending on the situation, there are 3 Site access points which can be used as an emergency exits (Figure 6-1). The emergency exit routes will be determined by the proponent or EPC following the completion of the final Site design.

Post-flooding, a food impact report would be produced detailing the damage that has occurred during the event and the recovery actions to be implemented.

### 6.7.4 Road Works

During the delivery of the two over-dimensional vehicle loads to the TransGrid substation site, TransGrid intend to implement a traffic management system once the size, route and timing of the vehicle movements are confirmed. The existing private driveway access to TransGrid's substation is sufficient to allow for the access and egress of over-dimensional vehicles, so no road upgrades to its intersection with Goolma Road are required.

All permits for the transport of these two over-dimensional vehicles will be applied for in accordance with the National Heavy Vehicle Regulations (NHVR). Once approved, Lightsource BP will forward all approved permits to TransGrid site management. These over-dimensional vehicle movements would be notified in advance to the local community, potentially using local notice boards and the local paper.





Figure 6-1 Site access points.

## 6.8 ROAD OCCUPANCY LICENCE

The Proponent, or their contractor, will obtain Road Occupancy Licences from RMS prior to the basic turn treatment on Goolma Road for Wellington Solar Farm.

Various approvals will be sought for road works and the transport of over dimension loads from:

- National Heavy Vehicle Regulator
- RMS and RMS Traffic Management Centre.
- NSW Police.
- Ausgrid.
- Essential energy.
- Telstra.
- ARTC.
- Councils.

With the expansion of the substation (approved as a Modification Application – MOD 1), further consultation with Roads and Maritime Services (RMS) is required prior to the commencement of construction works. The proponent or their contractor is to contact Roads and Maritime's Field Traffic Manager on 1300 656 371 to determine if a Road Occupancy Licence (ROL) is required. In the event that a ROL is required, the proponent is to obtain the ROL prior to works commencing within three (3) metres of the travel lanes of Goolma Road.

RMS advised approval is required from the National Heavy Vehicle Regulator for the transportation of two Over Size Over Mass heavy vehicles required to transport new transformers to the substation for the expansion works.

## 6.9 COMMUNITY ENGAGEMENT

The implementation of a community information and awareness program about the construction, timing and haulage routes will assist in managing local and regional road impacts on local residents. Significant disruption to local roads will be advertised in local media, via letters, online on the project website and using variable message signs prior to commencement of the disruptive activity. Local landholders directly impacted by roadworks will be provided with a specific induction to relevant traffic impacts, including planned work that will disrupt property access, and management strategies. Consultation with the correctional facility, which is located adjacent to the Project Site, would also occur to discuss whether any construction activities may be planned at the facility, and to provide the facility with a specific induction to relevant traffic impacts. Given the isolated rural location of the Project Site, there is not likely to be any need for pedestrian or cycle access. However, the local media advertisements, and warning signs along public access routes advising of construction activity will ensure the safety of any pedestrians or cyclists in the area.





## 7 ENVIRONMENTAL CONTROL MEASURES

A range of environmental requirements and control measures are identified in the EIS, SoCs in the Submissions Report and Modified CoC. Specific measures and requirements to address traffic and transport impacts are outlined in Table 7-1.

Table 7-1 Traffic and transport management measures.

Measure / Requirement	Where Addressed	When to implement	Responsibility	Reference
GENERAL				
Training will be provided to all Project personnel, including relevant sub-contractors on traffic and transport requirements from this plan through inductions, toolboxes and targeted training.	EMS	Pre-construction Construction Operation	Lightsource BP /contractor	EMS Section 4.3
DESIGN				
The Proponent would consult with the Roads and Maritime Services regarding the proposed upgrading of the Site access from Goolma Road. The upgrade would be subject to detailed design and must be designed and constructed to the standards specified by <i>Austroads Guide to Road Design</i> (as amended by RMS supplements).	ТМР	Pre-construction	Lightsource BP /contractor	TMP Detailed design
PRE-CONSTRUCTION				
A Haulage Plan would be developed with input from the road's authority, including but not limited to:	ТМР	Pre-construction Decommissioning	Lightsource BP /contractor	TMP TCPs
<ul> <li>Assessment of road routes to minimise impacts on transport infrastructure.</li> </ul>				
<ul> <li>Scheduling of deliveries of major components to minimise safety risks (on other local traffic).</li> </ul>				
Consideration of cumulative traffic loads due to other local developments.				
<ul> <li>Traffic controls (signage and speed restrictions etc.).</li> </ul>				
<ul> <li>Consultation with local bus companies, schools, councils and the local community regarding the Project, school pick-up/drop-off locations, timings and haulage routes will occur to ensure local road users within these towns are not significantly impacted by construction traffic.</li> <li>Upon determining the haulage route(s) for construction vehicles associated with the Derivate and prime to construction.</li> </ul>				
Project, and prior to construction, undertake a Road Dilapidation Report. The Report				

Measure / Requirement	Where Addressed	When to implement	Responsibility	Reference
shall assess the current condition of the road(s) and describe mechanisms to restore any damage that may result due to traffic and transport related to the construction of the Project. The Report shall be submitted to the relevant road authority for review prior to the commencement of haulage.				
<ul> <li>A Traffic Management Plan would be developed as part of the EMS and DEMP, in consultation with the Dubbo Regional Council and Roads and Maritime. The plan would include, but not be limited to: <ul> <li>The designated routes of construction traffic to the Site.</li> <li>Carpooling/shuttle bus arrangements to minimise vehicle numbers during construction.</li> <li>Scheduling of deliveries.</li> <li>Community consultation regarding traffic impacts for nearby residents, school, school bus operators.</li> <li>Consideration of cumulative impacts, undertaken consultation with Maryvale Solar Farm.</li> <li>Consideration of impacts to the railway.</li> <li>Traffic controls (speed limits, signage, etc.).</li> <li>Procedure to monitor traffic impacts and adapt controls (where required) to reduce the impacts.</li> <li>Providing a contact phone number to enable any issues or concerns to be</li> </ul> </li> </ul>	TMP TCP Lightsource BP Driver and Vehicle Policy (Appendix F). Designate on Site delivery area.	Pre-construction Decommissioning	Lightsource BP /contractor	TMP TCPs
rapidly identified and addressed through appropriate procedures. Prior to the commencement of any road upgrades required under this consent, the Applicant must prepare a Traffic Management Plan for the development in consultation with the RMS and Council, and to the satisfaction of the Secretary. This plan must include: (a) details of the entire transport route to be used for development-related traffic; (b) details of the measures that would be implemented to minimise traffic safety issues and disruption to local users of Goolma Road during construction, upgrading or decommissioning works, including:	TMP Dilapidation report. TCP Contractors 'Drivers Code of Conduct' (Appendix F) Delivery Schedules (Appendix D). DPIE Approval	Pre-construction	Lightsource BP /contractor	TMP TCPs

Measure / Requirement	Where Addressed	When to implement	Responsibility	Reference
<ul> <li>Performance criteria, measures and indicators for shuttle bus utilisation and car-pooling in accordance with the commitments in the EIS;</li> <li>temporary traffic controls, including detours and signage;</li> <li>notifying the local community about Project-related traffic impacts;</li> <li>minimising potential for conflict with school buses, rail services and other motorists as far as practicable;</li> <li>scheduling of haulage vehicle movements to minimise convoy length or platoons;</li> <li>responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;</li> <li>responding to any emergency repair or maintenance requirements; and</li> <li>a traffic management system for managing over-dimensional vehicles;</li> </ul>	(Appendix B)			
<ul> <li>© a driver's code of conduct that addresses:</li> <li>travelling speeds;</li> <li>driver fatigue;</li> <li>procedures to ensure that drivers adhere to the designated transport routes; and</li> <li>procedures to ensure that drivers implement safe driving practices; and</li> <li>(d) a flood response plan detailing procedures and options for safe access to the Site in the event of flooding.</li> <li>Following the Secretary's approval, the Applicant must implement the Traffic Management Plan.</li> </ul>				
<ul> <li>(7) The Applicant must ensure that tha) development does not generate more than:</li> </ul>	TMP Delivery Vehicle Register (Appendix D).	Pre-construction/ Construction	Lightsource BP /contractor	ТМР

Measure / Requirement	Where Addressed	When to implement	Responsibility	Reference
<ul> <li>100 heavy vehicle movements a day during construction, upgrading or decommissioning; or</li> <li>5 heavy vehicle movements a day during operations; on the public road network; and</li> <li>(b) length of any heavy vehicles used for the development does not exceed 25 metres, unless the Secretary agrees otherwise.</li> </ul>				
Prior to the commencement of construction, unless RMS agrees otherwise, the Applicant must upgrade the intersection of Goolma Road and the Site access point with a Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment in accordance with the <i>Austroads Guide to Road Design</i> (as amended by RMS supplements), designed and constructed for a 100 km/h speed zone and able to accommodate the largest vehicle accessing the intersection, to the satisfaction of RMS.	Detailed design	Pre-construction	Lightsource BP /contractor	TMP Design Drawings
The Applicant must ensure: (a) the internal Project Site roadways are constructed as all-weather roadways; (b) there is sufficient parking on Site for all vehicles, and no parking occurs on the public road network in the vicinity of the Sit€(c) the capacity of the existing roadside drainage network is not reduced; (d) all vehicles are loaded and unloaded on Site, and enter and leave the Site in a forward direction€nd (e) vehicles leaving the Site are in a clean condition and do not result in dirt being tracked onto the public road network.	Detailed design TCPs	Pre-construction/ Construction	Lightsource BP /contractor	TMP TCPs
Prior to the construction of the Energy Storage Facility (ESF), this Traffic Management Plan will be updated to manage traffic impacts associated with the construction of the ESF in consultation with RMS and Council.	ТМР	Pre-construction	Lightsource BP /contractor	ТМР
CONSTRUCTION				
The Applicant must keep accurate records of the number of heavy vehicles entering or leaving the Site each day.	ТМР	Construction	Lightsource BP /contractor	TMP 8.3 TCPs

Measure / Requirement	Where Addressed	When to implement	Responsibility	Reference
Shuttle buses will be provided to transport staff to/from Wellington and Dubbo where 80% of construction staff are transported to the Project Site by bus. All vehicles (shuttle buses and light vehicles) will travel to the project site via the Mitchell Highway and Goolma Road, and enter the project site via the main site access point.	ТМР	Construction	Lightsource BP /contractor	Section 6
All vehicular traffic associated with the development must travel to and from the Project Site via the Mitchell Highway, Goolma Road and the approved Site entry point (Appendix A).	ТМР	Construction	Lightsource BP /contractor	TMP TCPs

<ul> <li>Regarding the construction of the 33kv under</li> <li>Prior to construction of the 33kV under Goolma Road, concurrence to the de Roads and Maritime Services pursua 1993. Note that consent under Section from Council as the road's authority.</li> <li>For the portion of the underground at the classified road reserve, developm upon procurement of an easement, and Maritime, Council and the propo- whether another legal mechanism is pursuant to Section 138 of the Roads modification application, assuming t that this component is yet to be clar</li> <li>Minor adjustments at the detailed design stat within Goolma Road will need to meet Roads include (but are not limited to):</li> <li>A requirement for the crossing to be road pavement, to a minimum depth sleeve (preferably in steel or ductile to physically protect the transmission</li> <li>The road crossing is to be made as n road centreline, and</li> <li>The underground transmission line is boundary and as far from the road p the alignment against potential road including at intersections.</li> </ul>	rground transmission line: derground transmission line within etailed design shall be obtained from int to Section 138(2) of the Roads Act on 138 is also required to be obtained transmission line that is located within nent approval shall not be conditional licence or the like. Noteworthy is Roads onent are currently negotiating on a required in addition to approval s Act. This need not affect the he proponent is of the understanding ified by all affected parties. ge for the transmission line alignment and Maritime standards, which may e under bored where it crosses the State n of 1.2 metres with an outer protective iron) and grouting of the annular void n line, ear as practicable at 90 degrees to the s to be run as close to the road reserve avement as practicable, to future proof l widening or realignment upgrades,	TMP	Construction	Lightsource //contractor	BP	ТМР
19-110 Final v2.6	47					

Measure / Requirement	Where Addressed	When to implement	Responsibility	Reference
Post-Construction				
A Vehicle Movements Report will be produced and made publicly available within three months of completion of construction. The report should describe the total number of vehicle movements that occurred during construction, daily number of vehicle movements, size of the loads delivered, and vehicle types.	ТМР	Pre-construction Decommissioning	Lightsource BP /contractor	ТМР

## 8 COMPLIANCE MANAGEMENT

## 8.1 ROLES AND RESPONSIBILITIES

The Lightsource BP Project Team's organisational structure and overall roles and responsibilities are outlined in the EMS. Specific responsibilities for the implementation of environmental controls will be detailed in the CEMP.

## 8.2 TRAINING

All employees, contractors and utility staff working on Site will undergo Site induction training relating to traffic and transport management issues. Targeted training in the form of toolbox talks or specific training will also be provided to personnel with a key role in traffic management. All drivers will be informed of the NHVR chain of responsibility and to adhere to its principles, this would be provided by the contracting haulage company. Further details regarding staff induction and training are outlined in the Section 4.3 of the EMS.

## 8.3 MONITORING AND INSPECTION

Regular monitoring and inspections will be undertaken in the lead up to, during and following construction. Monitoring and inspections will include, but not be limited to:

- The EPC is to ensure that an inspection and maintenance program for local road access will be established to ensure local road conditions are maintained in a safe state for heavy and RAV access. The EPC would conduct the road inspection fortnightly.
- The Site Construction Manager is to ensure that all Plant and vehicles are regularly maintained to operate at optimum efficiency, and records of each piece of Plant and vehicle are maintained and available for review. This will occur on an as-used basis.
- The number of heavy vehicles entering the Site each day will be recorded as they occur by the site foreman using the delivery vehicle register (Appendix D). This will be checked during monthly audits.
- The EPC will ensure that delivery numbers will be checked against schedules and adjusted as required to ensure that the number of heavy vehicle movements generated during construction does not exceed 100 per day.
- The implementation of Traffic control plans will be monitored and assessed by the Site engineer and or the EPC on a daily basis.
- Where subcontracted traffic control staff are required for managing vehicle movement, they will monitor TCP implementation on a daily basis.
- Where specialist traffic control staff are not required the Site engineer will monitor the implementation of TCP's on a daily basis.
- Utilisation of the shuttle bus and carpooling arrangements is to be recorded daily by the EPC to ensure at least 80% of construction staff are travelling to and from site by bus. Key indicators to be recorded include:
  - Vehicle arrangement (shuttle bus/carpooling).
  - Number of staff per vehicle.



• Number of trips each vehicle made between the pick-up/drop off site and the project site.

Additional requirements and responsibilities in relation to inspections will be documented in the CEMP.

## 8.4 AUDITING

Audit requirements are detailed in the EMS.

## 8.5 **REPORTING**

Reporting requirements and responsibilities are outlined in the EMS.

## 8.6 COMPLAINTS REPORTING

All complaints will be promptly responded to in accordance with the Complaint's Procedure outlined in the EMS and the Community Consultation Plan.

A combination of the procedure spelled out on the Lightsource BP website and the procedure spelled out in the Community Consultation Plan will be used to record any complaints received from the community, whether they be traffic related or other. The following are detailed on the Lightsource BP website:

- 2. You can register your comments about a specific project via the projects page on the Lightsourcebp.com website.
- 3. Lightsource BP maintains a register to enable it to track and respond to feedback and ultimately improve its standards.
- 4. The project register is developed in accordance with the Lightsource BP Code of Conduct and is available to view publicly to ensure transparency of the process.
- 5. Lightsource BP will acknowledge receipt of any feedback within 24 hours by email and expect a formal response within 10 working days of the acknowledgement.
- 6. If you are not satisfied with our response, you should contact us again and we will review the decision.
- 7. If you are still not satisfied, you can then contact the Energy and Water Omb<u>udsman:</u> <u>ht</u>tps://www.ewon.com.au/

In addition, the Community Consultation Plan provides details of the complaints process including a complaint form and an example of the information retained by Lightsource BP on their complaints register.



## 9 **REVIEW AND IMPROVEMENT**

## 9.1 CONTINUOUS IMPROVEMENT

Continuous improvement of this plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets to identify opportunities for improvement.

## 9.2 TMP UPDATE AND AMENDMENT

This TMP will need to be revised whenever the construction program, scope of work, or work methods change, whenever the work methods and control structures are found to be ineffective, or if so, directed by The Proponent. This will occur as needed and in accordance with the process outlined in the EMS.

A copy of the updated TMP and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure identified in the EMS.

## 9.3 DOCUMENT CONTROL

Document control procedures are outlined in the EMS.



## **10 REFERENCES**

- NGH (2019). Modification Application: Wellington Solar Farm substation expansion. Final V1.1 Prepared 2 October 2019 for Lightsource BP.
- NGH (2020). Modification Application: Wellington Solar Farm substation expansion. Final V2.3 Prepared 13 March 2020 for Lightsource BP.
- NSW Government (2019). *Plannin– Portal Major Project Assessments*. Accessed 18 March 2019 at: <u>http://majorprojects.planning.nsw.gov.au/page/</u>
- NGH Environmental (2018). Environmental Impact Statement Wellington Solar Farm.
- NGH Environmental (2018). Environmental Impact Statement Wellington North Solar Farm.
- Pitt & Sherry (2018). *Maryvale Solar Farm Environmental Impact Statement*. Accessed 7 March 2019 at: <u>http://majorProjects.planning.nsw.gov.au/index.pl?action=view\_job&job\_id=8777</u>
- Pitt & Sherry (2018). Suntop Solar Farm Environmental Impact Statement. Accessed 18 March 2019 at: <u>http://majorprojects.planning.nsw.gov.au/index.pl?action=search&page\_id=&search=Suntop+So</u> <u>lar+&authority\_id=&search\_site\_type\_id=&reference\_table=&status\_id=&decider=&from\_date=</u> <u>&to\_date=&x=52&y=15</u>
- Roads and Maritime Services (2019). *Heavy Vehicle Maps*. Accessed 28 February 2019 at: <u>https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html</u>



## APPENDIX A GENERAL LAYOUT OF DEVELOPMENT



## APPENDIX B CONSULTATION

## B.1 DUBBO REGIONAL COUNCIL

Correspondence	Location in this plan
Issues raised from a conference call with Michael Chan on the 7 <sup>th</sup> March 2019	
The National Heavy Vehicle Regulator (NHVR) chain of responsibility should be discussed in the TMP. This can be delegated to the Lightsource BP to implement or the awarded contractor.	The NHVR has been included as a driver's training requirement in Section 8.2. An outline explaining the NHVR policy is provided in Appendix G. Details outlining the
right turn intersection upgrade should also be included.	design of the BAR and BAL are provided in Section 6.2. The BAR and BAL design is provided in Appendix C.
The speed zones of Mitchell Highway and Goolma Road should be confirmed.	The road environment including existing speed zones is detailed in Section 4.1.
The correctional facility is located adjacent to the Project. The TMP should consider consultation with the facility about any construction they may have planned and impacts the Project construction traffic may have.	Implementation of a community information and awareness program is detailed in Section 6.9.
Version 1 of the TMP emailed to Michael Chan on the 21 <sup>st</sup> March 2019	
On the 3 <sup>rd</sup> of April 2019, Michael Chan responded and stated that Dubbo Shire Council has reviewed the final version of the draft TMP and raised no further issues.	N/A
Consent granted for construction of the 33 kv transmission line	
Dubbo Regional Council granted consent on December 3 <sup>rd</sup> , 2019.	
Version 2.3 of the TMP emailed to Dubbo Regional Council December 2019	
This amended Traffic Management Plan (TMP Version 2.3) was provided to Dubbo Regional Council to show the additional changes for the first Modification Application and feedback from RMS	Section 3
Approval for the Modification was granted to the Proponent on December 11, 2019.	N/A
Version 2.3 of the TMP approval from Dubbo Regional Council January 9, 2020.	
Approval for the Modification was granted to the Proponent by Dubbo Regional Council on January 28, 2020.	N/A
Version 2.6 (now re-labelled V2.5) was provided to Dubbo Regional Council in April 2020 with no further comments received.	



#### Diana Mitchell

From:	Michael Chan <michael.chan@dubbo.nsw.gov.au></michael.chan@dubbo.nsw.gov.au>
Sent:	Tuesday, 28 January 2020 4:52 PM
To:	Diana Mitchell
Cc:	Georgia King
Subject:	RE: WST17/00102/11 - Major Projects – Proponent Request for Advice - Wellington Solar Farm -
	Traffic Management Plan (SSD-8573-PA-8) (Dubbo Regional)

Hi Diana,

Our traffic engineers have reviewed the TMP and do not have any comments to add.

Thank you for forwarding the TMP for review.

Regards,

Michael

Michael Chan Subdivision Engineer Dubbo Regional Council P 02 6801 4927 M 0436 648 883 E Michael.Chan@dubbo.nsw.gov.au



http://dubbo.nsw.gov.au

Please consider the environment before printing this email.

This e-mail, together with any attachments, is for the exclusive and confidential use of the addressee(s). Any other distribution, use of, or reproduction without prior written consent is strictly prohibited. Views expressed in this e-mail are those of the Individual, except where specifically stated otherwise. Dubbo Regional Council does not warrant or guarantee this message to be free of errors, interference or viruses.

From: Diana Mitchell <diana.mitchell@lightsourcebp.com> Sent: Tuesday, 28 January 2020 3:08 PM To: Michael Chan <Michael.Chan@dubbo.nsw.gov.au> Cc: Georgia King <georgia.king@lightsourcebp.com> Subject: RE: WST17/00102/11 - Major Projects – Proponent Request for Advice - Wellington Solar Farm - Traffic Management Plan (SSD-8573-PA-8) (Dubbo Regional)

#### [EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Hi Michael,

I'm writing to follow up with you regarding any comments you may have on the Wellington Solar Farm Traffic Management Plan, which has been updated to reflect Mod 1. Would you be able to advise when we can anticipate receiving your comments?

1





Thank you.

Kind regards, Diana

Diana Mitchell Principal Environmental Planner | t +61409601473



## 0 🖸 🖸

This e-mail is private and confidential and is for the addressee only. If misdirected, please notify us, confirming that it has been deleted from your system and any hard copies destroyed. You are strictly prohibited from using, printing, distributing or disseminating it or any information contained in it, save to the intended recipient.

Please consider the environment before printing this email

From: Diana Mitchell Sent: Thursday, 9 January 2020 11:02 AM To: Michael Chan <Michael.Chan@dubbo.nsw.gov.au> Cc: Georgia King <georgia.king@lightsourcebp.com> Subject: RE: WST17/00102/11 - Major Projects – Proponent Request for Advice - Wellington Solar Farm - Traffic Management Plan (SSD-8573-PA-8) (Dubbo Regional)

Hi Michael,

Thank you for getting back to me.

For your review, please find attached version 2.3 of the Wellington Solar Farm Traffic Management Plan. I have also included a tracked change version (2.2) to assist you with your review. There is one item on the track changed version 2.2 which does not reflect version 2.3, being the date Modification 1 was approved.

Thank you for your assistance and feel free to contact me if you have any questions.

Kind regards, Diana

From: Michael Chan <Michael.Chan@dubbo.nsw.gov.au> Sent: Thursday, 9 January 2020 10:09 AM To: Diana Mitchell <diana.mitchell@lightsourcebp.com> Subject: RE: WST17/00102/11 - Major Projects – Proponent Request for Advice - Wellington Solar Farm - Traffic Management Plan (SSD-8573-PA-8) (Dubbo Regional)

Hi Diana,

I was responsible for providing comments in regards to the Wellington Solar Farm Traffic Management Plan back in March 2019. At the time I was in contact with Sarah Hillis at NGH Environmental. The version we had at the time was version 1.0 and I replied to her that we had no additional comments to add.

Please forward a copy of the revised TMP and I will provide any comments as soon as possible.

Regards,





Michael

Michael Chan Subdivision Engineer Dubbo Regional Council P 02 6801 4927 M 0436 648 883 E Michael.Chan@dubbo.nsw.gov.au



#### http://dubbo.nsw.gov.au

Please consider the environment before printing this email.

This e-mail, together with any attachments, is for the exclusive and confidential use of the addressee(s). Any other distribution, use of, or reproduction without prior written consent is strictly prohibited. Views expressed in this e-mail are those of the individual, except where specifically stated otherwise. Dubbo Regional Council does not warrant or guarantee this message to be free of errors, interference or viruses.

From: Diana Mitchell <diana.mitchell@lightsourcebp.com> Sent: Monday, 6 January 2020 11:33 AM

To: Steven Jennings <Steven.Jennings@dubbo.nsw.gov.au>

Cc: Darryll Quigley <Darryll.Quigley@dubbo.nsw.gov.au>; Dubbo Regional Council <council@dubbo.nsw.gov.au> Subject: FW: WST17/00102/11 - Major Projects – Proponent Request for Advice - Wellington Solar Farm - Traffic Management Plan (SSD-8573-PA-8) (Dubbo Regional)

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Good morning,

Happy New Year, I hope you had a good break and are feeling refreshed for the year ahead.

I'm hoping you can provide me an update on the status of Council's advice on the Wellington Traffic Management Plan (v2.3). Would you be able to advise when we can anticipate receiving it?

Thank you.

Kind regards, Diana

Subject: Major Projects – Proponent Request for Advice - Wellington Solar Farm - Traffic Management Plan (SSD-8573-PA-8) (Dubbo Regional)

A proponent is requesting advice in relation to a post approval matter for the Wellington Solar Farm.

Please sign in to your account to view the details of this request and to upload your advice.

If you have any enquiries about this request, you can contact Diana Mitchell at diana.mitchell@lightsourcebp.com.

To sign in to your account click here or visit the Major Projects Website. Please do not reply to this email.

Kind regards



3

Department of Planning, Industry and Environment



Subscribe to our newsletter

This email is intended for the addressee(s) named and may contain confidential and/or privileged information.

If you are not the intended recipient, please notify the sender and then delete it immediately.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL



#### Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Marttime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Marttime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

Diana Mitchell Principal Environmental Planner | t+61409601473



This e-mail is private and confidential and is for the addressee only. If misdirected, please notify us, confirming that it has been deleted from your system and any hard copies destroyed. You are strictly prohibited from using, printing, distributing or disseminating it or any information contained in it, save to the intended recipient.

Please consider the environment before printing this email

4

## B.2 RMS

Location of information in this Plan addressing the requirements of RMS

Issues raised from a conference call with Ainsley Bruem on the 7th March 2019Transport construction staff by bus – encouraging move. Must ensure that if staff are required to meet at one nominated drop-off/pick-up location, consultation ensure parking congestion does not occur.A requirement to consult with RMS and Dubbo Regional Council is outlined in Section 4.5.2.Shuttle bus – consider the emergency management and getting people off-Site in an emergency.Use of the shuttle bus in the event of an emergency is addressed in Section 6.7.Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered.Implementation of a flood monitoring strategy and emergency waits are detailed in Section 6.7.Implement Traffic control – Consultation and good communication with a communities will be required.Implementation of a community information and awareness program is detailed in Section 6.7.Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.Reporting requirements and responsibilities are detailed in Section 6.7.The limitations of the 19m 8-Double haulage route: • There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.Factors that may impact upon the viability of the 19m Adouble haulage route have been considered in Section 4.3.The cumulative impacts of heavy vehicle haulage routes: • Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.The potential cumulative impacts asso	Correspondence	Location in this plan
Transport construction staff by bus – encouraging move. Must ensure that if staff are required to meet at one nominated droporf/pick-up location, consultation with Dubbo Regional Council, RMS and the local community is required prior to ensure parking congestion does not occur.Arequired the RMS and Dubbo Regional Council is outlined in Section 4.5.2.Shuttle bus – consider the emergency management and getting people off-Site in an emergency.Use of the shuttle bus in the event of an emergency is addressed in Section 6.7.Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered.Implementation of a flood monitoring strategy and emergency exits are detailed in Section 6.7.Implement Traffic control – Consultation and good communication with communities will be required.Implementation of a community information and awareness program is detailed in Section 6.9.Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.Reporting requirements and responsibilities are detailed in Section 6.9.The limitations of the 19m B-Double haulage route: • There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.The potential cumulative impacts of heavy vehicle haulage occurring through these towns during peak school hours (drop-off/pick-up times).The potential cumulative impacts asciated with the use of the heavy vehicle haulage croutes have been addressed in section 4.3.The cumulative impacts of heavy vehicle haulage occurring through these towns duri	Issues raised from a conference call with Ainsley Bruem on the 7 <sup>th</sup> March 2019	
are required to meet at one nominated drop-off/pick-up location, consultation with Dubbo Regional Council, RMS and the local community is required prior to ensure parking congestion does not occur. Shuttle bus – consider the emergency management and getting people off-Site in an emergency. Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered. Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered. Implement Traffic control – Consultation and good communication with communities will be required. Implement Traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc. The limitations of the 19m B-Double haulage route: • There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken. • Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. The cumulative impacts of heavy vehicle haulage routes: • Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts. • Sould conduct consultation with the communities, local bus companies, school hours (drop-off/pick-up times). • Should conduct consultation with the communities, local bus companies, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not	Transport construction staff by bus – encouraging move. Must ensure that if staff	A requirement to
with Dubbo Regional Council, RMS and the local community is required prior to ensure parking congestion does not occur.Dubbo Regional Council is outlined in Section 4.5.2.Shuttle bus – consider the emergency management and getting people off-Site in an emergency.Use of the shuttle bus in the event of an emergency is addressed in Section 6.7.Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered.Use of the shuttle bus in the event of an emergency exits are detailed in Section 6.7.Implement Traffic control – Consultation and good communication with communities will be required.Implementation of a flood monitoring strategy and emergency exits are detailed in Section 6.7.Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.Implementation of a community information and awareness program is detailed in the EMS (Section 8.5 of this plan).The limitations of the 19m B-Double haulage route:Factors that may impact upon the viability of the 19m B-double haulage route• There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.The route have been considered in Section 4.3.The cumulative impacts of heavy vehicle haulage outes vehicles/haulage due to cumulative impacts. socoid conduct consultation with the communities, local bus companies, school pick-up/drop-off locatio	are required to meet at one nominated drop-off/pick-up location, consultation	consult with RMS and
ensure parking congestion does not occur.is outlined in Section 4.5.2.Shuttle bus – consider the emergency management and getting people off-Site in an emergency.Use of the shuttle bus in the event of an emergency is addressed in Section 6.7.Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered.Implementation of a flood monitoring strategy and emergency exits are detailed in Section 6.7.Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered.Implementation of a flood monitoring strategy and emergency exits are detailed in Section 6.7.Implement Traffic control – Consultation and good communication with communities will be required.Implementation of a community information and awareness program is detailed in Section 6.9Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.Reporting requirements and responsibilities are detailed in the EMS (Section 8.5 of this plan).The limitations of the 19m B-Double haulage route: • There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.The potential cumulative impacts.The cumulative impacts of heavy vehicle haulage routes: • Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.The<	with Dubbo Regional Council, RMS and the local community is required prior to	Dubbo Regional Council
Shuttle bus – consider the emergency management and getting people off-Site in an emergency.       Use of the shuttle bus in the event of an emergency is addressed in Section 6.7.         Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered.       Implementation of a flood monitoring strategy and emergency exits are detailed in section 6.7.         Implement Traffic control – Consultation and good communication with communities will be required.       Implementation of a community information and awareness program is detailed in Section 6.9.         Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.       Reporting requirements and responsibilities are detailed in the EMS (Section 8.5 of this plan).         The limitations of the 19m B-Double haulage route:       Factors that may impact upon the viability of the 19m B-double haulage route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.       The potential communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.       The potential cumulative impacts associated with the use of the heavy vehicle haulage routes should not have haulage occurring through thes to ensure local road users within these towns are not       The section 4.7.	ensure parking congestion does not occur.	is outlined in Section
Sinctice bus – consider the energency intangement and getting people of -site inthe event of an emergency is addressed in Section 6.7.Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered.Implementation of a flood monitoring strategy and emergency exits are detailed in Section 6.7.Implement Traffic control – Consultation and good communication with communities will be required.Implementation of a community information and awareness program is detailed in Section 6.7.Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.Implementation of a community information and awareness program is detailed in the EMS (Section 8.5 of this plan).The limitations of the 19m B-Double haulage route: • There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.The potential cumulative impacts.The cumulative impacts of heavy vehicle haulage routes: • Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.The potential cumulative impacts.• Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users	Shuttle bug consider the emergency menagement and getting needle off Site in	4.5.2.
an energency.       and energency is addressed in Section 6.7.         Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered.       flood monitoring strategy and emergency exits are detailed in section 6.7.         Implement Traffic control – Consultation and good communication with communities will be required.       Implementation of a flood monitoring strategy and emergency exits are detailed in section 6.7.         Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.       Implementation of a community information and awareness program is detailed in Section 6.9         The limitations of the 19m B-Double haulage route:       •       Reporting requirements and responsibilities are detailed in the EMS (Section 8.5 of this plan).         The limitations of the 19m B-Double haulage route:       •       Factors that may impact upon the viability of the 19m B-double haulage route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.       The considered in Section 4.3.         The cumulative impacts of heavy vehicle haulage routes:       •       Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.       The potential cumulative impacts associated with the use of the heavy vehicle haulage routes have been addressed in Section 4.7.         Should conduct consultation with the communities, local bus companies, school hours (drop-off/pick-up times).       Should conduct consultation with the communities, local bu	shuttle bus – consider the emergency management and getting people on-site in	the event of an
<ul> <li>in Section 6.7.</li> <li>Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered.</li> <li>Implement Traffic control – Consultation and good communication with communities will be required.</li> <li>Implement Traffic control – Consultation and good communication with communities will be required.</li> <li>Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.</li> <li>Post construction traffic statistics could made available during the audit process and responsibilities are detailed in Section 6.9.</li> <li>Post construction traffic statistics could made available during the audit process and responsibilities are detailed in the EMS (Section 8.5 of this plan).</li> <li>The limitations of the 19m B-Double haulage route:         <ul> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> </ul> </li> <li>The cumulative impacts of heavy vehicle haulage routes:         <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul></li></ul>	an emergency.	emergency is addressed
Level of detail required for a flood event does not need to go into great depth at this stage, but management of this event needs to be considered.Implement at flood monitoring strategy and emergency exits are detailed in Section 6.7.Implement Traffic control – Consultation and good communication with communities will be required.Implementation of a flood monitoring section 6.7.Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.Reporting requirements and awareness program is detailed in Section 6.9The limitations of the 19m B-Double haulage route: • There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.The considered in Section 4.3.The cumulative impacts of heavy vehicle haulage routes: • Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts. • Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times). • Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are notThe rential cumulative times communities, local bus companies, schools road users within these towns are not		in Section 6.7.
this stage, but management of this event needs to be considered.flood strategy and emergency exits are detailed in Section 6.7.Implement Traffic control - Consultation and good communication communities will be required.Implementation of a community information and awareness program is detailed in Section 6.9.Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.Reporting requirements and responsibilities are detailed in Section 6.9.The limitations of the 19m B-Double haulage route: • There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through 	Level of detail required for a flood event does not need to go into great depth at	Implementation of a
<ul> <li>strategy and emergency exits are detailed in Section 6.7.</li> <li>Implement Traffic control – Consultation and good communication with communities will be required.</li> <li>Implementation of a communities version of the section 6.7.</li> <li>Implementation of a communities statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.</li> <li>Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.</li> <li>Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.</li> <li>Reporting requirements and responsibilities are detailed in the EMS (Section 8.5 of this plan).</li> <li>The limitations of the 19m B-Double haulage route:         <ul> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> </ul> </li> <li>The cumulative impacts of heavy vehicle haulage routes:         <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul></li></ul>	this stage, but management of this event needs to be considered.	flood monitoring
<ul> <li>exits are detailed in Section 6.7.</li> <li>Implement Traffic control – Consultation and good communication with communities will be required.</li> <li>Implementation of a communities will be required.</li> <li>Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.</li> <li>Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.</li> <li>Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.</li> <li>Reporting requirements (Section 8.5 of this plan).</li> <li>Factors that may impact upon the viability of the 19m B-Double haulage route:         <ul> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> </ul> </li> <li>The cumulative impacts of heavy vehicle haulage routes:         <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Sould conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul></li></ul>		strategy and emergency
Implement Traffic control – Consultation and good communication with communities will be required.Implementation of a community information and awareness program is detailed in Section 6.9Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.Reporting requirements and responsibilities are detailed in the EMS (Section 8.5 of this plan).The limitations of the 19m B-Double haulage route:Factors that may impact upon the viability of the 19m B-Double haulage route:The limitations of the 19m B-Double haulage route:Factors that may impact upon the viability of the 19m B-double haulage route is taken.Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.The cumulative impacts associated with the use of the heavy vehicle haulage due to cumulative impacts.Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.The sociated with the use of the heavy vehicle haulage routes have been addressed in Section 4.7.Should conduct consultation with the communities, local bus companies, school, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are notThe cumulative intersection 4.7.		exits are detailed in
<ul> <li>Implementer maine consolutation and good communication with implementation or a community information and awareness program is detailed in Section 6.9</li> <li>Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.</li> <li>Post construction traffic statistics could made available during the audit process and responsibilities are and responsibilities are adetailed in the EMS (Section 8.5 of this plan).</li> <li>The limitations of the 19m B-Double haulage route:         <ul> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> </ul> </li> <li>The cumulative impacts of heavy vehicle haulage routes:         <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul></li></ul>	Implement Traffic control - Consultation and good communication with	Section 6.7.
Communities in the required.and awareness program is detailed in Section 6.9Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.Reporting requirements and responsibilities are detailed in the EMS (Section 8.5 of this plan).The limitations of the 19m B-Double haulage route:Factors that may impact upon the viability of the 19m B-Double haulage route:• There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.Factors that may impact upon the viability of the 19m B-double haulage route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.Factors that may impact upon the viability of the 19m B-double haulage route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.The cumulative impacts of heavy vehicle haulage routes: • Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.The potential cumulative impacts associated with the use of the heavy vehicle haulage routes have been addressed in Section 4.7.• Should conduct consultation with the communities, local bus companies, school, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are notThe section 4.7.	communities will be required	community information
<ul> <li>is detailed in Section 6.9</li> <li>Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.</li> <li>Reporting requirements and responsibilities are detailed in the EMS (Section 8.5 of this plan).</li> <li>The limitations of the 19m B-Double haulage route:         <ul> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> </ul> </li> <li>The cumulative impacts of heavy vehicle haulage routes:         <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul></li></ul>	communities win be required.	and awareness program
Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.Reporting requirements and responsibilities are detailed in the EMS (Section 8.5 of this plan).The limitations of the 19m B-Double haulage route: • There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken. • Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.The potential cumulative impacts of heavy vehicle haulage routes: • Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts. • Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are notThe cumulative impacts associated with the use of the heavy vehicle haulage routes to ensure local road users within these towns are notThe contral come and the towns are not		is detailed in Section 6.9
<ul> <li>about traffic numbers, sizes of loads, vehicle types etc.</li> <li>and responsibilities are detailed in the EMS (Section 8.5 of this plan).</li> <li>The limitations of the 19m B-Double haulage route:         <ul> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> </ul> </li> <li>The cumulative impacts of heavy vehicle haulage routes:         <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes are not</li> </ul></li></ul>	Post construction traffic statistics could made available during the audit process	Reporting requirements
<ul> <li>detailed in the EMS (Section 8.5 of this plan).</li> <li>The limitations of the 19m B-Double haulage route: <ul> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> </ul> </li> <li>The cumulative impacts of heavy vehicle haulage routes: <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes is a route site on the route site in the set owns are not</li> </ul></li></ul>	about traffic numbers, sizes of loads, vehicle types etc.	and responsibilities are
<ul> <li>The limitations of the 19m B-Double haulage route:</li> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> <li>The cumulative impacts of heavy vehicle haulage routes:</li> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul>		detailed in the EMS
<ul> <li>The limitations of the 19m B-Double haulage route:</li> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> <li>The cumulative impacts of heavy vehicle haulage routes:</li> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul>		(Section 8.5 of this
<ul> <li>The limitations of the 19m B-Double haulage route:</li> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> <li>The cumulative impacts of heavy vehicle haulage routes:</li> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul>		Factors that may impact
<ul> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> <li>The cumulative impacts of heavy vehicle haulage routes:         <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul> </li> </ul>	The limitations of the 19m B-Double haulage route:	upon the viability of the
<ul> <li>and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> <li>The cumulative impacts of heavy vehicle haulage routes:         <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul> </li> </ul>	<ul> <li>There are a number of activities around Ulan and along Ulan Road</li> </ul>	19m B-double haulage
<ul> <li>Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> <li>The cumulative impacts of heavy vehicle haulage routes: <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul> </li> </ul>	and the TMP needs to consider cumulative impacts coming through	route have been
<ul> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> <li>The cumulative impacts of heavy vehicle haulage routes:         <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul> </li> </ul>	Ulan if that route is taken.	considered in Section
<ul> <li>the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> <li>The cumulative impacts of heavy vehicle haulage routes: <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul> </li> </ul>	<ul> <li>Consider climatic conditions and undulation of the route through</li> </ul>	4.3.
<ul> <li>route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> <li>The cumulative impacts of heavy vehicle haulage routes: <ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul> </li> </ul>	the Blue Mountains area. May need to use the 23-26m B-Double	
<ul> <li>The cumulative impacts of heavy vehicle haulage routes:</li> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul>	route for 19m B-Doubles during poor weather conditions. May	
<ul> <li>The cumulative impacts of heavy vehicle haulage routes:</li> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul>	come into some issue using this route – it has limitations.	
<ul> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul>	The cumulative impacts of heavy vehicle haulage routes:	The potential cumulative impacts
<ul> <li>vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> <li>of the heavy vehicle haulage routes have been addressed in Section 4.7.</li> </ul>	<ul> <li>Some communities are at a saturation point for heavy</li> </ul>	associated with the use
<ul> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul>	vehicles/haulage due to cumulative impacts.	of the heavy vehicle
<ul> <li>during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul>	<ul> <li>Routes should not have haulage occurring through these towns</li> </ul>	haulage routes have
<ul> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not</li> </ul>	during peak school hours (drop-off/pick-up times).	been addressed in
companies, schools, councils of these towns to regarding the Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not	<ul> <li>Should conduct consultation with the communities, local bus</li> </ul>	Section 4.7.
Project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not	companies, schools, councils of these towns to regarding the	
routes to ensure local road users within these towns are not	Project, school pick-up/drop-off locations, timings and haulage	
significantly impacted by construction traffic	routes to ensure local road users within these towns are not	



<ul> <li>Scheduling of haulage routes to avoid these peak times-Schedule rest time in at those times so there is no coincidence with school times or other cumulative impacts.</li> <li>Can include these mitigations within the Driver Code of Conduct for haulage operators.</li> <li>Ensuring that the road and weather conditions are considered:         <ul> <li>Dust suppression with construction period has been a real sticking point for some other Projects. Good consultation with the closest receivers and ensure dust suppression is utilised, especially during dry and windy conditions.</li> <li>Ensuring that the road thread tragged onto any major classified roads. Ensuring management for these through measures such as reducing speed limits, gravel hardstands at Site entry/exit points for vehicle inspection and cleaning, washing of vehicles.</li> </ul> </li> <li>The potential for construction traffic to impede other road users:         <ul> <li>Platooning of heavy vehicles is not to occur, especially in those smaller communities. Needs to be considered in haulage scheduling. Making sure haulage drivers work it into their driver's code of conduct that platooning is not permissible.</li> </ul> </li> <li>The potential for construction traffic associated with other nearby developments to have cumulative impacts associated with Bodangora Wind Farm, Maryvale Solar Farm.</li> <li>Consider if construction traffic of these nearby developments will overlap with this Project.</li> <li>Version 1 of the TMP emailed to Ainsley Bruem on the 21<sup>st</sup> March 2019</li> <li>On the 9<sup>th</sup> of April 2019, Ainsley Bruem responded and stated that RMS has reviewed the final version of the draft TMP and raised no further issues.</li> </ul>	Correspondence	Location in this plan
Consider induce induction within the birter code of conduct for induce operators.Measures to reduce potential impacts import for some other Projects. Good consultation with the closest receivers and ensure dust suppression is utilised, especially during dry and windy conditions.Measures to reduce potential mode of a section 6.7.The potential for construction traffic to impede other road users: • Potential for sonst stacking with railway lines. • Potential for sonst stacking with railway lines. • Potential for construction traffic to impede other road users: • Potential for construction traffic to impede other road users: • Potential for construction traffic to be considered in haulage scheduling. Making sure haulage drivers work it into their driver's code of conduct that platooning is not permissible.Scheduling of haulage routes to ensure platooning and short section 4.7.The potential for construction traffic associated with Bodangora Wind Farm, Maryvale Solar Farm, Wellington North Solar Farm, and Suntop Solar Farm. • Consider if construction traffic of these nearby developments will overlap with this Project.The potential for solar Sacciated with Bodangora Wind Farm, Maryvale Solar Farm, Wellington North Solar Farm, and Suntop Solar Farm.The potential for shrift of these nearby developments will overlap with this Project.Version 1 of the TMP emailed to Ainsley Bruem on the 21st March 2019N/A	<ul> <li>Scheduling of haulage routes to avoid these peak times-Schedule rest time in at those times so there is no coincidence with school times or other cumulative impacts.</li> <li>Can include these mitigations within the Driver Code of Conduct for haulage.</li> </ul>	
Ensuring that the road and weather conditions are considered:Measures to reduce potential impacts impacts dry and windy conditions.Measures to reduce potential impacts during poor weather 	operators.	
The potential for construction traffic to impede other road users:Scheduling of haulage routesScheduling of haulage routes• Potential for short stacking with railway lines.• Platooning of heavy vehicles is not to occur, especially in those smaller communities. Needs to be considered in haulage scheduling. Making sure haulage drivers work it into their driver's code of conduct that platooning is not permissible.Scheduling of heavy vehicles does not occur has been addressed in Section 4.7.The potential for construction traffic associated with other nearby developments to have cumulative impacts upon local road users and the community: • Cumulative impacts associated with Bodangora Wind Farm, Maryvale Solar Farm.The potential construction traffic of these nearby developments will overlap with this Project.The section 4.8Version 1 of the TMP emailed to Ainsley Bruem on the 21st March 2019N/A	<ul> <li>Ensuring that the road and weather conditions are considered:</li> <li>Dust suppression with construction period has been a real sticking point for some other Projects. Good consultation with the closest receivers and ensure dust suppression is utilised, especially during dry and windy conditions.</li> <li>Ensure mud is not dragged onto any major classified roads. Ensuring management for these through measures such as reducing speed limits, gravel hardstands at Site entry/exit points for vehicle inspection and cleaning, washing of vehicles.</li> </ul>	Measures to reduce potential impacts during poor weather and road conditions are addressed in Section 6.7.
The potential for construction traffic associated with other nearby developments to have cumulative impacts upon local road users and the community: <ul><li>Cumulative impacts associated with Bodangora Wind Farm, Maryvale Solar Farm, Wellington North Solar Farm, and Suntop Solar Farm.</li><li>Consider if construction traffic of these nearby developments will overlap with this Project.</li></ul> The potential cumulative impacts associated with nearby projects have been addressed in Section 4.8Version 1 of the TMP emailed to Ainsley Bruem on the 21st March 2019N/AOn the 9th of April 2019, Ainsley Bruem responded and stated that RMS has 	<ul> <li>The potential for construction traffic to impede other road users:</li> <li>Potential for short stacking with railway lines.</li> <li>Platooning of heavy vehicles is not to occur, especially in those smaller communities. Needs to be considered in haulage scheduling. Making sure haulage drivers work it into their driver's code of conduct that platooning is not permissible.</li> </ul>	Scheduling of haulage routes to ensure platooning and short stacking of heavy vehicles does not occur has been addressed in Section 4.7.
Version 1 of the TMP emailed to Ainsley Bruem on the 21st March 2019N/AOn the 9th of April 2019, Ainsley Bruem responded and stated that RMS has reviewed the final version of the draft TMP and raised no further issues.N/A	<ul> <li>The potential for construction traffic associated with other nearby developments to have cumulative impacts upon local road users and the community:</li> <li>Cumulative impacts associated with Bodangora Wind Farm, Maryvale Solar Farm, Wellington North Solar Farm, and Suntop Solar Farm.</li> <li>Consider if construction traffic of these nearby developments will overlap with this Project.</li> </ul>	The potential cumulative traffic impacts associated with nearby projects have been addressed in Section 4.8
On the 9 <sup>th</sup> of April 2019, Ainsley Bruem responded and stated that RMS has reviewed the final version of the draft TMP and raised no further issues. $N/A$	Version 1 of the TMP emailed to Ainsley Bruem on the 21 <sup>st</sup> March 2019	
	On the 9 <sup>th</sup> of April 2019, Ainsley Bruem responded and stated that RMS has reviewed the final version of the draft TMP and raised no further issues.	N/A
Feedback was received by RMS in the letter dated October 28 <sup>th</sup> , 2019	Feedback was received by RMS in the letter dated October 28 <sup>th</sup> , 2019	
This Traffic Management Plan (TMP) (Version 2.2) has been updated to comply with the following recommendations from Roads and Maritime Services:	This Traffic Management Plan (TMP) (Version 2.2) has been updated to comply with the following recommendations from Roads and Maritime Services:	
Include provision of the additional two over-dimensional vehicle movements     for the delivery of the 33kV GIS building.	• Include provision of the additional two over-dimensional vehicle movements for the delivery of the 33kV GIS building.	Section 4
<ul> <li>The origin, number, size, frequency and final destination of vehicles accessing/exiting the site.</li> <li>Loads, weights and lengths of haulage and construction related vehicles and solutions and lengths of haulage and construction related vehicles and solutions.</li> </ul>	<ul> <li>The origin, number, size, frequency and final destination of vehicles accessing/exiting the site.</li> <li>Loads weights and lengths of baulage and construction related vehicles and</li> </ul>	Section 4.1
<ul> <li>Loads, weights and relights of haddage and construction related vehicles and section 4.1</li> <li>the number of movements of such vehicles.</li> <li>Existing and projected background traffic, neak hour volumes and types and</li> </ul>	<ul> <li>Loads, weights and rengths of nadiage and construction related vehicles and the number of movements of such vehicles.</li> <li>Existing and projected background traffic, peak hour volumes and types and</li> </ul>	Section 4.1
their interaction with projected development related traffic.	their interaction with projected development related traffic.	Section 4





	to anten to this also
Correspondence	Location in this plan
<ul> <li>The management and coordination of construction and staff vehicle movements to site and measures to limit disruption to other motorists. The management of construction staff access to the works site is to include strategies and measures employed to manage the risks of driver fatigue and driver behaviour. Including a firm commitment by the proponent to bus construction staff to and from site.</li> <li>Scheduling of haulage vehicle movement to minimise convoy length of platoons.</li> <li>Local climate conditions that may affect road safety for vehicles used during construction, operation and decommissioning of the facility (e.g. fog, wet weather).</li> <li>Avoidance of interaction with local school bus pick up and drop off locations and heavy vehicles associated with the construction of this proposal.</li> <li>The TMP is to outline measures to manage traffic related issues associated with this proposal specifically. The Plan is to detail the potential impacts of construction related traffic, the measures to be implemented, and the procedures to monitor and ensure compliance.</li> <li>Further discussion is required with both RMS and Council for the requirements of constructing and installing the 33kv underground transmission line underneath Goolma Road to connect to the substation.</li> </ul>	Section 4 and Section 6 Section 6.7 Section 4.7 Section 7 Section 7 Section 7 Section 7 outlines the RMS and Council requirement for
	installing and construction of the underground powerline to connect to the substation.
Version 2.3 of the TMP emailed to RMS December 2019	
This TMP (Version 2.3) has been updated and resubmitted to RMS to include the feedback previously mentioned.	N/A
Approval for the Modification was granted to the Proponent on December 11, 2019.	
Version 2.6 (now re-labeled V2.5) was provided to RMS on 21 April 2020 (see email below)	
Version 2.6 (now re-labeled V2.5) was approved by RMS on 24 April 2020 (see email below)	

# From: Bevan Crofts <u>Clevan Crofts@transport.nsw.gov.au</u>> Sent: Friday, 24 April 2020 2:19 PM To: Dina Mitchell <u><[ana.mitchell@lightsourcebp.com></u> Cc: Andrew <u>Michner & Andrew Michner & Clevano Michner & Clevano T. Sov.au</u>>; Development Western <u><[avelopment.western@rms.nsw.gov.au</u>> Subject: To close log: WST17/00102/14 - Major Projects – Proponent Request for Advice - Wellington Solar Farm - Traffic Management Plan (SSD-8573-PA-13) (Dubbo Regional) Dear Diana

Your review request to TfNSW via the NSW Major Projects Planning Portal has been closed with the following response:

Thankyou for the opportunity for TMSW to review the latest Traffic Management Plan (v2.6), and for the amendments made in response to our 17th April feedback. TMSW has no further comments and adoption of the TMP can proceed. If feedback from other stakeholders results in a change which TMSW may have an interest in (e.g. in relation to State road traffic operations), please get in touch.



From: Diana Mitchell <<u>diana.mitchell@lightsourcebp.com</u>>

 From: Lowing windows with the Education of the Education of

Hi Bevan,

Thank you for providing your comments on the revised Wellington Solar Farm Traffic Management Plan (TMP).

We have amended the TMP to address your comments on Section 6.7.4 Road Works and Appendix - Driver Code of Conduct - Vehicle scheduling. Refer to the attached.

Could you please review the amended TMP and advise if you have any further comments?

Thank you and feel free to give me a call if you would like to discuss.

Kind regards, Diana





Copy of meeting minutes during the conference calls.



## WELLINGTON SOLAR FARM-TRAFFIC MANAGEMENT PLAN

Minutes: Sarah Hillis

#### Date: 06/03/19

Time: 10:30 – 11:30 am

Invitees:

Sarah Hillis (NGH Environmental) Jessie Whieldon (NGH Environmental) Ainsley Bruem (RMS)

ITEM	ACTION
<ol> <li>General comments</li> <li>Ainsley stated the Traffic Management Plan (TMP) was well constructed – previously covered items that other clients have not covered, level of detail great.</li> <li>Transport construction staff by bus – encouraging move. Must ensure that if staff are required to meet at one nominated drop-off/pick-up location, consultation with Dubbo Regional Council, RMS and the local community is required prior to ensure parking congestion does not occur.</li> <li>Shuttle bus – consider the emergency management and getting people off-site in an emergency.</li> <li>Level of detail required for a flood event does not need to go into great depth at this stage but management of this event needs to be considered.</li> <li>Implement Traffic control – Consultation and good communication with communities will be required.</li> <li>Post construction traffic statistics could made available during the audit process about traffic numbers, sizes of loads, vehicle types etc.</li> </ol>	NGH Environmental to address and mitigate concerns as part of the TMP
<ol> <li>19 m B-Double haulage routes</li> <li>Ainsley raised concerns about the limitations of the 19m B-Double haulage route. Discussion points included:</li> </ol>	NGH Environmental to address and mitigate concerns as part of the TMP
<ul> <li>There are a number of activities around Ulan and along Ulan Road and the TMP needs to consider cumulative impacts coming through Ulan if that route is taken.</li> <li>Consider climatic conditions and undulation of the route through the Blue Mountains area. May need to use the 23-26m B-Double route for 19m B-Doubles during poor weather conditions. May come into some issue using this route – it has limitations.</li> </ul>	

ngh	environmental
C	~

<ul> <li>3. Haulage routes and community consultation</li> <li>Ainsley raised concerns about the cumulative impacts of the haulage route upon smaller communities that the heavy vehicles will travel through. Discussion points included:</li> <li>Some communities are at a saturation point for heavy vehicles/haulage due to cumulative impacts.</li> <li>Routes should not have haulage occurring through these towns during peak school hours (drop-off/pick-up times).</li> <li>Should conduct consultation with the communities, local bus companies, schools, councils of these towns to regarding the project, school pick-up/drop-off locations, timings and haulage routes to ensure local road users within these towns are not significantly impacted by construction traffic.</li> <li>Scheduling of haulage routes to avoid these peak times-</li> </ul>	NGH Environmental to address and mitigate concerns as part of the TMP
<ul><li>Schedule rest time in at those times so there is no coincidence with school times or other cumulative impacts.</li><li>Can include these mitigations within the Driver Code of Conduct for haulage operators.</li></ul>	
<ul> <li>4. Road conditions</li> <li>Ainsley raised concerns about ensuring the road and weather conditions are considered. Discussion points included:</li> <li>Dust suppression with construction period has been a real sticking point for some other projects. Good consultation with the closest receivers and ensure dust suppression is utilised, especially during dry and windy conditions.</li> <li>Ensure mud is not dragged onto any major classified roads. Ensuring management for these through measures such as reducing speed limits, gravel hardstands at site entry/exit points for vehicle inspection and cleaning, washing of vehicles.</li> </ul>	NGH Environmental to address and mitigate concerns as part of the TMP
<ul> <li>5. Traffic congestion</li> <li>Ainsley raised concerns about the potential for construction traffic to impede other road users. Discussion points included: <ul> <li>Potential for short stacking with railway lines.</li> <li>Platooning of heavy vehicles is not to occur, especially in those smaller communities. Needs to be considered in haulage scheduling. Making sure haulage drivers work it into their driver's code of conduct that platooning is not permissible.</li> </ul></li></ul>	NGH Environmental to address and mitigate concerns as part of the TMP
6. Cumulative impacts	NGH Environmental to address and mitigate concerns as part of the TMP



	ngh environmental
Ainsley raised concerns about the potential for construction traffic associated with other nearby developments to have cumulative impacts upon local road users and the community. Discussion points included:	
<ul> <li>Cumulative impacts associated with Bodangora Wind Farm and Maryvale Solar Farm.</li> <li>Consider if construction traffic of these nearby developments will overlap with this project.</li> </ul>	





Date: 07/03/19

Minutes: Jessie Whieldon

Time: 12:00 – 12:15 pm

#### Invitees:

Jessie Whieldon (NGH Environmental) Brooke Marshall (NGH Environmental) Michael Chan (Dubbo Regional Council)

ITEM	ACTION
<ol> <li>General comments         Michael stated Council is happy overall with the TMP and the level of detail covered.     </li> </ol>	N/A
2. Chain of Responsibility Michael raised that the National Heavy Vehicle Regulator (NHVR) chain of responsibility should be discussed in the TMP. This can be delegated to the client to implement or the awarded contractor.	NGH Environmental to address and mitigate concerns as part of the TMP
3. BAR and BAL treatment Michael raised that the designs of the BAR and BAL should be included in the TMP. The designs of the right turn intersection upgrade should also be included.	NGH Environmental to address and mitigate concerns as part of the TMP
<ol> <li>Speed zones</li> <li>Michael raised that the speed zones of Mitchell Highway and Goolma Road should be confirmed.</li> </ol>	NGH Environmental to address and mitigate concerns as part of the TMP
5. Consultation Michael raised that the correctional facility is located adjacent to the project. The TMP should consider consultation with the facility about any construction they may have planned and impacts the project construction traffic may have.	NGH Environmental to address and mitigate concerns as part of the TMP



## APPENDIX C BASIC TURN TREATMENT DESIGN







· G ——

19-110 Final v2.6






19-110 Final v2.6





# APPENDIX D DETAILS OF INTERNAL ROAD CONSTRUCTION





	PAV	EMENT NOTES
ME & DOUBLE COAT SEAL. END SEAL 1.5m BEYOND GE OF ROAD ARING & BASE COURSE PER INTERNAL ROADWAY /EMENT DETAILS	•	PAVEMENTS DESIGNED IN ACCORDANCE WITH THE PROJECT TRAFFIC REPORT-NGH ENVIRONMENTAL, V1.0, MARCH 2018, THE LIGHTSOURCE BP PROJECT TECHNICAL SPECIFICATION-V10, OCTOBER 2019, THE PROJECT GEOTECHNICAL REPORT-CMW GEOSCIENCES, REV 3, DECEMBER 2019 AND FROM ROBERT BIRD GROUPS EXPERIENCE ON SOLAR FARM PROJECTS.
	•	WHERE FILL REQUIRED BETWEEN SUBGRADE AND SUBBASE COURSE, FILL SHALL BE STRUCTURAL FILL WITH MIN CBR VALUE OF 10% AND COMPACTED TO 98% SMDD AS DETAILED IN CIVIL SPECIFICATIONS. PLACE ROADBASE MATERIAL IN LAYER NO GREATER THAN 200mm (LOOSE).
	•	SUBGRADE TO BE TESTED FOR COMPACTION IN LINE WITH THE PROJECT SPECIFICATION. SUBGRADE SHALL BE COMPACTED TO 98% SMDD.
E OF ROAD OVER	•	PROOF ROLL OF THE EXPOSED SURFACE USING A MINIMUM 12—TONNE PAD FOOT ROLLER. THE SURFACE SHOULD BE ROLLED A MINIMUM OF 6 TIMES, WITH THE LAST TWO PASSES CAREFULLY OBSERVED BY A GEOTECHNICAL ENGINEER (HOLD POINT).
ME & DOUBLE COAT SEAL. END SEAL 1.5m BEYOND GE OF ROAD	•	CONTRACTOR TO CONFIRM CBR VALUES PRIOR TO CONSTRUCTION, RBG ENGINEER SHALL BE NOTIFIED OF RESULTS AND PAVEMENT DESIGNS SHALL BE MODIFIED TO SUIT ACTUAL CBR VALUES.
<u>SE COURSE</u> Omm CEMENT STABILISED DGB20	•	CONTRACTOR TO CONFIRM SUBGRADE HAS PROPERTIES AS SHOWN BELOW PRIOR TO PLACEMENT OF PAVEMENT
BGRADE		SUBGRADE HAS 150kPa BEARING CAPACITY
IMUM CBR 5% TO 100% INDARD COMPACTION		SUBGRADE HAS 3% CBR (MIN) (CBR 3% REQUIRES REVISED PAVEMENT DESIGN BUT NO SUBGRADE REPLACEMENT/IMPROVEMENT)
		SUBGRADE PASSES PROOFROLL (10t TRUCK MIN)
E OF ROAD OVER		WHERE SUBGRADE DOES NOT ACHIEVE THE ABOVE, THEN SUBGRADE IMPROVEMENTS ARE REQUIRED TO THE APPROVAL OF THE GEOTECHNICAL ENGINEER.
	•	TYPICAL ROAD DESIGN HAS NO ALLOWANCE FOR SHOULDERS AND MAY REQUIRE ADDITIONAL MAINTENANCE.
	•	CONTRACTOR TO MANAGE CONSTRUCTION TRAFFIC AND PAVEMENTS DURING THE CONSTRUCTION PERIOD WITH MAINTENANCE AS REQUIRED. A WEARING COURSE OF 100mm HAS BEEN NOMINATED, WITH 50mm DEFINED AS THE NON STRUCTURAL, SACRIFICIAL LAYER. PRIOR TO CONSTRUCTION COMPLETION, CONTRACTOR TO INSPECT WEARING COURSE AND RECONSTRUCT TO 100mm AS REQUIRED.
	•	WEARING COURSE GRADING AND GENERAL SPECIFICATIONS NOT LISTED IN DETAILS TO BE IN ACCORDANCE WITH AUSTROADS, GUIDE TO PAVEMENT TECHNOLOGY, PART 6 TABLE 3.5, UNSEALED PAVEMENTS.
	•	PAVEMENTS DESIGNED FOR A 30 YEAR OPERATIONAL DESIGN LIFE.

## **APPENDIX E DELIVERY VEHICLE REGISTER**

Date of Entry	Time of Entry	Vehicle Reg.	Goods Delivered	Driver Name	Time of exit



# APPENDIX F DRIVERS CODE OF CONDUCT AND VEHICLE SCHEDULING

The contractors 'Drivers Code of Conduct' for the Project would include but is not limited to the following:

### **Penalties and Disciplinary Action**

Failure to comply with this Driver Code of Conduct will lead to either the issue of a warning notice or disciplinary action.

### Safe driving practices

- All drivers must hold a current and valid driving licence for the class of vehicle that you operate.
- Drivers must notify their employer if they are not fit for duty prior to commencing their shift. Steps for managing driver fatigue is provided in section 6.6.
- Always adjust your driving to the existing road and climatic conditions.
- You should always drive in a manner that will help you to avoid an accident.
- Take regular breaks on long drives. Drivers of heavy vehicles must adhere to the maximum work requirements and minimum rest requirements outlined in the Heavy Vehicle (Fatigue Management) National Regulation (NSW).
- All vehicles must be maintained and operated in accordance with the vehicle manufacturers recommended standards.
- Always brake with care, remembering that the truck will react differently according to the weight of the load, weight distribution of the load and road surface condition.

## **Speed restriction**

Always follow the posted speed limits and advisory speed signs as they provide vital clues to road conditions and characteristics. You must apply the following rules at:

- Always reduce your speed in wet or dry and dusty conditions.
- Drive cautiously in fog or heavy rain.
- Descend hills at sign-posted truck speeds, or in the lowest gear to suit the conditions.
- Always observe the special limits that apply for road works etc.
- Always observe the special speed limits that apply to internal access roads within the construction site.
- DO NOT exceed the posted maximum speed.
- DO NOT drive at speed past schools, school buses, parks, shopping areas etc.

### **Designated routes**

- All vehicular traffic associated with the development must travel to and from the project site via Goolma Road and the approved site entry point.
- Trucks and heavy vehicles must not use local residential streets.
- All delivery vehicles must use the designated haulage routes provided in section 4.3.

You must stay on the defined routes laid down unless there are exceptional circumstances. Exceptional circumstances include:

- Normal route blocked e.g. flooded.
- A revised route agreed in writing.





## **Vehicle Scheduling**

Traffic volumes will be spread over the 12-month construction period, although most traffic movements will occur during the three to six-month for deliveries.

Staff arrival will be scheduled at 6:15am to 6:30 am for marshalling, 6:45 am for toolbox talks, and 7:00 am work start. Staff departures will start between 4:00 pm and 5:30 pm but will be spread out over a more extended period than arrivals as timing will vary between different work activities. This timing will ensure peak traffic times of school drop-off and pick up and beginning and end of business hours will be avoided, and so the impacts of staff movements on local roads will be minimised.

There are many smaller towns and communities that the haulage routes pass. Scheduling of the haulage routes are to ensure that heavy vehicles are not passing through any towns during school drop-off and pick-up hours (8:00 – 9:30 am and 2:30 – 4:00 pm) and are not driving along the haulage route when in vicinity of school bus routes during school drop-off and pick-up hours. The Proponent's selected contractor will conduct consultation with local bus companies, schools, councils and the local community regarding the Project, school pick-up/drop-off locations, timings and haulage routes will occur to ensure local road users within these towns are not significantly impacted by construction traffic. Drivers will be informed these restricted travel times, and these will also be included in the contractors 'Drivers Code of Conduct' above.

Goolma Road is an approved heavy vehicle route and with the upgraded site access point, controlled traffic management is not required. The majority of light vehicle movements are expected to occur prior to the following delivery window, with a tidal flow of arrivals during the morning and departures during the afternoon / evening.

Heavy vehicle movements will be scheduled throughout the day, resulting in a steady distribution of construction traffic to/from the Site, and minimising simultaneous heavy vehicle movements. Implementation of a delivery schedule will ensure that only one inbound or outbound heavy vehicle is travelling along the access route in the vicinity of the Site at a time and vehicles would be on Site for a maximum of 2 hours.

'Platooning' of vehicles and 'short stacking' of vehicles near railway lines will not be permitted. Platooning and short stacking will be avoided by allowing 10 minutes between heavy vehicles entering and leaving the Site to avoid queuing on the road. Drivers will be informed of this as part of their Site induction training and it will be included in the 'contractor's 'Drivers Code of Conduct' above.

There are no required changes to traffic management related to the construction work for the substation (V2.2 now includes the updated project scope approved under the Modification Application – MOD 1). Traffic management issues such as restriction during school drop-off and pick-up hours, limiting any platooning and transporting staff to and from the site are incorporated into this management plan.

19-110 Final v2.6



## APPENDIX G NHVR CHAIN OF RESPONSIBILITY



May 2017

## Chain of Responsibility

## **Schedulers**

#### About the chain of responsibility (CoR)

Our road laws generally address the actions of drivers and operators, but breaches of these laws are often caused by other parties in the transport supply chain.

The aim of CoR for a heavy vehicle is to make sure everyone in the supply chain actively prevents breaches of the Heavy Vehicle National Law (HVNL). The CoR law also extends to preventing or reducing potential harm or loss (risks) to yourself and others. Managing (controlling) these risks ensures that you always recognise and carefully consider all potential dangers and satisfactorily reduce or avoid them before they occur.

#### Who has a responsibility?

Under CoR laws, if you undertake specified functions that exercise, or have the capability of exercising, control or influence over *any* transport task, you are part of the chain of responsibility and have an obligation to ensure compliance with the HVNL.

#### What if I have multiple transport tasks?

Everyone in the supply chain has a responsibility to ensure the safety of their transport tasks related to the vehicle. If you carry out *more than one task* in the supply chain, this responsibility will extend to *all* of the tasks that you carry out. You may therefore be classified by *multiple roles* in the transport supply chain under the HVNL.

#### Your responsibility as a scheduler

As a 'party' in the supply chain, with influence over transport activity, a scheduler has an ongoing responsibility to prevent breaches of speed and fatigue laws under the HVNL. Although schedulers should be aware of mass, dimension and loading issues, they do not have specific HVNL obligations.

As a scheduler, you also have an ongoing responsibility to prevent or reduce potential harm or loss (risks) to yourself and others, and to ensure that you don't ask, require or direct activities you know will breach the law.

#### Am I carrying out a scheduler's transport tasks?

Under the HVNL, you are classified as a scheduler if you plan the transport of any goods or passengers or schedule the work and rest times of a driver.

A scheduler may also include such persons also known as a planner, roster clerk, programmer, etc. You can use the *CoR checklist* to confirm whether you are classified as an operator for road transport using a heavy vehicle under the HVNL.

#### Your key responsibilities as a scheduler

Some key responsibilities may include ensuring that:

- journeys and routes are suitably planned with consideration of potential traffic issues and other unexpected delays
- drivers' activities, including work and rest times, are accurately recorded
- regular scheduling reviews are carried out
- there is appropriate consultation with operators, managers, contractors and drivers concerning rosters, schedules and routes
- all necessary scheduling, journey and route information is accessible
- your delivery requirements do not require or encourage drivers to
- exceed the speed limits
- exceed regulated driving hours
- fail to meet the minimum rest requirements
- drive while impaired by fatigue.

#### What are the possible penalties for a breach?

As a scheduler, you could be held legally liable for breaches of the HVNL even though you have no direct role in driving or operating a heavy vehicle. If your actions, inactions or demands cause or contribute to an offence, you can be held legally accountable.

Penalties and sanctions can range from formal warnings to court imposed fines and penalties relating to the commercial benefit derived from offences.

Heavy vehicle safety. It's your business.



#### Safety systems and controls

All parties in the supply chain have a responsibility to prevent or reduce potential harm or loss (risks) by ensuring transportrelated activities are safe. Under the HVNL, safety systems and controls (such as safe work practices, training and procedures) should be in place to prevent breaches of the HVNL, manage risk and maintain a safe road environment.

This means, as a 'party' in the supply chain, that you can proactively reduce risks related to your transport tasks, rather than only reacting when there is a possible breach of the law.

The following table lists some examples of the effective safety systems and controls you can apply as a scheduler to ensure breaches of the HVNL do not occur and that every road user is safe.

#### Safety systems and controls - Examples

#### Governance (administration) and review systems

- System of engagement and consultation with all other parties in the supply chain
- System to remedy breaches and take corrective action
- System to review scheduling arrangements
- System to review the accuracy of work records
- System to ensure requests, demands or other arrangements do not cause or encourage a driver to breach the law

#### Fatigue

#### Managing the fatigue of the driver:

- System to ensure that rosters, schedules and routes will not result in, encourage, or provide an incentive to a relevant party to cause the driver to drive whilst fatigued
- System to provide timely advice to drivers of schedule changes

Fatigue management process:

### System to manage the fatigue of the driver

Fatigue assurance procedures:

- System to ensure rosters, schedules and routes will not cause the driver to drive whilst fatigued or breach their work/rest hours
- System to monitor a drivers work and rest times (in real time if possible)

#### Speed

Speeding assurance procedures:

 System to ensure rosters, schedules and routes will not cause the driver to exceed speed limit

The examples in the Safety systems and controls table represent *only a selection* of the possible safety systems and controls you can implement as a scheduler to ensure breaches of the HVNL do not occur and that every road user is safe.



#### For more information

Subscribe:	www.nhvr.gov.au/subscribe
Visit:	www.nhvr.gov.au
Telephone:	1300 MYNHVR (1300 696 487)*
Email:	info@nhvr.gov.au
© Copyright National He Disclaimer: This fact sheet	avy Vehicle Regulator 2017, creativecommons.org/licenses/by-sa/3.0/au is only a quide and should not be relied upon as legal advice.

#### Declament, rine nach neers onny o guare and sidoard neu be need oppintas regari cancer. "Standard 1300 call charges apply. Please check With your phone provider.

#### www.nhvr.gov.au/cor





## **APPENDIX H TRANSFORMER TRUCKS**



Gestalten Sie den Briefkopf selbst, siehe "?"

Create your letterhead yourself, see "?"

Abschalten: Ansicht/Firmenkopf anzeigen **Deactivate: View/Show Letterhead** Désactiver: Affichage/Afficher l'en-tête

Créer votre propre en-tête. Voir aide "?"

## Load Case

Calculation of fifth-wheel- and axle loads and examination of the steel-structure on even and horizontal road.

**GE Grid Solutions - Transgrid 280MVA** 

Payload = 152.0 t at 60 km/h



The speed limits are the theoretical allowed maximum speeds only depending on axle loads. For Salsa calculations it is assumed, that the center of gravity of the loading is located on the longitudinal axis of the vehicle. The effects of dynamic and exterior forces, acting on each transport, are not investigated. The operating manual of the vehicle units as well as the currently valid 'information on transport investigations' mandatory have to be observed.



## APPENDIX I AGENCY APPROVAL OF TMP





Mrs Diana Mitchell Principal Environmental Planner Lightsource Development Services Australia Pty Ltd Level 10, 420 George Street Sydney NSW 2000

By email to: diana.mitchell@lightsourcebp.com

DATEWILLBEINSERTEDHERE

Dear Diana

## Wellington Solar Farm (SSD 8573) Traffic Management Plan

I refer to the revised Traffic Management Plan submitted to the Department as required under condition 6 of Schedule 3 of the development consent for Wellington Solar Farm (SSD 8573).

The Department notes that the plan has been updated since it was approved on 6 April 2020, to incorporate changes resulting from modification 2.

The Department has carefully reviewed the document and is satisfied that it generally meets the requirements of condition 6 of Schedule 3 of the development consent.

Accordingly, the Secretary has approved the revised Traffic Management Plan (revision 2.6, dated 2 June 2020). Please ensure that the approved plan is placed on the project website at the earliest convenience.

If you have any questions, please contact Javier Canon who can be contacted on 02 9373 2821 or at <u>Javier.Canon@planning.nsw.gov.au</u>.

Yours sincerely

Nicole Brewer Director Energy Assessments