
Calala Battery Energy Storage System

Traffic Management Plan

Prepared for: The Trustee for Equis Energy (Australia) Ngumi 4 Holding Trust

Ref: 300305589 | Date: 12 June 2025



Revision

Revision	Date	Comment	Prepared By	Approved By
A-Dr	19 August 2024	Draft for project team review	Patrick Obmasca William Xie Chris White	Brett Maynard
A-Dr2	04 November 2024	Draft for further project team review	William Xie Chris White	Brett Maynard
A-Dr3	06 December 2024	Draft for agency consultation	Chris White	Brett Maynard
A-Dr4	07 April 2025	Revised draft addressing TfNSW and Council feedback	Darren Cheng	Brett Maynard
A-Dr5	22 April 2025	Final draft addressing further TfNSW feedback	Darren Cheng	Brett Maynard
A	11 June 2025	Final report incorporating DPHI comments	Darren Cheng	Brett Maynard
B	12 June 2025	Final report addressing further DPHI comments	Darren Cheng	Brett Maynard

Brett Maynard

For and on behalf of

Stantec Australia Pty Ltd

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Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea, and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

Limitations

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1. Introduction

1.1 Background

The Trustee for Equis Energy (Australia) Ngumi 4 Holding Trust has received State Significant Development (SSD) approval for the construction and operation of a large-scale Battery Energy Storage System (BESS) located at 474 Calala Lane, Calala (the Project).

Stantec was commissioned by Equis Energy to prepare a Traffic Management Plan (TMP) in response to the SSD Conditions of Consent issued by the Department of Planning, Housing and Infrastructure (DPHI).

This TMP examines the impacts of construction works on the surrounding transport network and details the proposed construction traffic management measures to ensure all works stages can be accommodated by the surrounding road network.

The scope of this TMP is for all on-site construction works for the Project, excluding OSOM vehicle movements to the site. A separate OSOM-specific TMP will be prepared for the relevant OSOM vehicle movements.

This TMP expands on analysis contained within the Transport Impact Assessment (TIA) prepared by Stantec dated 2 November 2023¹ which was the original transport assessment submitted with the EIS, and the Response to Submissions Letter prepared by Stantec dated 23 May 2024.

This report has been prepared by qualified transport engineers who hold the SafeWork NSW Traffic Control Work Training Card. Details of the accredited personnel is provided below:

- Brett Maynard – Authorisation No. TCT0010575.

1.2 Key Principles

The overall principles of traffic management during the construction activity include:

- Manage construction vehicle activity, including the loading/ unloading of trucks within the work site.
- Manage and control construction vehicle activity in the vicinity of the site.
- Minimise impacts to general traffic in the vicinity of the site.
- Provide an appropriate and convenient environment for all road users.
- Minimise any potential impact on public transport services.
- Restrict construction vehicle movements to designated routes to/ from the site and manage the manoeuvring of large construction heavy vehicles on the broader road network.
- Coordinate heavy vehicle movements with any other relevant construction works or road works in the region.
- Have an appropriate framework for consultation and complaints handling.

1.3 Consent Condition Requirements

Specifically, this TMP seeks to address Condition B10 of the Project approval for SSD-52786213 issued on 28 June 2024. The condition requirements and the location where the requirements have been addressed in this report are outlined in Table 1.1.

Table 1.1 – Consent condition requirements

Condition	Condition Requirements	Report Reference
A1	In meeting the specific environmental performance criteria established under this consent, the Applicant must implement all reasonable and feasible measures to prevent and/or minimise any material harm to the environment that may result from the construction, operation, upgrading or decommissioning of the development.	Section 1.6
A2	The development may only be carried out: (a) in compliance with the conditions of this consent; (b) in accordance with all written directions of the Planning Secretary; (c) generally in accordance with the EIS; and	Section 1.6

¹ 57 Burgess Lane, Calala also known as 474 Calala Lane, Calala, State Significant Development Application, Transport Impact Assessment, Stantec, 2 November 2023

Condition	Condition Requirements	Report Reference
	(d) generally in accordance with the Development Layout in Appendix 1	
A13	Where conditions of this consent require consultation with an identified party, the Applicant must: (a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and (b) provide details of the consultation undertaken including: (i) the outcome of that consultation, matters resolved and unresolved (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.	Section 1.8 Appendix D TMP prepared to the satisfaction of TfNSW and Tamworth Regional Council
B1	The Applicant must ensure that the: (a) development does not generate more than: (i) 120 heavy vehicle movements a day (a maximum of 22 heavy vehicles movements per hour) during construction, upgrading or decommissioning; (ii) 100 light vehicle movements a day during construction, upgrading, or decommissioning; and (iii) 7 movements of a heavy vehicle requiring escort during construction, upgrading, or decommissioning; and (b) length of any vehicles (excluding heavy vehicles requiring escort) used for the development does not exceed 26 metres, unless the Planning Secretary agrees otherwise.	Section 3.6 for general heavy and light vehicle movements separate OSOM-specific TMP for heavy vehicles requiring an escort Section 3.5 for vehicle length Section 4.7 and Section 6 for monitoring
B2	The Applicant must keep accurate records of the number of heavy vehicles requiring escort and heavy vehicles entering or leaving the site each day for the duration of the project.	Section 3.6 Section 4.7 Table 6.1.6
B3	Unless the Planning Secretary agrees otherwise, all heavy vehicles associated with the development must travel to and from the site via New England Highway, Nundle Road, O'Briens Lane and Calala Lane as identified in Appendix 3.	Section 3.7.1
B4	Unless the Planning Secretary agrees otherwise, all heavy vehicles requiring escort and light vehicles associated with the development must travel to and from the site via the New England Highway, Goonoo Goonoo Road and Calala Lane as identified in Appendix 3.	separate OSOM-specific TMP Section 3.7.1
B5	All vehicles associated with the development must enter and exit the site via the site access point off Calala Lane, as identified in Appendix 1.	Section 3.4 Section 3.7.1
B6	Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must: (a) construct the site access point off Calala Lane, as shown in Appendix 4, to cater for the largest vehicle accessing the site; and (b) ensure the upgrades comply with the current Austroads Guidelines, Australian Standards (as amended by TfNSW supplements) and are carried out to the satisfaction of Council.	Section 3.4 Table 4.1
B7	Prior to the use of heavy vehicles requiring escort on the public road network, all relevant approvals must be obtained and implemented (including for any road upgrades that may be required), from the point of origin to the New England Highway / Calala Lane intersection.	separate OSOM-specific TMP
B8	The Applicant must: (a) undertake an independent dilapidation survey to assess the: (i) existing condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, prior to construction, upgrading and decommissioning activities; and (ii) condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, following the completion of construction, upgrading and decommissioning activities; (b) on completion of the dilapidation reports undertaken in B8(a)(i) and (ii) provide a copy to the relevant roads' authorities; and (c) repair the roads identified in condition B8(a)(i) and (ii) if dilapidation surveys identify that the roads have been damaged due to development-related traffic during construction, upgrading or decommissioning works in consultation with the relevant road authority. If there is a dispute between the Applicant and the relevant roads authority about repairs required under this condition then either party may refer the matter to the Planning Secretary for resolution.	Section 3.7.2 Table 4.1

Condition	Condition Requirements	Report Reference
B9	The Applicant must ensure: (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; (c) the capacity of the existing roadside drainage network is not reduced; (d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and (e) development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the public road network.	Section 3.3 – parking Section 3.4 – access, internal roads and drainage
B10 Prior to commencing construction, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Planning Secretary. This plan must include:		
B10(a)	Details of the transport route to be used for all development-related traffic	Section 3.7
B10(b)	A reconciliation table to demonstrate all traffic-related management measures and recommendation measures identified in the EIS have been included in the plan	Section 4.6
B10(c)(i)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Details of the dilapidation surveys required by condition B8 of this consent	Section 4.6
B10(c)(ii)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Temporary traffic controls, including detours and signage	Section 4.1 Appendix C
B10(c)(iii)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Notifying the local community about development-related traffic impacts	Section 4.6
B10(c)(iv)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Procedures for receiving and addressing complaints from the community about development-related traffic	Section 5.1.6
B10(c)(v)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network	Section 4.6 Section 5.1.2
B10(c)(vi)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Minimising potential cumulative traffic impacts with other projects in the area during construction, upgrading or decommissioning works	Section 3.7.3 Section 4.6 Section 4.5
B10(c)(vii)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Minimising dirt tracked onto the public road network from development-related traffic	Section 4.6
B10(c)(viii)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Measures for managing light vehicle peak numbers, including carpooling or ride sharing by employees	Section 3.3 Section 4.3
B10(c)(ix)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Scheduling of heavy vehicle movements to minimise convoy length or platoons, and to minimise conflicts with light vehicles	Section 3.7
B10(c)(x)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding	Section 4.6
B10(c)(xi)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Responding to any emergency repair or maintenance requirements	Section 4.4 Section 5.1.5
B10(c)(xii)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: A traffic management system for managing heavy vehicles requiring escort	To be addressed in future OSOM TMP
B10(d)(i)	A driver's code of conduct that addresses: Driver fatigue	Section 5.1.4



Condition	Condition Requirements	Report Reference
B10(d)(ii)	A driver's code of conduct that addresses: Procedures to ensure drivers adhere to the designated transport routes and speed limits	Section 5.1.1 Section 5.1.2
B10(d)(iii)	A driver's code of conduct that addresses: Procedures to ensure that drivers implement safe driving practices	Section 5.1.3
B10(e)	A program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan	Section 4.6 Section 4.8
B10(f)	A flood response plan detailing procedures and options for emergency access to and from site in the event of flooding.	Section 3.7.2
C2	The Applicant must: (a) update the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning activities on site; and (b) review and, if necessary, revise the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary within 1 month of the: (i) submission of an incident report under condition C10 of Schedule 2; (ii) submission of an audit report under condition C14 of Schedule 2; or (iii) any modification to the conditions of this consent.	(a) Section 1.5 (b) Table 6.1
C3 (a)	With the approval of the Planning Secretary, the development may be staged and the Applicant may: (a) prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program);	Section 1.5
C10	The Department must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (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. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 6.	Section 7
C11	The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance.	Section 7
C12	A non-compliance notification must 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, or will be, undertaken to address the non-compliance. C13.	Section 7
C13	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance	Section 7

1.4 Purpose of this Report

The purpose of this report is to assess the impacts that the construction works will have on the existing traffic and transport conditions and describe how these impacts will be managed.

The primary objective of this report is to ensure that the construction impacts on the existing traffic and transport network are minimised. To achieve this objective, this TMP will:

- Provide a summary of the size of construction vehicles to be used during the different stages of construction and estimate the volume of construction vehicle trips during the construction period
- Identify the safest and most efficient construction vehicle routes
- Identify and outline appropriate controls to minimise construction impact to the existing conditions of the road network and overall safety of all road users.



1.5 Staged Submission of this Plan

In accordance with the letter received from DPHI on 10 June 2025, the Project will be staged as follows:

- **Stage 1a:** commence road upgrades or maintenance works to the public road network, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying
- **Stage 1b:** commence construction including but not limited to, the carrying out of any earthworks on site and installation of any ancillary infrastructure (excluding the battery storage as defined the development consent)
- **Stage 1c:** continue construction including works associated with the BESS
- **Stage 1d:** continuation of BESS construction including movement of heavy vehicles requiring escort during construction as described in Condition B1(a)(iii) of Schedule 2 of Consent
- **Stage 2:** BESS Operation
- **Stage 3:** BESS Decommissioning.

In accordance with Condition C3 (a-c) of the consent (SSD 52786213), the Applicant has elected to stage the submission of the TMP. Staging was approved on 4 March 2025.

The TMP will be staged as follows:

- **Stage 1a-c:** Construction of the Project
- **Stage 1d:** Movement of heavy vehicles requiring escort (OSOM vehicle movements)
- **Stage 2:** Operations
- **Stage 3:** Decommissioning of the Project at end of life

This TMP is for Stage 1a-c Construction (excluding OSOM vehicle movements) and Stage 2 Operation. A separate OSOM-specific TMP will be prepared for the relevant OSOM vehicle movements.

The TMP will be updated as necessary prior to the commencement of decommissioning or upgrading. Consultation with the relevant stakeholders has been conducted for Stage 1a-c and 2. All later stages of the TMP will also include necessary consultation with the relevant stakeholders. Each staged revision of the TMP will be provided to the Secretary, prior to the commencement of each stage.

1.6 Administrative Conditions of Consent

In compliance with Condition A1 and as relevant to construction traffic management, the principal and primary contractor will implement all reasonable and feasible measures (including this TMP) to prevent and/or minimise any material harm to the environment that may result from the construction of the Project.

In compliance with Condition A2 and as relevant to construction traffic management, the principal and primary contractor will ensure that development is carried out generally in accordance with the EIS and conditions of the consent.

An Environmental Management Strategy (EMS) has been prepared for the project Environmental Management Strategy: Calala Battery Energy Storage System (GHD 2025) in response to Condition C1 of the Development Consent (SSD 52786213) issued by the NSW Government Minister for Planning and Public Spaces under the NSW Environmental Planning and Assessment Act 1979 (EP&A Act). The EMS provides the framework for environmental management of the site construction and operations. The EMS identifies and documents the key environmental risks and mitigation measures implemented to ensure that the environmental objectives and legal obligations are met throughout the project.

The EMS provides an overarching framework which this TMP sits beneath within the administrative hierarchy. The TMP is consistent with reporting, compliance and project commitments prescribed by the EMS, and is bound by reporting, compliance and review mechanisms contained therein. If there is inconsistency between the documents, administrative controls of the EMS supersede the TMP. Prescribed management actions, procedures, targets and monitoring actions of the TMP may not be reduced by the EMS.

1.7 References

In preparing this report, reference has been made to the following:

- 57 Burgess Lane, Calala also known as 474 Calala Lane, Calala, Transport Impact Assessment, Prepared by Stantec, 2 November 2023 (TIA)
- Calala Battery Energy Storage System, Response to Submissions, Prepared by Stantec, 23 May 2024 (RTS)
- Traffic Control at Work Sites Technical Manual, TfNSW, February 2022



- Australian Standard AS1742.3:2019 'Manual of Uniform Traffic Control Devices – Traffic control for works on roads
- Austroads Guide to Temporary Traffic Management series (2021)
- Goonoo Goonoo Road (New England Highway) duplication – Tamworth, Submissions Report, Transport for NSW, June 2022.

1.8 Consultation

In accordance with the consultation requirements of Condition B10, draft copies of this TMP were provided to Council and TfNSW for comment, with follow up meetings and/or phone calls as required to elicit and clarify feedback. Key consultation correspondence is included in Appendix D. The TMP has been updated in response to the comments received, as detailed in Table 1.2 and Table 1.3.

Table 1.2 – TfNSW Comments

TfNSW Comment	TMP Response
Condition B10 (c)(viii) is not satisfied suitably. Limited detail is provided regarding pick up/ drop off locations and further information is required. Further feedback 17/04: Section 4.1 of Calala BESS Traffic Response Letter prepared by Stantec Australia, dated 23 May 2024 states, “up to 25 construction workers (30 per cent of staff) would be required to carpool with another construction worker to travel to site”. The TTMP has not provided any information on the enforcement, monitoring and accountability to ensure the project complies with this commitment that was made within the traffic assessment and assumptions within the TIA (which forms part of the EIS).	Section 3.3 of the TMP will be expanded to include the following text: Sufficient dedicated on-site worker parking will be provided, including formal on-site worker parking for 60 vehicles, with capacity for additional informal worker parking, as required. Equis Energy is committed to encouraging workers to carpool at all times to limit both vehicle movements and on-site parking demand where practical. No construction related vehicles will be permitted to park on public roads at any time. A drop-off and storage laydown area will be provided on-site for larger tools and equipment. As such, the parking impacts associated with construction workers will be negligible. Carpooling Site workers with company utility vehicles will be requested as part of employment and/or site induction arrangements to transport other workers residing/ accommodated in the same or similar location (locations to be identified by the primary contractor upon commencement of construction), maximizing vehicle occupancy to transport up to four employees per vehicle between accommodation and the site. Subcontractors will be requested as part of subcontract arrangements to consolidate vehicles travelling between their business premises and the site. Carpooling will be a regular topic at daily pre-start meetings and operations meetings (SIMOPS). The transport assessment for the project requires carpooling for the peak construction period (estimated to be around 2 months) where the number of construction workers exceeds the 60 car spaces provided on-site. At any time that the construction workforce on-site exceeds 60 workers, the primary contractor will be responsible for monitoring the extent of carpooling to ensure that the on-site car parking demand does not exceed 60 vehicles, with feedback and reminders provided to subcontractors and workers at pre-start meetings and operations meetings. Public Transport No public transport services are available on Calala Lane near the site access. As no footpaths are available on Calala Lane, it is not considered safe to encourage workers to walk from the nearest bus services. If there are any changes to public transport services during the construction period, the primary contractor will reassess this.
Condition B10 (c)(x) is not satisfied suitably in Section 4.5 Mitigation and Management Measures of the TMP. Further information is required on how impacts of local climate conditions that may affect road safety such as fog, dust, wet weather and flooding will be addressed during construction. Further feedback 17/04: Further detail is required on communication methods to notify drivers of conditions and any monitoring technology equipment installed in vehicles to assist with notifying drivers.	TMP Table 4.1 – Mitigation and management measures, updated to include the following text under a new factor “Specific local climate conditions”: The primary contractor will monitor local weather forecasts and conditions, https://www.livetraffic.com/ and where necessary communicate with Council regarding any potential road closures due to flooding. In the event of adverse weather conditions such as fog, dust (e.g. dust storm), wet weather and/or flooding: • Primary contractor will issue notifications via phone, text and/or email (by the Site Manager/Supervisor) to site personnel, Equis Energy, subcontractors and/or suppliers upon becoming aware of any adverse weather conditions that require site closure or the need to temporarily halt, delay, or reroute vehicle movements (with any rerouting still in accordance with the approved routes and intersections). • Drivers are to be advised to adhere to any Council announcements on flooding and comply with any road closure and rerouting procedures. • Drivers are to be advised to cease all travel to and from the site during any unexpected extreme weather conditions. • Drivers are to be advised to reduce speed and use headlights and/or hazard lights when necessary to improve visibility during any times of reduced visibility. • Drivers are to be advised to maintain a safe following distance between vehicles to allow for clear visibility and reaction time. Drivers are to be advised to exercise extra caution when driving at dawn, dusk, or during poor weather, remaining vigilant for surroundings, people, wildlife, and livestock.



TfNSW Comment	TMP Response
Condition B10 (c)(xi) is not satisfied suitably. Further information is required on how any emergency repair or maintenance requirements will be addressed during construction.	TMP Table 4.1 – Mitigation and management measures, updated to include the following text under the factor “Road repair and maintenance” in addition to the existing text on the road dilapidation survey process: - Emergency road infrastructure repair or maintenance requirements during construction will be addressed as follows: - The primary contractor will complete a drive-through inspection of the heavy vehicle route for hazards or damage between the New England Highway and the Calala Lane site access on a weekly basis. This inspection will confirm that the route remains suitable for construction traffic use and identify any issues. - Drivers will be instructed to inform the primary contractor of any identified hazards or damage. - The primary contractor will be responsible for advising workers and drivers of the need to use caution at specific location(s) or temporarily halt, delay, or reroute vehicle movements, subject to approval. - Any issues on or in the vicinity of the New England Highway will be notified to TfNSW via the 131 700 phone number or web report form (https://www.nsw.gov.au/departments-and-agencies/transport-for-nsw/contact-roads-and-waterways/online?enquiry=issue&issue=roads&subIssue=maintenance) Any issues on Council roads will be reported via Council's issue reporting phone number (02 6767 5555) or any other reporting mechanism agreed with Council as part of ongoing consultation/ communication.

Table 1.3 – Council Comments

Council Comment	TMP Response
It is noted that B-double vehicles will be impeded from entering the site if there is a vehicle holding in the outbound side of the access waiting to leave the site. We support this approach on the basis that the driver code of conduct and other associated site management plans will include two-way communication between drivers and site management. Adherence to this element of the overall management plan will be important.	TMP Table 4.1 – Mitigation and management measures, updated to include the following additional dot point under the factor “Access point requirements”: All inbound truck drivers are to contact site management on approach to the site access. Site management will hold any outgoing vehicles inside the site when large trucks (semi-trailers and B-doubles) are entering as these vehicles require the full driveway width. The above text has also been added to Section 5.1.2 Haulage Routes and Timing of Transport.
The only comment we would offer in terms of the detail is that the access should be sealed. This seal should extend for at least the length of a b-double. The TP's on the pavement layout look like a logical termination point for the seal. We would also ask that you incorporate shaker bars at the inboard side of the seal, with flows directed to the creek line (with appropriate settling ponds to capture any mobilised silt and clay etc.).	TMP Table 4.1 – Mitigation and management measures, updated to include the following additional dot points under the factor “Access point requirements”: - The access driveway will be sealed for a minimum distance of 26 metres, equal to the longest general construction vehicle accessing the site. - Shaker bars will be installed on the inboard side of the sealed driveway to clean construction vehicle tyres before leaving the site. Any waste water flows will be directed to the creek line (with appropriate settling ponds to capture any mobilised silt and clay etc.) The Appendix A site access driveway plan has been updated to reflect the above.
Management of pavement dilapidation and repair triggers the requirement for a performance bond. We usually base this on \$4,000 per kilometre of nominated access road. In this case, the majority of the proposed route is robust sealed pavement. A nominal kilometre length will need to be agreed as the basis of the bond.	TMP Table 4.1 – Mitigation and management measures, updated to include the following additional dot points under the factor “Road repair and maintenance”: A performance bond will be agreed with Council as part of the management of pavement dilapidation and repair.

Following consultation with TfNSW and Council, and subsequent acceptance of the TMP from both agencies, additional commentary was received from DPHI on 26 May 2025. Responses to these comments has been included in the supplementary comments register provided by DPHI.

2. Existing Conditions

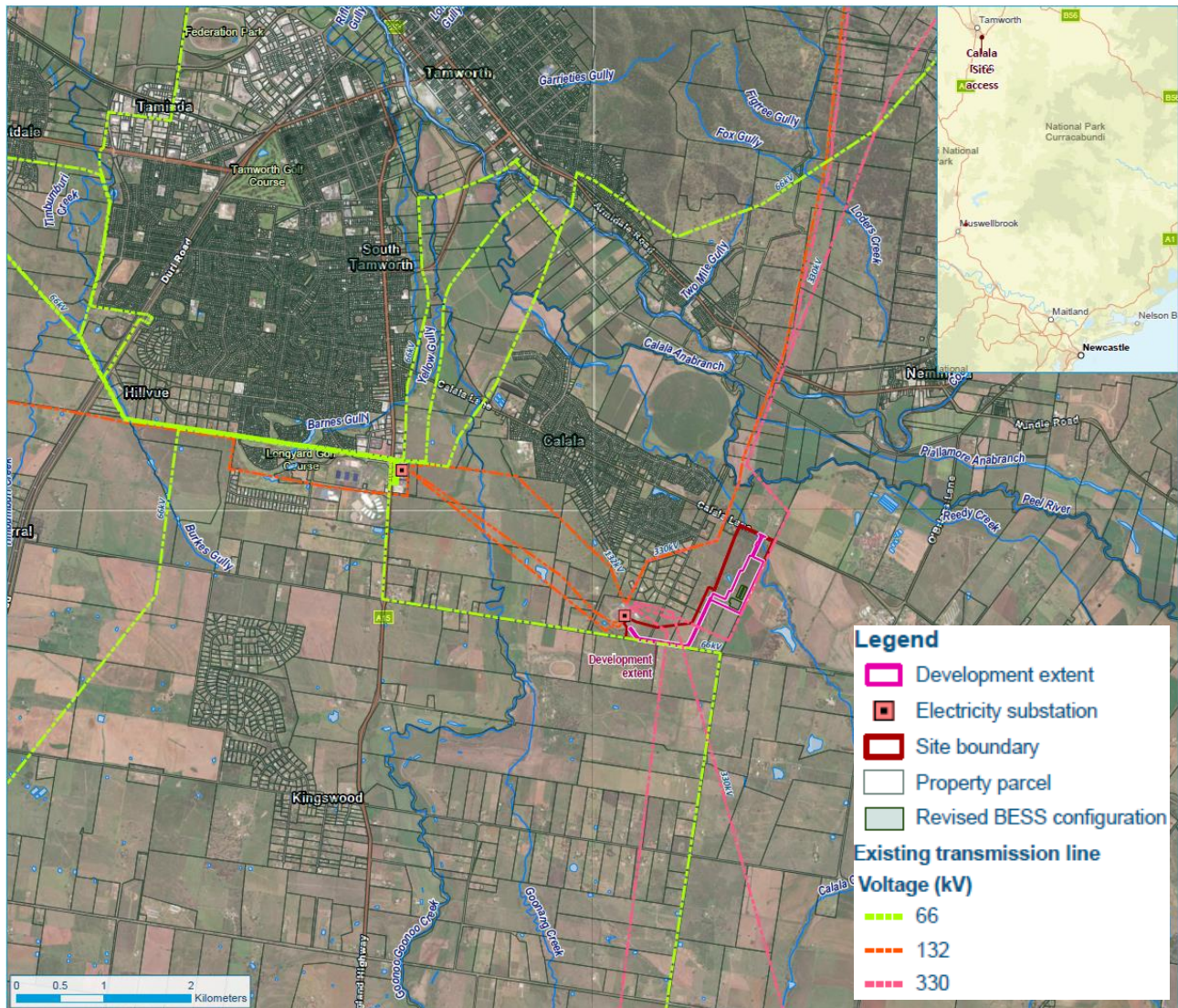
2.1 Location

The site is located at 474 Calala Lane, Calala, and identified as Lot 17 DP629969, around five kilometres south-east of South Tamworth and one kilometre from the Calala town centre. The site covers 36.24 hectares and has a single site frontage to Calala Lane. It is about one kilometre north-east of the Transgrid Tamworth Substation.

Vehicular access to/ from Tamworth is provided via Calala Lane along the northern boundary of the site.

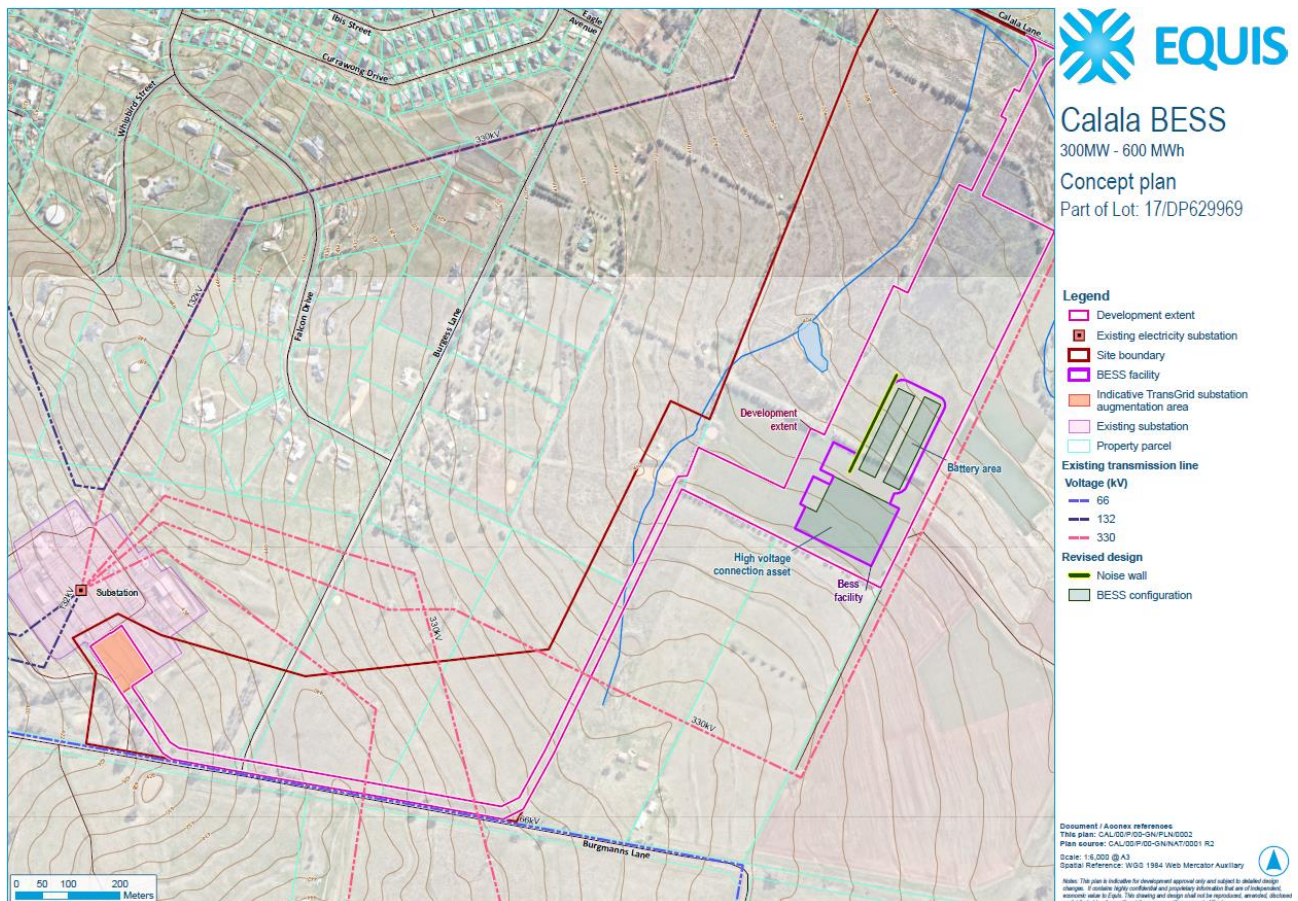
The location of the site and its surrounding environs is shown in Figure 2:1, with the site layout illustrated in Figure 2.2.

Figure 2:1 – Site location and surrounding environs



Source: Tamworth NSW BESS Regional Context, Equis Energy, 10 June 2025

Figure 2.2 –Site Layout



Source: Calala BESS Concept Plan, Equis, exported 10 June 2025

2.2 Road Network

2.2.1 Adjoining Roads

Calala Lane

Calala Lane is classified as a Local Road and generally aligned in an east-west direction. Near the site, it is a two-way road configured with one traffic lane in each direction, set within an approximate 7-metre-wide carriageway with no road shoulders. Calala Lane has a posted speed limit of 100 kilometres per hour near the site.

Traffic volume data collected in February 2023 indicated that the average daily traffic volume is around 3,300 vehicles per day (two-way) over a seven-day period with approximately 1,700 vehicles eastbound and 1,600 vehicles westbound.

The peak weekday traffic volumes occur between 8:00am to 9:00am and 3:00pm to 4:00pm. Around 370 (200 eastbound and 170 westbound) and 340 (155 eastbound and 185 westbound) vehicles travel along Calala Lane during the weekday AM and PM peak hours, respectively.

Goonoo Goonoo Road

Goonoo Goonoo Road is classified as a State Road and aligned in a north-south direction west of the site. North of where Goonoo Goonoo Road intersects with Calala Lane, it is a divided carriageway configured with two traffic lanes in each direction, with each side of the road measuring approximately 12-metres-wide. Dedicated on-street cycle lanes are provided on both sides of the road. South of where Goonoo Goonoo Road intersects with Calala Lane, the road is an undivided carriageway configured with one traffic lane in each direction. The width of the sealed carriageway measures approximately 8 metres wide, however there are also informal, unsealed parking areas on both sides of the road.

The Australian and NSW Governments are investing \$40 million into the Goonoo Goonoo Road (New England Highway) duplication between Jack Smyth Drive and Calala Lane at the southern end of Tamworth. The duplication will address existing congestion, provide for future traffic growth, and improve road safety. Key features of the proposal as they relate to the site include:

- Calala Lane intersection upgraded from roundabout to signals.



3. Overview of Construction Activities

3.1 Description of Construction Activities

3.1.1 Construction Program and Site Layout

The expected duration of the works is approximately 18 months commencing approximately in Q2 2025 and concluding approximately in Q4 2026, subject to the necessary construction approvals. The indicative key milestones for the Project are shown in Table 3.1, with details of the main activities and duration of each stage. Some overlap of stages is expected.

Table 3.1 – Indicative construction stages

Phase	Month																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Construction of site access point off Calala Lane																		
Site mobilisation																		
Clearing of surface vegetation and installing security fences																		
Benching of site																		
Delivery of components and equipment																		
Installation of components and commissioning																		
Site rehabilitation, landscaping and vegetation works																		
Site demobilization																		

3.1.2 Roles and Responsibilities

Key roles and associated traffic management responsibilities are outlined in Table 3.2. Specific responsibilities for traffic management and mitigation measures are detailed in Table 4.1, with responsibilities for monitoring and reporting of TMP measures detailed in Table 6.1.

Table 3.2 – TMP Roles and Responsibilities

Role	Responsibilities
Principal (Equis Energy) - Director Project Delivery - Community Engagement Manager	The Principal is responsible for the overall implementation of the TMP and traffic management on site. Key responsibilities include: - Reviewing and endorsing the TMP as required. - Maintaining compliance with relevant legislation, conditions of approval and any licences. - Reporting any incidents or non-compliances to the relevant authorities within the required timeframes. - Responding to community complaints and enquiries. - Liaison with stakeholder agencies, proponents of other nearby construction projects, and community groups where required. - Providing sufficient resources to meet the requirements of this TMP.
Contractor - Site Manager - Site Management Personnel	The contractor's site manager is responsible for day-to-day implementation of the TMP and traffic management on site, with specific responsibilities delegated to other site management personnel where required during periods of significant site activity. Key responsibilities include: - Managing the day-to-day site issues with respect to the movement of authorised vehicles within the construction area and ensuring all vehicles enter/ exit the site in a forward direction - Adherence to maximum hourly and daily construction vehicle movements (recording all entering and exiting heavy vehicles on a daily basis), vehicle routes and scheduling deliveries to avoid convoys as well as school zones during school zone hours



Role	Responsibilities
	- Adherence to on-site parking requirements - Monitoring site access roads and the site access for condition, covering of loads, dirt or loose material being tracked onto the public road network, any associated impacts on roadside drainage and maintenance of internal access roads (including shaker bars etc.) - Logging complaints from the public in relation to traffic management. - Communicating and continued reinforcement of the requirements of this TMP and through toolbox talks, Purchase Orders, Project Directions and Delivery Requirements - Emergency site access management as a result of internal or external issues, including extreme weather/ flood response - Maintaining records associated with the implementation of this TMP and monthly reporting of the principal.
Traffic management subcontractor and/or accredited traffic management personnel	Traffic management subcontractor (where appointed) and/or accredited traffic management personnel are responsible for the implementation, checking and maintenance of temporary traffic management signage on the public road network, as well as instructing accredited traffic controllers if in use.
Construction workers and vehicle/ machine operators	Construction workers and vehicle/ machine operators on-site and/or travelling to/from site (including subcontractors and delivery drivers) are responsible for: - Compliance with the NSW Road Rules at all times - Compliance with the requirements of this TMP, travel routes and the drivers' code of conduct - Using the contractor's electronic booking system for any heavy vehicle movements, adhering to allocated timeslots and contacting designated site management personnel on approach to the site - Adherence to any directions given by the principal, site manager, site management personnel and traffic controllers with respect to traffic management and site access. - Reporting to a line manager or the site manager when an incident occurs and taking measures to respond to the incident.

3.2 Work Hours

Construction work will be completed in accordance with the development consent conditions, with the typical work hours as follows:

- Monday to Friday: 7:00am to 6:00pm
- Saturdays: 8:00am to 1:00pm
- Sundays/ public holiday: No work.

The head contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval from the Planning Secretary.

3.3 Construction Worker Parking

The anticipated number of construction workers on site for each month is detailed in Table 3.3. For the majority of the construction program, between three and 37 construction workers are expected on site each day. Peak activity is expected to occur over a four-month period, with between 68 and 85 construction workers expected on site each day.

Table 3.3 – Indicative number of on-site construction workers

	Month																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Daily Construction Workers	3	4	68	71	81	85	37	36	27	27	27	27	27	27	13	13	6	7

Construction workers are expected to use accommodation available within Tamworth and the surrounds.

Sufficient dedicated on-site worker parking will be provided, including formal on-site worker parking for 60 vehicles, inclusive of the principal's staff where required, with capacity for additional informal worker parking as required. Informal parking will be utilised on-site while car parking is being constructed at the commencement of construction. Equis Energy is committed to encouraging workers to carpool at all times to limit both vehicle movements and on-site parking demand where practical. In compliance with Condition B9(b), the site manager will be responsible for providing sufficient parking on site for all vehicles and no construction related vehicles will be permitted to park on public roads at any time. A drop-off and storage laydown area will be provided on-site for larger tools and equipment. As such, the parking impacts



associated with construction workers will be negligible. No formal parking is provided for larger vehicles. Any larger vehicles required for specific trades or tasks will be accommodated at the specific work location on-site. Negligible visitors are expected.

Carpooling

Site workers with company utility vehicles will be requested as part of employment and/or site induction arrangements to transport other workers residing/ accommodated in the same or similar location (locations to be identified by the primary contractor upon commencement of construction), maximizing vehicle occupancy to transport up to four employees per vehicle between accommodation and the site. Subcontractors will be requested as part of subcontract arrangements to consolidate vehicles travelling between their business premises and the site. Carpooling will be a regular topic at daily pre-start meetings and operations (SIMOPS) meetings.

The transport assessment for the project requires carpooling for the peak construction period (estimated to be around 2 months) where the number of construction workers exceeds the 60 car spaces provided on-site. At any time that the construction workforce on-site exceeds 60 workers, the primary contractor will be responsible for monitoring the extent of carpooling to ensure that the on-site car parking demand does not exceed 60 vehicles, with feedback and reminders provided to subcontractors and workers at pre-start meetings and operations meetings.

Public Transport

No public transport services are available on Calala Lane near the site access. As no footpaths are available on Calala Lane, it is not considered safe to encourage workers to walk from the nearest bus services. If there are any changes to public transport services during the construction period, the primary contractor will reassess this.

3.4 Construction Site Access

Vehicle access is via a new access driveway on Calala Lane in the north-east corner of the site. In accordance with Condition B5, all vehicles associated with the development will enter and exit the site via this site access point. In accordance with Condition B6, the vehicle access has been designed and will be constructed in accordance with the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS2890.2:2018), to accommodate the largest vehicles accessing the site. The proposed site access driveway is in a good location with respect to road safety, with Calala Lane sight lines in both directions that exceed all relevant Austroads and Australian Standard requirements.

In compliance with Condition B9(a) the internal roads will be constructed as all-weather roads, with dust suppression as required during dry weather conditions.

Details of the proposed site access dimensions and proposed extents are highlighted in Appendix A. Before the proposed site access is constructed, Section 138 approval will be required from Council to undertake works within the road reserve (noting this has already been approved Council). Roadside drainage will not be impacted by the driveway or associated construction, with drainage swales provided in the driveway design approved by Council, and therefore complies with Condition B9(d).

Construction vehicle access to the site will be subject to a range of light and heavy vehicle types, with larger vehicles including Over Size Over Mass (OSOM) vehicles up to 34.8 metres long³. In compliance with Condition B4, OSOM vehicles will approach and depart the site to the west under traffic management control. Unrestricted heavy vehicles (up to a 26 metre B-Double) will approach and depart the site to the east, with no traffic control required to stop through traffic on Calala Lane.

In compliance with Condition B4, light vehicles will approach and depart the site to/from the west on Calala Lane.

In accordance with Condition B9(d), loading and unloading will only take place on site and all vehicles will enter and exit in a forward direction.

Given there are no existing footpaths on Calala Lane near the proposed site access location, accredited traffic controllers will not be required to manage pedestrian movements when construction vehicles are entering/ exiting the site.

Queuing or marshalling of construction vehicles will not be permitted on the road network, with call-up procedures to be put in place to manage arrivals.

³ To be confirmed in a subsequent OSOM-specific TMP to be prepared by the OSOM transport contractor

3.5 Construction Vehicle Types

Construction of the Project involves a combination of OSOM vehicles, heavy vehicles and light vehicles. Construction traffic will be generated by the delivery of equipment and materials, as well as construction workers travelling to and from the site daily, using a combination of heavy and light vehicles as detailed below.

Over Size and Over Mass Vehicles

Heavy vehicles requiring escort are not addressed by this TMP. Confirmation on the exact number of OSOM vehicles, vehicle types, dimensions and traffic management requirements will be provided in a subsequent OSOM-specific TMP to be prepared by the principal, with NHVR permit inputs supplied by the OSOM transport contractor.

Heavy Vehicles

The site will have various types of heavy construction vehicles accessing the site. Typical heavy vehicles likely to be generated by construction activities include:

- 6.4 metre small rigid vehicles (SRV)
- 8.8 metre medium rigid vehicles (MRV)
- 12.5 metre heavy rigid vehicles (HRV)
- 19 metre side loader
- 20 metre semi-trailers
- 26 metre B-Doubles.

The largest heavy vehicle required for general construction activity is a 26 metre B-Double. In accordance with Condition B1(b), the length of any vehicles (excluding heavy vehicles requiring escort) used for construction will not exceed 26 metres.

Other construction vehicles to be used internally within the site during certain activities, including access road construction, cable trench digging and benching include, though not limited to the following:

- articulated dump trucks (Moxy's)
- medium wheel loaders
- crawler dozers (bulldozers)
- graders
- ditch witch (trenchers).

Light Vehicles

Most vehicle trips will typically be light vehicle movements (attributed to the Project personnel and workers) comprising all cars, vans, 4WD's and utility vehicles.

3.6 Construction Traffic Volumes

In accordance with Condition B1, general construction traffic activity for the project is limited to:

- 120 heavy vehicle movements a day (a maximum of 22 heavy vehicles movements per hour)
- 100 light vehicle movements a day

In addition, there will be a maximum of 7 movements of a heavy vehicle requiring escort during construction, upgrading, or decommissioning (noting these movements are not addressed by this TMP).

For the majority of the construction program (10-12 of the planned 18 months), the site is expected to generate around 150 vehicles (one-way) per day, comprising around 70 light vehicles and 80 trucks. For the peak minimum period of two months (which will occur within the initial 10-12 month period), the site is expected to generate peak traffic movements of around 220 vehicles (one-way) per day, comprising 100 light vehicles and 120 trucks. The remaining duration of the Project is expected to generate an average of 120 vehicles, comprising of 70 light vehicles and 50 trucks.

Deliveries will go directly to the required location on-site or to the storage laydown area, with no formal delivery vehicle parking required or provided. Adequate vehicle turning areas will be available at all times.

A breakdown of the anticipated traffic generation estimates by type of vehicle is provided in Table 3.4.



Table 3.4 – Daily construction traffic volumes

Type of Vehicle	Average traffic generation (vehicles per day)	Peak Traffic Generation (vehicles per day)	Average traffic generation (vehicles per day)
	Initial 10 to 12 month period (Civil Works)	2 month+ period (during Civil Works)	Remaining duration of the Project (around 4 to 6 months)
Light Vehicles	70	100	70
Heavy Vehicles	80	120	50
Total Vehicles	150	220	120

The Site Manager will ensure that the development does not generate more vehicles than identified in Table 3.4. The Site Manager will implement an electronic vehicle booking system to manage planned daily vehicle movements and hourly heavy vehicle movements, as well as avoid convoys/ platoons. Monitoring will be the responsibility of site management personnel and will occur via a manually recorded vehicle register or an automatic vehicle detection camera at the site access. Site management personnel will make adjustments to scheduling to ensure exceedances do not occur and/or address deviation from times during toolbox talks or directly with individual subcontractors, workers or drivers as appropriate. Any exceedance of the traffic volume limits will be included in the monthly report to the principal for the duration of construction.

3.7 Construction Vehicle Routes

3.7.1 Overview

Heavy vehicle movements will be restricted to designated routes and confined to the State and Regional Roads. Truck drivers will be advised of the designated heavy vehicle routes to and from the site. The directional distribution and assignment of traffic will be influenced by several factors, most notably the origin/ destination of materials, configuration of the arterial road network and the approved NSW B-Double road network.

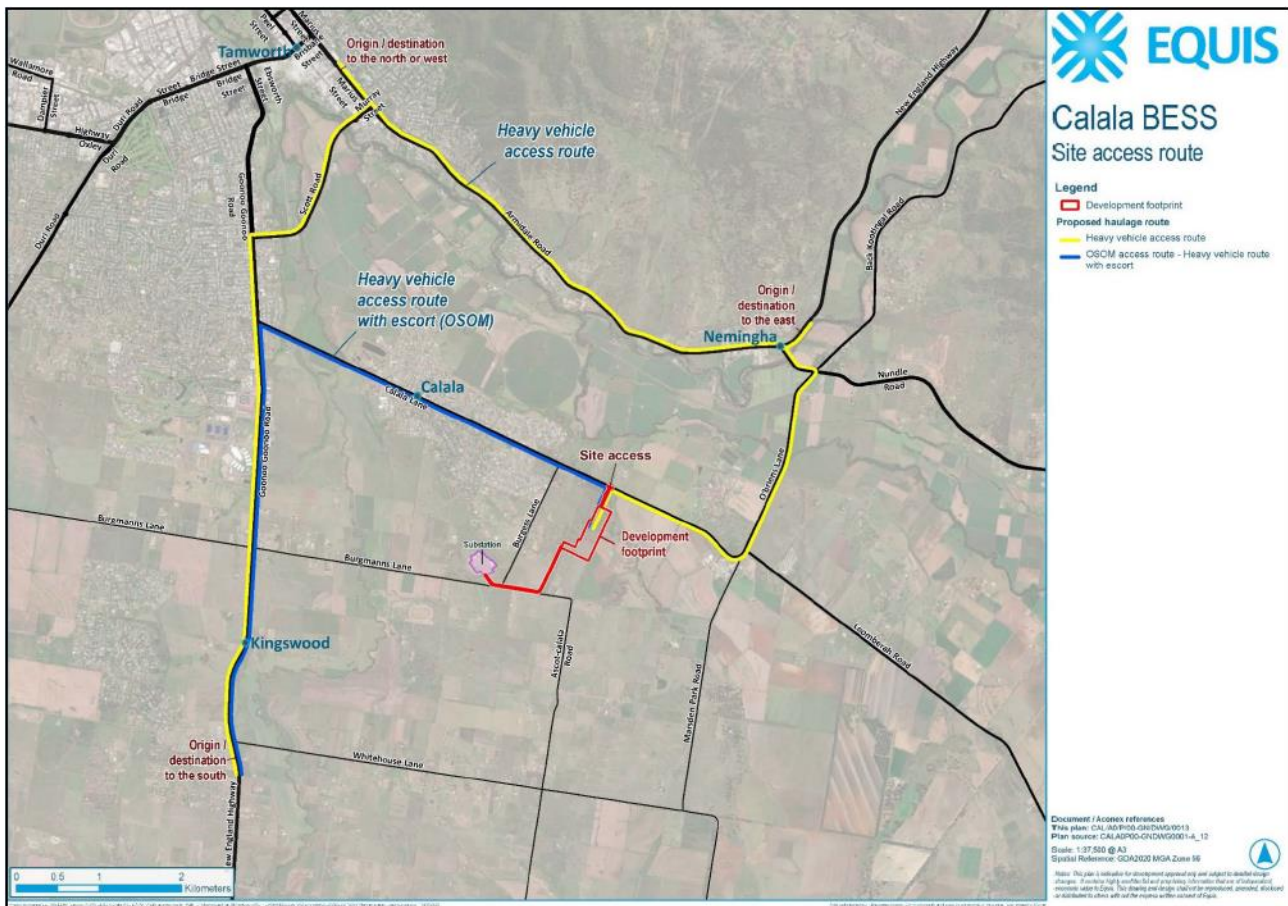
Heavy vehicle routes to/ from the construction site, as shown in Figure 3.1 have been identified with the aim of minimising the impact of construction traffic on the surrounding road network. This route begins from the State road network at New England Highway north of the site, and then consists of Nundle Road, O'Briens Lane and Calala Lane (all local roads).

In accordance with Condition B3, all heavy vehicles associated with the development will travel to and from the site via New England Highway, Nundle Road, O'Briens Lane and Calala Lane. In compliance with Condition B4, light vehicles will approach and depart the site to/from the west on Calala Lane, consistent with the route for heavy (OSOM) vehicles requiring escort, as shown in Figure 3.1. Further, all vehicles associated with the development will enter and exit the site via the site access point off Calala Lane, in accordance with Condition B5. The Site Manager will be responsible for ensuring details of approved access routes are provided to all workers and reinforced through toolbox talks.

The site manager will be responsible for conducting weekly spot checks of vehicle turning movements at the site access driveway noting that heavy vehicles using the above approved route will only be turning left-in and right-out of the site access, and light vehicles will only be turning right-in and left-out of the site access. The site manager is to check that all loads are covered as part of these spot checks. The site manager will be responsible for addressing any non-compliance with the individual worker, supplier or subcontractor, with potential site exclusion as detailed in Section 6.



Figure 3.1 – Heavy vehicle approach and departure routes



Base image source: Nearthmap

It has been identified that there is community concern over the number of heavy vehicles and associated noise that may be created by heavy vehicles travelling through the Calala township. Consequently, heavy vehicles up to 26 metre B-Doubles will use Nundle Road, O'Briens Lane and Calala Lane (shown in yellow in Figure 3.2) in order to avoid the Calala township. Appendix B confirms that the existing intersections can accommodate the swept path of a 26 metre B-Double vehicle.

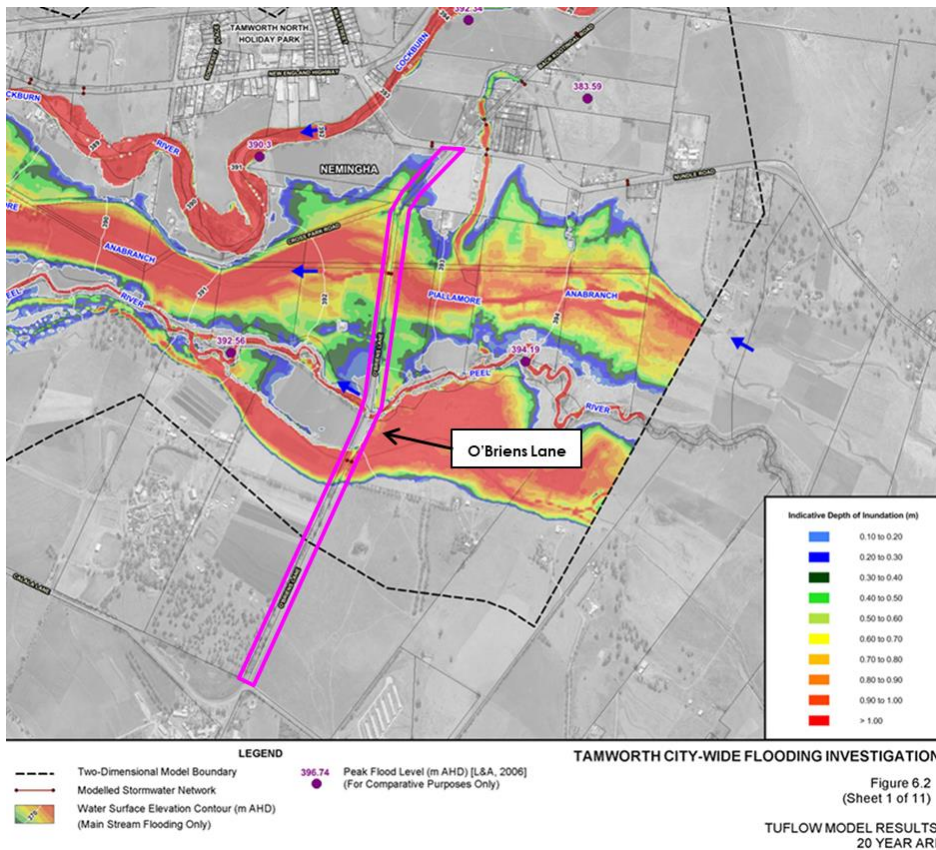
The use of a dedicated heavy vehicle construction route to the north assists in minimising the traffic impact of the development to the Calala township, noting that light vehicles associated with construction (including staff) will continue to be permitted to travel along Calala Lane directly to/from Goonoo Goonoo Road.

3.7.2 Heavy Vehicle Travel Permit

A travel permit is required from Tamworth Council for heavy vehicles with loads over 25 tonnes to travel on O'Briens Lane. Following consultation with Council, it is understood that this road may be subject to flooding during periods of heavy rainfall. Figure 3.2 shows the extent of a 1-in-20-year flooding event in relation to the proposed heavy vehicle route along O'Briens Lane.

As Tamworth is located near the top of the catchment area, the duration of inundation is anticipated to be less than one day, or between 1-2 days during a major rain event. If any of the heavy vehicle access route is impacted by flooding of the Peel River, it is likely that Goonoo Goonoo Creek would also flood and prevent travel along Calala Lane and Whitehouse Lane. Therefore, if flooding occurred on any of the heavy vehicle route roads, heavy vehicle access will be postponed until the roads become useable again.

Figure 3.2 – Tamworth city-wide flooding investigation 20-year ARI (Lyll & Associates, 2019)



Base image source: The Tamworth City-wide flood Investigation Volume 2 May 2019

As referred to in the Response to Submissions letter dated 23 May 2024, Council has confirmed in-principle that heavy vehicles with loads over 25 tonnes will be permitted on O'Briens Lane, subject to dry weather, dilapidation assessment and any necessary corrective works during the BESS establishment phase.

The dilapidation assessment is being addressed separately to this TMP in accordance with Condition B8 and will be complete prior to construction commencement. All requirements of Council will be met.

3.7.3 Heavy Vehicle Impacts

Based on the approximated construction volume estimates during the absolute peak construction traffic conditions, around nine to 22 heavy vehicle movements per hour are expected to travel along the heavy vehicle route. This is equivalent to one heavy vehicle every three to seven minutes. These values are modest and not expected to impact the operation of the proposed heavy vehicle route.

It is noted that these volumes are estimated to only occur during the peak two months of construction and throughout the remainder of the construction program, would be expected to be much lower than the peak.

In addition, a channelised right turn lane and short auxiliary left turn lane are provided on New England Highway at the Nundle Road intersection, minimising the interference of heavy vehicle turning movements with through traffic on New England Highway.

4. Construction Traffic Management

4.1 Traffic Guidance Schemes

Detailed information for work site operations is contained in the Traffic Control at Work Sites Technical Manual (TfNSW, 2022). The control of traffic at work sites must be undertaken while working on public roads with reference to SafeWork requirements and any other Workplace Health and Safety manuals.

An overview Traffic Guidance Scheme (TGS) plan is provided in Appendix C, which generally includes the following considerations:

- Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site.
- All passing vehicles to maintain priority where possible.
- Clear definition of the work site boundary to be provided by erection of A Class hoardings around the site boundaries.
- All signage will be clean, clearly visible and not obscured.
- All construction vehicle activity will be minimised during peak periods, where possible.

While the TGS has been prepared showing traffic controllers stopping traffic to manage construction vehicle movements in and out of the site, it is expected that this will only be required for semi-trailers and B-Doubles. The relevant signs applicable for traffic controllers will be covered when the driveway is operating under standard priority arrangements.

There is no pedestrian and cyclist infrastructure along the site frontage, hence these movements are not expected to be impacted.

4.2 Construction of the Site Access

The Site Access point will be constructed generally in accordance with the Site Access concept plan shown in DA Appendix 4.

Construction of the Site Access point will be the first element of works to commence, consistent with Table 3.1 above.

All vehicles associated with the development must enter and exit the site via the site access point off Calala Lane, in a forward-in, forward-out direction.

All road works will comply with all relevant guidelines and standards and be carried out to satisfaction of relevant road authority.

4.3 Public Transport

Consultation with the following bus operators is expected to be initiated by the head contractor and transport haulage contractor and will continue as necessary throughout the construction period.

- Tamworth Buslines (Bus routes S102, S108, S109, S110, S113, S129, S148, S149, S152, S160, S163, S168, 435 and 444)
- Hannafords Coaches (Bus route S212)
- Macphersons Tamworth (Bus routes S229 and S232)
- BusBiz (Bus routes S236, S239 and S240).

The bus routes identified above all travel along the heavy vehicle haulage route on local roads (Nundle Road, O'Briens Lane and/or Calala Lane to the east of the Site) between the state road network and the Site. Most of these routes traverse at least one of the 40km/h School Zones for Farrer Memorial Agricultural High School on O'Briens Lane and Calala Lane. Heavy vehicle movements during School Zone hours (8:00am – 9:30am and 2:30pm – 4:00pm) will be avoided where possible to minimise the safety risk for school children. The electronic booking system used for heavy vehicle deliveries will not allow deliveries to be scheduled during school zone hours unless time-critical (e.g. concrete pours, earthworks). The Site Manager will be responsible for checking that the booking system is set up correctly and reviewing records of vehicle arrivals to ensure this is complied with.

The approved heavy vehicle route (to/from the east of the Site) does not impact school or public bus services which travel west of the Site on Calala Lane.

During construction, the following mitigation measures shall be implemented to avoid impacts on bus operations:



- Information collected on bus routes and times (public buses and school buses) will be included in the site induction and form part of the Driver's Code of Conduct.
- Regular drivers will be instructed to be aware of the potential for passengers waiting at bus stops and buses stopping to pick-up/ drop-off passengers during these times.
- If complaints are received from bus operators or passengers then the procedures in Section 5.1.6 will be implemented, including reviewing which vehicles were in the vicinity at the time of the complaint. Additional traffic management controls may be implemented where required.

4.4 Emergency Vehicle Access

Access to the subject site by emergency vehicles would not be affected by the works as road and footpath frontages would be unaffected. Clear access within the site will be maintained for emergency services vehicles at all times. Emergency protocols on the site will include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Consequently, any potential impacts on emergency access will be effectively managed throughout the works.

Liaison will be maintained with the police and emergency services agencies throughout the construction period and a 24-hour contact will be made available for 'out-of-hours' emergencies and access. Immediate notification will be given to relevant authorities, and traffic management personnel will implement necessary detours or lane closures. Temporary traffic control measures, such as signage and manual traffic control, will be deployed to ensure safety and minimise disruptions. Coordination with emergency services and utility providers will ensure a swift response, with all stakeholders informed of procedures in advance.

All site-inducted vehicles will be equipped with basic tools for emergency repair/maintenance and response, and tool kits will be available on-site at all times

Available roadside assistance services and/or local repair shops will be communicated to workers and drivers as appropriate, as part of site induction processes and toolbox talks.

4.5 Cumulative Traffic Impacts

There are no known construction projects using the approved construction heavy vehicle route between the New England Highway and site. Other known projects with similar timing in the area that will be using the New England Highway include:

- Kingswood BESS (access via Burgmanns Lane)
- Tamworth BESS (access via Burgmanns Lane).

Construction traffic associated with other projects that is travelling on the New England Highway is a common occurrence and not expected to result in additional traffic impacts.

The Equis Energy community engagement manager will be responsible for liaising with Council on a monthly basis to identify any project approvals, construction commencing and/or road works that could result in cumulative traffic impacts. Mitigation measures will be identified by the site manager to directly address any specific issues identified.



4.6 Mitigation and Management Measures

Table 4.1 outlines all proposed construction traffic mitigation and management measures, with references to the relevant section of this TMP if they are discussed in more detail. For each measure, the responsible party and stage of the Project is listed.

Table 4.1 – Mitigation and management measures

Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
Permits/ Consent/ Licences (this table and separate TMP)	- Contractors will abide by this TMP and the OSOM-specific TMP to be developed separately by the principal, with inputs from the nominated transport haulage contractor. - All construction will comply with requirements of Section 138 of the Roads Act 1993 'Works and Structures'. - The contractor will ensure that all traffic management approvals for works / traffic management along local roads associated with OSOM movements are obtained from the relevant Council prior to any work commencing (separate TMP). - The contractor will be responsible for obtaining all permits and approvals under the National Heavy Vehicle Law and Regulations (separate TMP).	Contractor – site manager	Throughout construction
Haulage (separate TMP and Section 5)	- The contractor will use an appropriately licensed haulage contractor for haulage of any items to site. The haulage contractor will have experience in transporting similar loads and be responsible for obtaining all required approvals and permits from Transport for NSW or National Heavy Vehicle Regulator and Councils and for complying with conditions specified in the approvals (separate TMP). - All loaded vehicles entering or leaving site will have their loads covered (see also Section 5) or contained to minimise the possibility of dirt being tracked onto the road. Site management personnel will conduct checks of Calala Lane when leaving the site. Cleaning will be arranged by site management personnel if required.	Contractor – site manager	During construction
Access point requirements (Section 3.4, Appendix A, Appendix C and Section 5))	- The site access has been designed and will be constructed in accordance with the relevant Australian Standard requirements (see Section 3.4). Sight distance requirements will meet Austroads Guidance. - The access driveway will be sealed for a minimum distance of 26 metres, equal to the longest general construction vehicle accessing the site. - Shaker bars will be installed on the inboard side of the sealed driveway to clean construction vehicle tyres before leaving the site (as per Appendix A). The shaker bars will be cleaned regularly as required to maintain effectiveness, with weekly checks. Any wastewater flows will be directed to the creek line (with appropriate settling ponds to capture any mobilised silt and clay etc.) - Drag-out of loose material by vehicles exiting the site onto the public road will be monitored by site management personnel (see Haulage above). - the site access point and existing roadside swale drain will be monitored and maintained to ensure it remains free of obstruction and its capacity is not reduced. - Internal unsealed access roads and the site access point will be maintained as appropriate for the weather conditions (including watering regularly during dry weather to reduce dust and repairs/ drainage clearing during wet weather) - Temporary trucks turning signage will be installed and maintained throughout the construction period (as per Appendix C). - All inbound truck drivers are to contact site management on approach to the site access. Site management will hold any outgoing vehicles inside the site when large trucks (semi-trailers and B-doubles) are entering as these vehicles require the full driveway width (see Section 5).	Contractor - site manager	Throughout construction
Consultation (this table and EMS)	- Liaison activities will occur with the community prior to and throughout construction. This could include newspaper articles, monthly project newsletters distributed via email, email and phone discussions and website updates (see EMS). - Contractors for other proposed works in the area will be consulted to manage cumulative construction traffic impacts and ensure appropriate coordination of OSOM vehicle movements, especially through the active roadworks areas along Goonoo Goonoo Road and Calala Lane.	Principal (community engagement manager) in conjunction with the contractor	Prior to, throughout and post construction



Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
Traffic Guidance Schemes (Section 4.1 and Appendix C)	- Temporary truck signage will be installed while working on public roads as per the TGS Plan in Appendix C. - Any further TGS plans required or updates to the current TGS plan will be developed by personnel duly qualified and certified by training in accordance with Traffic Control at Work Sites and prepared in consultation with Transport for NSW and local councils, as required. Changes to the TGS plan may be required if there are changes to the site access, changes in road conditions etc.	Contractor – traffic management subcontractor	Pre-construction and as required during construction
Delays to traffic (Section 5, Section 3.6)	- Construction vehicles are to follow approved routes at all times, reinforced through electronic communication, toolbox talks, Purchase Orders, Project Directions and Delivery Requirements. - Light vehicles to always drive responsibly and consider other road users. This will be incorporated in the site induction. - Construction trucks' arrival and departure are to be planned with consideration to minimising effect to other road users during peak traffic periods. This will be managed through the electronic booking system (Section 3.6)	Contractor – site manager	During construction
Safety of road users and construction staff (Section 4, Section 5)	- See Section 4.1 for TGS discussion. - Work is to be arranged so workers can undertake work safely, and where possible road users and workers are kept separated. - Place signs and devices before proceeding with works. - Ensure signs are not obscured by vegetation, vehicles, plant or other traffic control signs/ devices and that signs are placed in the correct order. - Where traffic controllers are required, they must be suitably qualified having passed Transport for NSW approved training courses. - Traffic controllers (or portable traffic signals if directing traffic to cross barrier lines) shall be used if road users are to be directed to disobey a traffic regulation. - All traffic controllers are to wear high visibility external clothing. - Signs, devices and TGSs shall be used to warn, inform and guide road users safely around, through or past work areas. - Signs, devices and TGSs are to be removed from the site upon completion of the work. - Specific TGS' will be prepared for all work which involves any form of traffic control or restriction while working on public roads. - An increased risk of rear end collisions arises in any location where road traffic is stopped for a period of time. Ensuring that there is sufficient warning to road users before encountering the queue is essential. - Depending on the situation this may require extending the length of a sign posted roadwork speed zone in the development of the TGS, using oversized signs, flashing light signs and variable message signs. - All drivers must hold a valid license for the vehicle they are operating (see Section 5). - All vehicles must be roadworthy and maintained in good working condition (see Section 5). - Drivers must comply with all road rules and regulations on public roads when travelling to/from the site (see Section 5). - Windows must remain up at all times for safety during travel (see Section 5). - Off-road driving is not permitted except in emergencies or if no roads have been established (see Section 5).	Contractor – traffic management subcontractor, site manager	During construction
Road repair and maintenance (Section 3 and this table)	- A dilapidation survey (see Section 3.7.2) of existing public roads along the transportation route will be completed as per Development Consent Condition B8 by using an ARRB 'laser car' survey before and after construction, with any roadworks required at the completion of construction agreed with the relevant authorities. - The dilapidation survey will assess the: - existing condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, prior to construction, upgrading and decommissioning activities - condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, following the completion of construction, upgrading and decommissioning activities.	Contractor – site manager	During construction



Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
	- On completion of the dilapidation reports, a copy will be provided to the relevant road authorities by the principal. - The identified roads will be repaired if dilapidation surveys identify that the roads have been damaged due to development-related traffic during construction, upgrading or decommissioning works in consultation with the relevant road authority. - A performance bond will be agreed with Council as part of the management of pavement dilapidation and repair. - Emergency road infrastructure repair or maintenance requirements during construction will be addressed as follows: - The primary contractor will complete a drive-through inspection of the heavy vehicle route for hazards or damage between the New England Highway and the Calala Lane site access on a weekly basis. This inspection will confirm that the route remains suitable for construction traffic use and identify any issues. An appropriate checklist will be developed, with a summary included in monthly reporting and records kept for the duration of construction. - Drivers will be instructed to inform the primary contractor of any identified hazards or damage. - The primary contractor will be responsible for advising workers and drivers of the need to use caution at specific location(s) or temporarily halt, delay, or reroute vehicle movements, subject to approval. - Any issues on or in the vicinity of the New England Highway will be notified to TfNSW via the 131 700 phone number or web report form (https://www.nsw.gov.au/departments-and-agencies/transport-for-nsw/contact-roads-and-waterways/online?enquiry=issue&issue=roads&subIssue=maintenance) - Any issues on Council roads will be reported via Council's issue reporting phone number (02 6767 5555) or any other reporting mechanism agreed with Council as part of ongoing consultation/ communication.		
Specific local climate conditions (this table, Section 5)	The primary contractor will monitor local weather forecasts and conditions, https://www.livetraffic.com/ and where necessary communicate with Council regarding any potential road closures due to flooding. Adequate flood warning is available in the area as rivers rise progressively from upstream flows. In the event of adverse weather conditions such as fog, dust (e.g. dust storm), wet weather and/or flooding: - Primary contractor will issue notifications via phone, text and/or email (by the Site Manager/Supervisor) to site personnel, Equis Energy, subcontractors and/or suppliers upon becoming aware of any adverse weather conditions that require site closure or the need to temporarily halt, delay, or reroute vehicle movements (with any rerouting still in accordance with the approved routes and intersections). - Site manager to close and evacuate site if necessary. - Emergency access to/from the site to be arranged by high-clearance vehicle or helicopter if necessary in the event of flooding (unlikely to be required). - Drivers are to be advised to adhere to any Council announcements on flooding and comply with any road closure and rerouting procedures. - Drivers are to be advised to cease all travel to and from the site during any unexpected extreme weather conditions. - Drivers are to be advised to reduce speed and use headlights and/or hazard lights when necessary to improve visibility during any times of reduced visibility. - Drivers are to be advised to maintain a safe following distance between vehicles to allow for clear visibility and reaction time. - Drivers are to be advised to exercise extra caution when driving at dawn, dusk, or during poor weather, remaining vigilant for surroundings, people, wildlife, and livestock.	Contractor – site manager	During construction
Driver's Code of Conduct (Section 5, Section 3)	- An overview Driver's Code of Conduct has been provided in Section 5. - The Driver's Code of Conduct will be revised by Equis Energy in conjunction with the contractor prior to commencement of on-site works for the Project. - It is Equis Energy's expectation that the Driver's Code of Conduct will be implemented for all traffic and transport construction activities associated with construction. - Carpooling to be managed in accordance with Section 3.3.	Principal in conjunction with the primary contractor	During construction



Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
School Bus Routes (Section 4.8, Section 5, Section 4.3)	- Details and times of school bus routes will form part of the site induction (see Section 4.8 and Section 5.1.2), so all drivers will be aware. - Consultation will occur and be ongoing with bus operators. - Minimise heavy vehicle movements during school zone hours (Section 4.3)	Principal (community engagement manager) in conjunction with primary contractor (site manager)	During construction
Cumulative Construction Traffic Impacts (Section 4.5)	- Liaise with Council on a monthly basis to identify any project approvals, construction commencing and/or road works that could result in cumulative traffic impacts (see Section 4.5). - Liaise with other contractors working in the area (see consultation above) - Mitigation measures will be identified to directly address any specific issues identified.	Principal (community engagement manager) in conjunction with primary contractor (site manager)	During construction

4.7 Site Inspections and Record Keeping

The construction work will be monitored to ensure that it proceeds as set out in the Construction Program provided by the nominated contractor. The head contractor will be responsible for preparing and communicating a short term works program on a weekly basis, with monthly reporting by the site manager identifying any variances and proposed corrective actions.

A daily inspection of the site access and vehicle areas within the work site before the start of the construction activity will take place to ensure that conditions accord with those stipulated in the plan and there are no potential hazards. A records of this inspection will be maintained by the site manager and any possible adverse impacts will be specifically detailed and dealt with if they arise.

The site manager will keep accurate records of the number, heavy vehicles and light vehicles entering or leaving the site each day for the duration of the Project (as per Section 3.6, to ensure compliance with Consent Condition B1(a)).

All responsibilities assigned to the site manager will the responsibility of the site manager unless otherwise delegated. The site manager will maintain records of any responsibilities delegated to specific the site manager and the dates/ periods for which such delegations apply. This information must be made available to the principal and authorities upon request.

4.8 Site Induction

All staff employed on the site (including sub-contractors) will be required to undergo a site induction, managed by the head contractor. the site manager will be responsible for maintaining induction records, kept for the duration of construction.

The induction will include permitted access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, workplace health and safety, driver protocols (code of conduct provided to all drivers), details and times of school bus routes, and emergency procedures. The approved work hours must be included as part of this induction.



5. Overview Construction Vehicle Code of Conduct

The following overview Code of Conduct will form part of Equis Energy requirements of the head contractor, where the contractor is expected to comply with the Code of Conduct in full (and cascade to sub-contractors). It is Equis Energy's expectation that the Code of Conduct will be implemented for all traffic and transport construction activities associated with construction. The Code of Conduct will be revised by Equis Energy in conjunction with the head contractor (once appointed) prior to commencement of on-site works for the Project and when required during construction works.

5.1 Driver's Code of Conduct

This overview Code of Conduct will be communicated to all site workers during the site induction process, with a copy provided to all drivers and induction records kept for the duration of construction. Workers will be reminded of the requirements of the Code of Conduct regularly in toolbox meetings.

5.1.1 Travelling Speeds

All vehicles associated with the site are required to travel within the posted speed limits on public roads. In situations where driver's visibility and traffic safety on public roads is affected by weather related conditions such as heavy rainfall or fog, construction vehicles shall reduce their speed limit until visibility and traffic safety has improved.

5.1.2 Haulage Routes and Timing of Transport

All vehicles associated with the site will follow the designated light, heavy and OSOM vehicle routes in the surrounding area. A map of the travel routes highlighting critical locations will be attached to the transport Code of Conduct. Any school zones and school bus routes corresponding to the transport routes will be marked on the route maps.

The contractor will complete the following measures to minimise impact on school bus routes:

- Details and times of school bus routes will form part of the site induction.
- Consultation will be ongoing with bus operators.
- OSOM deliveries are subject to the contractor obtaining relevant approvals from stakeholders, including Transport for NSW, various Councils, Port Authority and National Heavy Vehicle Regulator (separate TMP).

All inbound truck drivers are to contact site management on approach to the site access. A contact number will be provided to drivers during induction and on any Purchase Orders to suppliers. Site management will hold any outgoing vehicles inside the site when large trucks (semi-trailers and B-doubles) are entering as these vehicles require the full driveway width.

5.1.3 Safe Driving Practices

The operators of all vehicles associated with the site shall maintain a high level of awareness and respect for all other road users. All on-site staff will receive a site induction, which will include details regarding the TMP and associated Code of Conduct. Regular toolbox meetings will be held to maintain awareness of required controls. Details of the traffic and access training and induction will focus on:

- Objectives of the TMP.
- Performance goals.
- Mitigation measures required to be implemented.
- Traffic and access monitoring and reporting requirements (as per Section 6).
- Incident investigation and response protocols.

This training is to be provided prior to the start-up of any traffic and access related management tasks. If any tasks, equipment or procedures are expected to change (or have already changed), staff will be informed in a toolbox meeting.

The following requirements will be adhered to at all times:

- Obey all laws and regulations.
- Do not drive whilst under the influence of alcohol, drugs, nor any medication which may affect ability to drive.
- Be medically fit to drive at all times and must inform site coordinators if they have any medical condition which may affect their ability to drive.



- Drive in a considerate manner at all times and respect the rights of others to use and share the road space.
- Maintain an appropriate distance between other construction vehicles and do not drive in convoy.
- Report all vehicle defects to their employer. Serious defects must be corrected immediately, or an alternative vehicle supplied.
- Any vehicle crash or incident resulting in injury or significant damage to property must be reported to the police.
- Report any near misses.
- Always adhere to the site working hours.
- Only drive the construction vehicle when conducting works related to the Project.
- Securely fasten and cover loads, as appropriate.
- Keep their vehicle clean and in good mechanical condition to reduce the environmental impact.
- Cover loads at all times on the public road network.
- Extra care shall be taken when driving at dawn or dusk, being particularly watchful for wildlife.
- Vehicles must give way to pedestrians, public and school buses and emergency vehicles.

5.1.4 Heavy Vehicle Driver Fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission and approved by Ministers from all States and Territories in February 2007. The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne gross vehicle mass (however there are Ministerial Exemption Notices that can apply). Under the law, industry has the choice of operating under three fatigue management schemes:

- Standard hours of operation.
- Basic fatigue management.
- Advanced fatigue management.

Equis Energy and the contractor will be responsible to ensure all heavy vehicle drivers operating out of the site are to be aware of and understand the adopted fatigue management scheme and operate within its requirements.

5.1.5 Maintenance Requirements

The operators of all vehicles associated with the site shall maintain a high level of maintenance. The following requirements will be adhered to at all times:

- Ensure their vehicle complies with relevant State legislation in relation to roadworthiness and modifications.
- Undergo regular vehicle checks and maintenance.
- Keep records of vehicle checks and maintenance.

During the construction stage, emergency and breakdown requirements will be managed through a structured response plan to ensure safety and minimise disruptions. A designated emergency response team will be on standby, with clear communication protocols in place to coordinate with site managers, local authorities, and emergency services.

For emergency repairs in the event of a roadside breakdown, the following steps will be undertaken:

- The vehicle operator is to make the vehicle safe by pulling the vehicle off the road (if practicable). If the vehicle is unable to pull off the road, the vehicles hazard lights are to be turned on and the police are to be contacted immediately to establish a protective detour around the vehicle
- The vehicle operator is to check themselves for injury and, if required, contact emergency services to gain immediate assistance
- The vehicle operator is to contact emergency services if there is any other threat to life or property (e.g. vehicle fire, spillage etc.)
- Contact the site manager to inform them of what has occurred and advise if there are any safety-related risks from the breakdown
- Organise for a roadside assist provider to attend
- If required, have the vehicle towed to a suitable location where repairs may be made to the vehicle
- Meet with the site manager and SQE manager to debrief on the incident and fill out an incident report. This is to be submitted to the senior project manager of CPP and Client for review as to whether further action is needed. If the incident involved a breach of Development Approval conditions, the incident shall also be reported Transport for NSW, DPE and any other authorities as required.



5.1.6 Complaint Resolution and Disciplinary Procedure

All traffic related complaints will be managed in accordance with the Equis Energy Complaints Handling Procedure.

A brief overview is described as follows, and all complaints will be collated via the following means and be responded to promptly:

- Toll free phone: 1800 161 249
- Email: AUProjects@equis.com
- Feedback form: <https://equis.engagementhub.com.au/calala-bess>

Failure to comply with these procedures for safe transport may trigger a management response. Equis Energy will investigate and follow up on complaints lodged.



6. Monitoring, Reporting and Compliance

Monitoring and reporting of the effectiveness of the measures outlined in this TMP will occur in accordance with Table 6.1.

Table 6.1 – Monitoring and reporting of TMP measures

Action	Frequency	Responsibility
Implement TMP	Prior to commencement of construction	Principal – Director Project Delivery Contractor – site manager
Review of Drivers Code of Conduct	Review every 6 months or after a complaint or incident that requires amendment	Contractor – site manager
Review of site induction to ensure it includes relevant traffic related information	Monthly during construction.	Contractor – site manager Included in monthly reporting to principal
Review training records to ensure all site staff have completed the site induction and reviewed the Code of Conduct	Monthly during construction	Contractor – site manager Included in monthly reporting to principal
Review that driver behaviour is in accordance with this TMP and Code of Conduct	Remain vigilant to any non-compliance by any site staff during construction. Undertake monthly safety audits including spot checks on compliance with the TMP, evidence of truck and trailer safety inspections and driver's Code of Conduct	Contractor – site manager Included in monthly reporting to principal Repeated non-compliance will result in driver/ worker exclusion from site.
Review of complaints relating to traffic	Any complaints will be handled in accordance with the Complaints Handling Procedure to be prepared by Equis Energy, with records of complaints and actions taken maintained. Any traffic related complaints will be discussed promptly with any relevant contractors. During monthly project meetings, traffic related complaints will be discussed as an agenda item.	Principal (community engagement manager) in conjunction with contractor (site manager) Included in monthly reporting to principal
Monitor conditions of access roads to site	Weekly drive-through inspection of the heavy vehicle route as per Table 4.1	Contractor – site manager Included in monthly reporting to principal
Monitor loose material on public road at site entrance, condition of the site access point and the capacity of the existing roadside drainage network	Daily as per Table 4.1	Contractor – site manager
Monitor compliance with approved vehicle routes and covering of loads	Spot checks of vehicle turning movements at site access as per Section 3.7.1. Checking that loads are covered at the same time.	Contractor – site manager Included in monthly reporting Repeated non-compliance will result in driver/ worker exclusion from site.
Monitor compliance with maximum hourly and daily vehicle numbers Monitor minimising of heavy vehicle movements during school zone hours	Ongoing through electronic booking system and records of vehicle arrivals and departures, as per Section 3.6 and Section 4.3 (school zones)	Contractor – site manager Included in monthly reporting Repeated non-compliance will result in subcontractor/ driver/ worker exclusion from site.
Review Traffic Guidance Scheme Implementation	Daily where traffic controllers on-site, weekly for long-term signage when no traffic controllers on-site	Contractor – site manager Accredited traffic management contractor
Monitor potential cumulative traffic impacts of other construction activity in area	Liaise with other known contractors in the area (upon commencement and any change in activities) Liaise with Council on a monthly basis	Principal (community engagement manager) in conjunction with contractor (site manager) Included in monthly reporting to principal



Action	Frequency	Responsibility
Revise TMP	Periodically to address any changes to construction activities or timing Within one month of: • submission of an incident report under condition C10 of Schedule 2 • submission of an audit report under condition C14 of Schedule 2 • any modification to the conditions of this consent.	Principal – Director Project Delivery
Incident and/or non-compliance reporting	Within the required timeframe (immediately for an incident, within 7 days for non-compliance)	Principal – Director Project Delivery

7. Notification Requirements

In accordance with Condition C10, DPHI will be notified in writing via the Major Projects website immediately after Equis Energy and/or the primary contractor become aware of an incident. The notification will identify the development (including the development application number and the name of the development) and set out the location and nature of the incident. Subsequent notification requirements will be given, and reports submitted in accordance with the requirements set out in Appendix 6 of the consent, as addressed in the EMS.

In accordance with Condition C11, the Planning Secretary will be notified in writing via the Major Projects website within seven days after the Equis Energy and/or the primary contractor becomes aware of any non-compliance.

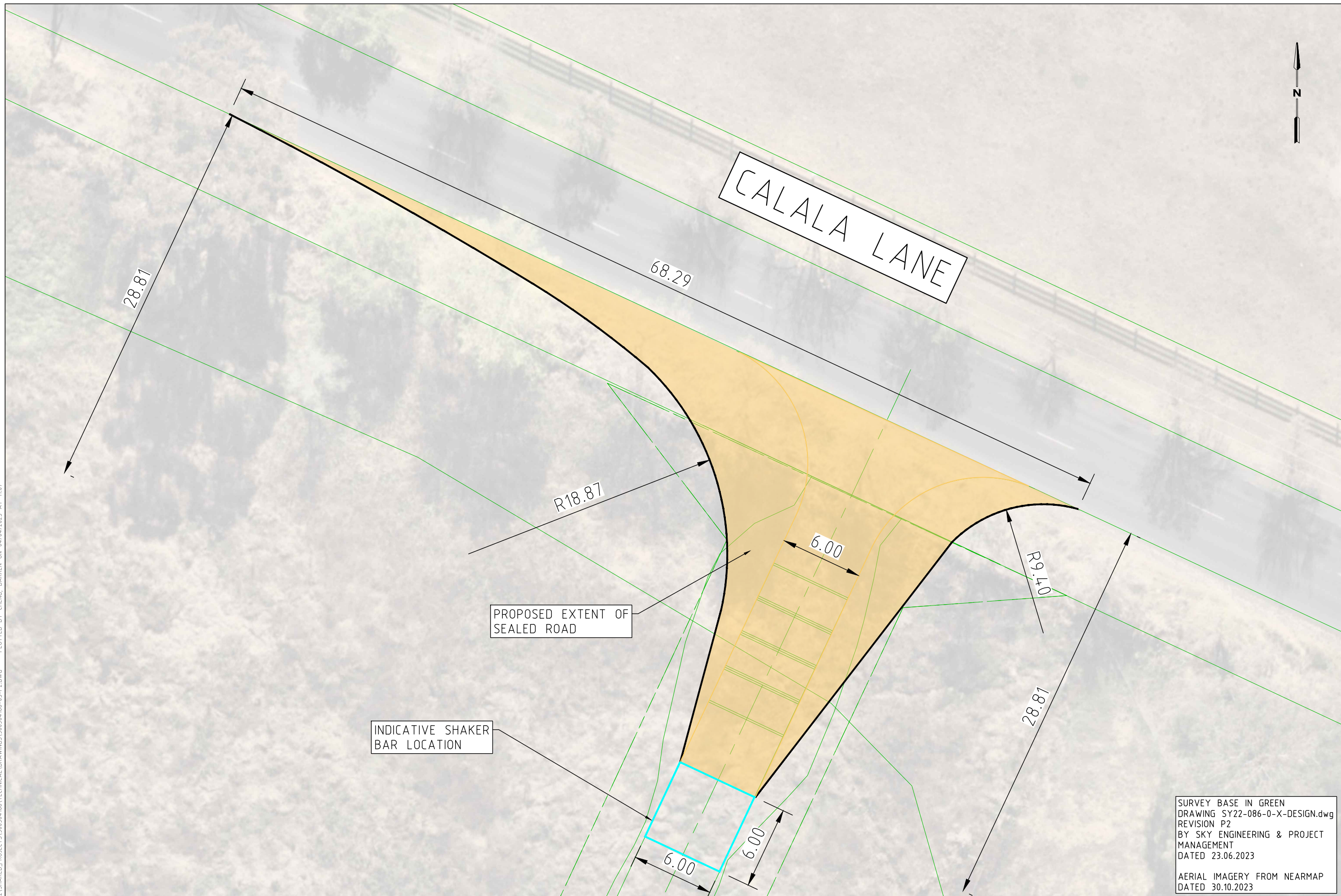
In accordance with Condition C12, non-compliance notification will identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.

In accordance with Condition C13, a non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

Appendix A. Site Access Driveway



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SURVEY BASE IN GREEN
DRAWING SY22-086-0-X-DESIGN.dwg
REVISION P2
BY SKY ENGINEERING & PROJECT
MANAGEMENT
DATED 23.06.2023
AERIAL IMAGERY FROM NEARMAP
DATED 30.10.2023



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT
NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
D.CHENG

APPROVED BY
B.MAYNARD

DESIGN CHECK
B.MAYNARD

DATE ISSUED
4 APRIL 2025

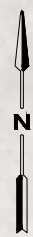
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CAD FILE NO.
300304168-05-P2.DWG

CALALA BESS

SITE ACCESS - CALALA LANE, CALALA
PROPOSED SITE ACCESS OF SEALED ROAD
DRAWING NO. 300304168-05-01 SHEET 01 OF 02 ISSUE P2

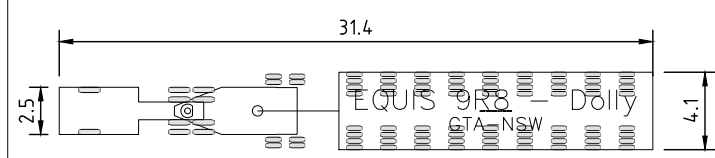
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CALALA LANE

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 10km/h



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DESIGNED
D.CHENG

APPROVED BY
B.MAYNARD

DESIGN CHECK
B.MAYNARD

DATE ISSUED
4 APRIL 2025

SCALE
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CAD FILE NO.
300304168-05-P2.DWG

CALALA BESS

SITE ACCESS - CALALA LANE, CALALA
SWEPT PATH ASSESSMENT

DRAWING NO. 300304168-05-02 SHEET 02 OF 02 ISSUE P2

Appendix B. Heavy Vehicle Route Assessment via Nundle Road



U:\300304168\TECHNICAL DRAWINGS\300304168-04-P1.DWG PLOTTED BY ARALAR, SEDRIK ON 07/05/2024 AT 12:24

SWEPT PATH KEY

VEHICLE CENTRE LINE

VEHICLE TYRE PATH

VEHICLE BODY PATH

500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h

3.00

8.05

12.50

1.40

4.50

0.45

1.40

8.05

9.15

0.00

0.00

26m B-DOUBLE-2013

Tractor Width : 2.50

Trailer Width : 2.50

Tractor Track : 2.50

Trailer Track : 2.50

meters

Lock to Lock Time : 6.0

Steering Angle : 23.4

Articulating Angle : 70.0

CIVIL BASE IN GREEN
DRAWING SY22-086-0-X-DESIGN.dwg
REVISION P2
BY SKY ENGINEERING & PROJECT MANAGEMENT

AERIAL IMAGERY FROM NEARMAP
EXTRACTED APRIL 2024

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DESIGNED
S.ARALAR

APPROVED BY
H.OBERMAIER

DESIGN CHECK
H.OBERMAIER

DATE ISSUED
7 MAY 2024

SCALE
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CAD FILE NO.
300304168-04-P1.DWG

CALALA BESS
CALALA LANE/SITE ACCESS, CALALA

VEHICLE SWEEP PATH ASSESSMENT

DRAWING NO. 300304168-04-03 SHEET 03 OF 05 ISSUE P1

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SWEPT PATH KEY

VEHICLE CENTRE LINE

VEHICLE TYRE PATH

VEHICLE BODY PATH

500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5 km/h

3.00

8.05

12.50

1.40

4.50

0.45

0.00

9.15

1.40

8.05

0.00

12.50

26m B-DOUBLE-2013

Tractor Width

Trailer Width

Tractor Track

Trailer Track

2.50

2.50

2.50

2.50

Lock to Lock Time

Steering Angle

Articulating Angle

: 6.0

: 23.4

: 70.0

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DESIGNED S.ARALAR	DESIGN CHECK H.OBERMAIER
APPROVED BY H.OBERMAIER	DATE ISSUED 7 MAY 2024

SCALE
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CAD FILE NO.
300304168-04-P1.DWG

CALALA BESS
O'BRIENS LANE/NUNDLE ROAD, NEMINGHA

VEHICLE SWEEP PATH ASSESSMENT

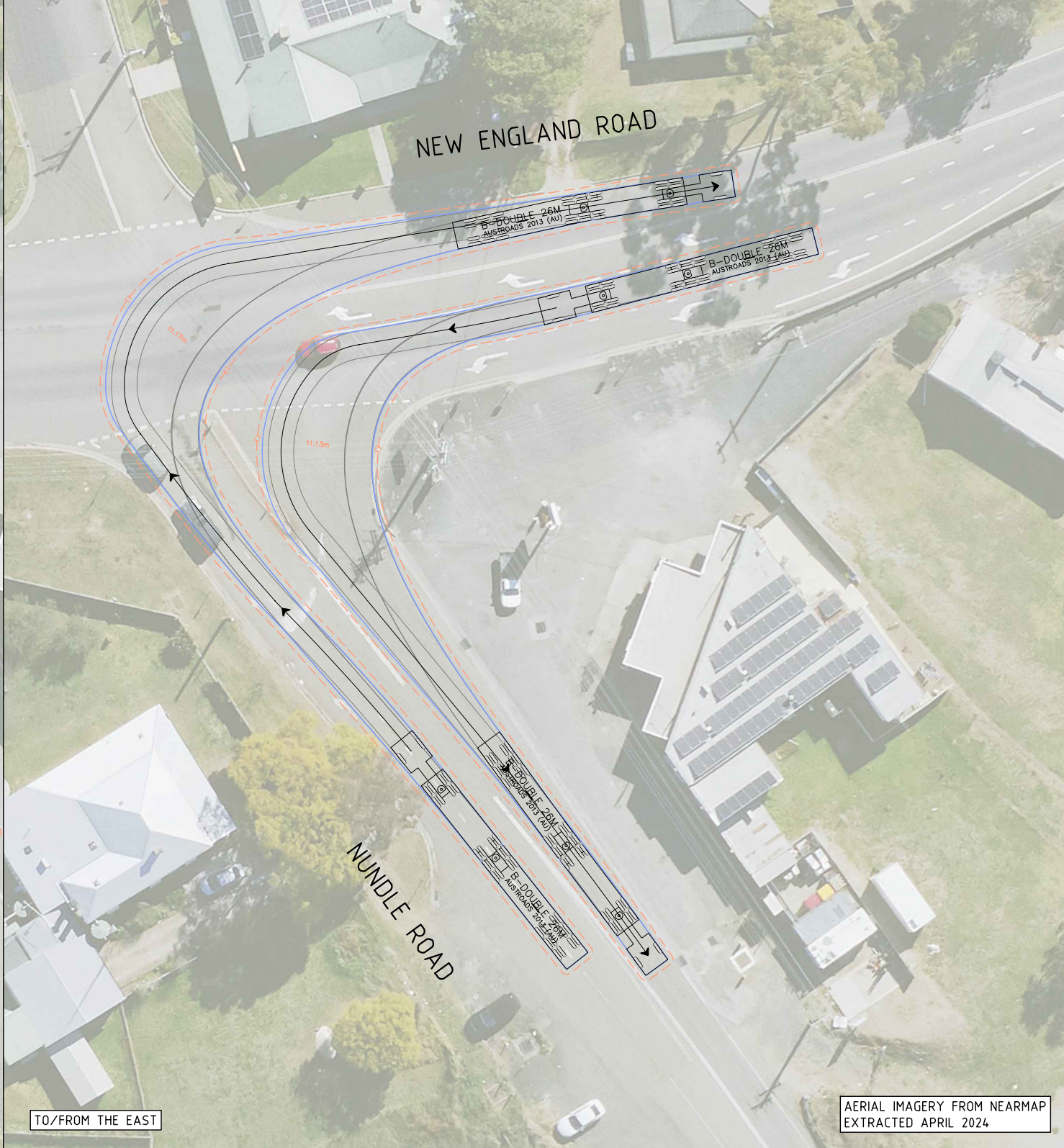
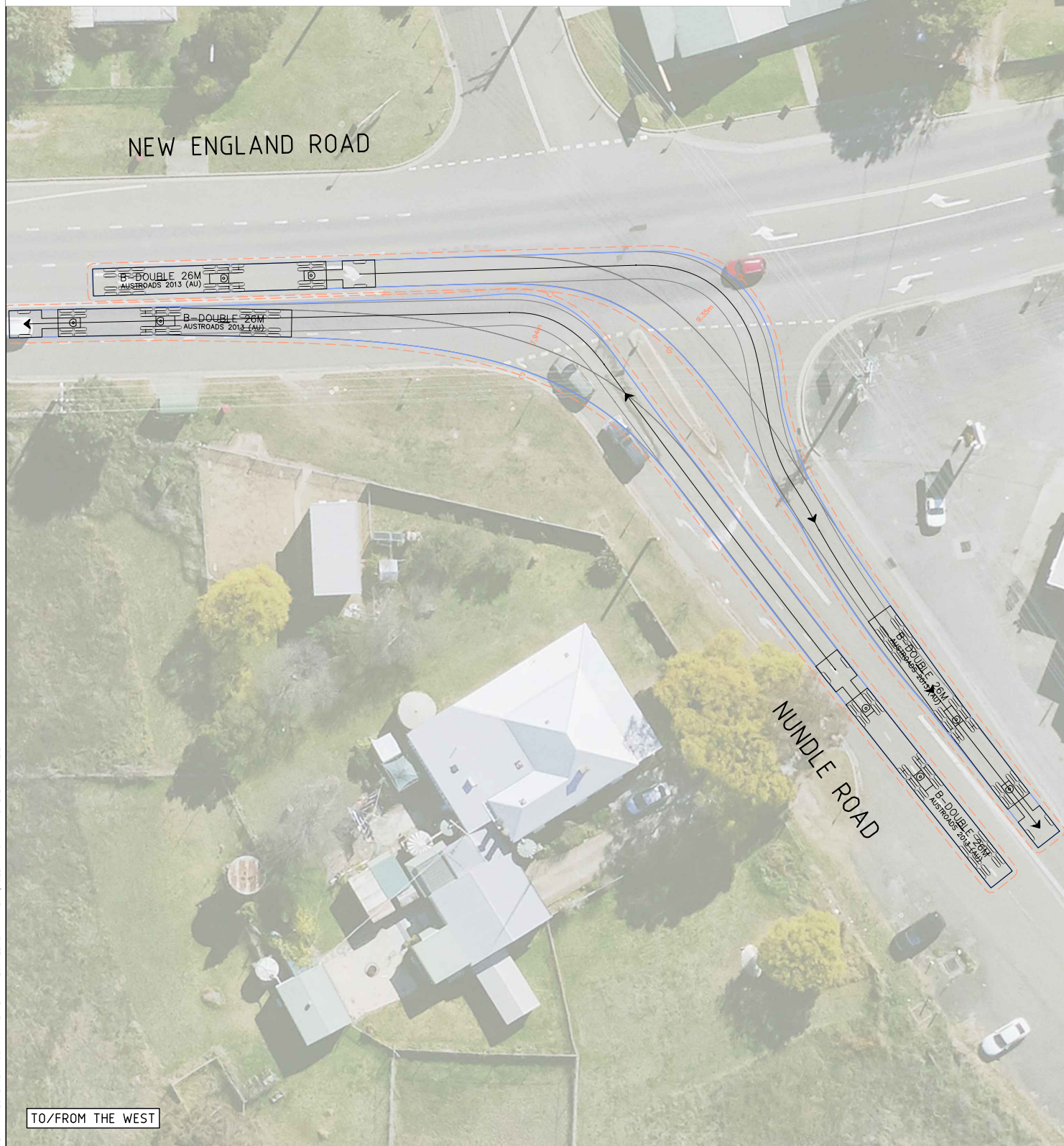
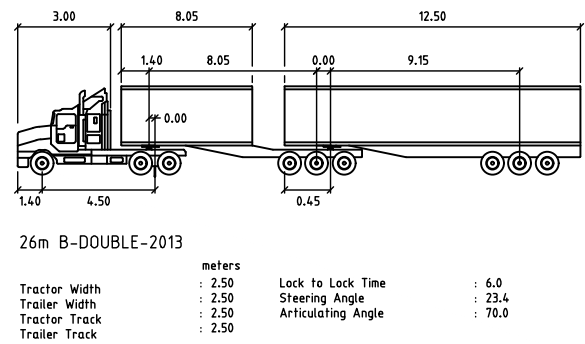
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SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5 km/h



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DESIGNED
S.ARALAR

APPROVED BY
H.OBERMAIER

DESIGN CHECK
H.OBERMAIER

DATE ISSUED
7 MAY 2024

SCALE
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CAD FILE NO.
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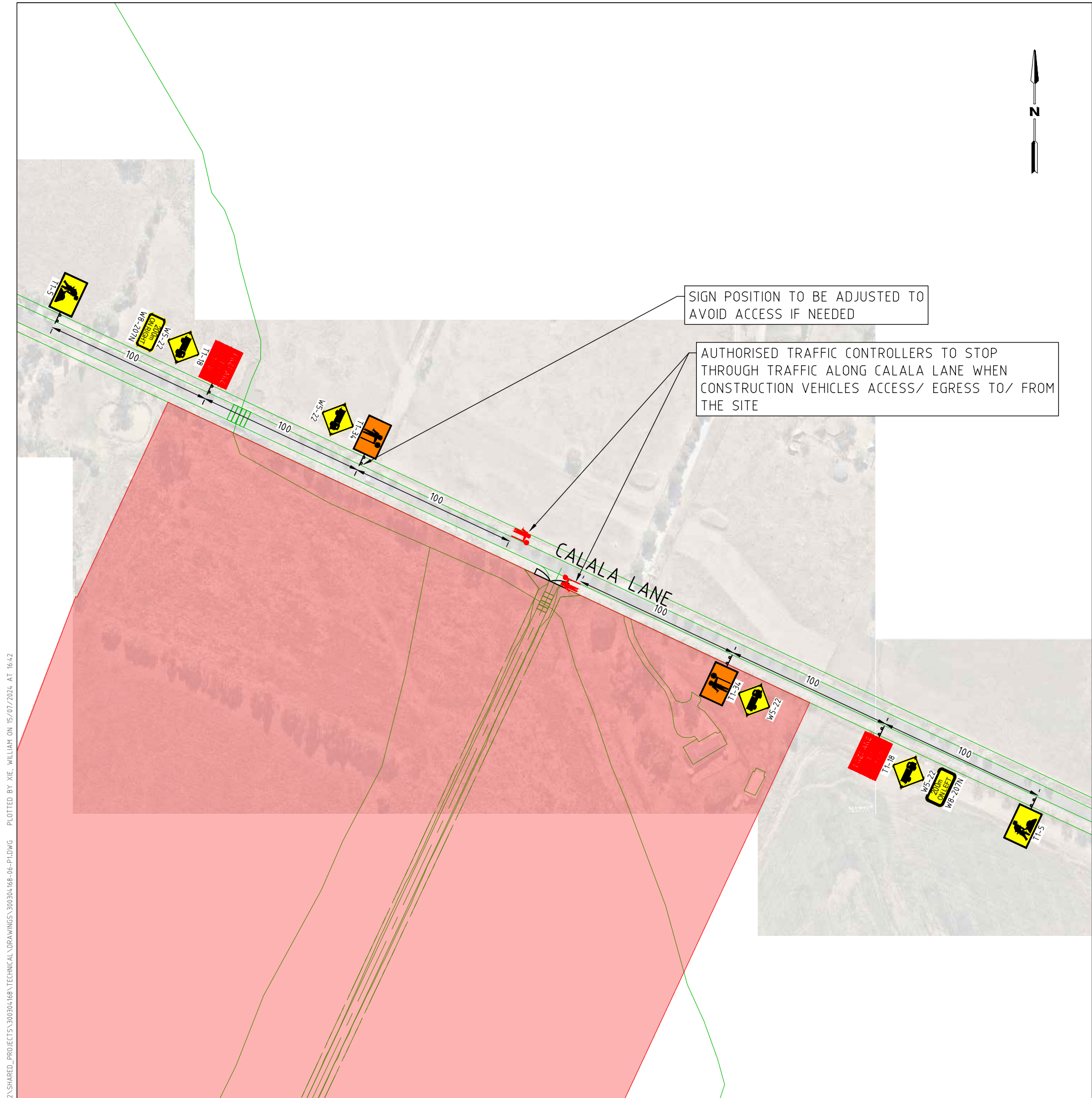
CALALA BESS
NEW ENGLAND ROAD/NUNDLE ROAD, NEMINGHA

VEHICLE SWEEP PATH ASSESSMENT
DRAWING NO. 300304168-04-05 SHEET 05 OF 05 ISSUE P1

Appendix C. TGS Plan



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NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 RETROREFLECTIVE.
5. ALL TRAFFIC GUIDANCE SCHEMES ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC GUIDANCE SCHEME MUST BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TGS BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TGS IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TGS HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSON WITH A 'PREPARE WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
11. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
12. ROADWORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
15. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 4.3.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

LEGEND

- WORK SITE
- SIGN POST
- TRAFFIC CONTROLLER
- CONSTRUCTION ACCESS GATE

CERTIFICATION

SURVEY BASE IN GREEN
DRAWING SY22-086-0-X-DESIGN.dwg
REVISION P2
BY SKY ENGINEERING & PROJECT
MANAGEMENT
DATED 23.06.2023

AERIAL IMAGERY FROM NEARMAP
DATED 30.10.2023

THE UNDERSIGNED HAS COMPLETED AND OBTAINED:
- PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
AND IS SUITABLY EXPERIENCED TO DESIGN, SELECT AND
MODIFY TRAFFIC CONTROL PLANS

CERTIFICATE NO: TCT1055006
PREPARE A WORK ZONE TMP CARD
DAVE SALANGSANG



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT
NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
W. XIE

APPROVED BY
D. SALANGSANG

DESIGN CHECK
D. SALANGSANG

DATE ISSUED
15 JULY 2024

SCALE
A3

CAD FILE NO.
300304168-06-P1.DWG

CALALA BESS

**CALALA LANE
TRAFFIC GUIDANCE SCHEME**

DRAWING NO. 300304168-06-01 SHEET 01 OF 01 ISSUE P1

Appendix D. TfNSW and Council Consultation



15 January 2025

TfNSW reference: WST24/00223/002

Your reference: SSD-52786213

Brett Maynard

Stantec

By Email: brett.maynard@stantec.com

Review of Traffic Management Plan for Calala Battery Energy Storage System

Dear Brett,

Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition B10 of Notice of Determination for SSD-52786213 issued 28 June 2024.

TfNSW has reviewed the TMP prepared by Stantec Australia, dated 6 December 2024 and require the TMP to be updated to address the matters within this letter and be resubmitted for consultation prior to submission to DPHI to obtain planning secretary approval.

An updated TMP is required to include:

1. Condition B10 (c)(viii) is not satisfied suitably. Limited detail is provided regarding pick up/ drop off locations and further information is required.
2. Condition B10 (c)(x) is not satisfied suitably in Section 4.5 Mitigation and Management Measures of the TMP. Further information is required on how impacts of local climate conditions that may affect road safety such as fog, dust, wet weather and flooding will be addressed during construction.
3. Condition B10 (c)(xi) is not satisfied suitably. Further information is required on how any emergency repair or maintenance requirements will be addressed during construction.

The Planning Secretary should be satisfied that the above matters have been adequately addressed prior to approving the TMP.

If you have any questions, please contact Kane Hitchcock, Development Services Case Officer on 1300 019 680 or email development.renewables@transport.nsw.gov.au

Yours faithfully,



Glen Hanchard

Acting Team Leader Development Services – Renewables

Transport Planning

Planning, Integration and Passenger

OFFICIAL

A 51-55 Currajong Street, PARKES NSW 2870 | PO Box 334 PARKES NSW 2870 | DX20256

E development.renewables@transport.nsw.gov.au | ABN 18 804 239 602

P 1300 207 783

transport.nsw.gov.au

From: [Maynard, Brett](#)
To: [development.renewables@transport.nsw.gov.au](#)
Cc: [Kane Hitchcock](#); [Gerrit Prent](#); [Elizabeth Zorondo](#); [Cheng, Darren](#)
Subject: RE: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review
Date: Monday, 24 March 2025 8:00:00 AM
Attachments: [maae001.png](#)
[Calala BESS TMP - TfNSW Response.pdf](#)
[rnt_241306_5589_calala_bess_tmpl_draft3.pdf](#)

Hi team

Thanks for the previous TMP feedback. Apologies for the delay in getting back to you, however we have been liaising with the appointed contractor to coordinate additional TMP detail as requested. We have also been seeking comments from Tamworth Regional Council in parallel. Please see the below proposed updates to the TMP to address your comments. Can you please confirm that these are sufficient? We will then circulate an updated TMP to close out.

I have attached the draft TMP previously sent and your response letter for convenience in reviewing the below.

Development Consent No.	TMP Consent Requirement	Where addressed in draft TMP	Transport for NSW RFI	Proposed TMP Update
Condition B10 (c)(viii)	<i>This plan must include... details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:</i> <i>measures for managing light vehicle peak numbers, including carpooling or ride sharing by employees;</i>	Section 3.3	Condition B10 (c) (viii) is not satisfied suitably. Limited detail is provided regarding pick up/ drop off locations and further information is required.	Section 3.3 of the TMP will be expanded to include the following text: Sufficient dedicated on-site worker parking will be provided, including formal on-site worker parking for 60 vehicles, with capacity for additional informal worker parking, as required. Equis Energy is committed to encouraging workers to carpool at all times to limit both vehicle movements and on-site parking demand where practical. No construction related vehicles will be permitted to park on public roads at any time. A drop-off and storage laydown area will be provided on-site for larger tools and equipment. As such, the parking impacts associated with construction workers will be negligible. Carpooling Site workers with company utility vehicles will be requested as part of employment and/or site induction arrangements to transport other workers residing/ accommodated in the same or similar location (locations to be identified by the primary contractor upon commencement of construction), maximizing vehicle occupancy to transport up to four employees per vehicle between accommodation and the site. Subcontractors will be requested as part of subcontract arrangements to consolidate vehicles travelling between their business premises and the site. Public Transport No public transport services are available on Calala Lane near the site access. As no footpaths are available on Calala Lane, it is not considered safe to encourage workers to walk from the nearest bus services. If there are any changes to public transport services during the construction period, the primary contractor will reassess this.
Condition B10 (c)(x)	<i>This plan must include... details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:</i> <i>responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;</i>	Section 4.5	Condition B10 (c)(x) is not satisfied suitably in Section 4.5 Mitigation and Management Measures of the TMP. Further information is required on how impacts of local climate conditions that may affect road safety such as fog, dust, wet weather and flooding will be addressed during construction.	TMP Table 4.1 – Mitigation and management measures, will be updated to include a new factor “Specific local climate conditions” with the following text: The primary contractor will monitor local weather forecasts and conditions, https://www.livetraffic.com/ and where necessary communicate with Council regarding any potential road closures due to flooding. In the event of adverse weather conditions such as fog, dust (e.g. dust storm), wet weather and/or flooding: • The primary contractor will within reason and where necessary advise workers and drivers of any site closure or the need to temporarily halt, delay, or reroute vehicle movements. • Drivers are to be advised to adhere to any Council announcements on flooding and comply with any road closure and rerouting procedures. • Drivers are to be advised to cease all travel to and from the site during any unexpected extreme weather conditions. • Drivers are to be advised to reduce speed and use headlights and/or hazard lights when necessary to improve visibility during any times of reduced visibility. • Drivers are to be advised to maintain a safe following distance between vehicles to allow for clear visibility and reaction time. • Drivers are to be advised to exercise extra caution when driving at dawn, dusk, or during poor weather, remaining vigilant for surroundings, people, wildlife, and livestock.
Condition B10 (c)(xi)	<i>This plan must include... details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:</i> <i>responding to any emergency repair or maintenance requirements</i>	Section 4.4 Section 5.1.5	Condition B10 (c)(xi) is not satisfied suitably. Further information is required on how any emergency repair or maintenance requirements will be addressed during construction.	TMP Table 4.1 – Mitigation and management measures, will be updated to include the following text under the factor “Road repair and maintenance” in addition to the existing text on the road dilapidation survey process: Emergency road infrastructure repair or maintenance requirements during construction will be addressed as follows: • The primary contractor will complete a drive-through inspection of the heavy vehicle route for hazards or damage between the New England Highway and the Calala Lane site access on a weekly basis. This inspection will confirm that the route remains suitable for construction traffic use and identify any issues. • Drivers will be instructed to inform the primary contractor of any identified hazards or damage. • The primary contractor will be responsible for advising workers and drivers of the need to use caution at specific location(s) or temporarily halt, delay, or reroute vehicle movements, subject to approval. • Any issues on or in the vicinity of the New England Highway will be notified to TfNSW via the 131 700 phone number or web report form (https://www.nsw.gov.au/departments-and-agencies/transport-for-nsw/contact-roads-and-waterways/online?enquiry=issue&issue=roads&subissue=maintenance) • Any issues on Council roads will be reported via Council’s issue reporting phone number (02 6767 5555) or any other reporting mechanism agreed with Council as part of ongoing consultation/ communication.

Thanks in advance

Brett Maynard
Market Leader – Transport Planning & Advisory
Direct: +61 2 8448 1808
Mobile: 0414 240 412
brett.maynard@stantec.com

Stantec
Level 9, 203 Pacific Highway
St Leonards NSW 2065



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Please consider the environment before printing this email.

From: Kane Hitchcock <Kane.Hitchcock@transport.nsw.gov.au>
Sent: Thursday, 16 January 2025 1:24 PM
To: Maynard, Brett <brett.maynard@stantec.com>
Subject: RE: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review

You don't often get email from kane.hitchcock@transport.nsw.gov.au. [Learn why this is important](#)

Hi Brett,

Please find attached TfNSW response to the draft CTMP for Callala BESS.
Kind Regards

Kane Hitchcock
Development Services Case Officer
Transport Planning
Planning, Integration and Passenger
Transport for NSW

T 1300 207 783 M 0477 491 803 E development.north@transport.nsw.gov.au

W transport.nsw.gov.au, [TfNSW Private Development Web Page](#)

Newcastle Regional Office, Region North
6 Stewart Avenue, Newcastle NSW 2302
Locked Bag 2030, Newcastle NSW 2302



Transport
for NSW

OFFICIAL

From: Maynard, Brett <brett.maynard@stantec.com>
Sent: Thursday, 12 December 2024 4:07 PM
To: Development Renewables <development.renewables@transport.nsw.gov.au>
Cc: Gerrit Prent <Gerrit.Prent@equis.com>; Elizabeth Zorondo <Elizabeth.Zorondo@equis.com>; White, Chris (Sydney) <chris.white@stantec.com>; Alexandra Power <Alexandra.Power@transport.nsw.gov.au>
Subject: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Alexandra

Please see the attached draft CTMP for Calala for TfNSW consultation in accordance with Condition B10 of the development consent. Let us know if you have any queries or would like to set up a meeting; otherwise we look forward to any comments you might have.

If I don't speak to you beforehand, have a great Christmas!

Cheers

Brett Maynard
Business Leader – Transport Planning & Advisory NSW
Direct: +61 2 8448 1808
Mobile: 0414 240 412
brett.maynard@stantec.com
Stantec
Level 9, 203 Pacific Highway
St Leonards NSW 2065



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Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

17 April 2025

TfNSW reference: REN25/00082/001

Your reference: SSD-52786213

Brett Maynard

Stantec

By Email: brett.maynard@stantec.com

Review of Traffic Management Plan for Calala Battery Energy Storage System

Dear Brett,

Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition B10 of Notice of Determination for SSD-52786213 issued 28 June 2024.

TfNSW has reviewed the TMP Revision A-Dr4 prepared by Stantec Australia, dated 4 April 2025. TfNSW require the TMP to be updated to address the matters within this letter and be resubmitted to TfNSW for further consultation prior to submission to DPHI to obtain planning secretary approval.

An updated TMP is required to include:

1. Condition B10 (c)(viii) is not satisfied. Section 4.1 of Calala BESS Traffic Response Letter prepared by Stantec Australia, dated 23 May 2024 states, “*up to 25 construction workers (30 per cent of staff) would be required to carpool with another construction worker to travel to site*”. The TTMP has not provided any information on the enforcement, monitoring and accountability to ensure the project complies with this commitment that was made within the traffic assessment and assumptions within the TIA (which forms part of the EIS).
2. Condition B10 (c) (x) is not satisfied. Further detail is required on communication methods to notify drivers of conditions and any monitoring technology equipment installed in vehicles to assist with notifying drivers.

Further consultation with TfNSW for the TMP update covering this stage is required prior to commencing Stage 1a: OSOM vehicle movements.

If you have any questions, please contact Emily Lu, Development Services Case Officer on 1300 019 680 or email development.renewables@transport.nsw.gov.au

Yours faithfully,



Alexandra Power

Team Leader Development Services – Renewables

Transport Planning

Planning, Integration & Passenger

Cc. Energy Assessments, Department of Planning, Housing and Infrastructure

OFFICIAL

A 51-55 Currajong Street, PARKES NSW 2870 | PO Box 334 PARKES NSW 2870 | DX20256

E development.renewables@transport.nsw.gov.au | ABN 18 804 239 602

P 1300 207 783

transport.nsw.gov.au

From: [Leonard Slabbert](#)
To: [Gerrit Prent](#)
Cc: [Karmi Palafox](#); [Elizabeth Zorondo](#); [Maynard, Brett](#); [Corné van Rooven](#)
Subject: FW: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review URGENT
Date: Monday, 12 May 2025 3:59:21 PM
Attachments: [image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)

Hi Gerrit,

See below feedback received from Steve Brake on the TMP.

They are happy for us to proceed as per the TMP Rev A-Dr4 dated 04 April 2025.

Kind regards,



Leonard Slabbert
Principal Town Planner
08 8223 1324
0491 691 445



Tract
Kaurna Country
Ground Floor, 265 Pirie Street
Adelaide SA 5000 Australia
[02 9954 3733](tel:0299543733)

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From: Steve Brake <s.brake@tamworth.nsw.gov.au>
Sent: Monday, 12 May 2025 3:21 PM
To: Leonard Slabbert <LSlabbert@tract.net.au>; Development <Development@tamworth.nsw.gov.au>
Cc: Karmi Palafox <KPalafox@tract.net.au>; Jordan Kirk <Jordan.Kirk@tamworth.nsw.gov.au>; Adrian Cameron <a.cameron@tamworth.nsw.gov.au>; Sam Lobsey <s.lobsey@tamworth.nsw.gov.au>
Subject: RE: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review URGENT

G'day Leonard,

Council is supportive of the Calala Battery Energy Storage System Traffic Management Plan as updated (Rev A-Dr4) dated 4th April 2025. The updates have addressed Council's earlier feedback.

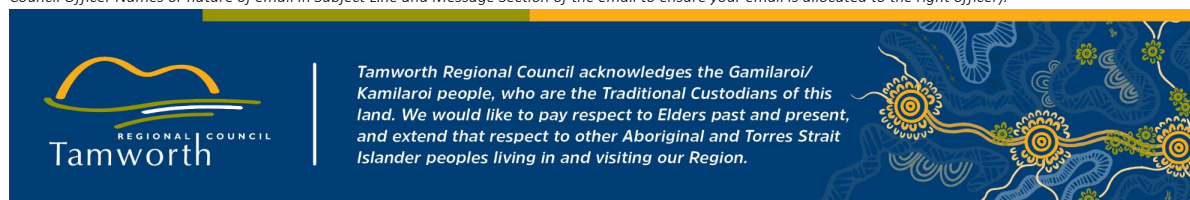
We apologise for the delay in responding, acknowledging the critical path pinch-point that this has inadvertently created on your progress towards CC.

Regards

Steve Brake
Manager Development Engineering
P 02 6767 5109 | M 0436 929 247 | E s.brake@tamworth.nsw.gov.au
474 Peel Street
PO Box 555 Tamworth NSW 2340
www.tamworth.nsw.gov.au

[Submit Large Documents Here](#)

(NB: your email will be sent to a Council group development email Inbox. Please include as much information as necessary such as Application Numbers, Relevant Council Officer Names or nature of email in Subject Line and Message Section of the email to ensure your email is allocated to the right officer).



From: Leonard Slabbert <LSlabbert@tract.net.au>
Sent: Friday, 2 May 2025 4:43 PM
To: Development <development@tamworth.nsw.gov.au>
Cc: Karmi Palafox <KPalafox@tract.net.au>; Jordan Kirk <Jordan.Kirk@tamworth.nsw.gov.au>; a.cameron@tamworth.nsw.gov.au;
s.lobsey@tamworth.nsw.gov.au; Steve Brake <s.brake@tamworth.nsw.gov.au>
Subject: RE: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review URGENT

Att: Tamworth Council Development Engineering
Subject: Feedback required on the revised TMP – SSD 52786213

Tamworth Council has previously provided feedback on the draft TMP on 14 March 2025. The revised TMP was submitted back to Council for final review on 08 April 2025.

In order to submit the final TMP to Department of Planning, Housing and Infrastructure (DPHI) for approval, Equis Energy is urgently looking to conclude consultation with Tamworth Council on the TMP. As mentioned in our previous correspondence, note that we received approval from TfNSW on 28/04/2025, confirming that Condition B10 has been satisfactorily addressed.

We are looking forward to your response as the matter has become rather urgent. Once confirmed, Equis will submit the TMP with Council's comments to DPHI.

Kind regards,

	Leonard Slabbert	Tract		
	Principal Town Planner	Karna Country		
	08 8223 1324	Ground Floor, 265 Pirie Street		
	0491 691 445	Adelaide SA 5000 Australia		
		02 9954 3733		
				

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From: Leonard Slabbert
Sent: Monday, 28 April 2025 1:09 PM
To: Development <development@tamworth.nsw.gov.au>
Cc: Karmi Palafox <KPalafox@tract.net.au>; Jordan Kirk <Jordan.Kirk@tamworth.nsw.gov.au>
Subject: FW: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review

To whom it may concern,

As per my correspondence below, Tamworth Council has provided feedback on the draft TMP on 14 March 2025. The TMP has now been updated to incorporate Council's feedback.

Please find attached:

- Our cover letter in response to Council's comments (Note this letter includes a minor revision to the one sent to Steve earlier today, now inclusive Table 1.3 of the TMP and remanded as **Revision_01**)
- The updated TMP from Stantec (Revision A-Dr4 dated 04 April 2025).

In order to close out the consultation with Tamworth Council and submit the TMP to DPHI, we kindly request that Council provide us with written confirmation that you are satisfied with the TMP. Note that we received approval from TfNSW on 28/04/2025, confirming that Condition B10 has been satisfactorily addressed.

Please don't hesitate to contact our office should you have any questions.

Kind regards,

Leonard Slabbert	Tract
Principal Town Planner	Karna Country
08 8223 1324	Ground Floor, 265 Pirie Street



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From: Leonard Slabbert
Sent: Monday, 14 April 2025 1:43 PM
To: a.cameron@tamworth.nsw.gov.au
Cc: Jordan Kirk <Jordan.Kirk@tamworth.nsw.gov.au>; Steve Brake <s.brake@tamworth.nsw.gov.au>
Subject: RE: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review

Hi Adrian,

Quick follow up on my email below to confirm if Council is satisfied with the TMP.

Please let me know if you have any questions.

Kind regards

Leonard Slabbert
Principal Town Planner
08 8223 1324
[0491 691 445](tel:0491691445)



Tract
Kurna Country
Ground Floor, 265 Pirie Street
Adelaide SA 5000 Australia
[02 9954 3733](tel:0299543733)

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From: Leonard Slabbert
Sent: Tuesday, 8 April 2025 5:03 PM
To: a.cameron@tamworth.nsw.gov.au
Cc: Gerrit Prent <Gerrit.Prent@equis.com>; Maynard, Brett <brett.maynard@stantec.com>; Karmi Palafox <KPalafox@tract.net.au>; Jordan Kirk <Jordan.Kirk@tamworth.nsw.gov.au>; Steve Brake <s.brake@tamworth.nsw.gov.au>; Elsley, Alice <a.elsley@tamworth.nsw.gov.au>
Subject: FW: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review

Hi Adrian

We've received the attached out of office notification from Steve Brake and are hoping that you will be able to assist.

As per my email below, Tamworth Council have provided feedback on the draft TMP on 14 March 2025. The TMP has now been updated to incorporate Council's feedback.

Please find attached:

- Our cover letter in response to Council's comments (Note this letter includes a minor revision to the one sent to Steve earlier today, now inclusive Table 1.3 of the TMP and remanded as **Revision_01**)
- The updated TMP from Stantec (Revision A-Dr4 dated 04 April 2025).

In order to close out the consultation with Tamworth Council and submit the TMP to DPHI, we kindly request that Council provide us with written confirmation that you are satisfied with the TMP.

Please don't hesitate to contact our office should you have any questions.

Kind regards



Leonard Slabbert
Principal Town Planner
[08 8223 1324](tel:0882231324)
[0491 691 445](tel:0491691445)



Tract
Kurna Country
Ground Floor, 265 Pirie Street
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From: Leonard Slabbert
Sent: Tuesday, 8 April 2025 4:25 PM
To: Steve Brake <s.brake@tamworth.nsw.gov.au>
Cc: Maynard, Brett <brett.maynard@stantec.com>; Karmi Palafox <KPalafox@tract.net.au>; Jordan Kirk <Jordan.Kirk@tamworth.nsw.gov.au>; Gerrit Prent <Gerrit.Prent@equis.com>; Elsley, Alice <a.elsley@tamworth.nsw.gov.au>
Subject: RE: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review

Good afternoon Steve,

Hope you've been well.

Thanks again for providing your comments on the draft TMP for the Calala BESS. Note that Equis and Stantec have incorporated all of Council's feedback in the updated TMP.

Please find attached:

- Our cover letter in response to Council's comments
- The updated TMP from Stantec (Revision A-Dr4 dated 04 April 2025).

In order to close out the consultation with Tamworth Council and submit the TMP to DPHI, we kindly request that Council provide us with written confirmation that you are satisfied with the TMP.

Please don't hesitate to contact our office should you have any questions.

Kind regards,



Leonard Slabbert
Principal Town Planner
[08 8223 1324](tel:0882231324)
[0491 691 445](tel:0491691445)



Tract
Kurna Country
Ground Floor, 265 Pirie Street
Adelaide SA 5000 Australia
[02 9954 3733](tel:0299543733)

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From: Steve Brake <s.brake@tamworth.nsw.gov.au>

Sent: Friday, 14 March 2025 3:41 PM

To: Leonard Slabbert <LSlabbert@tract.net.au>

Cc: Maynard, Brett <brett.maynard@stantec.com>; Karmi Palafox <KPalafox@tract.net.au>; Jordan Kirk <Jordan.Kirk@tamworth.nsw.gov.au>; Gerrit Prent <Gerrit.Prent@equis.com>; Jessica Allen <j.allen@tamworth.nsw.gov.au>

Subject: RE: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review

G'day Leonard and Team,

Firstly, I apologise for the delay in responding. As discussed with Karmi, I did deal with this matter (at least I thought I did) with a someone called Dean Giannoulis. I (incorrectly) assumed he was part of your broader team.

I can confirm that TRC has reviewed the TMP, and that we are supportive of the documented plans and procedures, with the following comments:

- It is noted that B-double vehicles will be impeded from entering the site if there is a vehicle holding in the outbound side of the access waiting to leave the site. We support this approach on the basis that the driver code of conduct and other associated site management plans will include two-way communication between drivers and site management. Adherence to this element of the overall management plan will be important.
- The only comment we would offer in terms of the detail is that the access should be sealed. This seal should extend for at least the length of a b-double. The TP's on the pavement layout look like a logical termination point for the seal. We would also ask that you incorporate shaker bars at the inboard side of the seal, with flows directed to the creek line (with appropriate settling ponds to capture any mobilised silt and clay etc.).
- Management of pavement dilapidation and repair triggers the requirement for a performance bond. We usually base this on \$4,000 per kilometre of nominated access road. In this case, the majority of the proposed route is robust sealed pavement. A nominal kilometre length will need to be agreed as the basis of the bond.

We need to deal with the OSOM route, which is excluded from the above TMP. That is a matter for a separate discussion.

Regards

Steve Brake

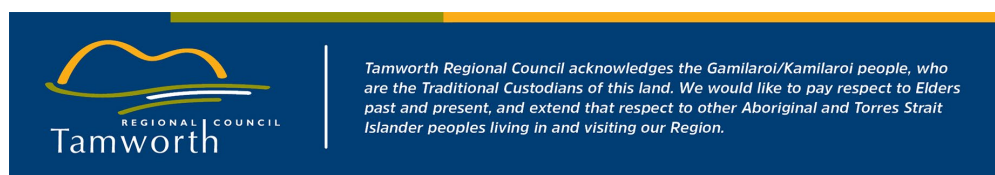
Manager Development Engineering

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From: Leonard Slabbert <LSlabbert@tract.net.au>

Sent: Thursday, 6 March 2025 12:24 PM

To: Steve Brake <s.brake@tamworth.nsw.gov.au>

Cc: Maynard, Brett <brett.maynard@stantec.com>; Karmi Palafox <KPalafox@tract.net.au>; Jordan Kirk <Jordan.Kirk@tamworth.nsw.gov.au>; Gerrit Prent <Gerrit.Prent@equis.com>; Jessica Allen <j.allen@tamworth.nsw.gov.au>

Subject: FW: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review

Morning Steve

Hope you've been well.

Quick follow up on the email below from Stantec dated 18/02 and our previous correspondence attached. Tried calling your mobile but went straight to voicemail.

We recently received concurrent works approval from DPHI in accordance with Condition B6 of Schedule 2 of SSD-52786213-PA-4. We also received approval from DPHI in accordance with Condition C3 of Schedule 2 to stage the Management Plans.

In order to progress with the post-approval compliance works, Equis urgently required feedback from Council on the draft TMP as submitted by Stantec on 12/12/2024 and as required per Condition B10 of Schedule 2.

Kindly let either myself or Brett Maynard at Stantec know if you have any questions. Happy to also jump on a video call to discuss.

Kind regards



Leonard Slabbert
Principal Town Planner
[02 8077 1220](tel:0280771220)
[0491 691 445](tel:0491691445)



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We acknowledge the Traditional Custodians of Country throughout Australia, their Elders and ancestors. We recognise the rich heritage and profound connection to Country of First People, including their influence on land, waters, sky and community as skilled land shapers and place makers, which has endured for millennia.

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From: Maynard, Brett <brett.maynard@stantec.com>
Sent: Tuesday, 18 February 2025 10:16 AM
To: 'Brake, Steve' <s.brake@tamworth.nsw.gov.au>
Cc: 'Gerrit Prent' <Gerrit.Prent@equis.com>; 'Elizabeth Zorondo' <Elizabeth.Zorondo@equis.com>; Leonard Slabbert <L.Slabbert@tract.net.au>; Cheng, Darren <Darren.Cheng@stantec.com>
Subject: RE: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review

Hi Steve

Hope your week's off to a good start – just following up on Council's CTMP feedback. If all ok, can you please send us a quick note back? Happy to have a quick meeting if of assistance to run through key details.

Cheers

Brett Maynard
Market Leader – Transport Planning & Advisory

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Mobile: 0414 240 412
brett.maynard@stantec.com

Stantec
Level 9, 203 Pacific Highway
St Leonards NSW 2065



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From: Maynard, Brett
Sent: Thursday, 12 December 2024 4:13 PM
To: Brake, Steve <s.brake@tamworth.nsw.gov.au>
Cc: Gerrit Prent <Gerrit.Prent@equis.com>; Elizabeth Zorondo <Elizabeth.Zorondo@equis.com>; White, Chris (Sydney) <chris.white@stantec.com>
Subject: Calala BESS (SSD-52786213) - Construction Traffic Management Plan for Review

Hi Steve

Hope you're well. Please see the attached draft CTMP for Calala for TRC consultation in accordance with Condition B10 of the development consent. Let us know if you have any queries or would like to set up a meeting; otherwise we look forward to any comments you might have.

If I don't speak to you beforehand, have a great Christmas!

Cheers

Brett Maynard

Business Leader – Transport Planning & Advisory NSW

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Mobile: 0414 240 412

brett.maynard@stantec.com

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