



Ausgrid 200MW/400MWh BESS Project Steel River Traffic Management Plan

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Authority

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History

Revision	Date	Amended By (Name)	Details of Amendment
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1 Introduction

1.1 Purpose of the Document

The intended purpose of this Traffic Management Plan (TMP) is to ensure the safe and effective management of interactions between light and heavy vehicles, plant, equipment and pedestrians during the execution of the Project.

This Traffic Management Plan shall be referenced in conjunction with the Steel River East BESS – Mayfield West, NSW – Traffic Impact Assessment.

Throughout the execution of the works, there will be an ongoing requirement for an amendment to this TMP. The amendment shall be approved in advance by the Project Manager.

Upon approval, the Project Manager or delegate will then arrange for the TMP to be amended accordingly and distributed to those on the associated distribution list.

2 Project Overview

2.1 Background

The Ausgrid BESS 200MW/400MW/h Project is a Battery Energy Storage System development for Ausgrid.

The Ausgrid BESS 200MW/400MW/h Project forms part of Ausgrid's ongoing renewable energy generation and storage strategy.

Two Project sites are located at Steel River, approximately 7km Northwest of the Newcastle CBD, NSW, and Homebush being approximately 10km West of the Sydney CBD, NSW.

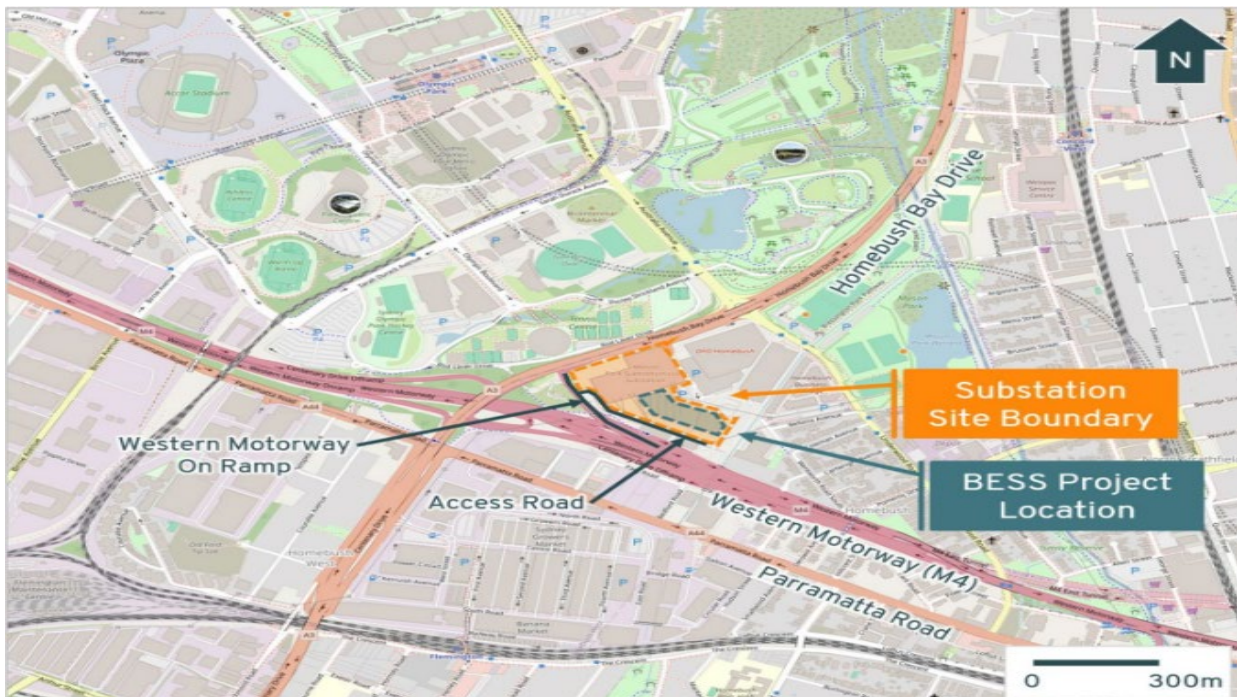
2.2 Steel River BESS

The Steel River BESS Project is located at 1 McIntosh Drive, Mayfield West, approximately 7km Northwest of the Newcastle CBD, NSW. Access to the site will be via McIntosh Drive to the South.



2.3 Homebush BESS

The Homebush BESS Project is located at 10 Homebush Bay Drive, Homebush, being approximately 10km West of the Sydney CBD. Access to the site is proposed to be via the access road connecting to the Eastbound on-ramp onto the Western Motorway (M4).



2.4 Scope of Work

The Works to be performed under the Contract include the supply and installation of civil, electrical and instrumentation for the Ausgrid 200MW/400MWh Project.

NB: Although this document references the second Project site Homebush from an overview perspective, it primarily addresses only the Steel River Project.

3 Associated Documents for the Project Works

Associated documents for the Project Works are as follows:

Description	Project Document No.	Revision
Health, Safety and Environmental Management Plan	201085-SE-PLN-0001	A
Employee and Industrial Relations Management Plan	201085-HR-PLN-0001	A
Project Management Plan	201085-OP-PLN-0001	A
Traffic Management Plan	201085-SE-PLN-0004	A
Quality Management Plan	201085-QA-PLN-0001	A
Participation Management Plan	201085-HR-PLN-0002	A
Site Establishment Management Plan	201085-OP-PLN-0002	A
Waste and Water management Plan	201085-SE-PLN-0003	A
Construction Management Plan	201085-OP-PLN-0003	A
Risk Management Plan	201085-SE-PLN-0005	A
Emergency Response Management Plan	201085-SE-PLN-0002	A
Project Monitoring and Controls Plan	201074-SM-PLN-0001	A

4 Acronyms / Abbreviations and Terminology

Acronym /	Definition
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Term	
Active Operational Area	Any location where surface operational activities occur and where there is routine interaction between heavy equipment, other traffic, pedestrians or wildlife / environment.
BESS	Battery Energy Storage Systems
BMS	Battery Management System
BoD	Basis of Design
Competent Person	Refers to a person who has acquired through training, qualification or experience, the knowledge and skills required to do a designated task competently.
Controlled	An area or intersection where traffic movement is controlled by standard road signs.
Controls	Measures that reduce or eliminate a hazard
GET	Ground Engaging Tools i.e. bucket, ripper, blade etc
Hazard	A source or a situation with a potential for harm in terms of human injury or ill health, damage to property or the environment or a combination of these (AS4801).
HME / HV	Heavy Mining Equipment / Heavy Vehicles - Excavators, Haul Trucks, Graders, Dozers, Drills, Front End Loaders, Rollers / Compactors
HSE	Health, Safety and Environment
LV / Light Vehicles	All Sedans, Utilities, Wagons and similar light commercial vehicles and Buses.
TNSW	Transport for NSW
OHL	Overhead Line (Electrical Transmission/Power Line)
Project Personnel	Project workforce members and contracting partners engaged for the Project works.
RAV	Restricted Access Vehicle
Risk	In relation to any potential injury or harm, the likelihood and consequence of that injury or harm occurring. (AS4801)
Road Works	Maintenance or construction of roads other than clean up or routine grading.
Slow Wheeled Vehicle	Any vehicle that is not capable of travelling the prescribed speed
SME	Surface Mining Equipment
Support Vehicles	Emergency Vehicles, Fuel and Water Trucks, Service Trucks, Cranes, Forklifts and Backhoes.
TCP	Traffic Control Plan
TMP	Traffic Management Plan
Uncontrolled	An area where standard road signs do not control traffic movement.

5 Roles and Responsibilities

Responsible Person	Roles and Responsibilities
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Site Manager / Project Manager	<ul style="list-style-type: none"> • Responsible for the implementation of Traffic Control Plans • Notifying contracting partners and staff of any proposed traffic management changes • Monitoring of onsite traffic control and operating conditions
Supervisor / Leading hands	<ul style="list-style-type: none"> • Implementation of traffic control plan on site including setting up traffic control equipment and barriers • Set up pedestrian walkways, delineation from mobile plant. • Communicate any changes to TMP or TCP to contracting partners and employees. • Monitoring of onsite traffic control and operating conditions
HSE Advisor	<ul style="list-style-type: none"> • Review and internally approve TCP and TMP • Monitoring of onsite traffic control • Complete traffic control inspections as required. • Submitting of TMP and TCP to client including revisions as they occur • Monitoring of onsite traffic control • Auditing of the TMP

6 Traffic Management Plan

6.1 Legislation

- Road traffic Act NSW 2013.
- Dangerous Goods Safety (Road and Rail Transport) Act NSW 2008.
- Occupational Health and Safety Amendment (Dangerous Goods) Regulations 2005
- Work Health and Safety Act NSW 2011.
- Work Health and Safety Amendment (Review) Act NSW 2020
- Work Health and Safety Regulations 2022.

6.2 Local Supplier Engagement

- AS 1742.3:2019 Traffic Control for Works on Road.
- NSW Supplement to Aust Standard AS1742.3:2019 – Part 3 Traffic Control for Works on Roads V4.1

7 General Safety and/or Environmental Requirements

All requirements listed in the reference documents shall always be implemented and adhered to.

Project activities involving mobile plant and equipment shall be subject to a risk assessment. Outcomes from this risk assessment shall be integrated within appropriate safe work procedures, JHAs or other documentation.

HSE risks associated with the use of roads to access the Project site include the:

- Additional buildup of traffic surrounding the Project site
- Potential for construction traffic to impact on the local community (e.g. dust from unsealed roads, mud on roads, noise, traffic disruptions or other associated hazards).

- Safety of drivers travelling to and from site.
- Trucks moving through local communities.
- Truck movements on steep gradients to and from port and other origins.

Regular road hazard topics (weather alerts, lighting or other poor visibility issues) shall be communicated to all site personnel where relevant. Traffic management Plans (TMP) and Traffic Control Plans (TCP) information shall be communicated via the induction and orientation program, and through site prestart meetings.

Changes to this TMP and specific TCPs shall be submitted to the project for review, once approved it is to be communicated:

- To relevant stakeholders in advance, at least 120 hours prior; and
- Via site pre-start meetings and site notice boards.

8 Roads and Vehicle Requirements

8.1 Road Rules

The New South Wales Australian road rules, as specified in the NSW Roads and Traffic Act 2013 and requirements shall apply to all Project construction activities.

All Light Vehicles and other road registered plant travelling to and from site and onsite, shall meet the state transport authority / Transport for NSW standards for a road worthy vehicle / plant and be approved for site as a minimum requirement.

All drivers travelling to and from site are to ensure that they have had sufficient rest in accordance with the Project's Fitness for Work Procedure before operating any vehicle.

Drivers are to refrain from, where possible, driving at night or during the hours of dawn and dusk due to increased amount of fauna on the roads.

Any vehicle coming onto the Project site is subject to inspection by Project representatives.

8.2 Vehicle Requirements

All light and support vehicles and heavy equipment on the Project shall comply with all site requirements prior to mobilisation.

Compliant vehicles and equipment shall be identified by way of a site sticker to the vehicle. Weed and seed certification may be required for ground engaging earthmoving equipment.

Only personnel holding a Drivers Licence and authorised for the Project shall drive light vehicles on site. All drivers shall hold a valid driver's license (Open C Class licence) and be authorised to drive on site.

All heavy equipment operators shall be ticked and have completed a verification of competency (VOC) for the specific machine type they will be required to operate on site.

Challenge testing will be performed for alternative models of a similar or smaller machine. All operators shall be approved (Authorised to Operate).

8.3 Transportation Requirements

All delivery drivers are to wear appropriate PPE prior to admission onto site.

Transport of Dangerous Goods shall be in accordance with the NSW Dangerous Goods (Road and Rail Transport) Act 2008 No.95.

All transportation shall comply with the Chain of responsibility legislation and meet the performance standards detailed in the National Transport Commission – [Load Restraint Guide 2004 Full Copy.pdf](#)

9 Nearby Roads and Facilities

9.1 Tourle Street

State Road at 21.8m width with 2x lanes plus bicycle lane in each (North & South) direction mostly at 80km/h speed limit reducing to 60km/h at the Industrial Drive intersection.

9.2 Industrial Drive

State Road at 23m width with 2x lanes plus bicycle lane in each (NW & SE) direction at 80km/h speed limit.

9.3 Shared Accessway (Site Access)

Local Road at 9m width, private accessway, single lane in each (generally North / South) direction.

9.4 McIntosh Drive

Local Road at 13m width, single lane in each (generally NW & SE) direction, 50km/h speed limit and allows parking on both sides of the road.

9.5 Murray Dwyer Circuit

Local Road at 12.1m width with one of lane plus bicycle lane in each (generally East / West) direction, 50km/h speed limit.

9.6 Steel River Boulevard

Local Road at 17.5m width providing one of lane in each (NE / SW) direction, 50km/h speed limit.



9.7 Public Transport

A public transport bus stop located on Tourle Street 250m South of the site is serviced by one bus service operating seven days a week plus two further services operating on weekdays only.

9.8 Cycling Lanes

A shared path running along the Southern boundary of the site provides a link via various bicycle lanes on adjacent roads to the City's bicycle path network.

10 Transportation – General

10.1 Vehicle Movements

It is expected that all Project-related traffic will transit to site via McIntosh Drive and Murray Dwyer Circuit.

Peak hour traffic movements at the project site are expected to occur at 5:45 am - 6:45 am and 4:00 pm - 5:00 pm, with the greatest volumes during the construction phase.

The Project will further consider traffic management issues, inclusive of:

- The delivery of oversize components and dangerous goods.
- Congestion and staggering of site arrival and leaving times to limit impact to community road users.
- Truck movements through the township at night, or during busy periods such as nearby school drop offs or holidays.
- Restricted Access Vehicle network, operation of trucks classified as Tandem Drive Network 4 (trucks to 27.5m in length) – if required.

10.2 Deliveries and Escort Drivers

Common deliveries that travel for works will be escorted at all times from the main security gate. Delivery drivers may need to complete a Delivery Driver Induction and vehicle approval for site to ensure all applicable requirements have been met. Site directions and maps will be made available to the delivery companies.

Upon arrival at site, the delivery driver is to call the nominated Project contact and wait in a designated area until the escort arrives. The delivery driver will be escorted, ensuring full radio contact at all times, to the site where a delivery driver induction may be completed prior to unloading. The delivery truck will likewise be escorted off site.

The Project will issue transport providers with a basic HSE information pack for the instruction of their delivery drivers, prior to their travel to site, which details the required PPE, radio channel for communication, and restrictions on delivery times. Where companies engage consistent drivers for deliveries to the Project, these drivers can be fully site inducted.

Notification of deliveries for the Project must be provided to the Project Manager, or their delegate, for scheduling purposes, with a minimum of 72hrs notice prior to the intended delivery wherever practicable.

10.3 Loading and Unloading

Drivers shall not participate in the loading or unloading of loads unless they are fully inducted for the Project worksite and are included in the development of a specific JHA. The driver may give advice with respect to the sequence of releasing or securing of any load restraints.

Notwithstanding the above, the driver shall however participate in and ensure to his/her satisfaction, the adequate placement and securing of all loads prior to the commencement of a new vehicle movement.

Assessment of the load and rejection of the vehicle will occur if it is not safely loaded and presents a risk to personnel during unloading, as per chain of responsibility requirements.

The unloading of loads will be performed only in clearly marked, designated areas. The Unloading crew shall have a clear method of communication and shall use a dedicated radio channel as the preferred means of communication while unloading.

Where a load on a float exceeds the sides of the trailer a risk assessment shall be completed, which considers the risks associated with loading, driving and unloading the float.

Wherever practicable, the delivery of materials on the transport provider's trucks shall be loaded such that they can be removed with fork equipped machinery. Where this is not practicable, loads shall be arranged such that they can be unloaded without personnel accessing truck beds or trailers where fall risk exists and no fall protection is present.

10.4 Towing of Trailers and Lighting Towers

Trailers must be fitted with a secondary securing device (chain), which must be in use at all times when being towed. A jockey wheel must also be attached and operational. Personal who are towing trailers, lighting towers or similar may be required to undertake a challenge test.

10.5 Oversize Loads

Any mobile equipment that impedes the flow of traffic due to physical size or speed must have a flashing amber light and be escorted by an approved escort vehicle.

Wide and abnormal loads that are to be transported to Project sites must be:

- Documented via a TCP submitted to the relevant Project representative on a weekly basis prior to travel.
- Be approved by the relevant Project representative.

Where any Mobile Equipment exceeds 2.5m in width, one escort must be used unless the road has been specifically designed to accommodate the wider surface mobile equipment.

Where any mobile equipment exceeds 4.5m in width, two escorts must be used unless the road has been specifically designed to accommodate the wider load.

Where escorts are used, they must be at a distance to give other drivers adequate warning of the hazard. The driver of an escort vehicle must be site inducted, and escorts must have flashing lights and radio contact with the vehicle being escorted.

Any equipment which is oversized can only be moved under an NSW (Transport for NSW) Road Permit.

10.6 Hierarchy of Vehicles

It is the intent to have all roads clearly marked and delineated with adequate signage, but in the event of an uncontrolled intersection the following site standard is to be followed.

At any area not controlled by road signs, the vehicle higher on the list has right of way over vehicles listed below.

- Active Emergency Services Vehicles (with lights and siren operational)
- Working Grader / Working Water Cart
- Other Heavy Equipment
- Site Support Equipment

- Light Vehicles.

10.7 Traffic Managements

A traffic control plan (TCP) shall be implemented wherever there is the potential for interface issues between people, vehicles and mobile plant onsite. Traffic control inspections shall be conducted as required for these hazards.

Specific Traffic Control Plans for all proposed traffic control changes shall be developed and implemented on the Project and communicated at prestart meetings.

At all times consideration is to be given to reducing the number of vehicles in work areas, to reduce the pedestrian/vehicle interaction risk, and vehicles are to be parked in designated areas. Wherever possible a dedicated pedestrian area shall be demarcated to facilitate safe pedestrian access.

As a minimum between all temporary buildings in office areas there must be sealed footpaths to allow all weather foot traffic between buildings. The paths must be non-slip, reduce trip hazards, be all weather and have adequate rails and steps as required.

Lighting, signage, traffic bollards and step identification will be installed throughout the facility to limit the risks to pedestrians.

All designated pedestrian pathways on the construction site must be clearly marked and delineated to ensure pedestrians have minimal contact with vehicle traffic. Where a pedestrian crossing is required across a roadway, applicable signage shall be erected advising of the crossing, and barricading shall be arranged to act as a pedestrian hold point prior to entering traffic zones.

Traffic control plans shall be submitted to the Project representative for approval.

10.8 Traffic Control Plans

Traffic Control Plans (TCP) shall be established for any changes or disruptions to traffic systems, routes and/or when loads arriving / departing from site affect the Plan. Where a change affects areas external to site operations, a Traffic Control Plan shall be lodged with the relevant Authority representative, and a General Site notice issued including an updated drawing or map. All traffic management changes must be approved by the Project Manager prior to their commencement.

10.9 Exclusion Zones

Work areas shall be barricaded or segregated as appropriate to prevent vehicle/equipment and pedestrian access. Exclusion zone design must always consider the safety of those directly involved in addition to the safety of other personnel accessing and egressing the area.

Hard barricading shall be erected where works between different work groups pose interface issues thus making any works unsafe to proceed. Windrows or water filled barriers are suitable for demarcation where personnel are working close to mobile plant or vehicles. Windrow height shall exceed 50% of the wheel height of the largest wheels of vehicles to be segregated.

The following practices shall be implemented onsite to ensure the safe exclusion of pedestrians from light vehicle and/or mobile plant operating areas:

- Delineation, hard barricading signage of the swing arc of cranes and elevated work platforms. All crane lift radius zones shall be barricaded, and sign posted to prevent vehicle access to the area and to prevent inadvertent access beneath a suspended load or boom. The area under operating elevated work platform booms and baskets shall be delineated as per Project requirements.
- Partial or total road closure permits shall be obtained, as required.
- Spotters shall be used to ensure the safe movement of mobile plant and equipment.
- Where spotters are used, they shall wear high visibility outer garments and be equipped with hand-held radios at all times.
- In association with restricted access signs to restrict access to an area. In this case the signs shall indicate who to and how to call for permission to proceed into the restricted area.
- If required, access controls shall be implemented to limit access between road going vehicles interacting with surface mobile equipment.

10.10 Speed Limits

Speed limits shall be as signposted at (typically) 10km/h on site. Failure to comply with specific speed limits onsite shall lead to disciplinary action, potentially including the removal of driver / operator or site access privileges.

10.11 Radio Channels and Protocols

All vehicles accessing site shall be fitted with UHF radios, or carry a portable radio, and shall have full radio contact whilst operating on site.

Personnel must use radio channels designated for different areas of site with clear communication when entering work areas. Work groups on site will have access to handheld radios.

Radio channel allocations will be communicated as both a part of the site induction process, and at pre-start and other meetings as required.

10.12 Construction and Lay Down Areas

Dependent upon road and access conditions at the time, traffic access to and from lay down areas and construction areas shall be via nominated routes detailed on Traffic Control Plans.

Transport for bulk deliveries and large equipment shall be routed away from light vehicle and general access areas and shall be demarcated.

Plans will be communicated to all stakeholders.

Where there are dedicated, unloading areas maintained for the duration of the works, these will be outlined as per the requirements of the TMP. It is anticipated routes and access gates used will change for some deliveries depending on the nature of the delivery concerned and its intended destination on site.

Where alternative arrangements are to be made for specific deliveries, these shall be communicated at prestart meetings and exclusive access areas delineated as required and traffic control plans issued for the purpose.

Where practicable, a one-way traffic system such as ring-roads shall be established within the lay down and construction area to minimise interaction issues.

10.13 Powerlines and Low Clearance Areas

No cranes, elevated work platforms or other heavy equipment shall be parked or operated within a power line corridor unless a High Voltage Vicinity permit has been raised and approved by the relevant Project representative. All works in the vicinity of power lines shall be in compliance with applicable legislation.

Any transported load or mobile equipment which has a height from ground level which will intrude into safe clearance zones for overhead power lines (OHL) must have a permit issued prior to passing under the lines.

It is not anticipated that any loads delivered to site will intrude into the safe approach distance of the OHL lines on site, deliveries of items such as batteries, switchrooms, and transformers will be achieved utilising alternative routes.

Any oversize loads shall be transported according to legislative requirements, including assessment for overhead conductors along the haulage route.

10.14 Vehicle Parking

The following are minimum requirements that shall be adhered to for vehicle parking areas:

- Parking bays are to be provided with a backstop, windrow or 'V' drain and in accordance with Australian Standard AS1890.
- Designated parking bays shall be located so that approaching traffic is visible to drivers of emerging vehicles with a typical maximum of ten (10) km/h speed limit set for the area.
- All vehicles shall be reversed parked with separation of road going vehicles from surface mobile equipment.
- Walkways shall be provided, limited to gaps no greater than two (2) metres, where appropriate, to allow safe access to buildings and separation of pedestrians and mobile equipment.
- All light vehicles not reversed parked shall be parked in such a way that they are able to be driven away in a forward direction ensuring that there is no hazard to other vehicles or pedestrians.
- Vehicles shall be parked with the engine off, transmission in gear and hand brake applied.
- Vehicles shall not be left running when unattended. Vehicles are to be always left in a fundamentally stable parked position.
- When not parked in designated parking area or V-drain, wheel chocks may be used.

10.15 Traffic Control Devices

Signs used for traffic control shall comply with:

- AS 1742.3 Manual of Uniform Traffic Control Devices Part 3.

Inspections of site temporary traffic control devices shall be made:

- After completion of initial erection.
- After changes are made.
- During the night if night work is being undertaken.
- During wet weather.
- Daily.

10.16 Pedestrian Management

Drivers and operators shall remain alert to the movement of pedestrians anywhere on site, particularly where personnel may be required to transgress roads where there is no designated pedestrian walkway. Heavy vehicular traffic shall be escorted to mitigate the heavy vehicle operator's larger blind spot radius.

The intent of each traffic management plan and traffic control plan is to avoid any interaction between mobile plant and pedestrians during construction works in and around the Project.

Pedestrians shall ensure that they:

- Adequately check for approaching vehicles prior to crossing roads.
- Have visual / verbal contact and acknowledgment with the vehicle operator before proceeding.
- Do not enter the 'Blind Spot' of operating mobile plant, or approach mobile plant until positive communication with the operator has been obtained, and verification of safe access has been provided. Ground engaging tools shall be grounded prior to approach. If the pedestrian cannot see the vehicle operator's face, then the vehicle operator cannot see the pedestrian.
- Radio calls shall be made when entering / exiting construction areas notifying operators of pedestrian/s accessing area.
- Pedestrian access to site shall be via a designated walkway from the site office compound, pedestrian limiting access barriers and signage/traffic controllers shall be installed as hold points prior to embarking into traffic zones.
- Note – Traffic Controllers are to ensure safe passage for pedestrians and not to stop the flow of traffic to neighbouring businesses

10.17 Vehicle Breakdowns

Any vehicle, plant or equipment that is broken down shall be moved off the road and parked in a safe area, as far as is practicable. An 'Out of Service' tag shall be attached, and the issue reported to a Project Supervisor for action.

- If on-site, the equipment is to be barricaded,
- If off site it is to be secured as far as practicable until it can be recovered.

During the hours of darkness the vehicle shall be highlighted by the use of orange or red flashing lights and road markers.

No person shall work where they are at risk of being hit by passing traffic unless a second person either slows passing traffic or acts as a spotter to warn the person conducting the maintenance.

10.18 Roadway Maintenance

All site roads shall be regularly maintained to:

- Ensure compliance with the design criteria.
- Ensure the surface remains free draining.
- Minimise the creation of airborne dust via dust suppression.
- Maintain the surface adhesion properties.
- Be clear of hazards.
- Checked regularly
- Provide all weather access where practicable to work sites.

10.19 Non-Potable Construction Water

All non-potable construction shall be collected in-line with Hunter Water policies and procedures.

Collection Standpipe will be collected from Hunter water and installed at a point along McIntosh Rd for use on the project. Standpipe shall be inspected every four (4) Months in line with Hunter Water terms of hire. Only Inspected and approved collection vehicles will be authorised to utilise standpipe

See below example



Hi-Visibility Cones or Triangles to be used at the rear of the Vehicle to identify potential obstruction for fellow road users

Refer to Appendix A for Proposed Collection Location and Route

11 Safe Driving Requirements

11.1 Mobile Phones

Mobile communication devices are permitted in construction areas with specific guidance regarding their use:

- For work related activities on approved SCEE/Ausgrid applications.
- To take photos or capture video footage that will be used specifically for work purposes only. Once used the images shall be deleted.
- Earphones/pieces shall not be used at any time when undertaking work related activities.
- Storage of devices in Heavy Mobile Equipment (HME) is to be in a secure location / crib bag - outside of view. Storage in an operator's pocket is not acceptable due to the risk of driver distraction.
- No phones when driving - Do not operate mobile phones while operating a vehicle. Pull over to a safe location and stop the vehicle. Once stopped answer or make the required phone call.
- No phones to be used when completing any High-Risk Works. If there is a need to use a phone, return to ground level and go to a safe location before answering or making the call

To ensure no one is exposed to a hazard while using a mobile phone, all personnel must always ensure they are stationary whilst using a device, i.e.:

- Not walking around unless within an office or admin area where walking while talking is permitted provided it is done free of hazards,
- Not whilst transversing up or down stairs,
- Not conducting any physical work:
- Is in a safe environment or location; positioned clear of any hazards,
- is aware of their surroundings and outside of the line of fire of equipment,
- Comply with directions as issued by their line management; and
- Mobile phones or devices shall not be used whilst engaged in re-fueling activities.

11.2 Seat Belts

All vehicles and mobile equipment shall be fitted with seat belts. All personnel shall wear, and correctly fit and secure the seatbelts provided.

No vehicle will carry more passengers than there is seat belts fitted to the vehicle.

11.3 Re-fuelling

The minimum requirements for re-fuelling are:

- The engine is to be shut down and ignition off, left in gear, park brake engaged.
- No person is permitted in the cab while another person is refuelling.

- No vehicle or mobile equipment is to be left unattended while refuelling.
- Refuelling vehicles will have separation from other traffic.
- Correct PPE is to be worn when refuelling.
- Hydrocarbon spill response kit available at re-fuelling areas and with fuel trailers.
- Spill trays to be used.
- No naked flames or ignition sources including items that may induce static electricity, which includes mobile phones.

If refuelling facilities are installed on site, a site-based procedure shall be developed and communicated for using the facility. Refuelling undertaken via fuel trailer will be controlled via safe work method statement developed for the purpose.

11.4 Unauthorised Passengers

Unauthorised passengers, such as family members, pets or non-Project personnel shall not be permitted to enter the Project site.

12 Vehicle Accidents & Events

12.1 Events

Where safe to do so, any vehicle involved in an incident onsite shall not be moved until such time as the incident has been investigated and the Project Manager or their nominee has issued permission for the vehicle to be moved.

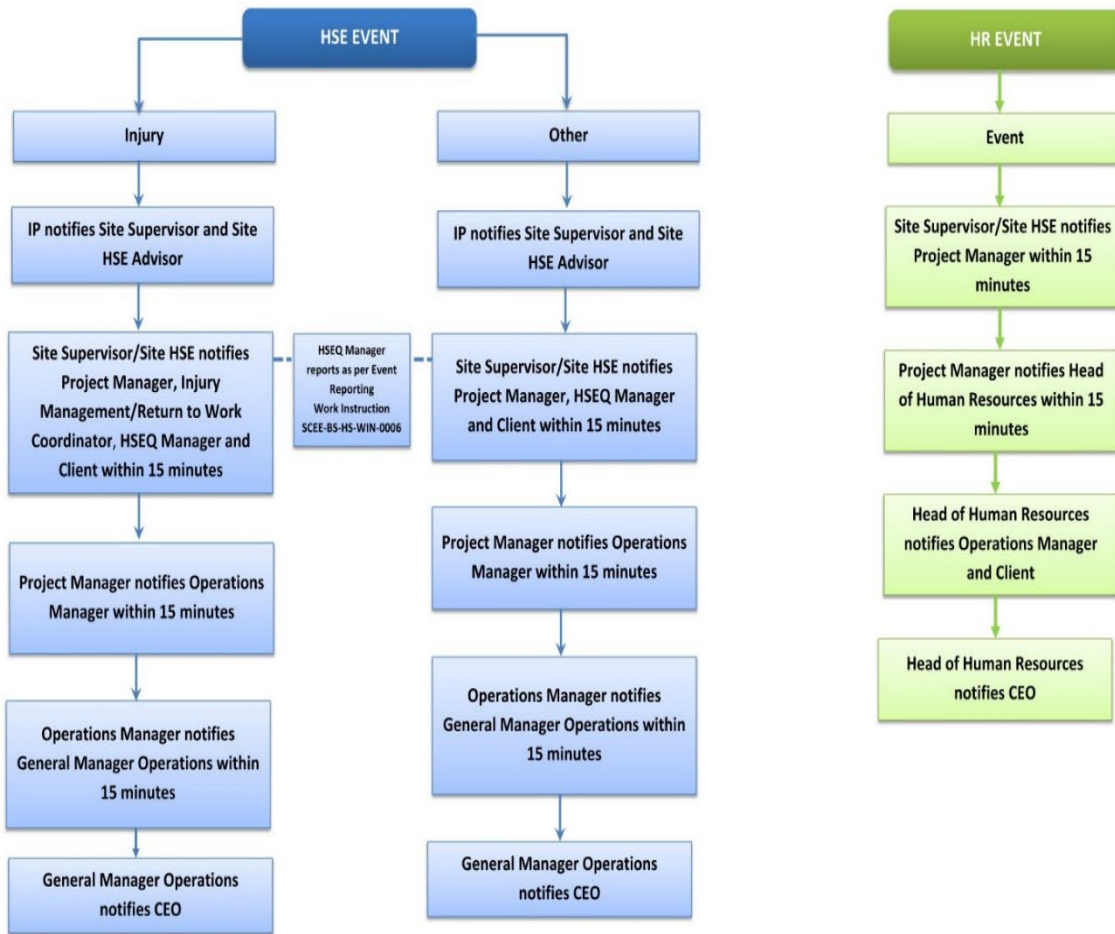
Incidents that occur at the Project site, including any incident along access roads, must be reported to the Project Manager or their nominee as soon as possible.

A driver of any vehicle involved in an accident shall be required to undertake a Drug and Alcohol test.

Refer to SCEE Electrical Notification Guide SCEE-BS-HS-GUI-0001



Event Notification Guide



12.2 Emergency Response

Personnel shall raise the alarm on the appropriate site channel to inform emergency response personnel of an incident and to request appropriate assistance. Personnel shall follow the Project Emergency Response procedure.

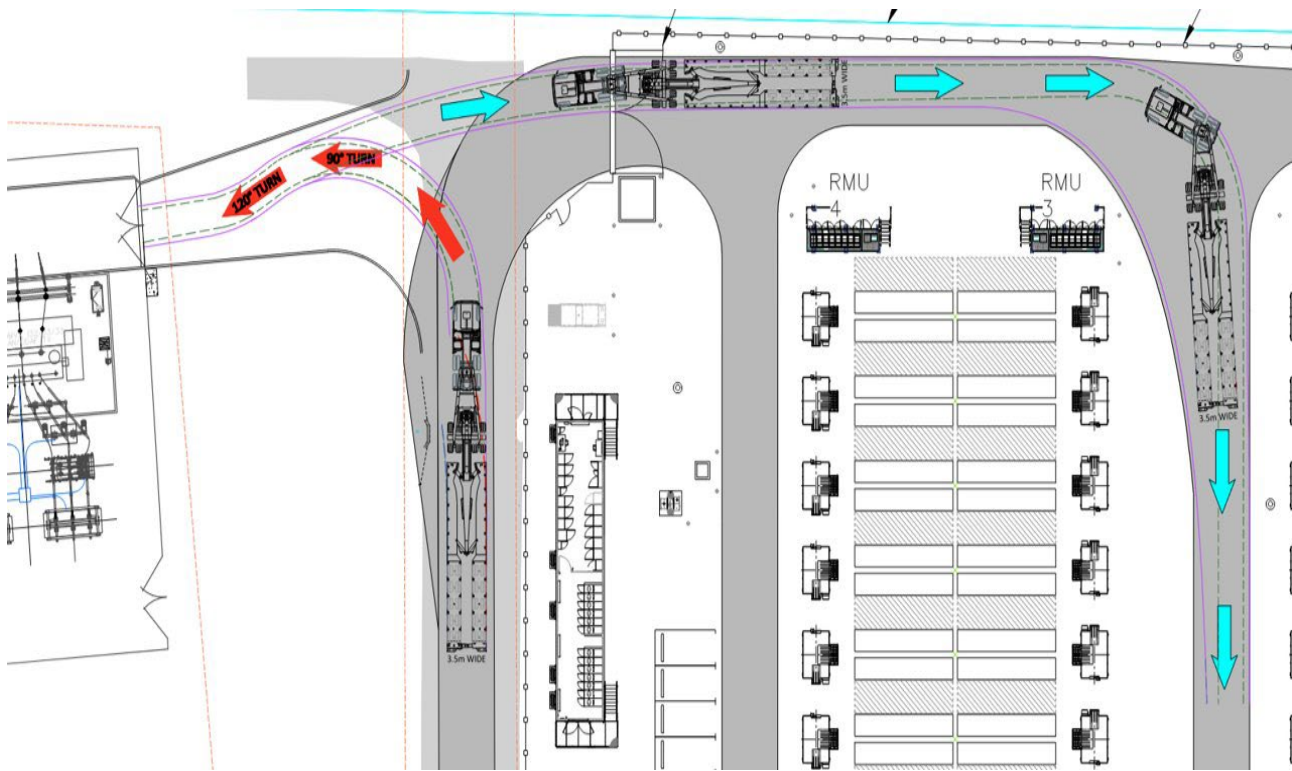
13 Steel River Project Site TCP Maps

Refer to Appendix A for a copy of the Steel River Project Site Traffic Control Plan Maps.

14 Stand Pipe Water Location and Collection Route



14.1 Battery Truck Delivery Route for Steel River



15 Switch Room Delivery

