



Traffic & Transportation Direction



Blind Creek Solar Farm

SSD-13166280

Traffic Management Plan - Stage 1

July 2025

Reference: 167 tmp s1 250704 final

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Traffic Management Plan - Stage 1

Prepared for: NGH

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C	26/06/25	Updated TMP including response to TfNSW comments	R. Kobelt	T. Dwyer	T. Dwyer
D	04/04/25	Respond to DPHI feedback	R. Kobelt	T. Dwyer	T. Dwyer

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1. Introduction

1.1 Project Background

The Blind Creek Solar project (the Project) is a 350 megawatt (MW) alternating current development with battery storage of up to 300 MW / 600 MWh. The project is located approximately eight kilometres north of Bungendore in New South Wales (NSW).

Blind Creek Solar Farm Pty Ltd (BCSF) is the project owner and will engage a suitable engineering, procurement and construction (EPC) contractor to manage the works to construct the project.

The Development Consent (DC) - Application Number: SSD-13166280 – requires the preparation of a Traffic Management Plan (TMP). Commitments relevant to traffic management were also made by NGH in the environmental impact statement (EIS) and the Amendment report for inclusion in the management plans.

BCSF is the Proponent and ultimately takes responsibility for compliance with SSD-13166280. This responsibility is reflected in the management plans, programs and strategies developed for the project.

On 28 July 2023, the Director, Energy Assessments granted consent to the development application for the projects 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).

Amber Organisation Pty Ltd has been engaged by NGH, on behalf of BCSF, to prepare this TMP to detail the proposed temporary traffic management measures to be implemented during the construction works for the project.

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

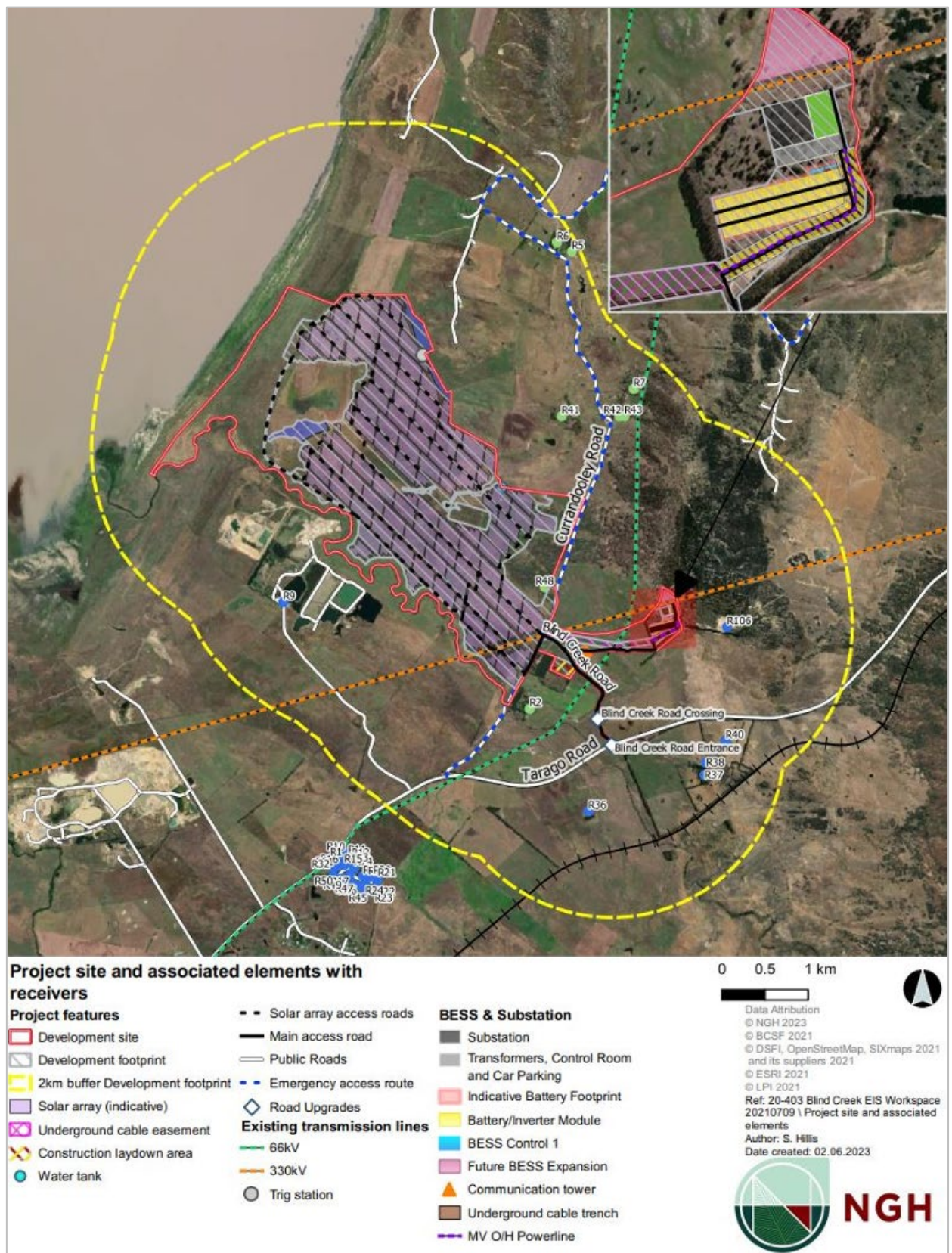
The primary traffic impacts relate to the traffic generation associated with the transport of materials and the workforce to and from the site, with these effects able to be managed with minimal impact to the road network.

This TMP applies only to the construction of the road upgrades (Stage 1 as outlined in Section 1.3). Separate TMPs are to be prepared for the balance of the construction, operation and decommissioning phases of the project.

Stage 1 works are anticipated to start in June 2025 and be complete in August 2025.

This TMP has been prepared based on the available construction information at this time however, it cannot be guaranteed that the specific methodology described will be that employed at the time of construction.

Figure 1: Site Layout



Source: NGH / Development Consent

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 construction personnel;
- 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:

- The Scope of Works;
- Site conditions;
- Permissible working times; and
- Procedures and responsibilities.

BCSF 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.

1.3 TMP Staging

The TMP is to be staged as follows:

- Stage 1: Construction of the site access point and the road upgrades as described in Condition B5 of the Development Consent, and preliminary on-site construction activities.
- Stage 2: Continuation of on-site construction activities including transport of material using heavy vehicles requiring escort as described Condition B1 (a) (ii) of the Development Consent.
- Stage 3: Operation of the Blind Creek Solar Farm.
- Stage 4: Decommissioning the Blind Creek Solar Farm at end of life.

This TMP applies to Stage 1, with separate TMPs to be prepared for Stage 2 onwards.

This staging was formally approved by the Planning Secretary in letter dated 15 May 2025.

1.4 Statutory Requirements

This document fulfils the requirements of Environmental Condition B9 of the Development Consent (Application Number: SSD-13166280) 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 the Administrative Conditions, Environmental Conditions and Environmental Management and Reporting have been summarised within Table 1, Table 2 and Table 3.

Table 1: Development Consent Requirements – Administrative Conditions

CONDITION		REFERENCE LOCATION
Obligation To Minimise Harm To The Environment		
A1	In meeting the specific environmental performance criteria established under this consent, the Applicant must implement all reasonable and feasible measures to prevent, and if prevention is not reasonable and feasible, minimise any material harm to the environment that may result from the construction, commissioning, operation, upgrading, rehabilitation or decommissioning of the development.	Complies: Refer Section 9.3.
Compliance		
A12	The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.	Refer Section 8.4
Evidence of Consultation		
A13	Where conditions of this consent require consultation with an identified party, the Applicant must: (a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and (b) provide details of the consultation undertaken including: (i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.	Refer Section 1.6

Table 2: Development Consent Requirements – Environmental Conditions

CONDITION		REFERENCE LOCATION
Heavy Vehicle Restrictions		
B1	The Applicant must ensure that the: a) development does not generate more than: i. 35 heavy vehicle movements a day during construction, upgrading and decommissioning; ii. 22 heavy vehicles requiring escort movements during construction, upgrading and decommissioning; 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 where relevant: Refer Section 3.6. Heavy vehicles requiring escort are not required for Stage 1, further details on the heavy vehicles requiring escort will be provided as part of future TMP/s
B2	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 4.2, Appendix F includes a vehicle log table
Access Route		
B3	All vehicles associated with the development: a) approaching from the north must travel to and from the site via the Braidwood Road, Wallace Street, Goulburn Street, Bungendore Road, Tarago Road; b) approaching from the south must travel to and from the site via Kings Highway, Molonglo Street and Tarago Road; c) approaching from the Bungendore Sewage Treatment Plant must travel to and from the site via Bungendore Road, Molonglo	Complies: Section 3.7, specific measures included in Section 3.7.1

	Street and Tarago Road; and d) enter the site via the approved site access point off Tarago Road, as identified in the figure in Appendix 1. Note: The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network.	
Site Access		
B4	All vehicles associated with the development must enter and exit the site via the approved site access point off Tarago Road, as identified in Appendix 1. Note: Other site access points may be used for emergency purposes.	Complies: Section 3.7
Road Upgrades and Site Access		
B5	Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must complete the following road upgrade treatments: a) Tarago Road at the site access point with Basic Left turn treatment to be sealed, designed and constructed for a 100 km/h speed environment with Safe Intersection Sight Distance (SISD); and b) extend the existing Basic Right turn treatment on Tarago Road at the site access point to comply with Figure A 28 of the Austroads Guide to Road Design Part 4. 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: Road design plans are shown in Appendix C that meet this condition.
B6	At least three months prior to commencing construction, unless Queanbeyan-Palerang Regional Council agrees otherwise in writing, the Applicant must provide a minimum monetary contribution of \$500,000 to Queanbeyan-Palerang Regional Council for road upgrade works to Tarago Road between Chainage 00 and Chainage 14,350. The contribution must be indexed with the Construction Industry Index.	Complies: Payment is to be made as outlined in Section 3.3
Road Maintenance		
B7	The Applicant must: a) undertake an independent dilapidation survey to assess the: iii. existing condition of Wallace Street, Goulburn Steet, Bungendore Road on the transport route within the Goulburn Mulwaree Local Government Area prior to construction, upgrading or decommissioning activities; and iv. condition of Wallace Street, Goulburn Steet, Bungendore Road on the transport route within the Goulburn Mulwaree Local Government Area following construction, upgrading or decommissioning activities b) repair of roads identified in condition B7(a) if dilapidation surveys identify development-related damage to the road during construction, upgrading or decommissioning works in consultation with the relevant road authority, to the satisfaction of the Planning Secretary. If there is a dispute about road repair between the applicant and the relevant roads authority, then either party may refer the matter to the Planning Secretary for resolution.	Complies: Details on the dilapidation surveys are included in Section 5

Operating Conditions		
B8	The Applicant must ensure: a) the internal roads are constructed as all-weather roads; b) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site; c) the capacity of the existing roadside drainage network is not reduced; d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and e) development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network.	Complies: Section 4.5 a), b), d), Section 4.8 c), e)
Traffic Management Plan		
B9	Prior to commencing the development, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Queanbeyan-Palerang Regional Council and Goulburn Mulwaree Council, and to the satisfaction of the Planning Secretary. This plan must include:	Complies:
	a) details of the transport route to be used for all development-related traffic;	Section 3.7
	b) details of the road upgrade works required by condition B5 of this consent;	Section 3.3, Design plans included in Appendix C
	c) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:	-
	i. details of the dilapidation surveys required by condition B7 of this consent;	Details on the dilapidation surveys are included in Section 5
	ii. temporary traffic controls, including detours and signage;	Section 7. Temporary Traffic Control measures to enable road upgrade will be prepared and approved by relevant road authorities and will be included in Appendix D
	iii. notifying the local community about project-related traffic impacts;	Section 4.3
	iv. procedures for receiving and addressing complaints from the community about development-related traffic;	Section 4.3 and 9.5
	v. minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network;	Section 2.5 includes details on school bus routes. Measures included in Section 4.2 and 4.4
	vi. minimising potential cumulative traffic impacts with other projects in the area during construction, upgrading or decommissioning works;	Section 4.2
	vii. minimising dirt tracked onto the public road network from development-related traffic;	Section 4.8
	viii. encouraging car-pooling or ride sharing by employees;	Section 4.6

	ix. scheduling of haulage vehicle movements to minimise convoy length or platoons;	Section 4.2
	x. responding to local climate conditions that may affect road safety such as fog, dust, wet weather;	Section 4.10
	xi. responding to any emergency repair or maintenance requirements; and	Section 5.2
	xii. a traffic management system for managing over-dimensional vehicles;	Not applicable: No heavy vehicles requiring escort are to be required for the Stage 1 works. Management of these vehicles will be outlined in future TMP/s.
	d) a driver's code of conduct that addresses:	
	v. driver fatigue;	Appendix A Appendix B
	vi. procedures to ensure that drivers adhere to the designated transport routes and speed limits; and	Appendix A
	vii. procedures to ensure that drivers implement safe driving practices;	Appendix A
	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, and	Section 4.1 and Appendix A
	f) a flood response plan detailing procedures and options for safe access to and from site in the event of flooding.	Section 4.9 and Appendix G
	Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan.	
Amenity - Dust		
B17	The Applicant must minimise the dust generated by the development	Complies Section 4.5

Table 3: Development Consent Requirements – Environmental Management and Reporting

CONDITION		REFERENCE LOCATION
Revision of Strategies, Plans and Programs		
C2	The Applicant must: a) update the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning activities on site; and	Complies: Refer Section 10.3
	b) review and, if necessary, revise the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary within 1 month of the: i. submission of an incident report under condition C10 Schedule 4; ii. submission of an audit report under condition C14 of Schedule 4; or iii. any modification to the conditions of this consent.	Complies: Refer Section 10.3
Staging, Combining and Updating Strategies, Plans or Programs		
C3.	With the approval of the Planning Secretary, the development may be staged and the Applicant may: (a) prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program); (a) combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and (b) update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).	Complies: Refer Section 10.3
C4	If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent.	Complies: Refer Section 10.3
C5	If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program.	Complies: Refer Section 10.3
C6	If the Planning Secretary agrees, a strategy, plan or program may be staged without addressing particular requirements of the relevant condition of this consent if those requirements are not applicable to the particular stage.	Complies: Refer Section 10.3
Incident Notification		
C10	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,	Complies: Refer Section 9.4

	and reports submitted in accordance with the requirements set out in Appendix 6.	
Non-Compliance Notification		
C11	The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance.	Complies: Refer Section 9.4.1
C12	A non-compliance notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	Complies: Refer Section 9.4.1
C13	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	Complies: Refer Section 9.4.1
Independent Environmental Audit		
C14	Independent Audits of the development must be conducted and carried out at the frequency and in accordance with the Independent Audit Post Approval Requirements (2020) to the following frequency: (a) within 3 months of commencing construction; and (b) within 3 months of commencement of operations.	Complies: Refer Section 9.6
C15	Proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the commencement of an Independent Audit.	Complies: Refer Section 9.6
C16	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified in condition 6 of Schedule 4 upon giving at least 4 weeks' notice to the Applicant of the date upon which the audit must be commenced.	Complies: Refer Section 9.6
C17	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (2020), the Applicant must: (a) review and respond to each Independent Audit Report prepared under condition 6 of Schedule 4 of this consent, or condition 6B of Schedule 4 where notice is given by the Planning Secretary; (b) submit the response to the Planning Secretary; and (c) make each Independent Audit Report, and response to it, publicly available within 60 days of submission to the Planning Secretary, unless otherwise agreed by the Planning Secretary.	Complies: Refer Section 9.6
C18	Independent Audit Reports and the Applicant's response to audit findings must be submitted to the Planning Secretary within 2 months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approvals Requirements (2020) unless otherwise agreed by the Planning Secretary.	Complies: Refer Section 9.6
C19	Notwithstanding the requirements of the Independent Audit Post Approvals Requirements (2020), the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.	Complies: Refer Section 9.6

Access to information		
C20	The Applicant must: a) make the following information publicly available on its website as relevant to the stage of the development: i. the EIS; ii. the final layout plans for the development; iii. current statutory approvals for the development; iv. approved strategies, plans or programs required under the conditions of this consent; v. the proposed staging plans for the development if the construction, operation or decommissioning of the development is to be staged; vi. a comprehensive summary of the monitoring results of the development, which have been reported in accordance with the various plans and programs approved under the conditions of this consent; vii. how complaints about the development can be made; viii. any independent environmental audit, and the Applicant's response to the recommendations in any audit; and ix. any other matter required by the Planning Secretary; and	Complies: Refer Section 4.3
	b) keep this information up to date.	Complies: Refer Section 4.3

1.5 Relevant Definitions

Traffic and transportation terms have been defined in the Development Consent as provided below:

Heavy vehicle: As defined by the Heavy Vehicle National Regulator guidance note: *National heavy vehicle mass and dimension limits* July 2016

Heavy vehicle requiring escort: Any vehicle that requires a pilot vehicle and/or escort vehicle, as defined by the *National Heavy Vehicle Regulator's NSW Class 1 Load Carrying Vehicle Operator's Guide*

Vehicle movement: One vehicle entering and leaving the site.

When used in this TMP, the words are consistent with the definition outlined in the Development Consent.

1.6 Third Party Consultation

The TMP is to be prepared in consultation with Officers from TfNSW and suitable Queanbeyan-Palerang Regional Council (QPRC) and Goulburn Mulwaree Council (GMC) representatives.

Representatives from QPRC and GMC were provided previous revisions of the TMP (Revision A and B) from December 2024. Comments and a response are summarised in Table 4.

Table 4: Council TMP Comments and Response

Authority	Comments	Response	Reference Location
GMC	The Stage 1 works are fully within Queanbeyan-Palerang Regional Council area and hence are remote from GMC. It is noted that access from the north-east from Tarago will be via a Regional road (MR 268 – Bungendore Road (within GMC) and Tarago Road (within QPRC)). No objection is raised in this regard for Stage 1. GMC has no other comment to make in regard to the Stage 1 TMP. With regard to the future Stage 2 TMP, Council notes that the EIS identifies transport of materials to the site via Goulburn & Tarago. Council recently reviewed transport arrangements for the proposed Gundry Solar Farm near Goulburn (SSD-48225958) and identified Council's preference for transport to be via a route that avoided transport through the CBD. The route is indicated as Option 2 in the Gundry Solar Farm EIS <i>Traffic Impact Assessment</i> and provides access off the Hume Highway at the southern Goulburn interchange, then Hume Street, Garroorigang Road and Sloane Street to reach Braidwood Road. It is recommended that this route be nominated for heavy haulage in your Stage 2 TMP. Furthermore, Council is currently reviewing transport arrangements for quarries in the vicinity of Tarago and the intersections within Tarago village of Braidwood Road/Wallace Street/Lumley Road and Wallace Street / Goulburn Street appear to have turning manoeuvre issues. These intersections should be investigated for compliance to allow for B-Double and HV transport as part of the Stage 2 TMP. As identified in the Blind Creek Solar Farm <i>Traffic Impact Assessment</i>, Braidwood Road is utilised as a transport route for various quarries within GMC and QPRC LGAs and for transport of materials to Vieollia's Woodlawn site. Braidwood Road within GMC LGA has numerous sub-standard bends and pavement. A comprehensive site audit should be undertaken for the Stage 2 TMP for HV transport along this route.	No changes applicable to this Stage 1 TMP. Other comments related to Stage 2 are to be addressed in a future revision.	Not Applicable
QPRC	Provided advice via email that the <i>Infrastructure Division that they are satisfied with the plan</i>. At the time of writing it is understood a formal written response is being prepared.	Not Applicable	Not applicable

Representatives from TfNSW were also provided Revision A of the TMP in December 2024 with a formal written response provided in a letter dated 19 June 2025. The TfNSW Comments and a response are summarised in Table 4.

Table 5: TfNSW TMP Comments and Response

Number	TfNSW Comments	Response	Reference Location
1.	The number of heavy vehicle movements per day must be included in the TMP. <i>TfNSW notes that there is currently a vehicle number increase request to the Planning Secretary in progress for Blind Creek Solar Farm. Please ensure</i>	The number of heavy vehicles has been confirmed with the construction contractor for this revision of the TMP. The request for vehicle number increase is still outstanding (at the time of writing) but it is noted that this stage of the project and TMP do	Section 3.6, Table 7

Number	TfNSW Comments	Response	Reference Location
	<i>that the request has been granted before submitting future revisions of the TMP, and that the values within these revisions reflect this.</i>	not require the increase. Future stages/revisions of the TMP will reflect the decision of the department.	
2.	Records of heavy vehicle movements are to be maintained for the entire duration of the project, not just until Stage 1. Please include the method of recording and record-keeping.	The relevant section of the report has been updated to clarify that records are to be kept for the duration of the project. A vehicle log table is included as an appendix.	Section 4.2, Appendix F
3.	Mitigation measures to prevent the use of emergency access points/routes outside of emergencies are to be included.	Mitigation measures have been included with reference to the emergency access route, which is via Currandooley Road.	Section 3.7.2, Table 12
4.	A flood response plan is to be provided, as required in Condition B9(f).	A Flood Response Plan has been included as an appendix to the TMP. Details on the access points and routes have been added to the TMP.	Section 4.9 and Appendix G
5.	Consider including the number of car parking spaces to be provided on site.	Given the small size of the project stage (up to 30 staff) and nature of the works (site access construction, preliminary construction activities) the exact quantum of car parking to be supplied is not considered necessary. This will be updated for future project stages when the staffing and parking requirements are higher.	Not applicable
6.	Clarify the location of school bus stops, including any informal bus stops, in the vicinity of the project.	Two sets of informal bus stops were identified on Tarago Road in the vicinity of the project. The locations are included in this revision of the TMP and additional mitigation measures are included.	Section 2.5, Section 4.4, Table 12
7.	Clarify the response to be followed in the event of unforeseen local climate conditions on the day of the event.	Additional details have been added to clarify the response on the day of the adverse weather conditions.	Section 4.10
8.	It would be beneficial for Table 6 (Section 3.4) of the TMP to be completed before submitting future revisions of the TMP.	The Table showing traffic volumes has now been updated (note the Table number has changed due to formatting updates).	Table 9

Records of the consultation and feedback received included in Appendix E for reference.

1.7 Related Documents

This TMP forms part of a suite of management reports that have been developed in relation to this project, which sit within the Construction Environmental Management Plan (CEMP) under the Environmental Management Strategy (EMS). Where appropriate, reference is made to other relevant environmental management subplans.

2. Existing Road Environment

2.1 Site Location

The Blind Creek Solar Farm is located eight kilometres north of Bungendore and has an area of 1,208ha. The site is currently occupied by agricultural land, with access provided via an existing private access from Tarago Road which currently services a small sand quarry (Blind Creek Entrance) and Currandooley Road. The majority of Currandooley Road is located within private land.

2.2 Road Network

Tarago Road is a Regional road under the care and management of Council. It runs in a general northeast-southwest alignment extending from its continuation as Bungendore Road northeast of Mount Fairy Road to its continuation as Molonglo Street south of the Turallo Creek Bridge. It has a sealed carriageway width of approximately 7.0 metres in the vicinity of the site which accommodates one lane of traffic in each direction. Wide grassed berms are provided on both sides of the road and it has a posted speed limit of 100 km/h.

Tarago Road is currently used for a variety of purposes and already carries heavy vehicles for local sand mines, waste to Vieollia's Woodlawn landfill site, agricultural transport, and coastal traffic via Nerriga.

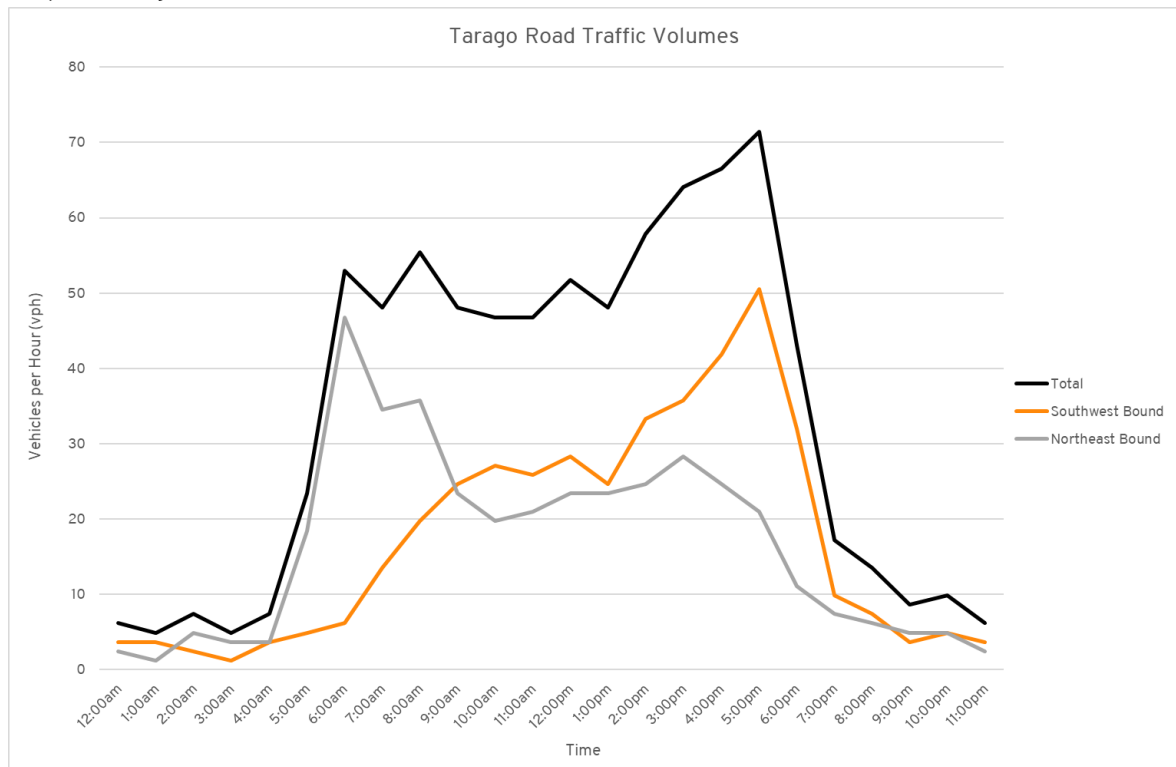
2.3 Traffic Volumes

Traffic volume data for Tarago Road was obtained from the TfNSW traffic volume viewer. The closest available data was located 1.73 kilometres west of Bungendore Road and is summarised below in Table 6. In order to calculate the current traffic volumes on the road network a growth rate has been applied to calculate the traffic volumes for 2021.

Table 6: Barton Highway Traffic Volume Data

Road	Survey Location	Survey Year	Recorded Volume	Peak Hour	Growth Factor	Current Traffic Volume
Tarago Road	1.73km west of Bungendore Road	2008	658 vpd 91% light 9% heavy	AM - 45 vph PM - 58 vph	1.5%	810 vpd 53 vph (AM) 71 vph (PM)

The 2021 traffic volumes have also been calculated for each hour and separated in to north and southbound trips. The traffic volumes are shown below in Graph 1.

Graph 1: Tarago Road Traffic Volume Data Calculated to 2021

The TfNSW survey data indicates that Tarago Road currently experiences pronounced directional peaks with most vehicle trips being northeast bound in the morning and southwest bound in the evening. The morning peak hour is not dissimilar to the midday peak. However, the evening peak is higher than the morning peak at 71 vehicle trips per hour. Overall, the survey data suggests Tarago Road currently accommodates a modest level of traffic.

2.4 Public Transport Services

No public transport services provided within the vicinity of the site.

2.5 School Bus Services

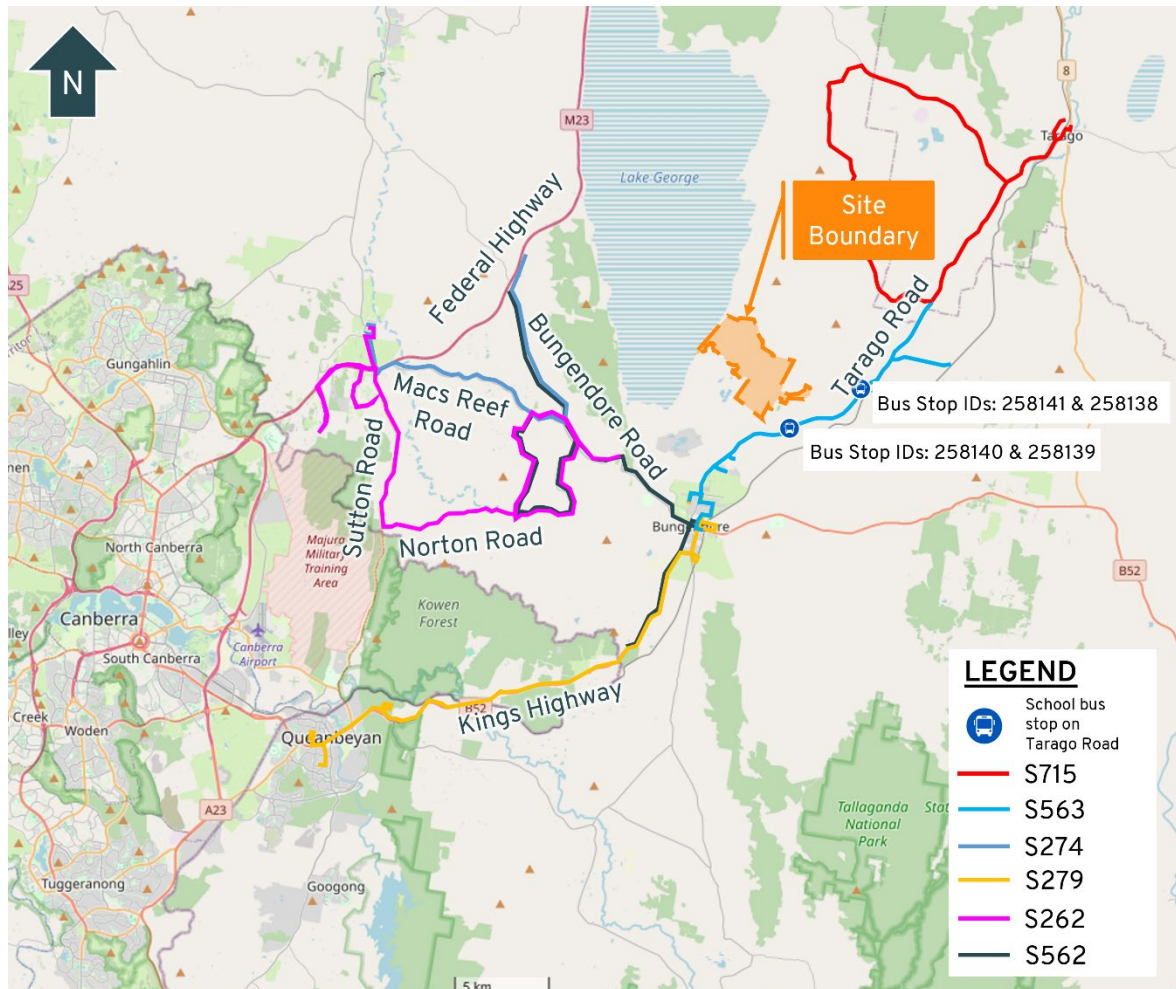
There are multiple school bus services that operate in the vicinity of the site, as shown in Figure 2, as follows:

- S715 - Tarago to Taylors Creek Road via Collector Road
- S563 - Mount Fairy to Bungendore
- S274 - Lake George Corner Doust Road & Federal Highway to Sutton Primary
- S279 - Bungendore to Queanbeyan High via Karabar High
- S262 - Sutton Corner Federal Highway Service Road & Bridges Road to Sutton Primary
- S562 - Wamboin to Bungendore

All services have a single trip in the morning and afternoon peak periods.

The scheduled stop times for each of the two indicated school bus stops located on Tarago Road, are 8:36am (ID: 258139) and 3:36pm (ID: 258140) for the westernmost bus stop, and 6:51am (ID: 258138) and 4:57pm (ID: 258141) for the easternmost bus stop, on school days. Both stops are informal (i.e. without shelters or formal parking areas), with the westernmost stops located adjacent to the Project access from Tarago Road.

Figure 2: School Bus Map



Source: OpenStreetMap

Bus route S715 is operated by Pauline Croker, which serves Tarago Public School with their contact details as follows:

- Email: tarago-p.school@det.nsw.edu.au
- Phone: (02) 4849 4418

Bus route S562 and S563 are operated by S. K. Radburn with their contact details as follows:

- Email: shane.radburn@bigpond.com
- Phone: 0417 691 266

Bus routes S262, S274 and S279 are operated by CDC Canberra with their contact details as follows:

- Email: info.canberra@cdcbus.com.au
- Phone: (02) 6299 3722

The bus operators are to be contacted prior to construction to confirm the school bus information is still accurate.

2.6 Restricted Vehicle Access

A review of the National Heavy Vehicle Regulator (NHVR) Restricted Vehicle Access Map shows that State roads within the vicinity of the site are approved routes for B-Doubles. Tarago Road is generally specified as an approved route with travel conditions with some sections near Bungendore and Mount Fairy Road being unclassified.

The use of the local road network by B-Doubles and other Oversized Overmass (OSOM) vehicles will require formal approval through the NHVR prior to any travel being conducted.

3. Construction Overview

3.1 Project Description

The Project will involve the construction and operation of a ground-mounted PV solar tracking array generating approximately 350 MW AC of renewable energy. The power generated will be exported to the national electricity grid. The development footprint will occupy approximately 682.5 ha of the 1,026 ha development site.

Key development and infrastructure components will include:

- Approximately 850,000 PV single axis tracking solar modules (mounted on pile-driven foundations).
- Approximately 93 inverters and transformers.
- A BESS including nominally 300MW/600MWh of lithium-ion batteries with inverters.
- An onsite 330kV substation connected to the existing 330kV transmission line that passes through the site.
- Underground cabling to connect solar modules, combiner boxes, PCUs and batteries, data services and communications.
- Buildings to house a site office, switchgear, protection and control facilities, maintenance facilities, storage and staff amenities
- A communications tower for high reliability grid operations.
- Internal tracks, new and upgraded sections totalling approximately 27km.
- Perimeter security fencing (if required), closed-circuit television (CCTV) and security lighting at the switching station, BESS and O&M building area, only.
- Stock fencing and water.
- Visual amenity plantings in specific locations.
- Site access intersection upgrades off Tarago Road.

3.2 Stage 1 Works

The following outlines the proposed works for Stage 1¹. Specifically, they comprise the road upgrades:

- Construction of the road upgrades as outlined in Condition B5 of the Development Consent, as outlined in below in Section 3.3.

No heavy vehicles requiring escort are required for Stage 1. These works will be undertaken as the first construction activity with all other on-site project works only commencing once the road upgrades are fully complete.

Further project works will be subject to TMPs for future stages.

¹ These stages were formally approved by the Planning Secretary in letter dated 15 May 2025

3.3 Road Upgrade Details

The required road upgrades are included in Condition B5 of the Development Consent which is reproduced in Table 7 below.

Table 7: Road Upgrades

Road	Location	Upgrade Requirements	Timing
Tarago Road at Site Access	Intersection	<i>Tarago Road at the site access point with Basic Left turn treatment to be sealed, designed and constructed for a 100 km/h speed environment with Safe Intersection Sight Distance (SISD);</i>	Prior to commencing construction
		<i>Extend the existing Basic Right turn treatment on Tarago Road at the site access point to comply with Figure A 28 of the Austroads Guide to Road Design Part 4.</i>	

Design plans have been developed of the road upgrades include measures and details to addresses these requirements. The design plans are attached to this TMP for reference in Appendix C. These plans are to be further refined for future approval from Queanbeyan-Palerang Regional Council as part of the Section 138 permit.

A Section 138 Road Opening Permit will be received from Queanbeyan-Palerang Regional Council prior to the road upgrade works commencing.

Condition B6 of the Development consent requires a minimum monetary contribution of \$500,000 to Queanbeyan-Palerang Regional Council for road upgrade works to Tarago Road (indexed with the Construction Industry Index). The contribution is to be made at least three months prior to commencing construction, unless Queanbeyan-Palerang Regional Council agrees otherwise in writing.

3.4 Project Schedule

Key project activities during Stage 1 are summarised in Table 8.

Table 8: Construction Details

Stage	Project Activity	Commencement (Month, Year)	Anticipated Duration	Staffing Requirements
1	Road upgrades	June 2025	12 weeks	Up to 30 on-site

As shown, a total of up to 30 staff will be on-site during Stage 1.

Project activities associated with stages of the project will be provided as part of future TMP/s.

3.5 Construction Times

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

- Monday to Friday: 7am – 6pm

- Saturday: 8am – 1pm
- 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.

Any other construction activities outside the approved hours require the approval of the Planning Secretary.

3.6 Traffic Movements

3.6.1 Traffic Generation

The expected traffic generated for the road upgrades can be broadly separated into the following categories:

- Light vehicles associated with transporting staff to/from the site;
- Heavy vehicles associated with the construction activities, as follows:
 - Medium and Heavy Rigid Trucks (MRV and HRV as defined within AS 2890.2:2018) between 8 and 13 metres in length, to deliver materials and smaller plant;
 - Truck and Dog vehicles will be used to transport material to/from the site;
 - Articulated Vehicles; and
 - Non-High Risk Class 1 OSOM vehicle combinations up to 26 metres in length associated with the delivery of construction plant and equipment. These vehicle combinations will not require pilot or escort.

The construction heavy vehicle traffic volumes for Stage 1 of the project have been provided by the EPC Contractor are summarised in Table 9.

Table 9: Expected Vehicles by Project Activity within Stage 1

Stage	Timeframe	Project Activities	Heavy Vehicles	
			Daily Vehicle Movements	AM and PM Peak Trips
1	Commence June 2025, duration 12 weeks	Road Upgrades	Up to 25	Up to 3

As shown in Table 9, the site will generate the following movements during construction activities undertaken in Stage 1:

- 25 heavy vehicles per day; and
- 3 heavy vehicles during the AM (6-7 am) or PM (5-6 pm) project peak hours.

Condition B1 of the Development Consent requires the development to not generate more than:

- 35 heavy vehicle movements a day during construction.

A vehicle movement is defined as *one vehicle entering and leaving the site*. The traffic volumes during construction must comply with the requirements of the condition.

Heavy vehicles requiring escort that may be required for the later stages of the project will be addressed in future stages of the TMP.

Vehicle movements will be provided for future project stages as part of updated TMPs.

3.7 Vehicle Access Routes

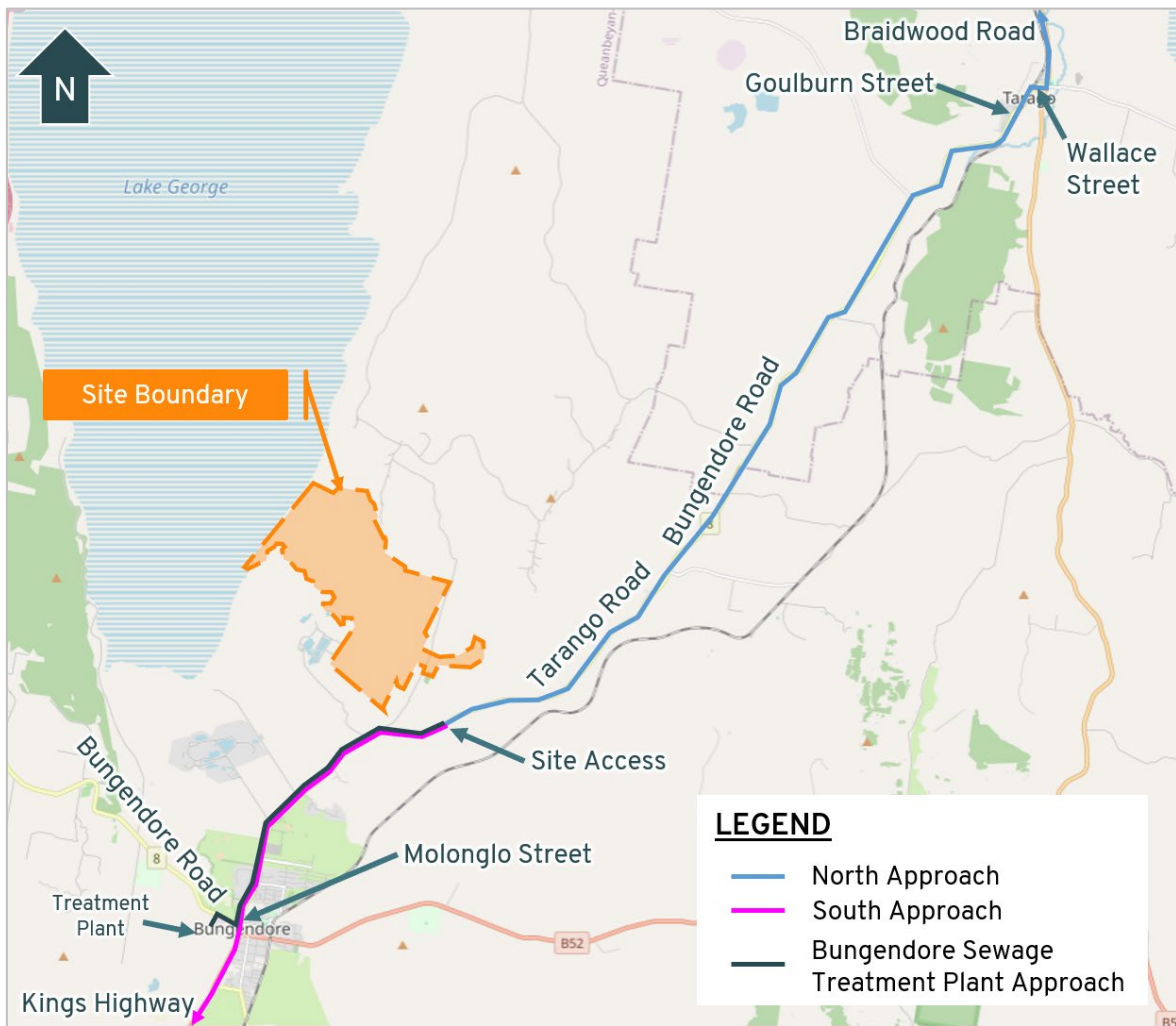
Condition B3 of the Development Consent requires that all vehicles associated with the development:

- approaching from the **north** must travel to and from the site via the Braidwood Road, Wallace Street, Goulburn Street, Bungendore Road, Tarago Road
- approaching from the **south** must travel to and from the site via Kings Highway, Molonglo Street and Tarago Road
- approaching from the **Bungendore Sewage Treatment Plant** must travel to and from the site via Bungendore Road, Molonglo Street and Tarago Road

The three access routes for all vehicles are shown in Figure 3.

All vehicles will access the site via the routes outlined in the Development Consent and shown in the figure. The routes are to be complied with at all times.

Figure 3: Vehicle Access Route



Source: OpenStreetMap

Condition B3 (d) and B4 of the Development Consent requires:

- All vehicles associated with the development must enter and exit the site via the approved site access point off Tarago Road, as identified in Appendix 1².

The main site access point off Tarago Road is to be used by all development traffic upon completion of the road upgrades outlined in Section 3.3.

3.7.1 Access Route Management Measures

Feedback from Queanbeyan-Palerang Regional Council is to be sought on measures to ensure this route is followed, with the following considered suitable to implement:

- Daily reminders at toolbox meetings.
- All logistics / delivery contractors reminded.
- Inclusion of the route in the driver code of conduct.
- Spot checks by the project team at the key intersections along the routes.

² Note: Other site access points may be used for emergency purposes.

Details on the consultation with Council on the measures are to be included in Appendix E.

3.7.2 Emergency Access Management

Emergency access is via Currandooley Road, which bisects the project area.

To ensure that it is not used by project vehicles unless in emergencies, the following measures and to be implemented to ensure compliant access to site (in addition to the measure listed in Section 3.7.1):

- Spot checks by the project team at the intersection of Currandooley Road and Tarago Road.
- Signs will be installed at the intersection of Currandooley Road and Tarago Road to advise no project traffic to use the road unless during an emergency.

3.8 Other Construction, Operation, Upgrading and Decommissioning Stages

As this TMP only applies to Stage 1, separate TMPs and associated consultation will be undertaken for other project stages as discussed in Section 1.3.

4. Traffic Management Strategy

4.1 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 labour force. Exemplar driver protocols are to be implemented and a driver code of conduct established. The Driver's Code of Conduct is provided within Appendix A. All vehicle drivers that visit the site are required to read, agree to and sign the Driver's Code of Conduct.

The following measures will be implemented by the BCSF Project Manager and the relevant Construction Project Manager:

- Mandatory site induction given to all workers on the site which clearly sets out the TMP requirements including approved routes, speed restrictions and the Driver Code of Conduct.
- Pre-engagement with delivery companies to ensure information on approved routes are known and understood before commencement of journey.
- Monitoring complaints, safety issues and near misses.
- Undertake improvements in relation to routes and driving behaviour to address any identified issues.
- Monitoring complaint and safety incident registers (including near miss and hazard observation) are also tracked to address any incidences of non-compliance and improvement opportunities in relation to routes and driving behaviour.

4.2 Delivery Logistics

The Site Construction Manager will be responsible for managing the heavy vehicle movements to and from the site during Stage 1. Their responsibilities comprise:

- Ensuring that accurate records are kept of heavy vehicles to and from the site. These will be reported monthly to the BCSF Project Manager. The records will list the number of heavy vehicles accessing the site each day, including:
 - The amount and type of material / plant transported
 - The time each truck arrived and departed the site and the vehicle classification
 - The direction the vehicle was travelling to/from (i.e. north/east, south/west)
- Ensuring that the maximum number of heavy vehicle movements per day is adhered to
- Schedule of next day and 2-day forecast of all deliveries, including inventory and timing
- Transit time
- Estimated time of arrival
- Minimum daily communication with transport company/s
- Ensure construction drivers/staff must be provided a copy of assigned haulage routes

The BCSF Project Manager is to ensure that records of the heavy vehicles are kept for the duration of the project. Vehicle details are to be recorded in a log similar to that shown in Appendix F.

Updates will be sought from nearby significant renewable projects by the BCSF Project Manager on any increase to traffic volumes on the access route.

This information will be provided to the Site Construction Manager for them to schedule deliveries outside periods if significant increases of traffic are expected on the access route.

The Site Construction Manager is to liaise with transport companies to ensure major deliveries are minimised:

- during peak hours and to avoid conflict with local traffic
- avoids constriction peaks associated with other state significant projects in the area that share access routes
- any school zones during peak school times
- during latent weather conditions such as fog, dust, wet weather and flooding

Furthermore, the varying origins of the haulage movements and limited number of deliveries to site each day will limit the potential for haulage vehicles to form convoys or platoons.

In order to minimise the cumulative impacts of light vehicles, shift start and finish times are to be suitably staggered between 5:00am to 7:30am (start) and 4:00pm to 7:00pm (finish) to prevent impacts to school bus services and surrounding projects.

4.3 Information and Communications

Immediate neighbours and Council representatives will be contacted by the BCSF Project Manager at the commencement of site access works and advised on the construction timeframes and impacts on the road network as a result of the works.

A program of consultation will be undertaken to ensure local stakeholders are aware of the construction activities. This program will include elements of the following as appropriate:

- Neighbour consultation and neighbour meetings
- Provision of a website (<https://www.blindcreeksolarfarm.com.au/>) providing details of the status of works and contact details for any complaints or enquiries, which will also include up-to-date information including:
 - EIS
 - the final layout plans
 - current statutory approvals
 - approved strategies, plans or programs
 - the proposed staging plans
 - comprehensive summary of the monitoring results of the development, in accordance with approved plans
 - details on how complaints can be made
 - any independent environmental audit and response
 - any matter required by the Planning Secretary
- Provide key contact personnel and contact details, including out of hours contact information to residents.

The information on the website must be kept up to date.

4.4 School Buses and Public Transport

Delivery of key construction plant like the excavators and dozers are to be scheduled by the Site Construction Manager to occur outside of school bus service times to prevent larger vehicles interacting with school buses.

The scheduled stop times for each of the two indicated school bus stops located on Tarago Road in the vicinity of the site (see Figure 2), are 8:36am and 3:36pm for the westernmost bus stop, and 6:51am and 4:57pm for the easternmost bus stop, on school days. Therefore, construction deliveries are to be restricted to times outside of these peak school bus periods to avoid conflicts with school buses.

Bungendore High School and Bungendore Public School, which are served by these bus routes, will be notified of key construction delivery dates and given the Site Construction Manager's contact details so residents and school staff can report issues or concerns regarding traffic and safety. Details are provided below.

Bungendore High School:

- Email: bungendore-h.school@det.nsw.edu.au
- Phone: (02) 6238 8400

Bungendore Public School:

- Email: bungendore-p.school@det.nsw.edu.au
- Phone: (02) 6238 1317

4.5 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 and all vehicles will stop at security
- All vehicles will enter and exit the site access locations in a forward direction
- On-site speed restrictions (40 km/h maximum limit)
- All internal roads are constructed as all-weather roads
- 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. Standard mitigation measures, such as a water trucks to dampen the roads and reduce the amount of dust in the air, shall be considered to reduce dust levels
 - Vehicles entering/exiting the project loaded with materials shall be covered
- Loading and unloading will occur within the site. No street or roads will be used for material storage at any time
- Sufficient car parking will be provided on-site and adjacent to work areas to ensure vehicles do not park on the surrounding road network

4.6 Car-Pooling

Opportunities to car-pool with other staff using private vehicles will be identified and car-pooling will be encouraged by the Construction Project Manager. A summary of the car-pooling opportunities will also be provided to staff at induction and toolbox meetings.

4.7 Hazardous Goods and Dangerous Materials

All transport vehicles will be required to operate in accordance with State Environmental Planning Policy No. 33 – Hazardous and Offensive Development, Australian Dangerous Goods Code and Australian Standard 4452 Storage and Handling of Toxic Substances including consideration of:

- classification of loads;
- packaging and performance testing;
- use of bulk containers and unit loads;
- marking and placarding;
- vehicle requirements;
- segregation and stowage;
- transfer of bulk dangerous goods;
- documentation;
- safety equipment;
- procedures during transport; and
- operations in emergencies.

The process for the safe transport and use of dangerous goods will be provided to drivers as a part of the training and induction processes as required.

4.8 Environment Management

At regular intervals and/or as required as an outcome of a site inspection, the Site Construction Manager will arrange for any material (mud, gravel) that has been deposited onto the public road network as a result of project activities to be cleaned, either via sweeping or wash down. This would be subject to the implementation of appropriate traffic management measures (signage, personnel etc.) to ensure the safety of members of the public and the road cleaning crew.

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.

The drainage network on Tarago Road within 400 metres of the site access will be visually monitored on weekly and reported on monthly by the Site Construction Project Manager, with the original condition as baseline to ensure drainage capacity has not reduced.

Should any issues be identified the Construction Project Manager and the BCSF Project Manager will undertake necessary works to resolve issues working with the consent of Queanbeyan-Palerang Regional Council.

4.9 Flood Response Plan

A Flood Response Plan has been developed to manage and mitigate risks related to flooding, as well as outlining procedures and routes to be followed. The Flood Response Plan is included with this TMP and is provided in Appendix G. All weather access routes, to be followed by all staff in the event of flooding, are shown in Figure 4.

Figure 4: All Weather Emergency Access Points and Routes



Source: NGH

4.10 Adverse Weather Conditions

- All permits for working within the road reserve must be received from the relevant authority prior to works commencing, should they be required.
- 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 and within/near a bush fire is required. The following mitigation measures are to be considered when travelling in adverse conditions:
 - If adverse weather conditions are expected for the following day or days, staff will be informed through daily toolbox talks conducted by supervisors and advised to drive to the road conditions in accordance with the Driver's Code of Conduct.
 - Weather forecasts will be checked and posted daily in the site office by the Site Construction Manager.
 - 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 to either warn each other or call for assistance.
- The following measures are to be implemented on the day of adverse weather conditions:
 - staff will be informed by supervisors and advised to drive to the road conditions in accordance with the Driver's Code of Conduct
 - staff are to be temporarily held on-site, and weather reports monitored, to ensure departures are timed for when conditions have improved/stabilised, and
 - seek the assistance of emergency services as required.

5. Road Maintenance

5.1 Dilapidation Surveys

Requirements for independent dilapidation surveys are outlined in Condition B7 of the Development Consent as outlined below.

An independent dilapidation survey will assess the:

- existing condition of Wallace Street, Goulburn Steet, Bungendore Road on the transport route within the Goulburn Mulwaree Local Government Area prior to construction, upgrading or decommissioning activities; and
- condition of Wallace Street, Goulburn Steet, Bungendore Road on the transport route within the Goulburn Mulwaree Local Government Area following construction, upgrading or decommissioning activities.

The dilapidation surveys will be undertaken prior to the commencement of construction works on-site. The dilapidation survey will be undertaken in consultation with Goulburn Mulwaree Council.

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

- Prior to the commencement of any 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 pre-construction dilapidation report which will be used as a baseline for future surveys.

If the dilapidation surveys identify that the road has been damaged during construction and/or upgrading the road will be repaired by a suitable road construction contractor, in consultation with Goulburn Mulwaree Council.

If there is a dispute about road repair between the applicant and the relevant roads authority, then either party may refer the matter to the Planning Secretary for resolution.

5.2 Emergency Repair or Maintenance Requirements

Monthly inspections of Tarago Road within 400 metres of the site access will be made by the Construction Project Manager with findings provided to the BCSF Project Manager.

In the event of emergency road repairs caused by construction traffic, appropriate permits and traffic management shall be adopted to complete the work with Queanbeyan-Palerang Regional Council, Goulburn Mulwaree Council, TfNSW, or other relevant road authority approval prior to works commencing.

6. Traffic Management Responsibilities

The key management roles and responsibilities for the construction phase of the Project are described below.

BCSF is the Applicant for the Blind Creek Solar Farm. BCSF is engaging contractors to undertake the construction activities associated with Stage 1 of the project.

6.1 BCSF Project Manager

The BCSF Project Manager as the Applicant representative has ultimate responsibility for the project and shall:

- Ensure suitable communication and consultation with the affected stakeholders is maintained.
- Ensure the TMP is implemented and evaluated for effectiveness..
- Arrange and/or undertake any necessary audits and incident investigations.
- Review feedback from the Construction Project Manager.

6.2 Construction Project Manager

The Construction Project Manager shall:

- Ensure traffic control measures for this TMP are implemented and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines.
- Ensure inspections of the Traffic Controls are undertaken in accordance with the TMP, and results recorded. Any variations shall be actioned and documented.
- Assist the BCSF Project Manager to ensure all workers are advised on the TMP requirements including approved routes, speed restrictions and Driver's Code of Conduct at site inductions.
- Monitor on-site traffic movements and ensure that it is in accordance with the requirements of the TMP and the Driver's Code of Conduct and advise the workforce on car pooling opportunities.
- Engage with delivery companies to ensure information on approved routes and nearby significant renewable projects are known understood and planned for before commencement of journey.
- Review 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 relevant road authority.
- Arrange and/or undertake any necessary audits and incident investigations.
- Provide reports on the above to the BCSF Project Manager.

6.3 Site Construction Manager

The Site Construction Manager is responsible for overseeing the day-to-day activities, and is therefore responsible for the practical application of the TMP, and shall:

- Be responsible for the management of heavy vehicle movements to and from the site including recording daily heavy vehicles movements and scheduling. This includes scheduling to minimise the cumulative impacts of nearby state significant projects and interaction with school buses on the access routes.
- Provide the BCSF and Construction Project Manager reports details on the daily heavy vehicle movements.
- Undertake regular inspections of the nearby public road network and arrange for any material (mud, gravel) that has been deposited because of project activities to be cleaned.
- Instruct workers on the relevant safety standards, including the correct use of Personal Protective Equipment (PPE).
- Advise the workforce on anticipated weather conditions and provide guidance on suitable behaviour in accordance with the Driver's Code of Conduct.
- Ensure traffic control measures are implemented and maintained in accordance with the TMP.
- Undertake and submit the required inspection and evaluation reports to the Construction Project Manager.
- Render assistance to road users and stakeholders if incidents arising out of the works affect the network performance or the safety of road users and workers.
- Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP.

6.4 Workers and Subcontractors

Workers and Subcontractors 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 Driver's Code of Conduct and ensure no activity is undertaken that will endanger the safety of other workers or the general public.
- Comply with all relevant Safe Work Method Statements (SWMS).
- Ensure that their vehicles are in a clean condition prior to departing the work site.
- Enter and leave the site by approved routes and in accordance with safe work practice.

7. Temporary Traffic Management

7.1 Hazard Identification, Risk Assessment and Control

In establishing adequate controls for the hazards, a structured approach shall be adopted via the use of the hierarchy of control as outlined below:

- Elimination
- Substitution
- Engineering
- Administration
- Personal Protection Equipment

Traffic management practices require that the Site Construction Manager evaluate all traffic arrangements before they are open to traffic and immediately following the opening to traffic. Adjustments are to be made as required and recorded, including reasons for the changes.

7.2 Traffic Guidance Schemes

To safely undertake construction of the road upgrades as part of Stage 1, traffic control will be required.

Traffic Guidance Schemes (TGSs) will be prepared for these arrangements which are to be included when available for reference Appendix D.

This TGSs will be implemented by the construction contractor prior to any road upgrade construction occurring and removed at the completion of the site access upgrade.

Other TGSs will also be prepared specifically for the major construction activities, as required. They will be designed in accordance with the Australian Standards and the TfNSW Traffic Control at Work Sites Guidelines.

Impacted local community members and developers will be notified of the nature of these traffic changes and their duration two weeks prior to implementation.

7.3 Traffic Control Devices

Traffic control devices shall be erected in accordance with the TGS. Should the use of additional (not shown on the TGS or listing of devices) or reduced number of devices be required due to unforeseen circumstances, they shall be recorded as a variation to the TGS, following prior approval from TfNSW. Work will not commence or continue until all signs, devices and barricades are in place and operational in accordance with the requirements of the TCP/TGS.

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. Devices no longer required shall be promptly and completely removed from road user's lines of sight.

7.3.1 Signs

Prior to the installation, all signs shall be checked for damage and cleanliness and repaired, replaced or cleaned as necessary. Signs and devices shall be erected in accordance with the locations and spacings shown on the TGS such that:

- They are properly displayed and securely mounted;
- They are within the driver's line of sight;
- They cannot be obscured from view;
- They do not obscure other devices from the driver's line of sight;
- They do not become a possible hazard to workers or vehicles; and
- They do not deflect traffic into an undesirable path.

Any existing speed limit signs on the carriageway within the work site shall be covered for the duration of the works whilst temporary speed limit signs are in place.

8. Communicating TMP Requirements

Clear lines of communication through all levels and functions (e.g. management, staff and sub-contractors), is key to minimise impacts and achieving continual improvements in performance.

The methods of communication on-site will include site inductions, pre-start and toolbox meetings, and through Safe Work Method Statements (SWMS).

8.1 Site Inductions

All personnel entering the site are to go through a Site Induction that details the requirements of the TMP, Driver's Code of Conduct, Personal Protective Equipment (PPE), Occupational Health and Safety (OHS), and risk management procedures. All personnel wishing to enter the works zone are to be properly inducted before access is allowed.

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

8.2 Pre-Start and Toolbox Meetings

A prestart meeting is to be conducted at the start of works, on a daily basis, and if unforeseen changes are required. Progress, hazard assessment and any new issues, information or changes are to be discussed. Safe Work Method Statements (SWMS) documentation is to be read and signed during prestart meetings.

8.3 Safe Work Method Statements

A site-specific SWMS is to be produced for the set up and shutdown of control of traffic at the site access and the on-site access road and to be read through, discussed, and signed by all personnel working on site.

8.4 Sharing of Conditions and Responsibilities

In accordance with Conditions A12 of the Development Consent, BCSF as the Applicant, will ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of the Development Consent relevant to activities they carry out in respect of the development, as outlined in Table 1 to Table 3, along with the applicable requirements outlined in this TMP

9. Monitoring and Measurement

9.1 Site Inspections and Record Keeping

The BCSF Project Manager will ensure that the TMP is implemented and evaluated for effectiveness. The Site Construction Manager shall inspect and monitor traffic movements on-site. The outcomes of the inspection will be recorded for the information of the BCSF Project Manager.

A record of the inspections should be kept indicating:

- When traffic controls were erected;
- When changes to controls occurred and why the changes were undertaken; and
- Any significant incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.

Where significant changes to the work or traffic environment or adverse impacts are observed, the controls should be reviewed as a matter of urgency. Inspection Sheets shall be completed by the person undertaking the inspections and reviewed by the Construction Project Manager. All variations to the TMP/TGS, non-conformances, incidents and accidents shall be recorded. Copies of the completed report shall be forwarded to the BCSF Project Manager.

9.2 TMP Auditing

One internal compliance audit shall be conducted following setting-up of the traffic management and prior to commencement of the works. Audit findings, recommendations and actions taken shall be documented and copies forwarded to the Site Construction Manager.

9.3 Obligation to Minimise Harm

To meet the environmental performance criteria established by the Development Consent, BCSF must implement all reasonable and feasible measures to prevent, and if prevention is not reasonable and feasible, minimise any material harm to the environment that may result from the construction of the project (being the stage to which this TMP applies).

9.4 Incidents and Non-Compliances

9.4.1 Incidents

An Incident is defined in the Development Consent as *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).*

Various environmental incidents may have the potential to occur on site, which may include but not be limited to the following:

- Spills of fuels, oils, chemicals and other hazardous materials
- Unauthorised discharge from sediment basins or other containment devices
- Unauthorised clearing or clearing beyond the extent of the Project boundary or premises
- Inadequate installation and subsequent failure of temporary erosion and sediment controls
- Unauthorised harm or desecration to Aboriginal objects and Aboriginal places
- Potential contamination of waterways or land
- Accidental starting of a fire or a fire breaking out of containment
- Works done that are not covered by the Project approval, or not found to be consistent with the approval, or done without a modification of the approval
- Works undertaken that are not in accordance with the Environmental Assessment documents
- Unauthorised dumping of waste

Should an incident occur, the Construction Project Manager will ensure that work ceases in that area and that the site is not disturbed until the appropriate level of investigation is conducted.

In accordance with Condition C11 of the Development Consent, the Planning Secretary must be notified in writing via the Major Projects website within seven days after BCSF becomes aware of any non-compliance.

In accordance with Condition C12 of the Development Consent, 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.

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

9.4.2 Non-Compliances

A Non-Compliance is defined in the Development Consent as *an occurrence, set of circumstances or development that is a breach of this consent but is not an incident.*

9.4.3 Incident and Non-Compliance Reporting

All workers (employees and contractors) are responsible for ensuring timely and effective initial internal reporting of incidents or non-compliances that they are involved with or witness.

BCSF are to be informed of any incidents or non-compliances immediately verbally and within 24 hours in writing. Incident reports will include lessons learnt and proposed measures to prevent the occurrence of a similar incident. All efforts will be undertaken immediately to avoid and reduce impacts of incidents and suitable controls put in place. Incidents will be closed out as quickly as possible.

In accordance with Condition C10, the Planning Secretary will be notified in writing via the Major Projects website after BCSF becomes aware of an incident. The notification from BCSF will

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.

The relevant Construction Contractor will also take all necessary actions including the preparation of a report after a reportable incident occurs to enable prompt reporting and action.

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 BCSF's responsibility to ensure that notifications are undertaken in accordance with the consent.

Table 10: Incident Notification Requirements and Responsibilities

Incident Level	Definition	Notification	Responsibility
Reportable	Causes or threatens to cause material harm to the environment (see definition in Development Consent): - 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 make good harm to the environment).	- Internal: to Contractor Project Manager, Site Projects Manager (immediately) - External: to BCSF Project Manager, (immediately) - DPHI: to the Planning Secretary, (immediately after the BCSF Project Manager becomes aware of an incident)	- Contractor - BCSF Project 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 6 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 BCSF becomes aware of an incident or non-compliance. Notification is required to be given under this condition even if the Applicant fails to give the notification required under Condition C10 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 project 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, BCSF 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 by the relevant Construction Contractor 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.

Table 11: 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
Queanbeyan-Palerang Regional Council	1300 735 025
Rural Fire Service	1800 679 737

9.5 Complaints Management

Complaints are to be managed in accordance with the BCSF Environmental Management Strategy (EMS). In accordance with Condition C1 (d) of the Development Consent, the EMS *sets out the procedures that would be implemented to:*

- *keep the local community and relevant agencies informed about the operation and environmental performance of the development;*
- *receive, handle, respond to, and record complaints;*
- *resolve any disputes that may arise;*
- *respond to any non-compliance;*
- *respond to emergencies.*

9.6 Independent Environmental Audits

In accordance with Condition C14 of the Development Consent, Independent Audits of the development must be conducted and carried out in accordance with the *Independent Audit Post Approval Requirements (2020)* or as updated from time to time and published on the Department's website.

The independent audits must be conducted and carried out at the frequency and in accordance with the *Independent Audit Post Approval Requirements (2020)* to the following frequency:

- within 3 months of commencing construction; and
- within 3 months of commencement of operations.

The proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the commencement of an Independent Audit.

The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified in C14 upon giving at least 4 weeks' notice to the Applicant of the date upon which the audit must be commenced.

In accordance with the specific requirements of the *Independent Audit Post Approval Requirements (2020)*, BCSF must:

- review and respond to each Independent Audit Report prepared under the conditions of consent;
- submit the response to the Planning Secretary; and
- make each Independent Audit Report, and response to it, publicly available within 60 days of submission to the Planning Secretary, unless otherwise agreed by the Planning Secretary.

Independent Audit Reports and BCSF's response to audit findings must be submitted to the Planning Secretary within two months of undertaking the independent audit site inspection as outlined in the *Independent Audit Post Approvals Requirements (2020)* unless otherwise agreed by the Planning Secretary.

Notwithstanding the requirements of the *Independent Audit Post Approvals Requirements (2020)*, the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.

9.7 Management and Monitoring Summary

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

Table 12: Management and Monitoring Summary

Aspect	Potential Problems	Performance Criteria	Mitigation and Control Measures	Monitoring Requirements	Responsibility	Timing	Frequency
Heavy vehicle movements	Number of vehicles exceed DC approval	Maximum limit of 35 heavy vehicle movements a day	Heavy vehicle deliveries will be scheduled to comply with this requirement. Delivery contractors to be advised of this prior to arranging any delivery to site.	Count and record number of vehicle movements	BCSF and Contractor	Duration of construction	Daily
Heavy vehicle movements	Heavy vehicle platooning / convoys	No Heavy Vehicle movements resulting in platoons / convoys greater than one vehicle	Heavy vehicle deliveries will be scheduled and staggered to avoid platoons / convoys greater than one heavy vehicles.	Count and record number of vehicle movements	BCSF and Contractor	Duration of construction	Daily
Light vehicle movements	Cumulative impacts with other projects and impacts to school bus services	More than 30 light vehicle movements occurring in a given hour, light vehicle movements occurring during school bus periods.	Staff start and finish times staggered between 5:00am to 7:30am (start) and 4:00pm to 7:00pm (finish) to prevent impacts to school bus services and surrounding projects.	Count and record number of vehicle movements	BCSF and Contractor	Duration of construction	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.	Check weather forecast and on-site conditions	BCSF and Contractor	Duration of construction	Daily
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 Ensure that all drivers have received a copy of the Driver Code of Conduct and are following the requirements.	BCSF and Contractor	Duration of construction	Daily
Driver behaviour	The approved route not being followed by staff and deliveries	No use of roads other than those on the approved routes by staff and delivery drivers, including Currandooley Road (unless in emergencies)	Checking driver routes and reinforcing the approved routes to staff and delivery drivers during project meetings	Spot check of routes taken at site entry and adjoining local roads and monitoring any feedback from the Community, Council and TfNSW. Installation of advisory signs.	BCSF and Contractor	Duration of construction	Daily
Driver behaviour	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 construction	Daily
Driver behaviour	Use of appropriate travel route	No project traffic using unapproved route to site	Drive Code of Conduct, reminders at daily toolboxes.	Spot checks by relevant Construction Project Manager	BCSF and Contractor	Duration of construction	Daily
Vehicle movements	Impact to school bus operations	No impact to school bus operations	Heavy vehicle deliveries will be scheduled and staggered to avoid school bus stop operations. Bungendore High School and Bungendore Public School to be proactively contacted and provided key project team contact details.	Spot check of bus stops during operations, monitoring any feedback from the Bungendore High School and Bungendore Public School, bus operators, Community, Council and TfNSW	BCSF and Contractor	Duration of construction	Daily
Access tracks and laydown areas	Dust	Dust should not impact off-site receptors	Pave haul roads and other areas with gravel or impervious sealant, wet down tracks on windy days	Inspect the site for dust generation	BCSF and Contractor	Duration of construction	At least daily
Drainage network performance	Existing drainage network not performing adequately	No worsening of ponding or flooding in the existing drainage network	Replace or repair damaged drains, redesign ineffective drains, relocate incorrectly placed drains	Check integrity and effectiveness of drains	BCSF and Contractor	Duration of construction	Weekly



10. Management and Reporting

10.1 TMP Review and Improvement

As this project is of a long-term nature, a review of the effectiveness of the TMP will be undertaken by the Construction Project Manager. Any updates to the TMP that are required to improve the effectiveness of the TMP as identified in the weekly effectiveness reviews will be undertaken by the Construction Project Manager in accordance with Section 10.3.

10.2 Variations to Standards and Plans

There are no departures from the requirements of AS 1742.3:2019 or TfNSW Traffic Control at Work Sites Guidelines.

On-site variations, if required, will only be made following approval by the Construction Project Manager. In emergency situations, on-site variations shall be made and recorded and the Construction Project Manager notified as soon as practicable.

10.3 Update of Strategies, Plans or Programs

In accordance with Condition C2 of the Development Consent, BCSF will:

- 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.
- Review and, if necessary, revise the strategies, plans or programs required under the Development Consent to the satisfaction of the Planning Secretary within 1 month of the:
 - submission of an incident report under condition C10;
 - submission of an audit report under condition C14; or
 - any modification to the conditions of this consent.

As stated in Condition C3, with the approval of the Planning Secretary, BCSF 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, BCSF may at any time submit revised strategies, plans or programs to the Planning Secretary for approval. With the agreement of the Planning Secretary, BCSF may submit any revised strategy, plan or program without undertaking consultation with all the parties referred to under the relevant condition of this consent.

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.

BCSF will seek the approval of the Planning Secretary when submitting any strategy, plan or program required by this consent on a progressive basis. This includes for this TMP which is to be updated for the stages as outlined in Section 1.3.

10.4 Notification of Department

In accordance with Condition C7 of the Development Consent, prior to commencing the construction, operations, upgrading or decommissioning of the development or the cessation of operations, BCSF will 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 BCSF will 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.

Appendix A

Driver Code of Conduct



Driver Code of Conduct

This code of conduct applies to all light and heavy vehicle drivers, and heavy vehicles requiring escort 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 Site Construction Manager, and records of the code are to be stored and maintained by the Applicant.

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

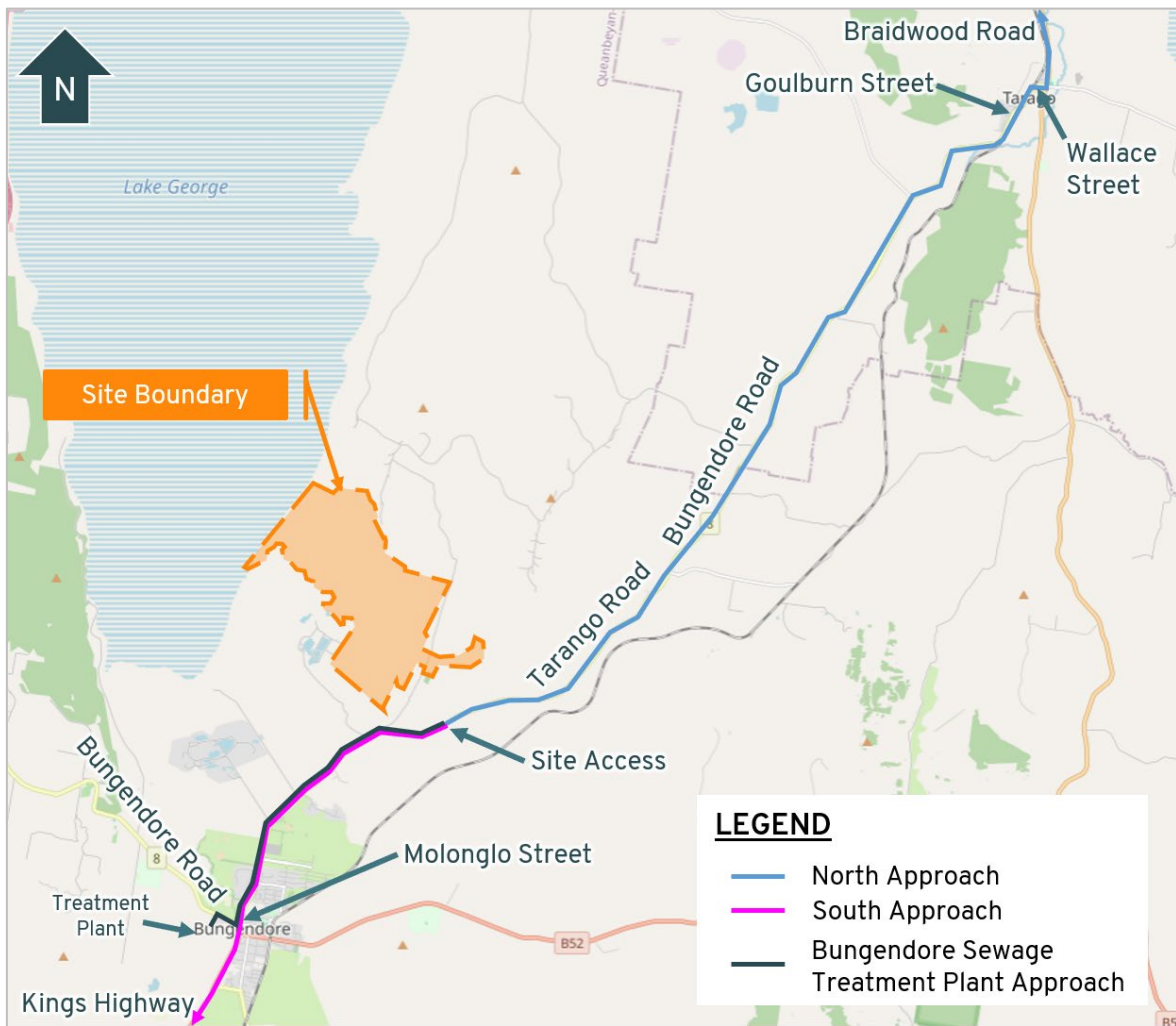
Training is to be provided prior to start-up of any traffic and access related management tasks and updated if task, equipment or procedures are expected to or have changed.

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 3.7 of the TMP), replicated in Figure 5 for reference.

Figure 5: Vehicle Access Route



Source: OpenStreetMap

The access routes shown in Figure 5 are to be complied with at all times by all motorists to and from the site.

Specific Procedures

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 BCSF 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.

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.

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.

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.

BCSF will identify areas where there is a higher risk of workers becoming fatigued (such as long shifts or physically onerous tasks) and implement control measures to mitigate the risk. This includes ensuring sufficient breaks and rotating staff shifts.

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 parties 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 . 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.

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.

Complaint Resolution and Disciplinary Procedure

All traffic related complaints will be managed in accordance with Section 9.5 of this TMP. All complaints will be collated via the following means and be responded within two business days:

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

Subscribe: www.nhvr.gov.au/subscribe
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Disclaimer: This information is only a guide and should not be relied upon as legal advice.
*Standard 1300 call charges apply. Please check with your phone provider.
Image source: Volvo Trucks Australia

Appendix C

Road Design Plans





Technical Specification for:

TARAGO ROAD UPGRADE DESIGN REPORT

**BLIND CREEK SOLAR FARM -
AUSTRALIA**

Doc. No.: BLI-GRE-CV-CAL-0020

Rev.: A2

Date: 25/02/2025

DOCUMENT CHANGES LOG

[illegible]

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1. SCOPE OF WORKS

This technical document refers to the design of the Tarago Road Intersection Upgrade for “Blind Creek Solar Farm” to be constructed in NSW.

This access is intended to be used for access of emergency vehicles, B-doubles for the delivery of the solar farm equipment and light vehicles.

The purpose of this report is to provide a description of the design criteria and calculations for the intersection upgrade of the solar which is approximately 8 kilometres north of Bungendore, NSW. Overall, the design of the secondary access involves:

- Geometric design and grading of the proposed Basic Left turn treatment to be sealed, designed and constructed for a 100 km/h speed environment with Safe Intersection Sight Distance (SISD); and extend the existing Basic Right turn treatment on Tarago Road at the site access point to comply with the DA requirements. It must be noted that the DA requirements reference Figure A 28 of the Austroads Guide to Road Design Part 4, however, this is a superseded version for a Basic Right Turn Treatment which has been replaced with Figure 7.1 of Guide to Road Design Part 4A: Unsignalized and Signalised Intersections. This figure can be seen below:

Figure 7.1: Basic right (BAR) turn treatment on a two-lane rural road

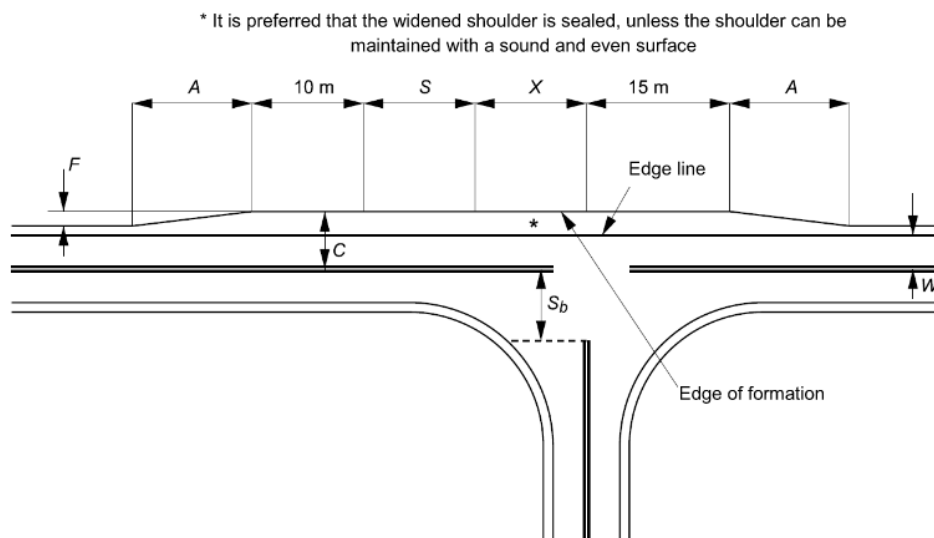


Figure 1. Basic Right Turn Treatment on a Two-lane Rural Road

- Provision of surface drainage.
- Provision of culvert under property access.
- Pavement design.

2. SITE CONDITIONS

2.1 Location

The Blind Creek Solar Farm site is located along Tarago Road, approximately 8 kilometres north of Bungendore, NSW, and 50km east of Canberra (ACT). The project site occupies an area of approximately 1025 ha.

The geographic coordinates of the project are:

	FULHAM SOLAR FARM
Latitude	35°10'53,35"S
Longitude	149°28'19,45"E
Elevation	685m AHD

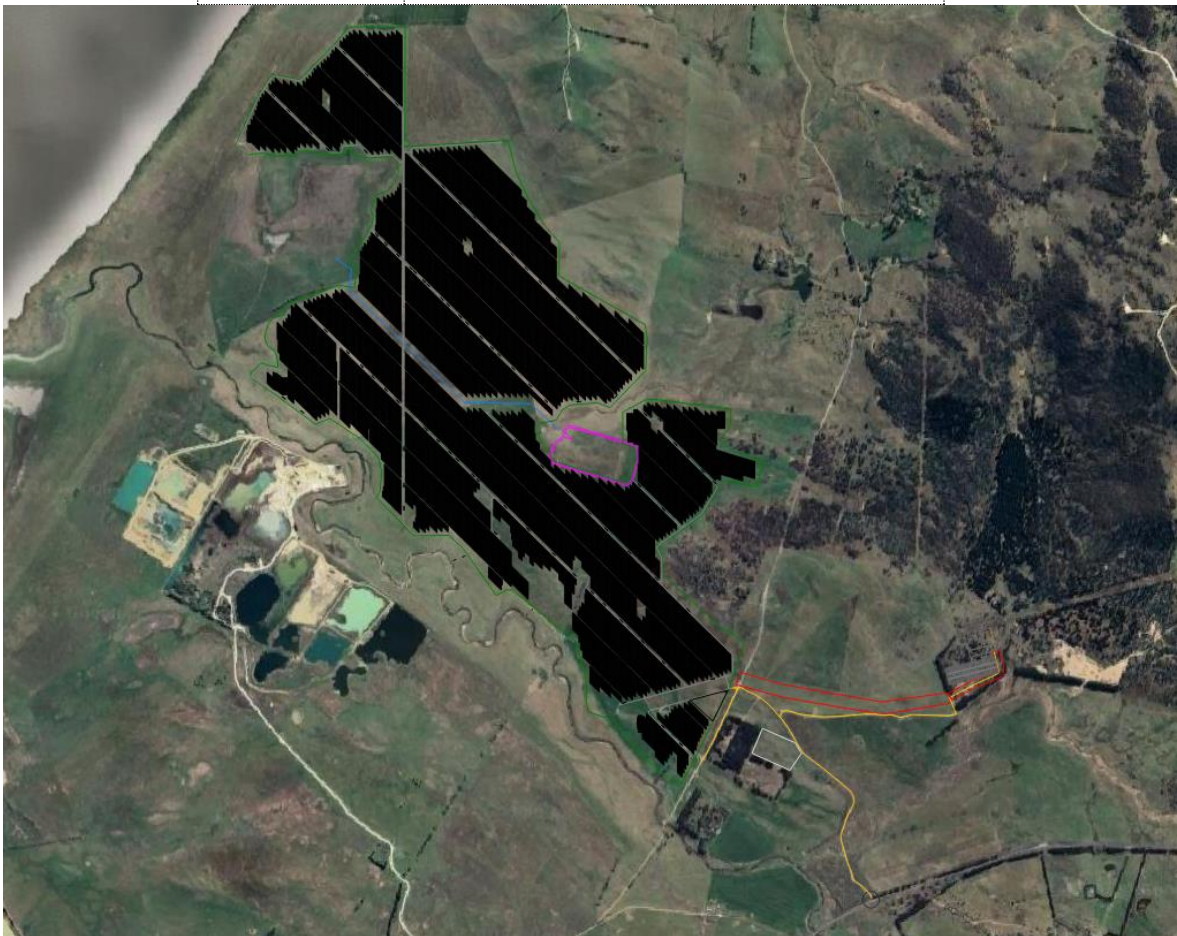


Figure 2. Site Map

2.2 Design Conditions

The final proposed solution shall be the appropriate considering the climatic conditions of the area. As far as it may concern, a general summary of the extreme climatic data are presented at the following:

Data of Commonwealth of Australia, Bureau of Meteorology

GOULBURN AIRPORT AWS Meteo Station (070330)

Statics	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	Years
Maximum temperature														
Highest temperature (°C)	42.8	41.8	37.6	31.0	25.1	20.7	19.7	24.1	30.5	31.3	39.9	42.1	42.8	35
Date	04 Jan 2020	01 Feb 2020	19 Mar 2023	11 Apr 2018	02 May 2019	10 Jun 2005	05 Jul 2018	25 Aug 1995	23 Sep 2017	14 Oct 2006	20 Nov 2009	21 Dec 2019	04 Jan 2020	
Mean number of days ≥ 40 °C	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	35
Minimum temperature														
Lowest temperature (°C)	-0.1	0.7	-0.8	-6.3	-8.1	-10.2	-10.4	-10.9	-7.4	-5.6	-4.4	-1.2	-10.9	35
Date	12 Jan 2012	21 Feb 2017	27 Mar 2018	23 Apr 2000	15 May 2011	15 Jun 2000	02 Jul 2017	17 Aug 1994	01 Sep 2012	29 Oct 2006	17 Nov 2006	06 Dec 2012	17 Aug 1994	
Mean number of days ≤ 0 °C	0.0	0.0	0.1	2.3	9.3	10.9	14.1	12.8	7.0	3.4	0.8	0.1	60.8	35
Rainfall														
Mean rainfall (mm)	56.4	56.0	50.7	30.6	34.4	57.3	32.0	43.6	43.1	50.	63.2	57.5	575.5	31
Highest rainfall (mm)	189.6	170.4	178.8	104.6	101.6	190.8	84.2	157.8	112.4	164.6	192.2	232.4	1028.4	31
Date	2022	2012	2012	2024	1995	2013	2005	2020	1997	1999	2021	2010	2022	
Lowest rainfall (mm)	0.0	0.0	0.0	0.6	2.8	10.4	4.8	4.2	6.4	0.2	4.2	0.2	317.2	31
Date	2000	2000	2000	1997	2005	2017	2018	1994	1994	2006	2002	2019	2022	
Highest daily rainfall (mm)	126.4	59.2	63.8	80.8	50.0	123.0	54.2	75.2	36.0	65.0	98.2	56.2	126.4	29
Date	17 Jan 2006	29 Feb 2012	01 Mar 2012	06 Apr 2024	05 May 1996	27 Jun 1997	09 Jul 2005	09 Aug 2020	03 Sep 2016	25 Oct 1999	29 Nov 2023	10 Dec 2010	17 Jan 2006	81
Mean number of days of rain ≥ 25 mm	0.5	0.6	0.4	0.2	0.2	0.5	0.1	0.3	0.1	0.3	0.6	0.6	4.4	29

3. APPLICABLE CODES AND STANDARDS

- AGPT0217 Guide to Pavement Technology Part_2 Pavement Structural Design.
- AGRD03-16 Guide to Road Design Part 3 Geometric Design.
- AGRD04A23-Guide to Road Design Part 4A Unsignalized and Signalised Intersections.
- AGPT08-19 Guide to Pavement Technology Part 8 Pavement Construction.
- AGRD05B13-Guide to Road Design Part 5B Drainage Open Channels Culverts and Floodway.
- NSW Government Supplement to Austroads Guides.
- Queanbeyan-Palerang Regional Council - Queanbeyan-Palerang Development Design Specification D2 Pavement Design.
- Queanbeyan Palerang Regional Council Development Design Specification D1 Geometric Road Design (Urban And Rural).

4. DESIGN PROCEDURE

The design of the road upgrade, including the culvert, was developed with the software 12d model. With the assistance of the software, it has been analysed, designed, graded, sized drainage network and developed the geometric design of the secondary access.

The road, table drains, and culvert were designed to match the natural surface without ponding areas and obstacles that could deviate the natural course of runoff.

4.1 Survey

The survey was executed by GRS and the outputs from this survey were used as the base of the design.

The site is mostly flat with a few swales and low points. The image below depicts the topography of the solar farm, represented by contour lines at intervals of 0.25m:

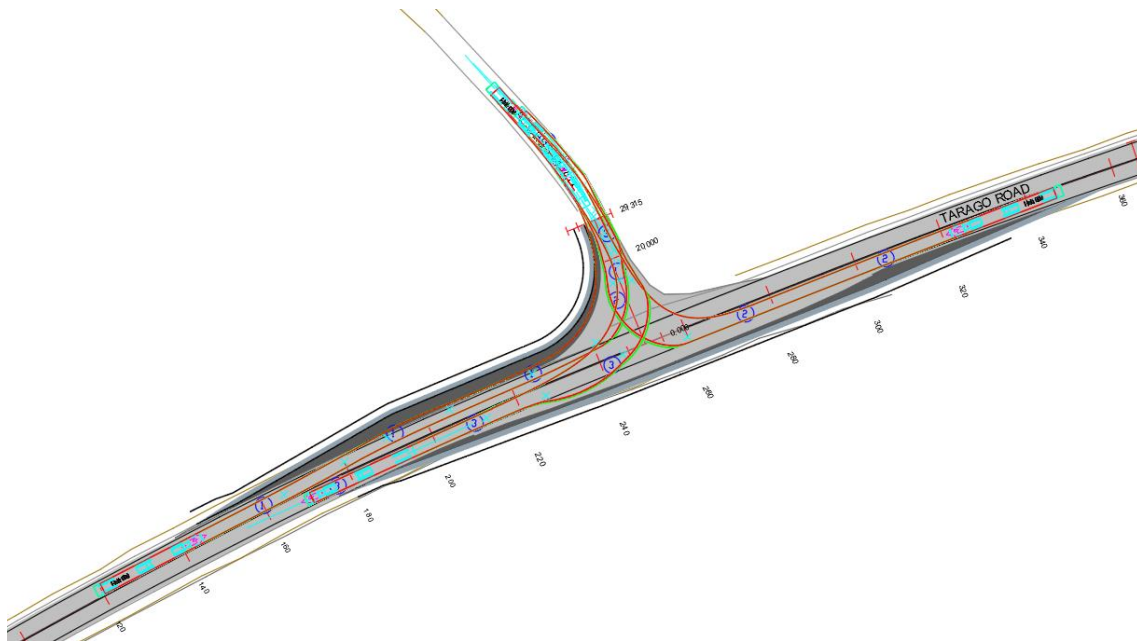


Figure 3. Survey Contours

4.2 Geometry

The vertical and horizontal alignments on Tarago Road are not being altered within this design and no amendments to the existing pavement are proposed. The aim is to allow for the design vehicles to safely turn in and out the site and comply with the Development Approval conditions.

The software “Vehicle Tracking” was used for swept path analysis of the 26m B-double (design vehicle) and a 25m Prime Mover with platform for the transformer delivery (check vehicle). It has been concluded that the proposed access provides enough clearance for the desired vehicles as indicated on the following images.



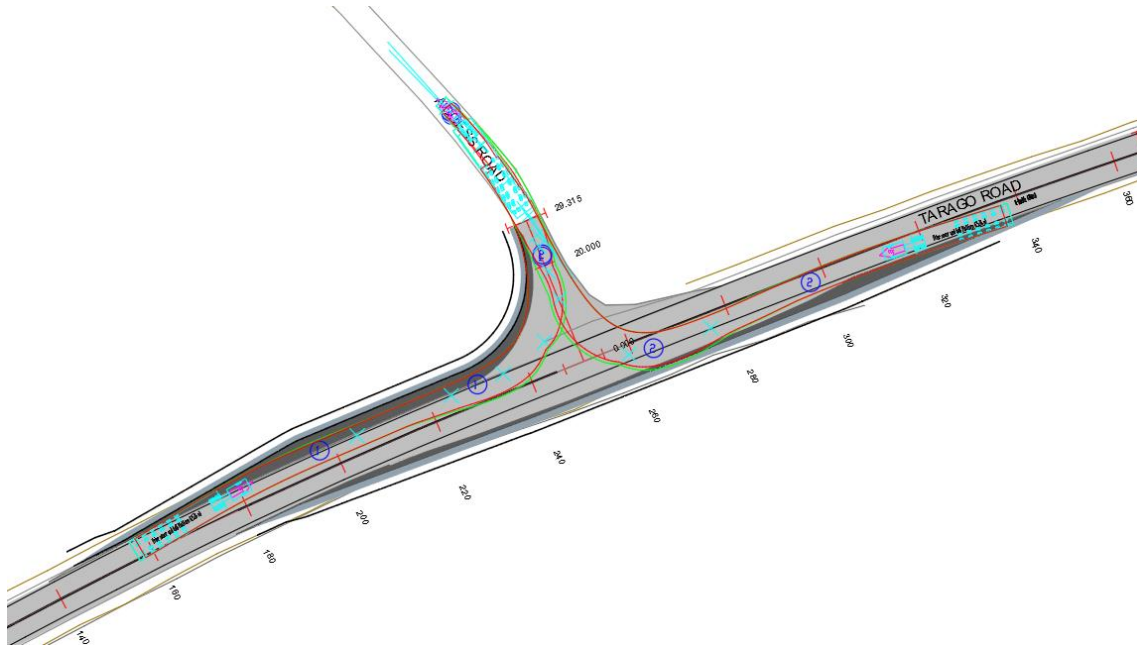


Figure 6. Prime Mover Turn Path

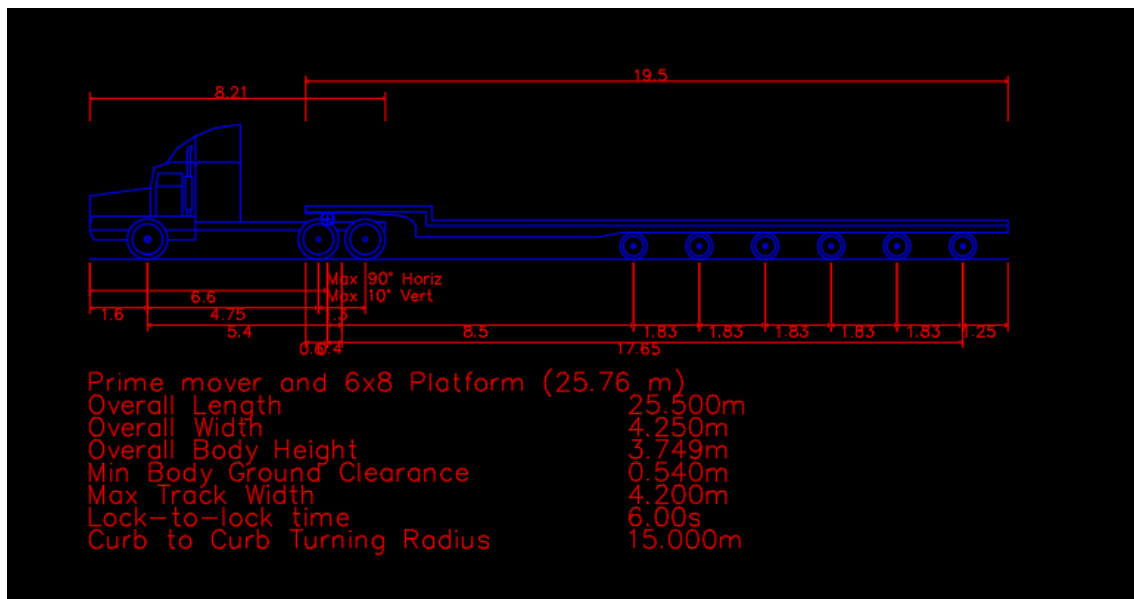


Figure 7. Prime Mover Details and Diagram

4.3Sight Distance

Austroads Guide to Roads Design Part 3 and 4A for stopping sight distance and approach sight distance cannot be used as Tarago Road is an unsealed road. Therefore, equation 1 from AGRD Part 3 and 4A was used:

$$ASD(ssd) = \frac{R_T V}{3.6} + \frac{V^2}{254(d + 0.01A)}$$

RT=2.5s (reaction time)

V=110km/h (Design speed limit)

d=0.29 (coefficient of deceleration)

a=1% (approximate approach grade on Tarago Road)

Stopping and approach sight distance of **235.2m** are achieved along Tarago Road to the approach of the intersection with site access.

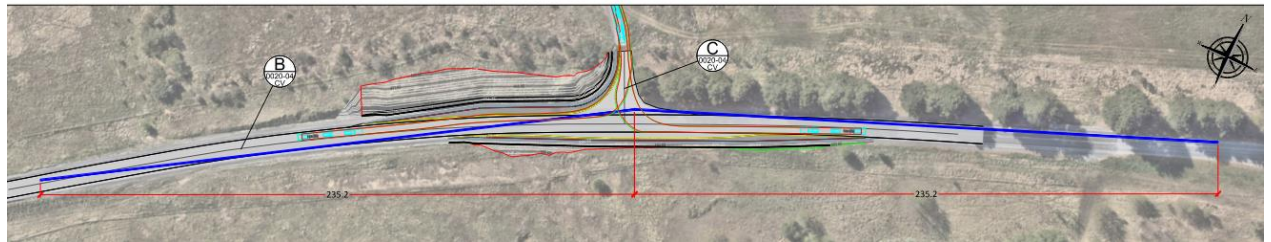


Figure 8. Sight Distance

4.4 Drainage

The proposed works do not adversely impact the stormwater flows in the relevant area as the catchment affecting the road and culvert, therefore, the drainage design aims to maintain the existing table drains, maintaining the existing runoff direction and capacity of the culvert for a 10% AEP.

The calculations were executed through 12d using the rational method. The software contains rainfall information from several locations in Australia embedded into it.

A catchment of 0.026 hectares was estimated to flow into the inlet of the culvert. The inputs and results can be seen on the table below:

STRUCTURE No	LOCATION		INLET DESIGN							DRAIN DESIGN													PART FULL		DESIGN LEVELS									
	DRAIN SECTION		Q1 FLOW IN	HALF ROAD CAPACITY	ROAD GRADE AT INLET	ROAD FALL AT INLET	INLET TYPE	Q2 BYPASS FLOW	Tc CRITICAL TIME OF CONC	RAINFALL INTENSITY	CA TOTAL	Q1 PEAK FLOW	Q1 PIPE FLOW	L/R WACH LENGTH	S PIPE GRADE	LINK SIZE	V1-Q1 FULL PIPE VELOCITY	Qcap	Vcap CAPACITY VELOCITY	VELOCITY HEAD	Ku	H1 U/S HEAD LOSS	H/W CHANGE IN WSE	g1 NORMAL DEPTH	V1 NORMAL DEPTH VELOC.	PIPE U/S I.L.	PIPE D/S I.L.	PIPE U/S HGL	PIPE U/S HGL	W.S.E	GRATE LEVEL	STRUCTURE NAME		
HW01/01			L/s	L/s	%	%		L/s	min	mm/hr	ha	L/s	L/s	m	%	mm	m/s	L/s	m/s	m		m	m	m	m	m	m	m	m	m	m			
HW01/01					1	3	HW OUT																									693.792	694.56	HW02/01
HW02/01	HW01/01 to HW02/01		8		1	3	HW IN	0	5	115	0.026	8	8	19.928	1.07	375	0.08	182	1.64	0	7	0.002	0.002	0.055	0.83	694	693.74	694.02	693.79	694.017	694.63	HW01/01		

4.5 Geotechnical

According to the geotechnical report 18558-GR-1-1 developed by Alliance, the CBR results on the area where the proposed access is located, is 40%. From a design perspective, this value cannot be used for the calculations as it is very optimistic. Therefore, a design CBR of 8% is considered based on the consistent good CBR results achieved across the site.

Borehole	Sample Depth (m)	Material Description	Optimum Moisture Content (%)	Field Moisture Content (%)	Maximum Dry Density (t/m ³)	CBR %
CBR01	0.50–0.75	SAND, fine to coarse grained, grey brown	8.5	2.0	1.98	40
CBR02		SAND, fine to coarse grained, grey	8.5	4.7	1.92	45
CBR03		SAND, fine to coarse grained, dark brown	10.5	4.9	1.76	35
CBR04		SAND, fine to coarse grained, pale grey-pale yellow	10.5	3.0	1.83	40
TP01		Clayey SAND, medium to coarse grained, orange brown and grey, medium plasticity.	19.0	16.4	1.62	7
TP04		Sandy CLAY, medium to high plasticity, orange brown	15.0	16.4	1.83	6
TP05		Clayey SAND, fine grained, pale grey, medium plasticity.	17.5	16.4	1.75	6
TP07		Silty SAND, fine grained, brown	19.5	23.2	1.69	7
TP09		Clayey SAND, fine to medium grained, orange brown to brown, medium plasticity.	27.0	26.2	1.49	13
TP10		Silty SAND, fine to medium grained, orange brown and grey	14.5	17.7	1.75	9
TP13		Silty SAND, fine to medium grained, poorly graded	12.5	13.1	1.90	19
TP14		Clayey SAND, fine to medium grained, grey brown orange, medium plasticity.	16.0	20.3	1.68	30
TP15		Clayey SAND, medium to coarse grained, orange brown, low plasticity.	15.0	19.7	1.68	20
TP18		Sandy CLAY, medium plasticity, orange grey brown	13.5	14.9	1.90	11
TP19		SAND, fine to medium grained, poorly graded	12.5	14.2	1.77	40
TP20		Clayey SAND, fine to coarse grained, orange brown, low plasticity, with silt, trace gravel.	13.5	16.2	1.82	40
TP22		Clayey SAND, fine to medium grained, pale orange brown, with fine to coarse grained sub-rounded to sub-angular gravel.	7.0	5.9	1.79	6
TP24		Sandy CLAY, low to medium plasticity, poorly graded	12.0	12.2	1.92	40
TP29		Clayey SAND, medium grained, orange grey brown, low plasticity, trace gravel.	12.5	12.7	1.92	25
TP30		Silty SAND, fine to medium grained, orange brown mottled grey	11.5	7.0	1.83	11
TP31		SAND, fine to medium grained, poorly graded	13.0	12.9	1.89	14
TP33		SAND, poorly graded, fine to medium grained, brown	12.0	9.1	1.80	18
TP34		Silty SAND, fine to medium grained, pale grey	14.5	14.2	1.73	11
TP35		CLAY, low plasticity, pale grey mottled dark grey	18.5	16.7	1.65	3.5
TP40		SAND, fine to medium grained, pale grey	11.5	1.2	1.78	40
TP41		Silty SAND, fine to medium grained, poorly graded	11.5	15.1	1.92	17
TP42		SAND, medium to coarse grained, poorly graded	10.0	5.1	1.87	25
TP43		SAND, fine to medium grained, poorly graded	6.5	4.9	1.93	45
TP45		SAND, fine to medium grained, poorly graded	9.0	4.4	1.94	30
TP47		SAND, medium to coarse grained, orange grey brown	9.5	9.3	2.01	45

Figure 9. CBR test results extracted from the geotechnical report 18558-GR-1-1

Ground surface or material for embankments must comply with a compaction requirement of 95% to 98% of the dry density obtained in the Standard Compaction Test. Moisture content should be the Optimum Moisture Content +/- 2%.

4.6 Pavement

Wearing course

Prime coat

- Material: AMCO bitumen.
- Application Rate: 0.8 to 1.0 L/m².
- The bitumen shall conform to relevant standards for adhesion and penetration properties.

Asphaltic Concrete

- Grade: DG10 mix (or BCC Type 2).
- Compacted Thickness: 30mm or as otherwise noted in the design specifications.
- Aggregate and bitumen content shall comply with the relevant national standards.

Base material

Class 2 or DGB20 crushed rock CBR≥80%.

Subbase material

Class 3 or DGS40 crushed rock CBR≥30%.

Compaction requirements of granular layers for base and subbase of the road section should be defined based on dry density. Minimum compaction of 102% dry density Standard Compaction test. Moisture content should be the Optimum Moisture Content +/- 2%.

Traffic Design

The traffic design was executed based on the guidance received from GRS's logistics team. On the worst-case scenario, the access is expected to have 158 B-double trucks throughout construction. After commissioning of the solar farm, only small maintenance and emergency vehicles are expected to use this access, therefore, a conservative number has been used as indicated on the table below:

Design Parameter	Design Value	Source or Reference
Design Period (Years)	25	As per QUEANBEYAN-PALERANG DEVELOPMENT DESIGN SPECIFICATION
Annual Average Daily Traffic (AADT)	473	As per NSW traffic data Station ID 94470 + growth + construction traffic
Percentage of Heavy Vehicles (%)	10	As per NSW traffic data Station ID 94470
Direction Factor (DF)	1	AGPT02-17
Lane Distribution Factor (LDF)	1	AGPT02-17 Table 7.3
Annual Growth Rate (%)	1.5%	AGPT02-17
Cumulative Growth Factor (CGF)	30.06	AGPT02-17 Formula 31 or Table 7.4
Average Number of Axle Groups per Heavy Vehicle (N _{HVAG})	2.00	AGPT02-17 Table 12.2 or 7.6
Average daily number of heavy vehicles (N _i)	4.7E+01	N _i = AADT x DF x %HV/100 x LDF (AGPT02-17 Formula 30)
Cumulative number of heavy vehicles (N _{HV})	5.2E+05	N _{HV} = 365 x CGF x N _i (AGPT02-17 Formula 32)
Cumulative heavy vehicle axle groups (N _{DT})	1.0E+06	N _{DT} = N _{HV} x N _{HVAG} (AGPT02-17 Formula 35)
Traffic Load Distribution (ESA/H _{VAG})	0.2	AGPT02-17 Table 12.2
Design Traffic Equivalent Standard Axles (DESA)	2.1E+05	DESA = ESA/H _{VAG} x N _{DT} (AGPT02-17 Formula 37)

Figure 10. Design traffic calculation.

Pavement Thickness

Based on the CBR results and traffic calculations described above, it is possible to calculate the minimum pavement thickness using the following formula from Austroads:

$$\text{MAX } (100, (219 - 211 * (\text{LOG}(\text{CBR})) + 58 * (\text{LOG}(\text{CBR}))^2 * \text{LOG}(\text{DESA})))$$

Therefore, the results obtained are:

- Subbase layer with granular material $\text{CBR} \geq 30$ with a thickness of **150mm**.
- Base layer with granular material $\text{CBR} \geq 80$ with a thickness of **100mm**.
- Wearing course with asphaltic concrete with a thickness of **50mm**

The minimum pavement thickness complies with the minimum requirements from Queanbeyan-Palerang Development Design Specification D2.

5. Conclusion

Based on the criteria and information provided above, it has been assessed that the proposed Tarago Road upgrade can provide safe entry for the vehicles necessary for the construction, maintenance and emergency works on the Blind Creek Solar Farm.

It is concluded that the works proposed on this report will not alter the existing flows in the area and the proposed culvert allows for the continuity of stormwater runoff without blockages or ponding.

Furthermore, the pavement has been designed according to Australian Standards and Queanbeyan-Palerang Development Design Specification D2 for the design life of 25 years. The sight distance checks and calculations assure the safety of this access.



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GENERAL NOTES

1. THE CONTRACTOR MUST VERIFY IN WRITING, ACCEPTANCE OF ALL DIMENSIONS, EXISTING LEVELS AND FEATURES ON SITE PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPANCIES SHALL BE ADVISED IN WRITING TO THE ENGINEER.
2. ALL MATERIALS SHALL COMPLY WITH WHAT IS SHOWN ON THE PROJECT DRAWINGS AND RELEVANT AUTHORITIES' SPECIFICATIONS.
3. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF EXISTING SERVICES WITH ALL RELEVANT AUTHORITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. A COPY OF THE LOCATIONS OF THE EXISTING SERVICES IS TO BE PROVIDED TO THE OWNER'S SUPERINTENDENT BY THE CONTRACTOR. ANY CLASHES BETWEEN EXISTING SERVICES AND PROPOSED SERVICES ARE TO BE IDENTIFIED BY THE CONTRACTOR, AND THE CONTRACTOR IS TO NOTIFY THE OWNER'S SUPERINTENDENT OF ANY CLASHES.
4. ANY RELOCATION OF EXISTING SERVICES ARE TO BE UNDERTAKEN BY THE RELEVANT SERVICE AUTHORITY. THE CONTRACTOR IS RESPONSIBLE FOR THE RELOCATION OF ANY KNOWN/SHOWN AND SHALL INCLUDE ANY RELOCATION COSTS IN THE CONTRACT PRICE.
5. ALL SERVICE TRENCHES UNDER VEHICULAR PAVEMENTS MUST BE BACKFILLED IN ACCORDANCE WITH THE REQUIREMENTS FROM THE RELEVANT AUTHORITY, UNLESS DIRECTED OTHERWISE.
6. ON COMPLETION OF SERVICES INSTALLATION, ALL DISTURBED AREAS MUST BE RESTORED TO ORIGINAL, INCLUDING CONCRETE AREAS, GRAVEL AND ROAD PAVEMENTS, UNLESS DIRECTED OTHERWISE.
7. THE CONTRACTOR TO OBTAIN ALL AUTHORITIES APPROVALS UNLESS DIRECTED OTHERWISE.
8. THE CONTRACTOR SHALL VERIFY OFFSET PEGS AND BENCHMARK LEVELS, AND ADVISE THE SUPERINTENDENT OF ANY DISCREPANCY PRIOR TO COMMENCING CONSTRUCTION.
9. FOR DETAILS OF WORK DENOTED "BY OTHERS" REFER TO RELEVANT CONSULTANT DRAWINGS.
10. THE CONTRACTOR IS RESPONSIBLE FOR ERECTING A SIGN AT EACH SITE ENTRANCE THAT VISIBLY DISPLAYS THE CONTRACTOR'S NAME, CONTACT DETAILS FOR COMPLAINT RESPONSE, AND CONTACT DETAILS FOR EMERGENCY CONTACT. ANY SIGNAGE MUST BE ERECTED IN ACCORDANCE WITH RELEVANT AUTHORITY REQUIREMENTS.
11. MAKE SMOOTH TRANSITION TO EXISTING SERVICES AND MAKE GOOD.
12. THE CONTRACTOR MUST PROVIDE ALL TEMPORARY DIVERSION DRAINS AND MOUNDS TO ENSURE THAT AT ALL TIMES EXPOSED SURFACES ARE FREE DRAINING AND WHERE NECESSARY EXCAVATE SUMPS AND PROVIDE PUMPING EQUIPMENT TO DRAIN EXPOSED AREAS.

ROADWORKS NOTES

- AREA FOR PARKING OF CONSTRUCTION PLANT, ETC., TO BE LEFT FREE OF ANY CONTAMINANTS (EG. FUEL, OIL)
- ROAD CUTTINGS
- IN AREAS WHERE THERE IS NON-RIPPABLE MATERIAL AND ANY OTHER NOMINATED AREA, THE EXCAVATION SHALL CONTINUE TO A DEPTH OF 150mm $\pm$ 75mm BELOW THE SUBGRADE. THE BOTTOM OF THE EXCAVATION SHALL BE FREE OF LOOSE MATERIAL AND BE FREE DRAINING.
- FILL / BACKFILL MATERIAL SHALL BE AT LEAST CLASS 3 or DGS40 UNBOUND PAVEMENT MATERIAL
- EMBANKMENT MATERIAL PLACED IN THE ZONE ABOVE A HEIGHT OF 300mm BELOW THE SUBGRADE SHALL NOT CONTAIN ROCK PARTICLES WITH ANY DIMENSION GREATER THAN 80mm.
- DURING CONSTRUCTION, THE ENGINEER MUST BE ADVISED WHEN THE FOLLOWING WORKS ARE READY FOR INSPECTION:
 - PROOF ROLLING OF SUBGRADE, SUBBASE AND BASE COURSES.
- HOLD POINTS - EACH LAYER: THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER, THE RESULTS OF ALL TESTING REQUIRED TO BE CONDUCTED ON PAVEMENT MATERIALS FOR EACH LAYER, PRIOR TO COMMENCEMENT OF CONSTRUCTION FOR THE NEXT LAYER. TESTING SHALL BE SUPPLIED FOR REVIEW BY THE ENGINEER, IN ACCORDANCE WITH THE INSPECTION AND TEST PLAN. INCLUDING (BUT NOT LIMITED TO) THE FOLLOWING;
 - FIELD DENSITY TESTING
 - MATERIAL QUALITY TESTING, INCLUDING ATTERBERG, CBR AND
 - GRADING CERTIFICATED FROM THE SUPPLIER.
- SHOULD THE CONTRACTOR PROCEED WITH CONSTRUCTION PRIOR TO APPROVAL OF THE PRECEDING LAYER, SUCH WORK WILL BE UNDERTAKEN AT THE CONTRACTOR'S RISK, AND AS SUCH, ALL COSTS ASSOCIATED WITH RE-WORK/REPLACEMENT OF UNAPPROVED PAVEMENT WILL BE AT THE CONTRACTOR'S EXPENSE.
- THE ENGINEER, AT THEIR DISCRETION, MAY REQUIRE AREAS OF THE ROAD PAVEMENT TO BE RE-PROOF ROLLED IF THE SITE RECEIVES FOR THAN 10mm OF RAIN DURING ANY 24 HOUR PERIOD.
- CBR TESTING TO BE FOUR-DAY SOAKED CBR'S TO AUSTRROADS TESTING STANDARDS. ALL TESTING SHALL BE CARRIED OUT BY A NATA ACCREDITED TESTING LABORATORY WITH ACCREDITATION FOR EACH TEST PROCESS CARRIED OUT.
- ALL WORKS NEAR OR WITHIN EXISTING ROADWAYS SHALL BE ADEQUATELY SIGNED IN ACCORDANCE WITH THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES - PART 3, WORKS ON ROADS".
- DAMAGE CAUSED BY CONSTRUCTION EQUIPMENT, ETC., TO ANY INFRASTRUCTURE SHALL BE MADE GOOD BY THE CONTRACTOR IMMEDIATELY SHOULD HAZARDS EXIST FOR PEDESTRIAN OR VEHICULAR SAFETY. OTHERWISE ALL DAMAGE IS TO BE REPAIRED IMMEDIATELY UPON COMPLETION OF WORKS.
- GROUND SURFACE OR MATERIAL FOR EMBANKMENTS SHOULD VERIFIED A COMPACTION REQUIREMENT OF **95%** OF THE DRY DENSITY OBTAINED IN THE STANDARD COMPACTION TEST. MOISTURE CONTENT SHOULD BE THE OPTIMUM MOISTURE CONTENT **+/- 2%.**
- COMPACTION REQUIREMENTS OF GRANULAR LAYER FOR BASE AND SUBBASE OF THE ROAD SECTION SHOULD BE DEFINED BASED ON DRY DENSITY. MINIMUM COMPACTION AS INDICATED ON THE DRAWINGS. SOILS USED IN EMBANKMENTS SHOULD VERIFY THE FOLLOWING REQUIREMENTS:
 - ORGANIC MATTER CONTENT < 5%
 - POTENTIAL SWELL < 10%
 - LIMIT LIQUID < 70
 - PLASTICITY INDEX < 45
- MINIMUM CHARACTERISTICS FOR BASE AND SUBBASE MATERIAL WILL HAVE THE FOLLOWING VALUES:
 - LIQUID LIMIT < 40
 - PLASTICITY INDEX < 12
 - LOS ANGELES VALUE < 40% FOR COARSE AGGREGATE FRACTION
 - ORGANIC MATTER CONTENT < 2%
 - SOLUBLE SALTS < 1%

EARTHWORKS NOTES

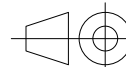
1. ALL WORK MUST BE DONE IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS AND RELEVANT AUTHORITIES' TECHNICAL SPECIFICATIONS.
2. THE CONTRACTOR MUST CLEAR THE SITE, AS REQUIRED FOR SITE WORKS, OF ALL MATERIALS AND DEBRIS, INCLUDING TREES, LOGS, STUMPS, BRUSH, VEGETATION, RUBBISH, FENCES NOT REQUIRED AND OTHER PERISHABLE OR OBJECTIONABLE MATTER, AND DISPOSE OF THIS MATERIAL OFF SITE, AS REQUIRED FOR SITE WORK AND CONSTRUCTION.
3. STRIP NOMINAL **100mm** DEPTH TOPSOIL AS REQUIRED TO EXPOSE NATURALLY OCCURRING MATERIAL AND STOCKPILE ON SITE TO DEPTH NOT EXCEEDING **1.5m** FOR REUSE. TOPSOIL TO BE SPREAD **100mm** THICK ON BATTERS AT COMPLETION OF EARTHWORKS. REMAINDER GRADE NEATLY (AS PER GEOTECHNICAL REPORT'S RECOMMENDATIONS) CLEAR OF DRAINAGE PATHS.
4. THE REMOVAL OF TOPSOIL IN CLEARING OPERATIONS OUTSIDE THE CONSTRUCTION AREAS SHALL BE MINIMIZED. COMBUSTIBLE AND ORGANIC MATERIALS MUST BE REMOVED OFF SITE AND ON NO ACCOUNT SHALL BE PLACED IN THE FILL. NO BURNING ON THE SITE IS PERMITTED.
5. ON ACHIEVING DESIGN SUBGRADE, THE EXPOSED SUBGRADE SHALL BE PROOF ROLLED WITH A MINIMUM OF 6 PASSES OF A MINIMUM 12 TONNES STATIC WEIGHT ROLLER OR SIMILAR IN THE PRESENCE OF THE ENGINEER.
6. WHERE FILLING IS REQUIRED TO ACHIEVE DESIGN SUBGRADE PROOF ROLL EXPOSED NATURAL SURFACE WITH A MINIMUM OF 6 PASSES OF A MINIMUM 12 TONNES STATIC WEIGHT ROLLER OR SIMILAR IN THE PRESENCE OF THE ENGINEER.
7. ALL SOFT, WET OR UNSUITABLE MATERIAL TO BE REMOVED MINIMUM 300 DEPTH AS DIRECTED BY THE ENGINEER AND REPLACED WITH APPROVED MATERIAL SATISFYING THE REQUIREMENTS LISTED IN NOTE 8 BELOW.
8. ALL IMPORTED FILL MATERIAL MUST BE FROM A SOURCE APPROVED BY THE ENGINEER AND SHALL HAVE A MINIMUM AS INDICATED ON THE DRAWINGS AND SHALL COMPLY WITH A CLASS 2 OR CLASS 3, 20-40 QUARRY PRODUCT OR EQUIVALENT CRUSHED ROCK PRODUCTS.
9. ALL FILL MATERIAL SHALL BE PLACED IN MAXIMUM 200mm THICK LOOSE LAYERS AND COMPACTED AT OPTIMUM MOISTURE CONTENT (+ 2 OR - 2%) TO ACHIEVE A DRY DENSITY DETERMINED IN ACCORDANCE WITH AS 1289 E.3.1 OF NOT LESS THAN THE FOLLOWING STANDARD MINIMUM DRY DENSITY IN ACCORDANCE WITH AS 1289 E.1.1 AND SPECIFICATIONS.
10. THE FINISHED SURFACE SHALL BE FREE DRAINING.
11. ANY WORKS CONSTRUCTED OUTSIDE TOLERANCES SHALL BE RECTIFIED AT THE CONTRACTORS EXPENSE (IF ORDERED).
12. TESTING OF THE FILL LAYERS SHALL BE CARRIED OUT BY AN APPROVED NATA REGISTERED LABORATORY IN ACCORDANCE WITH AS3798 LEVEL 1 INSPECTION AND TESTING. THE FREQUENCY OF FIELD TESTS IN ACCORDANCE WITH AS3798 TABLE 8.1 TYPE 1 EARTHWORKS. THESE NOTE ARE TO BE READ IN CONJUNCTION WITH THE RELEVANT SECTIONS OF THE SPECIFICATIONS.
13. ALL BACKFILLING AND COMPACTION TO BE CONTROLLED TO ENSURE LOADS IMPOSED ON WALL DO NOT EXCEED DESIGN LOADS.

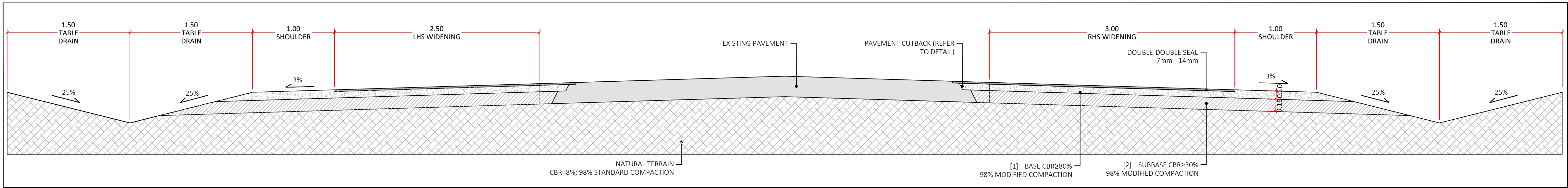
STORMWATER DRAINAGE NOTES

1. DURING THE STORMWATER CONSTRUCTION PHASE, THE ENGINEER AND RELEVANT AUTHORITY MUST BE ADVISED WHEN THE FOLLOWING WORKS ARE READY FOR INSPECTION:
 - PRE-BACKFILL OVER PIPES
 - UNDERGROUND PIPEWORK AND THRUST BLOCKS, PRIOR TO BACKFILLING
 - AT LEAST 48h NOTICE MUST BE GIVEN TO ARRANGE FOR THESE INSPECTIONS
2. PRIOR TO PIPEWORK CONSTRUCTION, ALL EXISTING OPEN EXCAVATION CHANNELS SHALL BE FILLED IN AND COMPACTED AS PER CONTROLLED FILLING DETAILS PROVIDED IN THE TECHNICAL SPECIFICATION.
3. CONTRACTOR TO DISPOSE OF ALL EXCESS PIPE TRENCH SPOIL FROM CONSTRUCTION WORKS OFF SITE AT THEIR EXPENSE OR AS DIRECTED BY THE SUPERINTENDENT. ALL WORK AREAS ARE TO BE LEFT IN A NEAT AND TIDY STATE AT COMPLETION OF WORKS.
4. STORMWATER DRAINAGE PIPELINES LOCATED IN THE ROAD RESERVE ARE TO BE BACKFILLED TO PAVEMENT BOX LEVEL USING APPROVED MATERIAL WITH A MINIMUM CBR OF 15%, PLACED IN LAYERS NOT EXCEEDING 150mm LOOSE AND COMPACTED UNTIL DRY DENSITY IS NOT LESS THAN 100% OF THE MATERIAL'S DRY DENSITY.
5. ALL STORMWATER MANHOLES TO BE BENCHES AS REQUIRED TO MINIMISE STORMWATER HEAD LOSSES, AS DIRECTED.
6. PIPE SIZES, CLASS AND TYPES SHALL BE AS SHOWN ON THE LONGITUDINAL SECTIONS.
7. ALL PIPES TO BE FULLY BEDDED IN ACCORDANCE WITH IPWEA STANDARD DRAWING DS-030 AND INSPECTED AND APPROVED BY THE ENGINEER PRIOR TO BACKFILLING.
8. REFER IPWEAQ STANDARD DRAWING RS-140 AND RS-142 FOR SUBSOIL DRAINAGE ACCESS POINTS AND OUTLET DETAILS. PROVIDE 3.0m LONG SECTION OF SUBSOIL DRAIN WITH ACCESS POINTS FOR DRAINAGE OF STORMWATER PIPE TRENCHES.

EROSION AND SEDIMENT CONTROL NOTES

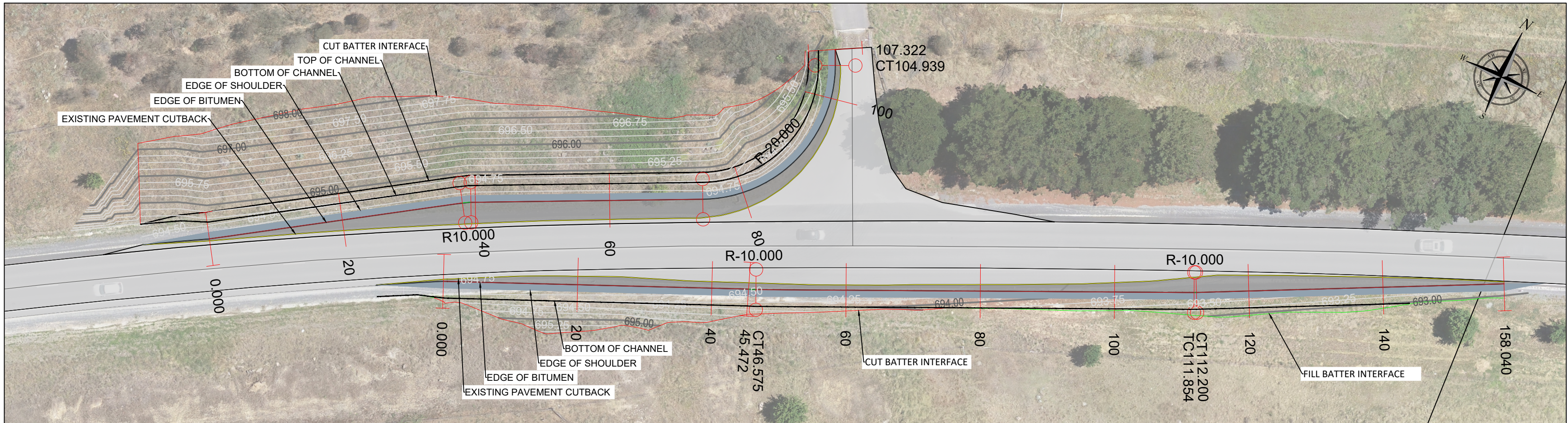
1. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED BY THE CONTRACTOR AS BEING REQUIRED FOR THE FIRST CONSTRUCTION PHASE ARE TO BE PLACED PRIOR TO ANY CLEARING AND GRUBBING, AND ANY OTHER EARTHWORKS.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO REMAIN OPERATIONAL UNTIL THE SITE IS ACCEPTED "PRACTICAL COMPLETION" BY THE PRINCIPAL'S REPRESENTATIVE.
3. EROSION AND SEDIMENT CONTROL DEVICES MUST COMPLY WITH LOCAL AUTHORITIES' GUIDELINES AND IECA 2008 - BEST PRACTICE EROSION AND SEDIMENT CONTROL INTERNATIONAL EROSION CONTROL ASSOCIATION (AUSTRALASIA), PICTON NSW.
4. CONTRACTOR MUST ASSURE NO SILT LEAVES THE SITE.
5. EROSION AND SEDIMENT CONTROL DEVICES MUST COMPLY WITH A MINIMUM FREQUENCY OF WEEKLY AND PRIOR TO ANY EXPECTED RAINFALL, AND AFTER ANY RAINFALL. ANY DAMAGE OR DEVICE FAILURE IS TO BE REPAIRED/MANAGED AS REQUIRED.
6. ALL EROSION AND SEDIMENT CONTROL DEVICES ARE TO BE MAINTAINED IN WORKING ORDER AT ALL TIMES. ANY DAMAGE MUST BE RECTIFIED IMMEDIATELY.
7. ALL DISTURBED SURFACES ARE TO BE REHABILITATED AS SHOWN IN THE SPECIFICATIONS PRIOR TO PRACTICAL COMPLETION. IF REHABILITATION METHODS ARE NOT SHOWN / SPECIFIED THEN DISTURBED AREAS ARE TO BE REHABILITATED WITH GRASS SEED APPLIED AT A RATE OF 30kg OF SEED PER HECTARE. ALL SEEDED AREAS ARE TO BE WATERED UNTIL 90% GROUND COVER IS ACHIEVED.

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	☐ QUOTATION PURCHASING	REV.	DESCRIPTION	DATE	BY	APPR.	CPEng		
	☐ CONSTRUCTION	PROJECT: BLIND CREEK SF							
	☐ AS BUILT								
ENGINEERING:	EPC CONTRACTOR:	SHEET TITLE ACCESS ROAD - GENERAL NOTES							
									
CLIENT:		REFERENCE: P24-0021-ING	PAPER SIZE: A2: 594 x 420 mm.						
		DRAWING N° BLI-GRE-CV-DRW-0020-02_A2							



A ROAD UPGRADE TYPICAL SECTION
Scale 1/30

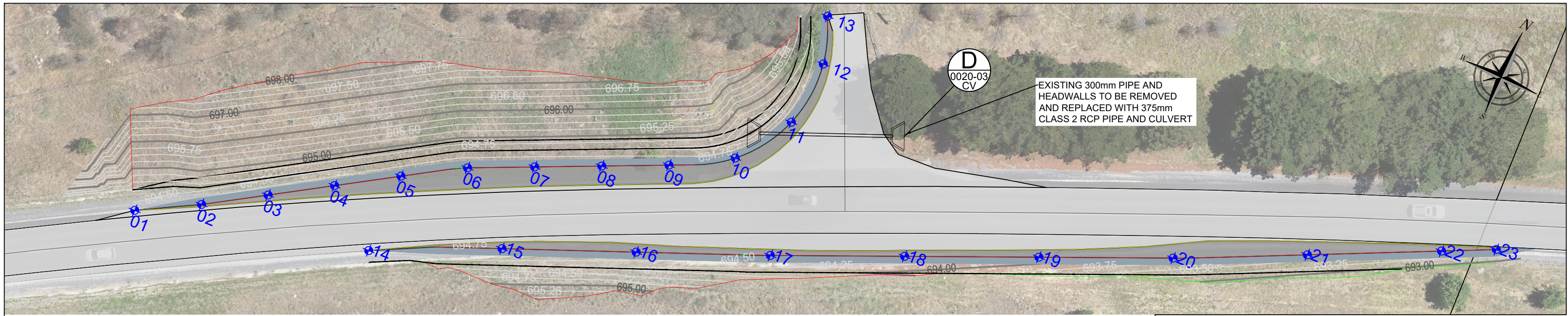
ROAD	SUBGRADE CBR VALUE	TRAFFIC ESA's	BASE (mm)	SUBBASE (mm)	LOWER SUBBASE (mm)	TOTAL BOX (mm)
ROAD WIDENING	8%	210,000	100	150	0	250



D ROAD CL->TARAGO ROAD LEFT EDGE OF BEARING HORIZONTAL POINTS							
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	DEFLANGLE
IP 1	0.000	727261.242	6101009.303	694.781	59°55'39.56"		
TC	38.063	727294.182	6101028.377	694.905	59°55'39.56"		
IP 2	38.701	727294.734	6101028.697	694.906		R = 10.000	7°18'34.96"
CT	39.339	727295.323	6101028.944	694.906	67°14'14.52"		
TC	73.887	727327.180	6101042.311	694.849	67°14'14.52"		
IP 3	89.413	727345.290	6101049.910	694.881		R = -20.000	88°57'25.52"
CT	104.939	727338.022	6101068.154	694.914	338°16'49.00"		
IP 4	107.322	727337.140	6101070.368		338°16'49.00"		

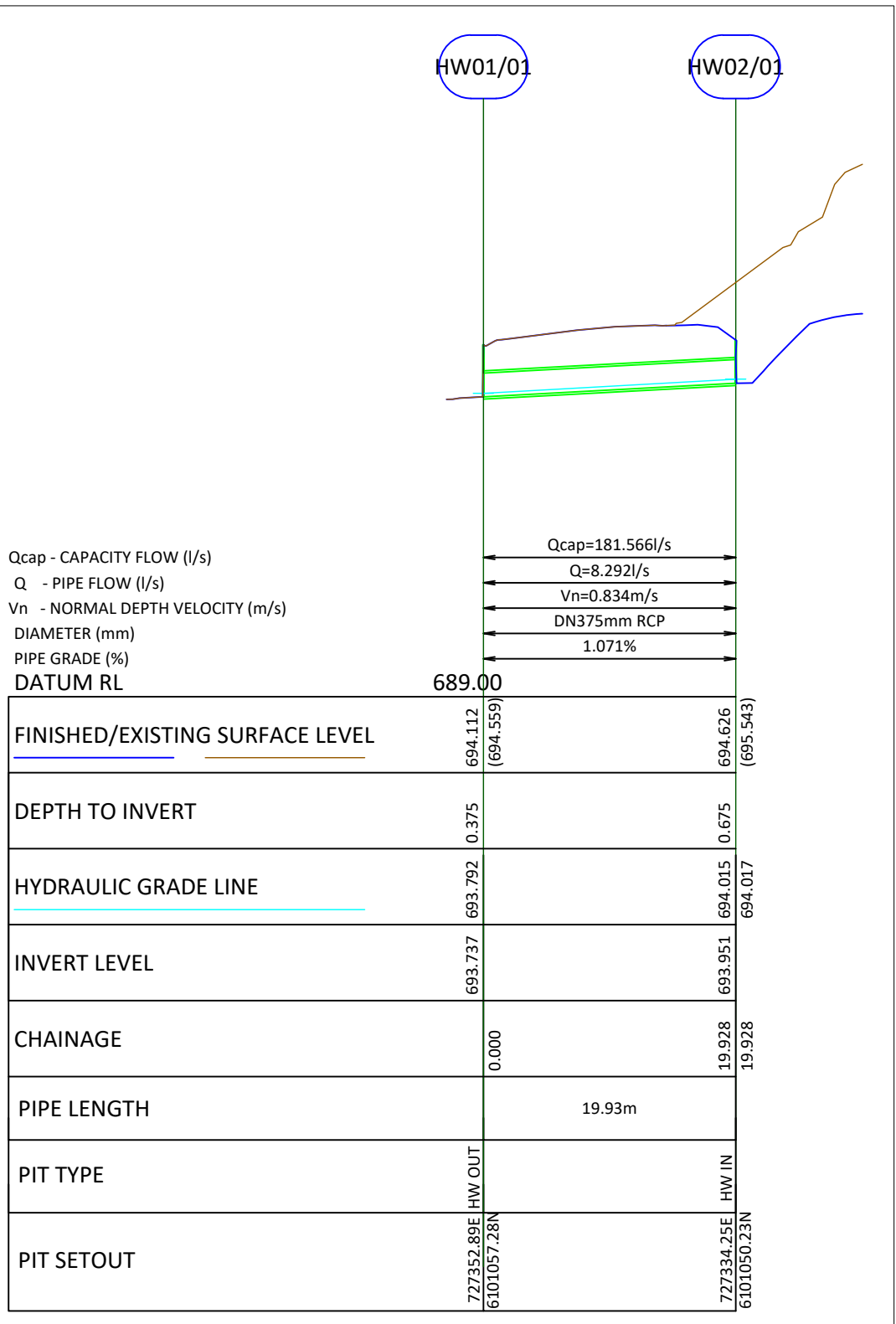
D ROAD CL->TARAGO ROAD RIGHT EDGE OF BEARING HORIZONTAL POINTS							
PT	CHAINAGE	EASTING	NORTHING	HEIGHT	BEARING	RAD/SPIRAL	DEFLANGLE
IP 1	0.000	727295.933	6101016.503	694.739	69°28'32.81"		
IP 2	45.472	727338.518	6101032.446	694.515			
IP 3	46.024	727339.051	6101032.592	694.512		R = -10.000	1.103
CT	46.575	727339.564	6101032.795	694.509	68°22'45.79"		6°19'08.25"
TC	111.854	727400.250	6101056.848	693.698	68°22'45.79"		
IP 4	112.027	727400.411	6101056.911	693.696		R = -10.000	0.346
CT	112.200	727400.569	6101056.981	693.695	66°23'45.03"		1°59'00.76"
IP 5	158.040	727442.574	6101075.336	693.218	66°23'45.03"		

B ALIGNMENT INFORMATION ACCESS ROAD
Scale 1/500

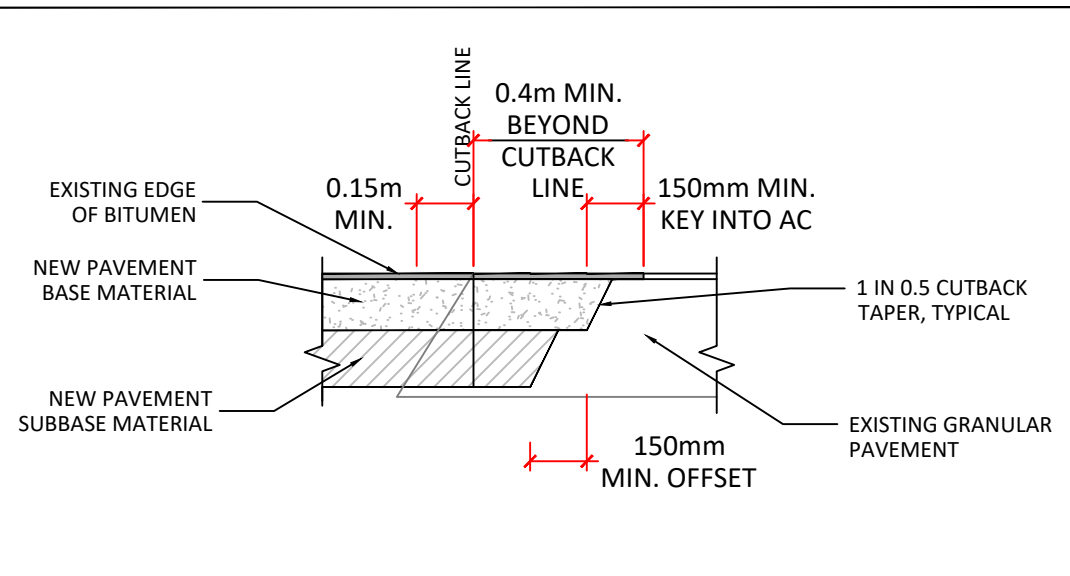


POINT	Coord. X (m)	Coord. Y (m)	Coord. Z (m)	POINT	Coord. X (m)	Coord. Y (m)	Coord. Z (m)	POINT	Coord. X (m)	Coord. Y (m)	Coord. Z (m)
01	727252.3222	6101004.7461	694.676	09	727323.5823	6101040.8011	694.867	17	727342.6287	6101034.0099	694.490
02	727261.2418	6101009.3033	694.781	10	727332.3591	6101045.4839	694.843	18	727361.2216	6101041.3791	694.339
03	727269.8814	6101014.3059	694.839	11	727338.0983	6101053.5459	694.883	19	727379.8145	6101048.7482	694.032
04	727278.5354	6101019.3169	694.871	12	727339.2698	6101063.3725	694.906	20	727398.4073	6101056.1174	693.720
05	727287.1893	6101024.3278	694.892	13	727337.2060	6101070.2032	694.918	21	727416.7628	6101064.0569	693.505
06	727295.9189	6101029.1935	694.907	14	727286.8765	6101012.2622	694.689	22	727435.0894	6101072.0652	693.300
07	727305.1400	6101033.0628	694.908	15	727305.1773	6101019.9643	694.712	23	727442.5741	6101075.3358	693.218
08	727314.3612	6101036.9320	694.896	16	727323.9077	6101026.9764	694.603				

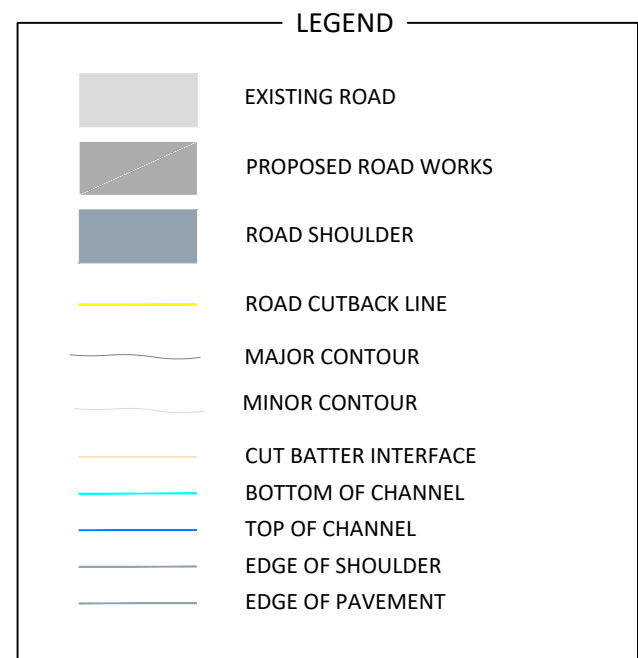
C GEOMETRY ACCESS ROAD
Scale 1/500



D CULVERT LONG SECTION
HORIZ. SCALE 1:500
VERT. SCALE 1:100

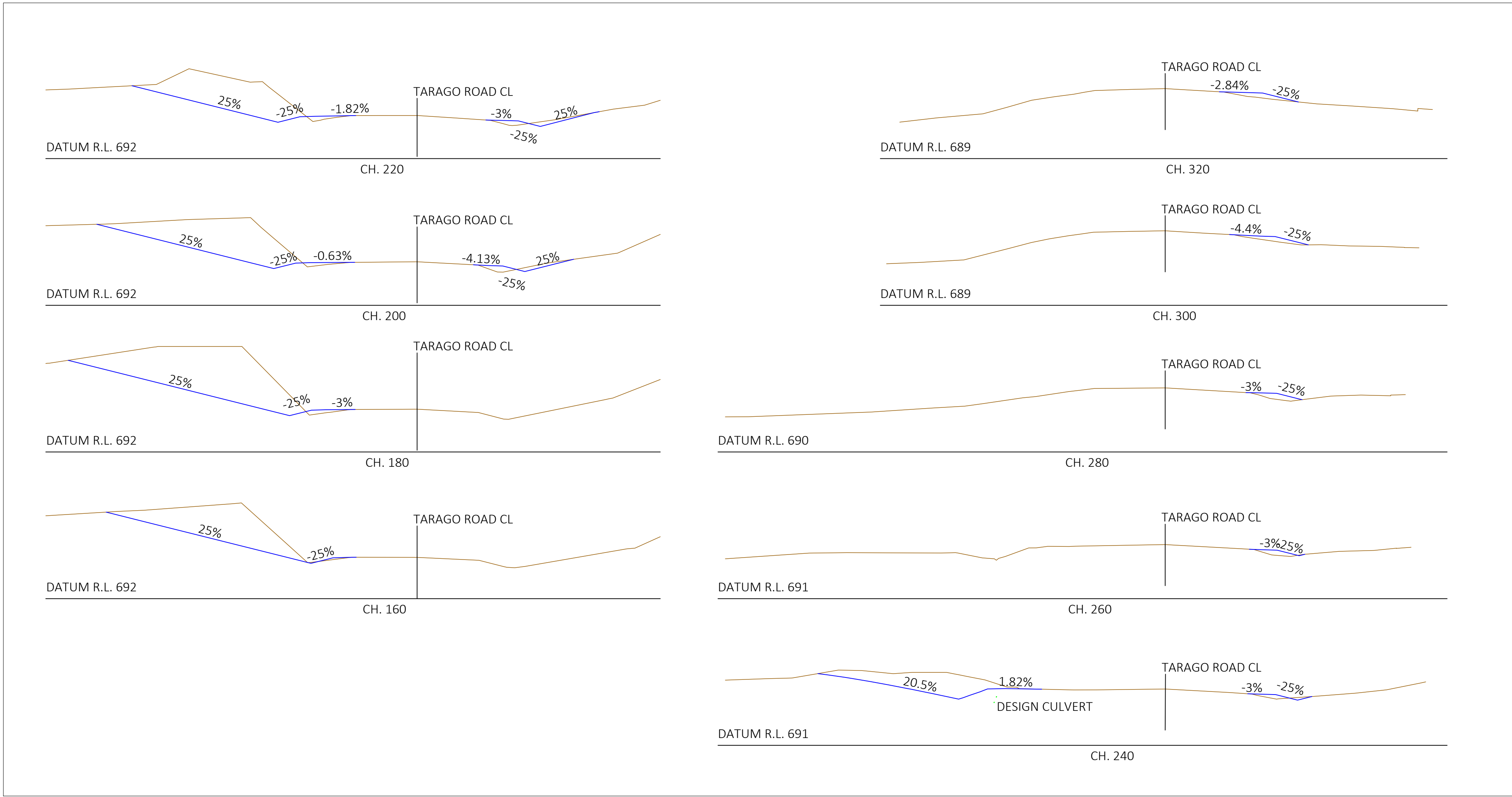


E CUTBACK DETAIL
Scale 1/20

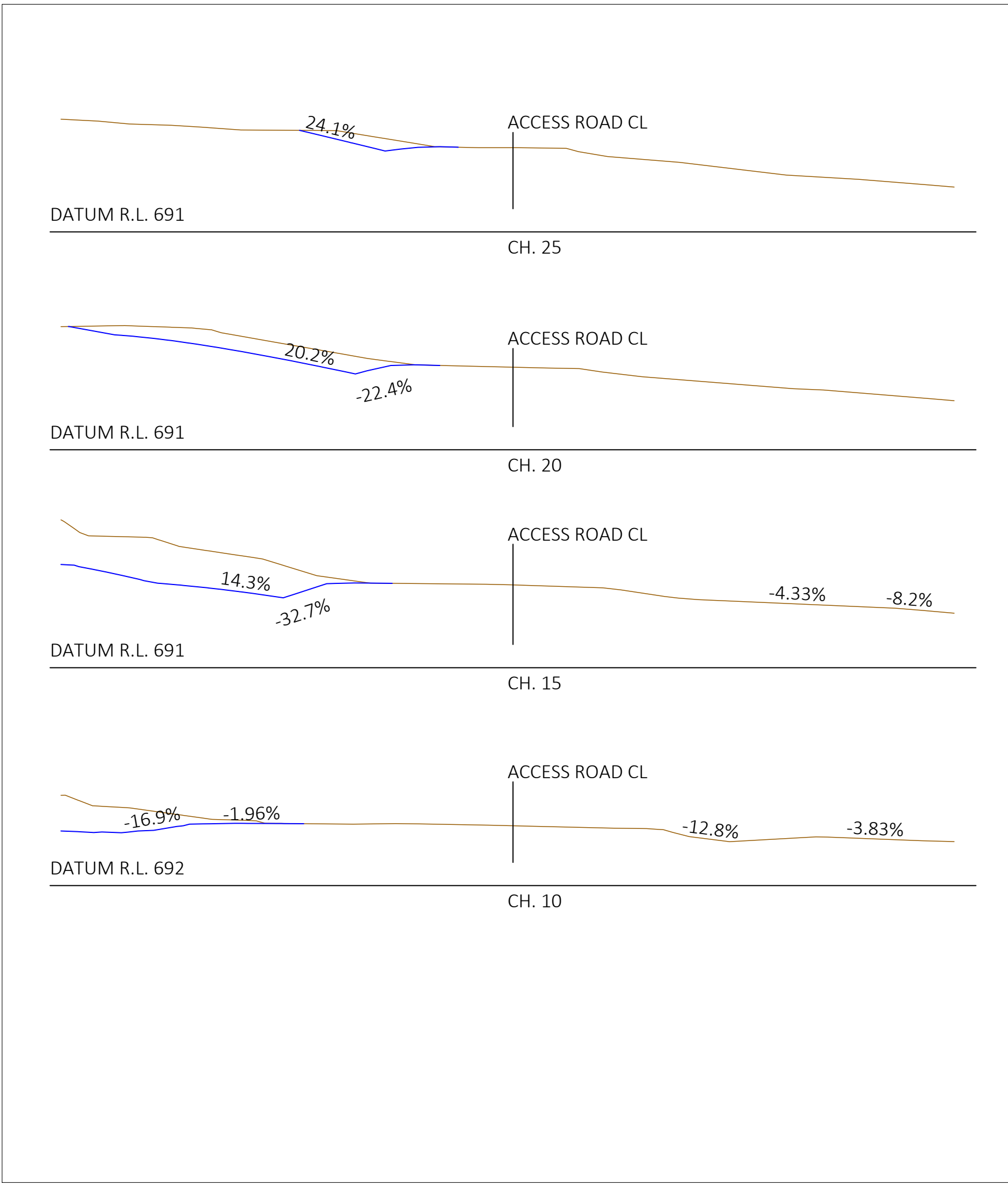


- NOTES:**
- DIMENSIONS IN METRES, UNLESS NOTED OTHERWISE. THE DESIGN VEHICLE IS B-DUBLE OF 26m.
- KEY NOTES:**
- BASE: CLASS 2 OR DGB20 CRUSHED ROCK (102% STANDARD COMPACTION).
 - SUB-BASE: CLASS 3 OR DGS40 CRUSHED ROCK (102% STANDARD COMPACTION).

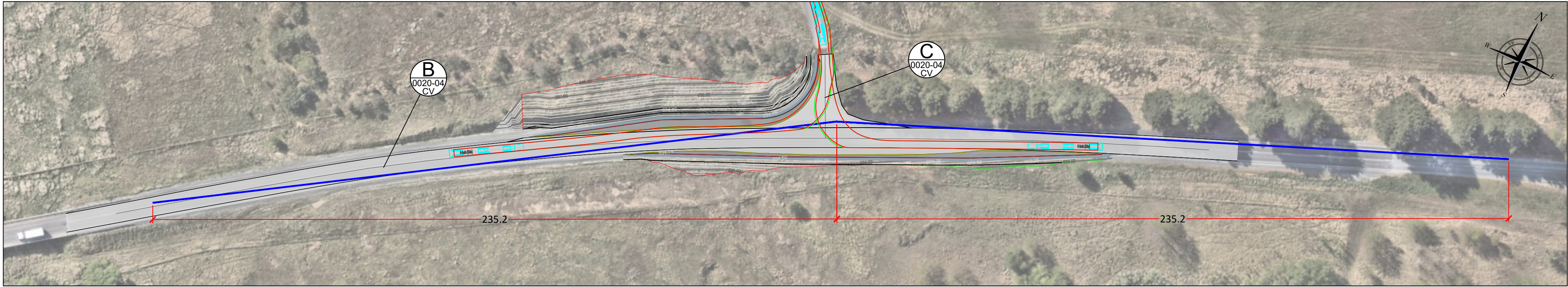
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	☐ CONSTRUCTION	PROJECT:							
	☐ AS BUILT								
ENGINEERING:	EPC CONTRACTOR:	BLIND CREEK SF							
 GRS ENGINEERING	 GRS								
CLIENT:		SHEET TITLE		ACCESS ROAD - GEOMETRY					
		REFERENCE:	PAPER SIZE:						
		P24-0021-ING	A1: 840 x 594 mm.						
		DRAWING Nº		BLI-GRE-CV-DRW-0020-03_A2					



B TARAGO ROAD CROSS SECTIONS
Scale 1/200



C TARAGO ROAD CROSS SECTIONS
Scale 1/200



A SIGTH DISTANCE
Scale 1/1000

LEGEND

TARAGO ROAD

PROPOSED ROAD WORKS

ROAD SHOULDER

DESIGN SURFACE

EXISTING SURFACE

STOPPING SIGTH DISTANCE

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PROJECT:

BLIND CREEK SF

SHEET TITLE

ACCESS ROAD - SECTIONS

REFERENCE:

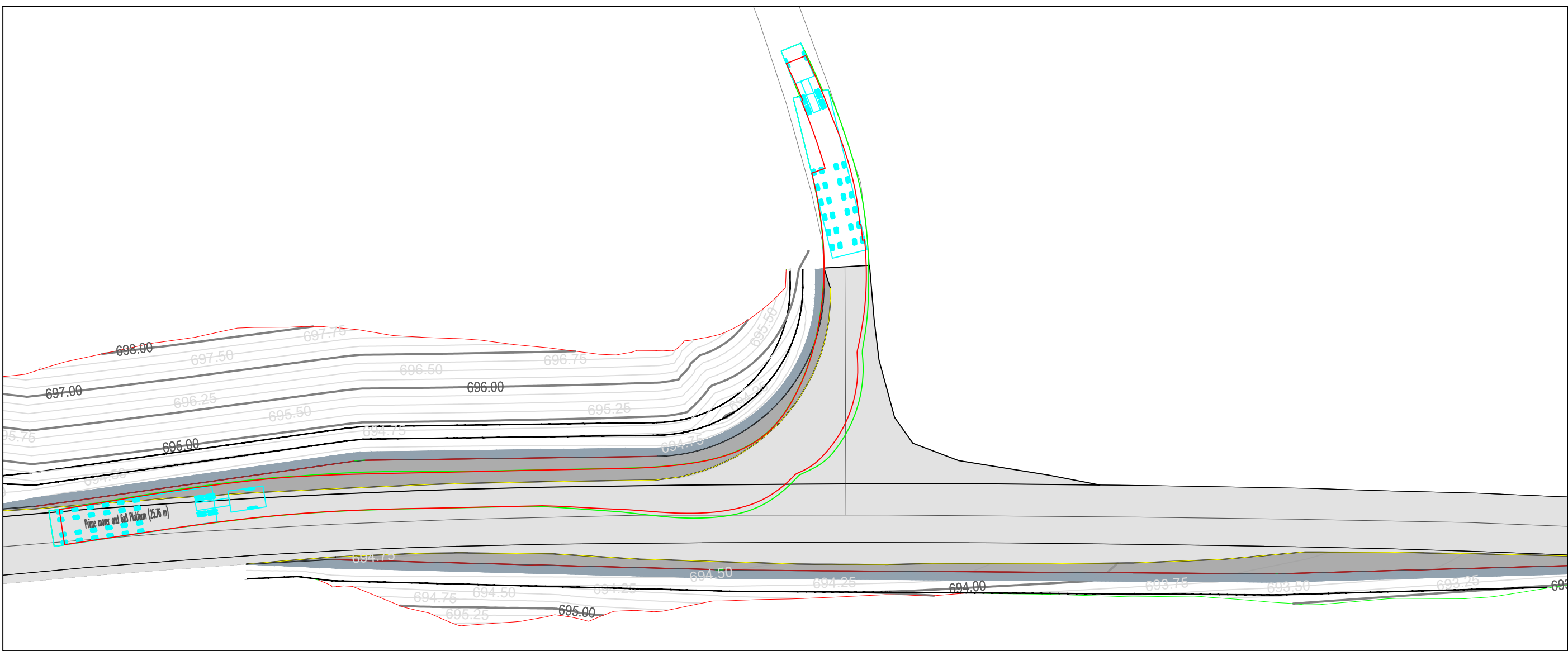
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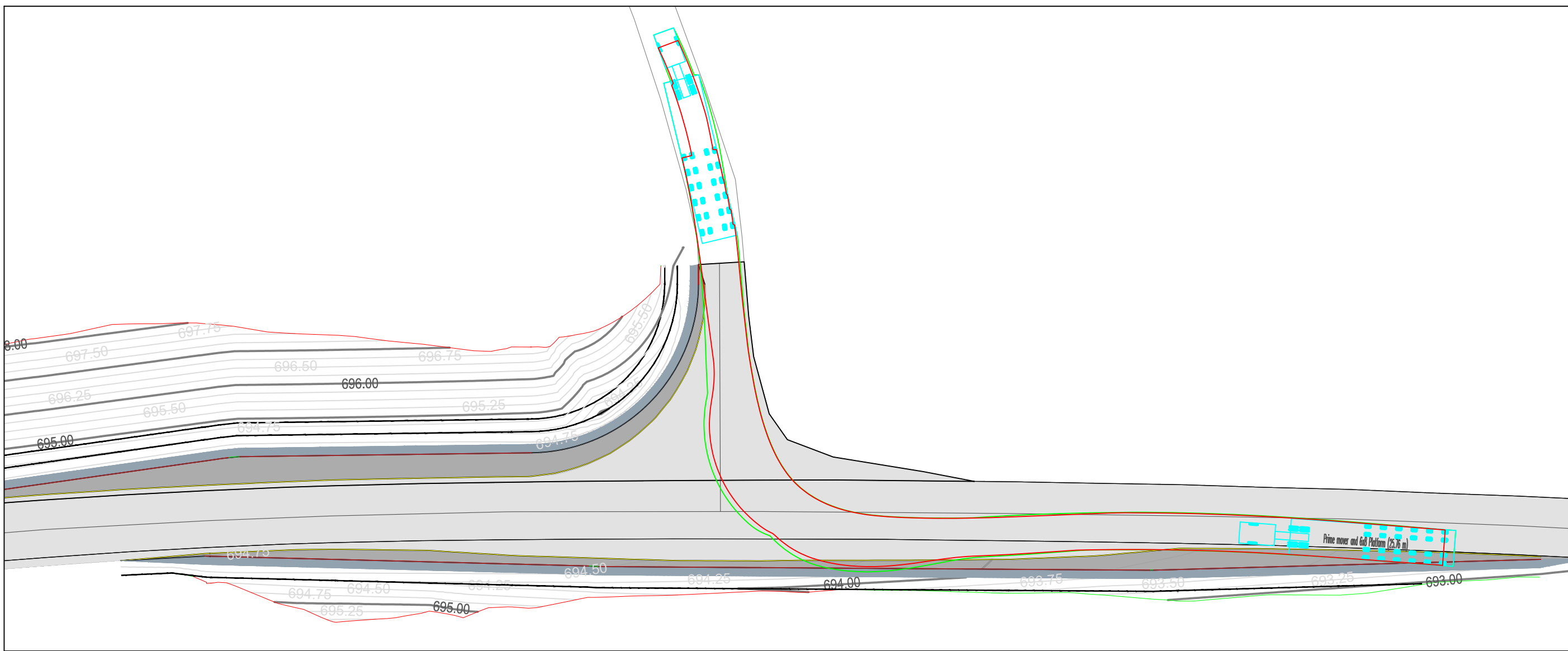
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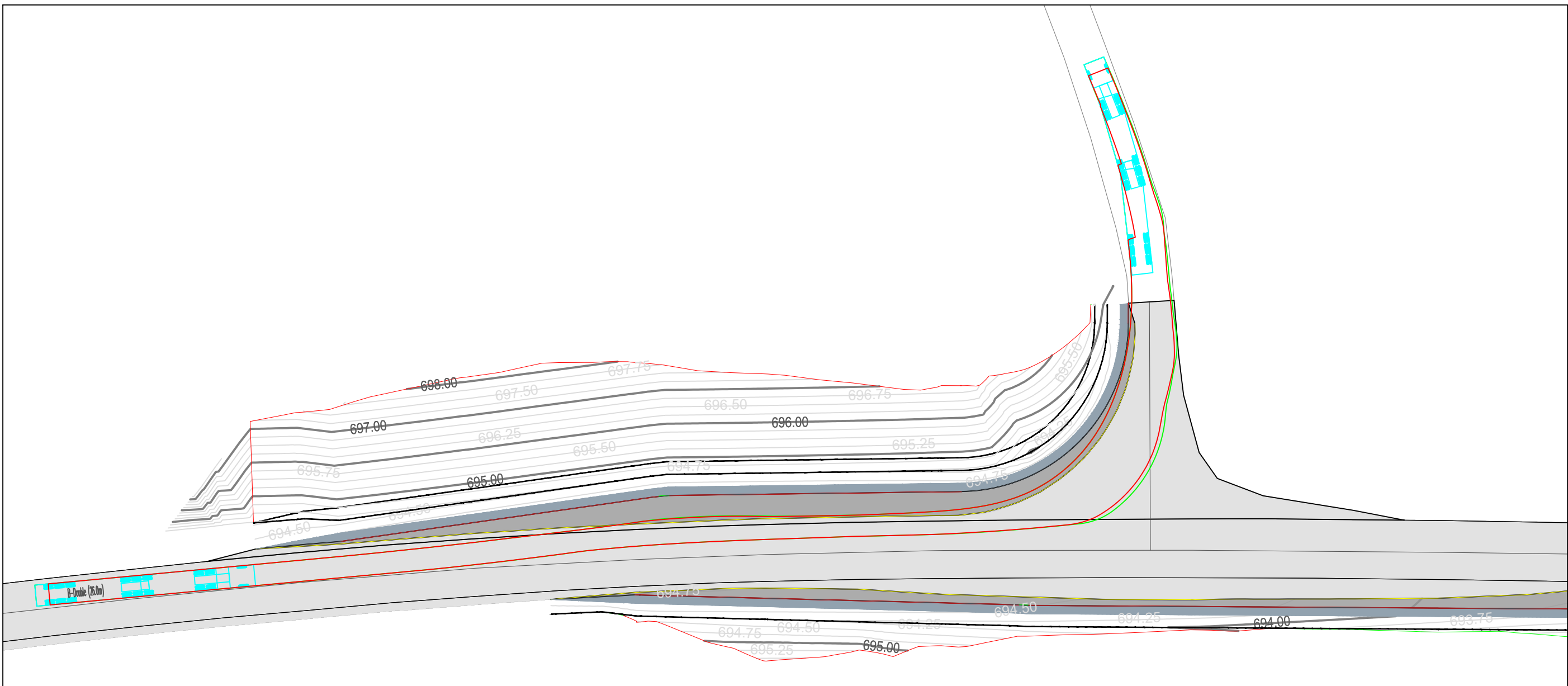
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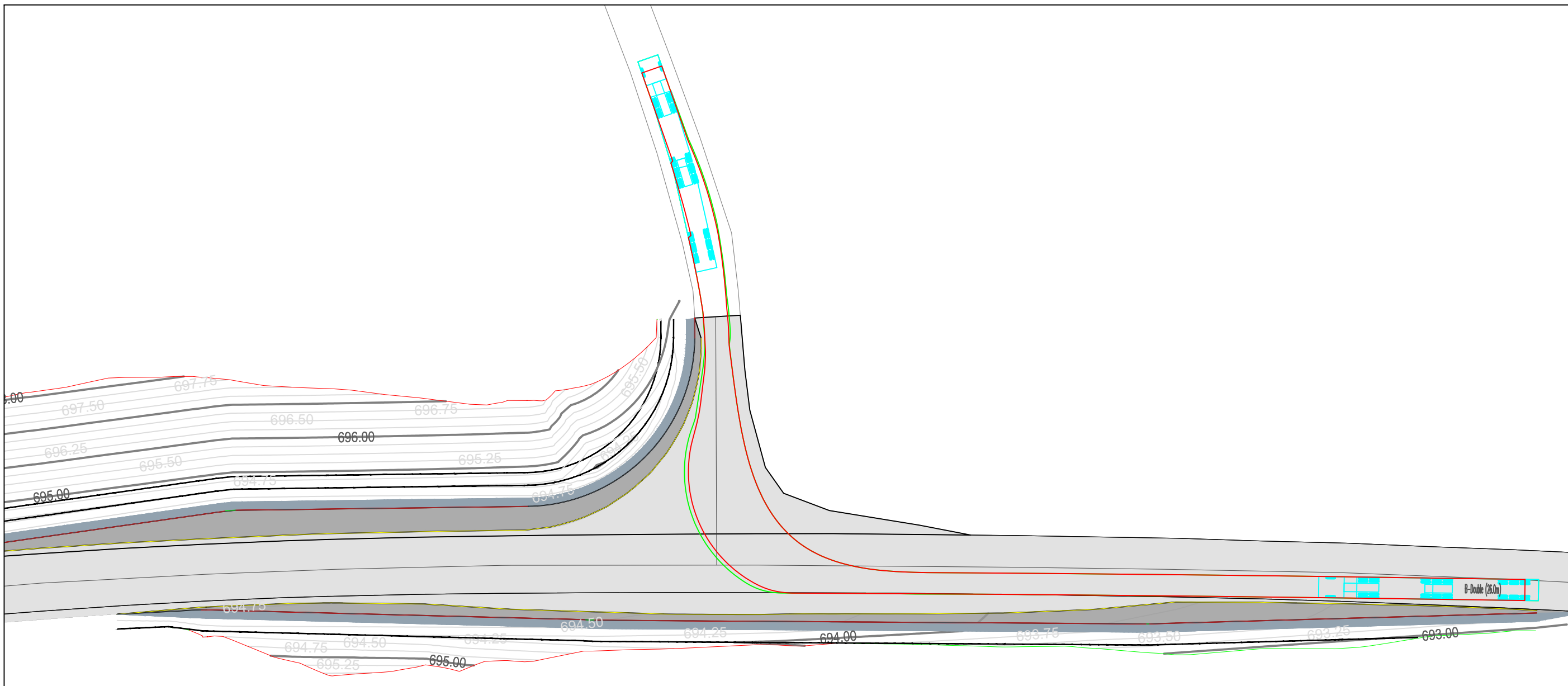
A PRIME MOVER AND 6x8 PLATFORM - LEFT TURN CHECK VEHICLE: INGRESS
Scale 1/500



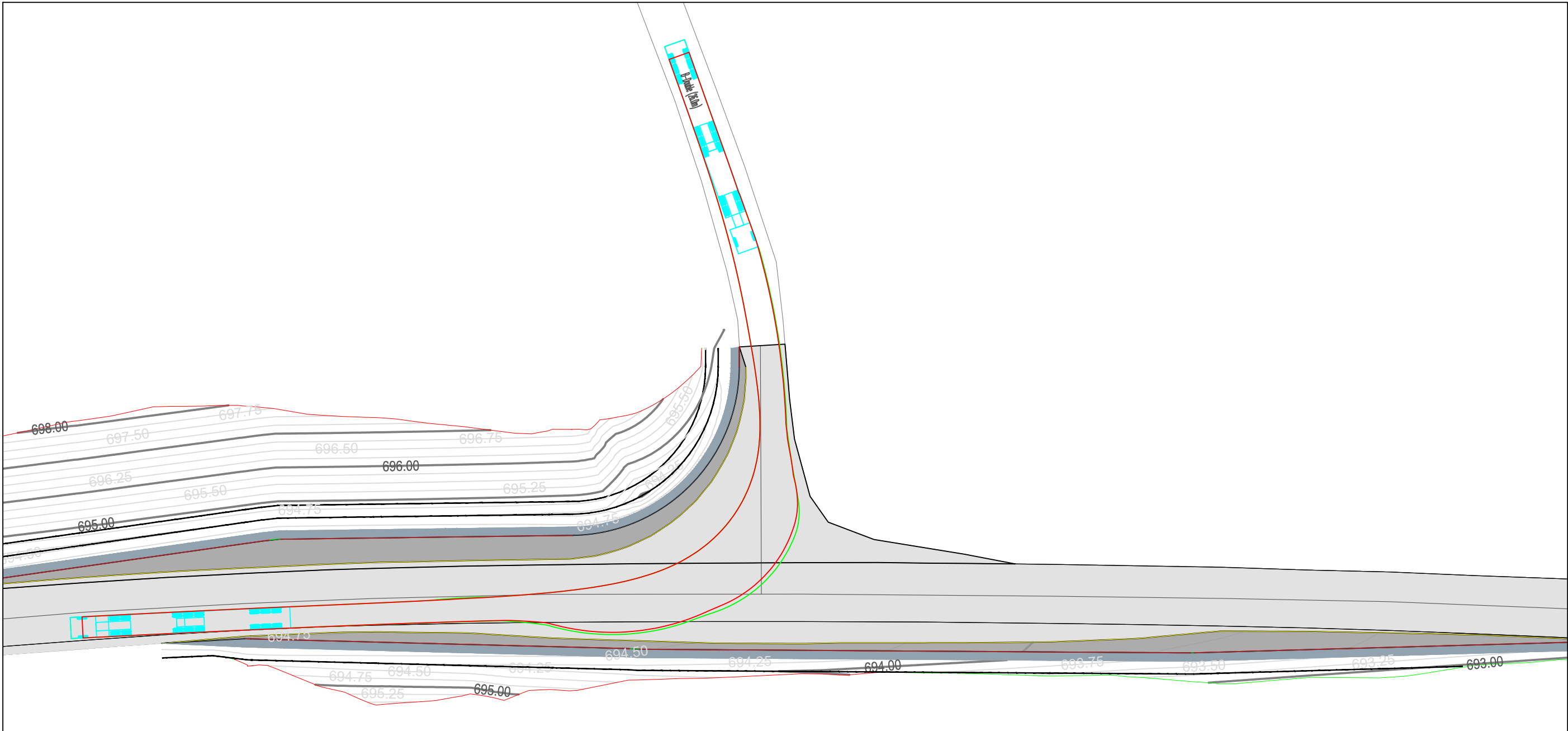
B PRIME MOVER AND 6x8 PLATFORM - RIGHT TURN CHECK VEHICLE: INGRESS
Scale 1/500



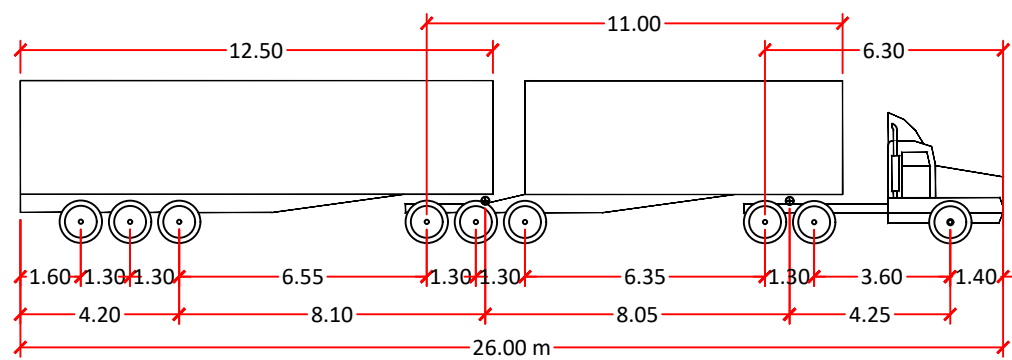
C B-DOUBLE - LEFT TURN DESIGN VEHICLE: INGRESS
Scale 1/500



D B-DOUBLE - RIGHT TURN DESIGN VEHICLE: INGRESS
Scale 1/500

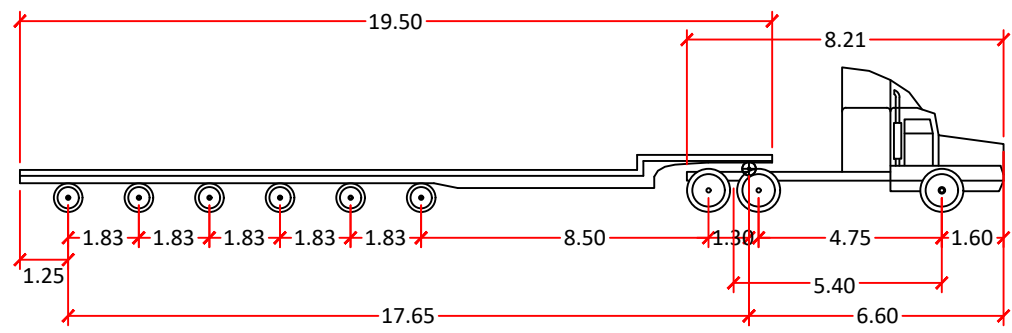


E B-DOUBLE - RIGHT TURN DESIGN VEHICLE: EGRESS
Scale 1/500



B-Double (26.0m)

Overall Length 26.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock-to-lock time 6.00s
Kerb to Kerb Turning Radius 15.000m



Prime mover and 6x8 Platform (25.76 m)

Overall Length 25.500m
Overall Width 4.250m
Overall Body Height 3.749m
Min Body Ground Clearance 0.540m
Max Track Width 4.200m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m

LEGEND	
	TARAGO ROAD
	PROPOSED ROAD WORKS
	ROAD SHOULDER

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ENGINEERING:	
EPC CONTRACTOR:	

CLIENT:

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PROJECT:

BLIND CREEK SF

SHEET TITLE

ACCESS ROAD - VEHICLE MANOEUVRING

REFERENCE:	PAPER SIZE:	
P24-0021-ING	A1: 840 x 594 mm.	
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Information for the applicant

- This form may be used to:
 - apply for approval to undertake an activity in a public road reserve; and/or
 - lodge a Traffic Management / Control Plan with Council.
- Council require a minimum 10 working days to process this application. An invoice will be issued on information supplied.
- **The applicant is required to complete all sections of the application form. Incomplete forms will be returned to the applicant without processing.**
- Once completed, this application form should be submitted to Queanbeyan-Palerang Regional Council for determination at either one of the below locations:

Hand

257 Crawford Street
Queanbeyan NSW 2620

13 Gibraltar Street
Bungendore NSW 2621

144 Wallace Street
Braidwood NSW 2622

Post

PO Box 90
Queanbeyan, NSW 2620

Email

council@qprc.nsw.gov.au

SECTION A. Applicable development application and activity type

Does this application relate to a development?

- ☐ Yes (lodge with Development Engineering)
☐ No (lodge with Traffic & Facilities)

DA No. (if applicable):

Does this application relate to an activity or works being undertaken in the road reserve (excluding the erection of traffic control signage)?

- ☐ Yes
☐ No

SECTION A. Location of the activity or traffic control

Unit/Street no.

Street Name

Locality/Suburb

Postcode

Lot

Section

DP

SECTION B. Applicant details

Name of Applicant

Address

Locality/Suburb

State

Postcode

Phone 	Email 	
Signature 		Date
SECTION C. Contractor undertaking the works		
Contractor Company Name 		Contact Person
Address 		ABN/ACN
Locality/Suburb 	State 	Postcode
Phone 	Email 	
Name of Applicant 		
Signature of Applicant 		Date
SECTION D. Details of the works		
Project Title 		
Description of the works (please attach design drawings of proposed works if required) 		
Proposed Start Date 	Proposed Finish Date 	
Site Supervisor 	Mobile Number 	
SECTION E. Public liability insurance details		
Approval to undertake an activity in a public road reserve will not be granted if appropriate insurance details are not included with this application.		
Does this application relate to an activity being undertaken in the road reserve?	☐ Yes ☐ No	
If yes, have you attached a current copy of the contractor's Public Liability Insurance Certificate of Currency, to the sum of \$20million (the insurance must cover works activities within a public road reserve)?	☐ Yes ☐ No	

SECTION F. Traffic control details

If the works will impact on pedestrian or vehicular traffic a traffic control plan will need to be prepared and implemented for the duration of the works.

Approval to undertake an activity in a public road reserve may not be granted if an appropriate traffic control plan is not included with this application.

Have you attached a traffic control plan that has been prepared by an individual that is accredited by the New South Wales Roads and Maritime Services?

☐ Yes
☐ No

The traffic control plan must include the following (please tick to indicate compliance):

- | | |
|--|---|
| ☐ Drawings have North Point, Scale or Dimensions, are numbered and suitable for Traffic Management on site. | ☐ The designers RMS card number, accreditation type and expiry date is provided. |
| ☐ All non-standard design items are clearly indicated. | ☐ The designers firm and contact details are provided. |
| ☐ The reason for the work is described on the drawing. | ☐ Related drawings are cross referenced. |
| ☐ Drawings are signed as designed and have been checked / reviewed. | ☐ Drawings are explicit and include suburbs. |
| ☐ A complete set of drawings are provided. | ☐ Proposed devices are shown pictorially and coded. |
| | ☐ The designer has examined the site. |

SECTION G. Application fees and bond payments

An application fee and bond payment may be applicable to this application. The quantum of each will be in accordance with Councils Fees and Charges and are available on the QPRC website at the following address: <https://www.qprc.nsw.gov.au/Council/Council-business/Budgets-and-planning>

The assessing officer will review the application and advise the applicant of the amounts payable prior to commencing the assessment. Payment (if applicable) shall be received prior to the assessment of the application taking place and any approval being issued.

SECTION H. Return of bonds

Council is able to refund bond monies electronically upon completion of the works and/or the end of the applicable defects liability period. To facilitate this, please provide the following EFT details.

Bank

Branch

BSB

Account No.

Account Name

Email for remittance advice

SECTION I. Date of receipt of application (Office use only)

To be completed by the Council **immediately** after receiving this Application.

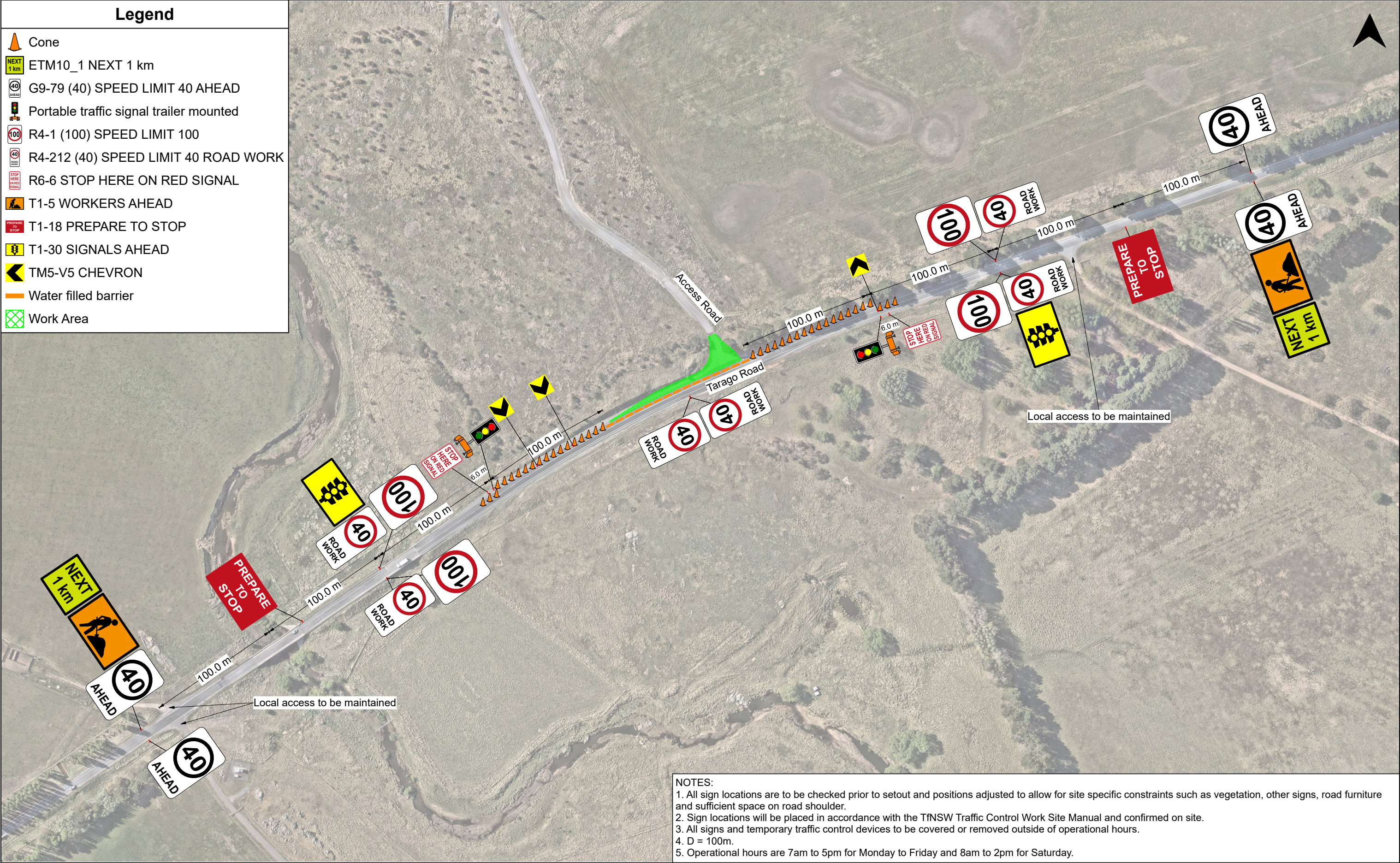
This Application was accepted by

and was received on

Appendix D

Traffic Guidance Scheme





Intersection Upgrade
- Northern Lane Closure
Tarago Road, Lake George
Traffic Guidance Scheme

CLIENT: NGH Pty Ltd
SCALE: NTS

DRAWN: Rico Kobelt
DATE: 27/05/2025
DWG No: 167 TGS01B

REVISION:
A - For approval

SafeWork NSW

WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

Rico
KOBELT

Card No:
TCT1042387

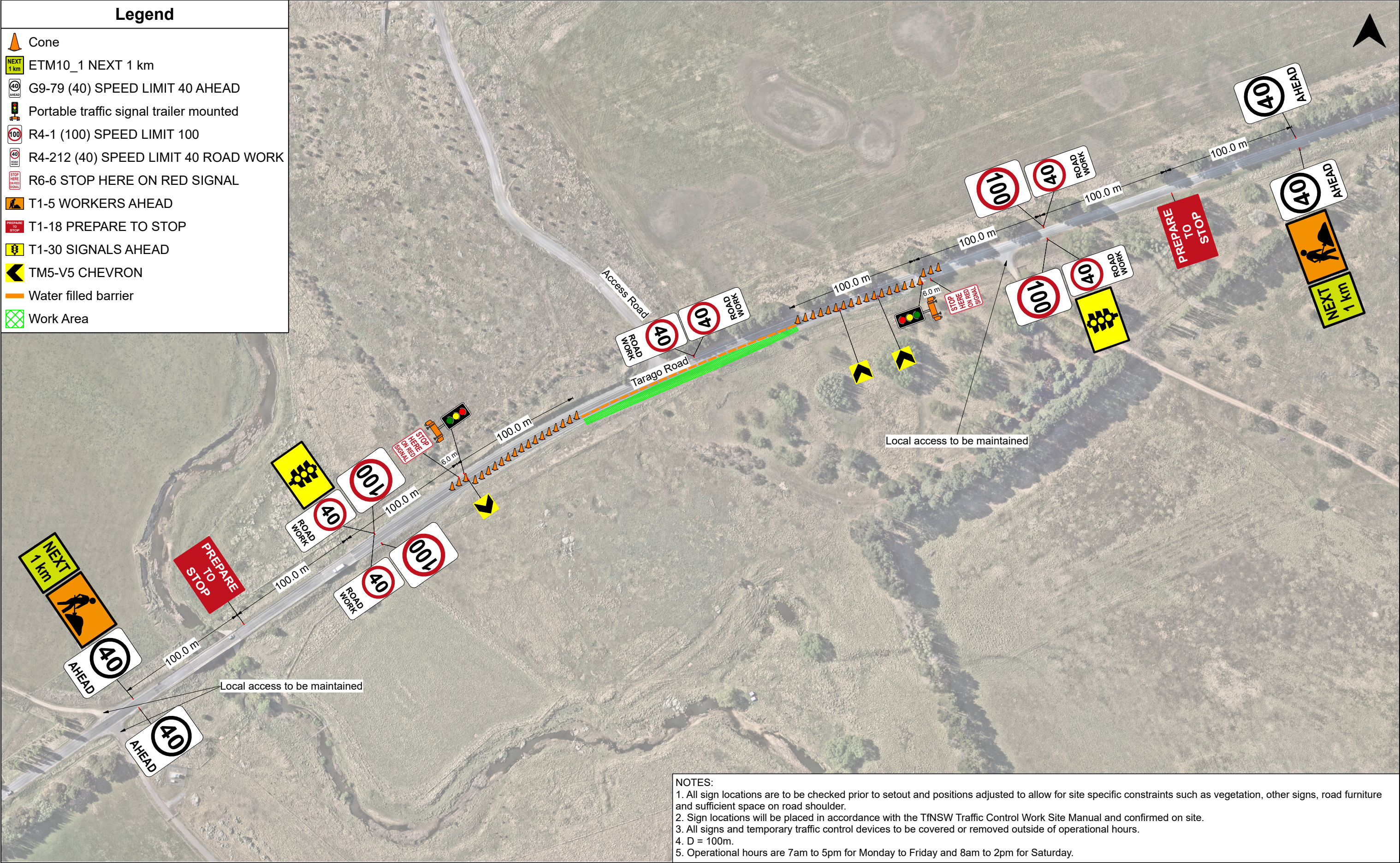
Date of issue:
19/06/2023

Type of traffic control work:
PWZ

DOB:
04/09/1993

NEW SOUTH WALES





Intersection Upgrade
- Southern Lane Closure

Tarago Road, Lake George
Traffic Guidance Scheme

CLIENT: NGH Pty Ltd
SCALE: NTS

DRAWN: Rico Kobelt
DATE: 27/05/2025
DWG No: 167 TGS03B

REVISION:
A - For approval

SafeWork NSW

WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

Rico
KOBELT

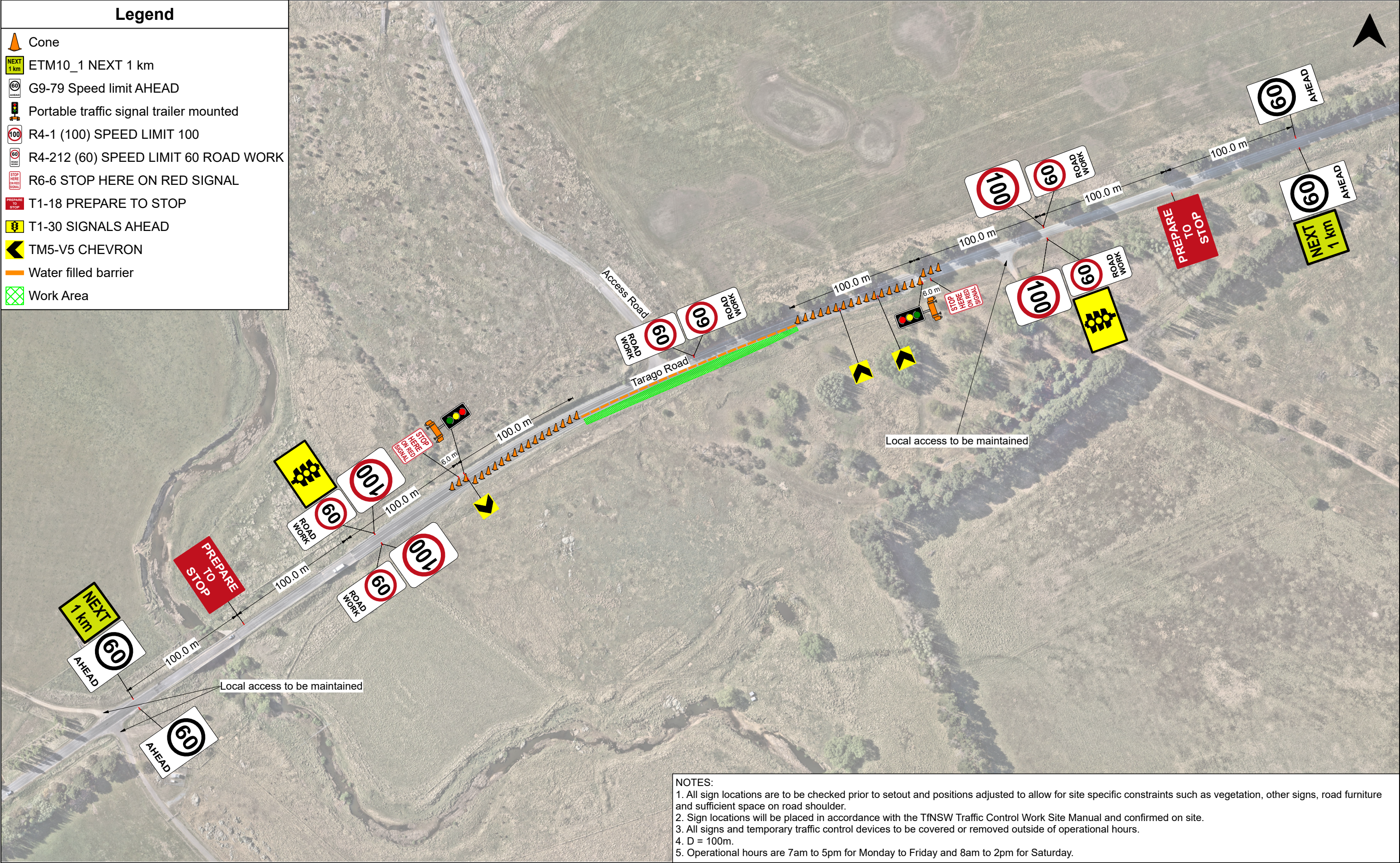
Card No:
TCT1042387

Date of Issue:
19/06/2023

Type of traffic control work:
PWZ

DOB:
04/09/1993

NEW SOUTH WALES



Intersection Upgrade
- Southern Lane Closure - Aftercare

Tarago Road, Lake George
Traffic Guidance Scheme

CLIENT: NGH Pty Ltd
SCALE: NTS

DRAWN: Rico Kobelt
DATE: 27/05/2025
DWG No: 167 TGS04B

REVISION:
A - For approval

SafeWork NSW

WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK

Rico
KOBELT

Card No:
TCT1042387

Date of Issue:
19/06/2023

Type of traffic control work:
PWZ

DOB
04/09/1993

NEW SOUTH WALES

Appendix E

Road Authority Feedback



Claude Lam
Senior Development Manager
Blind Creek Solar Farm Pty Ltd
627 Chapel Street
South Yarra, VIC, 3141

15/5/2025

Subject: Traffic Management Plan Staging Request

Dear Mr. Lam,

I refer to the staging request letter (dated 25 February 2025) submitted to the Department of Planning, Housing and Infrastructure (the Department) as required under the conditions of approval for the Blind Creek Solar Farm (SSD-13166280).

The staged proposal of the Traffic Management Plan includes:

- Stage 1: Construction of the site access point and the road upgrades as described in Condition B5 of the Development Consent, and commencement of construction of the solar farm;
- Stage 2: Continuation of on-site construction activities including transport of material using heavy vehicles requiring escort as described Condition B1 (a) (ii) of the Development Consent;
- Stage 3: Operation of the Blind Creek Solar Farm; and
- Stage 4: Decommissioning of the Blind Creek Solar Farm at end of life.

The Department has carefully reviewed the proposal and is satisfied that it meets the requirements of the relevant conditions of consent (SSD-13166280).

In accordance with Schedule 2, Condition C3(a), as nominee of the Planning Secretary, I approve the staging of the Traffic Management Plan (prepared under Schedule 2, Condition B9). If you wish to discuss the matter further, please contact Scotney Moore, on 02 9274 6342.

Yours sincerely



Iwan Davies
Director
Energy Assessments
As nominee of the Planning Secretary

From: [Jane Love](#)
To: [Tom Dwyer](#)
Subject: FW: BLI - Stage 1 TMP
Date: Friday, 20 June 2025 1:51:40 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[Email-test_00bd0172-8f37-4e58-a3e6-5ce0cb6fcdcb.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

FYI

Jane Love

Technical Lead - Environmental Management

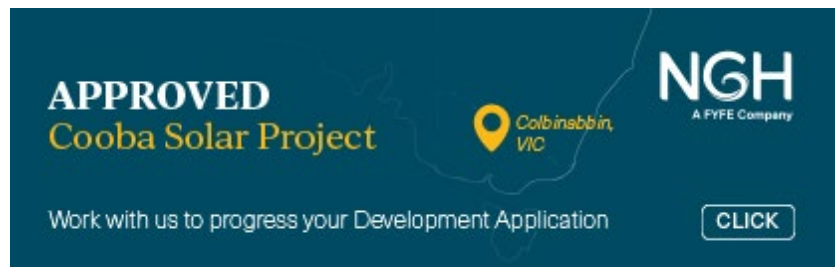
m: 0400 360 665 p: 02 6492 8333 (Ext 404)

e. jane.l@nghconsulting.com.au

a. Suite 11, 89-91 Auckland Street, Bega, NSW 2550

w. nghconsulting.com.au | [Our commitment to reconciliation](#)

Please note I am unavailable on Thursdays



From: David Tullis <dtullis@gransolar.com>

Sent: Friday, 20 June 2025 1:44 PM

To: Sergio Sánchez Artime <ssanchez@gransolar.com>; Claude Lam <claudelam@octopusinvestments.com>; Marcelo Cummins <marcelo.cummins@octopusinvestments.com>

Cc: Jane Love <jane.l@nghconsulting.com.au>

Subject: FW: BLI - Stage 1 TMP

FYI

From: Kylie Coe <Kylie.Coe@qprc.nsw.gov.au>

Sent: 19 June 2025 04:10

To: David Tullis <dtullis@gransolar.com>

Subject: RE: BLI - Stage 1 TMP

Este mensaje proviene de un remitente externo

Este mensaje vino de fuera de su organización.

[Reportar como sospechoso](#)

Hi David,

The TMP has been reviewed and I have been verbally advised by our Infrastructure Division that they are satisfied with the plan. I am just waiting for written confirmation, which once I have received it I will forward onto you.

I should also have a response back on the Accommodation and Employment Strategy by the beginning of next week.

Kind regards,

Kylie

Kylie Coe
Manager Development

Queanbeyan-Palerang Regional Council
Tel: (02) 6285 6244
Web: www.qprc.nsw.gov.au
Mail: PO Box 90 Queanbeyan NSW 2620



From: David Tullis <dtullis@gransolar.com>
Sent: Tuesday, 17 June 2025 7:29 AM
To: Kylie Coe <Kylie.Coe@qprc.nsw.gov.au>
Subject: RE: BLI - Stage 1 TMP

[EXTERNAL] This email originated from outside of the organisation. Please do not click links or open attachments unless you recognise the sender and know that the content is safe.

Good morning Kylie,
I'm just following up on my previous email, as I haven't received a response yet.
With our submission date to the department Secretary fast approaching for our early works to commence,
I wanted to check if you've had a chance to review and confirm.

Please let me know at your earliest convenience

Regards

David Tullis
Project Manager – Walla Walla Solar Farm



Head office:
307 Queen Street, Level 4
Brisbane QLD 4000, Australia

✉ dtullis@gransolar.com

☎ +61 (0) 429 420 038

💻 gransolar.com

From: David Tullis

Sent: Thursday, 12 June 2025 9:42 PM

To: Kylie Coe <Kylie.Coe@qprc.nsw.gov.au>

Subject: RE: BLI - Stage 1 TMP

Hi Kylie

I've just re-sent you the link again, we completely understand that you been unwell. However, as per the DA requirements, it is essential that we consult with you prior to submitting the document to the Department for approval, the TMP was sent 2 weeks ago to you for review, The document is now ready and awaiting submission, and we are keen to finalise this last step with the department (DPIE) as soon as possible.

We would appreciate receiving your comments urgently by Wednesday 18th next week.

Please let us know if there is a suitable time to discuss further.

Regards

David Tullis

Project Manager – Walla Walla Solar Farm

Head office:
307 Queen Street, Level 4
Brisbane QLD 4000, Australia

✉ dtullis@gransolar.com

☎ +61 (0) 429 420 038

💻 gransolar.com



From: David Tullis

Sent: Wednesday, 28 May 2025 10:49 AM

To: 'Kylie Coe' <Kylie.Coe@qprc.nsw.gov.au>

Cc: Sergio Sánchez Artime <ssanchez@gransolar.com>; Tom Abrahams

<Tom.Abrahams@aurecongroup.com>; Tammy Vesely <tammy.v@nghconsulting.com.au>;

Claude Lam <Claude.Lam@octopusinvestments.com>

Subject: BLI - Stage 1 TMP 28/05/2025

Good morning Kylie,

I've sent you a link to review the Stage 1 Traffic Management Plan for the pre-construction works on Tarago Road.

The file is quite large, so it's been shared via a link for easier access.

The plan has been prepared by NGH for the Blind Creek Solar Farm.

Please review the document.

If you have any questions or need clarification, don't hesitate to get in touch.

Regards



David Tullis

Project Manager – Walla Walla Solar Farm

Head office:

307 Queen Street, Level 4

Brisbane QLD 4000, Australia



dtullis@gransolar.com



[+61 \(0\) 429 420 038](tel:+617429420038)



gransolar.com

This message has been scanned for malware by Websense. www.websense.com

From: [David Tullis](#)
To: [Jane Love](#); [Tammy Vesely](#); [Tom Dwyer](#)
Cc: [Sergio Sánchez Artime](#); [Claude Lam](#)
Subject: FW: Blind Creek Solar Farm Traffic Management Plan - Stage 1
Date: Monday, 6 January 2025 2:02:18 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)
[image008.png](#)
[image009.png](#)

Hello All

Please review all comments & action if required

Regards



David Tullis

Project Manager – Walla Walla Solar Farm

Head office:
307 Queen Street, Level 4
Brisbane QLD 4000, Australia

dtullis@gransolar.com

[+61 \(0\) 429 420 038](tel:+610429420038)

gransolar.com

From: Keith Davies <Keith.Davies@goulburn.nsw.gov.au>
Sent: Monday, 6 January 2025 1:54 PM
To: Michelle Hughes <Michelle.Hughes@goulburn.nsw.gov.au>; David Tullis <dtullis@gransolar.com>
Cc: Amanda Brown <Amanda.Brown@goulburn.nsw.gov.au>
Subject: Re: Blind Creek Solar Farm Traffic Management Plan - Stage 1

Este mensaje proviene de un remitente externo

[Reportar como sospechoso](#)

Este mensaje vino de fuera de su organización.

David

Goulburn Mulwaree Council (GMC) notes that the subject *Blind Creek Solar Farm (SSD-13166280) Traffic Management Plan - Stage 1* is for Stage 1 the development as identified at Section 1.3 of the TMP, being -

Construction of the site access point and the road upgrades as described in Condition B5 of the Development Consent, and preliminary on-site construction activities, comprising land clearing, levelling and earthworks, internal road construction, drainage installation, laydown area preparation, fencing installation, site establishment, preparation of delivery station and inverter station, and vegetation screening/landscaping.

The Stage 1 works are fully within Queangbeyan-Palerang Regional Council area and hence are remote from GMC. It is noted that access from the north-east from Tarago will be via a Regional road (MR 268 - Bungendore Road (within GMC) and Tarago Road (within QPRC)). No objection is raised in this regard for Stage 1. GMC has no other comment to make in regard to the Stage 1 TMP.

With regard to the future Stage 2 TMP, Council notes that the EIS identifies transport of materials to the site via Goulburn & Tarago. Council recently reviewed transport arrangements for the proposed Gundry Solar Farm near

Goulburn (SSD-48225958) and identified Council's preference for transport to be via a route that avoided transport through the CBD. The route is indicated as Option 2 in the Gundry Solar Farm EIS *Traffic Impact Assessment* and provides access off the Hume Highway at the southern Goulburn interchange, then Hume Street, Garroorigang Road and Sloane Street to reach Braidwood Road. It is recommended that this route be nominated for heavy haulage in your Stage 2 TMP.

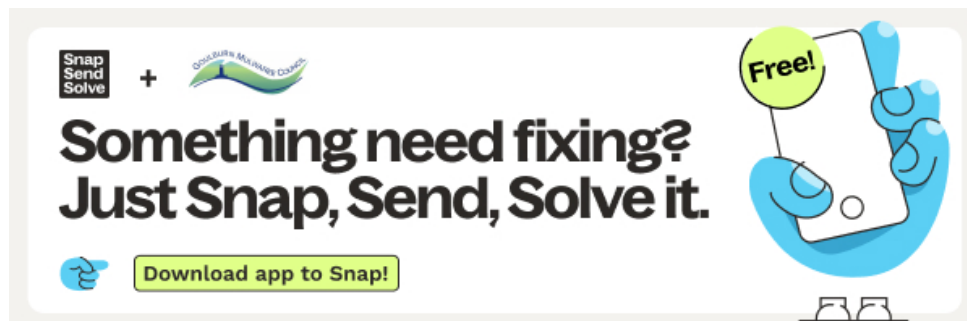
Furthermore, Council is currently reviewing transport arrangements for quarries in the vicinity of Tarago and the intersections within Tarago village of Braidwood Road/Wallace Street/Lumley Road and Wallace Street / Goulburn Street appear to have turning manoeuvre issues. These intersections should be investigated for compliance to allow for B-Double and HV transport as part of the Stage 2 TMP.

As identified in the Blind Creek Solar Farm *Traffic Impact Assessment*, Braidwood Road is utilised as a transport route for various quarries within GMC and QPRC LGAs and for transport of materials to Vieollia's Woodlawn site. Braidwood Road within GMC LGA has numerous sub-standard bends and pavement. A comprehensive site audit should be undertaken for the Stage 2 TMP for HV transport along this route.

Regards



Keith Davies
Senior Asset & Development Engineer
P 02 4823 4882 | M 0400 002 242
E Keith.Davies@goulburn.nsw.gov.au
www.goulburn.nsw.gov.au
Locked Bag 22 | Goulburn NSW 2580



Goulburn Mulwaree Council acknowledge the traditional custodians of the land where the Goulburn Mulwaree Local Government operates today and pay our respects to Elders past, present and emerging.

From: Michelle Hughes <Michelle.Hughes@goulburn.nsw.gov.au>

Sent: Wednesday, 18 December 2024 10:55 AM

To: David Tullis <dtullis@gransolar.com>

Cc: Keith Davies <Keith.Davies@goulburn.nsw.gov.au>

Subject: Re: Blind Creek Traffic Management Plan

Good Morning David

Yes, Keith has advised that he will be able to meet that timeframe.

Thanks
Michelle

Michelle Hughes
Executive Assistant - Planning & Environment

From: David Tullis <dtullis@gransolar.com>
Sent: Wednesday, 18 December 2024 10:37 AM
To: Michelle Hughes <Michelle.Hughes@goulburn.nsw.gov.au>
Subject: RE: Blind Creek Traffic Management Plan

Good morning Michelle

We are trying to target all comments completed before the 10th of January,
Please confirm

Regards



David Tullis
Project Manager – Walla Walla Solar Farm

Head office:

307 Queen Street, Level 4

Brisbane QLD 4000, Australia

✉ dtullis@gransolar.com

☎ +61 (0) 429 420 038

🌐 gransolar.com

From: Michelle Hughes <Michelle.Hughes@goulburn.nsw.gov.au>
Sent: Wednesday, 18 December 2024 10:34 AM
To: David Tullis <dtullis@gransolar.com>
Subject: RE: Blind Creek Traffic Management Plan

Este mensaje proviene de un remitente externo

[Reportar como sospechoso](#)

Este mensaje vino de fuera de su organización.

Good Morning David

Keith Davies, Council's Senior Asset and Development Engineer will be reviewing the TMP early in the New

Year and will provide comments back to you.

Kind regards

Michelle



Michelle Hughes

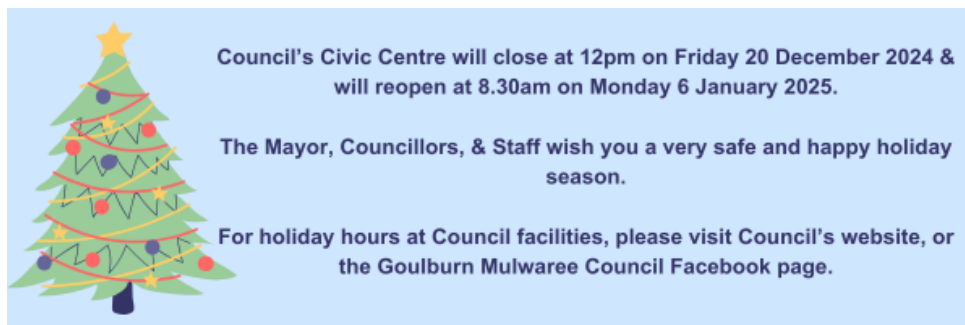
Executive Assistant - Planning & Environment

P 02 4823 4480

E Michelle.Hughes@goulburn.nsw.gov.au

www.goulburn.nsw.gov.au

Locked Bag 22 | Goulburn NSW 2580



Goulburn Mulwaree Council acknowledge the traditional custodians of the land where the Goulburn Mulwaree Local Government operates today and pay our respects to Elders past, present and emerging.

From: David Tullis <dtullis@gransolar.com>
Sent: Monday, December 16, 2024 3:51 PM
To: Council <Council@goulburn.nsw.gov.au>
Subject: FW: Blind Creek Traffic Management Plan

Att: General Manager

Subject: Blind Creek Solar Farm

Under the DA 13166280

GRS is responsible to obtaining approval of the Traffic Management Plan as per the extract below

Traffic Management Plan

- B9. Prior to commencing the road upgrades identified in condition B5 of this consent, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW, Queanbeyan-Palerang Regional Council and Goulburn Mulwaree Council and to the satisfaction of the Planning Secretary. This

Can you please review this & return it to GRS as soon as you can with comments

Regards



David Tullis

Project Manager – Walla Walla Solar Farm

Head office:

307 Queen Street, Level 4

Brisbane QLD 4000, Australia

✉ dtullis@gransolar.com

☎ [+61 \(0\) 429 420 038](tel:+61429420038)

💻 gransolar.com

19 June 2025

TfNSW reference: REN25/00025/004

Your reference: SSD-13166280

David Tullis

Gransolar

By Email: dtullis@gransolar.com

Review of Traffic Management Plan for Blind Creek Solar Farm

Dear David,

Reference is made to the Traffic Management Plan (TMP) submitted to Transport for NSW (TfNSW) for consideration in accordance with consent Condition B9 of Notice of Determination for SSD-13166280 issued 28 July 2023.

TfNSW has reviewed the TMP prepared by Amber Organisation, dated 10 December 2024 and is not satisfied that the document adequately addresses the purpose of a TMP and managing construction traffic associated with the development. TfNSW provides the following comments:

1. The number of heavy vehicle movements per day must be included in the TMP.
TfNSW notes that there is currently a vehicle number increase request to the Planning Secretary in progress for Blind Creek Solar Farm. Please ensure that the request has been granted before submitting future revisions of the TMP, and that the values within these revisions reflect this.
2. Records of heavy vehicle movements are to be maintained for the entire duration of the project, not just until Stage 1. Please include the method of recording and record-keeping.
3. Mitigation measures to prevent the use of emergency access points/routes outside of emergencies are to be included.
4. A flood response plan is to be provided, as required in Condition B9(f).
5. Consider including the number of car parking spaces to be provided on site.
6. Clarify the location of school bus stops, including any informal bus stops, in the vicinity of the project.
7. Clarify the response to be followed in the event of unforeseen local climate conditions on the day of the event.
8. It would be beneficial for Table 6 (Section 3.4) of the TMP to be completed before submitting future revisions of the TMP.

OFFICIAL

It is understood that the TMP for Blind Creek Solar Farm, dated December 10, 2024, applies only to Stages 1a and 1b. TMPs for future stages of the project, including high-risk oversized overmass (OSOM) vehicle movements, must be submitted for review and approval prior to the commencement of these stages.

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

Yours sincerely,

A handwritten signature in black ink, appearing to read "Alexandra Power".

Alexandra Power

Team Leader Development Services – Renewables
Transport Planning
Planning, Integration and Passenger

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

OFFICIAL

Appendix F

Vehicle Log Table



Table 13: Vehicle Record Sheet

Date	Time In	Time Out	Delivery Company	Heavy Vehicle Type	Rego	Delivering to	Content	Driver



Appendix G

Flood Response Plan



Flood response plan

Monitor flood warning services

The Site Environmental Manager (SEM) will monitor the Bureau of Meteorology (BoM), SES and Queanbeyan-Palerang Regional Council for updates and warnings¹.

Real-time data from the Water NSW river gauge located on the Butmaroo Creek at Butmaroo (ID: 421003) will also be monitored to determine whether rainfall in the catchment is likely to cause elevated creek levels within and within proximity to the Project site (Water NSW, 2023).

A 'Flood Watch' is issued by the SES when flooding is possible. A 'Flood Watch' can be issued without an actual flood occurring. This should be considered by the SEM when planning for a possible flood event.

A 'Flood Warning' is issued by the SES when a flood is likely.

Mobilisation of the Emergency Planning Team (EPT)

If weather warnings / forecasts indicate that localised flooding within the Project site is likely, the SEM / PM will notify member of the EPT. Personnel involved in the EPT are identified in Table D-1.

Table D-1 Emergency Planning Team members

Project role	EPT role	Emergency focus area
SEM	Team leader	Environmental safety (entire site)
PM	Team leader	All focus areas (entire site)
Construction Manager	Alternate team leader	Construction (entire site)
Superintendent	Relocation of plant	Re-location of plant, equipment and materials
HSE Manager/Coordinator/Officer	Safety	Site personnel

Preparation of the site

If weather warnings / forecasts indicate that localised flooding within the Project site is likely, the EPT (under the direction of the SEM and / or PM) will liaise with contractors and other site personnel to ensure that:

- All personnel (including visitors) are informed of the predicted flood event. All staff will be reminded of emergency flood procedures, including the dangers of driving or walking through flood waters
- All equipment and materials are moved upgradient, outside of the 1% Annual Exceedance Probability (AEP) flood hazard area (refer to H1 – H6 in Figure 1)
- All dangerous and hazardous goods are stored in an appropriately bunded area, outside of the 1% AEP flood hazard area (refer to H1 – H6 in Figure 1)
- All utilities (e.g. gas, electricity, water) connected to the site office have been switched to the OFF position and main valves closed.

¹ The Early Warning Detection Network also provides a location-based monitoring system that tracks dangerous weather systems (Early Warning Network, 2023)

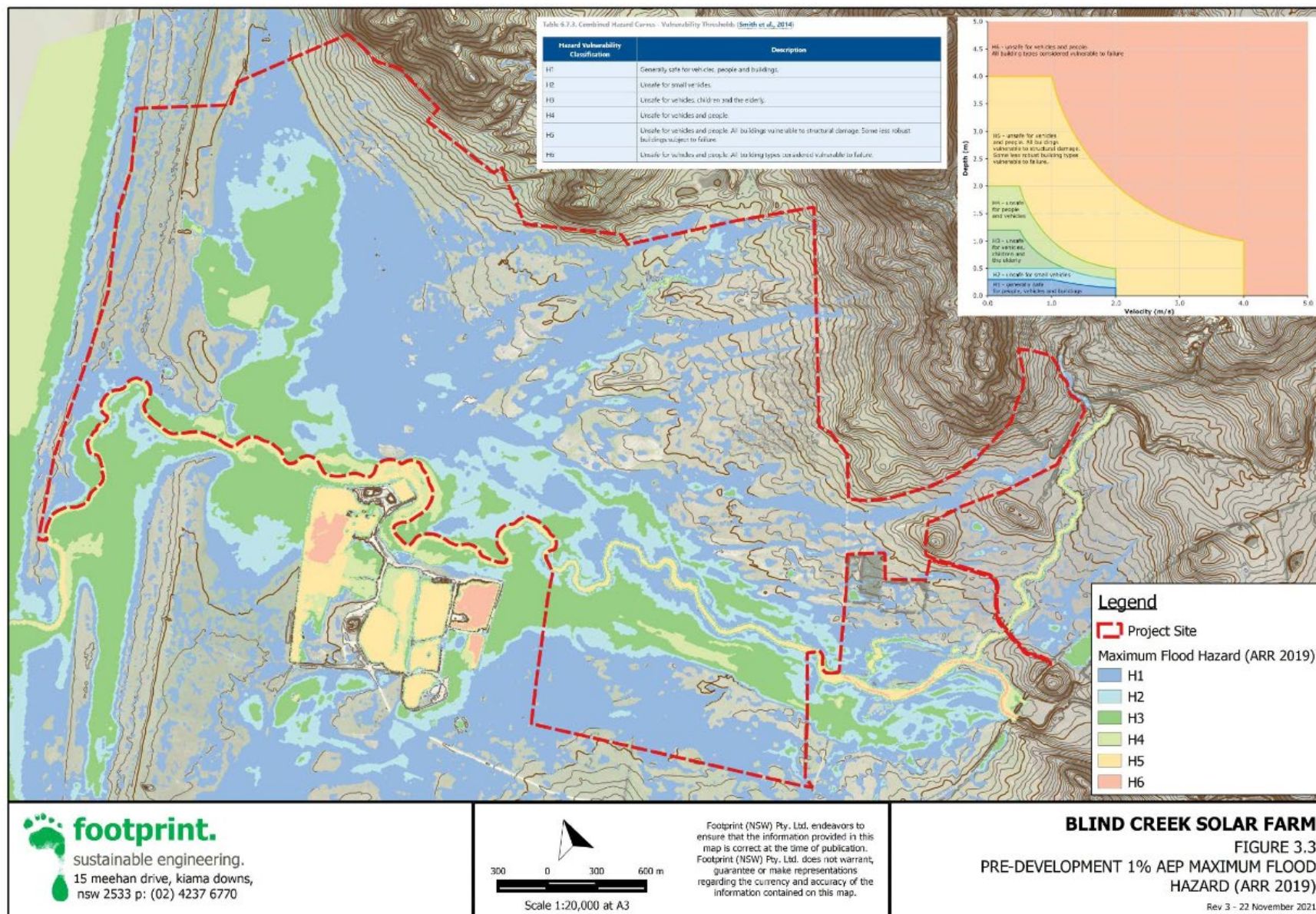


Figure 1 Post-development 1% AEP maximum flood hazard (Footprint, 2021)

Evacuation

Following an evacuation order for the Project site by the SES (or in the event that members of the community or site personnel are found to be self-evacuating), the SEM / PM will direct onsite staff (and visitors) to evacuate the Project site. The evacuation process outlined in Figure 2 (adopted from the NSW State Emergency Management Plan – Evacuation Management Guidelines (SEMC , 2014) will be followed.

The site office will serve as an emergency assembly area for onsite staff to gather before the evacuation order is issued. Once a decision to evacuate is made, site personnel and the SES will be immediately notified. Advice on the withdrawal process will be provided to all staff, including any evacuation routes to follow. If insufficient time is available for a full evacuation, secondary strategies may need to be considered, such as partial evacuation or temporary shelter in a safe location.

Evacuation from the site will occur in an orderly manner. Site personnel will be encouraged to use their own method of transport to leave the site. Evacuation routes, as identified in Figure 3, will be followed. In the event that the nominated evacuation route is compromised or not accessible, an alternative access route will be developed in consultation with the SES (taking into consideration the available timeframe and any perceived hazards).

The movements of all site personnel are to be recorded on a register.

Flood recovery

Following a flooding event, the following procedure will be followed:

- Staff may return to the site once the authorities have declared that the area is safe
- All staff will be directed to approach the site safely (in the event that access roads have been damaged)
- Power boxes and electrical equipment will be checked and certified by a qualified electrician, prior to use
- Inspect water and waste systems. Water systems may need to be flushed or repaired following a flood event
- Onsite buildings and structures will be checked for structural integrity by a suitably qualified professional. Building foundations will be inspected for evidence of erosion around footings, etc.
- Any equipment moved by the floodwaters will be relocated to a safe position / location
- Material stockpiles will be inspected for erosion / losses
- Any ponding water observed within the Project site will be pumped into nearby dams or sediment basins

Reporting

The SEM/ PM will prepare an incident report on the flood event. The incident report will include details on how the site was evacuated, the resulting flood depths, any damage to the site and steps taken to repair the damage.

Reporting requirements and responsibilities are further detailed in Section 10.4 of the EMS.

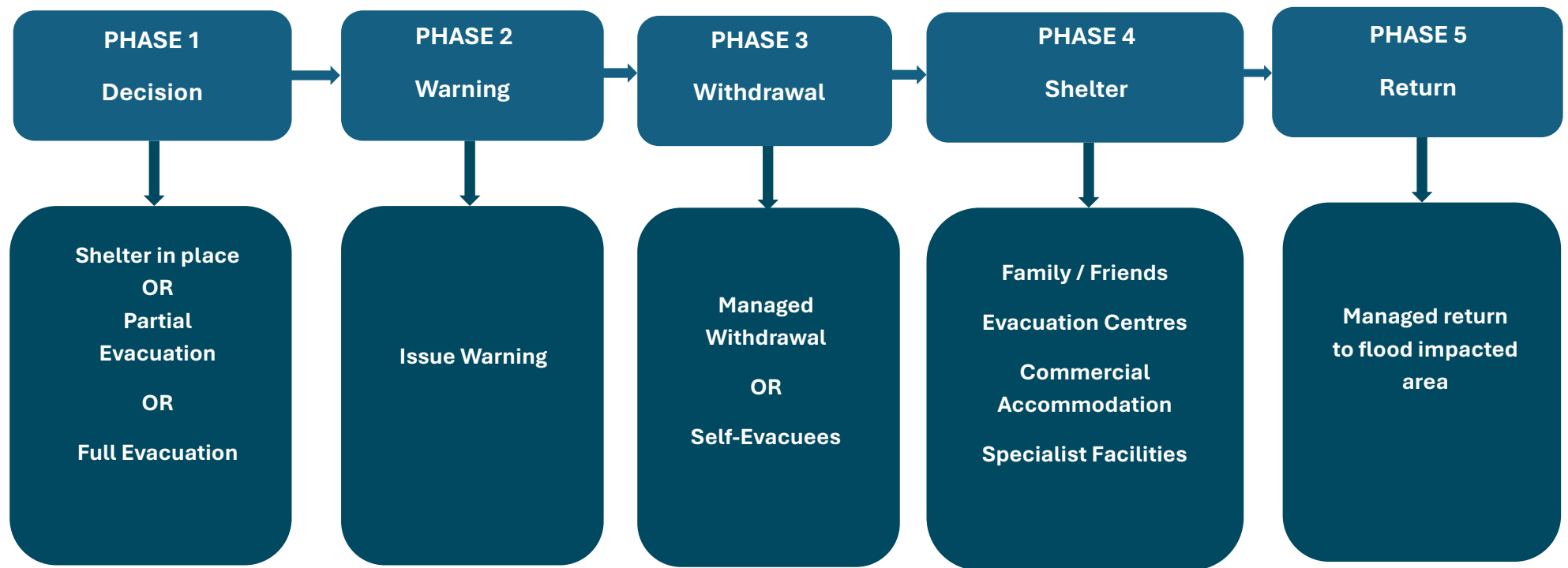


Figure 2 The evacuation process (SEMC , 2014)



Figure 3 Evacuation route