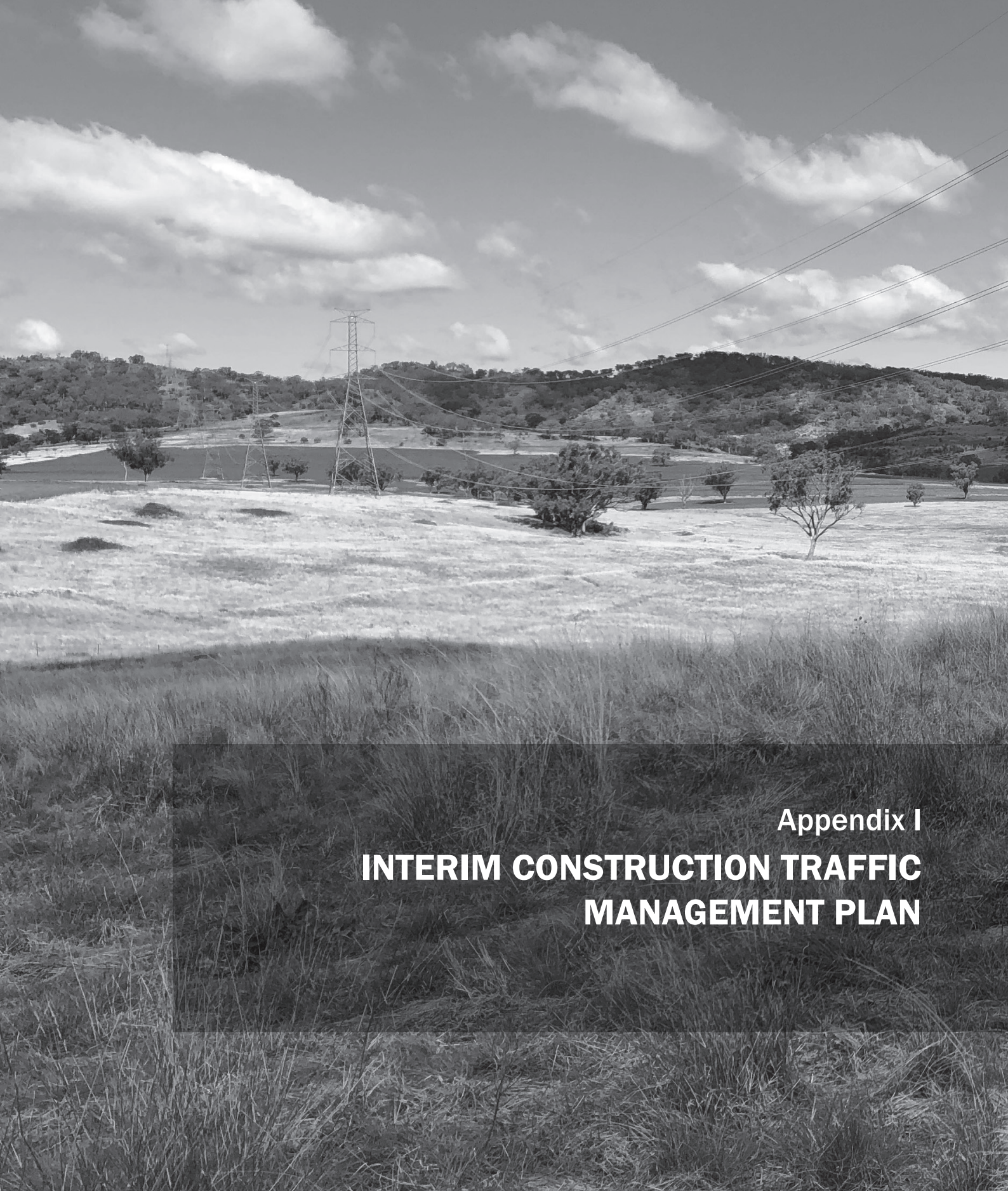




Appendix I

**INTERIM CONSTRUCTION TRAFFIC
MANAGEMENT PLAN**

Sundown Solar Farm

Interim Construction Traffic Management Plan

Prepared for Recurrent Energy

May 2025

Sundown Solar Farm

Interim Construction Traffic Management Plan

Recurrent Energy

E231160 RP1

May 2025

Approved by



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30 May 2025

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1 Objective

The objective of a construction traffic management plan (CTMP) is to ensure safe and efficient movement of traffic for the general public and construction workers.

This interim CTMP has been prepared during the submissions phase to outline the key traffic mitigation measures proposed by the proponent.

The final CTMP will be prepared in consultation with Inverell Shire Council and Transport for NSW (TfNSW) and will be informed by the outcomes of consultation with local landholders.

Note, the final CTMP will include the following details:

- transport route to be used for project-related traffic
- upgrades to the Spring Mountain Road and Sturmans Road access to the site (including water crossings)
- upgrades to the Gwydir Highway/Spring Mountain Road intersection
- specifications for the internal access roads and parking areas
- conceptual site layout (including site access locations, internal access roads, laydown area, parking, site office, etc.)
- scheduling of heavy vehicle movements to minimise convoy length or platoons, and to minimise conflict with light vehicles
- construction schedule
- temporary traffic controls, including detours and signage
- a flood response plan detailing procedures and options for safe access to and from site in the event of flooding.

The CTMP will be prepared by suitably qualified persons in accordance with the TfNSW (2022) *Traffic Control at Work Sites Manual*.

2 Induction

All construction staff and contractors responsible for operation of a project-related vehicle will be inducted into this CTMP as part of the overall site induction, prior to commencement of work.

The content of this CTMP will be discussed regularly as part of daily toolbox talks.

3 Hours of work

Construction work to be limited to standard construction hours (i.e. 7:00 am to 6:00 pm Monday to Friday and 8:00 am to 1:00 pm on Saturdays), including delivery of plant and equipment. Transport of construction workers via light vehicles and shuttle buses will take place outside of these hours (see Table 5.1).

Exceptions to these hours may be required on limited occasions. Regulatory authorities (including the Inverell Shire Council) and surrounding landholders will be notified of any exceptions prior to any works being undertaken.

4 Maximum numbers of vehicles

Project-related vehicles numbers were assessed using the following number of trips per day, including during the peak construction period:

- 100 heavy vehicles
- 100 light vehicles
- 14 shuttle buses.

Traffic numbers will be managed by the site superintendent or delegate, using a proactive truck delivery scheduling program. If there is a dispute regarding the project-related traffic volumes, a traffic tube count can be installed at the site entrance, to monitor traffic volumes.

5 Transport of construction workers

To reduce project-related traffic volumes on the access road, during peak construction, approximately 300 (75%) of construction workforce will be transported to and from the site via the project's shuttle bus. The remaining construction workers (approximately 100 workers (25%)) will travel to site via light vehicles. The details of the shuttle bus program are outlined in Table 5.1.

Table 5.1 Shuttle bus program

Shuttle bus pick-up/drop-off locations:	There will be shuttle bus pick up/drop off locations at Inverell and Glen Innes. The exact locations will be decided in consultation with the respective Council.
Shuttle bus routes:	Glen Innes to site via Gwydir Highway then Spring Mountain Road then Sturmans Road (approximately 30 kilometres (km)). Inverell to site via Gwydir Highway then Spring Mountain Road then Sturmans Road (approximately 30 km).
Shuttle bus pick-up times (daily):	Approximately 6.00 am and 6.15 am (arriving on site 6.30 am and 6.45 am).
Shuttle bus drop-off times (daily):	Approximately 6.00 pm and 6.15 pm.
Seats per shuttle bus type:	25 or 50 seat buses would be used.



Photograph 5.1 **Proposed shuttle bus pick up/drop off location in Glen Innes**



Photograph 5.2 **Proposed shuttle bus pick up/drop off location in Inverell**

To further minimise the numbers of light vehicles, construction workers who do not use the shuttle bus will be encouraged to car-pool (or ride share) on their trips to and from work.

The use and scheduling of the shuttle buses will be reviewed regularly to ensure efficiencies and that unnecessary trips are minimised.

6 Parking

During the construction period, all project-related vehicles will park within the project site. No project-related vehicles will park on public roads near the project site. The exception to this will be the occasional roller or dozer that may park on the side of the road during the upgrade of the access road.

7 Driver code of conduct

All personnel responsible for operation of project-related vehicles will comply with the driver code of conduct. The driver code of conduct will require drivers to comply with the following requirements:

- compliance with this CTMP
- compliance with all road rules and regulations
- avoid using non-designated construction routes wherever practicable

- give way to emergency service vehicles, pedestrians and livestock
- drive to conditions (including weather conditions such as rain, fog and sun glare and road conditions such as water crossings and bends, etc.)
- no littering
- courtesy to other road users
- fatigue management
- no queuing on public roads outside of the project site
- no unauthorised entry to private property
- avoid compression braking near residential receptors, wherever practicable
- safety procedures for crashes and breakdowns.

The driver code of conduct is to be read and signed by all light and heavy vehicle drivers prior to operation of vehicles.

8 Continuance of access for local residents

Standard traffic controls will be implemented to ensure residents on Spring Mountain Road and Sturmans Road can continue to access their properties during the construction of the access road and can continue to travel into and out of the local area.

9 Traffic speed

The existing speed limit of the access route is 100 kilometres per hour (km/h), which is the default speed of regional roads in NSW. However, during the construction of the access road, temporary traffic restrictions will be imposed in association with the sections of the access road that are being upgraded at that point in time, as required by applicable guidelines.

The speed limit within the development footprint will be limited to 40 km/h during construction and operations.

10 Secure loads

The construction contractor will ensure that project-related loads are secured to prevent loss of material such as gravel, soil onto the road and to limit dust generation.

11 Dust controls

Standard dust control measures will be implemented, including but limited to:

- use of a water cart on unsealed areas
- restriction of traffic speeds
- sealing the section of access road near residence R14
- ensuring disturbed areas are revegetated/covered as soon as practicable.

12 Safety in relation to school bus

There is an active school bus stop at the Gwydir Highway/Spring Mountain Road intersection. The existing school bus stop does not have any infrastructure. To improve safety, the proponent will install school bus signs at the Gwydir Highway/Spring Mountain Road intersection to warn heavy vehicle drivers of student drop-off and pick-up areas. The proponent will also ensure there is a pedestrian refuge on the southern and northern sides of the Gwydir Highway/ Spring Mountain Road intersection.

The construction contractor will liaise with the school bus operator to determine the times that the school bus operates and stops at the intersection. The construction contractor would then be able to schedule deliveries so that they do not conflict with the operation of the school bus. The construction contractor should consider no heavy vehicle movements during school bus operating times.

13 Safety in relation to livestock

From time-to-time project-related and nearby landholders will need to move livestock across the access road (and/or transport livestock from site). The site construction manager will have regular direct contact with project-related and nearby landholders to identify upcoming stock crossing locations and schedules. Operation of heavy vehicles on the access road will be restricted to accommodate these periods.

Subject to agreement with the Inverell Shire Council, warning signs will be installed along the access road to warn the motorists of the potential presence of livestock. An example warning sign is provided as Plate 13.1.



Plate 13.1 Example of warning sign for presence of livestock

The proponent will instal stock-proof fencing as required, in consultation with project-related and nearby landholders. As part of the road upgrade, the proponent will replace cattle grids.

Depending on the final design of the cadastral alignment associated with the widening of Spring Mountain Road at the Gwydir Highway intersection, there may be a small intrusion into a Travelling Stock Reserve (Crown reserve 67474, Lot 7301 DP 1165765). If required, measures will be put in place to minimise impacts to stock movements, such as revisions to construction scheduling.

14 Safety in relation to wildlife

Subject to agreement with the Inverell Shire Council, warning signs will be installed along the access road to warn the motorists of the potential presence of wildlife. An example warning sign is provided as Plate 14.1.



Plate 14.1 Example of warning sign for presence of wildlife

15 Noise and vibration

Project-related noise and vibration impacts resulting from the construction of the access road will be managed in accordance with the environmental impact statement (EIS) (and any applicable consent condition, once received), including advanced warning and consultation with potentially affected residents. Drivers will be encouraged not to use engine brakes near residences on the access road.

16 Maintenance of the access road

The proponent will:

- conduct an independent road dilapidation report for Spring Mountain Road and Sturmans Road prior to (and after) construction
- agree the scope of the dilapidation report with Inverell Shire Council prior to commencement of the assessment
- provide copies of the independent road dilapidation reports to the Inverell Shire Council
- regularly monitor the trafficability of Spring Mountain Road and Sturmans Road (including the water crossings) for the duration of the construction period and repair any project-related damage in a timely manner
- ensure that Spring Mountain Road and Sturmans Road are maintained in a trafficable condition for the duration of the construction period.

17 Final design

The final design of the upgrades to Spring Mountain Road and Sturmans Road will be approved by Inverell Shire Council. The final design of the Gwydir Highway/Spring Mountain Road intersection will be approved by TfNSW.

18 Over size over mass vehicle permits

Permits from the National Heavy Vehicle Regulator will be required for the operation of project-related over size over mass (OSOM) vehicles.

The proponent will advise TfNSW and Inverell Shire Council of the proposed schedule and route for OSOM vehicle movements.

The final CTMP will include a traffic management system for managing the OSOM vehicle escorts.

19 Roadside safety

The final CTMP will include procedures for minimising the risk of a vehicular breakdown and for responding safety to a vehicular breakdown.

20 Emergency preparation and response

An Emergency Response Plan and a Fire Management Plan will be prepared, as outlined in Table 6.43 of the EIS. The plans will include the following traffic-related requirements:

- ensure appropriate access and egress is available at all times for staff, contractors, visitors and emergency services
- install security fencing around site to prevent unauthorised access.

21 Notifying the local community

Members of the local community will be provided with written advanced notice about the proposed construction schedule, potential project-related traffic impacts, proposed mitigation measures and the procedure for making enquiries and complaints.

A project hotline has been established to receive enquiries on the project (refer to Section 26). A protocol will be established for the recording of enquiries and actions taken.

In addition, the project website (www.sundownsolarfarm.com.au) is kept up-to-date with the latest project information

22 Workplace health and safety

All project-related traffic controllers will be TfNSW accredited.

23 Responsibilities

Implementation and enforcement of the CTMP will be the responsibility of the construction contractor. Details of the responsibilities and methods for the implementation, enforcement, monitoring and reporting of the CTMP will be included in the final CTMP.

24 Incident management

For the purposes of this CTMP, the following definitions apply:

- an incident is “an occurrence or a set of circumstances that causes or threatens to cause material harm and which may or nor cause a non-compliance”
- a non-compliance as “an occurrence, set of circumstances or development that is a breach of this CTMP”.

24.1 Incident management process

All employees, visitors and contractors are required to report any incidents and non-conformances.

All reported incidents are assigned a unique incident number and are recorded in the incidents register. The incident register prompts for details relating to:

- details of the incident (date, time, specifics, conditions, contact details of person reporting the incident)
- root cause of incident
- any contributing factors which led to the incident
- corrective or preventative actions required to avoid a recurrence
- when corrective or preventative actions need to take place
- outcomes of the review to assess the effectiveness of the corrective action.

The incidents register is reviewed weekly to ensure incidents are adequately closed out and that trends are identified.

The findings of incident investigations and any changes to site process or protocols will be communicated to all personnel through toolbox meetings and/or company memoranda.

The incidents register will be kept for at least four years after the incident was recorded and the record will be produced to any authorised officer if requested.

24.2 Notification of incidents

Project-related incidents will be reported to the Department of Planning, Housing and Infrastructure (DPHI). Typically, the notification will include the date, time and nature of the incident and any immediate actions that have been or will be implemented to respond to the incident. It will also include a summary of any consultation undertaken with DPHI, Inverell Shire Council or TfNSW as necessary and the outcomes of the consultation.

24.3 Departmental notification of non-compliances

Project-related non-compliances will be reported to DPHI in accordance with the development consent conditions.

25 Monitoring and review

Compliance with this CTMP will be monitored and reported to applicable regulatory agencies on a regular basis, as outlined in the eventual consent conditions.

The CTMP will be reviewed at a frequency to be agreed with TfNSW, to assess whether the content remains relevant. Where required, the CTMP content will be revised. Where revisions are required, the revised document will be submitted to the relevant agency for approval within six weeks of the review (or as specified in the eventual condition of consent).

26 Enquiries and complaint management

A 24-hour community information line (1800 319 690) is available for members of the community to make an enquiry or lodge a complaint about the project. In addition, the project website (www.sundownsolarfarm.com.au) is kept up-to-date with the latest project information.

Members of the public can make enquires via the webpage or via the community information line. All enquiries and complaints will be addressed in a timely manner.

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