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Stubbo Solar Stage 2b

Traffic Management Plan

Stubbo Solar - Stage 2b

Blue Springs Road, Stubbo

Traffic Management Plan

Prepared for: Accent Environmental Pty Ltd

Status: Final report

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Revision	Date	Description	Author	Reviewed	Approved
A	18/12/24	Draft 01	Tom Dwyer	Michael Willson	Michael Willson
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1 Introduction

1.1 Project Background

The Stubbo Solar project (the Project) is a 400 megawatt (MW) alternating current development with an allowance for future battery storage of up to 200 MW/2 hour. The project is located between Blue Springs Road and Barneys Reef Road, approximately 10 km North of Gulgong and 85 km east of Dubbo in New South Wales (NSW).

Condition 11, Schedule 3 of the Development Consent (DC) - Application Number: SSD-10452-Mod-1 – requires the preparation of a Traffic Management Plan (TMP). Commitments relevant to traffic management were also made by ACEN in the environmental impact statement (EIS) and the Amendment report for inclusion in the management plans.

ACEN is the Proponent and ultimately takes responsibility for compliance with SSD-10452-Mod-1. This responsibility is reflected in the management plans, programs and strategies developed for the project.

On 29 June 2021, the Executive Director, Energy, Resources and Industry Assessments granted consent to the development application for the Stubbo Solar Farm subject to conditions, under delegation from the Minister for Planning and Public Spaces and section 4.38 of the Environmental Planning and Assessment Act 1979 (the Act).

In a letter dated 24 August 2022, the Secretary approved the Applicant's proposal to develop the project in two stages, comprising:

- Stage 1: Road upgrades including construction of the main site access; and
- Stage 2: Construction of the solar farm.

In a subsequent letter dated 10 May 2023, the Secretary approved the Applicant's request dated 8 May 2023 seeking the Planning Secretary's approval to revise the staging of the Stubbo Solar Project under Condition 3 of Schedule 4 of SSD-10452-Mod-1, and to develop the project in four stages comprising:

- Stage 1: Road upgrades (Blue Springs Road) and construction of the main site access.
- Stage 2: Solar project construction and operation including:
  - Stage 2a: Construction and commissioning of the solar facilities including solar array, substation and all ancillary infrastructure, including the switchyard and transmission line connection to be constructed by Transgrid.
  - Stage 2b: Operation of the Stubbo Solar Project.
- Stage 3: Construction, commissioning and operation of the Battery Energy Storage System (BESS), including substation and switchyard expansion (within the development footprint).
- Stage 4: Decommissioning of the Stubbo Solar Project at end of life.

This management plan is for Stage 2b of Stubbo Solar.

ACEN is the project owner and will manage the operation of the solar project.

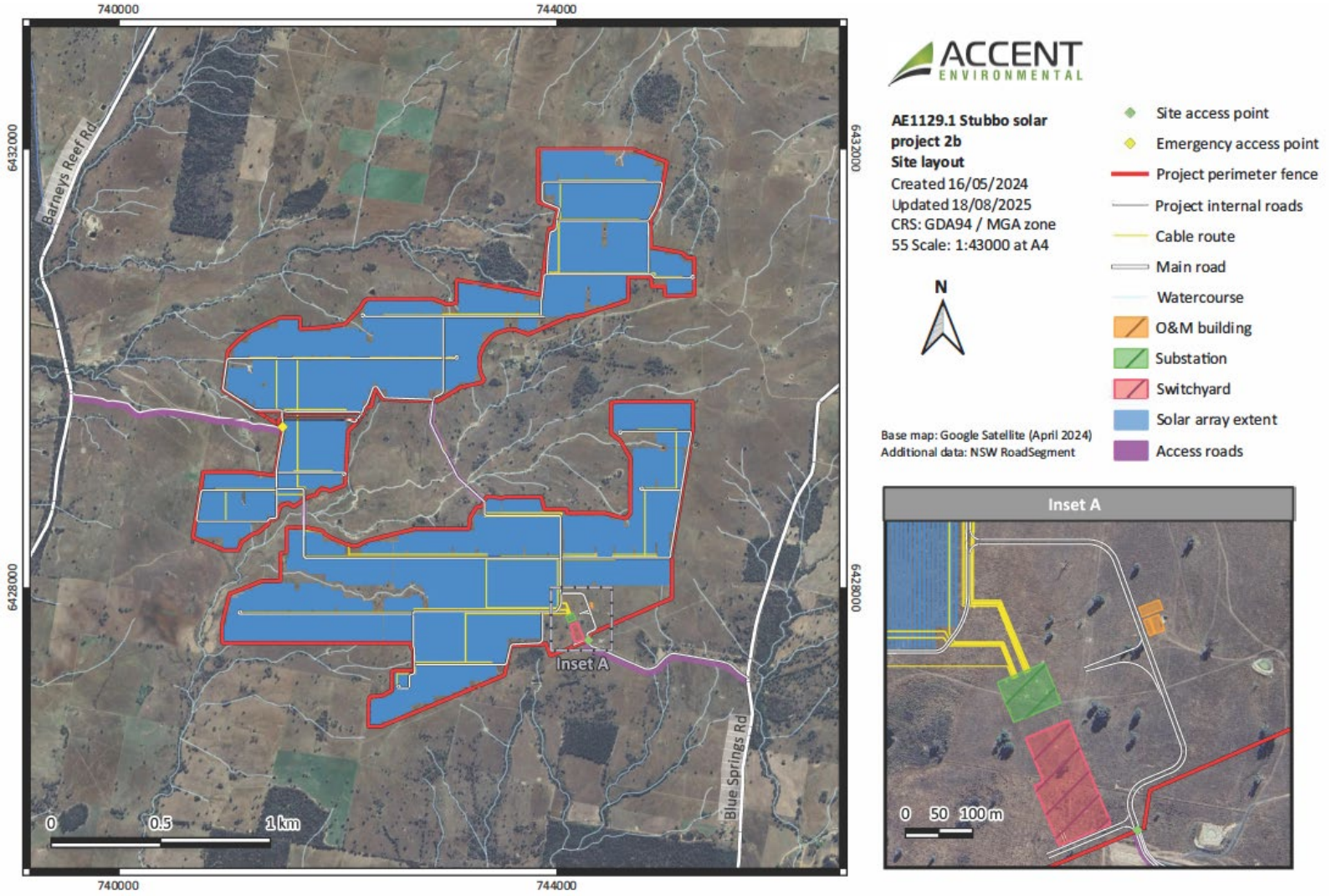
Amber Organisation Pty Ltd has been engaged by Accent Environmental Pty Ltd, on behalf of ACEN, to prepare this TMP to detail the proposed temporary traffic management measures to be implemented during the operation of the Stubbo Solar project.

Figure 1 shows the layout of the site in relation to the road network, access locations and existing infrastructure.

The project will require a workforce of approximately 10 full time equivalent employees which are expected to primarily be located in Mudgee and Gulgong. It is anticipated that the project will have an operational life of 30 years.

This TMP has been prepared based on the available information at this time however, it cannot be guaranteed that the operational requirements will change over time. In accordance with Condition 3, Schedule 4, Updating and Staging of Strategies, Plans or Programs, any future updates to the TMP will require approval by the Planning Secretary.

Figure 1 – Site Layout



Source: Accent Environmental Pty Ltd

1.2 Objectives

The key objective of this TMP is to ensure safe and efficient movement of vehicles to/from the site, whilst minimising disruptions and impacts, and maintaining a safe environment for vehicular traffic external to the site. More specifically, the objectives of the TMP are to:

- Provide a safe environment for the travelling public and staff
- Cater for the needs of all traffic;
- Communicate the purpose of the proposed traffic management measures; and
- Communicate the arrangements for and impacts of any management measures affecting traffic.

To assist in meeting these objectives, the TMP provides information on:

- Site operations;
- Permissible working times; and
- Procedures and responsibilities.

The Applicant shall ensure that the requirements of the document and other relevant information will be monitored and the TMP adjusted to meet changing requirements where necessary. In accordance with Condition 11, Schedule 3, the Applicant will implement the TMP to the satisfaction of the Planning Secretary.

1.3 Statutory Requirements

This document fulfills Condition 11, Schedule 3 of the Development Consent which requires the provision of a Traffic Management Plan and has been prepared with consideration to the other transport conditions outlined within the Development Consent. The matters relevant to transport outlined within Schedule 3 (Environmental Conditions – General) and Schedule 4 (Environmental Management and Reporting) have been summarised within Table 1 and Table 2 respectively.

Table 1 – Development Consent Requirements – Schedule 3

	CONDITION	REFERENCE LOCATION
Over-Dimensional and Heavy Vehicle Restrictions		
2.	The Applicant must ensure that the: a) development does not generate more than: ▪ 60 heavy vehicle movements a day during construction, upgrading and decommissioning; ▪ 20 over-dimensional vehicle movements during construction, upgrading and decommissioning; and ▪ 5 heavy vehicle movements a day during operations on the public road network; and b) length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres, unless the Planning Secretary agrees otherwise.	**Complies:** Refer Section 3.5.1
3.	The Applicant must keep accurate records of the number of over-dimensional and heavy vehicles entering or leaving the site each day for the duration of the project.	**Complies:** Section 5.2 and Table 7
	Access Route	
4.	All over-dimensional and heavy vehicles associated with the development must travel to and from the site via Golden Highway, Ulan Road, Cope Road and Blue Springs Road as identified in Appendix 1 and Appendix 5.	**Complies:** Section 3.5.3
	Site Access	
5.	All vehicles associated with the development must enter and exit the site via the preferred site access point off Blue Springs Road, as identified in Appendix 1 and Appendix 5.	**Complies:** Section 3.5.2 and 3.5.3
6.	If the applicant cannot secure access via the preferred site access point detailed in condition 5 of Schedule 3 of this consent, all vehicles associated with the development must enter and exit the site via the alternative site access point off Blue Springs Road, as identified in Appendix 1 and Appendix 5.	**Complies:** Section 3.5
7.	The site access point off Barneys Reef Road may only be used for emergency purposes.	**Complies:** Section 5.7

	CONDITION	REFERENCE LOCATION
	Road Upgrades	
8.	Unless the Planning Secretary agrees otherwise, prior to commencing construction the Applicant must upgrade: a) the selected access point off Blue Springs Road, as identified in Appendix 1 and Appendix 5, in accordance with Council requirements; b) Blue Springs Road from the Cope Road up to a minimum 100 m beyond the selected site access point, as identified in Appendix 5; and c) the intersection of Cope Road and Blue Springs Road with BAR and BAL treatments to be sealed, designed and constructed for 100 km/h speed environment, able to accommodate the largest vehicle using the intersection, match existing road levels and not interfere with existing road drainage, identified in Appendix 5. Unless the relevant roads authority agrees otherwise, these upgrades must comply with the Austroads Guide to Road Design (as amended by TfNSW supplements), and be carried out to the satisfaction of the relevant roads authority.	**Complies:** The Road Upgrades were completed in May 2023 and signed off by Mid-Western Regional Council in May 2023.
	Road Maintenance	
9.	The Applicant must: a) undertake an independent dilapidation survey to assess the: ▪ existing condition of Ulan Road, Cope Road and Blue Springs Road on the transport route, prior to construction, upgrading or decommissioning works; and ▪ condition of Ulan Road, Cope Road and Blue Springs Road on the transport route, following construction, upgrading or decommissioning works; b) repair Ulan Road, Cope Road and Blue Springs Road on the transport route if dilapidation surveys identify that the road has been damaged during construction, upgrading or decommissioning works, in consultation with the relevant roads authority, to the satisfaction of the Planning Secretary. If there is a dispute about the repair of Ulan Road, Cope Road and Blue Springs Road between the applicant and the relevant roads authority, then either party may refer the matter to the Planning Secretary for resolution. The Planning Secretary's decision on the matter must be final and binding on both parties.	**Complies:** Section 6

	CONDITION	REFERENCE LOCATION
	Operating Conditions	
10.	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) vehicles leaving the site are in a clean condition, with loads appropriately covered or contained, to minimise dirt being tracked onto the sealed public road network.	**Complies:** Section 5
	Traffic Management Plan	
11.	Prior to commencing road upgrades, 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:	**Complies:** Note: A TMP was prepared in consultation with TfNSW prior to commencement of road upgrades as part of Stage 1
	a) details of the transport route to be used for all development-related traffic;	Section 3.5
	b) details of the road upgrade works required by condition 8 of Schedule 3 of this consent;	Road upgrades have been completed
	c) 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 7 of Schedule 3 of this consent;	Section 6
	▪ temporary traffic controls, including detours and signage;	Not applicable during operations

CONDITION	REFERENCE LOCATION
▪ notifying the local community about development-related traffic impacts;	Section 5.3
▪ procedures for receiving and addressing complaints from the community about development related traffic;	Section 10.2
▪ minimising potential cumulative traffic impacts with other projects in the area, including during construction, upgrading or decommissioning works;	Not applicable during operations
▪ minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network (measures also required during operation of the project);	Section 2.5 and Appendix A Driver Code of Conduct
▪ minimising dirt tracked onto the public road network from development-related traffic;	Section 5.8
▪ details of the employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service;	Not applicable during operations
▪ encouraging car-pooling or ride sharing by employees;	Not applicable during operations
▪ scheduling of haulage vehicle movements to minimise convoy length or platoons;	Section 5.2
▪ responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;	Section 5.6
▪ monthly monitoring for, and responding to, any emergency repair and/or maintenance requirements; and	Section 6
▪ a traffic management system for managing over-dimensional vehicles;	Section 4
d) a driver's code of conduct that addresses:	Section 5.1 and Appendix A - Driver Code of Conduct Sections

	CONDITION	REFERENCE LOCATION
	▪ travelling speeds;	Section 2 (Primary Driver Code) of Driver Code of Conduct
	▪ driver fatigue;	Appendix A – Driver Code of Conduct Section 5 (Driver Fatigue). Appendix B contains a copy NHVR Heavy Vehicle Driver Fatigue Requirements.
	▪ procedures to ensure that drivers adhere to the designated transport routes and speed limits; and	Section 2 (Primary Driver Code) of Driver Code of Conduct
	▪ procedures to ensure that drivers implement safe driving practices.	Section 5.1 and Appendix A - Driver Code of Conduct
	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 9 and 10
	Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan.	
16	Unless the Planning Secretary agrees otherwise, the Applicant may only undertake road upgrades, construction, upgrading or decommissioning activities between: (a) 7 am to 6 pm Monday to Friday; (b) 8 am to 1 pm Saturdays; and (c) at no time on Sundays and NSW public holidays. The following construction, upgrading or decommissioning activities may be undertaken outside these hours without the approval of the Planning Secretary: • the delivery of materials as requested by the NSW Police Force or other authorities for safety reasons; or • emergency work to avoid the loss of life, property and/or material harm to the environment.	Section 3.2

Table 2 – Development Consent Requirements – Schedule 4

	CONDITION	REFERENCE LOCATION
Revision of Strategies, Plans and Programs		
2.	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	**Complies:** Refer Section 11
	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: ▪ submission of an incident report under condition 7 of Schedule 4; ▪ submission of an audit report under condition 9 of Schedule 4; or ▪ any modification to the conditions of this consent.	**Complies:** Refer Section 11
Updating and Staging of Strategies, Plans or Programs		
3.	With the approval of the Planning Secretary, the Applicant may submit any strategy, plan or program required by this consent on a progressive basis. To ensure the strategies, plans or programs under the conditions of this consent are updated on a regular basis, the Applicant may at any time submit revised strategies, plans or programs to the Planning Secretary for approval. With the agreement of the Planning Secretary, the Applicant may prepare any revised strategy, plan or program without undertaking consultation with all the parties referred to under the relevant condition of this consent.	**Complies:** Refer Section 11
Notification of Department		
4.	Prior to commencing the construction, operations, upgrading or decommissioning of the development or the cessation of operations, the Applicant must notify the Department in writing via the Major Projects website portal of the date of commencement, or cessation, of the relevant phase. If any of these phases of the development are to be staged, then the Applicant must notify the Department in writing prior to commencing the relevant stage, and clearly identify the development that would be carried out during the relevant stage.	**Complies:** Refer Section 11

	CONDITION	REFERENCE LOCATION
Incident Notification		
7	The Planning Secretary 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 7.	**Complies:** Refer Section 10
Non-Compliance Notification		
8.	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.	**Complies:** Refer Section 10
9.	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.	**Complies:** Refer Section 10
10.	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	**Complies:** Refer Section 10
Access to information		

CONDITION		REFERENCE LOCATION
17.	The Applicant must: a) make the following information publicly available on its website as relevant to the stage of the development: ▪ the EIS; ▪ the final layout plans for the development; ▪ current statutory approvals for the development; ▪ approved strategies, plans or programs required under the conditions of this consent; ▪ the proposed staging plans for the development if the construction, operation or decommissioning of the development is to be staged; ▪ how complaints about the development can be made; ▪ any independent environmental audit, and the Applicant's response to the recommendations in any audit; and ▪ any other matter required by the Planning Secretary; and	**Complies:** Refer Section 5.3
	b) keep this information up to date.	**Complies:** Refer Section 5.3

1.4 Road Authority Consultation

The TMP has been prepared in conjunction with consultation with Officers from Transport for NSW Development Services-Renewables team and Development Officers from Mid-Western Regional Council.

The TMP was provided to Transport for NSW (TfNSW) and Mid-Western Regional Council Officers in May 2024.

2 Existing Road Environment

2.1 Site Location

The site is located on the western side of Blue Springs Road, in Stubbo, approximately 10km north of Gulgong in the Mid-Western Regional Council local government area. Figure 2 shows the location of the site in relation to the surrounding transport network.

Figure 2 – Site Location

The site and the surrounding area are zoned RU1 - Primary Production and are primarily occupied by agricultural or vegetated land. Some R5 - Large Lot Residential land is located further south of the site. In addition to the agricultural and vegetated land a number of coal mines are situated to the east of Ulan.

2.2 Road Network

Blue Springs Road is a municipal local road which extends in a general north-south alignment between Golden Highway and Cope Road. It has a sealed carriageway with a width of approximately 8 metres extending north from Cope Road for approximately 8 kilometres before continuing with an unsealed surface.

Cope Road/Main Street is a Regional road which runs in a general east-west alignment between Ulan and Gulgong. Adjacent to the site it has a sealed carriageway width of approximately 7 metres which accommodates one lane of traffic in each direction and wide unsealed shoulders are provided on both sides of the road. It also has a speed limit of 100km/hr. Within Ulan, Cope Road continues as Robinson Street and Main Street, and subsequently connects with Ulan Road. Within Gulgong it continues as Station Street and Herbert Street which subsequently connects with Castlereagh Highway and Goolma Road. Within Ulan and Gulgong it has a speed limit of 60km/hr and 50km/hr, respectively, with a 40km/hr school zone provided on Main Road within Ulan.

The intersection of Blue Springs Road and Cope Road is a priority controlled intersection with vehicles exiting Blue Springs Road provided with Give Way signage and linemarking.

Ulan Road is a Regional Road which runs in a general north-south alignment between Golden Highway and Church Street in Mudgee. Within the vicinity of the site, it has a sealed carriageway width of approximately 7 metres which accommodates two-way vehicle movement and wide unsealed shoulders are provided on both sides of the road. It has a speed limit of 100km/hr.

The intersection of Ulan Road and Main Street is priority controlled with vehicles exiting Main Street provided with Give Way signage and linemarking. Turn facilities are provided on Ulan Road which reflect the general layout for basic right and left turn treatments based on the Austroads Guide.

Golden Highway is a State road under the care and management of Transport for NSW. It runs in a general southeast-northwest alignment between New England Highway near Belford and Newell Highway in Dubbo. Within the vicinity of the site, it has a carriageway width of approximately 8 metres which accommodates one lane of traffic in each direction.

Castlereagh Highway is a State road which extends northwest from its connection with Great Western Highway near Marrangaroo to the NSW border near Hebel where it continues within Queensland. Within the vicinity of the site, it has a carriageway width of approximately 8 metres which accommodates one lane of traffic in each direction and has a speed limit of 100km/hr, excluding within Gulgong where it has a speed limit of 50km/hr.

Barneys Reef Road is a municipal local road which extends in a general north-south alignment between Castlereagh Highway and its continuation as Medley Street south of Tallawang Street in Gulgong. It has a sealed carriageway width of approximately 6 metres which accommodates two-way vehicle movement and is not provided within a centreline. A railway level crossing is provided to the south of Racecourse Road.

2.3 Traffic Volumes

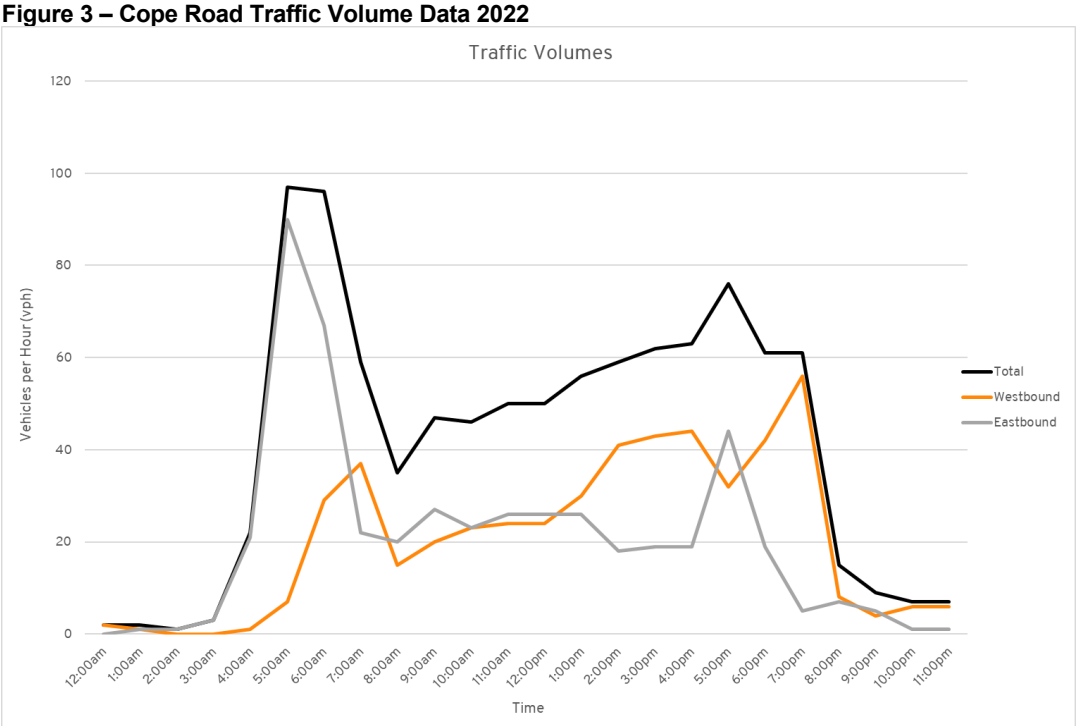
Amber commissioned a tube count on Cope Road approximately 7 kilometres west of the site in order to determine the existing road environment. The tube count was undertaken from Monday 12 September to Monday 19 September 2022. The survey results are summarised in Table 4.

Table 3 – Cope Road Traffic Volumes 2022

	Traffic Volumes (vpd)	Weekday AM (vph)	Weekday PM (vph)	85th Percentile Speed	Heavy Vehicle Percentage
Westbound	495	9	36	102km/hr	
Eastbound	491	105	47	100km/hr	10%
Both Directions	986	114	84	101km/hr	

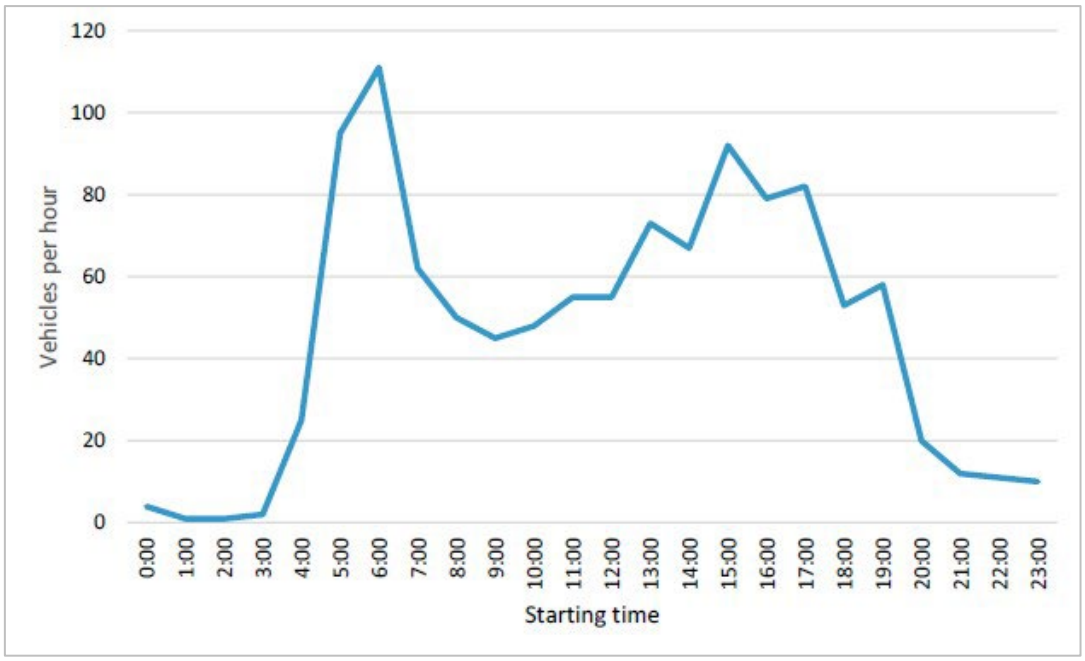
The 7-Day average traffic volumes for Cope Road for each hour have been separated into east and westbound movements and are shown in Figure 3. The survey results indicate the morning peak hour was recorded at 5:00am when there was a short increase in vehicle movements on Cope Road.

Figure 3 – Cope Road Traffic Volume Data 2022



Traffic volume data for the surrounding area is provided within the Traffic Impact Assessment for the Stubbo Solar Farm which was prepared by SCT. The data for Cope Road provided within the report is shown within Figure 4 based on data collected in 2020.

Figure 4 – Cope Road Traffic Volume Profile 2020



Source: SCT Stubbo Solar Farm Traffic Impact Assessment

The data reflects the 2022 tube count data whereby Cope Road experiences a peak in vehicle movements at 5:00am. It also indicates the morning peak hour occurs at 7:00am and the evening peak hour occurs at 3:00pm.

The traffic volumes from both the 2022 and the 2020 surveys suggest the data collected as part of the Traffic Impact Assessment was not significantly impacted by the change in travel behaviour generated by the COVID-19 pandemic.

Survey data was also provided within the Traffic Impact Assessment for other roads within the surrounding area as follows:

- Ulan Road carries in the order of 490 and 345 vehicle movements in the morning and evening peak hour, which represents a moderate level of traffic. The road accommodated in the order of 3-6% heavy vehicles.
- Blue Springs Road accommodates 8 vehicle movements in the morning peak and 9 vehicle movements in the evening peak (including 2 heavy vehicle movements) which represents a low level of traffic.

Overall, the survey results indicate the surrounding road network currently accommodates a low to moderate level of traffic.

2.4 Restricted Vehicle Access

The TfNSW Restricted Vehicle Access Map for the surrounding area is provided within Figure 5. The green lines indicate approved B-Double routes while the black lines represent approved routes with travel conditions. Figure 5 indicates:

- Cope Road and Ulan Road are B-Double routes that feed into the wider State road network.

- Blue Springs Road is subject to the following travel conditions - Access to Cope Road restricted to right in, right out and left in only. 80km/hr B-Double speed limit on sealed section. 60km/hr B-Double speed limit on unsealed section. Outside school bus operation hours.
- Barneys Reef Road is subject to the following travel conditions - *80km/hr B-Double speed limit. Outside school bus operation times.*

Figure 5 – TfNSW Restricted Access Vehicle Map

Source: NHVR Route Maps

2.5 Public Transport Services

No public transport or alternative transport modes are provided within the vicinity of the site.

Ogden Coaches operate several school bus services in the surrounding area, including one service which travels in a loop along Cope Road, Blue Springs Road, Merotherie Road and Barneys Reef Road, with associated school bus stops located along the route.

The route operates on a weekly alternating loop system whereby the route is traversed in one direction on one week (Week A) and then the opposite direction the following week (Week B). The timetables for the routes are provided below based on information from Ogden Coaches. It is noted that there are no school bus stops located on Blue Springs Road.

Table 4 – Ogden Coaches School Bus Routes

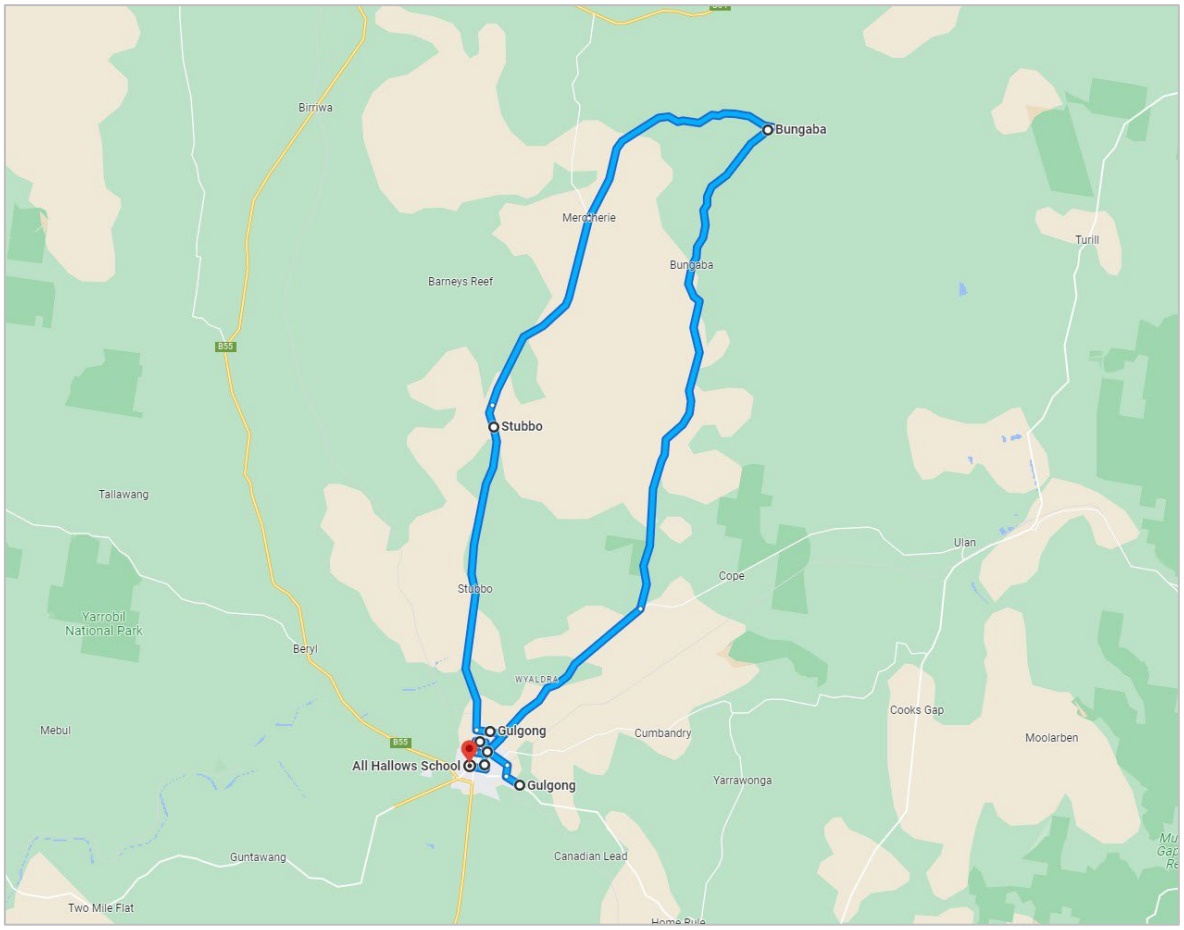
TIME	WEEK A	TIME	WEEK B
AM Peak			
7:10am	Depart Depot	7:10am	Depart Depot
7:30am	Blue Springs Road at Cope Road	7:30am	Barneys Reef Road at Black Lead Lane
7:45am	Blue Springs Road at Wonga Roo Road	7:45am	Merotherie Road at Birkalla Road
7:58am	Blue Springs Road at Birkalla Road	8:05am	Barneys Reef Road at Stubbo Road
8:20am	Merotherie Road at Birkalla Road	8:20am	Blue Springs Road at Birkalla Road
8:32am	Barneys Reef Road at Stubbo Road	8:32am	Blue Springs Road at Wonga Roo Roa
8:40am	Barneys Reef Road at Black Lead Lane	8:40am	Blue Springs Road at Cope Road
8:50am	Gulgong High and Public Schools	8:50am	Gulgong High and Public Schools
8:55am	All Hallows Catholic School	8:55am	All Hallows Catholic School
9:00am	Arrive Depot	9:00am	Arrive Depot
PM Peak			
3:15pm	Depart Depot	3:15pm	Depart Depot
3:35pm	All Hallows Catholic School	3:35pm	All Hallows Catholic School
3:40pm	Gulgong High and Public Schools	3:40pm	Gulgong High and Public Schools
3:50pm	Barneys Reef Road at Black Lead Lane	3:50pm	Blue Springs Road at Cope Road
3:58pm	Barneys Reef Road at Stubbo Road	3:58pm	Blue Springs Road at Wonga Roo Road
4:10pm	Merotherie Road at Birkalla Road	4:10pm	Blue Springs Road at Birkalla Road
4:32pm	Blue Springs Road at Birkalla Road	4:32pm	Merotherie Road at Birkalla Road
4:45pm	Blue Springs Road at Wonga Roo Road	4:45pm	Barneys Reef Road at Stubbo Road
5:00pm	Blue Springs Road at Cope Road	5:00pm	Barneys Reef Road at Black Lead Lane
5:20pm	Arrive Depot	5:20pm	Arrive Depot

A map of the route is shown within Figure 6 which has been provided by Ogden Coaches.

Ogden Coaches have advised that they have recently taken over the school bus route and as such, are still formulating detailed maps and timetables. Ogden Coaches are to be contacted prior to construction to confirm the school bus information is still accurate. Contact details are provided below:

- Name: Phillip Cooper
- Phone: 02 6372 2489
- Email: phillip@ogdenscoaches.com.au

Figure 6 – Ogden Coaches School Bus Route



Source: Ogden Coaches - https://goo.gl/maps/J8DSMj84vKCGqN339

3 Operational Overview

3.1 Project Description

The project as described in the EIS comprises a 400-megawatt solar project that supplies electricity to the National Electricity Market. Key infrastructure for the project includes:

- photovoltaic modules (solar panels) installed on a single axis tracking system in a series of rows aligned north – south across the development footprint;
- power conversion units designed to convert the direct current (DC) electricity generated by the photovoltaic modules into alternating current (AC) form, compatible with the electricity network;
- onsite substation containing, indicatively, two main transformers and associated switchgear;
- transmission infrastructure including up to 33 kilovolt overhead and/or underground electrical reticulation; and connection from the substation to the existing 330 kilovolt transmission line (Line 79) operated by TransGrid;
- operational and maintenance ancillary infrastructure including staff office and amenities, car parking, spare parts storage and maintenance facilities; and supervisory control and data acquisition (SCADA) facilities;
- internal access roads;
- temporary facilities required during the construction and decommissioning phases, such as construction compounds and laydown areas, site office and amenities; and access tracks and associated infrastructure, including gates and fencing.

The project components are located within the development footprint which cover an area of approximately 1,772 hectares.

Key activities for Stage 2b, which are the subject of this TMP, include the operation and maintenance of the project infrastructure, such as cleaning, repairs and renewal.

3.2 Duration of Operational Activities and Schedule

The solar project is expected to have an operational life of 30 years with up to 10 staff on-site at any one time.

Operational activities shall be undertaken during standard daytime hours, as follows:

- Monday to Friday: 7am – 6pm
- Saturday: 8am – 1pm
- No work on Sundays or public holidays.

No operational activities are permitted outside of these standard daytime hours without the approval of the Planning Secretary, excluding the following:

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

3.3 Workforce Locations

The operational workforce is expected to primarily be located in Mudgee and Gulgong and other nearby towns.

3.4 Operational Vehicles

Traffic generated by the project during operations can broadly be separated into the two following categories:

- Light vehicles associated with transporting staff to/from the site; and
- Medium and Heavy Rigid Trucks (MRV and HRV as defined within AS 2890.2:2018), used for the transport of materials required for maintenance.

3.5 Traffic Movements

3.5.1 Traffic Generation

The operations traffic volumes for the project have been provided by the Applicant and are also provided within the Stubbo Solar Farm Traffic Impact Assessment.

A total of 5 to 8 staff are generally required for day-to-day operations, but depending on task it can increase to up to 20 staff. This would be expected to generate up to 40 daily light vehicle trips, but would typically be in the order of 10 to 20 trips during typical operations.

Heavy vehicles would be required only for infrequent repairs and maintenance and will not exceed 5 heavy vehicles in a given day.

Condition 2 of Schedule 3 of the Development Consent requires the development to not generate more than 5 heavy vehicle movements a day during operations, unless the Planning Secretary agrees otherwise. A vehicle movement is defined as *one vehicle entering and leaving the site*. The proposed traffic volumes during operation must comply with the requirements of the condition.

It is anticipated a total of 20 over-dimensional vehicles, including heavy vehicles longer than 26 metres will access the site during the 30 year operation period. An agreement must be sought with the Planning Secretary prior to the use of any over-dimensional vehicles during the operations.

In accordance with Condition 5, Schedule 3, all vehicles will enter the site via the internal access road off Blue Springs Road that was constructed in Stage 1.

3.5.2 Light Vehicle Traffic Distribution

The operational workforce is expected to primarily be located in Mudgee and Gulgong and other nearby towns.

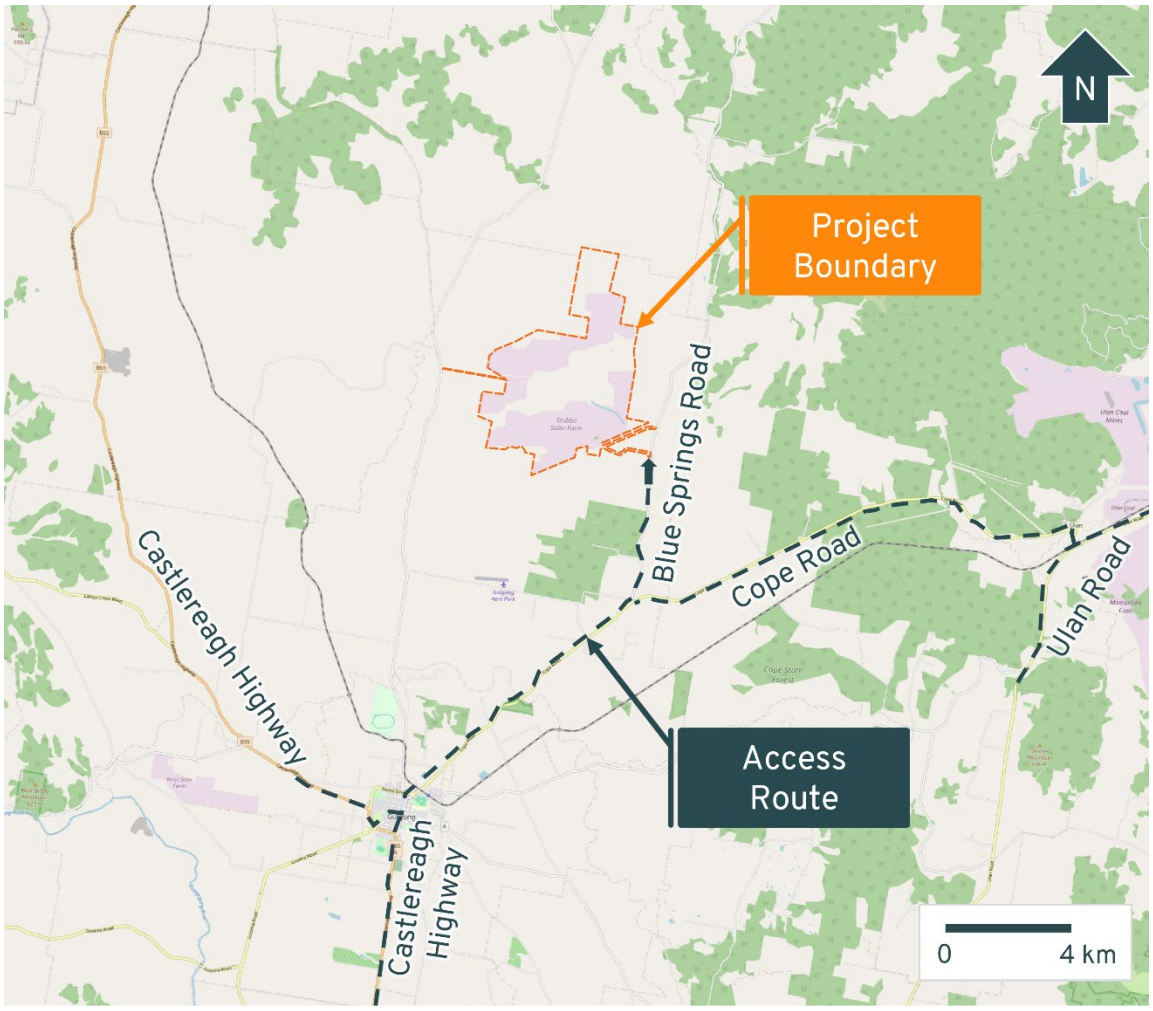
All vehicles will enter the site via the internal access road off Blue Springs Road that was constructed in Stage 1. Blue Springs Road connects with the regional road network via Cope Road to the south. All vehicles will travel along Cope Road through Gulgong to the southwest or Ulan to the east. The access routes for light vehicles are described below:

- Vehicles travelling from the east will access Cope Road (Main Street) via Ulan Road which connects with Golden Highway to the north and would be the preferred route for vehicles coming from the east;

- Vehicles travelling from Mudgee will utilise Castlereagh Highway to access Gulgong, and would then use Herbert Street and Station Street to access Cope Road; and
- Vehicles travelling from the north will utilise Castlereagh Highway to access Gulgong. They will then utilise Mayne Street, Herbert Street, and Station Street to access Cope Road.

The access routes for light vehicles are shown within Figure 7.

Figure 7 – Light Vehicle Access Route

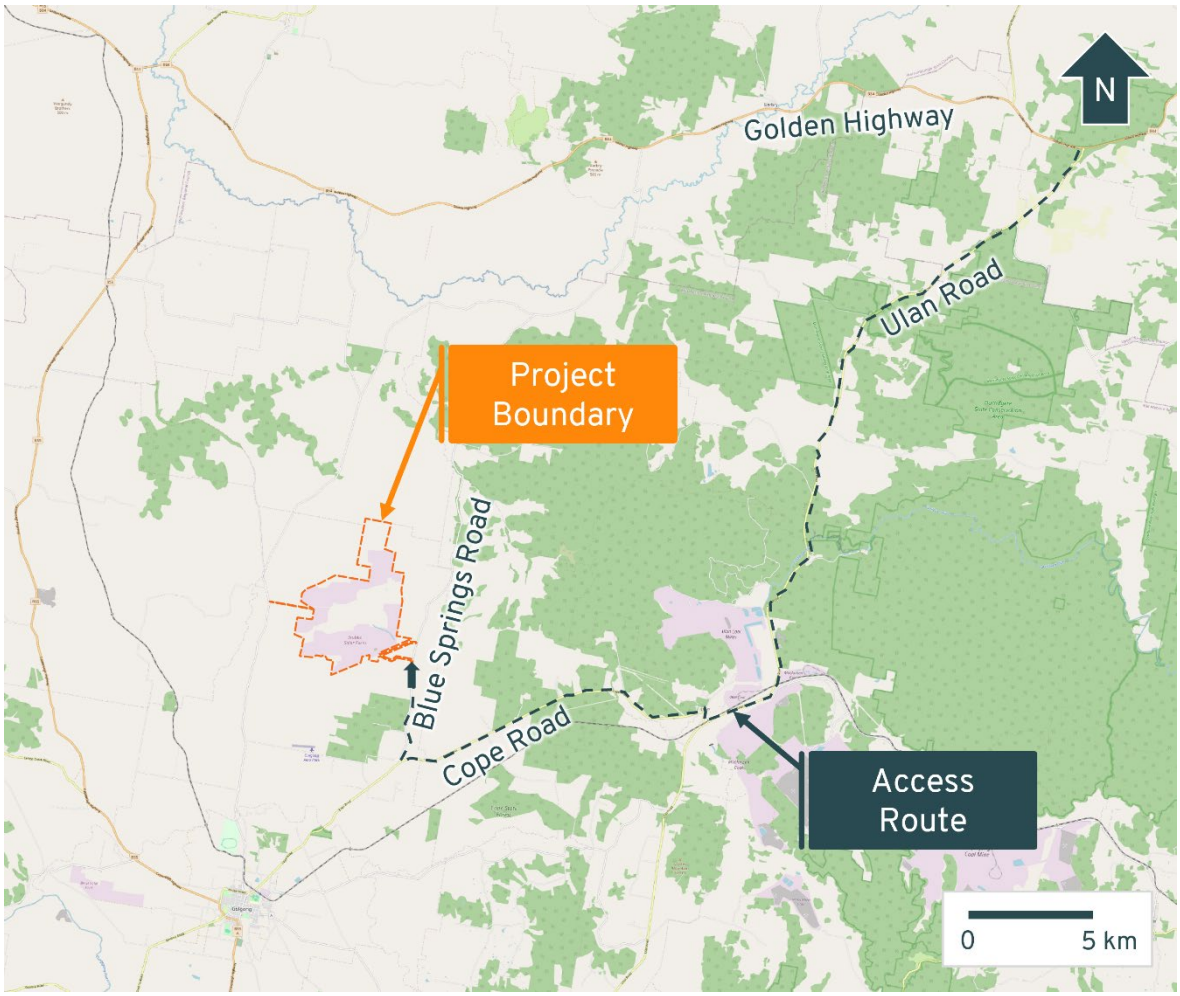


The generation and distribution of light vehicle traffic during operations is consistent with that included and considered in the Traffic Impact Assessment (TIA) prepared by SCT Consulting.

3.5.3 Heavy Vehicle Access Route

Condition 4 of the Development Consent requires all heavy vehicles associated with the development must travel to and from the site via Golden Highway, Ulan Road, Cope Road and Blue Springs Road. The access route will be complied with at all times and is shown within Figure 8.

Figure 8 – Heavy Vehicle / OSOM Access Route



If secure access is unavailable via the above access routes, all vehicles associated with the development must enter and exit the site via the alternative site access point off Blue Springs Road, as identified in Appendix 1 and Appendix 5 of the Development Consent. It is noted that the preferred site access point has been constructed as part of Stage 1.

In accordance with Condition 4, Schedule 3, an exemption will be sought in writing from the Planning Secretary to enable heavy vehicle movements on different access roads should they be required.

Prior to any exemption all heavy vehicle access to be via the access route in accordance with Condition 4, Schedule 3.

3.6 Completed Mitigation Measures

Several mitigation measures were proposed as part of EIS and subsequent Amendment report which were completed as part of Stage 1 prior to construction in Stage 2a. The mitigation measures were completed by Mid-Western Regional Council and included the following works:

- An upgrade of the intersection of Blue Springs Road and Cope Road to allow maintenance of the existing basic right-turn (BAR) and provide a basic left-turn (BAL) intersection treatment for a 100 km/h speed environment for the design vehicle (26 metre B-double).

- A safe sight distance analysis was undertaken at the Cope Road / Blue Springs Road intersection and at the site access points from Blue Springs Road and Barneys Reef Road.
- An upgrade the full 5.4-kilometre length of Blue Springs Road from the intersection of Cope Road and Blue Springs Road, to 200 metres north of the northern site access.
- Upgrades of the intersections with existing driveways within the Blue Springs Road reserve as per relevant standards.
- An upgrade of the road geometry including improvement of superelevation and pavement widening on curves.
- Widening of road pavement in other areas where needed.
- A review of existing roadside drainage along Blue Springs Road to suit the revised road design.
- Adjustment and extension of existing culverts and improving existing drainage.
- Provision of safety barriers where required.
- Blue Spring Road access treatment to the satisfaction of Council.

The upgrades were designed and constructed as part of the Stage 1 scope of works and comply with the Austroads Guide to Road Design (as amended by TfNSW supplements), and were carried out to the satisfaction of the relevant roads authority, Mid-Western Regional Council.

4 OSOM Vehicle Movements

It is anticipated a total of 20 over-dimensional vehicles, including heavy vehicles longer than 26 metres will access the site during the 30 year operation period. These movements would be associated with the replacement or renewal of key infrastructure.

These vehicles will travel under the relevant requirements under the Heavy Vehicle National Law administered by the National Heavy Vehicle Regulator (NHVR) and will be subject to the relevant permits and processes that apply both through the NHVR and the relevant road authorities.

4.1 Oversize/Overmass Operating Protocols

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

- The arrangements for the delivery of OSOM loads to the site will be scheduled to avoid peak periods of traffic on the network and minimise, as far as practicable, disruption and disturbance to residents;
- Pilots shall be in radio contact with other trucks to ensure passing occurs at safe and convenient locations;
- In the event of a breakdown, accident or road failure, the transporter crew will do the following:
  - Park the pilot vehicles in locations where they maximise safety, considering overhanging components, and blind bends on approaches;
  - Contact emergency services (including Police) as is appropriate in the case of an accident;
  - Follow all instructions from Police and the road controlling authority.
  - In the case of an accident, the vehicles involved should not be moved until instructed by Police; and
- Utilisation of only the designated transport routes.

5 Traffic Management Strategy

5.1 Driver Protocols

Management of vehicular access to and from the site is essential to maintain the safety of the general public as well as the staff. A Driver Code of Conduct is provided within Appendix A. All light and heavy vehicle drivers that access the site weekly are required to read, agree to and sign the Driver's Code of Conduct. A copy of NHVR's Heavy vehicle driver fatigue requirements bulletin is attached in Appendix B.

5.2 Delivery Logistics

The O&M Manager will be responsible for monitoring the schedules and recording daily vehicle arrivals and departures which will be recorded to the duration of the project.

Deliveries and arrivals will be scheduled to:

- avoid conflict with local traffic,
- rail services,
- any school zones during peak school times, and
- minimise convoy length or platoons.

5.3 Information and Communications

The implementation of a community information and awareness program will assist in managing the traffic impacts. This program will include elements of the following as appropriate to the operational phase of works:

- Updates on the Project website (https://stubbosolar.com.au/) providing details of the status of works and contact details for any complaints or enquiries will be updated monthly to reflect the current status of the project, in accordance with Condition 17 (Schedule 4);
- Provide key contact personnel and contact details, including out of hours contact information to residents, schools, and public activities operating alongside the local route;
- ACEN will maintain a Complaints Register document and will manage and maintain registers for their works.
- ACEN has published its Complaints Procedure on the Contact Us page of the project website (https://stubbosolar.com.au/contact-us/), which is publicly available, in accordance with Condition 17 (Schedule 4).
- Complaints are to be managed in accordance with section 10.4 Complaints Management.

5.4 On-site Mitigation Measures

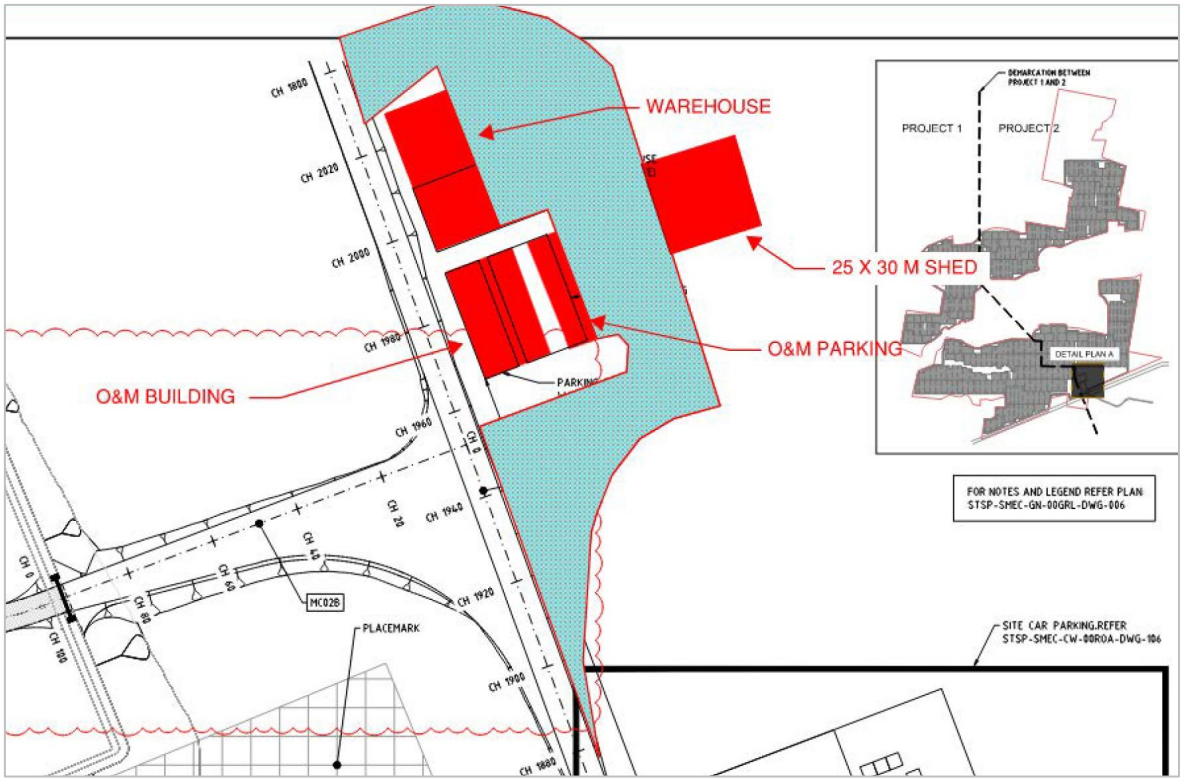
The following on-site traffic management measures will be implemented:

- All vehicles will enter the site through the designated access point which will be secured by way of a gate.
- On-site speed restrictions (40 km/hr maximum limit).

- Appropriate dust suppression measures be implemented, including:
  - Vehicles will drive at slower speeds when travelling on unsealed roads. This can reduce the amount of dust created and the amount of dirt tracked onto the public road network..
  - Vehicles entering/exiting the project loaded with materials shall be covered.
- All internal roads are constructed as all-weather roads as required by Condition 10 of Schedule 3 of the Development Consent;
- Maintenance program for on-site access tracks to ensure safe access;
- Loading and unloading will occur within the site. No street or roads will be used for material storage at any time; and
- Car parking will be provided on-site to ensure vehicles do not park on the surrounding road network.

The car parking and loading areas to be used during operations are shown in Figure 9.

Figure 9 – Car Parking and Loading Areas



5.5 Public Transport

The Traffic Impact Assessment states the following in relation to the impacts to public transport.

- *'The low volume of project-generated traffic is not forecast to impact on any public transport services.*

- *Given the proposed weekday construction hours are from 7am to 6pm, the construction workforce trips would typically occur before 7am and after 6pm, which would generally not coincide with school bus services.*
- *Heavy vehicles would arrive and depart throughout the day, however, given the low forecast heavy vehicle demand (about six heavy vehicles arriving and six heavy vehicles departing the site per hour), minimal impact is expected on the school bus services. Any potential interaction with school bus operations and stops would be considered in the CTMP to minimise any delays, disruptions, and safety risks.'*

Ogden Coaches have advised that they have recently taken over the school bus route (as discussed in Section 2.5) and as such, are still formulating detailed maps and timetables. Ogden Coaches will be contacted prior to the next update of the TMP to confirm the school bus information is still accurate.

5.6 Other Considerations

- All vehicles will enter and exit the site access locations in a forward direction.
- Due to the location of the site, there is an inherent risk that adverse conditions may impact on the movement of transportation vehicles and transport of staff. Consideration for driving in the rain, fog, frost, icy conditions, bright sunlight, flood conditions, and within/near a bush fire is required. Weather forecasts will be checked by the by the O&M Manager and if adverse weather conditions are expected for the following day or days, staff will be informed through toolbox talks conducted by supervisors. The following mitigation measures will be implemented when travelling in adverse conditions:
  - Inspection of Blue Springs Road between the site access and Cope Road to ensure that the road is safe, to be undertaken on the way to site and documented in minutes of the pre-start meeting. If there is black ice on the road, depending on the location, transportation movements will be stopped until it is safe to proceed;
  - Ban or restrict vehicle movements during periods where adverse conditions may impact on the operation of the road and the safety of workers and other road users;
  - Reduce the speed along the transportation route;
  - Provide additional warning for drivers on the road network;
  - Staff will be informed as part of the site induction and at daily toolbox talks, as required, on how to drive in adverse conditions relevant to the time of year, prevailing weather conditions and Project location; and
  - Ensure that vehicles are fitted with equipment to assist them during adverse conditions (first aid kit, fire extinguisher, chains if required) and that drivers are able to communicate to one another with radio devices or via phone to either warn each other or call for assistance.

5.7 Emergencies

The site access point off Barneys Reef Road must only be used for emergency purposes. In the event of an emergency drivers must follow designated roads to evacuate the site, which can include Barneys Reef Road. An Emergency Plan (EP) has been prepared setting out the actions to be followed by the O&M Manager and staff in the event of an emergency, covering:

- details and communication
- emergency equipment
- emergency preparedness and response
- training
- raising the emergency alarm
- emergency evacuation procedures
- testing and recording drills
- fire water supply/fire response trailers
- fire surveillance

5.8 Traffic Environment Management

Vehicles leaving the site will be in a clean condition prior to leaving the site to minimise dirt being tracked onto the public road network. It will be the driver's responsibility to ensure vehicles are in a clean condition prior to leaving the site. Vehicles will be inspected by individual drivers.

6 Road Maintenance

An independent dilapidation survey of Ulan Road, Cope Road and Blue Springs Road on the transport route was completed prior to the commencement of the Stage 1 works.

A follow up independent dilapidation survey of the Cope Road/Blue Springs Road intersection and of Blue Springs Road on the transport route was completed following the Road Upgrades completed in Stage 1, and prior to the commencement of the Stage 2a works, to reflect the updated baseline road conditions.

Within three months following the completion of construction (Stage 2a), an independent post-construction dilapidation survey will be undertaken by an appropriately qualified person to document the existing condition along Ulan Road, Cope Road and Blue Springs Road on the transport route.

Additional surveys will be prepared for the following intervals as a minimum, as relevant:

- Prior to the commencement of upgrades;
- Within 3 months following the completion of construction or upgrades;
- Within one month prior to the commencement of decommissioning; and
- Within 3 months following completion of decommissioning

The surveys will involve a visual inspection of any existing damage on the above roads. The inspection will focus on structural and drainage aspects, such as potholes, visible rutting at wheel paths, cracking and surface deformation or depression. Recent maintenance activity, photos and location referencing of existing damage will be converted into a post-construction dilapidation report which will be used as a baseline for future surveys.

If dilapidation surveys identify that the road has been damaged during construction, upgrading or decommissioning works, repair works are to be arranged by the Applicant in coordination with the relevant roads authority.

If there is a dispute about the repair of Ulan Road, Cope Road and Blue Springs Road between the Applicant and the relevant roads authority, then either party may refer the matter to the Planning Secretary for resolution. The Planning Secretary's decision on the matter will be final and binding on both parties.

6.1 Emergency Repairs

The O&M Manager will undertake regular reviews on the access route to and from site to identify any significant road safety issues that present immediate risks.

Should any significant road safety issues be identified emergency repair works are to be arranged in coordination with the relevant roads authority to the satisfaction of the Planning Secretary.

7 Traffic Management Responsibilities

7.1 O&M Manager

The O&M Manager will be responsible for:

- Ensuring all traffic control measures for this TMP are implemented and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines;
- Ensuring suitable communication and consultation with the affected stakeholders is maintained;
- Reviewing feedback from field inspections, worksite personnel and members of the public, and take action to amend the traffic control measures as appropriate following approval from the Responsible Authority; and
- Arranging and/or undertaking any necessary audits and incident investigations.

7.2 Staff

Staff shall:

- Correctly wear high visibility vests, in addition to other protective equipment required (e.g. footwear, eye protection, helmet, sun protection, etc) at all times whilst on the worksite;
- Comply with the requirements of the TMP and ensure no activity is undertaken that will endanger the safety of other workers or the general public; and
- Enter and leave the site by approved routes and in accordance with safe work practice.

8 Implementation

8.1 Traffic Control Devices

In the event traffic control devices are required, they will be erected in accordance with the Traffic Guidance Scheme (TGS). Work will not commence or continue until all signs, devices and barricades are in place and operational in accordance with the requirements of the TMP.

A vehicle displaying a vehicle mounted warning device shall be used in advance of the signs and traffic control devices to protect workers setting out the signs or traffic cones associated with the taper.

The signs and traffic control devices are to be removed in the reverse order of installation.

The number, type and location of signs, devices and barricades shall be to a standard not less than the requirements of AS 1742.3:2019 (except where specifically detailed in this TMP with reasons for the variations). Devices no longer required shall be promptly and completely removed from road user's lines of sight.

8.2 Environmental Considerations

If adverse weather conditions are expected staff will be informed through daily toolbox talks conducted by supervisors.

9 Communicating TMP Requirements

9.1 Site induction

All personnel entering the site are to attend a Site Induction that details the requirements of the TMP, PPE, Occupational Health and Safety (OHS), and risk management procedures. All personnel wishing to enter the works zone are to be inducted before access is allowed.

The requirements of the TMP will be communicated to all personnel entering the site through the online induction prior to workers and visitors coming to the site.

10 Monitoring and Measurement

10.1 Incidents and Non-Compliances

10.1.1 Incident Notification and Response

Any incident that results in harm to the environment and/or off-site receptors is to be regarded as an environmental incident. It is a mandatory requirement for any personnel working for or on behalf of ACEN to respond to all hazards and events that have affected or have the potential to adversely affect the environment.

As defined in the Development Consent, an incident is a set of circumstances that causes or threatens to cause material harm to the environment. Material harm is defined in the Development Consent as harm that:

- Involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial; or
- Results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding $10,000 (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or makegood harm to the environment.

In accordance with Condition 7, Schedule 4, the Planning Secretary will be notified in writing via the Major Projects website. After ACEN becomes aware of an incident, the ACEN Project Manager will immediately notify DPHI via the Major Projects website.

Incident reporting requirements and responsibilities are set out in Table 10. The table identifies reportable based on the definition in the Development Consent. It is the O&M Manager's responsibility to ensure that notifications are undertaken in accordance with the consent.

Note that safety incidents are defined in site safety documentation separate to the Environmental Management Strategy.

Table 5 – Incident Notification Requirements and Responsibilities

Incident Level	Definition	Notification	Responsibility
Reportable	Causes or threatens to cause material harm to the environment (see definition in DC): ▪ involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial; or ▪ results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding $10,000 (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or makegood harm to the environment.	▪ To ACEN Operations Manager immediately ▪ DPHI: to the Planning Secretary, (immediately after the O&M Manager becomes aware of an incident)	▪ O&M Manager to report to DPHI, Planning Secretary

Subsequent notification requirements will be given, and reports submitted in accordance with the requirements set out in Appendix 7 of the Development Consent. This includes submission of a written incident notification addressing the requirements set out below to the Planning Secretary via the Major Projects website within seven days after ACEN becomes aware of an incident. Notification is required to be given under this condition even if the Applicant fails to give the notification required under Condition 7 of Schedule 4 or, having given such notification, subsequently forms the view that an incident has not occurred.

The written incident notification will address the following requirements:

- identify the development and application number;
- provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident);
- identify how the incident was detected;
- identify when the applicant became aware of the incident;
- identify any actual or potential non-compliance with conditions of consent;
- describe what immediate steps were taken in relation to the incident;
- identify further action(s) that will be taken in relation to the incident; and
- identify a contact for further communication regarding the incident.

Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, ACEN will provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested. The written incident notification will include:

- a summary of the incident;
- outcomes of an incident investigation, including identification of the cause of the incident;
- details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and
- details of any communication with other stakeholders regarding the incident.

Response agencies need to be informed of pollution incidents quickly, so action can be coordinated to prevent or limit harm to the environment and human health generally. These are listed in Table 11.

Incidents will be recorded in an Incident Register.

10.1.2 Non-Compliance Notification and Response

A project non-compliance is defined in the Development Consent as an occurrence, set of circumstances or development that is a breach of the consent but is not an incident.

Non-compliances will be reported and actioned through the incident management procedures detailed above.

In accordance with Condition 8 (Schedule 4), ACEN will notify the DPHI in writing via the Major Projects website within 7 days after becoming aware of any non-compliance with the conditions of this consent.

In accordance with Conditions 8 and 9 (Schedule 4) the non-compliance notification to the Planning Secretary will 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. A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

Table 6 – Response Agency Contact Details

Response Agency	Contact Details
Environment Protection Authority NSW (EPA NSW)	131 555 or (02) 9995 5555
Ministry of Health NSW	(02) 9391 9000
SafeWork NSW	131 050
The local authority, Mid-Western Regional Council	(02) 6378 2850
Fire and Rescue NSW (Gulgong Local Station)	(02) 6374 1049
Rural Fire Service	1800 679 737
Rural Fire Service (Cudgegong Office)	(02) 6372 4434
Heritage NSW (for Aboriginal finds, as per HMP)	(02) 9873 8500
NSW Police (for human remains, as per HMP)	131 444

10.2 Complaints Management

ACEN will maintain a Complaints Register document. ACEN will ensure that information on how to make a complaint is available on the project website and it is updated regularly, in accordance with Condition of Consent 17 (Schedule 4).

Members of the community can make complaints about the project via the following channels, and will be responded within two business days:

- The Contact Us page at http://www.stubbosolar.com.au (website has been established)
- Telephone at 1800 434 062 (available 24 hours)
- Email at info@stubbsolar.com.au
- In person at the Site Compound office reception

To help investigate and resolve complaints effectively, the following information is to be collected and managed in the Complaints Register:

- Date received
- Time received
- Method received
- Stakeholder group (if known)
- Name of complainant
- Address of complainant
- Phone number of complainant

- Nature of complaint
- Complaint summary
- Response and resolution
- Date complaint resolved

All complaints will initially be received by the O&M Manager. On receipt of a complaint, the O&M Manager will:

- Contact the complainant within two business days.
- Coordinate with appointed transport contractor and/or relevant contractors on potential corrective actions.
- Advise the complainant of the corrective actions and record these on the Complaints Register.
- Complete the Complaints Register.
- If corrective actions cannot be implemented immediately, an incident report will be raised to manage the process.
- If appropriate, follow up with the complainant to review outcome of the implemented corrective actions.
- Log all details of the complaint in the Complaints Register and share on public website on monthly basis.

10.3 Management and Monitoring Summary

A summary of the management and minoring measures is provided within Table 12.

Table 7 – Management and Monitoring Summary

Aspect	Potential Problems	Performance Criteria	Mitigation and Control Measures	Monitoring Requirements	Responsibility	Timing	Frequency
Heavy vehicle and over-dimensional vehicle movements	Number of vehicles exceed DC approval	Maximum limit of 5 heavy vehicle movements a day	Heavy vehicles to be scheduled so that the limit is not exceeded	Count and record number of vehicle movements including over-dimensional vehicles*	O&M Manager	Duration of Operations	Daily
Weather conditions	Conditions make driving hazardous	Vehicles should not be travelling in unsafe conditions	Consider options to reduce driver risk such as temporarily halting vehicle movements, re-routing, etc.	Check weather forecast and on-site conditions	O&M Manager	Duration of Operations	Daily
Road conditions	Road damaged during construction or upgrading	Dilapidation surveys to identify if the road has been damaged during construction, upgrading or decommissioning works.	Repair works arranged by the Applicant in coordination with the relevant roads authority, to the satisfaction of the Planning Secretary.	Dilapidation surveys	O&M Manager	Duration of Operations	As outlined in Section 6
	Emergency repairs	Any significant road safety issues that present immediate risks	Arrange emergency repair works in coordination with the relevant roads authority.	Weekly review of the access route to and from site	O&M Manager	Duration of Operations	Weekly
Driver behaviour	Poor driver behaviour leads to incidents, accidents or near misses	No accidents	Encouraging good driver practice and reinforcing those messages during project meetings	Count and record number of incidents, accidents and near misses	O&M Manager	Duration of Operations	Daily
	Vehicles have excessive mud or dirt	Dirt transferred from the site onto the external road network to be minimised	Vehicles exiting the site are to be cleaned so that excessive mud and dirt is not transferred to external roads	Vehicles exiting the site are to be inspected (and cleaned as required)	Vehicle driver	Duration of Operations	Daily

**Note: An agreement must be sought with the Planning Secretary prior to the use of any over-dimensional vehicles during the operations.*

11 Management and Reporting

11.1 Update of Strategies, Plans or Programs

In accordance with Condition 2, Schedule 4, ACEN will:

- Update the strategies, plans or programs required under the Development Consent to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning activities on site.
- Review and, if necessary, revise the strategies, plans or programs required under the DC to the satisfaction of the Planning Secretary within 1 month of the:
  - submission of an incident report under condition 7 of Schedule 4;
  - submission of an audit report under condition 9 of Schedule 4; or
  - any modification to the conditions of this consent.

As stated in Condition 3, Schedule 4, with the approval of the Planning Secretary, the Applicant (ACEN) may submit any strategy, plan or program required by this consent on a progressive basis. To ensure the strategies, plans or programs under the conditions of this consent are updated on a regular basis, the Applicant may at any time submit revised strategies, plans or programs to the Planning Secretary for approval. With the agreement of the Planning Secretary, the Applicant may prepare any revised strategy, plan or program without undertaking consultation with all the parties referred to under the relevant condition of this consent.

ACEN will ensure that all development being carried out on site is covered by suitable strategies, plans or programs at all times.

11.1.1 Staging of Plans

If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program will clearly describe the specific stage to which the strategy, plan or program applies, the relationship of this stage to any future stages, and the trigger for updating the strategy, plan or program.

ACEN will seek the approval of the Planning Secretary, ACEN when submitting any strategy, plan or program required by this consent on a progressive basis.

ACEN also notes that if the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program will clearly describe the specific stage to which the strategy, plan or program applies, the relationship of this stage to any future stages, and the trigger for updating the strategy, plan or program.

11.1.2 Updating of Plans

To ensure the strategies, plans or programs under the conditions of this consent are updated on a regular basis, the Applicant may at any time submit revised strategies, plans or programs to the Planning Secretary for approval.

ACEN will obtain the agreement of the Planning Secretary, when preparing any revised strategy, plan or program without undertaking consultation with all the parties referred to under the relevant condition of this consent.

11.2 Notification to DPHI

Prior to commencing the construction, operations, upgrading or decommissioning of the development or the cessation of operations, the Applicant will notify DPHI in writing via the Major Projects website portal of the date of commencement, or cessation, of the relevant phase.

If any of these phases of the development are to be staged, then the Applicant will notify DPHI in writing prior to commencing the relevant stage, and clearly identify the development that would be carried out during the relevant stage.

Appendix A – Driver Code of Conduct

Driver Code of Conduct

This code of conduct applies to all drivers that regularly visit the site. They are required to read, agree to, and sign the Driver Code of Conduct.

This code of conduct will be communicated to all site workers during the site induction process. Workers will be reminded of the requirements of the code of conduct weekly in toolbox meetings.

The Driver Code of Conduct is to be enforced by the Applicant, and records of the code are to be stored and maintained by the Applicant.

1. Safe Driving Principles

The operators of all vehicles associated with the site shall respect all other road users. All on-site staff will receive a site induction, which will include:

- Details regarding the TMP and this code of conduct;
- Confirmation of Blood Alcohol Concentration (BAC) testing at the gate;
- Details of speed limit signs;
- Information on fatigue management;
- Reinforcement that they must drive to conditions;
- Details of vehicle inspections including maintenance records and risk assessments; and
- Details of inspections, and audits.

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, which include:
  - To complete the solar farm with no Injuries,
  - Safety Key Performance Indicators (KPI's) to be completed including inspections, audits, and training.
- Access routes that are to be adopted as outlined within the TMP;
- Mitigation measures required to be implemented;
- Traffic and access monitoring and reporting requirements; and
- Incident investigation and response protocols.

Training is to be provided prior to start-up of any traffic and access related management tasks and updated if task, equipment or procedures are expected to, or have changed.

2. Primary Driver Code

The following requirements shall 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 and must inform site coordinators if they have any medical condition which may affect their ability to drive.
- Drive in a considerate manner and respect the rights of others to use and share the road space.
- Report all vehicle defects to their employer. Serious defects (e.g. brakes, steering) must be corrected immediately, or an alternative vehicle supplied.
- Any vehicle 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.
- Securely fasten and cover load with the appropriate use of ratchets straps, tarpaulins or covers (loose material), chains and load binders, for example. Relevant vehicular load limits are not to be exceeded and all loads are to be suitably balanced. The maximum rear overhang shall not exceed limits under by relevant road rules for respective vehicle types.
- Keep their vehicle clean and in good mechanical condition to reduce the environmental impact.
- Extra care should be taken when driving at dawn or dusk, being particularly watchful for wildlife and/or livestock.
- Vehicles must give way to pedestrians, cranes, forklifts, mobile plant, emergency vehicles and livestock.
- Drivers must adhere to the required access routes outlined within the TMP (Section 3.5.2 and 3.5.3 of the TMP).

The following provides further guidance as the required safety procedures for specific incidences:

- Drivers travelling to or from the site must do so safely, in full compliance with the law, including in respect of speed limits, following distances, forward sight when overtaking, being able to stop within the length of road visible (or half the length on roads without centrelines), and not driving carelessly or dangerously;
- Timing of deliveries are to be coordinated by the Applicant in order to prevent heavy vehicles travelling through school zones during peak times;
- When aware of any emergency vehicles, approaching from in front or behind, drivers must pull over well in advance to provide unimpeded movement;
- Drivers must reduce their speed and or stop in accordance with the law when passing a school bus which is slowing down, stopped, or accelerating in relation to picking up or setting down children;
- Drivers must reduce their speed in accordance with the law when:
  - Passing children walking, cycling or waiting on the side of the road;
  - Passing an oncoming school bus;
  - Passing someone riding or leading a horse along the road;
  - Approaching an area where a stock shift is known to be occurring.

- Truck drivers must not use engine brakes in built up areas, except where the load being carried and the grade of the road make use of such braking absolutely necessary for safe driving;
- Truck drivers travelling on school bus routes at the same time as an oncoming school bus to use their CB radio to identify the location of the bus and pull over in a safe location before the school bus reaches and passes them;
- Truck drivers are to let traffic behind them pass at regular locations including those opportunities that occur at intersections, wide driveways, sections of road with adequate forward sight distance, gravel pits etc; and
- Dedicated rest stops are to be established and utilised by drivers to reduce driver fatigue.

3. Chain of Responsibility

Corporate entities, directors, partners, and managers are accountable for the actions of individuals under their supervision, even if not directly involved in driving or operating a heavy vehicle under the Heavy Vehicle National Law (HVNL). This is referred to as the "chain of responsibility" (COR).

All entities on the CoR will be made aware of the Driver Code of Conduct, along with the responsibilities associated with safe loading practices and fatigue management.

4. Emergency Procedures

In the event of a breakdown, accident or road failure, the transporter crew shall do the following:

- Park the truck in locations where they maximise safety, considering overhanging components, and blind bends on approaches;
- Contact emergency services (including Police) as is appropriate in the case of an accident;
- Contact the project manager;
- Contact the Council or other road controlling authority as may be appropriate in the case of the incident;
- Contact the site manager to advise all other project traffic, and local traffic via CB radio as appropriate in the case of the incident; and
- Follow all instructions from Police and the road controlling authority.

In the case of an accident, the vehicles involved should not be moved until instructed by Police.

5. Driver Fatigue

Journey Management Plans

If a person travels more than 100 kilometres because of construction activities in a single trip, then a Journey Management Plan will be required. The person that the Journey Management Plan is for will be required to have breaks every two hours and contact a nominated person and once they have reached their destination contact the nominated person to let them know they have reached their destination.

Journey Management Plans are also to be completed for workers driving journeys where there are significant risks with the project overall or the planned tasks (i.e. adverse

weather conditions, driving following a work shift over 12hrs) Travel between the hours of 11pm and 5am is to be avoided. Where unavoidable, the applicable Project Manager must be made aware of the reason for travel and must review The Journey Management Plan that has been developed.

The follow factors will be considered by PCL when Journey Management Plans are being developed:

- PCL assesses if it is safe for workers to drive themselves home after particularly long or taxing shifts.
- The weather and time of year are taken into account.
- Making accommodation arrangements or providing alternative transport for crews should be considered in fatigue management planning
- For those travelling long distances, a Journey Management Plan shall be completed by project management. This plan shall include, as applicable:
  - Assessment of total travel time.
  - Requirement for driver to take a break every two hours and call into the office or to the nominated person to confirm they are all right.
  - Transportation type (driving themselves, carpool with shared driving, other modes of transport).
  - Identified rest breaks and locations.
  - Worker Alertness – consider activities prior to travel (workers just coming off a night shift should have rest time prior to commencing longer journeys).
  - Lone travellers communication and check in points.
  - Weather/ road condition assessments.
  - Night driving

Fatigue Risk Assessment

PCL will identify areas where there is a higher risk of workers becoming fatigued and implement control measures to mitigate the risk some of which may be to:

- Rotate workers between tasks.
- Review staffing to ensure workload expectations is in line with staff numbers.
- Add additional breaks.
- Add additional resources to provide a more comfortable work environment.

Heavy Vehicle Fatigue Management

In addition to the measure outlines above, there are regulations that apply to heavy vehicles that come from the HVNL which is maintained and improved by the National Transport Commission (NTC) and administered and enforced by the National Heavy Vehicle Regulator (NHVR). The HVNL applies in all states and territories except Western Australia and the Northern Territory and commenced in 2014.

One of the five regulations is the Heavy Vehicle (Fatigue Management) National Regulation, which recognises that fatigue is a key risk and one of the biggest causes of crashes for heavy vehicle drivers.

The fatigue management regulations have four key requirements that apply not just to drivers and all other partied in the Chain of Responsibility (CoR):

- Drivers must not drive a fatigue regulated heavy vehicle on a road while impaired by fatigue. Other parties in the CoR must ensure they prevent a driver from doing this.
- Drivers must work within set limits and have minimum rest requirements. Other parties must not ask or allow drivers to exceed these limits.
- Drivers (or in some cases a driver's record keeper) must make an accurate and complete record of their work and rest time in either a National Driver Work Diary or, if driving within an area with a radius of 100km of the driver's base, alternative work records.
- Drivers must provide their work and rest records to their record keeper within set time frames. A record keeper must retain these records for three years.

Failure to comply with these requirements can result in enforcement action from the NHVR.

A copy of NHVR's Heavy vehicle driver fatigue requirements bulletin is attached in Appendix B. This document outlines the relevant requirements and includes links to further information related to work diaries, CoR, accreditation, trip plans, and safety management systems. This information is to be used and followed when applicable.

6. Maintenance Requirements

The operators of all vehicles associated with the site shall maintain a high level of maintenance. The following requirements shall 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; and
- Ensure their vehicles have correctly fitted mufflers to minimise noise disturbance.

7. Complaint Resolution and Disciplinary Procedure

All traffic related complaints will be managed in accordance with Section 10.4 of this TMP. All complaints will be collated via the following means and be responded within two business days:

- The Contact Us page at http://www.stubbosolar.com.au (website has been established)
- Telephone at 1800 434 062 (available 24 hours)
- Email at info@stubbsolar.com.au
- In person at the Site Compound office reception

Failure to comply with these complaint management procedures for safe transport may result in disciplinary action. Any subsequent breaches identified by the system shall result in disciplinary action.

Appendix B – NHVR Heavy Vehicle Driver Fatigue Requirements

Heavy vehicle driver fatigue requirements

Compliance and Enforcement bulletin 7

This bulletin provides practical advice to help heavy vehicle drivers and other parties to comply with the requirements of the Heavy Vehicle National Law (HVNL) as they relate to heavy vehicle driver fatigue.

What are my obligations under the HVNL?

Amendments to the HVNL in 2018 will introduce 'safety duties' that must be met by all parties in the Chain of Responsibility (CoR). This requirement means that all parties have a duty to ensure the safety of their transport activities, so far as is reasonably practicable.

Responsible parties in the chain include: employers, prime contractors, operators, schedulers, consignors, consignees, packers, loading managers, loaders, and unloaders.

In addition, the executive officers of each party in the chain must exercise 'due diligence' to ensure the safety of their business's transport activities. The law will require executive officers to:

- keep up-to-date with the safe conduct of transport activities in their business
- fully understand the hazards and risks associated with their transport activities and how these are being managed
- provide appropriate resources–including people, systems and equipment–to manage their safety hazards and risks effectively.

In terms of heavy vehicle driver fatigue, the safety duties provision of the HVNL places a requirement on responsible parties to prevent a driver from driving any heavy vehicle whilst fatigued, not just fatigue-regulated heavy vehicles.

These safety duties extend to identifying any fatigue risks to prevent or reduce potential harm or loss, to yourself and others.

What are the HVNL fatigue requirements?

Driver fatigue is a leading contributor to heavy vehicle crashes in Australia, with some studies showing fatigue involved in one eighth of Australian heavy vehicle crashes.

To assist drivers and operators of heavy vehicles to avoid driver fatigue, the HVNL sets four key requirements.

Four key HVNL requirements to avoid driver fatigue

Requirement	Description
1. Don't drive a heavy vehicle while fatigued	Drivers must not drive a fatigue-regulated heavy vehicle on a road while impaired by fatigue. Other parties in the CoR must ensure they prevent a driver from doing this.
2. Work within set limits	Drivers must work within set limits and have minimum rest requirements. Other parties must not ask or allow drivers to exceed these limits.
3. Keep work and rest records	Drivers (or in some cases a driver's record keeper) must make an accurate and complete record of their work and rest time in either a National Driver Work Diary or, if driving within an area with a radius of 100 km of the driver's base, alternative work records.
4. Provide records to record keeper	Drivers must provide their work and rest records to their record keeper within set time frames. A record keeper must retain these records for three years.

Understanding the HVNL fatigue requirements

1. Don't drive a heavy vehicle while fatigued

Under the HVNL, the safety duty for all heavy vehicle drivers is to not drive a fatigue-related heavy vehicle on a road while impaired by fatigue. A driver is impaired by fatigue when their ability to drive a heavy vehicle safely is affected by fatigue.

The HVNL defines fatigue as including (but not limited to) the following feelings and behaviours:

- feeling sleepy
- feeling physically or mentally tired, weary or drowsy
- feeling exhausted or lacking energy
- behaving in a way consistent with the above.

If a heavy vehicle driver is driving and experiences any of these symptoms, they must stop work immediately (as soon as it is safe to do so). The driver must not work again until they are no longer affected by fatigue.

Tip: Getting plenty of good quality rest and/or sleep are the most effective ways to prevent and recover from fatigue.

A driver can be impaired by fatigue at any time, even when they comply with work and rest hour limits. Regardless of how many hours they may have worked or rested, they must never drive if they are impaired by fatigue.

2. Work within set limits

The scientific evidence shows that fatigue increases the longer a person is awake and or the less sleep they have. To assist heavy vehicle drivers get enough time to sleep and to not work too long, the HVNL requires all heavy vehicle drivers to comply with set work and rest limits.

What is work and rest?

While driving is the most common type of work, it is important to note that any other task relating to the operation of a fatigue-regulated heavy vehicle is regarded as work, including for example:

- instructing/supervising another person driving a fatigue-regulated heavy vehicle
- loading or unloading a fatigue-regulated heavy vehicle
- inspecting, repairing or servicing a fatigue-regulated heavy vehicle
- inspecting or attending to a load (adjusting/securing load) of a fatigue-regulated heavy vehicle (a load includes passengers)
- cleaning and refuelling a fatigue-regulated heavy vehicle
- completing paperwork in relation to a fatigue-regulated heavy vehicle (organising loads/work)
- recording information or completing a document that is required under the HVNL
- helping another person or supervising any of the above
- occupying the driver seat of a fatigue-regulated heavy vehicle while its engine is running
  Note: Exemptions may apply.

These tasks have been limited because they extend the time a person is awake, increasing the risk of being fatigued.

Rest in relation to the operation of a fatigue-regulated heavy vehicle is not doing any of the above.

What work and rest options are available?

The HVNL provides heavy vehicle drivers and operators with various work and rest hours options, each with their own work and rest limits. There are four options available:

1. Standard hours
2. Basic Fatigue Management (BFM) hours
3. Advanced Fatigue Management (AFM) hours
4. Exemption hours.

Note: The following link to the NHVR website provides the work and rest requirements for each of the work and rest hours options.
www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/work-and-rest-requirements

BFM and AFM provide increased levels of flexibility by managing fatigue risks through the National Heavy Vehicle Accreditation Scheme (NHVAS). Heavy vehicle drivers can only work under these hours if they have been inducted into an accredited operators system.

Exemptions enable operators and drivers to apply for work and rest hours not possible under any of the other work and rest options. Strict constraints apply.

3. Keep work and rest records

When does a driver need to carry a Work Diary?

A driver of a fatigue-regulated heavy vehicle is required to carry a Work Diary when they are, or if they have in the last 28 days, been:

- driving outside a radius of 100km from their driver base (100+km work)
- working under BFM or AFM
- working under an exemption.

At the request of an Authorised Officer, drivers must produce their Work Diary records for the previous 28 days. An Authorised Officer is a police officer, state or territory road agency officer or an NHVR officer.

Note: Some specific state and territory exemptions exist.

Completing a Work Diary (100+km work)

Drivers of a fatigue-regulated vehicle undertaking or planning to undertake a 100+km journey in a day must complete their Work Diary (including all work and rest) for that day. Detailed instructions on how to complete your Work Diary, including examples, are located at the beginning of your Work Diary.

Counting time

There are detailed instructions on pages 21–25 of the Work Diary explaining how to count time. It is important to remember when counting time that:

- each 24-hour period starts at the end of a major rest break relevant to the work/rest hours arrangement under which the driver is working (e.g. standard hours solo (at least) seven hours continuous rest).
- each 24-hour period ends exactly 24 hours after commencement.
- it is possible that you could have more than one 24-hour period running at the same time. This can occur when there are two major rest breaks within a 24-hour period.

Tip: A major rest break does not reset your 24-hour period; it commences another 24-hour period.

Recording work/rest in non-participating jurisdictions

If you are the driver of a fatigue-regulated heavy vehicle travelling into WA or NT for a period of seven days or less, you are required to comply with both the HVNL fatigue requirements and any relevant local laws. To demonstrate your compliance, you should complete your Work Diary as you would if you were working in a participating jurisdiction.

For periods of work longer than seven days carried out in a non-participating jurisdiction, the driver will need to comply with the local heavy vehicle driver fatigue, work rest and record keeping requirements. When driving a fatigue-regulated heavy vehicle and returning from a non-participating jurisdiction to a participating jurisdiction, the driver must complete their Work Diary from the beginning of the last major rest break taken prior to re-entering the participating jurisdiction.

Further information can be found on page 9 of the Work Diary instructions.

4. Provide records to record keeper within set time frames

Record keepers must keep a record of specific information for drivers of fatigue regulated heavy vehicles. A record keeper may be the:

- employer, if the driver is employed
- accredited operator, if the driver is working under BFM or AFM accreditation
- driver (as a self-employed or owner driver).

Drivers must provide their record keeper with their relevant work and rest hours totals and any other relevant vehicle information the record keeper may not reasonably have access to (registration numbers, dates the driver worked, etc.).

The record keeper determines the record location and notifies the driver. The record location is usually the driver's base.

All records must be:

- kept for three years after they are created
- kept at a location accessible to an Authorised Officer for audit or investigation purposes
- in a format that is readable and reasonably assumed it will be readable in at least three years from the date of its creation.

When do HVNL fatigue requirements apply?

The heavy vehicle driver fatigue requirements found in chapter 6 of the HVNL apply to drivers and other parties operating a fatigue-regulated heavy vehicle.

A fatigue-regulated heavy vehicle is defined as a:

- motor vehicle with a Gross Vehicle Mass (GVM) of more than 12t
- combination with a GVM of more than 12t
- fatigue-regulated bus (GVM greater than 4.5t and built or fitted to carry more than 12 adults including the driver).

Some vehicles have been specifically excluded from this definition, these include motor vehicles that are:

- built to operate primarily as a machine or implement off-road and are not capable of carrying goods or passengers by road

or

- motorhomes.

For example, a truck with a GVM of 8.7t towing a trailer with a GVM of 3.4t (8.7t + 3.4t = 12.1t) would be classed as a fatigue-regulated heavy vehicle.

Tip: The manufacturer specifies the GVM and it can be located on the vehicle identification plate, registration label or papers.

What can I do to manage fatigue?

The implementation of a safety management system (SMS) that addresses the risks associated with fatigue will assist in satisfying the requirements of the HVNL as they relate to heavy vehicle driver fatigue.

While this bulletin is not intended to provide an exhaustive list, here are some examples of systems that can be established as part of an effective SMS:

- Reviewing driving or work schedules and work records of relevant drivers
- Regularly assessing fitness for duty of relevant drivers
- Reviewing contractual arrangements and documentation relating to the consignment and delivery of goods
- Reviewing loading and unloading times and delays at loading and unloading places
- Developing and adhering to trip plans
- Implementing formalised processes to engage and consult with other parties in the chain.

What actions can Authorised Officer's take?

Authorised Officers have powers relating to heavy vehicle driver fatigue requirements, including inspecting heavy vehicle driver's work and rest records.

Enforcement action for any breach of fatigue, work/rest hours or Work Diary requirements will depend on the nature and severity of the breach. Options available to Authorised Officers include (but are not limited to) formal warnings, infringement notices and court imposed penalties.

Drivers of fatigue-regulated heavy vehicles that are deemed to be driving while impaired by fatigue may face penalties and be prevented from working, even if they are complying with work and rest requirements.

Drivers of fatigue-regulated heavy vehicles may be directed to immediately stop work and not work again for a stated period if:

- the driver is impaired by fatigue
- the driver has committed a severe or critical work/rest hours breach
- the driver is unable to produce a Work Diary without a reasonable excuse
- the Work Diary produced cannot be relied on as an accurate record of the time the driver recently spent working or resting.

Where can I get more information?

Heavy vehicle driver fatigue or Work Diary requirements

This bulletin summarises the key obligations set out in the HVNL and is not exhaustive. Visit our website for more information about heavy vehicle driver fatigue or Work Diary requirements or contact us on 1300 MYNHVR (1300 696 487). www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management

Chain of Responsibility (CoR)

More information is available on the NHVR website at: www.nhvr.gov.au/safety-accreditation-compliance/chain-of-responsibility

NHVAS

More information is available on the NHVR website at: www.nhvr.gov.au/safety-accreditation-compliance/national-heavy-vehicle-accreditation-scheme

Fatigue management exemptions

More information is available on the NHVR website at: www.nhvr.gov.au/safety-accreditation-compliance/fatigue-management/fatigue-management-exemptions

Safety Management Systems (SMS)

More information is available on the NHVR website at: www.nhvr.gov.au/safety-accreditation-compliance/safety-management-systems

For more information

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