



**GAIA**

## **Traffic Management Plan**

Bonshaw Solar Farm

6 July 2024

Project No.: 0657342

|                         |                                              |
|-------------------------|----------------------------------------------|
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## Signature Page

6 July 2024

# Traffic Management Plan

Bonshaw Solar Farm

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## Acronyms and Abbreviations

|                          |                                                                                                                |
|--------------------------|----------------------------------------------------------------------------------------------------------------|
| CoC                      | Consent of Conditions                                                                                          |
| DP                       | Deposited Plan                                                                                                 |
| DPE                      | Department of Planning and Environment                                                                         |
| DPHI                     | Department of Planning, Housing and Infrastructure, previously known as Department of Planning and Environment |
| DP                       | Deposited Plan                                                                                                 |
| EIS                      | Environmental Impact Statement                                                                                 |
| EMS                      | Environmental Management Strategy                                                                              |
| EPC                      | Engineering Procurement Contract                                                                               |
| FRNSW                    | Fire Rescue NSW                                                                                                |
| GAIA                     | GAIA Australia Pty Ltd                                                                                         |
| IEA                      | Independent Environmental Audit                                                                                |
| ERM                      | Environmental Resources Management Australia Pty Ltd                                                           |
| Heavy vehicle            | A vehicle that has a combined Gross Vehicle Mass or Aggregate Trailer Mass of more than 4.5 tonnes.            |
| Over-dimensional vehicle | Over-mass and/or over-size /length vehicles                                                                    |
| PQEMR                    | Project Quality and Environmental Management Representative                                                    |
| RFS                      | NSW Rural Fire Service                                                                                         |
| RtS                      | Response to Submissions                                                                                        |
| RMS                      | Roads and Maritime Services                                                                                    |
| SSD                      | State Significant Development                                                                                  |
| TCP                      | Traffic Control Plan                                                                                           |
| TIA                      | Traffic Impact Assessment                                                                                      |
| TMP                      | Traffic Management Plan                                                                                        |
| TfNSW                    | Transport for NSW                                                                                              |

## 1. INTRODUCTION

### 1.1 Background

Environmental Resources Management Australia Pty Ltd (ERM) has been engaged by GAIA Australia (GAIA) to prepare a Traffic Management Plan (TMP) for the Bonshaw Solar Farm (Stage 1) (the 'Project') at Bonshaw, within the Inverell Local Government Area in New South Wales (NSW).

The Project site comprises Lot 2 of Deposited Plan (DP) 1039185 and Lot 201 of DP 879480 and covers an area of approximately 368 hectares (ha) ('Project Site'), of which the proposed development area occupies approximately 149.24 ha ('Development Footprint'). The Project is located approximately 66 km north of Inverell, with site access fronting Bruxner Way.

The Environmental Impact Statement (EIS) for Bonshaw Solar Farm (Stage 1), a State Significant Development (SSD 9438) was placed on public exhibition in October 2019, and a Response to Submissions Report (RtS) was submitted in March 2020. SSD 9438 was approved by the NSW Land and Environment Court on 3 December 2020 under the *Environmental Planning and Assessment Act 1979* (EP&A Act), subject to a number of conditions.

The location is shown in Figure 1-1. The approved Bonshaw Solar Farm (Stage 1) development footprint and conceptual layout is provided in Figure 1-2.

### 1.2 Purpose and scope

This TMP has been prepared to satisfy the requirements of Schedule 3, Condition 11 of the Development Consent for the Bonshaw Solar Farm. This TMP has been prepared in consultation with Transport for NSW (TfNSW) and Inverell and Tenterfield Shire Councils, and adopts the findings from the Project's Traffic Impact Assessment (TIA).

The implementation of the TMP is subject to the approval of the Secretary of the Department of Planning, Housing and Infrastructure (DPHI).

Gaia is committed to the implementation of the TMP once it is approved by the DPHI.

### 1.3 EIS Requirements

The EIS for the Project identified a number of potential measures in addition to the Development Consent, to avoid, minimise and mitigate any Project-related traffic impacts. The methods identified in the EIS included:

- Regular community updates for residents along the Bruxner Way in the vicinity of the site to advise of construction activities and increased heavy vehicle movements along this road;
- Written notice to residents along the Bruxner Way of the construction works and activities as required;
- The Bruxner Way and New England Highway was identified by the Project's TIA as a hazard for trucks returning southbound. The Project's TMP will provide an alternative route, being that trucks are leaving the site heading south utilise the Bonshaw-Inverell Road Route;
- Any significant deposits of dirty and other construction materials will be promptly removed from public roadways;
- Usage of water trucks to suppress dust caused by construction vehicle movement; and
- Emergency repairs to road pavement in accordance with the relevant authority standard.



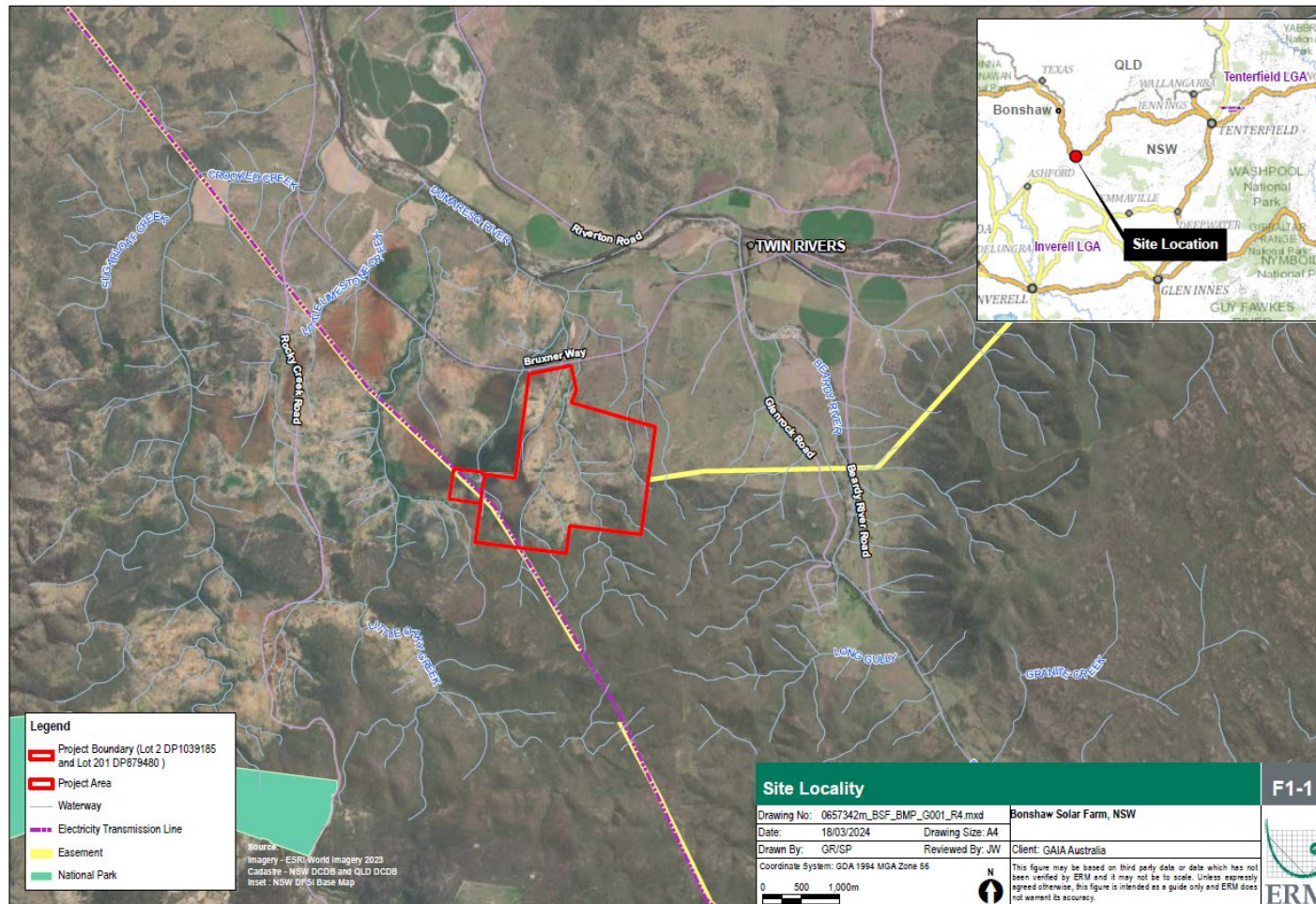


Figure 1-1 Bonshaw Solar Farm Locality

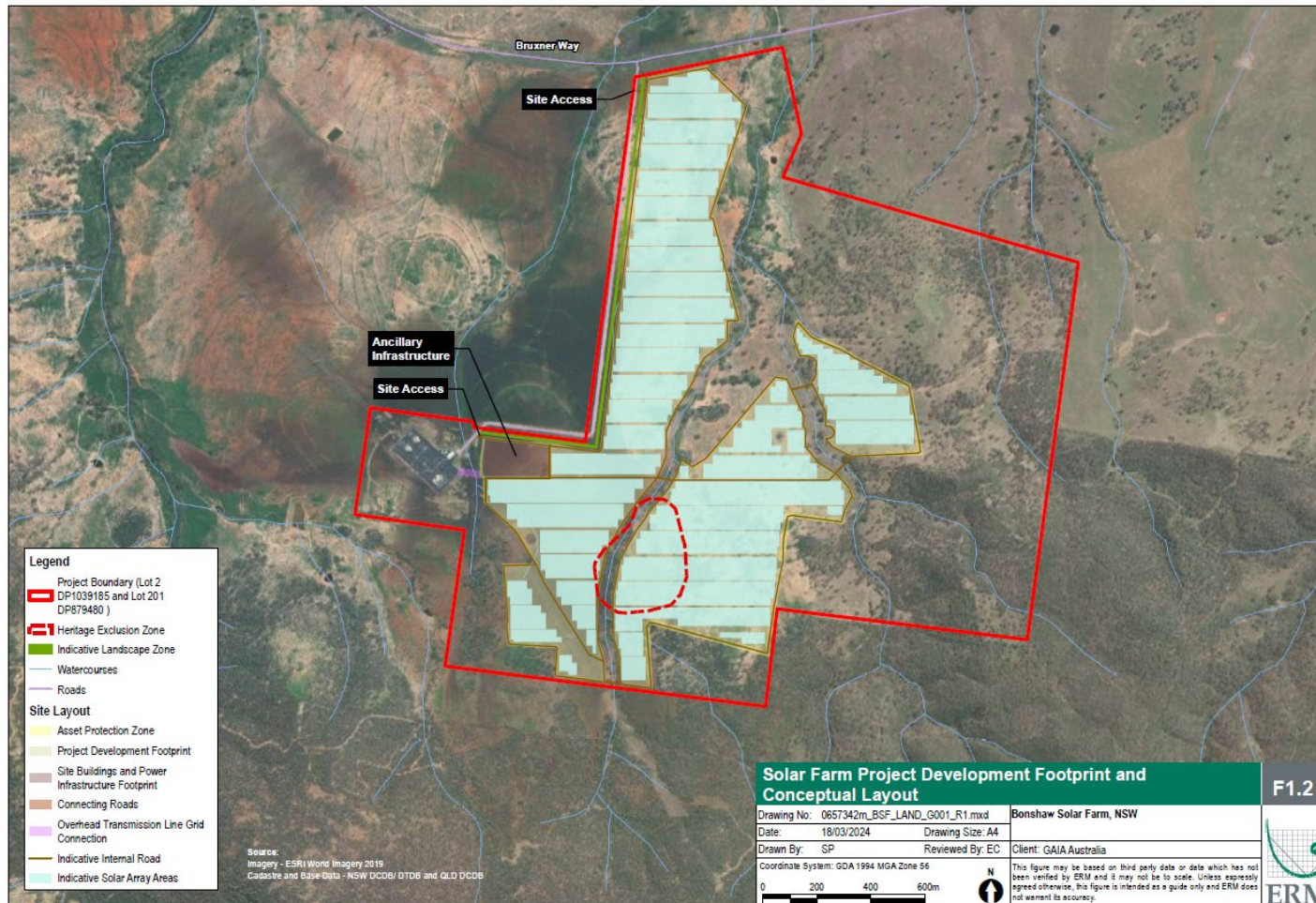


Figure 1-2 Bonshaw Solar Farm Layout



## 2. PLANNING CONSIDERATIONS

### 2.1 Legislative and Other Traffic Management Requirements

This TMP has been prepared with consideration of Commonwealth, State and Local regulatory frameworks and associated legislation. Table 2-1 summarises the relevant NSW guidelines and policies applicable to this Plan.

**Table 2-1 Key Legislation and Guidelines**

| Key Legislation/Guideline                              | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NSW Legislations</b>                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <i>Heavy Vehicle National Law (NSW) No 42a of 2013</i> | <p>The object of this Law is to establish a national scheme for facilitating and regulating the use of heavy vehicles on roads in a way that:</p> <ul style="list-style-type: none"> <li>promotes public safety;</li> <li>manages the impact of heavy vehicles on the environment, road infrastructure and public amenity;</li> <li>promotes industry productivity and efficiency in the road transport of goods and passengers by heavy vehicles; and</li> <li>encourages and promotes productive, efficient, innovative and safe business practices.</li> </ul>                                                                                                                                                                                                    |
| <b>NSW Guidelines</b>                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Austroads Guide to Road Design                         | The Austroads Guide to Road Design provides a framework that promotes efficiency in design and construction, economy, and both consistency and safety for road users.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| RMS Supplements to Austroads Guide to Road Design      | Addresses the design, construction, maintenance, operation and safety of the road network in NSW.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| RMS Traffic Control at Work Sites 2018                 | Details requirements for temporary traffic management at construction and maintenance work sites in line with recent industry and national practice updates.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Interim Construction Noise Guidelines 2009             | <p>The main objectives of the Guideline are to:</p> <ul style="list-style-type: none"> <li>promote a clear understanding of ways to identify and minimise noise from construction work;</li> <li>provide 'feasible' and 'reasonable' work practices to minimise construction noise impacts;</li> <li>encourage construction to be undertaken only during the recommended standard hours unless approval is given for works that cannot be undertaken during these hours;</li> <li>streamline the assessment and approval stages and reduce time spent dealing with complaints at the project implementation stage; and</li> <li>provide flexibility in selecting site-specific feasible and reasonable work practices in order to minimise noise impacts.</li> </ul> |

### 2.2 Conditions of Consent

The EIS for Bonshaw Solar Farm (SSD 9438) was placed on public exhibition in October 2019, and a Response to Submissions Report (RtS) was submitted in March 2020. SSD 9438 was approved by the NSW Land and Environment Court on 3 December 2020 under the EP&A Act, subject to a number of conditions. Conditions of consent (CoC) relevant to this TMP and where they have been addressed are detailed in Table 2-2.

**Table 2-2 Relevant Conditions of Consent and Reference Location**

| Condition of Consent                                                    | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Reference Location          |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| Schedule 3,<br>Condition 2 - 3<br><b>Heavy Vehicle Restrictions</b>     | The Applicant must ensure that the: <ul style="list-style-type: none"> <li>(a) development does not generate more than: <ul style="list-style-type: none"> <li>15 heavy vehicle movements a day during construction, upgrading and decommissioning; and</li> <li>3 over-dimensional vehicle movements during construction, upgrading and decommissioning; on the public road network;</li> </ul> </li> <li>(b) length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 19 metres,</li> </ul> unless the Secretary agrees otherwise. | Section 5.4                 |
|                                                                         | Condition 3<br>The Applicant must keep accurate records of the number of over-dimensional and heavy vehicles entering or leaving the site each day for the duration of the project.                                                                                                                                                                                                                                                                                                                                                                                               | Section 5.4                 |
| Schedule 3,<br>Conditions 4 - 6<br><b>Access Routes and Site Access</b> | Condition 4<br>All heavy vehicles associated with the development must travel to the site via New England Highway, Sunnyside Platform Road and Bruxner Highway as shown in <b>Figure 5-1</b> .                                                                                                                                                                                                                                                                                                                                                                                    | Section 5.2                 |
|                                                                         | Condition 5<br>All heavy vehicles associated with the development must travel from the site via Bruxner Highway, Bonshaw Roads, Ashford Road, Gwydir Highway to the New England Highway as shown in <b>Figure 5-1</b> .                                                                                                                                                                                                                                                                                                                                                           | Section 5.2                 |
|                                                                         | Condition 6<br>Heavy vehicles associated with the development must not: <ul style="list-style-type: none"> <li>(a) turn left from Bruxner Highway onto Sunnyside Platform Road;</li> <li>(b) turn right from Bruxner Highway onto New England Highway; or</li> <li>(c) turn right from New England Highway onto Bruxner Highway, unless the Secretary agrees otherwise.</li> </ul> <p><i>Note: the Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network.</i></p>              | Section 5.2                 |
| Schedule 3,<br>Conditions 7<br><b>Site Access</b>                       | All vehicles associated with the development must enter and exit the site via the approved access point off Bruxner Highway as shown in Figure 5-2.                                                                                                                                                                                                                                                                                                                                                                                                                               | Section 4.1                 |
| Schedule 3,<br>Conditions 8<br><b>Road Upgrades</b>                     | Prior to commencing construction, the Applicant must implement the road upgrades identified in Figure 5-1, unless the Secretary agrees otherwise. These upgrades must be carried out to the satisfaction of the relevant roads authority.                                                                                                                                                                                                                                                                                                                                         | Section 4.31 and Appendix C |

| Condition of Consent                                       | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Reference Location          |
|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| Schedule 3, Conditions 9<br><b>Road Maintenance</b>        | <p>In consultation with Council, the applicant must:</p> <ul style="list-style-type: none"> <li>(a) undertake an independent dilapidation survey to assess the: <ul style="list-style-type: none"> <li>■ existing condition of Sunnyside Platform Road, Bonshaw Road and Ashford Road prior to construction, upgrading or decommissioning activities; and</li> <li>■ condition of Sunnyside Platform Road, Bonshaw Road and Ashford Road following construction, upgrading or decommissioning activities.</li> </ul> </li> <li>(b) repair Sunnyside Platform Road, Bonshaw Road and Ashford Road if dilapidation surveys identify that the road has been damaged during construction, upgrading or decommissioning works;</li> </ul> <p>in consultation with Council.</p> <p>If there is a dispute between the Applicant and Council, either party may refer the matter to the Secretary for resolution.</p> | Section 3.2 and Section 6.4 |
| Schedule 3, Conditions 10<br><b>Operating Conditions</b>   | The Applicant must ensure:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Section 4.31                |
|                                                            | (a) the internal roads are constructed as all-weather roads;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                             |
|                                                            | (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;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Section 4.13                |
|                                                            | (c) the capacity of the existing roadside drainage network is not reduced;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Section 4.31                |
|                                                            | (d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Section 4.6                 |
|                                                            | (e) vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Section 4.10                |
| Schedule 3, Condition 11<br><b>Traffic Management Plan</b> | Prior to commencing the development, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Secretary. This plan must include:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Whole Document              |
|                                                            | (a) details of the transport route to be used for all development-related traffic;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Section 5.2                 |
|                                                            | (b) details of the road upgrade works required by condition 8 of Schedule to the development consent;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Section 4.31                |
|                                                            | (c) a protocol for undertaking independent dilapidation required by Condition 9 of Schedule 3 to the consent;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Section 3.2                 |

| Condition of Consent | Description                                                                                                                                                                                                                                             | Reference Location                                    |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
|                      | <ul style="list-style-type: none"> <li>details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:</li> </ul>                                                     | Whole document                                        |
|                      | <ul style="list-style-type: none"> <li>temporary traffic controls, including detours and signage;</li> </ul>                                                                                                                                            | Section 4.7, Section 4.34, Section 5.3 and Appendix C |
|                      | <ul style="list-style-type: none"> <li>notifying the local community about project-related traffic impacts;</li> </ul>                                                                                                                                  | Section 4.15 and Section 7                            |
|                      | <ul style="list-style-type: none"> <li>procedures for receiving and addressing complaints from the community about development-related traffic;</li> </ul>                                                                                              | Section 6.4                                           |
|                      | <ul style="list-style-type: none"> <li>minimising potential for conflict with school buses, other motorists and road users as far as practicable (measures also required during operation of the project);</li> </ul>                                   | Section 4.1 and Section 4.28                          |
|                      | <ul style="list-style-type: none"> <li>minimising dirt tracked onto the public road network from development-related traffic;</li> </ul>                                                                                                                | Section 4.10                                          |
|                      | <ul style="list-style-type: none"> <li>details of the employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to ensure employee use of this service;</li> </ul> | Section 4.13                                          |
|                      | <ul style="list-style-type: none"> <li>scheduling of haulage vehicle movements to minimise convoy length or platoons;</li> </ul>                                                                                                                        | Section 4.4                                           |
|                      | <ul style="list-style-type: none"> <li>responding of local climate conditions that may affect road safety such as fog, dust, wet weather;</li> </ul>                                                                                                    | Section 4.4 and Section 4.30                          |
|                      | <ul style="list-style-type: none"> <li>responding to any emergency repair or maintenance requirements; and</li> </ul>                                                                                                                                   | Section 3.2 and Section 4.34                          |
|                      | <ul style="list-style-type: none"> <li>a traffic management system for managing over-dimensional vehicles.</li> </ul>                                                                                                                                   | Section 5 and Appendix C                              |
|                      | (d) a driver's code of conduct that addresses: <ul style="list-style-type: none"> <li>driver fatigue;</li> </ul>                                                                                                                                        | Section 5.3 and Appendix A                            |
|                      | <ul style="list-style-type: none"> <li>procedures to ensure that drivers adhere to the designated transport routes; and</li> </ul>                                                                                                                      | Section 5.2, Section 5.3 and Appendix A               |
|                      | <ul style="list-style-type: none"> <li>procedures to ensure that drivers implement safe driving practices.</li> </ul>                                                                                                                                   | Section 5.3, Section 4.4, Section 4.5 and Appendix A  |
|                      | (e) a program to ensure drivers working on the development receive suitable training on the code of conduct and any                                                                                                                                     | Sections 6.2                                          |

| Condition of Consent | Description                                                   | Reference Location |
|----------------------|---------------------------------------------------------------|--------------------|
|                      | other relevant obligations under the Traffic Management Plan. |                    |

## 2.3 Agency Submissions

Agency submissions were received from the DPHI, TfNSW (Roads and Maritime Services RMS), TfNSW, and Inverell and Tenterfield Shire Councils during the exhibition period of the EIS. Their recommended specific construction and operating requirements related to traffic management have been incorporated into the recommended conditions of consent in consultation with TfNSW and Inverell Shire Council.

## 2.4 Objectives and Targets

The key objective of the TMP is to minimise any traffic impacts caused by Project activities relating to construction, operation and decommission. This objective will be achieved by:

- Ensure appropriate controls and procedures are implemented during construction, operation and decommissioning phases of the Project to minimise traffic related risks and impacts;
- Ensure appropriate measures are implemented to address the mitigation measures detailed in the EIS, CoC and Project's TIA;
- Minimise disruption and ensure the safety of traffic on the external road network; and
- Ensure all construction staff are appropriately trained to understand the requirements under this Plan.

## 2.5 Consultation

As per the consultation requirements of Schedule 3, Condition 11, Tenterfield Shire Council was consulted and issues raised by Tenterfield Shire Council were addressed in Table 2-3.

**Table 2-3 Tenterfield Shire Council Consultation email dated 3 November 2024**

| Aspect              | Issue                                                                                                                                                                                                                                                                                                                                                                                    | Reference Location                           | How Addressed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Name of road        | <p><i>The Project is located approximately 66 km north of Inverell, with site access fronting Bruxner Highway.</i></p> <p>From the first page and then throughout the whole document the reference to Bruxner Highway should be corrected to Bruxner Way. (The Highway was reclassified some ten years ago to a Regional Road, and the Bruxner Highway is only east of Tenterfield).</p> | Refer to Section 1.1 and throughout the plan | <p>Updated name from Bruxner Highway to Bruxner Way throughout the document, including on Figures. Both Google maps and TfNSW NSW Oversize Overmass Load Carrying Vehicles Network map still label Bruxner Way as Bruxner Highway, see link below.</p> <p><a href="https://maps.transport.nsw.gov.au/egeomaps/load-carrying-vehicles-network/">https://maps.transport.nsw.gov.au/egeomaps/load-carrying-vehicles-network/</a></p>                                                                                                                                                                                                                                                         |
| Dilapidation Survey | <p>Table 2.2, Schedule 3, Conditions 9 – points a and b must also include Bruxner Way for an independent dilapidation survey, and repair of any damage identified from the works.</p>                                                                                                                                                                                                    | Noted                                        | <p>GAIA cannot amend the wording in the Development Consent SSD 9438, but agrees that this should read:</p> <p>Schedule 3, Conditions 9 Road Maintenance</p> <p>In consultation with Council, the applicant must:</p> <p>(c) undertake an independent dilapidation survey to assess the:</p> <ul style="list-style-type: none"> <li>■ existing condition of Sunnyside Platform Road, <u>Bruxner Way</u>, Bonshaw Road and Ashford Road prior to construction, upgrading or decommissioning activities; and</li> <li>■ condition of Sunnyside Platform Road, <u>Bruxner Way</u>, Bonshaw Road and Ashford Road following construction, upgrading or decommissioning activities.</li> </ul> |



| Aspect                   | Issue                                                                                                                                                                                                                                                                                                                                                                                                               | Reference Location                     | How Addressed                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                        | <p>(d) repair Sunnyside Platform Road, Bonshaw Road and Ashford Road if dilapidation surveys identify that the road has been damaged during construction, upgrading or decommissioning works;</p> <p>in consultation with Council.</p> <p>If there is a dispute between the Applicant and Council, either party may refer the matter to the Secretary for resolution.</p> |
| Speed limit              | Table 3.1, Sunnyside Platform Road has a speed limit of 100km/h                                                                                                                                                                                                                                                                                                                                                     | Updated Table 3-1                      | Updated speed limit                                                                                                                                                                                                                                                                                                                                                       |
| Road dilapidation report | <p><i>A copy of the Road dilapidation report will be submitted to Inverell Shire Council.</i></p> <p>A copy of the Road dilapidation report should also be submitted to Tenterfield Shire Council</p>                                                                                                                                                                                                               | Refer to Section 3.2                   | Updated Section 3.2                                                                                                                                                                                                                                                                                                                                                       |
| Schools                  | <p>Table 3.2, Mingoola Public School is more than 6 km north east of the Project.</p> <p>It should also be noted that School Buses operate along Sunnyside Platform Road and the eastern end of Bruxner Way servicing school in Tenterfield.</p> <p>Section 4.28 covers the requirement that all vehicles must comply with NSW Road Rules when travelling near School Buses that has flashing lights displayed.</p> | <p>Refer to Table 3-2</p> <p>Noted</p> | Updated Table 3-2.                                                                                                                                                                                                                                                                                                                                                        |
| Flooding                 | Section 4.4 Road Safety Risk Mitigation Strategies – It should                                                                                                                                                                                                                                                                                                                                                      | Refer to Section 4.4 and Section 4.30  | Updated Section 4.4 and Section 4.30.                                                                                                                                                                                                                                                                                                                                     |

| Aspect       | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Reference Location  | How Addressed      |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------------------|
|              | also be noted that various locations along the Bruxner Way are subject to flooding and care should be taken during, and following, extremely heavy rain events. A number of bridges are inundated on a regular basis. One bridge midway along this route has now been damaged for over two years with a single lane side track in place. The bridge has been demolished at this time and any replacement of the bridge will be at least another year to complete. |                     |                    |
| Council name | DRIVERS CODE OF CONDUCT Section 1.4 refers to Dubbo Regional Council, probably should be updated to reflect Inverell Shire Council                                                                                                                                                                                                                                                                                                                                | Refer to Appendix A | Updated Appendix A |

As per the consultation requirements of Schedule 3, Condition 11, TfNSW was consulted and issues raised by TfNSW were addressed in Table 2-4.

**Table 2-4 TfNSW Consultation letter dated 7 December 2022**

| Aspect     | Issue                                                                                                                                                              | Reference Location  | How Addressed                         |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------------------|
| Competency | TMP can only be developed, reviewed, amended and or approved by a qualified person holding the 'Prepare Work Zone Traffic Management Plan' (PWZTMP) accreditation. | Refer to Appendix B | This has been addressed in Appendix B |

| Aspect              | Issue                                                                                                                                                                                                                                                                                                                                                                           | Reference Location                                | How Addressed                                                                                                                                                                                      |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Traffic routes      | The TMP has not adequately addressed Condition 11a and 11e (point 2) as the transport routes within the TMP, including Appendix B (Code of Conduct) do not appear to reflect those described under conditions 4 and 5 of the development consent. Further clarification required to ensure all vehicle movements are restricted to those prescribed by the development consent. | Refer to Section 5.2                              | This has been addressed in Section 5.2                                                                                                                                                             |
| Site access upgrade | The TMP has not adequately addressed Condition 11b as the TMP does not address the site access point upgrade requirements on Bruxner Highway, as outlined in the terms of Appendix 3 of the development consent.                                                                                                                                                                | Refer to Section 4.6, Section 4.31 and Appendix C | This has been addressed in Appendix C                                                                                                                                                              |
| School bus schedule | The TMP has not adequately addressed Condition 11d (point 5). While low number of school bus operations may be apparent in the area, safety around school buses is important and should be appropriately addressed. The TMP should be updated to clarify if construction traffic peaks and school bus schedules overlap. Opportunities to avoid overlapping schedules for       | Refer to Section 4.5 and Appendix A               | Bonshaw School has advised that there is currently no bus service that runs on Bruxner Way. Nevertheless, the school bus operating hours has been added to the Appendix A Drivers Code of Conduct. |

| Aspect                   | Issue                                                                                                                                                                                                                                                                                                                                                                                                        | Reference Location    | How Addressed                                                                                                                                                                 |
|--------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          | heavy vehicle transport during the scheduled school bus periods could be considered. In addition, the acknowledgement of the importance of being aware of the bus stop locations, children in the vicinity of the bus stops, and giving way to buses (as appropriate) should be addressed in the Appendix B Driver Code of Conduct.                                                                          |                       |                                                                                                                                                                               |
| Shuttle bus service      | The TMP has not adequately addressed Condition 11d (point 6) as details have not been provided for the employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for workers, and measures to encourage shuttle bus usage, car-pooling or ride sharing.                                                                                                        | Refer to Section 4.13 | Parking is available for all workers on site. The shuttle bus will only be used in the Project area. Shuttle bus locations are shown in Figure 4-4, Figure 4-5 and Figure 4-6 |
| Haulage vehicle movement | The TMP has not adequately addressed condition 11d (point 7 & 10) as details of how haulage vehicle movements will be scheduled and a traffic management system for managing oversize Over Mass (OSOM) vehicles has not been included. Whilst the estimated OSOM movements are low for the project; given the minimal cross section of Bruxner Way, appropriate controls should be implemented to manage the | Refer to Section 5.2  | This has been addressed in Section 5                                                                                                                                          |

| Aspect                  | Issue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Reference Location  | How Addressed                         |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------------------|
|                         | safe passage of OSOM loads to site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                     |                                       |
| Traffic Guidance Scheme | <p>Please note that TfNSW has not considered the following documents:</p> <ul style="list-style-type: none"> <li>■ Traffic Guidance Schemes (TGS) (referenced in Appendix A Traffic Control Plans) – TGS illustrating traffic control for construction work on local roads are responsibility / accountability of the accredited traffic control contractors and independent verifier for the road works and may be considered by Council.</li> </ul> <p>Note: A Traffic Control Plan (TCP) is now called a Traffic Guidance Scheme (TGS) as per Traffic Control at Work Sites (TCWS) Issue 6.1.</p> | Refer to Appendix C | This has been addressed in Appendix C |

As per the consultation requirements of Schedule 3, Condition 11, Inverell Shire Council was consulted and issues raised by Inverell Shire Council were addressed in Table 2-5.

**Table 2-5 Inverell Shire Council Consultation email dated 6 March 2024**

| Aspect          | Issue                                                                                                                                                                                                                                                                                                           | Reference Location   | How Addressed                                                                                                                                                                                                                                          |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Transport route | The transport route includes The Pocket Road and Bukkulla Road, these need to be removed in order to comply with the consent. These roads are also included in Figure 5.1 of the TMP and Figure 1 of the Drivers code of conduct, these figures need to be amended to reflect use of Bonshaw Rd and Ashford Rd. | Refer to Section 5.2 | Reference to The Pocket Road and Bukkulla Road has been removed in Section 5.2. Figure 5.1 of the TMP and Figure 1 of the Drivers code of conduct are the figures from the Development Consent and comply with Condition 5 of the Development Consent. |

### 3. EXISTING CONDITIONS/DILIPIDATIONS

#### 3.1 Existing Road Network and Characteristics

A TIA was conducted for the Project to support the Development Consent (ERM 2020). The findings from the assessment on the existing road network in the vicinity of the Project have been summarised below in Table 3-1.

**Table 3-1 Local Road Network and Characteristics**

| Road Name                     | Speed Limit (km/h)                                       | Road Characteristics                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------------------------------|----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>State Classified Roads</b> |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Bruxner Way                   | 100                                                      | <ul style="list-style-type: none"> <li>■ Daily traffic volumes &lt;300 per day;</li> <li>■ Runs to the north of the subject site with an east-west orientation providing connection between the New England Highway to the east and Boggabilla to the west where it connects with Newell Highway</li> <li>■ Road is sealed; and</li> <li>■ Provides a width of approximately 6 metres (m) passing the site allowing for 2-way traffic movements as required.</li> </ul> |
| New England Highway           | 110 (outside of urban areas where the alignment permits) | <ul style="list-style-type: none"> <li>■ Connects to the Bruxner Way to the east of the site at a four way give way controlled intersection;</li> <li>■ Key freight route designated to carry oversize and overmass vehicles; and</li> <li>■ Only provides a single lane of travel in both directions.</li> </ul>                                                                                                                                                       |
| Gwydir Highway                | 100 (outside of urban areas where the alignment permits) | <ul style="list-style-type: none"> <li>■ Located on the south of the site;</li> <li>■ Key freight route designated to carry oversize and overmass vehicles; and</li> <li>■ Carried a mixture of local, regional and inter-state traffic with a significant number of trucks including B-double combinations.</li> </ul>                                                                                                                                                 |
| <b>Local Roads</b>            |                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Bonshaw Road                  | 100                                                      | <ul style="list-style-type: none"> <li>■ Located on the west of the site;</li> <li>■ Managed by Inverell Shire Council;</li> <li>■ Only provides a single lane of travel in both directions with an overall width in the order of 7 m; and</li> <li>■ Intersects with the Bruxner Way via a simple give way controlled intersection.</li> </ul>                                                                                                                         |
| Ashford Road                  | 100                                                      | <ul style="list-style-type: none"> <li>■ Located south of the site;</li> <li>■ Connects to Bonshaw Road;</li> <li>■ Only provides a single lane of travel in both directions; and</li> <li>■ Forms part of the approved B-double road network in NSW.</li> </ul>                                                                                                                                                                                                        |
| Sunnyside Platform Road       | 100                                                      | <ul style="list-style-type: none"> <li>■ Located north-east of the site;</li> <li>■ Provides a connection between New England Highway and Bruxner Way; and</li> <li>■ Provides a pavement width in an order of 7 m wide permitting 2-way traffic movements.</li> </ul>                                                                                                                                                                                                  |



### 3.2 Independent Dilapidation Survey

GAIA will undertake a pre and post construction road dilapidation report for all local roads between Bonshaw and Inverell, shown in Figure 3-1 and restore any road damage resulting from construction of the Project in accordance with the procedure presented in Figure 3-2 including:

- Internal Transgrid access road to the Dumaresq Substation from Bruxner Way;
- Bonshaw Road between the intersection of Bruxner Way/Bonshaw Road to the intersection of Bonshaw Road/Inverell Street;
- Inverell Street between the intersection of Bonshaw Road/Inverell Street and Inverell Street/Ely Street;
- Ely Street between Inverell Street/Ely Street and Ashford Road / Ely Street;
- Ashford Road between Ely Street/Ashford Road and Ashford Road/Byron Street;
- Byron Street between Ashford Road/Byron Street and Byron Street/Gwydir Highway;
- Gwydir Highway between Byron Street/Gwydir Highway and Gwydir Highway/New England Highway;
- New England Highway between Gwydir Highway/New England Highway and Sunnyside Platform Road / New England Highway;
- Sunnyside Platform Road (near Tenterfield) between New England Highway and Bruxner Way; and
- Bruxner Way between New England Highway and Bruxner Way and Bonshaw Road/ Bruxner Way.

It is considered that there could be some impact along the site access on Bruxner Way due to the turning movements and braking / accelerating of trucks. Impacts on the state road is anticipated to be minor. With regards to any emergency repairs required, the Project Manager on site will contact the relevant authorities outlined in Section 6.3.1 and will ensure that the road is safe. Repairs will be made in accordance with the relevant authority standard and in consultation with TfNSW / RMS and Council.

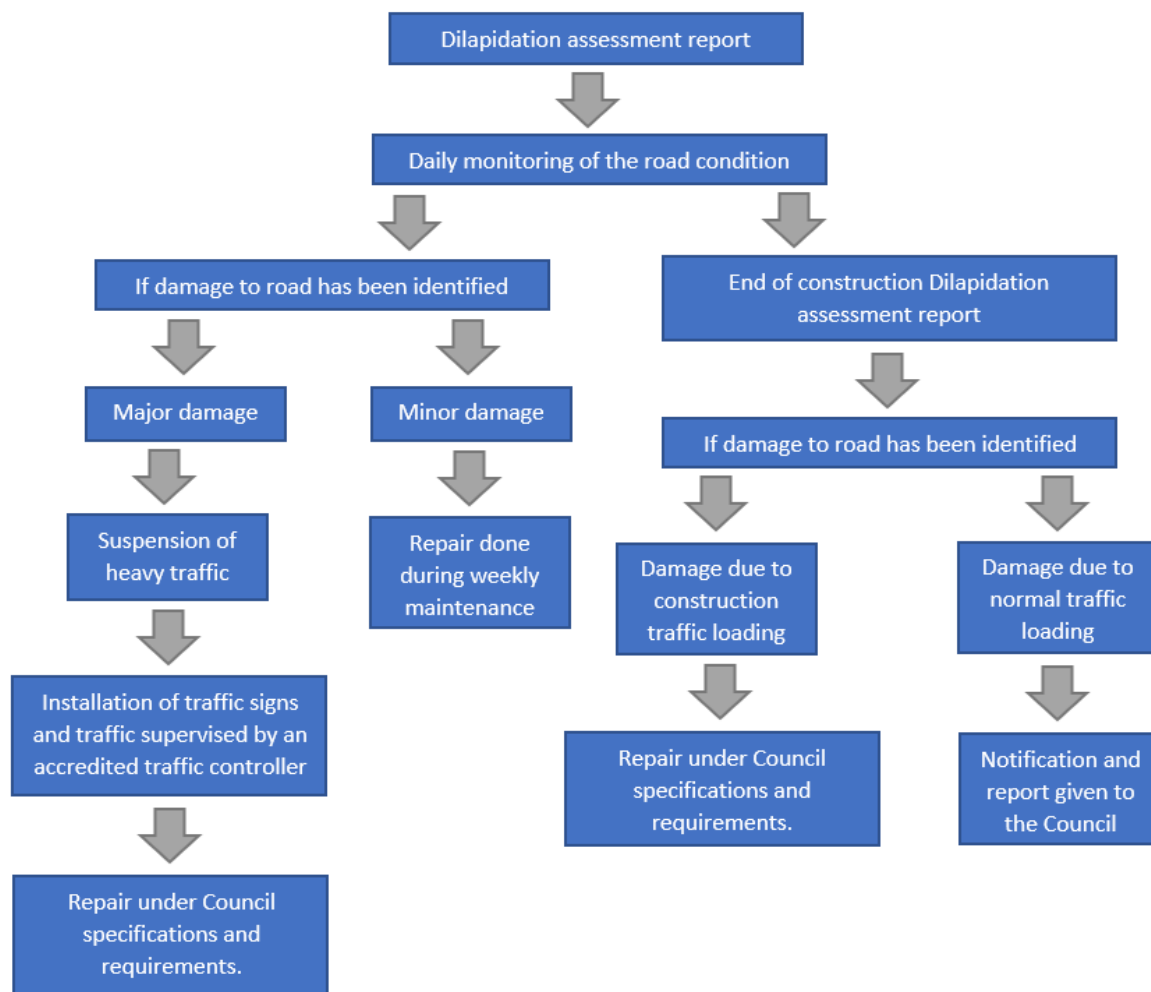
The Site Manager will perform the below and engage with an independent appointed party to perform the work below:

- Fill out dilapidation report prior to commencement and completion of construction, which will contain the following:
  - Identify any access constraints that exist for all construction vehicles prior to site mobilisation;
  - Listing existing conditions and defects;
  - Undertake a visual road condition assessment will be made of the roads that will be utilised by construction vehicles;
  - Document with photographic evidence.
- The extent of the dilapidation reports for the purpose of the Project will include the local roads on the transport route, as shown in Figure 3-1. Reporting to be completed prior to and following construction activities and to include the following specific roads:
  - Between the intersection point of Bruxner Way and Bonshaw Road and the intersection point of Ashford Road and Gwydir Highway;

- Transgrid – Dumaresq Switching Station access road to main substation vehicle access gate;
- Traffic volumes in the immediate vicinity of the Project site are very low and reflective of the rural environment, refer to Section 4.4;
- During and after construction, continued monitoring of the road conditions will be made by the Project site management team and an independent appointed party to the roads utilised by construction vehicles. If any significant damage caused by the Project or its subcontractors, the Site manager will engage a contractor to repair the roads or to upgrade the road as required;
- The log of photographic evidence will be used as a reference in determining the extent of road dilapidation;
- Based on this post construction assessment, the Project Manager will determine whether or not any post-construction road upgrades are required. If repair work deems required, a contractor will be engaged to complete the repair works prior to the demobilisation.
- A copy of the Road dilapidation report with the updated Traffic Management Plan will be submitted to Inverell Shire Council and Tenterfield Shire Council, prior to the commencement of works in November 2024 once the Engineering Procurement Contract (EPC) is selected and once construction works are completed.
- The dilapidation assessment protocol is provided in Figure 3-2.

The site manager will be responsible for overseeing the repair for all the roads, in consultation with the respective stakeholder, such as TfNSW / council. Once the works are completed TfNSW/council will be notified.





**Figure 3-2 Dilapidation Assessment Protocol**

### 3.3 School Buses

There are two operational schools located within 15kms of the Project.

**Table 3-2 Schools**

| School Name                   | Bus details                                                             | Distance to Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>State Classified Roads</b> |                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Bonshaw Public School         | Queensland private operator Rob Smith [REDACTED] and PMSmith Route 2627 | <ul style="list-style-type: none"> <li>■ Located north-west from the Project, approximately 15kms</li> <li>■ ERM contacted Rob Smith [REDACTED] from RC and PMSmith on 3<sup>rd</sup> August 2023. ERM was advised that there are currently no bus routes adjacent to the Bonshaw Solar Farm, as the bus service (route no 2627) stops at Rocky Creek Road Bowman</li> <li>■ In the future the private bus operator for Bonshaw Public school propose to extend bus services adjacent to the Bonshaw Solar Farm on Bruxner Way. The private operator through TfNSW proposes to extend the services for two trips in the morning (7:15am to the school)</li> </ul> |

| School Name                                 | Bus details                                                                                                           | Distance to Project                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                             |                                                                                                                       | <p>westbound and 7:45am away from the school eastbound). In the afternoon there will only be one trip at 3:15pm eastbound to take school kids home.</p> <ul style="list-style-type: none"> <li>■ The Bonshaw Public School advised on 8 August 2023 that the school buses in the future would travel on the Bonshaw Solar Farm Bruxner Way between the hours of 7.20am until 8.30am in the morning and then 3.25pm and 4.30pm in the afternoon.</li> </ul> |
| Mingoola Public school                      | Closed                                                                                                                | <ul style="list-style-type: none"> <li>■ Located north-east from the Project, greater than 6kms.</li> <li>■ The Mingoola Public School is closed.</li> </ul>                                                                                                                                                                                                                                                                                               |
| The Sir Henry Parkes Memorial Public School | School Buses operate along Sunnyside Platform Road and the eastern end of Bruxner Way servicing school in Tenterfield | <ul style="list-style-type: none"> <li>■ Located about 100kms east from the Project</li> </ul>                                                                                                                                                                                                                                                                                                                                                             |

There is no proposed impact to the future bus route for the Bonshaw Solar Farm as per the Traffic Impact Assessment prepared by SECA Solution.

## 4. SITE ACCESS REQUIREMENTS

### 4.1 Vehicle & Operator Requirements

In accordance with Schedule 3, Condition 7 of the Development Consent, site access for entering and exiting the site will be through the northern access point only through the Transgrid – Dumaresq Switching Station access road via Bruxner Way, refer to Figure 1-2 and Figure 4-1. The southern access point of the Project are for emergencies.

There will be no public vehicle access within the work site during construction and there is no pedestrian access to the site for the general public.



**Figure 4-1 View along Bruxner Way in the vicinity of the Project Site (Source: TIA, 2020)**

The vehicle operator requirements are detailed below:

- During the construction period, all 'non-authorised' vehicles will be parked in the 'designated' parking areas prior to the daily commencement of work;
- The designated parking area will be located within the compound.
- Vehicles and their operators needing to access the construction area or operational area of the project site will comply with the following:
  - Only 'authorised' vehicles and plant are permitted within the construction area;
  - Authorised vehicles are those approved and inspected by the Site Manager;
  - Authorised vehicles parked in the construction area during working hours, must have the keys left in it so that it can be moved if required;
  - Vehicles must at all times keep on the designated site roads where established;
  - Off road driving is not permitted other than in emergency situations, or if no roads have been established;
  - Vehicles must not be parked so as to block access roads or tracks;
  - Vehicles MUST come to site clean and leave site clean;
  - Speed limit is 10km/h within the construction zone unless otherwise sign posted;
  - All persons driving on site will hold a current driving license for the type of vehicle they are driving;

- All operators/drivers of plant will hold the appropriate license/competency to operate/drive the plant;
- Vehicles are required to be fully road-worthy and maintained in good working order;
- Seatbelts must be worn in vehicles and plant when being operated;
- Use of mobile phones while driving vehicles or plant is prohibited unless suitable hands-free equipment is utilised;
- Vehicles must travel at a safe distance apart with clear visibility;
- Extra care should be taken when driving at dawn or dusk, being particularly watchful for wildlife and/or livestock;
- Vehicles must give way to pedestrians, cranes, forklifts, mobile plant, emergency vehicles and livestock; and
- Handbrakes must be applied at all times whilst the vehicle is stationary. Where parked on a gradient, park across the gradient;
- All vehicles operating within the construction area must be equipped with the items listed in the following table.

## 4.2 Mobile Plant/Light Vehicle Minimum Standards

The site manager will be responsible for overseeing the Mobile Plant/Light Vehicle Minimum Standards are met.

**Table 4-1 Mobile Plant/ Light Vehicle Minimum Standards**

| Requirement                | Mobile Plant                          | Truck                | Light Vehicle     |
|----------------------------|---------------------------------------|----------------------|-------------------|
| Operating Manual           | √                                     |                      |                   |
| Plant Risk Assessment      | √                                     | √                    |                   |
| Daily Inspection Record    | √                                     | √                    |                   |
| Weekly Inspection Recorded |                                       |                      | Site Vehicle only |
| 4 Wheel Drive Vehicle      | Site Risk Assessment                  | Site Risk Assessment | Site Vehicle only |
| Functioning seatbelts      | As per manufacturer's recommendations | √                    | √                 |
| Rotating Beacon            | √                                     | √                    | Site Vehicle only |
| Reversing Beeper           | √                                     | √                    | Site Vehicle only |
| Fire Extinguisher          | √                                     | √                    | √                 |
| First Aid Kit              | Site Risk Assessment                  | Site Vehicle only    | √                 |

| Requirement             | Mobile Plant                        | Truck                | Light Vehicle        |
|-------------------------|-------------------------------------|----------------------|----------------------|
| Unique Plant Identifier | Site Risk Assessment                | Site Risk Assessment | Site Risk Assessment |
| Chocks                  | Site Risk Assessment                | Site Risk Assessment | Site Risk Assessment |
| Emergency Triangle      | Site Risk Assessment                |                      |                      |
| 2-Way Radio             | √                                   | √                    | Site Vehicle only    |
| Grease Gun              | √                                   |                      |                      |
| ROPS (to AS2294)        | √ (> 1,500kg)                       |                      |                      |
| FOPS (to AS2294)        | As per project/task risk assessment |                      |                      |

### 4.3 Vehicle / Plant Unique Plant Identifier

The site manager will be responsible for overseeing the vehicle / plant identifier. The site-based risk assessment will be undertaken at the start of the shift and determine if the Vehicles and Mobile Plant must be fitted with a unique plant identifier which will consist of the follow requirements:

- Signage providing positive ID will be displayed on mobile plant and vehicles;
- The identification number will be displayed on both sides and the rear;
- The signage may be a sticker, painted on or be of a magnetic type and will display a unique equipment identification number which is clearly visible at all times;
- The pre-fix prior to the Machine ID Number will be 3 letters and followed by three numerical numbers. E.g. GAIA -100, refer to Figure 4-2;
- Height should be no less than 150 mm high and should be either on a reflective background or reflective ID as per the below example.



Figure 4-2 Example of Vehicle's number plate

### 4.4 Road Safety Risk Mitigation Strategies

The site manager is responsible for the implementation and for the recording all road safety mitigation strategies. A record will be kept on the site diary. In general, road safety risks will be minimized by:

- To minimise vehicle traffic on public infrastructure to and from site, personnel will be encouraged to carpool to and from work. All subcontractors engaged by GAIA will be expected to make efforts to comply with this requirement. A shuttle bus has not been deemed necessary for travel to or



from the Project area, as there is ample parking on site. However, a shuttle bus will be provided on site to move people around the site

- To incentivise carpooling, the following sub-strategies are considered:
  - For any GAIA's self-performed works, GAIA will control the number of vehicles supplied and hired vehicles;
  - Carpooling to be incorporated as one of the conditions in the Work Subcontracts;
  - Carpooling to be included in the daily pre-start risk assessment.
- GAIA will monitor the effectiveness of the above sub-strategies by checking and keeping a record of the number of occupied car spots;
- Scheduling the movement of over-sized vehicles so that these movements occur outside of peak road traffic periods and developing routes that ensure such vehicles do not pass through built up areas during daytime peak traffic periods.
- Scheduling the movements of over-sized vehicles so that convoy length or platoons are effectively minimised;
- As much as possible, sourcing local labour and services, and local resources and materials;
- Informing the local community of any significant transport events, particularly the movement of over-dimensioned vehicles;
- Informing GAIA personnel, its subcontractors and suppliers of any changes to local climate conditions that might pose road safety risks including fog, dust and wet weather conditions.
- Implementing driver behaviour policies as a condition of employment or contract;
- Ensuring drivers maintain safe speeds of narrow and / or unsealed carriageways;
- Drivers to drive cautiously during local climate conditions, that may affect road safety such as fog, dust, wet weather, and flooding
- Being courteous to other drivers.

## 4.5 Driver Behaviour

- All Project construction vehicles will drive in a manner that is consistent with the conditions of the road and terrain being negotiated, as addressed at the site induction;
- All drivers will abide by the rules and regulations in place on the public roads leading to the subject site, refer to Appendix A;
- Other changes to temporary rules in place for the Project site will be communicated at forums such as site inductions, tool box meetings, start-up meetings etc;
- All drivers will adhere to the below requirements:
  - Hold a current driver's license, suitable for the vehicle driven;
  - Will complete the Journey Management Plan, (JMP) which includes reporting departure and/or arrival for recorded journeys;
  - Not deviate from the route of travel they have identified in the JMP without notifying the authorising manager (Site Manager / Project Manager or delegate);
  - The vehicle will carry adequate supplies of fuel and water;
  - Ensure that all loose items in the cab and cargo area are both secured correctly;
  - Drivers of heavy vehicles must comply with the requirements in their National Driver Work Diary;

- Follow the road rules;
  - Ensure that seat belts are worn by all persons in a vehicle;
  - Obey speed limits and traffic signals;
  - Not drive under the influence of alcohol or drugs;
  - Ensure that any medication taken does not adversely affect their capacity to drive;
  - Not pick up hitchhikers;
  - Ensure enough time is allocated to complete trip safely and to complete tasks associated with intended trip;
  - Ensure potable water appropriate to journey is in the vehicle;
  - Carryout a vehicle check using the Vehicle Check form at least once per week;
  - Ensure the vehicle is maintained in a safe and roadworthy condition at all times (in accordance with the manufacturer's recommended service schedule) by a qualified provider;
  - Not use mobile phones while driving a vehicle, unless using appropriate hands free facilities as described by law; and
  - Never leave the keys in the car when the vehicle is unattended and lock it every time it is left.
- GAIA expect the behaviour as detailed above would be strictly followed and will endeavours to continuously monitor, assess and enforce speed limits and safe driver behaviour where possible:
  - GAIA Site Manager to alert the responsible subcontractor's representative of any unsafe driving behaviours; and
  - GAIA Management and/or Site team to further discuss and issue dismissal or penalties (where deems necessary) to the driver of vehicle if the matter continues to occur.
  - Any non-compliances will be addressed as a non-conformance to the project.

#### 4.6 Access into Project

- Due to the progressive nature of work and tight work areas, only authorised and site inducted personnel will be permitted to access the work area.
- This includes other contractors who require access to perform their duties.
- All over-dimensional and heavy vehicles associated with the development must travel to and from the site via the northern access point through the Transgrid – Dumaresq Switching Station access road via Bruxner Way, refer to Figure 1-1 and Figure 4-3.
- All vehicles will be loaded and unloaded on site and enter and leave the site in a forward direction.



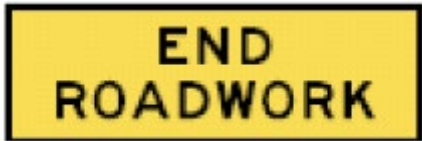
**Figure 4-3 View along Bruxner Way in the vicinity of the Project Site (Source: TIA, 2020)**

#### 4.7 Construction Site Signage

Below are images of typical site signage which will be applied where practical in or around the site entrance.

**Table 4-2 Construction Site Signage**

| Typical Signs                                                                       | Locations                                                                              |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
|  | Typically installed on local roads prior to project site access points.                |
|  | Typically installed on local roads prior to project site access points.                |
|  | Typically installed at project site entrance and at intervals along site access roads. |
|  | Typically installed at access road intersections with local roads.                     |
|  | Typically installed during council road re-sheeting and other road works as required.  |

| Typical Signs                                                                     | Locations                                                                             |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  | Typically installed during council road re-sheeting and other road works as required. |

## 4.8 Permits

- GAIA will apply for all permits for transport of all Over Dimension (OD) vehicle transportations through the National Heavy Vehicle Regulations (NHVR).
- Once approved GAIA will forward all approved permits to Transgrid site management for the Transgrid – Dumaresq Switching Station.

## 4.9 Vehicle Loads

All vehicles carrying, or towing loads must have the load properly restrained by suitable means, typically this includes:

- Ratchet straps – suitable rated for the load (i.e. 2500kg, 5000kg, etc.);
- Tarps or covers to be placed over loose materials;
- Chains and load binders – suitably rated.

Loads must not exceed the rated limit, unbalance, or extend more than 1.2 meters beyond the end of the vehicle under any circumstance.

## 4.10 Weed Inspection

- All vehicles and equipment mobilising to the Project must be cleaned offsite to remove any dirt or organic material that may contain weeds or soil borne pathogens.
- Vehicles and equipment will be inspected by GAIA at the Site Office (or other suitable agreed location) before being approved for use on Site. All vehicles / equipment will exit the site through a wheel wash.

## 4.11 Chain of Responsibility

- If you consign, pack, load or receive goods as part of your business, you could be held legally liable for breaches of the Heavy Vehicle National Law (HVNL) even though you have no direct role in driving or operating a heavy vehicle;
- In addition, corporate entities, directors, partners and managers are accountable for the actions of people under their control. This is the 'chain of responsibility' (COR);
- GAIA and its Suppliers and Subcontractors will abide by the HVNL and COR guidelines insofar as it is practicable for them to do so in ensuring the safe transit of any materials for the Project. This will include:
  - Selection of reputable haulage providers and / or couriers for the transit of Project materials;
  - Make reasonable enquiries as to how loads are to be packed and delivered to site;
  - Review load restraints on arrival of deliveries to site to ensure the transport provider has adequately met their COR requirements relative to the same;

- Provide for a suitable exclusion zone for the unloading activities to take place clear of any personnel that are not required for the unloading or material inspection tasks;
  - Supervisor review all load restraints prior to any load departing site or in the case of Subcontractor's performing their own deliveries from workshops, at the workshop;
  - Where the driver of a heavy vehicle is an employee of GAIA or Subcontractor, the employer of that person will ensure they follow the HVNL guidelines relative to adequate licensing, fatigue management and all other relevant requirements.
- Particular assurance will be sought from haulage providers as to any statutory requirements regarding traffic permits (e.g. oversize / over-weight) and assurances that such permits and associated controls (e.g. pilot vehicle, additional road signage / traffic management measures) are indeed in place for such loads.

## 4.12 Pedestrian Access

- Where applicable all pedestrian traffic in the work area must wear Hi-Vis clothing and have a hand-held UHF radio CH (to be signposted on site).
- Pedestrians are to use the dedicated walkways where provided and give way to all traffic.

## 4.13 Parking

- No parking occurs on the public road network in the vicinity of the site;
- Light Vehicle parking is provided at the GAIA site compound;
- Light Vehicles and Mobile Plant parking areas should be separated where possible;
- They should be clearly defined and delineated to ensure separation is maintained;
- Mobile Plant should park up with a minimum 3 meters between equipment;
- Reverse parking will be adhered to in all designated parking areas;
- It is Heavy vehicles are expected to drop off and turn around, and not park on site for extended periods;
- GAIA commit to no parking on the public road network in the vicinity of site for all vehicles by GAIA personnel and any of its clients, subcontractors and suppliers.
- The parking area is 3.08 hectares and this will accommodate up to 80 cars, shown in the Designated Parking Area North. There is also a small car park in Designated Parking Area South for the shuttle bus parking. The shuttle bus service will transport the workers between the two car parks within the project area. The shuttle bus service will be available on the site during the working hours of the project:
  - 7:00am to 6:00pm Monday to Friday;
  - 8:00am to 1:00pm on a Saturday

Refer to Figure 4-4, Figure 4-5 and Figure 4-6 for details in relation to parking on site. Once the EPC is selected a resourcing plan will be developed. The Shuttle bus operation plan will be finalized and submitted before construction commences to DPHI in Feb 2025.

## 4.14 Speed Limits

- Adequate speed signage will be displayed along internal roads to provide warning and clear direction where required;
- The speed limits are subject to change depending on daily works;

- All speed limit signage is to be adhered to at all times;
- Unless otherwise signposted, the speed limits for the project area are as follows:
  - 10km/h in the project internal access road;
  - 10km/h within project laydown / site office areas or inside facility fenced areas;
  - 10km/h when driving past work crews.
- GAIA expect the speed limits as detailed above would be strictly followed and will endeavour to continuously monitor, assess and enforce speed limits:
  - When noticed, GAIA Site Team to alert the responsible subcontractor's representative of any related overspeed violation to the speed limits; and
  - GAIA Management or Site team to further discuss and issue dismissal or penalties (where deems necessary) to the driver of vehicle if the matter continues to occur.



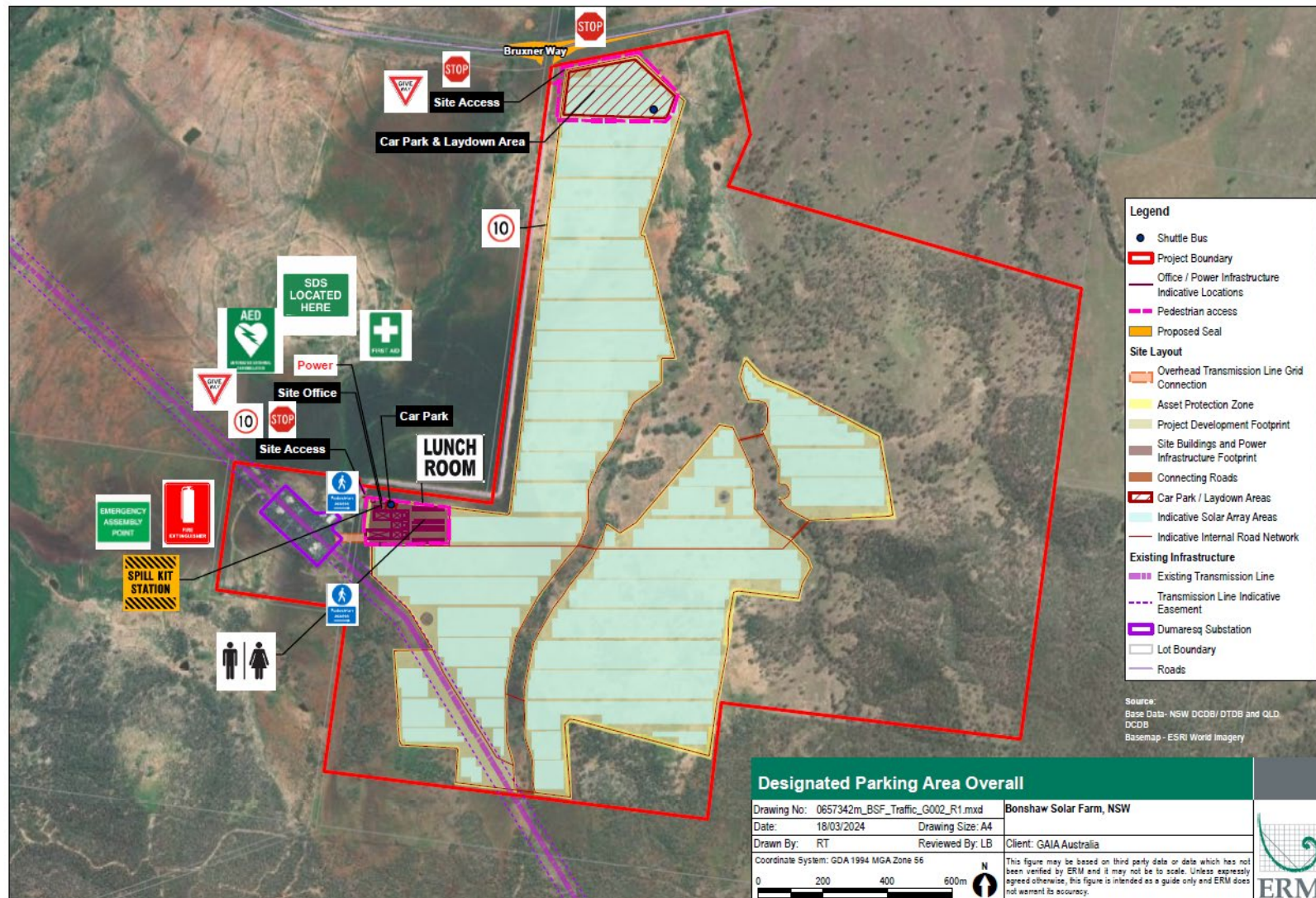


Figure 4-4 Designated Parking Area Overall



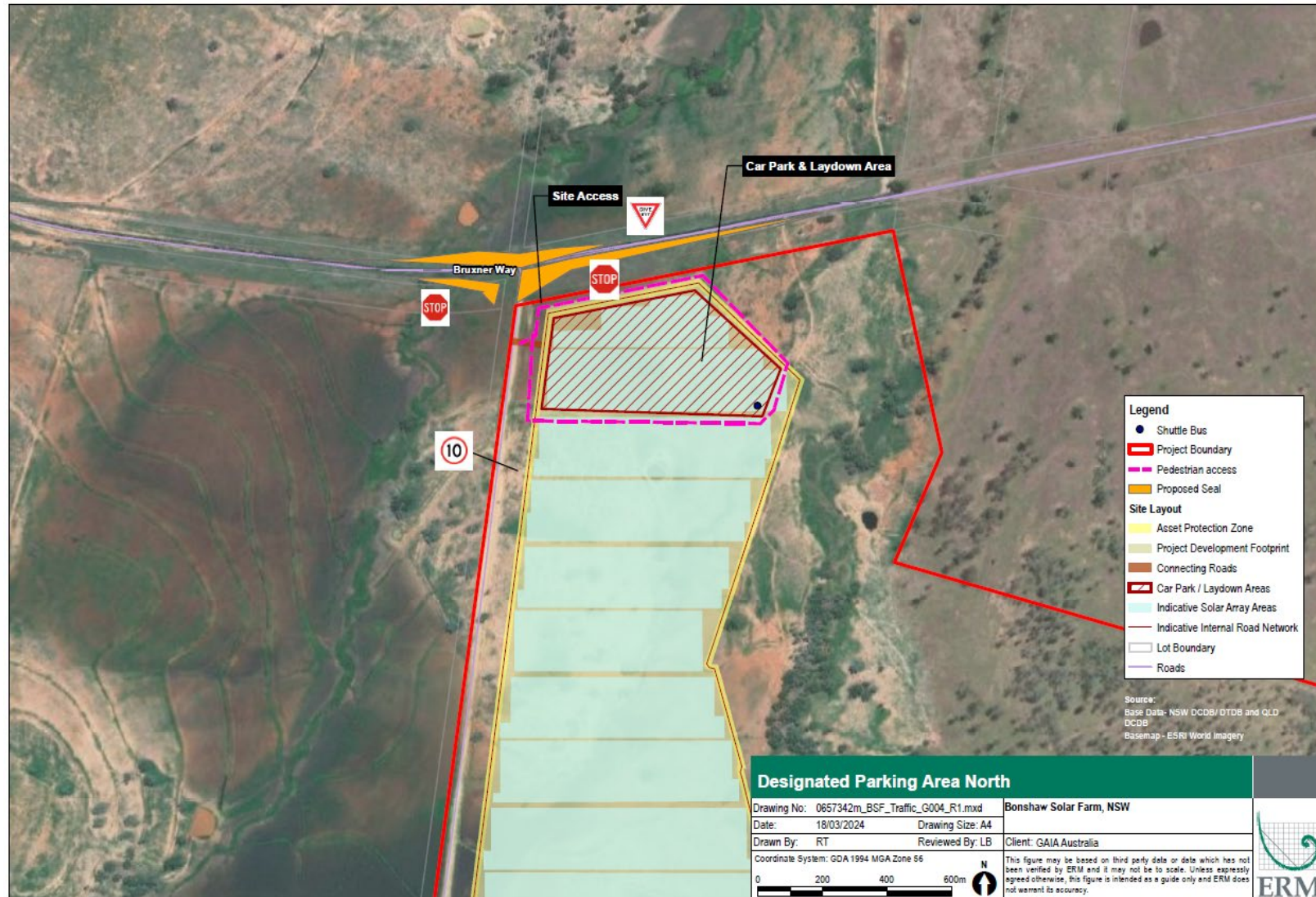


Figure 4-5 Designated Parking Area North



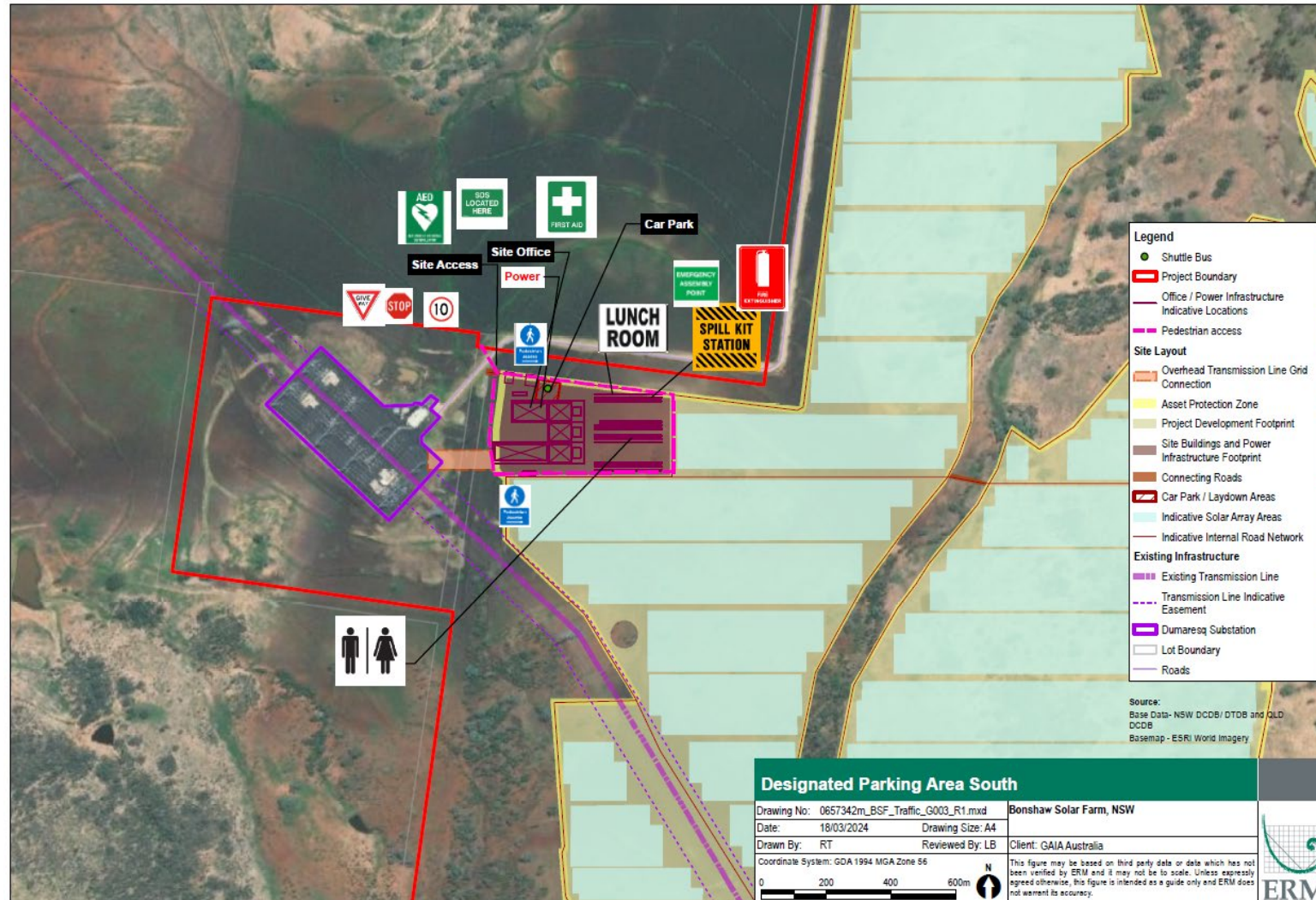


Figure 4-6 Designated Parking Area South

## 4.15 Communications

- Major deliveries that are expected to impact normal traffic will be communicated to Luke Kim (GAIA, Managing Director): contact details (+61) 405 322 487. Any notifications is the responsibility of Luke Kim.
- Notifications to residents along the Bruxner Way of the construction works and activities are required 1 week prior to the construction activities starting;
- Notifications are expected to be communicated through to emails to the Bonshaw community forums. To increase the spread of information, flyers and posters will potentially be displayed in common community areas such as sport clubs, local diners, etc;
- All vehicles must be fitted with UHF radio tuned to channel (to be signposted on site) when operating on the Project;
- All personnel should familiarize themselves with the Appendix A Drivers Code of Conduct;
- UHF radio channel used within GAIA work areas will be UHF CH (to be signposted on site) unless otherwise stated;
- Signage with this information will be placed at the entry to GAIA work areas;
- All changes to the traffic management plan will be communicated at pre-start meetings.
- The GAIA website will make the following information publicly available on its website as relevant to the stage of the development:
  - The EIS;
  - The final layout plans for the development;
  - Current statutory approvals for the development;
  - Approved strategies, plans or programs required under the conditions of this consent;
  - The 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;
  - A complaints register;
  - Compliance reports;
  - Any independent environmental audit, and the Applicant's response to the recommendations in any audit; and
  - Any other matter required by the DPHI Secretary.

Gaia will keep the website information up to date.

## 4.16 Spotters

- A spotter will be used where there is limited vision and/ or reversing in work areas;
- All spotters must ensure they have clear line of vision and maintain positive communications with the operator and remain out of the 'line of fire' at all times.

## 4.17 Working Arrangements

The construction and commissioning phase of the Project is expected to last approximately 12 months. During construction, staff levels is expected to peak around 190 personnel on site maximum. The demand of staff numbers will be lower at the commencement of the project and will increase

overtime to the maximum of 190 staff. This demand is also expected to decrease towards the end of the project.

All staff vehicles will be able to park within the site adjacent to the site office located in the south-west of the Project site (see Figure 1-1). During construction local workers content will be maximised and car-pooling will be encouraged and supported. Parking demands can be contained within the site assuming 2 or 3 people arrive in a single vehicle.

Construction hours are in accordance with the Interim Construction Noise Guidelines 2009 with standard construction hours being:

- 7:00am to 6:00pm Monday to Friday;
- 8:00am to 1:00pm on a Saturday; and
- No construction work is to be carried out on a Sunday or public holiday, unless approved by the Planning Secretary of the Department of Planning and Environment.

No construction work, upgrading or decommissioning activities will be undertaken outside of these hours except for:

- The delivery of materials as requested by the NSW Police Force to other authorities for safety reasons; or
- Emergency work to avoid the loss of life, property and / or material harm to the environment.

Usage of temporary traffic controls during construction, including detours and signage will be developed in accordance with RMS Traffic Control at Work Sites 2018 and in consultation with RMS and Council.

#### 4.18 Public Holidays

- Public Holidays applicable for this project are highlighted below.
- It is currently intended that no work will be carried out on unless absolutely required.

Table 4-3 Holidays for NSW

| Date     | Day      | Holiday          |
|----------|----------|------------------|
| 01/01/24 | Monday   | New Year's Day   |
| 26/01/24 | Friday   | Australia Day    |
| 29/03/24 | Friday   | Good Friday      |
| 30/03/24 | Saturday | Easter Saturday  |
| 31/03/24 | Sunday   | Easter Sunday    |
| 1/04/24  | Monday   | Easter Monday    |
| 25/04/24 | Thursday | Anzac Day        |
| 10/06/24 | Monday   | Queen's Birthday |
| 07/10/24 | Monday   | Labour Day       |

| Date     | Day       | Holiday       |
|----------|-----------|---------------|
| 25/12/24 | Wednesday | Christmas Day |
| 26/12/24 | Thursday  | Boxing Day    |

#### 4.19 Exclusion Zones

There are 4 standard barriers or indicators for exclusion zones that will be used:

- Delineation - Woven barricading tape, bunting, danger tape & reflective signs
- Soft Barricading - Red / Orange 700mm hi-visibility safety cones, mesh or webbing fencing
- Hard Barricading - Windrows (must be half the height of the largest tyre on site), concrete or water filler barriers
- Fencing - Temporary Fencing, portable electric fencing, scaffold fencing

In the event there is a requirement for any personnel to access hazardous areas delineated with red safety cones/ bunting, approval must be obtained from the CPP Site Manager on channel (to be signposted on site) prior to passing through the cones (e.g. where cones are used to prevent access to any work area or open excavations).

#### 4.20 General Traffic Rules

- All personnel are to be fit for work;
- Windows must be wound up at all times;
- Smoking is not permitted in any vehicle;
- Flashing beacons will be utilised at all times when vehicle is operational;
- Positive communications will be used at all times when interacting with other road users;
- All vehicles must maintain a minimum 40m following distance from vehicles travelling in the same direction as them (unless in the process of overtaking – described below);
- Where provided, all vehicles will park in 'V' drains or parking humps;
- When parking in a dedicated parking area, reverse parking is mandatory;
- When operating machinery or driving all operators will wear seat belts at all times;
- When parking on an incline ensure wheels are turned towards bund;

##### Breakdowns

- Should a vehicle breakdown within the work area the following must occur:
  - Pull over to the side of the road in a safe location;
  - Activate hazard lights and communicate location and the hazard;
  - Contact the Site Manager.

##### Heavy Vehicle Interaction

- Positive communications need to occur at all times when interacting with heavy equipment, light vehicles and pedestrians;
- No light vehicles or heavy vehicles are permitted within a 10-metre radius of any operating heavy mobile equipment, unless the following rules are applied:

- Radio communications between the LV/HV and the operator of the HV is established;
- The HV operator is to be advised of the need to approach the equipment;
- The operator of the HV must acknowledge the request;
- A light vehicle may not park directly behind or directly in front of a heavy vehicle at any time.
- No personnel are permitted within a 10-metre radius of any operating heavy mobile equipment, unless the following rules are applied:
  - Radio communications between the person and the operator of the HV is established.
  - A light vehicle may not park directly behind or directly in front of a heavy vehicle at any time;
  - The HV operator is to be advised of the need to approach the equipment;
  - The operator of the HV must acknowledge the request;
  - The operator must lower all implements to the ground and ensure the safety of the unit;
  - The operator must advise when it is safe to be approached by personnel.

#### 4.21 Overtaking Stationary Vehicles (Heavy or Ancillary)

Vehicles may only pass stationary heavy equipment or ancillary equipment when:

- Positive two-way radio contact has been made with the stationary vehicle's operator/driver and clearance to proceed has been given;
- The stationary vehicle's operator/driver must ensure there are no oncoming vehicles or equipment before granting clearance and ground the equipment's Ground Engaging Tools (GET); or
- The vehicle has been authorised or directed to do so by a person in control;
- When passing stationary HV's, the passing vehicle will leave an adequate safe clearance distance between the two vehicles, the stationary HV must have its GET grounded therefore allowing the passing vehicle to safely pass within the equipment's swing radius.

#### 4.22 Overtaking Moving Vehicles (Heavy, Light or Ancillary)

- Overtaking moving heavy equipment (HV) is prohibited at all times;
- Overtaking moving ancillary equipment or light vehicles is only permitted when:
  - Positive two-way radio contact has been made with the moving vehicle's operator/driver and clearance to proceed has been given;
  - The moving vehicle's operator/driver must ensure there are no oncoming vehicles or equipment before granting clearance;
  - When overtaking moving mobile equipment, the speed limit should be adhered to at all time.

#### 4.23 Emergency Response

- All staff will adhere to the GAIA Bushfire Emergency Management Plan
- The person calling up the emergency must state:
  - Emergency, Emergency, Emergency;
  - Nature of the emergency;
  - Location;
  - How many people involved;

- What services required (ambulance, fire etc.);
- o All other personnel in the area are to maintain radio silence, cease work and await instruction on the normal operational channel.

#### 4.24 Travelling to and from site

- In the event of an emergency contact the Manager / JMC and/or emergency services and provide the following information:
  - Inform contact that an incident has occurred and an emergency is in progress;
  - Name of caller and location of incident;
  - Description of incident (Breakdown, Accident, Medical, Fire, Security etc.);
  - Type of assistance required;
- Monitor all phones and working communication channels.

Note – If the emergency is an accident follow process in Section 4.25.

#### 4.25 Accidents

- If involved in an accident the driver of the vehicle must:
  - Stop the vehicle;
  - Prevent further accidents;
  - Attend to personal safety and to anyone who is injured;
  - Obtain all details of the accident; and
  - Report to the police as soon as possible if someone was killed or injured, otherwise within 24 hours.
- The Project Manager in accordance with Schedule 4, Condition 7 Incident Notification Department will notify in writing via the Major Projects website portal immediately as soon as GAIA becomes aware of an incident. The notification will identify the development application (including the development application number and the name of the development if it has one) and set out the location and nature of the incident.
- Record:
  - The exact location of the accident;
  - The time it occurred;
  - Names and addresses of any witnesses;
  - Where another vehicle was involved;
  - The name and address of the other driver and owner.
  - Make and registration of the other vehicle.
  - Names and addresses of other passengers in the other vehicle.
  - Details of damage sustained to vehicles or property due to the accident.
  - Do not accept liability for the accident;
  - Report the incident to your immediate supervisor as soon as possible after the accident has occurred; and
  - Complete the event notification, and if necessary, SafeWork documentation.



## 4.26 Emergency Muster Point

- Muster Points are to be signposted and all persons to be made aware of these location during a site-specific induction;
- On hearing the alarm:
  - Everyone must park up in a safe location (if applicable);
  - Do not muster until instructed to do so;
  - Listen to the radio for instructions, maintain radio silence;
  - Only the person reporting the emergency will be on the channel;
  - When instructed, report to nominated Emergency Muster Point;
  - You must remain there until directed by Emergency Services or the Site Manager.

## 4.27 Emergency Service Vehicles

- Clear access within the project site will be maintained for emergency services vehicles 24/7.

## 4.28 School Buses and Public Buses

- The majority of Light Vehicle movement to and from site will be before 7am in the morning and after 5pm in the afternoon which will alleviate any risk to School Bus Routes as the approved working hours
- No access for heavy vehicles during school bus times between the hours of 7.20am until 8.30am in the morning and then 3.25pm and 4.30pm in the afternoon. Speed limits including any temporary speed restrictions for all vehicles will be enforced on Bruxner Way.
- Safe driving habits and road rules will be discussed at Pre-Start meetings and toolbox meetings regularly.
- Revoking of site inductions will be enforced for any unsafe driving observed.
- The 40 km/h speed limit when passing a bus will be enforced and communicated to all workers. By law, a driver must not overtake or pass a bus with flashing lights at more than 40km/h.
- The Bonshaw Public School advised on 8 August 2023 that the school buses in the future would travel on the Bonshaw Solar Farm Bruxner Way between the hours of 7.20am until 8.30am in the morning and then 3.25pm and 4.30pm in the afternoon.
- The Sir Henry Parkes Memorial Public School has School Buses operating along Sunnyside Platform Road and the eastern end of Bruxner Way servicing school in Tenterfield.

## 4.29 Rehabilitation

- All upgrades works along road sections and intersections are to be rehabilitated back to an agreed arrangement upon the conclusion of the construction phase of the project;
- This includes all shoulder works;
- The site access will be kept as general site accesses;
- No Crown roads affected by this stage of the Development, the Project.
- A Traffic Control Plan (TCP) has been prepared in accordance with the RMS Traffic Control at Work Sites Manual 2018 and covers the access requirements to the site on the Bruxner Way.



- At all times for the entirety of the development, the RMS Traffic Control at Work Sites guidelines must be adhered to. A copy of this TCP must always be on site during the construction work.

#### 4.30 Flood Response Plan

- All personnel at the project (including employees) may be required to cross low water crossings in order to access and leave the project;
- There are various locations along the Bruxner Way that are subject to flooding and care should be taken during, and following, extremely heavy rain events. A number of bridges are inundated on a regular basis. One bridge midway along this route has now been damaged for over two years with a single lane side track in place. The bridge has been demolished at this time and any replacement of the bridge will be at least another year to complete.
- It is imperative to follow the local authorities warning and ensure that “IF IT IS FLOODED, SAFETY FIRST” and. “DO NOT CROSS FLOODED AREAS”;
- Weather conditions that could lead to flash flooding are monitored via the Bureau of Meteorology website and social media mainly by GAIA Site Management team and updated to all subcontractors and site personnel;
- In the event of a flash flood warning specific to the project area, All site personnel would be alerted to exit site via the weather alert system, mainly radio, and advised, as possible, as to the safest route(s) away from site. All site personnel will be reminded not to attempt to drive through flooded areas. During the site safety induction. GAIA will ensure that all evacuation orders issued by the government, state and local authorities be strictly followed;
- Egress from site in the event of flooding is included in Figure 1-2;
- Streamflow data was based on WaterNSW gauging station at Dumaresq River at Bonshaw (Engeny, 2019). Peak flows at locations upstream and downstream of the site boundary and at Dumaresq River for the 1% AEP event found that there will be localised flooding and the road crossings will be overtopped, due to the existing culverts on site. Flood levels at these crossings are observed to increase greater than 0.5 metres upstream of the culvert, refer to Figure 4-8.
- The detailed design of the Project will meet relevant design criteria, including flood immunity
- The GAIA Superintendent / Construction Manager is responsible for overseeing all facets of any severe weather impact and has full authority to make decisions necessary to ensure success. GAIA will continually manage a threat of a severe weather event as per the Signal Energy flow chart detailed in Figure 4-7.

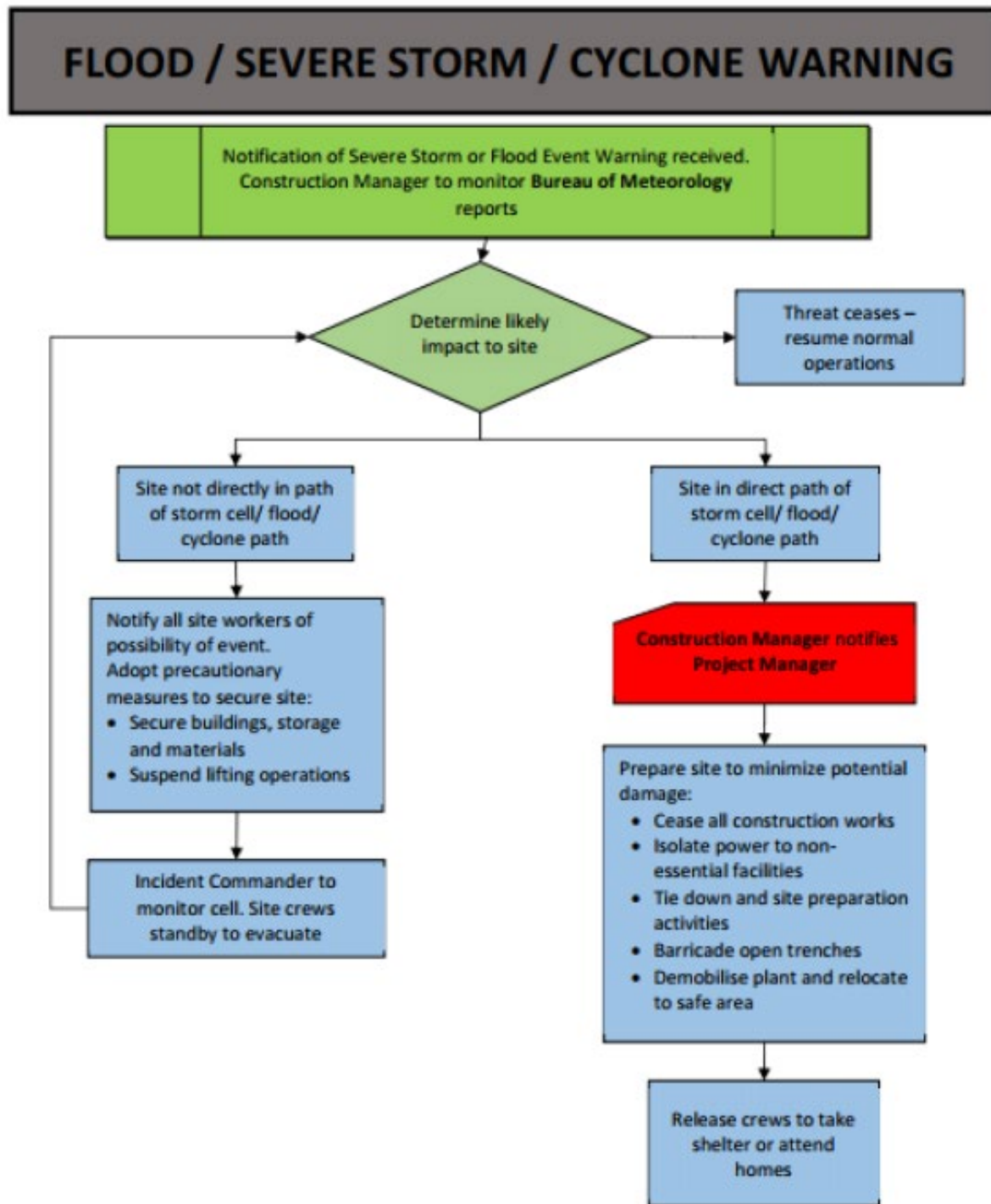


Figure 4-7 Flood Response Flow Chart

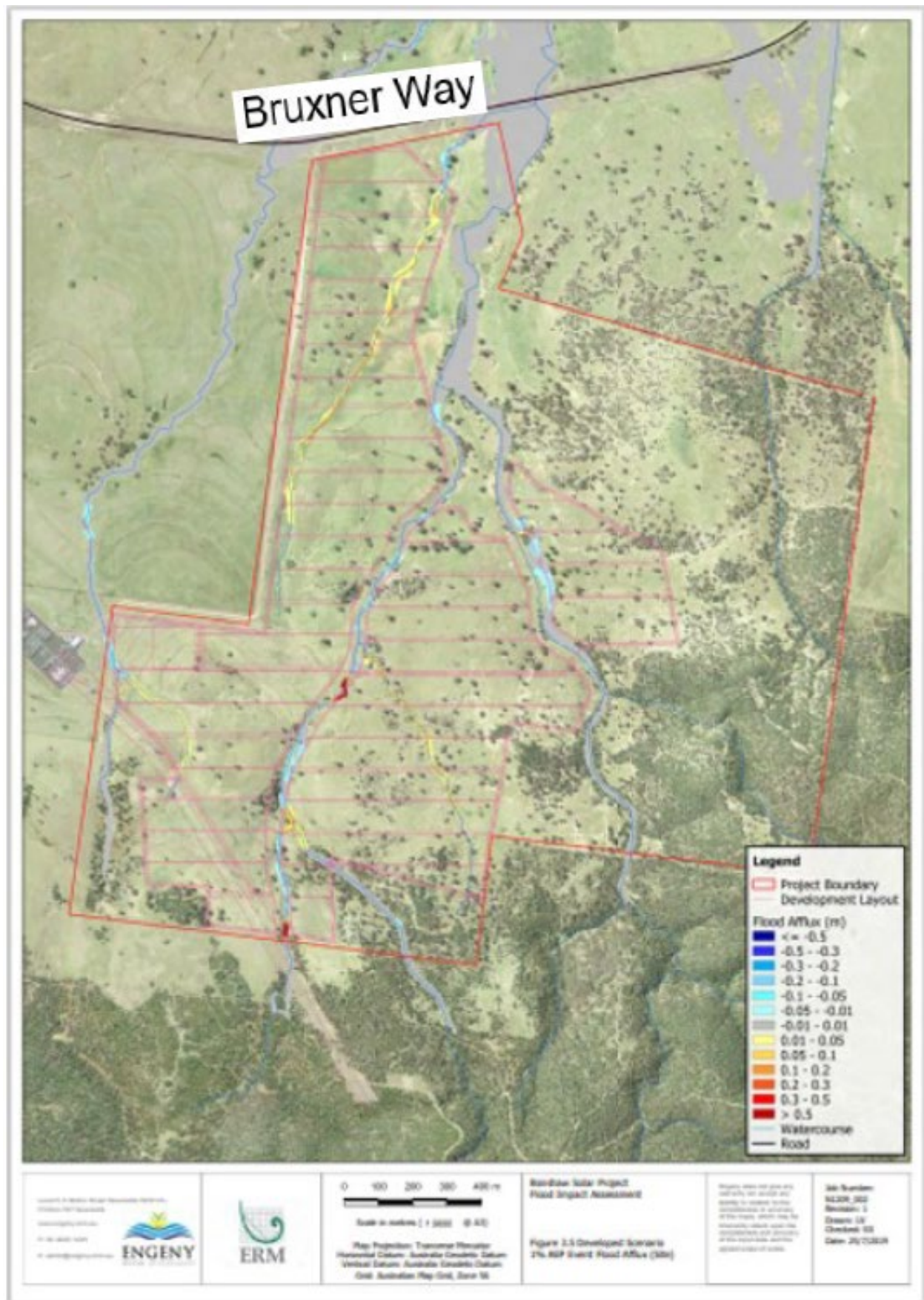


Figure 4-8 1% AEP Event Flood Afflux (Project)

### 4.31 Road Design Consideration

- All internal road (within the Project footprint) will be designed and constructed as all-weather road;
- The capacity of the existing roadside drainage network is not reduced by the construction of the internal road (within the Project footprint). This will be carefully designed with consideration to existing roadside drainage network.
- The site manager is responsible for checking the existing roadside drainage network and for any maintenance of the existing drainage network,
- The works are proposed to maintain existing catchment compositions. That is, the pre-developed breakup of catchments and their respective discharge locations will be comparable to post-development discharge patterns. The northern portion of the Project has 10-20% slope, small portion of the eastern central portion has 20-33% slope and the southwest portion has 3-10% slopes.

Road upgrades are proposed as part of the Project. Site to be accessed through Bruxner Way. All approvals for the road upgrades will be obtained by the Engineering Procurement Construction Contractor (EPC) from the respective authority and Inverell Shire Council, prior to commencement of any early works for the project.

The road upgrades will be undertaken by the EPC as part of the early works between November 2024 to February 2025, before construction starts for the Bonshaw Solar Farm Stage 1 State Significant Development (SSD 9438).

Details of site access upgrades: access point upgrade requirements on Bruxner Way are shown in Figure 4-9 and Appendix C.





- 1: Design speed of 110km/h.
- 2: Lane widths of 3.5 have been used.
- 3: Formation/carryageway widening is 4.0m.
- 4: Taper lengths calculate to 61.1m.
- 5: Storage length is 22.5m for one 19m design vehicle.

- 1: Design speed of 110 km/h.
- 2: Lane widths of 3.5 have been used.
- 3: Formation/carrageway widening is 4.5m.
- 4: Taper length calculates to 35.3m.
- 5: Minimum length of diverge/deceleration lane used from Table 6.2 is 65m.



DRAWN: OM  
DATE: 08/06/2023  
DWG NO: 694 F01A  
SCALE at A3: 1:750



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## 4.32 Fatigue Management

- Fatigue management will be managed in accordance with CPP GUI-S003 Fatigue Management. Key details of this guideline are listed below:
  - 10 hours or less per day is the target for productive hours when on a project (this includes any applicable overtime);
  - Travel time from project sites to accommodation facilities should be located as close as possible to the project site and as a guide should aim to be approximately 30 minutes away;
  - Workers will notify the site manager if they cannot locate accommodation within a 1-hour radius from the project site;
  - The workers and Site Manager will develop controls to manage potential fatigue risks in consultation with the Safety Manager;
  - The Site Manager will ensure that systems are in place to monitor fatigue levels. Monitoring can consist of, but is not limited to:
    - Incident analysis with specific reference to time of day and percentage of shift worked;
    - Worker supervision;
    - Monitoring and approval of overtime hours;
    - Project induction;
    - Encouraging self-reporting of fatigue;
    - In some instances, workers may be asked to document the previous night's hours of sleep prior to starting their shifts.

## 4.33 Journey Management

- Journey management will be managed in accordance with GAIA Journey Management Plan. A Journey Management Plan MUST be completed for all vehicle trips:
  - Longer than 5 hours duration, regardless of road conditions and passenger numbers;
  - Travelling greater than 3 hours but less than 5 hours if travelling in a single occupancy vehicle and on unsealed, or low traffic volume roads;
  - Longer than 1 hour that follow any shift 12 hours or more and are outside metropolitan areas

## 4.34 Emergency Repair or Maintenance

- It is recommended that all vehicles should be equipped with basic tool kit for emergency repair and/or maintenance;
- Basic tool kits (socket sets, wrenches, etc.) will be available on site for emergency use;
- Alternatively, the driver of the vehicle can contact the subscribed roadside assistance services or local repair shops;
- For emergency road repair and maintenance, the following measures will be applied:
  - For minor repair or maintenance, GAIA to utilise internal resources to complete cold bitumen repair with the presence of traffic control;
  - For major repair or maintenance, GAIA to engage a local roadwork subcontractor to perform the roadworks with the presence of traffic control;

- If there is an imminent safety risk, GAIA to implement a traffic control plan to manage the repair or maintenance, as per Appendix C.

#### 4.35 OSOM Protocols

Management of vehicular access to and from the site is essential to maintain the safety of the general public as well as the labour force. Exemplar driver protocols for delivery of larger plant will be implemented, including the following:

- The arrangements for the delivery of OSOM loads to the site will be scheduled to avoid peak periods of traffic on the network and minimise, as far as practicable, disruption and disturbance to residents;
- OSOM load permits shall be appended to the TMP;
- Pilots shall be in radio contact with other trucks to ensure passing occurs at safe and convenient locations;
- In the event of a breakdown, accident or road failure, the transporter crew will do the following:
  - Park the pilot vehicles in locations where they maximise safety, considering overhanging components, and blind bends on approaches;
  - Contact emergency services (including Police) as is appropriate in the case of an accident;
  - Contact the project manager;
  - Contact Mid-Western Regional Council, or other road controlling authority, as may be appropriate in the case of the incident;
  - Contact the site manager to advise all other project traffic, and local traffic via CB radio as appropriate in the case of the incident; and
  - Follow all instructions from Police and the road controlling authority.
- In the case of an accident, the vehicles involved should not be moved until instructed by Police;
- Utilisation of only the designated transport routes; and
- Construction vehicle movements are to abide by finalised schedules as agreed by the relevant authorities.

#### 4.36 Adverse Weather Conditions:

- Due to the location of the site, there is an inherent risk that adverse conditions may impact on the movement of transportation vehicles and transport of staff. Consideration for driving in the rain, fog, frost, icy conditions, bright sunlight, flood conditions, and within/near a bush fire is required, especially during the transportation of OSOM vehicles. Weather forecasts will be checked and posted daily in the Applicant site office by the Applicant Construction Manager. If adverse weather conditions are expected for the following day or days, staff will be informed through daily toolbox talks conducted by supervisors. The following mitigation measures will be implemented when travelling in adverse conditions:
  - Inspection of roads prior to using them to ensure that the road is safe. If there is black ice on the road, depending on the location, signage shall be installed and/or transportation movements will be stopped until it is safe to proceed;
  - Ban or restrict vehicle movements during periods where adverse conditions may impact on the operation of the road and the safety of workers and other road users;
  - Reduce the speed along the transportation route;
  - Provide additional warning for drivers on the road network;



- Staff will be informed as part of the site induction and at daily toolbox talks, as required, on how to drive in adverse conditions relevant to the time of year, prevailing weather conditions and Project location;
- Ensure that vehicles are fitted with equipment to assist them during adverse conditions (first aid kit, fire extinguisher, chains if required) and that drivers are able to communicate to one another with radio devices or via phone to either warn each other or call for assistance; and
- Chains will not be permitted to be used on local roads for the commencement of a journey, for emergency use only.

## 5. CONSTRUCTION TRAFFIC

The following traffic management measures have been established to minimise the impact of the Project on the environment and the local community, and to ensure the safety of all project staff.

### 5.1 Construction Vehicles

- Vehicles will be required to transport the batteries and inverters and bulkier items including the substation components and step up transformers;
- A number of construction vehicles will be required that incorporates the general construction activities on site other than deliveries;
- A record of over-dimensional and heavy vehicles entering and leaving site must be accurately maintained;
- Construction vehicles will transport goods such as steel, road construction materials, concreting supplies and water;
- The vehicle classes relating to the construction vehicles will be larger than personnel vehicles (such as cars and utilities) but have a maximum size of a B-Double, including a number of over-sized vehicles as detailed in Section 5.3;
- The last remaining vehicle category encompasses Light Vehicles (LV). Personnel movement incorporates construction personnel, subcontractors and escort vehicles and will only include cars and light commercial vehicles (LCVs).
- Coordination of traffic and construction vehicles between the Project and other on going projects, within the vicinity of site to be taken into consideration. The below will be implemented:
  - Ensure access to the Transgrid access roads is maintained at all times.
  - Endeavour to coordinate traffic with the Transgrid operators.
  - Ensure sufficient notices are given to adjacent landowners and other organisations.

### 5.2 Transport Routes

All vehicles will comply with the transport routes.

The Project will manage the use of heavy vehicles in accordance with Schedule 3, Condition 6 of the Project's Development Consent. The Project will ensure that all heavy vehicles must not turn into the following roads:

- (a) turn left from Bruxner Highway onto Sunnyside Platform Road;
- (b) turn right from Bruxner Highway onto New England Highway; or
- (c) turn right from New England Highway onto Bruxner Highway, unless the Secretary agrees otherwise.

The project is committed to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network.

Light vehicle trips will be mostly to / from the township of Bonshaw and Tenterfield. It has been assumed that light vehicle trips will therefore access from the Bruxner Way.

And access to the site for all heavy vehicles will travel:

- Origin / destination from the south via Gwydir Highway, New England Highway, Bruxner Way, Bonshaw Road, Ashford Road and connects to Gwydir Highway (refer to Figure 5-1);

- Origin / destination from the north via New England Highway, Sunnyside Platform Road, Bruxner Way and Newell Highway (see Figure 5-2);
- It will be noted that only the key transport routes have been identified here;
- Should deliveries or site personnel be required to travel from their premises/homes to site the most logical trafficable route will be taken.

**Table 5-1 Transport Routes**

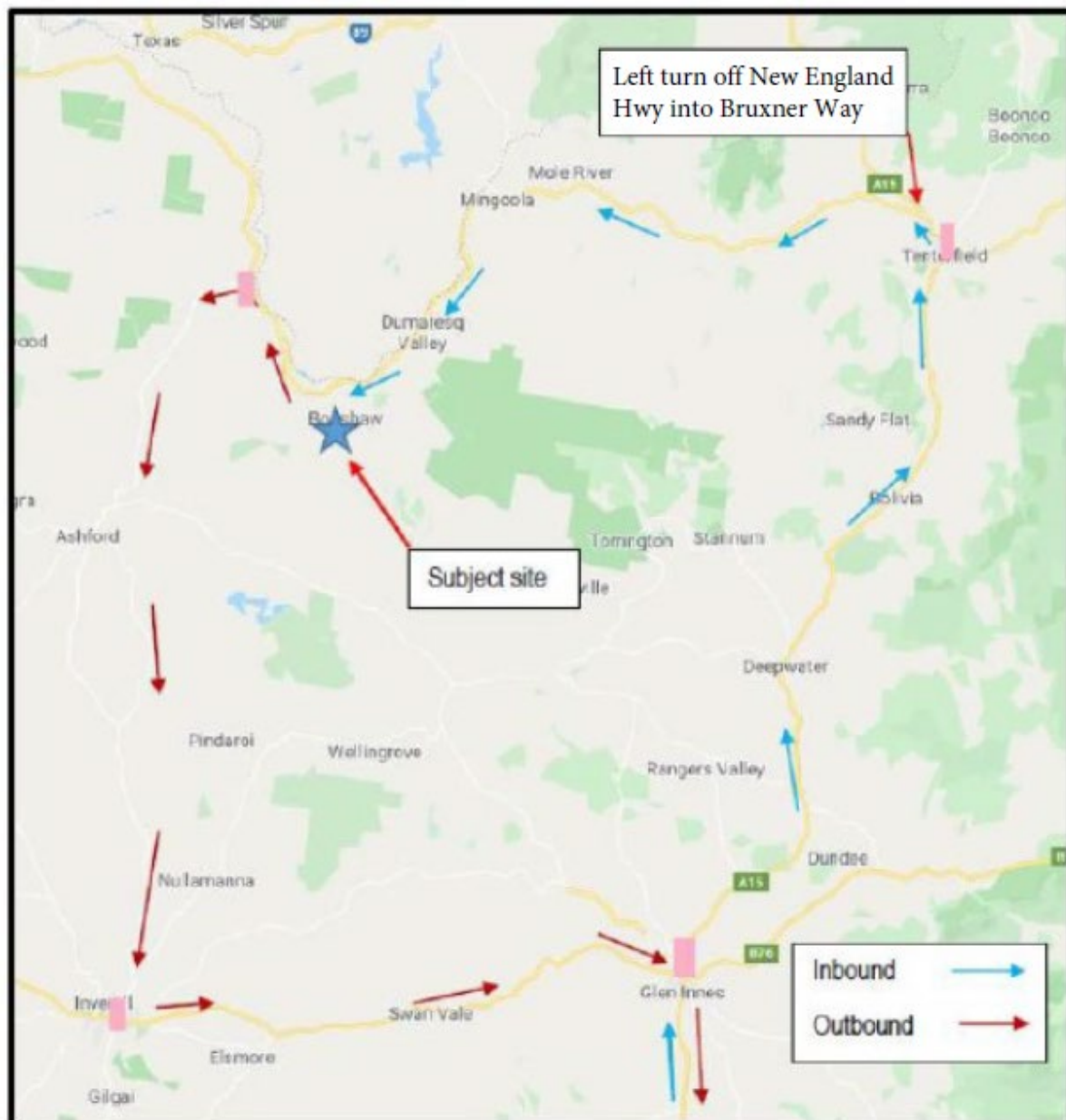
| Transport Routes | Comments                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Newcastle        | <p>The Project will require the delivery of the solar panels and other specialist equipment from Newcastle or Brisbane with the access route through:</p> <ul style="list-style-type: none"> <li>■ Newcastle metropolitan regional road network;</li> <li>■ Hunter Expressway / New England Highway;</li> <li>■ New England Highway to Bruxner Way turn off;</li> <li>■ Bruxner Way to site access;</li> <li>■ Bonshaw-Inverell Road;</li> <li>■ Gwydir Highway;</li> <li>■ Brisbane metropolitan regional road network;</li> <li>■ Cunningham Highway; and</li> <li>■ New England Highway to Bruxner Way.</li> </ul> |
| Brisbane         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

The proposed traffic management measures allow for all access off the Bruxner Way only. The access to be used will be for the construction traffic movements as well as for future on-site operational demands. The designated access route to the site will be used by both light and heavy vehicles.

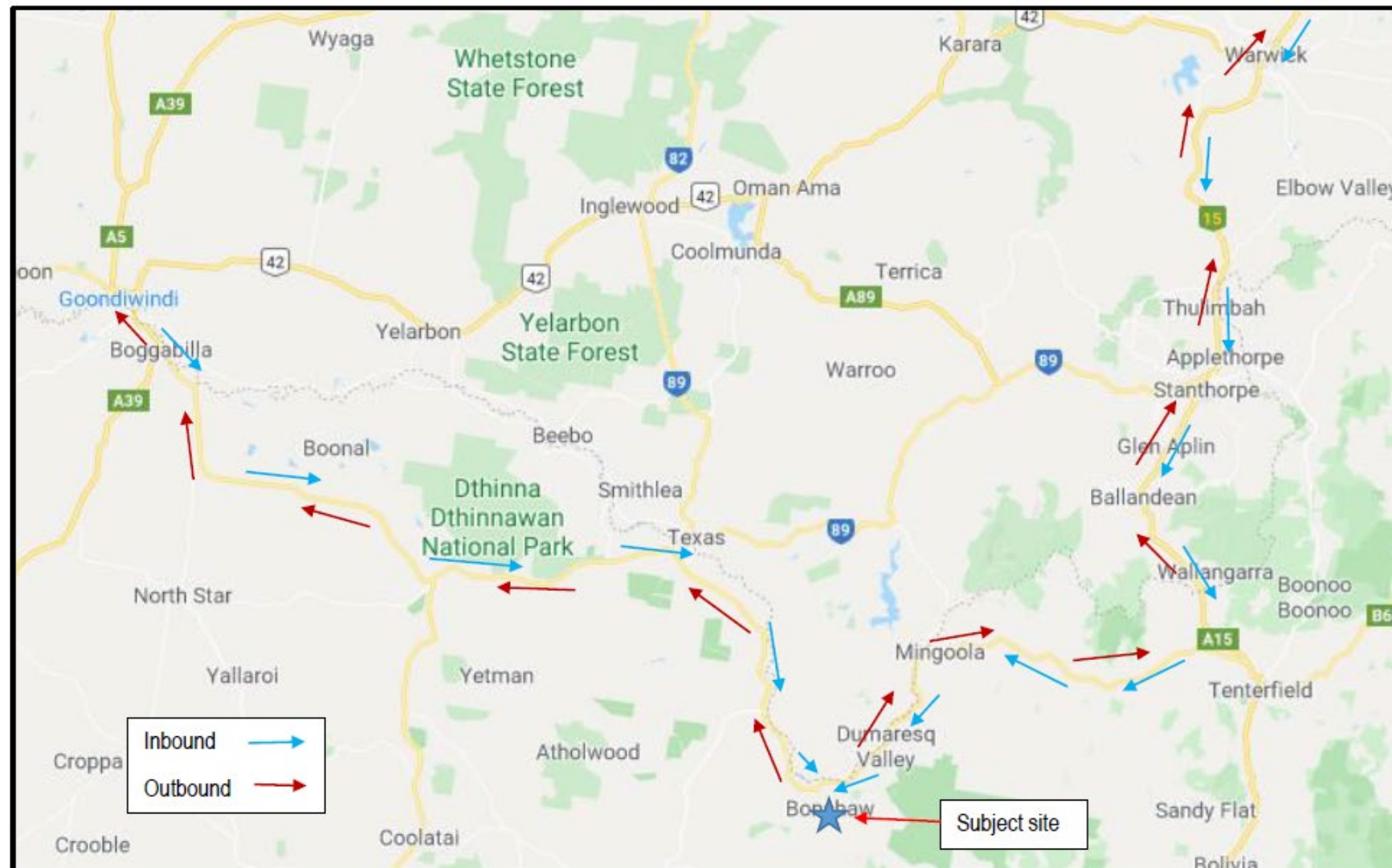
These roads all form part of the road freight routes within the NSW road network and are all approved for heavy vehicles including B-double access. See Figure 5-1 and Figure 5-3 for proposed traffic routes for the Project.

### 5.3 Deliveries by Transport Vehicles

- During the construction period all deliveries will be received by the GAIA Site Manager (or their delegate) in a controlled fashion;
- A suitable designated holding area within the compound will be identified during site mobilisation;
- Transport and delivery vehicles will initially park in the designated holding area;
- Drivers will then contact the GAIA Site Manager (by mobile phone/UHF radio) for instruction;
- Depending on the specific delivery point and material type, the vehicle may require an escort through the construction area;
- Goods and materials delivered must be laid down in the allocated lay down area, unless needing to be off-loaded directly within the construction area.

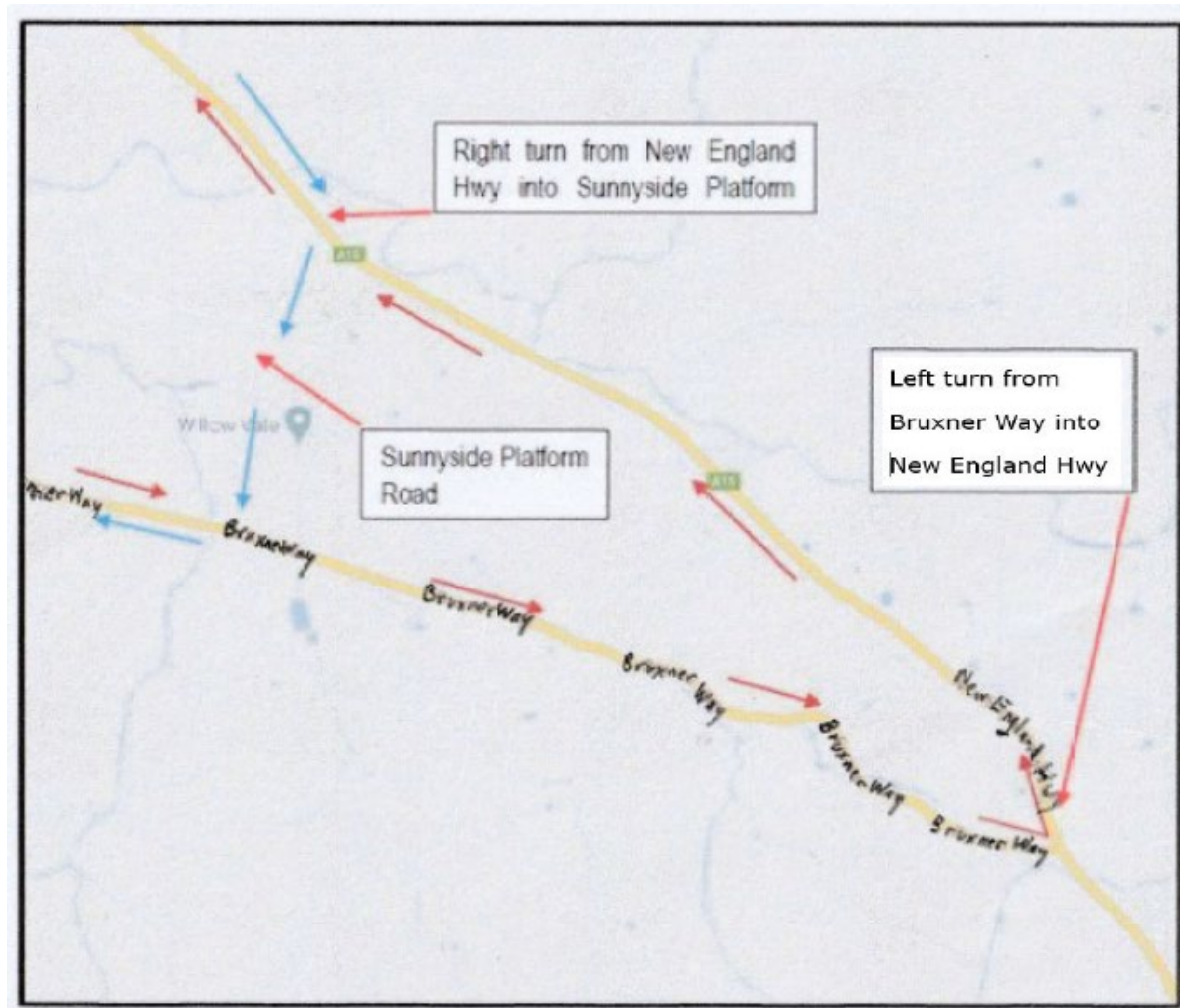


**Figure 5-1 Heavy vehicle route travelling to the Project Site from the south  
(Source: TIA, 2020)**



**Figure 5-2 Heavy vehicle route travelling to the Project Site from the north (Source: TIA, 2020)**





**Figure 5-3 Heavy vehicle route detail at Sunnyside Platform Road and intersection of New England Highway and Bruxner Way (Source: TIA, 2020)**

## 5.4 Development Generated Trips

Traffic volumes in the immediate vicinity of the Project site are very low and reflective of the rural environment. The traffic route proposed for the Project carries low traffic flows and operates with no delays except for those associated with drivers slowing down to observe traffic flows on the approaches to the various intersections and negotiating the intersections.

The Project will require heavy vehicles. The number of heavy vehicles accessing the site will vary across the project timeframe. At the beginning of the project there will be a requirement for some earth moving equipment for some minor earthworks across the site as required. Machinery relating to earthworks will remain on site for the duration of the earthworks portion of the project.

All of the other plants will be located on site and will therefore be only required to access the site once for the construction works. A summary of the expected vehicle length and movements associated with the construction work is provided below Table 5-2.

- The Project will manage the use of heavy vehicles in accordance with Schedule 3, Conditions 2-6 of the Project's Development Consent, refer to Table 2.2. The Project will ensure that the development will not generate more than:
  - 15 heavy vehicle movements a day during construction, upgrading and decommissioning; and



- 3 over-dimensional vehicle movements during construction, upgrading and decommissioning on the public road network.
- The Project Manager will ensure that the length of any vehicles (excluding over-dimensional vehicles) is in accordance with Schedule 3, Condition 2 – 3, that the Heavy Vehicle Restrictions, Condition used for the development does not exceed 19 metres. If a circumstance occurs where a vehicle exceeds this limit, GAIA must justify the exceedance and seek approval from the DPHI Secretary.
- To ensure the effectiveness of heavy vehicle management, the Project will record the volume of over-dimensional and heavy vehicles entering or leaving the site each day for the duration of the Project; This will be the responsibility of the Logistics Manager. GAIA will employ a full-time logistics person who will be responsible for closely monitoring the delivery schedules. Examples of the milestones that will be monitored and level of communication include: Keeping records of the number of heavy vehicles accessing the site each day;
  - Ensuring that the maximum number of heavy vehicle movements per day is adhered to;
  - Ensure the maximum number of over dimensional vehicles entering or leaving the site is adhered to;
  - Schedule of next day and 2-day forecast of all deliveries, including inventory and timing;
  - Expected ship date;
  - Number of containers from each supplier;
  - Transit time;
  - Estimated time of arrival;
  - Online access available for up to date reporting of each shipment;
  - Daily reports sent to site;
  - Maintain accurate records of the number of over-dimensional vehicles entering or leaving the site each day for the duration of the project noting Condition 2 of Schedule 3 of the Development Consent also requires the development to not generate more than 20 overdimensional vehicle movements; and
  - Maintain daily communication with transport company
- The logistics manager will coordinate trucks to arrive at the site at a specific time of day in order to satisfy community and safety concerns, including the use of police escorts when necessary, although unlikely. Haulage of materials and equipment to the site will be scheduled to arrive and depart from the site at different times coinciding with the construction program;
- Vehicles will be scheduled to avoid conflict with local traffic and rail services and any school zones during peak school times. Furthermore, the varying origins of the haulage movements and limited number of deliveries to site each day will limit the potential for haulage vehicles to form convoys or platoons;
- A vehicle movement is one vehicle entering and leaving the site;
- Some OSOM vehicle movements will not be considered OSOM when departing site, i.e. when the control building is delivered to site it arrives to site as OSOM. The control building is then unloaded and the vehicle will not be considered OSOM on departure. Upon decommissioning this building would be demolished and would not require an OSOM vehicle movement for this stage.

**Table 5-2 Over-Dimensional Vehicle Movements Requiring Pilot Vehicle Escort**

| Phase                      | Purpose                                                      | Vehicle / Trailer Type | No. of one-way vehicle movements | Estimated Max Width | Estimated Mass | Escort |
|----------------------------|--------------------------------------------------------------|------------------------|----------------------------------|---------------------|----------------|--------|
| Plant delivery and removal | Telescopic handler and excavator                             | Low loader             | 50                               | >3.5m               | N/A            | Y      |
| Roads and hardstands       | Plant delivery and removal; excavators, compactors drill rig | Low loader             | 40                               | >3.5m               | N/A            | Y      |
| Generating equipment       | Module deliveries - Portable Electrical Equipment Building   | Semi-trailer           | 2000                             | >3.5m               |                | Y      |
|                            | Inverter Station deliveries                                  | Low loader             | 3                                | 6.5m                | 6.5m           | Y      |
| <b>TOTAL for 12 months</b> |                                                              |                        | <b>2093</b>                      |                     |                |        |

**Table 5-3 Special Purpose and Heavy Vehicle Movements Not Requiring Pilot Vehicle Escort**

| Phase                          | Purpose                                | Vehicle / Trailer Type | No. of one-way vehicle movements |
|--------------------------------|----------------------------------------|------------------------|----------------------------------|
| Site set-up and demobilisation | Portacabin delivery and removal        | Low loader             | 20                               |
|                                | Skip delivery and removal              | Low loader             | 40                               |
|                                | Crane mobilisation and demobilisation  | Crane                  | 4                                |
|                                | Water tank delivery and removal        | -                      | 4                                |
| Generating equipment           | Tool container delivery and removal    | Low loader             | 4                                |
|                                | Mounting structure and pile deliveries | Semi-trailer           | 1600                             |
|                                | DC cabling trays and combiner boxes    | Semi-trailer           | 400                              |
| AC cable installation          | AC cable delivery                      | Semi-trailer           | 400                              |
| Overhead line                  | Conductor delivery                     | Semi-trailer           | 25                               |
|                                | Pole dressing delivery                 | Semi-trailer           | 2                                |
| Overhead line                  | Pole deliveries                        | RAV                    | 6                                |

| Phase                      | Purpose | Vehicle / Trailer Type | No. of one-way vehicle movements |
|----------------------------|---------|------------------------|----------------------------------|
| <b>TOTAL for 12 months</b> |         |                        | <b>2,505</b>                     |

**Table 5-4 Heavy Vehicle Movements**

| Phase                                          | Purpose                                                                                                                                                     | Vehicle / Trailer Type | No. of one-way vehicle movements |
|------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------------------|
| Site set-up and demobilisation                 | Generator delivery and removal<br><a href="https://generatorstore.com.au/generator-sizing-guide/">https://generatorstore.com.au/generator-sizing-guide/</a> | Semi-trailer           | 4                                |
|                                                | General deliveries                                                                                                                                          | Semi-trailer           | 40                               |
| Roads and hardstands                           | Delivery of imported capping for road laydowns and crane hardstands                                                                                         | Truck and dog          | 500                              |
|                                                | Concrete deliveries for maintenance container hardstands                                                                                                    | Concrete agitator      | 120                              |
| AC cable installation                          | Backfill material delivery                                                                                                                                  | Dump truck             | 1800                             |
| Other                                          | Monitoring equipment fibre SCADA servers etc                                                                                                                | Truck                  | 2                                |
|                                                | Waste collection                                                                                                                                            | Truck                  | 400                              |
|                                                | Consumables (oil and fuel)                                                                                                                                  | Truck                  | 40                               |
| <b>TOTAL OVER 12 MONTH CONSTRUCTION PERIOD</b> |                                                                                                                                                             |                        | <b>2,946</b>                     |

The definition of heavy vehicle is defined in the Heavy Vehicle National Law (NSW) – refer to Section 6 of Part 1.2 in No 42a of Act 2013.

A heavy vehicle is also defined under the SSD 8392 Consolidated Consent as a vehicle that has a combined Gross Vehicle Mass or Aggregate Trailer Mass of more than 4.5 tonnes. The definitions are consistent.

The worst-case scenario will be a maximum of 65 light and 20 heavy vehicles two-way (65/20 inbound, 65/20 outbound) per day. To ensure this is not exceeded, the following actions will be implemented:

- GAIA Site management team to coordinate with Transgrid and subcontractors and suppliers to schedule vehicle movements. Over-dimensional movements will be closely monitored and effectively scheduled.
- GAIA Project Management or Procurement department to manage the delivery of goods to site.
- Planned vs actual movements of over-dimensional and heavy loads to be supervised and recorded by the GAIA Site Manager.

**Table 5-5 Light Vehicle Movements**

| Phase | Purpose                                                  | Vehicle /<br>Trailer Type | No. of one-way vehicle<br>movements |
|-------|----------------------------------------------------------|---------------------------|-------------------------------------|
| Other | Miscellaneous deliveries and bringing<br>workers to site | Light vehicle             | 65                                  |

The Traffic Volumes have been previously calculated in the Traffic Impact Assessment prepared by SECA Solutions and this can be accommodated in the road network.

## 6. IMPLEMENTATION AND MONITORING

Monitoring will be undertaken to ensure the traffic management measures have been applied effectively and in compliance to the Project's Development consent. This allows for an adaptive management approach and will enable the identification of issues and any remedial actions or adjustments to the TMP.

### 6.1 Roles and Responsibilities

The roles and responsibilities for the implementation of this Plan are presented in Table 6-1 below.

**Table 6-1 Roles and Responsibilities**

| Role            | Responsibility                                                                                                                       |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------|
| All personnel   | Follow all guidelines and rules with respect to traffic management.                                                                  |
| Project Manager | Implementation of the Traffic Management Plan during all Project-related activities during construction, operation and decommission. |

### 6.2 Competence Training and Awareness

All personnel working on the project will undergo a Project Induction / toolbox training which will include information on the management of traffic related issues while travelling to and from the site. This induction will be undertaken prior to coming onto site. The induction will include the following points:

- Consideration and courtesy when driving on public roads and the worksite;
- All employees will be required to comply with the TMP and will be made aware of where to access the TMP; and
- Speed limits must be strictly adhered to.

After completing the induction, workers will sign a statement of attendance and records of this will be kept in the site office.

### 6.3 Incident Procedures

In the case of an incident on site, emergency services will be notified and given priority access to the site as required. The incident will also be registered onto the Project's Incident Register and reported at project management meetings. The incident register will include details such as the date and time of the incident, persons involved, a recount of the incident, vehicle details (if necessary), remedial action, and status. All incidents must be closed out to the satisfaction of the Project Quality and Environmental Management Representative (PQEMR) and the Project Manager.

An incident report will be completed for any incident which results in a non-compliance with the CoC, the EMS or any subsequently created management plans, procedures or programs.

Information on the management of incident's will be further detailed in the Project's Environmental Management Strategy (EMS) prepared in accordance to Schedule 4, Condition 1 of the Project's Development Consent.

The Project Manager in accordance with Schedule 4, Condition 7 Incident Notification Department will notify in writing via the Major Projects website portal immediately as soon as GAIA becomes aware of an incident. The notification will identify the development application (including the development

application number and the name of the development if it has one) and set out the location and nature of the incident.

The Project Manager in accordance with Schedule 4, Condition 8 Non-Compliance Notification will notify the Department in writing via the Major Projects website portal within 7 days after Gaia becomes aware of any non-compliance with the conditions of this consent. The notification will identify the development and the application number for it, 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 done, or will be, undertaken to address the non-compliance.

### 6.3.1 Vehicle Breakdown

In the case of a vehicle breakdown, the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to TfNSW Transport Management Centre on 131 700. The relevant Project Manager will also be notified.

If an accident is involved the project site manager will be notified immediately and emergency services contacted if required.

Emergency contact numbers include:

- TfNSW - RMS Transport Management Centre 131 700
- Queensland Traffic 131 940
- Inverell Shire Council (02) 6728 8288
- NSW Police Service (02) 6722 0599
- Site Office
- Project Manager

## 6.4 Complaints Management and Enquiries

GAIA has implemented the following opportunities for complaint registration and enquiries which will be maintained for the life of the project:

- complaints and enquiries about the project may be registered to Luke Kim (GAIA, Managing Director): (+61) 405 322 487
- a postal address to which written complaints and enquires may be sent:  
GAIA Australia Pty Ltd  
ABN: 67 607 860 597  
ACN: 607 860 597  
Suite 603, South Tower, 1-5 Railway Street, Chastwood NSW 2067
- an email address to which electronic complaints and enquiries may be transmitted:  
luke.kim@gaiaau.com.

Any complaints received from the community in relation to the construction and operational traffic by for the Project will be directed to the nominated Health Safety Environment and Community Manager for the Project.

All complaints will be responded to within 24 hours. Initial contact with the complainant will either outline actions taken to resolve the complainant or a holding statement while the complaint is being



investigated. Depending on the nature and complexity of the complaint, resolution may take additional time.

Complaints from any source must be recorded on a 'Complaints Register'. A Complaints Register will be maintained through the life of project, and will record the following:

- Date and time of complaint/enquiry;
- Mode of communication (i.e. telephone, mail, meeting, email etc.);
- Name, address, contact telephone number of complainant/enquirer (if possible, and permitted by the complainant/enquirer);
- Nature of the complaint and enquiry;
- Actions taken in response including timeframes for implementing the action;
- If no action was taken, the justification for why not; and
- When and how the complainant/enquirer was notified of the outcome or provided an answer.

The complaints register will be made publicly available on the project website and will be updated on a monthly basis.

### 6.4.1 Dispute Resolution

The Project complaints handling process is designed to avoid disputes arising following the receipt of a complaint. In accordance with the Project's EMS, all complaints will be responded to within 24 hours. The records of the complaint will be maintained for at least four (4) years following the date of the complaint. In event that a complaint is unable to be resolved satisfactorily, either party may refer the dispute to an independent dispute resolution process, such as through the Department of Planning and Environment.

## 6.5 Document Control

The following documents, as a minimum, will be subject to document control:

- Group Procedures & Forms;
- Standards/Codes/Acts/Regulations;
- Project Plans;
- Project Procedures and Forms; and
- Drawings.

Where changes are required to project documentation, the Project Manager or delegate will coordinate all amendments/revisions to the documents and implement the necessary changes required.

Unless otherwise specified by the Project Manager contract/shop drawings are to be transmitted to external parties using a Document Transmittal. All other documents may be transmitted using suitable correspondence. Transmittal records will be maintained.

This procedure is generally in accordance with the ISO 9001/2015 Standard of Quality Management, where applicable.

## 6.6 Emergency Preparedness and Response

An Emergency Plan will be prepared in accordance with Schedule 3, Condition 31 of the CoC and stored at 'Emergency Information Cabinet' at main entrance to solar farm and provided to local emergency providers including Fire and Rescue NSW (FRNSW) and NSW Rural Fire Service (RFS).

The Plan provides the emergency preparedness and evacuation process to be followed by all staff and contractors of the Project to manage environmental emergencies, should they occur.

All staff will be made aware of the emergency protocol and will be trained in emergency preparedness and response. Higher risk activities will involve a higher degree of preparedness and training. The Plan applies to work during the construction phase of the Project until handover for the operation and maintenance phase.

## 7. AUDIT AND REVIEW

### 7.1 Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of environmental controls, compliance with this TMP and compliance with other relevant approvals, licenses and guidelines including:

- (f) Independent Environmental Audit (IEA) within 3 months from the commencement of construction. This will be prepared in accordance with the relevant *Independent Audit Post Approval requirements* (DPE 2020). A copy of the report will be submitted to DPHI and any other NSW government agency that requests it within 3 months of commencement of the audit.

Corrective measures or actions to improve the environmental performance of the Project recommended by auditors will be reviewed by the senior management team and incorporated into strategies, plans, or programmes required under the Development Consent.

The recommendation of the IEA must be implemented to the satisfaction of the Secretary.

Additional audit requirements are detailed in the Project's EMS.

### 7.2 Review and Improvement

This TMP will be reviewed within 3 months of commencing construction and after 26 weeks thereafter. Continuous improvement of this TMP will be achieved by the ongoing evaluation of performance against the TMP environmental policies, objectives and targets to identify opportunities for improvement.

The continuous improvement process will be designed to:

- (g) Identify areas of opportunity for improvement of environmental management and performance;
- (h) Determine the cause or causes of non-conformances and deficiencies;
- (i) Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies;
- (j) Verify the effectiveness of the corrective and preventative actions;
- (k) Document any changes in procedures resulting from process improvement; and
- (l) Make comparisons with objectives and targets.

## **APPENDIX A DRIVERS CODE OF CONDUCT**

## **Drivers Code of Conduct**

### **1.1 General Requirements**

All vehicles / drivers accessing the site must:

- i) Be registered and hold a valid driver's licence for the class of vehicle being operated;
- ii) Operate the vehicle in a safe and appropriate manner whilst travelling to / from the site or when operating within the site. This includes obeying all New South Wales state road rules.
- iii) ALL heavy vehicles must adhere to the designated heavy vehicle routes as far as practical;
- iv) NO trucks shall turn right from the Bruxner Way onto the New England Highway.
- v) ALL trucks heading south shall turn left out of the site then proceed via Bonshaw-Inverell Road to Inverell then travel along the Gwydir Highway to Glen Inness to connect with the New England Highway.
- vi) Comply with the directions of authorised personnel when operating within the site and obey any relevant signage installed along the internal roads.
- vii) Not use a mobile phone while operating any vehicle.
- viii) Must always wear a seatbelt when operating any vehicle.

### **1.2 Vehicle Speeds**

Drivers shall observe the posted speed limit along the designated transport route and adjust their vehicle speed as required to suit the road environment and prevailing weather conditions. Vehicle speeds must be appropriate to ensure the safe movements of the vehicle with consideration to the vehicle configuration.

Maximum speeds limits within the project site shall be as follows:

- i) 10 km/hr along all internal roads.

### **1.3 Driver Fatigue**

Drivers shall not be permitted to operate a vehicle or plant equipment when impaired by fatigue. If you suspect that you or someone else is experiencing fatigue, please inform your supervisor.

Operators of heavy vehicles shall be aware of the requirements relating to fatigue as outlined in the Heavy Vehicle National Law. Drivers shall also be aware of their adopted fatigue management scheme (shown below) and ensure that they are operating within its requirements.

- i) Standard Hours of Operation
- ii) Basic Fatigue Management (BFM)
- iii) Advanced Fatigue Management (AFM)

Basic Fatigue Management (single driver)

| Time                | Work                                                 | Rest                                                                                    |
|---------------------|------------------------------------------------------|-----------------------------------------------------------------------------------------|
| In any period of... | A driver must not work for more than a maximum of... | And must have the rest of that period off work with at least a minimum rest break of... |
| 6 ¼ hours           | 6 hours work time                                    | 15 continuous minutes rest time                                                         |
| 9 hours             | 8 1/2 hours work time                                | 30 minutes rest time in blocks of 15                                                    |

| Time     | Work                            | Rest                                                                                                                                                                                                              |
|----------|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          |                                 | continuous minutes                                                                                                                                                                                                |
| 12 hours | 11 hours work time              | 60 minutes rest time in blocks of 15 continuous minutes                                                                                                                                                           |
| 24 hours | 14 hours work time              | 7 continuous hours stationary rest time*                                                                                                                                                                          |
| 7 days   | 36 hours long/night work time** | No limit has been set                                                                                                                                                                                             |
| 14 days  | 144 hours work time             | 24 continuous hours stationary rest time taken after no more than 84 hours work time and 24 continuous hours stationary rest time and 2 x night rest breaks# and 2 x night rest breaks taken on consecutive days. |

Advanced Fatigue management:

The seven principles are grouped into three categories:

**Work-related rest breaks** (such as short rest breaks):

- 1.Reduce the time spent continuously working in the work opportunity
- 2.The more frequent breaks from driving, the better

**Recovery breaks** (such as major rest breaks):

- 1.Ensure an adequate sleep opportunity in order to obtain sufficient sleep
- 2.Maximise adequate night sleep
- 3.Minimise shifts ending between 00:00-06:00
- 4.Minimise extended shifts

**Reset breaks** (such as long periods of rest or extended leave):

- 1.Prevent accumulation of fatigue with reset breaks of at least 30hrs (and include two night periods, 00:00 – 06:00) between work sequences

ALL details relating to fatigue management for delivery vehicles are covered by the National Heavy Vehicle Regulator

## 1.4 Operating Hours

### Construction

Construction is to be completed in accordance with the Interim Construction Noise Guideline (DECC 2009) which defined standard construction work hours as:

- Monday to Friday: 7am to 6pm
- Saturday: 8am to 1pm
- Sunday and Public holidays: No work

The following construction, upgrading and decommissioning activities may be undertaken outside these hours without the approval of the secretary:



- The delivery of materials as requested by the NSW Police Force or other authorities for safety reasons; or
- Emergency work to avoid loss of life, property and / or material harm to the environment.

Vehicle movements shall be undertaken during standard construction hours (or just before to allow workers to get to site). Oversize vehicles up to 26 metres long may require access to the site after hours however this would be subject to the requirements of Roads and Maritime, Inverell Shire Council or NSW Police.

#### *Normal Operations*

Daily operations and maintenance by site staff would be undertaken during standard working hours:

- Monday to Friday: 7am to 6pm
- Saturday: 8am to 1pm
- Sunday and Public holidays: No work

During normal operations, all vehicle movements shall be undertaken during the standard operating hours (or just before to allow workers to get to site). There may be a requirement for vehicles to access the site after hours during an emergency however these would be infrequent.

Vehicles which arrive at the site prior to commencement of working hours shall have the engine turned off to minimise noise impacts on surrounding residences.

No Access for heavy vehicles during school bus times between the hours of 7:20am until 8:30am in the morning and then 3:25pm and 4:30pm in the afternoon.

### **1.5 Transport Routes**

All vehicles must travel to and from the project site via the route as shown below (Figure 1).

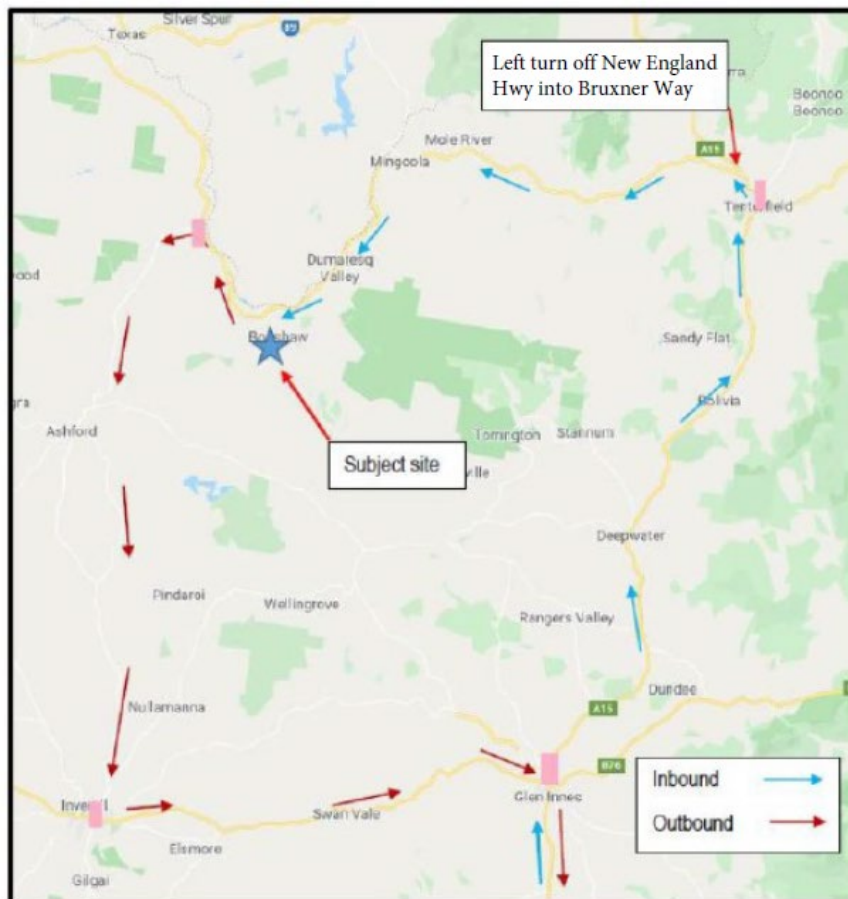


Figure 1 - Transport route to/from the site for ALL 19 m semi-trailers or greater

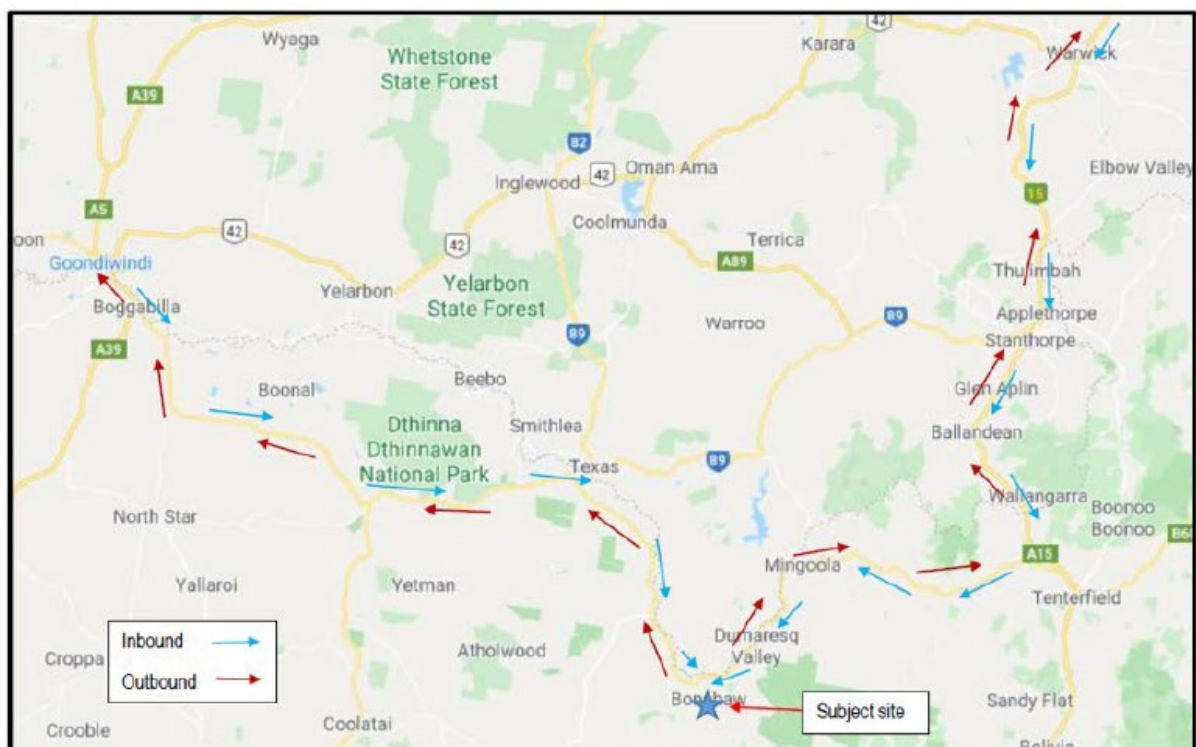


Figure 2 - Heavy vehicle route travelling to the Project Site from the north (Source: TIA, 2020)

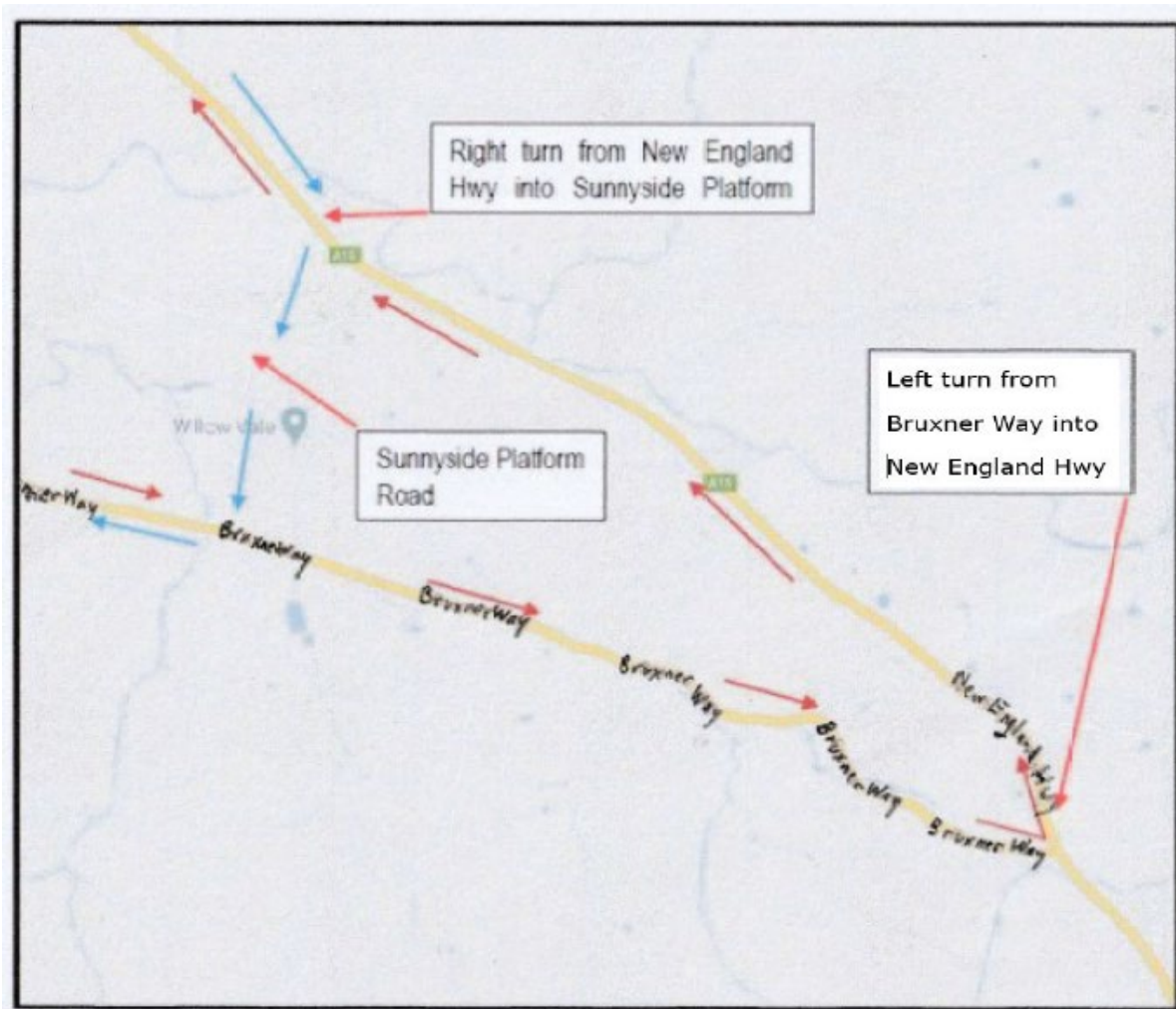


Figure 3 - Heavy vehicle route detail at Sunnyside Platform Road and intersection of New England Highway and Bruxner Way (Source: TIA, 2020)

### 1.6 Vehicle Departure and Arrival

Heavy vehicles departing the site shall have a minimum 5 minute separation to reduce the impacts upon the local road network.

Always maintain a minimum separation of at least 50 metres between vehicles when travelling within the site.

Drivers must contact the site supervisor upon arrival and await further instructions or direction before proceeding.

Drivers must also report to the site supervisor prior to departure.

All vehicles must enter and exit the site in a forward direction. Vehicles are to have clean tyres upon exiting the site to prevent dirt being tracked onto the public road network.

ALL 19 metres semi-trailer or greater must turn left out of the site and proceed via Bonshaw-Inverell Road to Inverell then via the Gwydir Highway to Glen Innes and the New England Highway when heading south.

### 1.7 Overtaking

Overtaking shall not be permitted within the site unless the intention to overtake has been communicated to the driver of the leading vehicle and consent to overtake granted.

## **1.8 Breakdowns and Incidents**

### *Heavy Vehicles*

In the case of a breakdown, the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to Transport for NSW Transport Management Centre on 131 700 and the vehicle protected in accordance with the Heavy Vehicle Drivers Handbook. The relevant shift manager on site shall also be notified.

If a breakdown occurs on-site please remain inside your vehicle, notify the shift manager of your location and await further instruction.

If you are involved in an accident, please notify the shift manager immediately and contact emergency services if required.

### *Light Vehicles*

In the case of a breakdown, ensure that the vehicle is secure, notify the shift manager of your location and await further instruction.

If you are involved in an accident, please notify the shift manager immediately and contact emergency services if required.

## **1.9 Penalties and Disciplinary Action**

Any driver who fails to comply with the above requirements will have their details recorded and may be subject to disciplinary action.

## **1.10 Emergency Contact Numbers**

- i) RMS Transport Management Centre 131 700
  - ii) Queensland Traffic 131 940
  - iii) Inverell Shire Council (02) 6728 8288
  - iv) NSW Police Service (02) 6722 0599
  - v) Site Office \_\_\_\_\_
  - vi) Shift Manager on Duty \_\_\_\_\_
-

### 1.11 Driver Declaration

I, the undersigned, hereby agree to abide by this Driver Code of Conduct for the transport of equipment or personnel to / from the Bonshaw Solar Farm, located off Bruxner Way in the general locality of Bonshaw, NSW. I have read and understand the requirements outlined in the attached document and will, to the best of my ability, comply and assist with their implementation, requirements or ongoing administration.

The subject document to which this declaration relates is included as part of this overall document and signing of this declaration confirms that the signee has read and understood their requirements as outlined throughout.

#### Driver Details

|              |  |
|--------------|--|
| Full Name    |  |
| Organisation |  |
| Signature    |  |
| Date         |  |

#### Representative of:

|              |  |
|--------------|--|
| Full Name    |  |
| Organisation |  |
| Signature    |  |
| Date         |  |

---

## **APPENDIX B AMBER REVIEW OF TRAFFIC MANAGEMENT PLAN**

Amber Organisation

www.amberorg.com.au

1800 022 363



Lucy Baker  
Partner  
ERM  
L15/309 Kent Street  
Sydney NSW 2000

Ref: 694  
13 September 2023

Issued via email: lucy.baker@erm.com

Dear Lucy

**Bonshaw Solar Farm - Traffic Management Plan Review**

Amber has been asked to provide a review of the Traffic Management Plan for the Bonshaw Solar Farm. The Traffic Management Plan has been prepared by ERM to respond to the requirements of the Development Consent, as well as to ensure the continued safe operation of the surrounding road environment, and the site during construction.

TfNSW has requested the Traffic Management Plan is reviewed or approved by a qualified person holding the 'Prepare Work Zone Traffic Management Plan' (PWZTMP) accreditation. The accreditation details are provided at the end of this document, with a summary of the assessment provided below:

- The traffic generated during construction is in line with the Traffic Impact Assessment prepared by Seca Solution and subsequently has been assessed as being able to be accommodated on the road network.
- The proposed access has been designed and is proposed to be constructed in accordance with the Austroads Guidelines to allow safe vehicle access to the site.
- The heavy vehicle routes proposed by Seca Solutions and required by the Development Consent are proposed to be complied with to allow safe access by heavy vehicles.
- A Driver Code of Conduct has been established which must be signed and complied with by all personnel to ensure drivers act in a safe and suitable manner.

Overall, the review of the Traffic Management Plan indicates that the document complies with the relevant Development Consent conditions and the recommendations outlined with the Traffic Impact Assessment prepared by Seca Solution.

Suitable management and mitigation measures are outlined through the document which seek to control vehicle movements to limit any external impacts to the road network and provide a safe working framework on-site during construction.

It is concluded that the document will ensure safe and efficient movement of vehicles to/from the site, whilst minimising disruptions/impacts and maintaining a safe traffic environment. It is also expected to provide a safe environment on-site from a traffic operation perspective.





If you have any questions please feel free to contact the undersigned.

Yours sincerely  
Amber Organisation

A handwritten signature in black ink, appearing to read 'M Willson'.

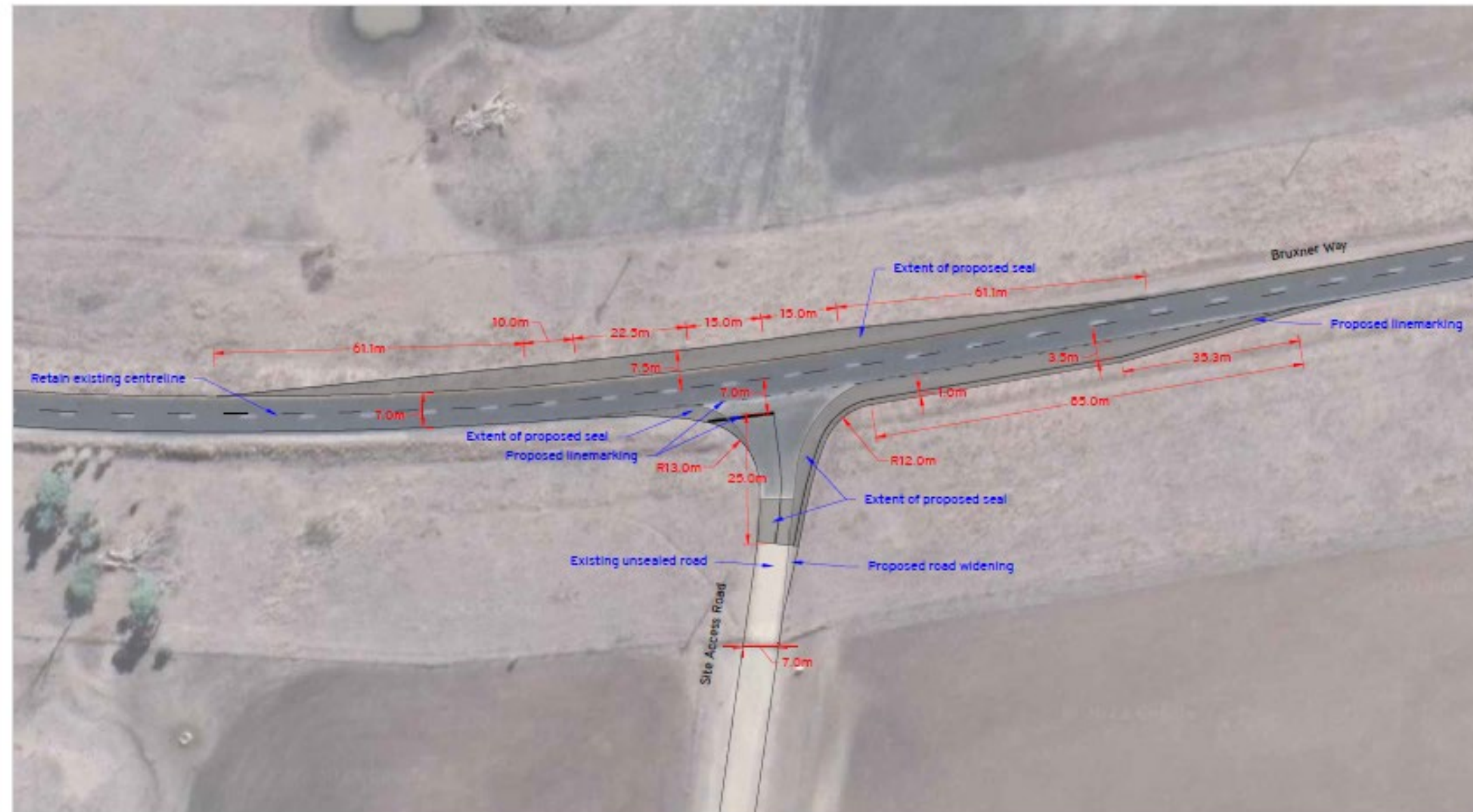
Michael Willson  
Director

A handwritten signature in black ink, appearing to read 'R Kobelt'.

Rico Kobelt  
Traffic Engineer



## **APPENDIX C ROAD UPGRADE AND TRAFFIC CONTROL PLAN**



The following design details have been taken from Austroads Guide to Road Design Part 4 / 4A

Rural Basic Right-Turn Treatment (BAR) - Part 4 Section A.T.5.

- 1: Design speed of 110km/h.
- 2: Lane widths of 3.5 have been used.
- 3: Formation/carryageway widening is 4.0m.
- 4: Taper lengths calculate to 61.3m.
- 5: Storage length is 22.5m for one 7.9m design vehicle.

Rural Auxiliary Lane Left-Turn Treatment with short lane (AUL-5) - Part 4A Section 8.2.2.

- 1: Design speed of 100km/h.
- 2: Lane widths of 3.5 have been used.
- 3: Formation/c carriageway widening is 4.5m.
- 4: Taper length calculates to 35.3m.
- 5: Minimum length of diverge/deceleration lane used from Table 8.2 is 85m.



Bonshaw Solar Farm

Bruxner Way

Access Design BAR/AUL-S

DRAWN: CM

DRAWN: DM  
DATE: 08/06/2023  
DWG NO: 694 F01A  
SCALE at A3: 1:750

SCALE at A3: 1:250

Amber 01

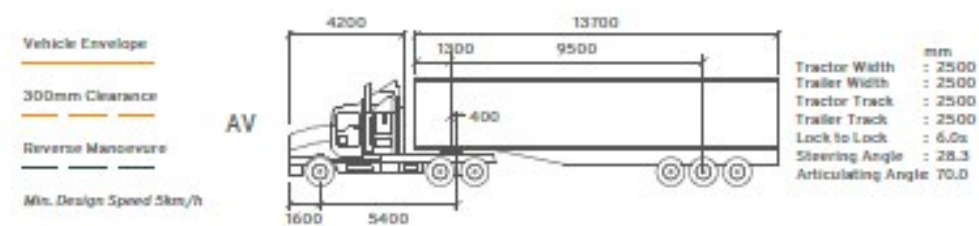


Bonshaw Solar Farm  
Bruxner Way  
Access Design BAR/AUL-S

DRAWN: DM  
DATE: 08/06/2023  
DWG NO: 694 F01A  
SCALE: at A3: 1:750

**Amber** 02

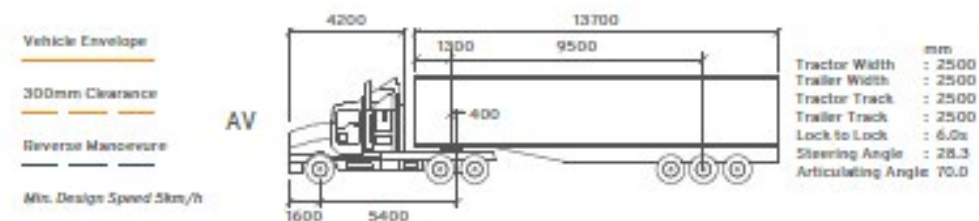




Bonshaw Solar Farm  
Bruxner Way  
Access Design BAR/AUL-S

DRAWN: DM  
DATE: 08/06/2023  
DWG NO: 694 F01A  
SCALE at A3: 1:750

**Amber** 03

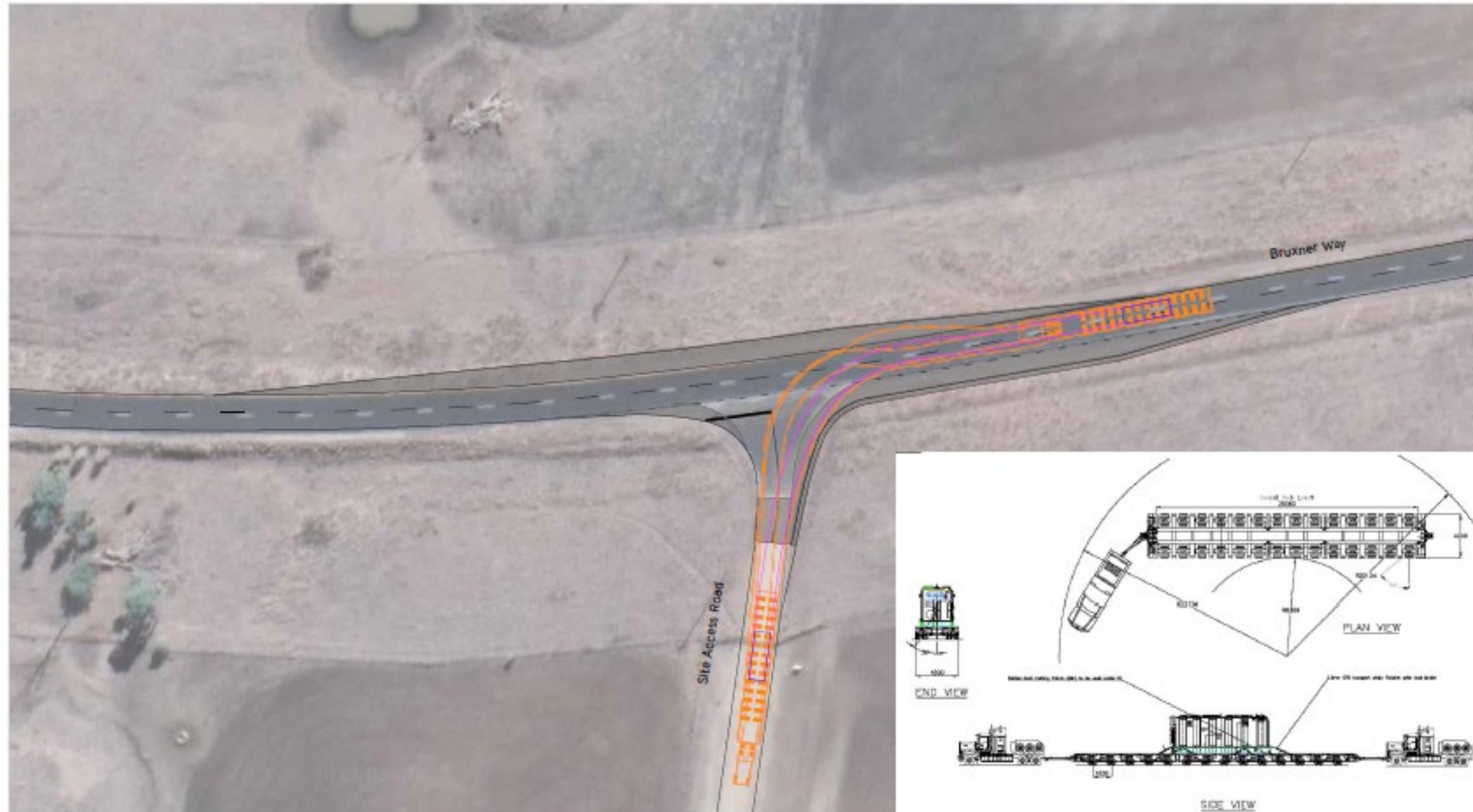


Bonshaw Solar Farm  
Bruxner Way  
Access Design BAR/AUL-S

DRAWN: DM  
DATE: 08/06/2023  
DWG NO: 694 F01A  
SCALE at A3: 1:750

**Amber** 04





Vehicle Envelope  
300mm Clearance  
Reverse Manoeuvre  
Min. Design Speed 5km/h

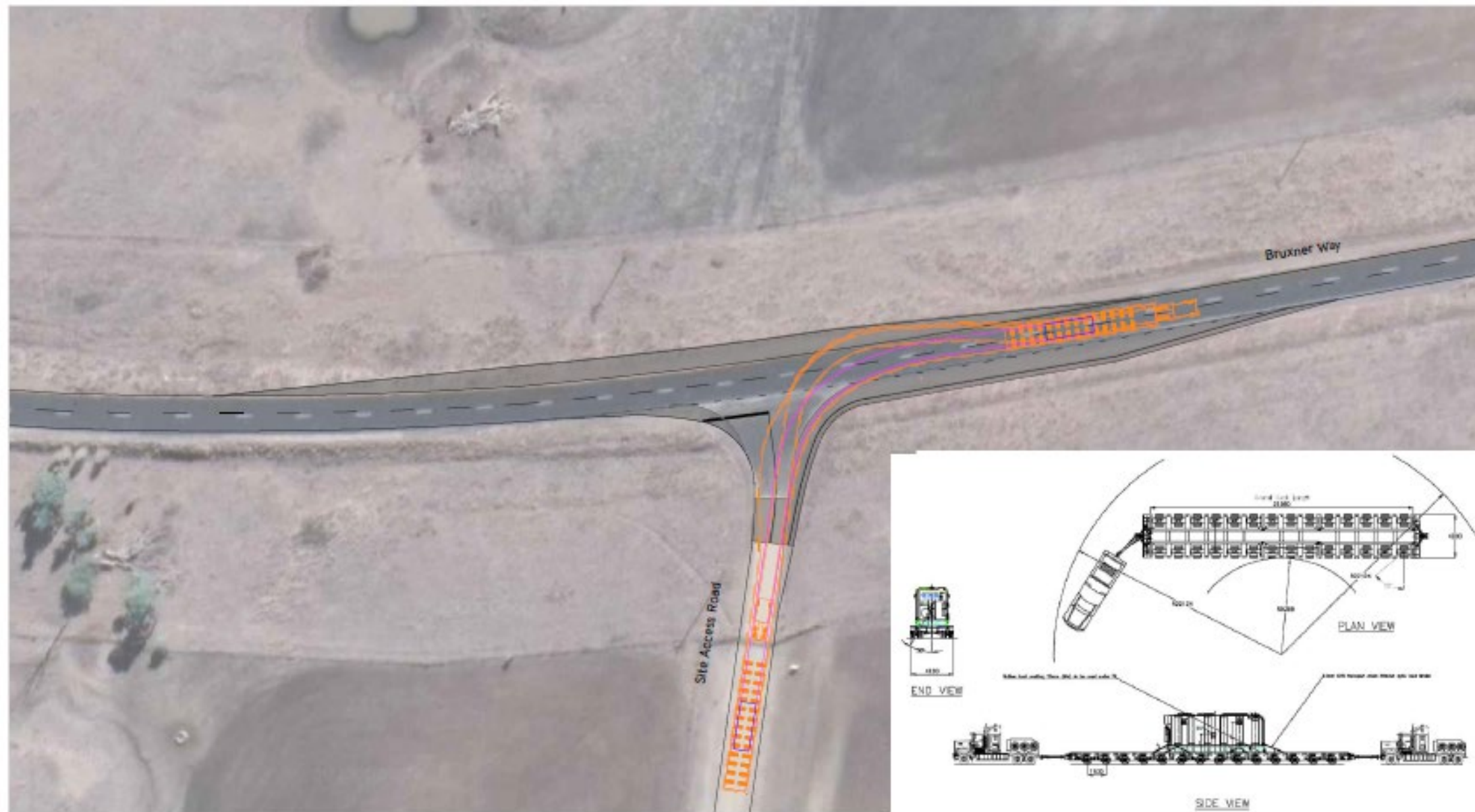


Bonshaw Solar Farm  
Bruxner Way  
Access Design BAR/AUL-S

DRAWN: DM  
DATE: 08/06/2023  
DWG NO: 694 F01A  
SCALE: 1:750

Amber 05





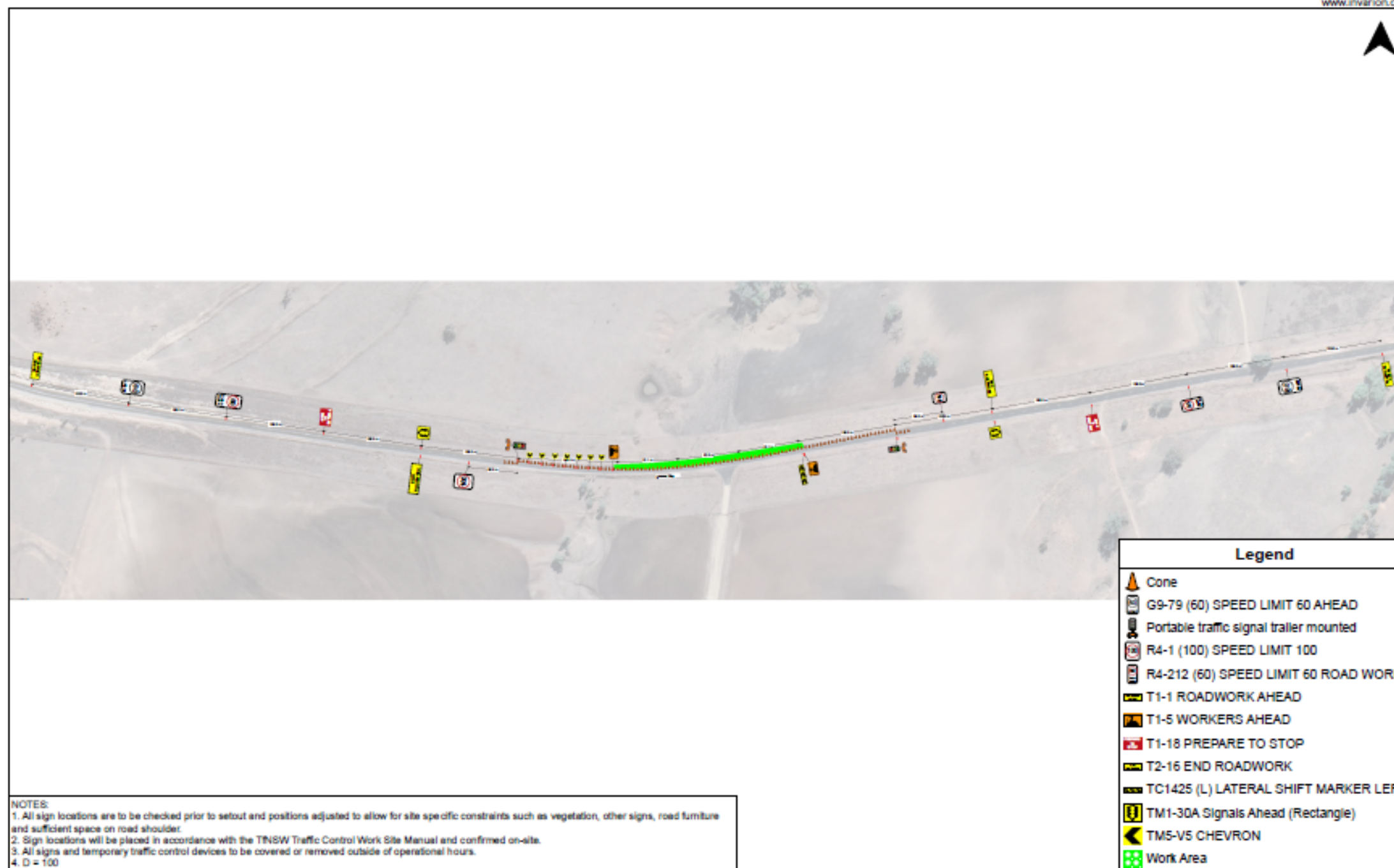
Vehicle Envelope  
300mm Clearance  
Reverse Manoeuvre  
Min. Design Speed 5km/h



Bonshaw Solar Farm  
Bruxner Way  
Access Design BAR/AUL-S

DRAWN: DM  
DATE: 05/06/2023  
DWG NO: 694 T 01A  
SCALE at A3: 1:750

**Amber** 06



## Access Construction - North

Bruxner Way, Bonshaw

Traffic Guidance Scheme

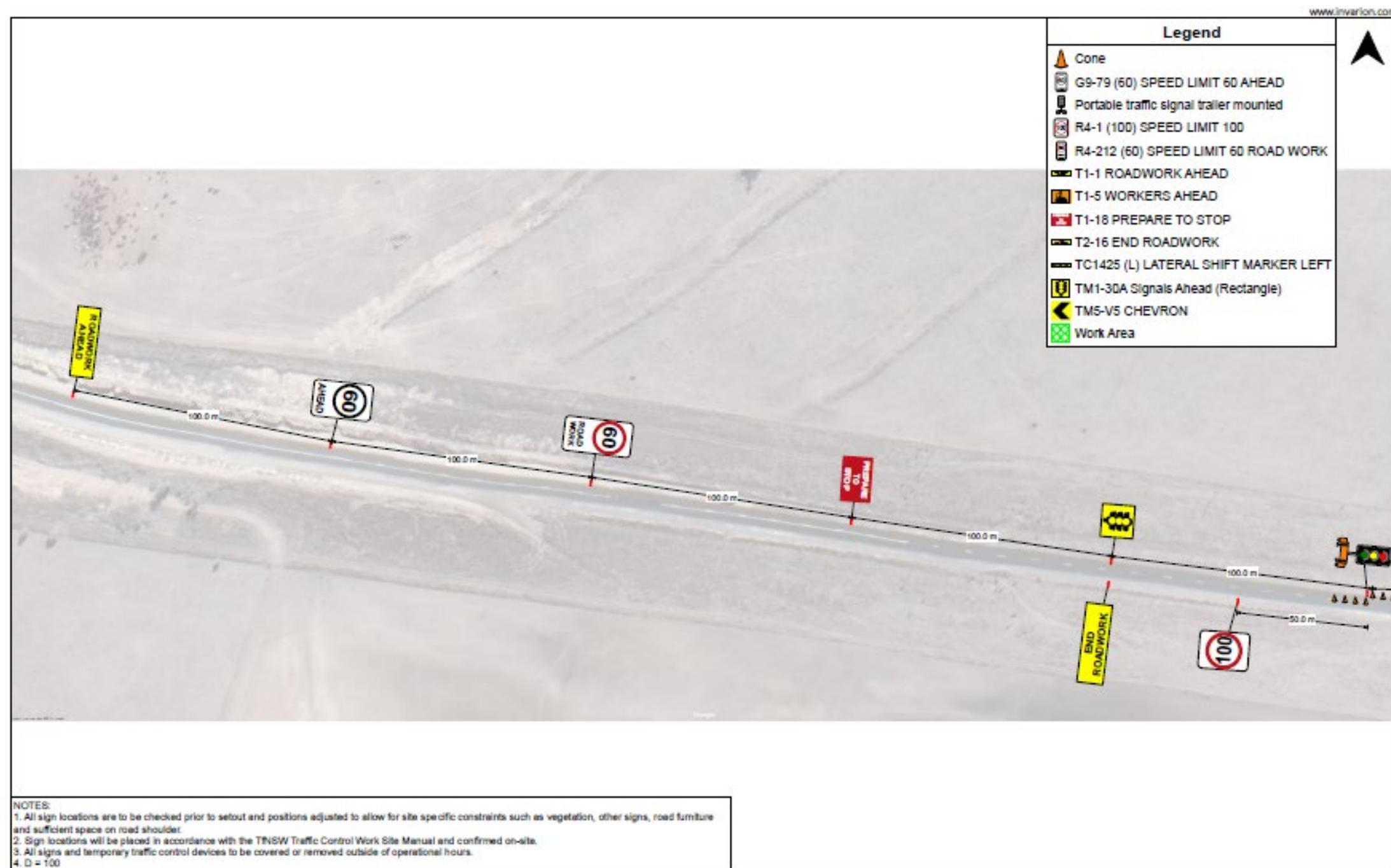
CLIENT: GAIA Australia  
SCALE: NTS

DRAWN: Rico Kobeit  
DATE: 02/08/2023  
DWG No: 694 TGS01A

REVISION:  
A - For approval

Traffic Control Training Card  
Authorisation Number:  
TCT1042387

**Amber 1**



## Access Construction - North

Bruxner Way, Bonshaw

Traffic Guidance Scheme

CLIENT: GAIA Australia  
SCALE: NTS

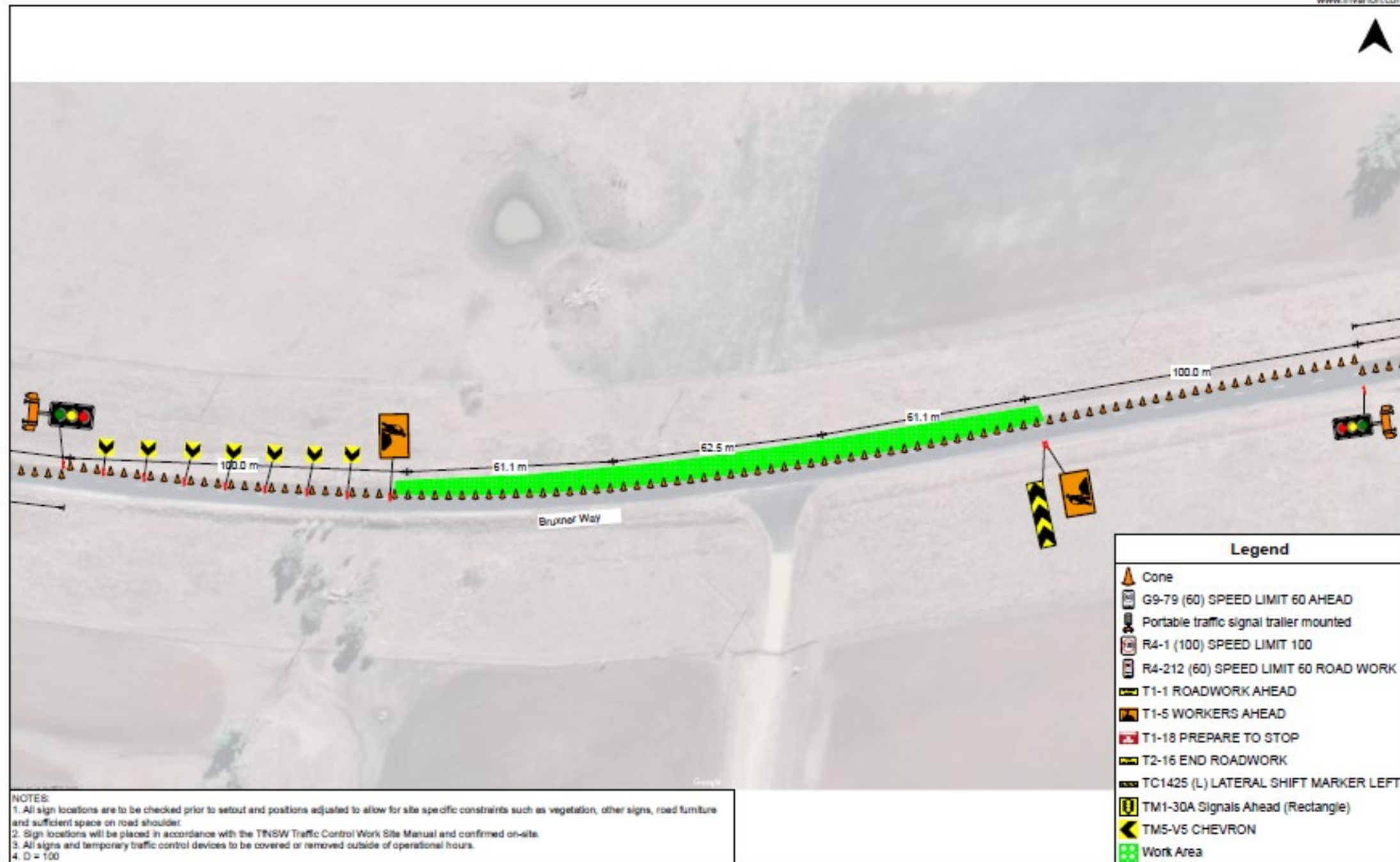
DRAWN: Rico Kobelt  
DATE: 02/08/2023  
DWG No: 694 TGS01A

REVISION:  
A - For approval

Traffic Control Training Card  
Authorisation Number:  
TCT1042387

**Amber 2**





## Access Construction - North

Bruxner Way, Bonshaw

Traffic Guidance Scheme

CLIENT: GAIA Australia  
SCALE: NTS

DRAWN: Rico Kobelt  
DATE: 02/08/2023  
DWG No: 694 TGS01A

REVISION:  
A - For approval

Traffic Control Training Card  
Authorisation Number:  
TCT1042387

Amber 3



## Access Construction - North

Bruxner Way, Bonshaw

Traffic Guidance Scheme

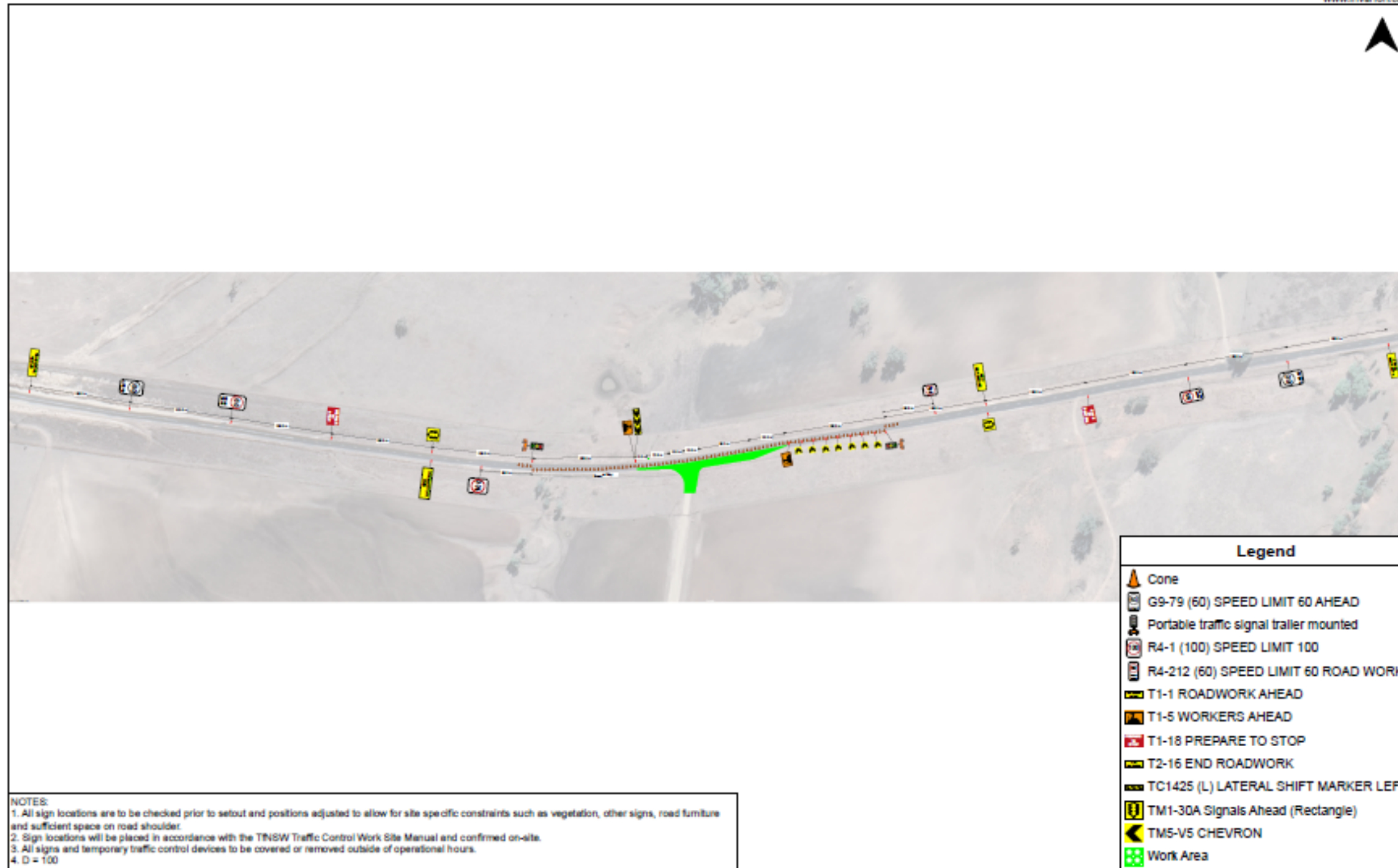
CLIENT: GAIA Australia  
SCALE: NTS

DRAWN: Rico Kobelt  
DATE: 02/08/2023  
DWG No: 694 TGS01A

REVISION:  
A - For approval

Traffic Control Training Card  
Authorisation Number:  
TCT1042387

**Amber 4**



## Access Construction - South

Bruxner Way, Bonshaw

Traffic Guidance Scheme

CLIENT: GAIA Australia  
SCALE: NTS

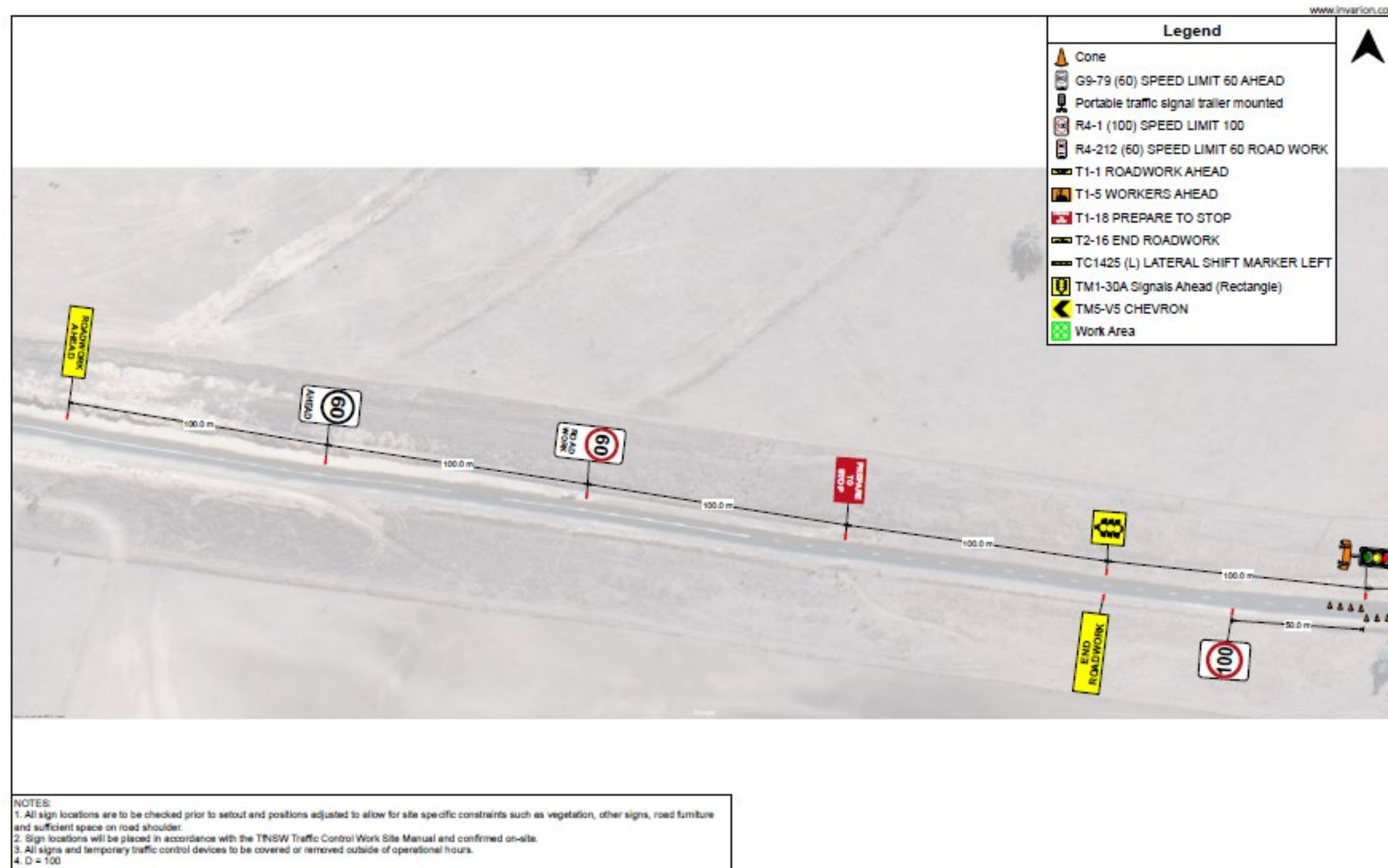
DRAWN: Rico Kobelt  
DATE: 02/08/2023  
DWG No: 694 TGS02A

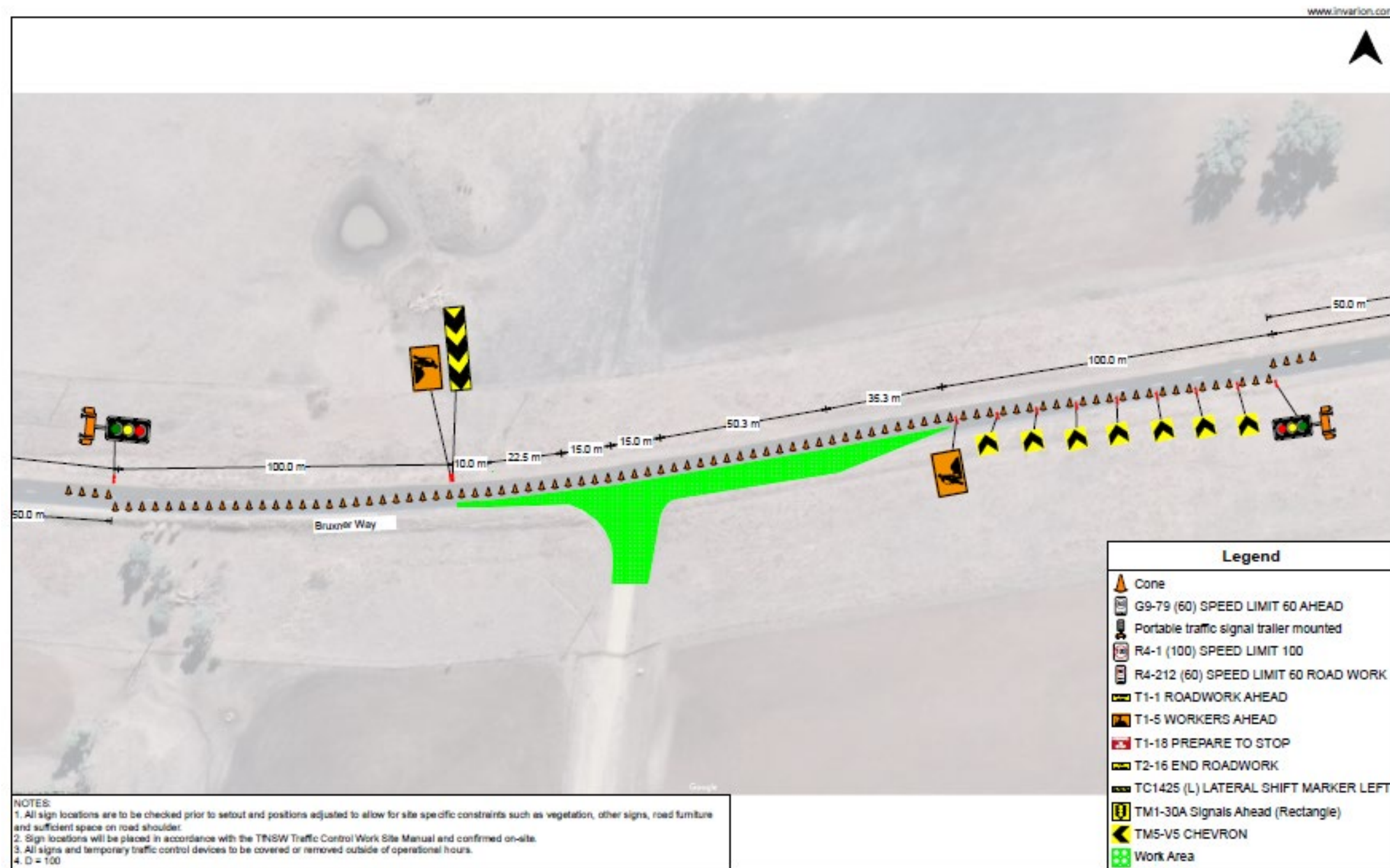
REVISION:  
A - For approval

Traffic Control Training Card  
Authorisation Number:  
TCT1042387

**Amber 1**







## Access Construction - South

Bruxner Way, Bonshaw

Traffic Guidance Scheme

CLIENT: GAIA Australia  
SCALE: NTS

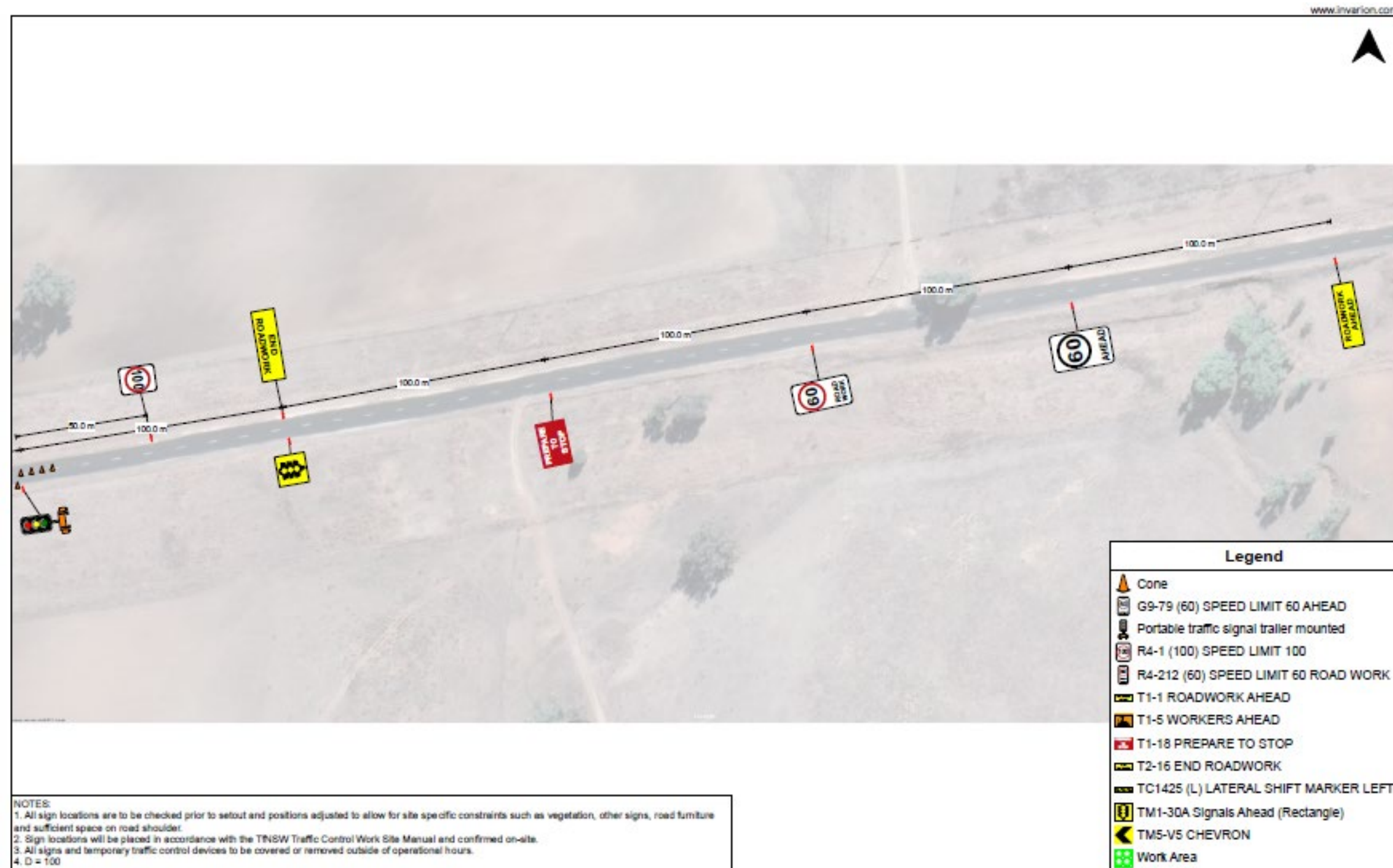
DRAWN: Rico Kobelt  
DATE: 02/08/2023  
DWG No: 694 TGS02A

REVISION:  
A - For approval

Traffic Control Training Card  
Authorisation Number:  
TCT1042387

**Amber 3**





## Access Construction - South

Bruxner Way, Bonshaw

Traffic Guidance Scheme

CLIENT: GAIA Australia  
SCALE: NTS

DRAWN: Rico Kobelt  
DATE: 02/08/2023  
DWG No: 694 TGS02A

REVISION:  
A - For approval

Traffic Control Training Card  
Authorisation Number:  
TCT1042387

**Amber 4**

---

## APPENDIX D CONSULTATION

From: [Bonshaw Public School](#)  
To: [Lucy Baker](#)  
Subject: Re: Bonshaw Solar farm  
Date: Monday, 14 August 2023 1:40:40 PM  
Attachments: [image001.png](#)  
[image004.png](#)  
[image005.png](#)

EXTERNAL MESSAGE

Hi Lucy,

Yes, I can confirm this information is correct. Thank you very much.

Kind Regards

**Leah Sharpe**  
*Bonshaw Public School*  
*Texas Street - Bonshaw*  
*(Ph) 07 46 535 147*  
*(Fax) 07 46 535 232*

---

From: Lucy Baker <[lucy.baker@erm.com](mailto:lucy.baker@erm.com)>  
Sent: Monday, August 14, 2023 1:02 PM  
To: Bonshaw Public School <[bonshaw-p.school@det.nsw.edu.au](mailto:bonshaw-p.school@det.nsw.edu.au)>  
Cc: Hilary Dance-Wilson <[HILARY.DANCE-WILSON@det.nsw.edu.au](mailto:HILARY.DANCE-WILSON@det.nsw.edu.au)>  
Subject: Bonshaw Solar farm

Some people who received this message don't often get email from [lucy.baker@erm.com](mailto:lucy.baker@erm.com). [Learn why this is important](#)

[External Email] This email was sent from outside the NSW Department of Education. Be cautious, particularly with links and attachments.

Hi Leah,

Just wanted to confirm. When I spoke to Queensland private operator Rob Smith [REDACTED] RC and PMSmith Route 2627 on 3rd August, 2023. He advised that there are currently no bus routes adjacent to the Bonshaw Solar Farm, as the bus service (route no 2627) stops at Rocky Creek Road Bowman.

In the future the private bus operator for Bonshaw Public school propose to extend bus services adjacent to the Bonshaw Solar Farm on Bruxner Highway. The private operator through TfNSW proposes to extend the services for two trips in the morning (7:15am to the school westbound and 7:45am away from the school eastbound). In the afternoon there will only be one trip at 3:15pm eastbound to take school kids home.

I will add to the Traffic Management plan that for Bonshaw Public School that the school buses in the future would travel between the hours of 7.20am until 8.30am in the morning and then 3.25pm and 4.30pm in the afternoon adjacent to the Bonshaw Solar Farm. Therefore we would propose not to have any heavy vehicles vehicles during school bus times between the hours of 7.20am until 8.30am in the morning and then 3.25pm and 4.30pm in the afternoon. Speed limits including any temporary speed restrictions for all vehicles will be enforced on Bruxner Highway.

Cheers,

Lucy Baker  
Partner  
CPEng, FIEAust, RPIA

ERM  
L14/207 Kent Street Sydney, Australia, NSW 2000  
M +61 401 222 748  
E [lucy.baker@erm.com](mailto:lucy.baker@erm.com) | W [www.erm.com](http://www.erm.com)

---

From: Bonshaw Public School <bonshaw-p.school@det.nsw.edu.au>  
Sent: Tuesday, August 8, 2023 11:17 AM  
To: Lucy Baker <lucy.baker@erm.com>  
Cc: Hilary Dance-Wilson <HILARY.DANCE-WILSON@det.nsw.edu.au>  
Subject: Re: Bonshaw Solar farm

EXTERNAL MESSAGE

Hey Lucy,

Thanks for the information. The area you have marked would have a school bus travelling through between the hours of 7.20am until 8.30am in the morning and then 3.25pm and 4.30pm in the afternoon.

Can you please note that Abby Chapman is no longer at Bonshaw Public School. Our Principal is Hilary Dance-Wilson.

Kind Regards

Leah Sharpe  
School Admin Manager  
Bonshaw Public School  
Tessie Street - Bonshaw  
(Ph) 07 46 535 147  
(Fax) 07 46 535 232

---

From: Lucy Baker <lucy.baker@erm.com>  
Sent: Wednesday, August 2, 2023 3:58 PM  
To: Bonshaw Public School <bonshaw-p.school@det.nsw.edu.au>  
Cc: [lucy.baker@erm.com](mailto:lucy.baker@erm.com); [lucy.baker@erm.com](mailto:lucy.baker@erm.com); 'Shawn Hawm Ki LEE' <[shawn.lee@galaau.com](mailto:shawn.lee@galaau.com)>  
Subject: Bonshaw Solar farm

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(External Email) This email was sent from outside the NSW Department of Education. Be cautious, particularly with links and attachments.

Hi Ms Abby Chapman,

ERM is putting together a Construction Traffic Management Plan for the Bonshaw Solar Farm located within the Inverell Local Government Area in New South Wales (NSW). See figures below. We want to make sure that we do not conflict with school bus timetable or bus routes within Bruxner Highway. Can you help with the bus timetable, bus route number or bus route to/from the Bonshaw Public School. You can see the location of the solar farm. I'll give you a call tomorrow to see if you have the information available for any buses on Bruxner Highway, Bonshaw.

The Project site comprises Lot 2 of Deposited Plan (DP) 1039185 and Lot 201 of DP 879480 and covers an area of approximately 368 hectares (ha) ('Project Site'), of which the proposed development area occupies approximately 149.24 ha ('Development Footprint'). The Project is located approximately 66 km north of Inverell, with site access fronting Bruxner Highway.







ERM *The business of sustainability*

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| India      | Spain           |
| Indonesia  | Sweden          |
| Ireland    | Switzerland     |
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**ERM's Brisbane Office**

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260 Queen Street  
Brisbane QLD 4000

[www.erm.com](http://www.erm.com)