



RIVERINA SOLAR FARM

TRAFFIC MANAGEMENT PLAN

Document Approval

Development	
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Document Register

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1. PURPOSE

This Traffic Management Plan (TMP) supplements the Construction Environmental Management Plan (CEMP) prepared for the construction phase of the Riverina Solar Farm. This TMP is based on the traffic assessment included in the Environmental Impact Statement (EIS) prepared by EPS (2016) for the State Significant Development SSD 16_7482, as required by the Secretary's Environmental Assessment Requirements (SEARs) issued 02 February 2016. This TMP incorporates the specific requirements of the Conditions of Approval (CoA).

This TMP provides:

- A summary of traffic impact predictions;
- Details of traffic control measures;
- Out of hours work protocols; and
- Driver Code of Conduct.

It also addresses the relevant Conditions of Consent as shown in Table 1.

This TMP along with the other information listed below shall be made publicly available on the Riverina Solar website as relevant to the stage of the development and be kept up to date. The following information shall be:

- Environmental Impact Statement;
- Final layout plans for the development;
- Current statutory approvals for the development;
- Proposed staging plans for the development if the construction operation or decommissioning of the development is to be staged;
- How complaints about the development can be made;
- Complaints register; and
- Any other matter required by the Secretary

Table 1: Relevant conditions of consent

SCHEDULE	CONDITION	TASK DETAIL	ADDRESSED
3	1 (a)	Ensure development does not generate more than: - 46 vehicle movements a day during construction, upgrading or decommissioning; or - 20 heavy vehicle movements a day during operations;	Section 1.2.2
3	1 (b)	Ensure length of vehicles used for the development does not exceed 19 metres, unless otherwise agreed by the Secretary	Section 1.2.1
3	2	Accurate records of the number of heavy vehicles entering or leaving the site each day	Section 1.2.2
3	3	Access route utilising route B	Section 1.2.1
3	4	Justification of utilising access route B	Section 1.2.1
3	5	Upgrade of access route A if using this route	Appendix 3
3	6 (a)	Upgrade of access route B if using this route	Appendix 3

3	(b)	Evidence of Route B upgrade to the satisfaction of Council	Appendix 3
3	7	Cost sharing of Route B upgrade	Section 1.2.1
3	8 (a)/(b)	Site Access construction	Section 2.3
3	9 (a)	Ensure internal roadway is constructed as an all-weather roadway	Section 2.3
3	9 (b)	Ensure sufficient parking on site for all vehicles and no parking occurs on the public road network in the vicinity of the site	Section 1.2.5
3	9 (c)	Ensure all vehicles are loaded and unloaded on site, and leave the site in a forward direction	Section 1.2.5
3	9 (d)	Vehicles are leaving the site in a clean condition and do not result in dirt being tracked onto the public road network	Section 1.2.5
3	10 (a)	Details of the entire transport route to be used for development-related traffic;	Section 1.2
3	10 (b)	A protocol for undertaking dilapidation surveys to assess: - Existing condition of the transport route/s prior to construction, upgrading or decommissioning activities - Condition of the transport route/s following construction, upgrading or decommissioning activities	Section 3.1
3	10(c)	A protocol for the repair of any roads identified in the dilapidation surveys to have been damaged during construction, upgrading or decommissioning works	Section 3.1
3	10 (d)	Details of the measures that would be implemented to minimise traffic safety issues and disruption to local users of the transport route/s during construction, upgrading or decommissioning works, including: - Consideration of the potential interactions with Griffith Solar Farm in consultation with the applicant of that project; - Temporary traffic controls, including detours and signage; - Notifying the local community about project-related traffic impacts; - Minimising potential for conflict with school buses and rail services as far as practicable; - Responding to any emergency repair or maintenance requirements	Section 3.1
3	10(e)	A driver's code of conduct that addresses: - Travelling speeds; - Procedures to ensure that drivers adhere to the designated transport routes; and - Procedures to ensure that drivers implement safe driving practices, particularly if using local roads through Griffith.	Appendix 1
3	11	Implement measures described in this Traffic Management Plan	Section 4.2.1
4	3	Triggers for review and revision identified in the document	Section 4.2.1

4	5	Incident Notification details	Section 5
4	6	Non-compliance notification details	Section 5
2	5	Submission of Final Layout Plans	Section 2.3
2	7	Submission of Work as Executed Plans	Section 2.3
4	9	Independent Environmental Audit	Section 5
4	10	Access to information	Section 1

1.1 CONSTRUCTION SCHEDULE

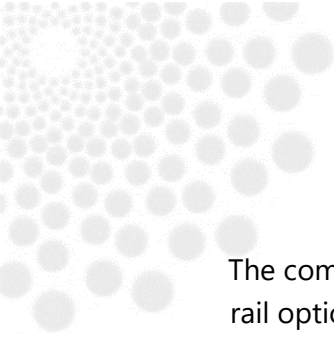
The project is expected to be completed over a nominal duration of 9 months. Many of the components will arrive in containers by train to Griffith and then be unloaded to semi-trailers for road transport to site. The remainder of the project components will arrive via road, from either local suppliers or trucked interstate. The timing of deliveries will be contingent on shipping schedules and rail timetabling. Indicative schedule is provided in Table 2.

Table 2: Indicative construction stages and scheduling

STAGE	ACTIVITY	SCHEDULE
ENABLING WORKS	<ul style="list-style-type: none"> • Installation of environmental and traffic management controls • Construction of laydown areas, internal access tracks and parking areas • Installation of site office and maintenance shed • Pre-works survey preparation. 	3 rd Quarter 2020
ELECTRICAL WORKS	<ul style="list-style-type: none"> • Provision of other utility services (electricity, and central inverters; communications, etc.) • Underground electrical connection between solar panels • Underground electrical connection to the Griffith substation (including augmentation of switchyard or substation if required) 	4 th Quarter 2020
STRUCTURAL WORKS	<ul style="list-style-type: none"> • Installation of panel supports piles and frames • Installation of solar panels • Installation of inverters and step up transformers 	1 st Quarter 2021
FINISHING WORKS	<ul style="list-style-type: none"> • Installation of balance of system components • Landscaping, fencing and signage 	2 nd Quarter 2021

1.2 CONSTRUCTION TRAFFIC

1.2.1 ACCESS



The component delivery route and method may use a combination of both road and/or rail options as follows:

- Components shipped to Port Botany or Port Kembla and trucked direct to site via the Hume Motorway, Burley Griffith Way and Irrigation Way; or
- Components shipped to Port Melbourne and trucked direct to site via the Hume Freeway, Goulburn Valley Highway, Newell Highway, Kidman Way, Burley Griffin Way and Irrigation Way.
- Offload containers at the Griffith Patricks facility, which has a separate siding and hardstand. Containers could then be trucked direct to the site via Tranter Place, Banna Avenue/Mackay Avenue, Burley Griffin Way and Ross Road.

As per Appendix 2 of the Conditions of Consent, site access to this development shall be via Transport Route B. From Griffith town centre, this route provides protected left turns from Mackay Avenue, left onto Burley Griffin Way. From here there is a simple at-grade right turn into Ross Road. While there is no right turn bay, sight distances are excellent for this 100 km/h posted section of the highway. The excellent site distances at the Ross Road-Burley Griffin Way intersection allow safe left turns for returning empty trucks.

All heavy vehicle access is to be from Burley Griffin Way and Ross Road intersection only, there will be no direct access to the site via Kidman Way. This requirement will be communicated to all heavy vehicle operators and staff prior to construction.

Length of all vehicles used for the development will not exceed 19 metres. The proponent shall seek approval from the Secretary in the event of any movements requiring vehicles exceeding 19 metres in length.

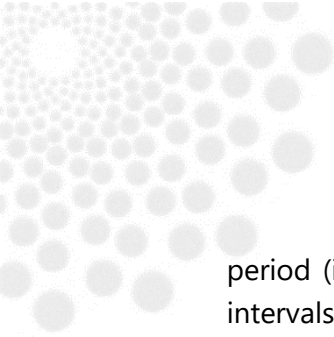
Access Route B has been selected over the preferred Access Route A as the road upgrades required for Access Route B have been completed by the proponent of the neighbouring Griffith Solar Farm (SSD6604). Riverina Solar Farm has decided to access the site via Access Route B to minimise environmental impacts and additional road construction disruptions that will come with conducting additional road upgrades and construction works required for Access Route A.

Evidence of road upgrades conducted on Access Route B is highlighted in Appendix 3 of this TMP.

As per Condition 7 of Schedule 3, the cost sharing exercise is currently undergoing commercial discussions between the proponent of Griffith Solar Farm and Riverina Solar Farm for the construction upgrades that have been completed for Access Route B.

1.2.2 TRAFFIC NUMBERS

Approximately 300 containers will be transported to site by semi-trailer over a 16-week



period (i.e. 600 truck movements), travelling from the rail facility in Griffith at scheduled intervals or from Sydney, Melbourne or Brisbane via semi-trailer

The maximum weekly content delivery will be 28 and would average 18 per week. Average truck movements will be 4 per day with maximum movements of 12 per day (rounded up) if empty shipping containers go back to the rail yard as backloads.

Additionally, aggregate will be required for internal tracks and it is estimated that a maximum of 34 additional truck movements per day will be generated. This provides a maximum daily movement total of 46 heavy vehicles per day on the public road network. Site planning and logistics management shall be utilised to ensure the development shall not generate more than the allowed daily vehicle movements.

During operation stage, no major deliveries will be planned as all material spare parts and warranty spare parts will have been delivered during the construction stage. There will be no more than 20 heavy vehicle movements a day during operations on the public road network.

Accurate records of the number of heavy vehicles entering and leaving the site shall be kept and recorded in the site diary kept at the site office.

1.2.3 WORKING HOURS

Project construction hours will be from 7am to 6pm, 7 days per week. The Out of Hours Work Protocols are further detailed in Section 3.2 of this TMP.

1.2.4 CONSTRUCTION STAFF NUMBERS

It is anticipated approximately 50 construction staff will access the site daily during construction. Sufficient provision will be made onsite for staff parking and no parking shall occur on the public road network in the vicinity of the site.

1.2.5 OPERATING CONDITIONS

Internal roadways shall be constructed as an all-weather roadway.

All vehicles shall be loaded and unloaded within the site and leave in a forward direction whilst exiting the site.

2. TRAFFIC & ACCESS IMPACT ASSESSMENT

2.1 EXISTING ROAD NETWORK

Figure 1 shows the main transport links to and around the site. Irrigation Way (also known as Griffith Road) is adjacent to the western edge of the Project Authorisation Area (PAA) and is an approved Restricted Access Vehicle (RAV) route for B doubles up to 26 m long. Burley Griffin Way to the north of the PAA provides similar access. These highways provide unbroken B Double access from Griffith, Port Botany, Port Kembla, and Port Melbourne.

Burley Griffin Way is State Highway 94 and as such is strictly controlled to ensure a high Level of Service (LoS) and safety, including restrictions on oversize agricultural vehicles during peak holiday periods. Figure 1 shows the location of Hamilton Road and Ross Road, that both lead to the Project site.

The single line Yanco-Griffith Railway Line is located adjacent to the site, and the Yoogali East Station, which was closed in 1975, is close to the TransGrid sub-station. The site is approximately 655 km by rail from Sydney.

The Yanco-Griffith Railway Line remains open to freight trains and provides a potential access for the facility components. There is a Patricks' rail facility adjacent to Griffith Railway Station on a spur line that can hold up to a 500m long train set. This is a container and break-bulk facility only and can store up to approximately 300 40-foot containers.

There is one set of traffic lights along the access route at the intersection of Mackay and Blumer Avenues.

Excellent line of sight is available for all access intersections:

- Tranter Place / Banna Avenue;
- Banna Avenue / Burley Griffin Avenue; and
- Burley Griffin Avenue / Ross Road.

2.2 CONSTRUCTION TRAFFIC IMPACTS

Assuming a conservative case whereby the maximum rate of both container and aggregate deliveries occurs on the same day, this represents 46 additional heavy vehicle movements per day. For the arterial roads (Irrigation Way and Burley Griffin Way), heavy traffic from the Project will contribute up to 8.8% and 6.8% of total flows respectively.

Griffith City Council has conducted recent traffic counts in the area and the data relevant to the Project are as follows:

- Irrigation Way adjacent to the TransGrid Substation, 2,376 AADT both ways;
- Mackay Avenue near Burley Griffin Way intersection, 5,320 AADT both ways;
- Burley Griffin Way adjacent to Yoogali, 4,431 AADT both ways;
- Burley Griffin Way adjacent to Ross Road, 3,174 AADT both ways; and
- Hamilton Road near the TransGrid substation, 181 AADT both ways.

There is no data available for Ross Road. Griffith City Council (Mathew Vitucci pers comm 23/2/2016) noted that on the arterial roads, the heavy traffic contribution was approximately 20% of AADT.

For the major arterial roads of Irrigation Way and Burley Griffin Way, the Project container and aggregate deliveries will provide minor contributions to total traffic flows and measurable contributions to heavy vehicle traffic flows. Data is limited for Hamilton and Ross Roads, but it is reasonable to assume that they have relatively minor heavy vehicle flows, except during harvest. The Project container and aggregates haulage therefore would provide significant flows on these minor roads when deliveries coincide.

It is predicted that the increases in arterial flows will be unnoticeable, given the ebbs and flows in regional trucking due to harvest peaks and troughs. Project heavy traffic on Ross Road will be noticeable and will most likely contribute to the majority of traffic on given days during construction.

2.3 ACCESS

Deliveries will be scheduled in a manner to avoid queuing at access points and transport contractors will be provided a delivery/unloading schedule which will be strictly enforced. To further combat queuing or reversing onto public roads, during the construction phase, turnaround and passing areas will be provided within the site.

Clear signage showing radio channels will be provided close to and at the access points for drivers and clear instructions for truck movements will be provided by site managers during site deliveries.

No disruption to any private property access is anticipated during construction.

The site is not in high pedestrian or cyclist activity area and will not have a demonstrable impact on pedestrian/cyclist access.

Site access will be only via two newly constructed site access points located on Ross Road. The two new site entries shall be constructed to cater for the largest vehicle accessing the site with a Rural Property Access type treatment. All site access points shall be constructed in accordance with the Austroads Guide to Road Design and Councils Engineering



Guidelines – Subdivisions and Development Standards. One current existing site entry of Ross Road shall be closed.

Final layout plans shall be submitted to the Planning Secretary prior to construction and work as executed plans shall be submitted prior to operations or following any upgrades of solar panels or ancillary infrastructure.

3. ENVIRONMENTAL IMPACTS AND CONTROLS

3.1 ENVIRONMENTAL CONTROL MEASURES


Table 3 details the specific control measures designed to ameliorate impacts on sensitive receivers. The strategies are based on the recommendations of the EIS and will be updated to include the Conditions of Consent.

Figure 1: Near site road plan



MEASURE		RESPONSIBLE	FREQUENCY
TRAINING AND INDUCTION			
1.1	All personnel will attend a site induction and show competence in the safety, quality and environmental requirements of the project. The induction will include vehicle maintenance requirements, covering of loads and site-specific conditions relating to the Yoogali Public School zone on Burley Griffin Way.	ECM	Daily or as required
1.2	Contractors will be provided this Transport Management Plan prior to engagement and all drivers will be inducted with emphasis on the TMP	PM	Daily or as required
1.3	Site toolbox talks will be carried out for site personnel and vehicle drivers to update on road conditions and any access issues.	CM	Daily or as required
1.4	Vehicle operators would be advised of designated access routes and roadways during inductions. These specific routes would be used to access sites to minimise potential impacts.	ECM	Daily or as required
1.5	A Driver Code of Conduct will be implemented (provided in Appendix 1)	ECM	Daily or as required
PROJECT COORDINATION			
2.1	Heavy vehicle access routes will be co-ordinated with any other major developments in the area, to minimise the cumulative impacts.	PM	Daily
2.2	Deliveries will be coordinated to minimise noise and congestion around the site, particularly on local minor roads such as Hamilton and Ross Roads.	CM	As required
PLANT AND EQUIPMENT			
3.1	All vehicles will be well maintained to minimise noise and emissions.	CM	As required
WORK PRACTICES			
4.1	Construction will be undertaken during 7am to 6pm 7 days per week.	CM	Daily
4.2	<p>Construction (including the delivery of materials) outside of the prescribed construction hours may be undertaken in the following circumstances:</p> <ul style="list-style-type: none"> • where it is required in an emergency; • as required by the NSW Police Force, RMS, ARTC or other authorities for safety or environmental reasons; • for the delivery of oversized loads. <p>Where such works do occur, they must be undertaken in accordance with Section 3.2 of this management plan.</p>	CM	Daily
4.3	All parking associated with construction workers will be provided within the site.	CM	As required
4.4	All loading/deliveries will be completed within the site.	CM	As required
4.5	Vehicles using Ross and Hamilton Roads will avoid compression braking, will not stop or idle adjacent to residences, and will communicate updated estimated times of arrival so that site personnel have sufficient advance notice to efficiently allow vehicles on site.	CM	As required
4.6	Transportation of equipment and machinery likely to cause delays to traffic flows would be timed to avoid peak traffic flows, wherever possible.	CM	As required

MEASURE		RESPONSIBLE	FREQUENCY
4.8	All personnel shall adhere to site and public road vehicle speed limits.	CM	As required
4.9	The use of oversized vehicles would be in accordance with relevant regulations and RMS guidelines.	CM	As required
4.1	Where proposed works are within the Road Reserve and have the potential to disrupt traffic flows or access, a Traffic Control Plan will be prepared and designed to manage traffic and guide it around or past, or if necessary, through the work site.	CM	As required
4.11	Appropriate exclusion barriers, signage and supervision is to be used at all times to ensure that work areas are controlled, and that unauthorised vehicles and pedestrians are excluded.	CM	As required
4.12	Where required to ensure all weather access and egress, and to reduce the likelihood of vehicles tracking soil onto public roads, site entry and exit points are to be stabilised with gravel pads or 'rumble grids' (or similar) installed.	ECM	As required
4.13	Private access roads and private property will be restored to previous condition.	PM	As required
4.14	A dilapidation survey will be undertaken for the bridge on Ross Road and all unsealed roads prior to commencement of construction. The bridge and roads will be restored to its preconstruction condition at the completion of works.	CM	Prior to construction, post-construction
OUT OF HOURS WORK			
5.1	Ensure strict compliance with construction hours. This requirement to be communicated to staff through inductions and toolbox meetings.	PM	Daily
5.2	Out of hours work must only be undertaken following approval of the Environment and Community Manager in accordance with the protocols outlined in Section 3.2.	PM	As required
MONITORING			
6.1	All environmental records including monitoring and complaints shall be kept for 4 years and produced to an EPA officer on demand.	PM	Post construction
6.2	The proponent shall nominate an appropriate person to receive, log, track and respond to complaints within the specified timeframes.	PM	Pre-construction
6.3	Site managers will regularly check the site and nearby residences for problems such that solutions can be quickly applied.	CM	Weekly
REPORTING AND NON-CONFORMANCE			
7.1	Submit reports to Council or Planning Authority outlining environmental performance and compliance with the Consent Conditions	ECM	As required
7.2	All community complaints or enquiries will be managed in accordance with the protocols provided in Section 3.3 of this TMP.	ECM	As required
7.3	Community members potentially affected by works adjacent to roads would be notified and provided with details of the works including expected duration, hours of work and contact details	ECM	Pre-construction



All required road upgrades were completed by the proponent of Griffith Solar Farm (SSD6604) with approval granted from Griffith City Council and Roads and Maritime Services. As such, Riverina Solar Farm will not be conducting any road upgrades hence mitigating the requirement for dilapidation. Dilapidation surveys of the transport route shall only be undertaken during construction of the development at regular intervals and any notable damage as a direct result of construction traffic shall be prepared and detailed in a Road Repair Protocol.

Riverina Solar Farm have not and will not be conducting any road upgrades in the future and hence temporary traffic controls and community consultations will not be required in this regard. During construction, upgrading or decommissioning works temporary signage and required traffic control measures shall be implemented as required to address and mitigate traffic safety issues and disruptions. There will be no impact on the neighbouring Griffith Solar Farm as this development has completed construction and is in operation.

Any disruptions to bus routes shall be minimal as, there is minimal bus routes that overlap with Access Route B. All incoming and outgoing deliveries shall be scheduled as far as practical to avoid the scheduled times of the bus routes. Riverina Solar Farm will not have any vehicle movements that require large disruptions or road detours to public traffic or bus routes.

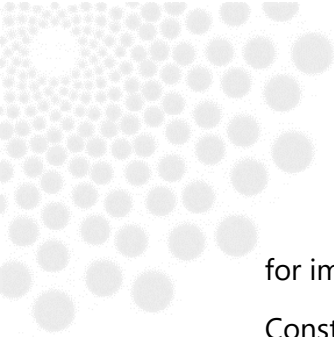
Access Route B only crosses the Griffith-Yanco railway line at a single point, at the intersection of Irrigation Way and Burley Griffin Way. There is a traffic light located at this intersection which controls the crossing of traffic and rail services and as such all incoming and outgoing drivers shall adhere to standard traffic rules to mitigate disruptions during construction, upgrading and decommissioning to the railway line.

Similarly, there will not be occurrence of emergency repair or maintenance works on any road upgrades as none will be taking place. During construction, upgrading or decommissioning heavy vehicle movements shall be monitored closely and any incidents shall be raised immediately after notice. In the event that the incident requires emergency road repairs or maintenance, Riverina Solar Farm shall undertake this work accordingly.

Evidence of approval of utilising Access Route B can be seen in Appendix 3 with letters provided by Griffith City Council, Roads and Maritime and Department of Planning and Environment. A final practical completion letter from RMS stating approval of completed works is also listed in Appendix 3.

3.2 OUT OF HOURS WORK PROTOCOL

To meet pressing commissioning schedules, construction of the Project will occur partly outside standard work hours. Project construction hours will be from 7am to 6pm, 7 days per week. Certain construction activities may need to be undertaken outside these hours



for improved safety, access and/or to minimise inconvenience to the community.

Construction works required to be undertaken outside of the standard construction hours are only to be undertaken in the following circumstances:

- Where noise levels at nearby residences are below the highly affected noise criteria in the Interim Construction Noise Guidelines (DECC, 20009); and
- No more than the noise management levels specific in Table 3 of the Interim Construction Noise Guideline (DECC; 2009) at other sensitive receivers;
- Where a negotiated agreement has been reached with affected receivers;
- For the delivery of oversized vehicles required by the NSW Police Force, RMS, ARTC or other authorities for safety reasons; or
- Where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm.

In order to undertake work outside the project working hours, the following protocols must be followed.

STEP 1

Construction Manager must complete a written application and lodge with the Environment and Community Manager (ECM) at least 5 days prior to the proposed commencement date.

The application must detail the equipment, location and duration of work proposed. Specify the timing of works, proposed mitigation measures, justify why the work needs to be undertaken outside Project hours.

STEP 2

ECM reviews the proposal and qualitatively assesses the likely impacts to sensitive receivers.


STEP 3

If impacts are acceptable, the ECM will approve the work and specify the required mitigation and/or monitoring.

STEP 4

If approved, the ECM will then notify the sensitive receivers of the timing, duration, nature and need for the works.

3.3 COMMUNITY ENGAGEMENT



All neighbouring landowners and general public will be notified of any direct interruptions or restricted road access via community consultations and letter box drops 2 weeks prior to any major vehicle movements that will have significant impact such as road closures. A main contact point will be provided, and landowners and the general public will have a direct line of communication to the Project Manager.

Complaints will be recorded and investigated with a view to addressing the source of the complaint. Complaints will be recorded as follows:

- Date and time of complaint/enquiry;
- Type of communication (telephone, letter, meeting, etc.);
- Name, address, contact telephone number of complainant/enquirers;
- Details of the complaint and enquiry;
- Actions taken in response including follow up contact with the complainant;
- Any monitoring to confirm that complaints have been satisfactorily resolved; and
- If no action was taken, the reasons why no action was taken.

Complaints will be responded to within 48 hours either via actions taken to resolve the complaint or a holding statement while the complaint is being investigated.

4. ENVIRONMENTAL MONITORING AND REPORTING

4.1 TRAFFIC MONITORING

Construction traffic monitoring shall be undertaken in response to complaints or incidents regarding traffic or as required by any consent condition.

4.1.1 INCIDENT RESPONSE

Additional management measures will be considered if excessive traffic complaints are received or a traffic incident occurs including:

- Prompt response to any community issue of concern;
- Additional traffic controls (e.g. signage, barricades, lighting, staffed controllers);
- Alternate access route;
- Variation to construction hours; and
- Additional onsite traffic management (e.g. signage, barricades, lighting, staffed controllers).

4.2 REPORTING

Heavy vehicle numbers will be recorded and compared against the project estimates. Any complaints or non-compliances will be reported.

4.2.1 REVIEW AND IMPROVEMENT OF THE CEMP

The ECM will review this Plan and its implementation at least every six months from commencement of construction. The purpose of the review is to ensure that the CEMP and sub-plans and operating system meet the project's statutory requirements.

The review will consider:

- Client, site personnel and agency comments;
- Audit findings;
- Environmental monitoring records;
- Complaints;
- Incident reports and corrective actions taken;
- Environmental non-conformance;
- Changes in organisational structure;
- Changes in construction methodology; and
- Changes in legislation and standards.

The Environment Manager will review the compliance reports and any proposed updates to the CEMP.

Following approval of this Traffic Management Plan, Riverina Solar shall implement the measures described in this document to all stakeholders.

Prior to any upgrading or decommissioning activities occurring on site, Riverina Solar shall update the strategies, plans or programs required under the Conditions of Consent to the satisfaction of the Secretary.

Any comments or issues that are highlighted by major stakeholders shall trigger a review and revision of this Traffic Management Plan. In the event of near misses or incident reports, this Traffic Management Plan shall be reviewed and updated.

Riverina Solar will review and, if necessary, revise the strategies, plans or programs required under the conditions of consent within 1 month of any submission of incident and audit reports or modification of the consent.

5. INCIDENT NOTIFICATION

As per Condition 5 and 6 of Schedule 4 of the Conditions of Consent, Riverina Solar Farm shall notify the Planning Secretary in writing via the Major Projects website immediately after an incident has occurred. The incident notification shall set out the location and nature of the incident with the reports submitted in accordance with the Condition 5 of Schedule 4 of the Conditions of Consent. Subsequent incident reports shall be submitted within 7 days of notification of the incident to the Planning Secretary via the Major Projects website with details as per Appendix 5 of the Conditions of Consent.

Riverina Solar shall notify the Planning Secretary in writing via the Major Projects website within seven days after a non-compliance has been identified. The non-compliance notification will identify the development, application number, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.

As per the Conditions of Consent, Riverina Solar Farm shall undertake an Independent Environmental Audit within 3 months of commencing construction and within 3 months of commencement of operations to ensure the development is compliant with the Conditions of Consent throughout all stages of construction, commissioning and operation. Riverina Solar shall review and respond to each Independent Audit Report prepared under condition 7 of Schedule 4, or condition 9B where notice is given by the Planning Secretary, submit the response to the Planning Secretary and make each Independent Audit Report, and response to it, publicly available within 60 days of submission to the Planning Secretary unless otherwise agreed by the Planning Secretary. The Independent Audit Report and responses shall be submitted to the Planning Secretary within 2 months of undertaking the independent audit site inspection.



APPENDIX 1

RIVERINA SOLAR FARM PROJECT - DRIVER CODE OF CONDUCT

This Driver Code of Conduct will form part of the site induction for the Riverina Solar Farm. This Code applies to all employees and contractors accessing the site and deliveries.

OBJECTIVES

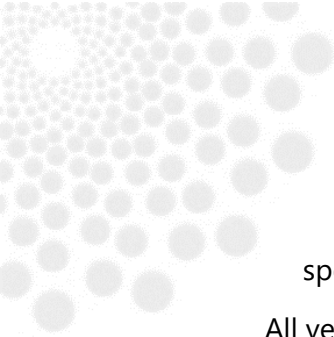
The objectives are:

- To ensure safe and effective transport to, around and from the site;
- Minimise disruption to traffic networks;
- Minimise disruption to rail operations; and
- Minimise disruption to neighbouring properties.

CODE OF CONDUCT

When en-route to the site:

- Always obey the road rules;
- Always be polite to fellow road users;
- Always give way to pedestrians and cyclists at designated crossings or where they have right of way;
- Do not queue across intersections;
- Seatbelts must always be worn;
- Obey the sign posted speed limits;
- Avoid compression braking on Ross and Hamilton Roads;
- Take extra precaution on Burley Griffin Way during school periods;
- Obey school speed zones;
- Do not queue or idle on public roads or adjacent to sensitive receivers;
- Never drive between machines when they are being unloaded;
- Stick to the identified access tracks onsite; and
- Follow all onsite signage (directional and speed);
- Follow all RMS/company fatigue management policies including following recommended break times and drivers are well rested prior to long journeys;
- Practice safe driving in adverse conditions such as fog and extreme weather conditions and if using local roads through Griffith, where risk assessments shall be undertaken during conditions where it may not be appropriate to travel at posted



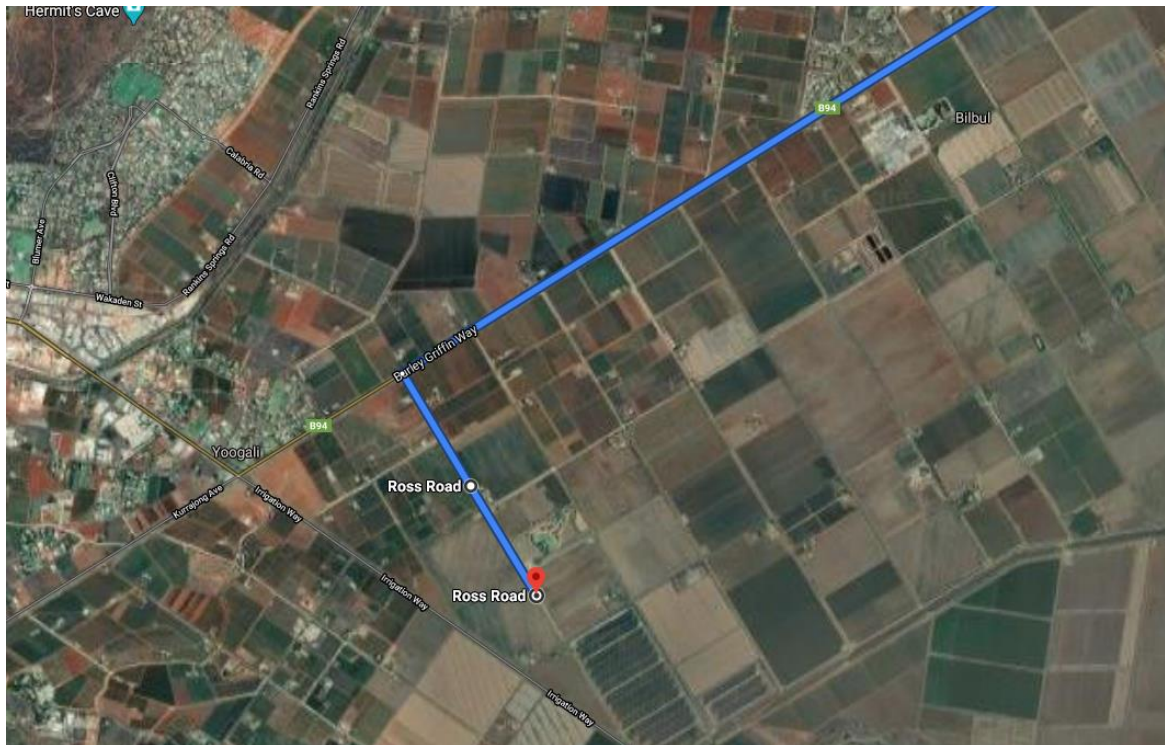
speed limits.

All vehicle operators travelling to site will be provided this Traffic Management Plan outlining the designate transport route prior to the commencement of construction and strict measures shall be taken to ensure adherence to haulage routes.

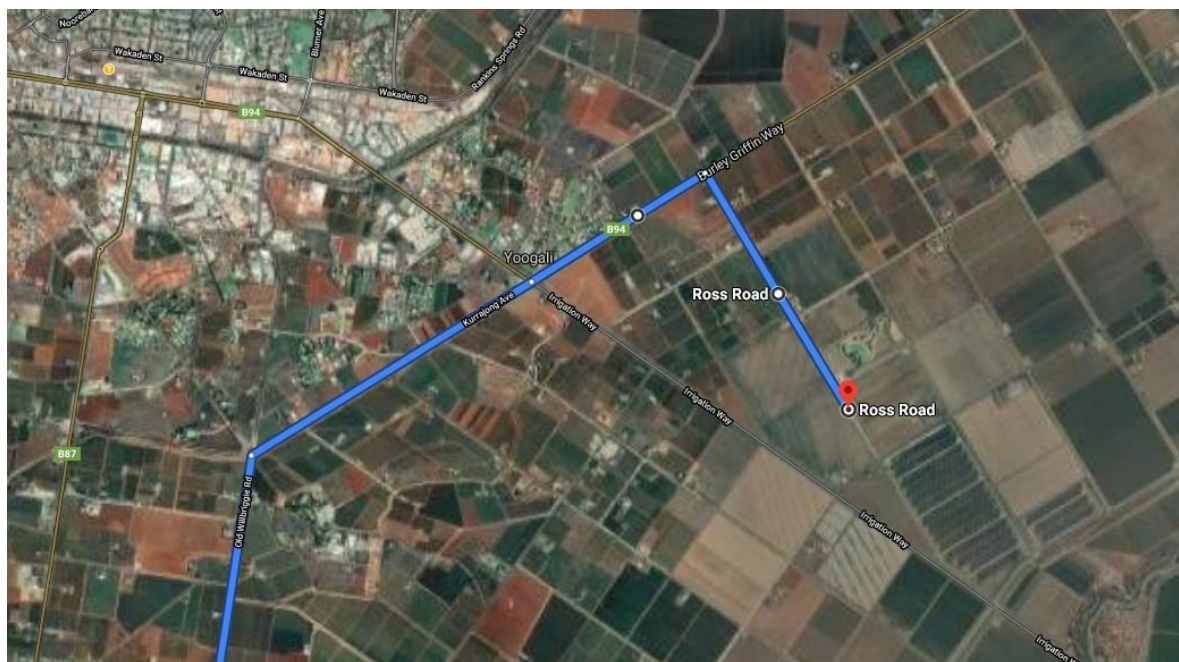
APPENDIX 2

RIVERINA SOLAR FARM PROJECT – HAULAGE ROUTES

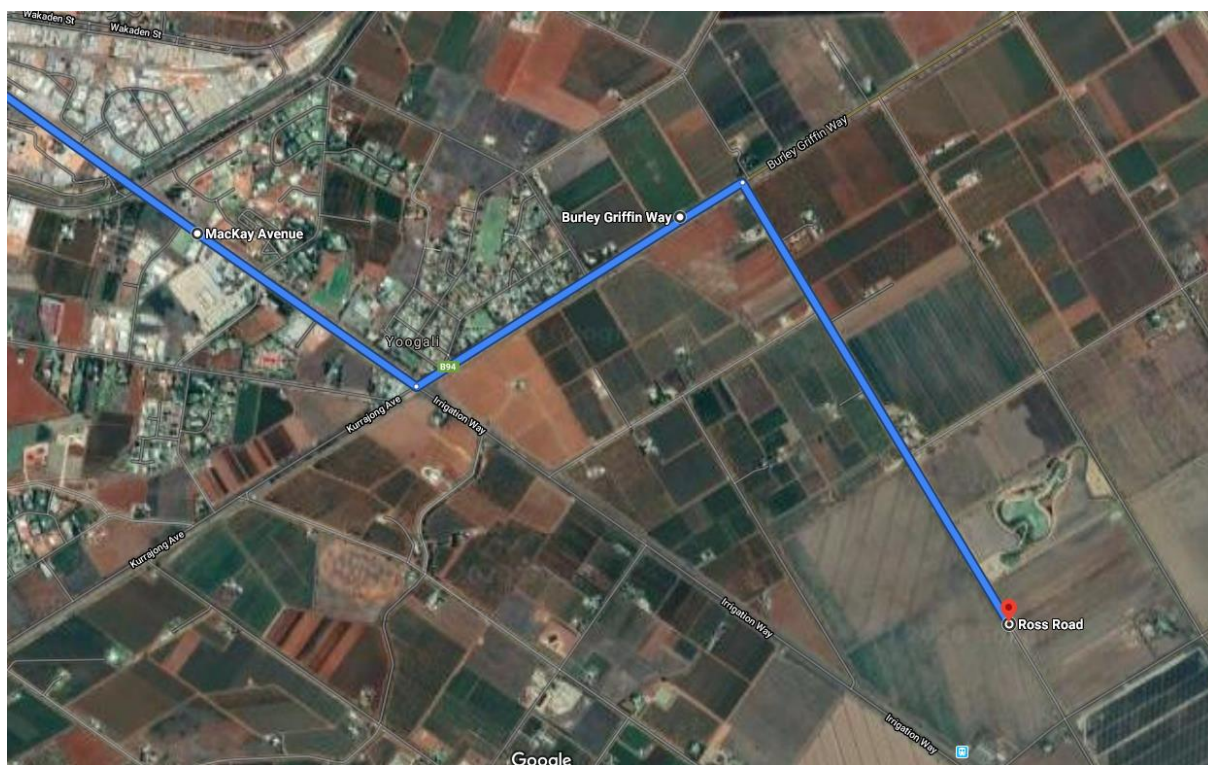
To/From Sydney:



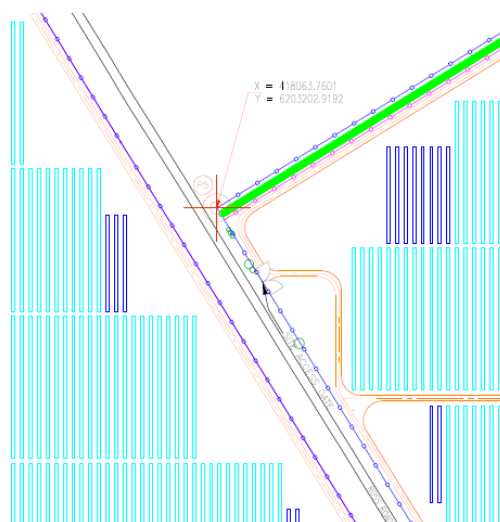
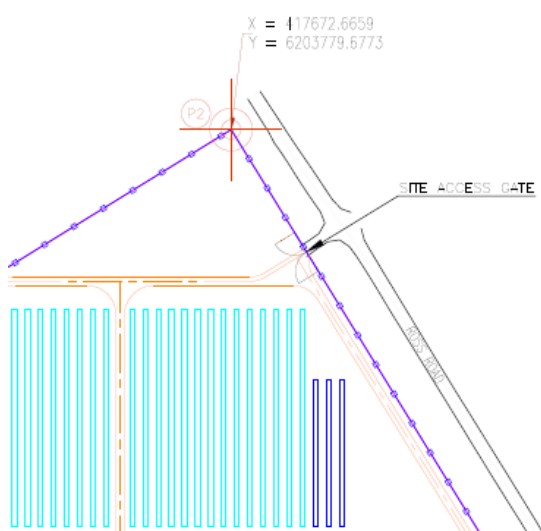
To/From Melbourne:



To/From Griffith Town Centre:



Site Access Locations:





APPENDIX 3

ACCESS ROUTE B – UPGRADE WORKS EVIDENCE

Attachment 1: RMS Approval Letter of Practical Completion of upgrade works

Attachment 2: RMS Support Letter – Access Route B

Attachment 3: Council Support Letter – Access Route B

Attachment 4: Department of Planning and Environment Support Letter – Access Route B