



Traffic & Transportation Direction



Orana Battery Energy Storage System

6945 Goolma Road, Montefiores

Stage 1 Traffic Management Plan

September 2024

Reference: 370 tmp 240919 final

Orana Battery Energy Storage System

6945 Goolma Road, Montefiores

Stage 1 Traffic Management Plan

Prepared for: Akaysha Energy Pty Ltd

Status: Final report

Date: 19 September 2024

Reference: 370 tmp 240919 final

Revision	Date	Description	Author	Reviewed	Approved
A	1/02/24	Draft 01 – Issued for Comment	Rico Kobelt	Tom Dwyer	Michael Willson
B	28/02/24	Draft 02 – Revised based on client feedback	Rico Kobelt	Tom Dwyer	Michael Willson
C	14/03/24	Draft 03 – Revised based on client feedback	Rico Kobelt	Tom Dwyer	Michael Willson
D	03/04/24	Draft 04 – include further comments	Rico Kobelt	Tom Dwyer	Michael Willson
E	23/04/24	Draft 05 – include further comments	Rico Kobelt	Tom Dwyer	Michael Willson
F	02/05/24	Draft 05 – include further comments	Rico Kobelt	Tom Dwyer	Michael Willson
G	03/05/24	Final	Rico Kobelt	Tom Dwyer	Michael Willson
H	06/06/24	Final – Respond to TfNSW Comments	Rico Kobelt	Tom Dwyer	Michael Willson
I	24/06/24	Final – Respond to TfNSW Comments	Rico Kobelt	Tom Dwyer	Michael Willson
J	10/07/24	Final – Respond to DPHI Comments	Rico Kobelt	Tom Dwyer	Michael Willson
K	02/09/24	Revised Draft – Inclusion of OSOM vehicles in Stage 1	Rico Kobelt	Tom Dwyer	Michael Willson
L	19/09/24	Incorporate TfNSW comments	Rico Kobelt	Tom Dwyer	Michael Willson

Contact

Website: www.amberorg.com.au

E: info@amberorg.com.au

Phone: 1800 022 363

Table of Contents

1.	Introduction	1
1.1	Project Background	1
1.2	Objectives.....	2
1.3	TMP Staging	2
1.4	Statutory Requirements	2
1.5	Third Party Consultation	6
2.	Existing Road Environment.....	7
2.1	Site Location.....	7
2.2	Road Network	8
2.3	Traffic Volumes	8
2.4	Restricted Vehicle Access.....	10
2.5	Public Transport Services	11
2.6	Crash History.....	12
3.	Construction Overview	13
3.1	Project Description.....	13
3.2	Stage 1 Works	13
3.3	Road Upgrade Details.....	13
3.4	Traffic Generation.....	14
3.5	Construction Times.....	15
3.6	Workforce Transport.....	16
3.7	Traffic Movements.....	16
3.8	Proposed Off-Site Mitigation Measures	20
3.9	Other Construction Stages and Operations.....	20
4.	Traffic Management Strategy	21
4.1	Driver Protocols	21
4.2	Delivery Logistics.....	21
4.3	Information and Communications	23
4.4	Public Transport.....	24
4.5	Hazardous Goods and Dangerous Materials	24
4.6	Environment Management	24
4.7	Emergency Repair or Maintenance Requirements	24
4.8	Other Considerations	25
5.	Traffic Management Responsibilities	26
5.1	Akaysha Energy Project Manager	26
5.2	CPP Project Manager.....	26
5.3	CPP Site Manager	26
5.4	Workers and Subcontractors	27
6.	Implementation.....	28

6.1	Hazard Identification, Risk Assessment and Control	28
6.2	Traffic Control Plans	28
6.3	Traffic Control Devices	29
7.	Communicating TMP Requirements	30
7.1	Site Inductions	30
7.2	Pre-Start and Toolbox Meetings.....	30
7.3	Safe Work Method Statements.....	30
8.	Monitoring and Measurement	31
8.1	Site Inspections and Record Keeping	31
8.2	Incident Reporting.....	31
8.3	Complaints Procedure.....	32
8.4	Management and Monitoring Summary	33
9.	Management Review	35
9.1	TMP Review and Improvement.....	35
9.2	Variations to Standards and Plans	35
9.3	Update of Strategies, Plans or Programs.....	35
9.4	Notification of Department.....	36
	Driver Code of Conduct	1
	Safe Driving Principles	1
	Primary Driver Code	2
	Chain of Responsibility	4
	Emergency Procedures	4
	Driver Fatigue.....	5
	Maintenance Requirements.....	6
	Complaint Resolution and Disciplinary Procedure.....	6

Appendices

Appendix A

Road Design Plans

Appendix B

Road Upgrade Consultation

Appendix C

Road Authority Feedback and Approval

Appendix D

Driver Code of Conduct

Appendix E

NHVR Heavy Vehicle Driver Fatigue Requirements Bulletin

Appendix F

Traffic Control Plans - Road Upgrades

Appendix G

Approval Letters

Appendix H

Vehicle Log Example



1. Introduction

1.1 Project Background

The Orana Battery Energy Storage System (BESS) (the Project) is a 415MW BESS located at 6945 Goolma Road, Montefiores.

Access to the site will be provided via a new connection with Goolma Road with the existing access to be removed. Staff will be located within the nearby regional towns, and the majority of plant is expected to be delivered from Port of Newcastle.

The Development Consent (DC) – Application Number: SSD-45242780 – requires the preparation of a Traffic Management Plan (TMP).

Amber Organisation Pty Ltd has been engaged by Akaysha Energy Pty Ltd to prepare a TMP to detail the proposed temporary traffic management measures to be implemented during the construction works and respond to this requirement.

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

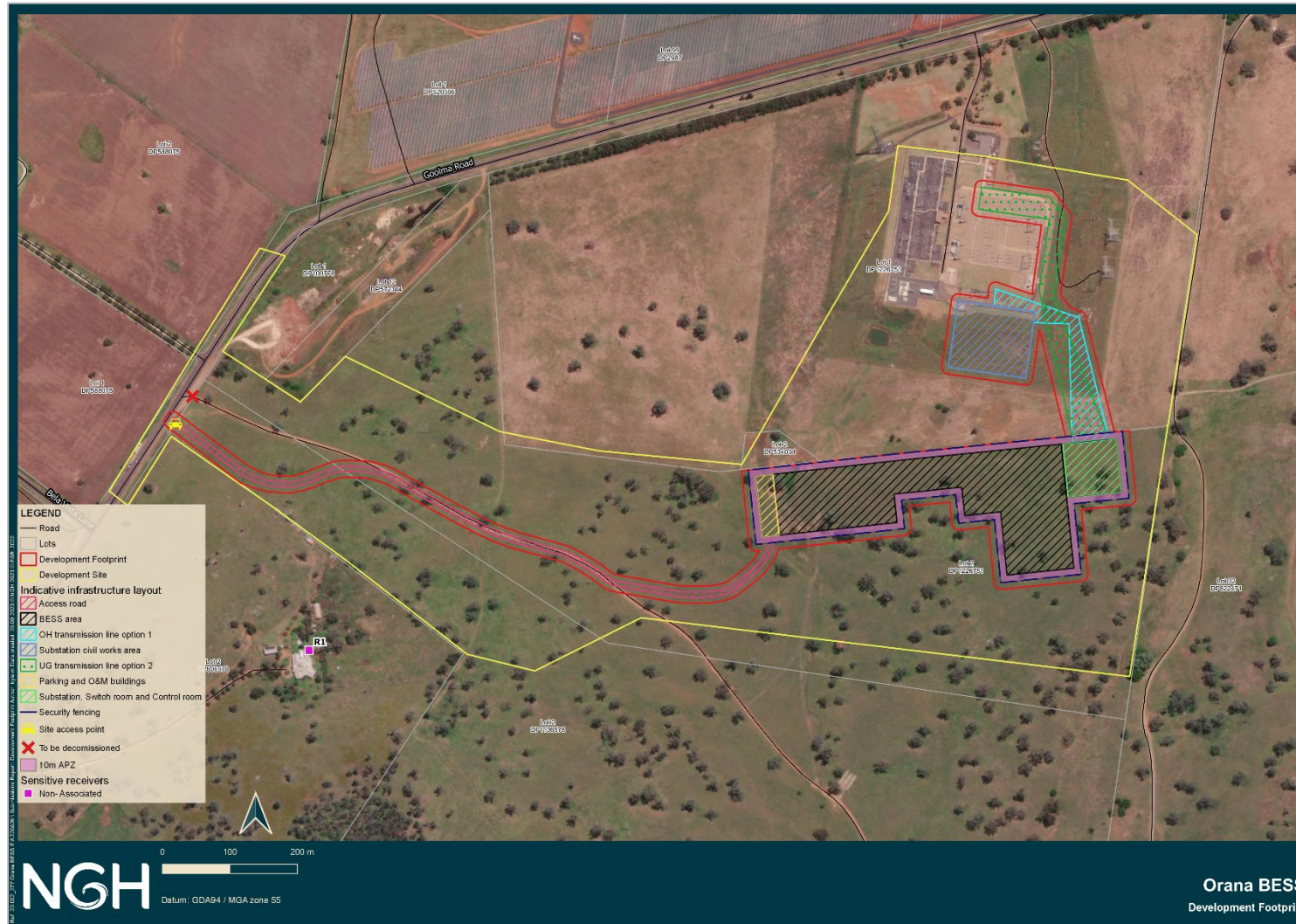
Early works for the project which comprise the road upgrade and new site access arrangements are anticipated to start in second or third quarter of 2024. Main on-site works are scheduled to start once the road upgrades are fully complete.

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 site access, associated upgrades to Goolma Road, construction of internal access road and initial site mobilisation (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.

This TMP has been prepared based on the available construction information at the time of writing.

Figure 1: Approved Project Layout



Source: NGH



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 to the local community and other road users, 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.

The appointed Construction Contractors 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. The Applicant must implement and comply with the TMP at all times to the satisfaction of the Responsible Authority and the Planning Secretary.

1.3 TMP Staging

The TMP is to be staged as follows:

- Stage 1: Construction of the road upgrades at the intersection of the site access and Goolma Road, construction of internal access roads, initial site mobilisation, progress site clearing and civil works for the BESS Bench
- Stage 2: On-site Construction activities of the BESS comprising of all structural, electrical and remaining civil works, including remaining OSOM deliveries
- Stage 3: Operation of the BESS.
- Stage 4: Decommissioning the BESS at end of life.

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

1.4 Statutory Requirements

This document fulfills the requirements of Environmental Condition B10 of Schedule 3 of the Development Consent (Application Number: SSD-45242780) 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 Environmental Conditions (Schedule 3) have been summarised within Table 1.

Table 1: Development Consent Requirements – Schedule 3

CONDITION	REFERENCE LOCATION
Over-Dimensional and Heavy Vehicle Restrictions	
The Applicant must ensure that the: a) development does not generate more than: 35 heavy vehicle movements a day during construction, upgrading and decommissioning; 30 light vehicle movements, 5 shuttle bus vehicle movements and 5 heavy vehicle movements during the AM (6-7 am) or PM (5-6 pm) project peak hours during construction, upgrading or decommissioning; and 6 movements of heavy vehicles requiring escort during construction, upgrading or decommissioning; and b) length of any vehicles (excluding heavy vehicle requiring escort) used for the development does not exceed 26 metres, unless the Planning Secretary agrees otherwise.	Complies: Refer Section 3.4 and 3.7.1 As this TMP only applies to the road upgrade phases of the project (refer Section 1.3); further detail of the traffic movements for construction, operational and decommissioning will be managed by way of future TMP/s.
The Applicant must keep accurate records of the number of heavy vehicles requiring escort and heavy vehicles entering or leaving the site each day for the duration of the project.	Complies: Section 4.2
Access Route	
All heavy vehicles associated with the development must travel to and from the site via: a) Castlereagh Highway and Goolma Road; or b) Mitchell Highway and Goolma Road, as shown in Appendix 4. All heavy vehicles requiring escort associated with the development must travel to and from the site via the Mitchell Highway and Goolma Road, as described in the EIS.	Complies: Section 3.7.3 This TMP only applies to the road upgrade phases of the project (refer Section 1.3).
Site Access	
All vehicles associated with the development must enter and exit the site via the site access point off Goolma Road as identified in Appendix 1. Prior to commencing construction, the Applicant must close and remove the existing site access servicing Lot 2 DP1136578.	Complies: This TMP applies to the road upgrades and construction of the on-site access roads. Once these works are complete, all vehicles will enter the site via this access. Road design plans in Appendix A show the closure of the existing site access.
Road Upgrades	
Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must complete the road upgrades detailed in Appendix 5. Unless the relevant road authority agrees otherwise, these upgrades must comply with the current Austroads Guidelines, Australian Standards and TfNSW supplements, and be carried out to the satisfaction of the relevant roads authority. Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must provide a Strategic Concept Design to TfNSW for approval, detailing the intersection design identified in Appendix 5. The Strategic Concept Design must satisfy the requirements set out in Appendix 6 and the applicable guidelines and	Complies: Section 3.3, 3.8, Design plans included in Appendix A. Feedback has been sought from relevant road authorities and neighbours in included in Appendix B and Appendix C.

standards identified in condition B7.	
Operating Conditions	
The Applicant must ensure: a) the internal roads are constructed and maintained 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	Not applicable: This TMP only applies to the construction of the access to Goolma Road and internal roads, before the operation of the site. These matters will be addressed in future TMP/s.
Traffic Management Plan	
Prior to commencing road upgrades identified in condition B7, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW, Council and Mid-Western Regional Council, and to the satisfaction of the Planning Secretary. This plan must include:	Complies where applicable:
a) details of the transport route to be used for all development-related traffic;	Section 3.7.2 and 3.7.3
b) details of the road upgrade works required by condition B7;	Section 3.3, 3.8, Design plans included in Appendix A.
c) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: ▪ temporary traffic controls, including detours and signage;	-
▪ notifying the local community about development-related traffic impacts;	Temporary Traffic Control measures to enable Stage 1 works are provided in Appendix F.
▪ procedures for receiving and addressing complaints from the community about development related traffic;	Section 4.4
▪ minimising potential cumulative traffic impacts with other projects in the area;	Section 4.4
▪ minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network;	Section 4.2
▪ minimising dirt tracked onto the public road network from development-related traffic;	Section 4.7
▪ details of the employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service as described in the EIS;	Not applicable: Stage 1 works require only 10 staff members shuttle buses are not required. Details and measures around shuttle buses will be provided in future TMP/s.

▪ encouraging car-pooling or ride sharing by employees;	Not applicable: Stage 1 works require only 10 staff members shuttle buses are not required. Details and measures around car pooling will be provided in future TMP/s.
▪ scheduling of heavy vehicle movements to minimise convoy length or platoons, and to minimise conflict with light vehicles;	Section 4.2
▪ responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;	Section 4.2
▪ responding to, any emergency repair or maintenance requirements; and	Section 4.8
▪ a traffic management system for managing heavy vehicles requiring escort;	Section 4.3
d) a driver's code of conduct that addresses:	
▪ driver fatigue;	Appendix D Appendix E
▪ procedures to ensure that drivers adhere to the designated transport routes and speed limits; and	Appendix D
▪ procedures to ensure that drivers implement safe driving practices;	Appendix D
e) a program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan.	Section 7 and 8
Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan.	

1.4.1 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 under the Heavy Vehicle National Law (NSW)

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

Light vehicle: As defined by the Transport for NSW Vehicle standards information sheet VSI 05 Light vehicle dimension limits Rev 6 (TfNSW, 11 March 2015)

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.

1.5 Third Party Consultation

The TMP has been prepared in conjunction with consultation with Officers from Transport for NSW and suitable representatives from Dubbo Regional Council.

Revision J of this Stage 1 TMP (dated 10 July 2024) was approved by the Planning Secretary in July 2024 as shown in Appendix G. This revision incorporates minor changes associated with the inclusion of six heavy vehicles requiring escort required to undertake Stage 1 works. Consultation on this change was undertaken by phone and email with TfNSW in August 2024 which is included for reference in Appendix C.

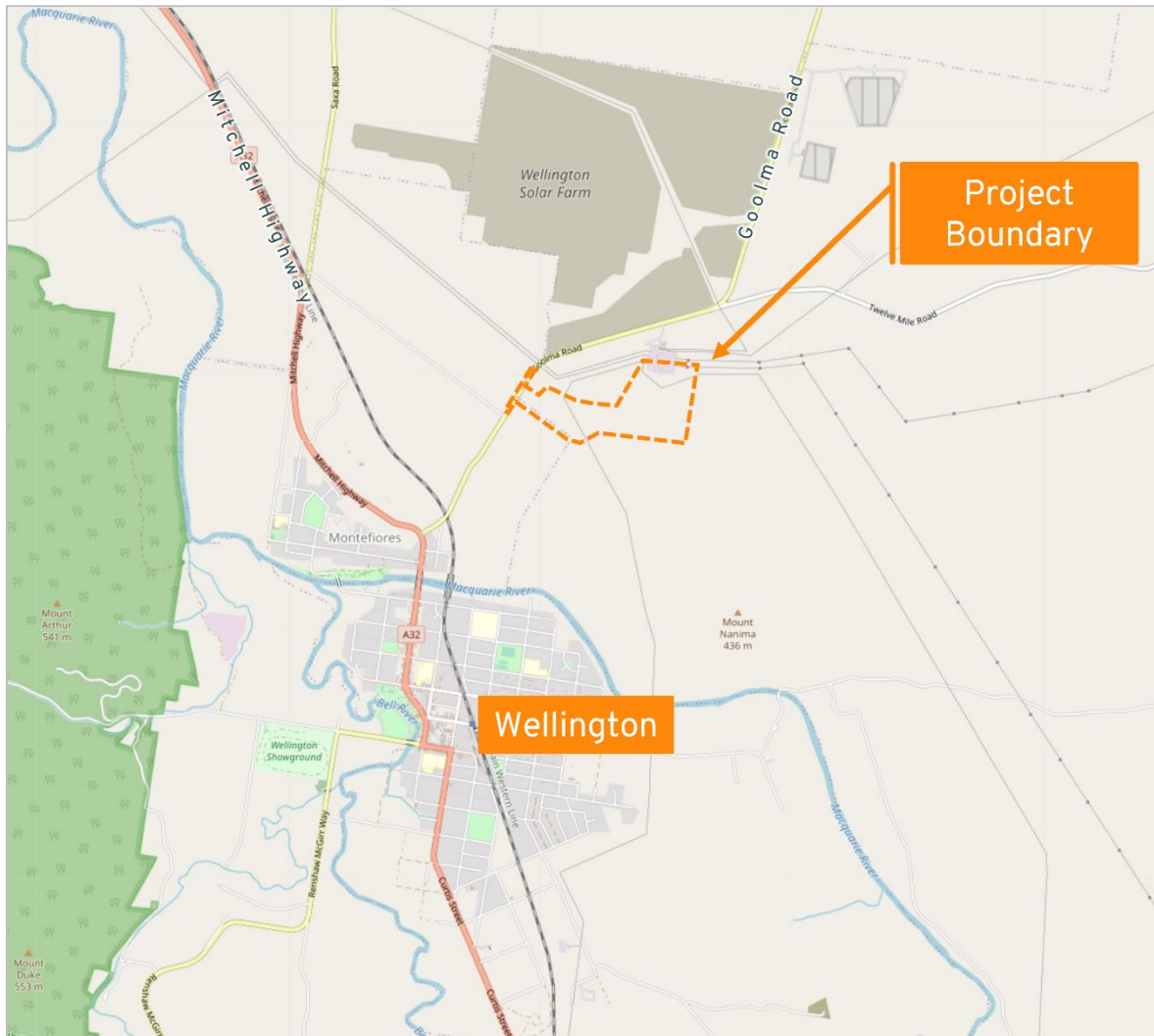
Approval to commence Enabling Works was granted by TfNSW in a letter dated 27 August 2024, also included for reference in Appendix G.

2. Existing Road Environment

2.1 Site Location

The site is located on the south-eastern side of Goolma Road approximately 2.0 kilometres northeast of Wellington. Figure 2 shows the location of the site in relation to the surrounding transport network. The figure shows the site has good access to the State Road network via Goolma Road and Mitchell Highway which link with nearby regional towns.

Figure 2: Site Location



Source: OpenStreetMap

The site is zoned SP2 – Infrastructure and is occupied by agricultural use. Land immediately surrounding the site is a mixture of RU1 - Primary Production, and R5 – Large Lot Residential zone and is primarily occupied by agricultural use.

Figure 3 provides an aerial photograph of the site and the surrounding area and shows the Wellington Substation is located immediately north of the site. It also shows the site has a frontage to Goolma Road of approximately 90 metres and access to the site is currently provided via a private access road.

Figure 3: Aerial Photograph of the Site and Surrounding Area



Source: SixMaps

2.2 Road Network

Goolma Road is a State Road which runs in a general northeast-southwest alignment between Castlereagh Highway in Gulgong and Mitchell Highway in Wellington. It has a sealed carriageway width of approximately 7 metres which accommodates one lane of traffic in each direction, and it has a speed limit of 100km/hr at the site frontage. It is noted that a truck stop is provided within the road reserve to the west of the site.

2.3 Traffic Volumes

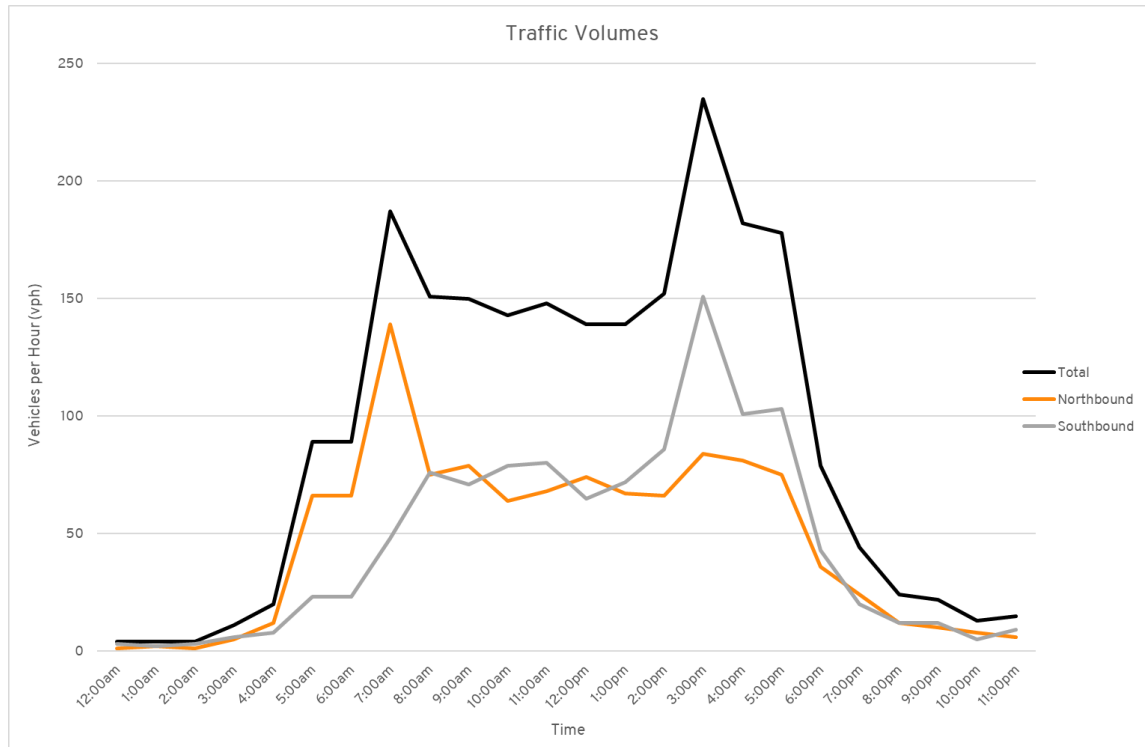
Amber commissioned a tube count on Goolma Road at the site frontage in order to determine the existing road environment. The tube count was undertaken from Monday 12 September to Monday 19 September 2022. The survey results are summarised in Table 3.

Table 2: Goolma Road Traffic Volumes

	Traffic Volumes (vpd)	Weekday AM (vph)	Weekday PM (vph)	85 th Percentile Speed	Heavy Vehicle Percentage
Northbound	1,212	165	87	94.1km/hr	16%
Southbound	1,189	58	167	96.5km/hr	
Both Directions	2,401	223	255	95.3km/hr	

The traffic volumes for Goolma Road for each hour have been separated into north and southbound movements and are shown in Figure 4.

Figure 4: Goolma Road Traffic Volume Data



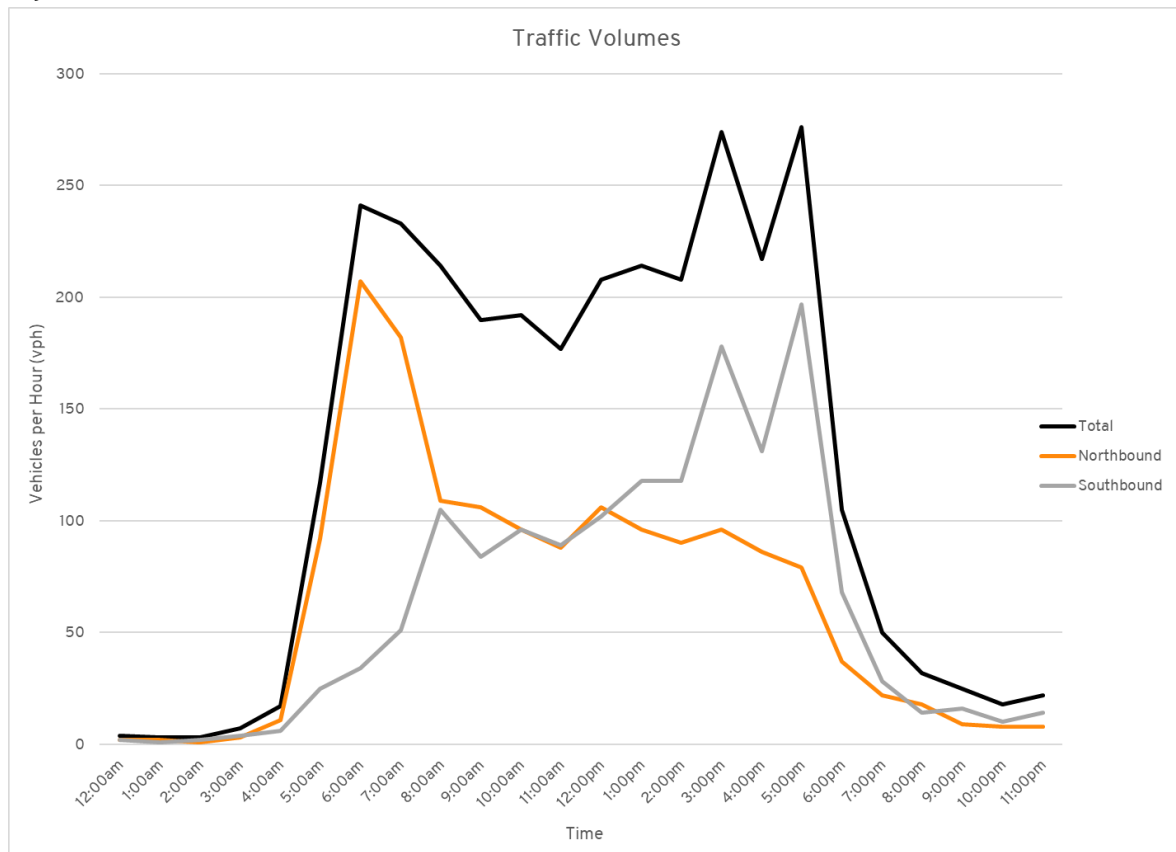
Amber commissioned a second tube count on Goolma Road at the site frontage in order to further determine the existing road environment. The tube count was undertaken from Thursday 10 August to Thursday 17 August 2023. The survey results are summarised in Table 3.

Table 3: Goolma Road Traffic Volumes

	Traffic Volumes (vpd)	Weekday AM (vph)	Weekday PM (vph)	85 th Percentile Speed	Heavy Vehicle Percentage
Northbound	1,554	207	79	91.0km/hr	16%
Southbound	1,493	34	197	94.8km/hr	
Both Directions	3,047	241	276	92.9km/hr	

The traffic volumes are shown in Figure 5.

Figure 5: Goolma Road Traffic Volume Data



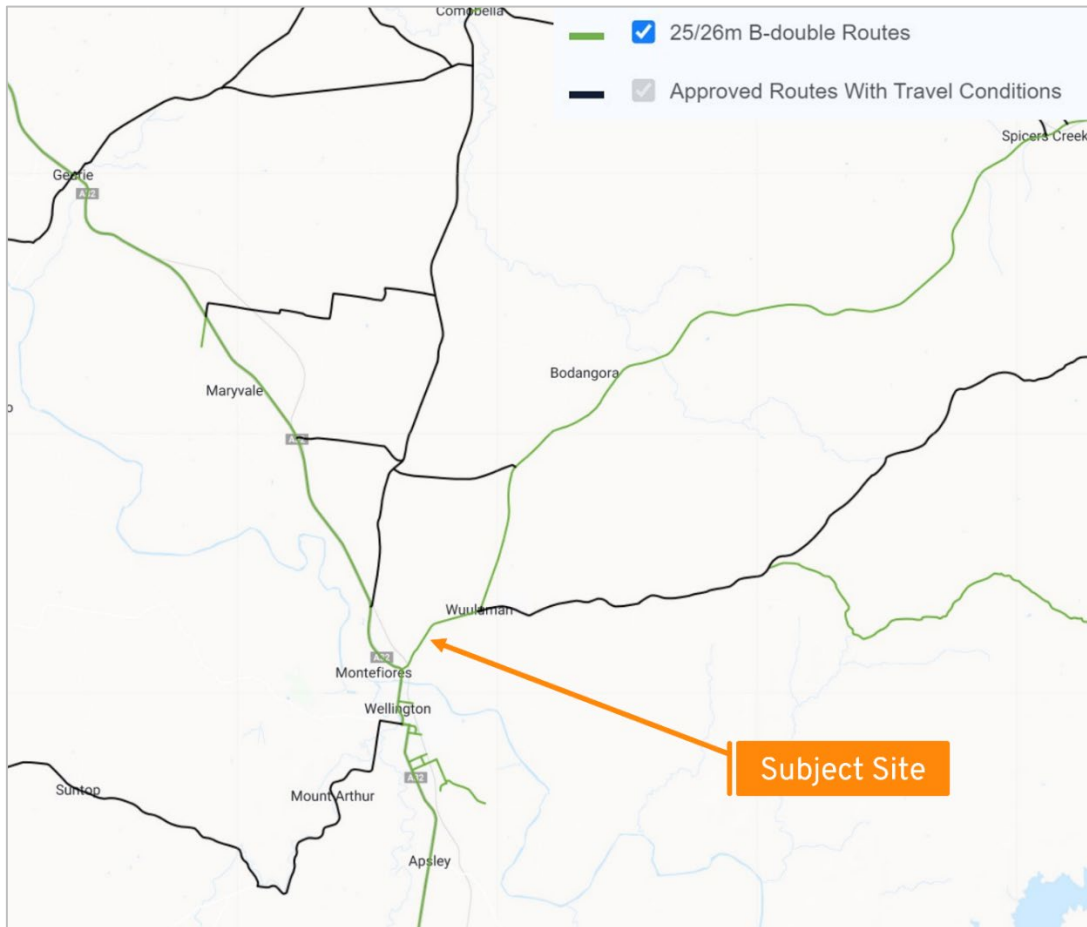
The survey data indicates that the traffic volumes are generally similar to the volumes recorded as part of the 2022 surveys. However, there is a pronounced increase in vehicle movements at 6:00am and 5:00pm. During each of these times there has been an increase of approximately 100-150 vehicle movements per hour. The increase in traffic at these times is likely due to the construction of the Wellington North Solar Farm which is located to the north of the site which commenced construction in July 2022.

The 2023 data indicates a similar average speed compared to the 2022 data, and the same percentage of heavy vehicles.

2.4 Restricted Vehicle Access

The TfNSW Restricted Vehicle Access Map for the surrounding area is provided within Figure 6. The green lines indicate approved B-Double routes while the black lines represent approved routes with travel conditions. As can be seen from the figure, Goolma Road and Mitchell Highway are B-Double approved routes that feed into the wider State road network.

Figure 6: Restricted Access Vehicle Map

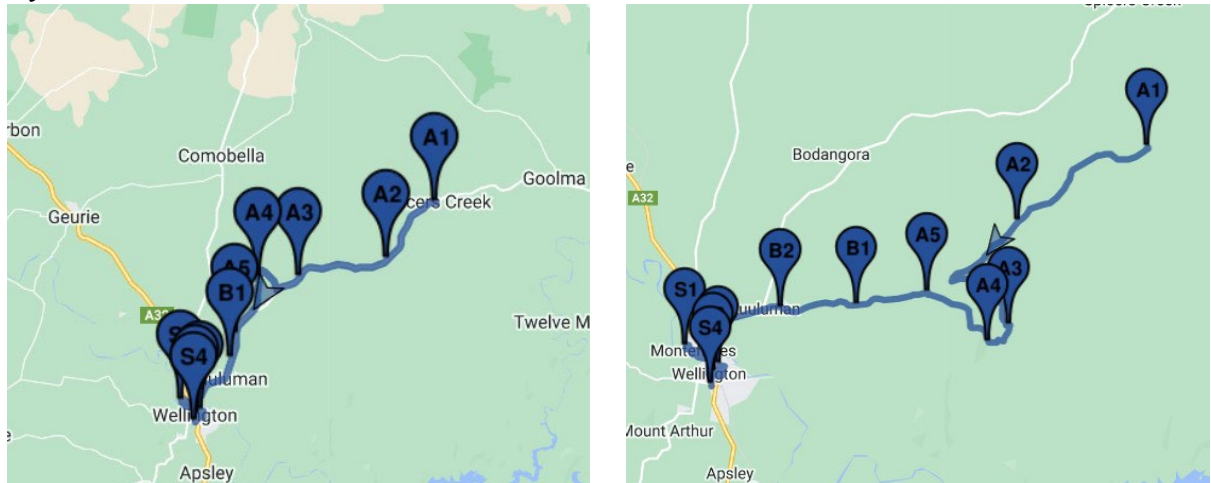


Source: NHVR Restricted Vehicle Access Map

2.5 Public Transport Services

No public transport services operate within the vicinity of the site. However, two school bus routes operate along Goolma Road which are shown below. It is noted that a number of bus services operate within Wellington, including additional school bus services.

Figure 7: School Bus Routes



Source: Ogden Coach Services

2.6 Crash History

Amber has conducted a review of the TfNSW Centre for Road Safety Crash and Casualty Statistics database for all injury crashes within 1.0 kilometre of the site access. The crash database provides the location and severity of all injury and fatal crashes for the five-year period from 2018 to 2022. The crash search recorded no crashes and as such, it is concluded that the road network is currently operating in a relatively safe manner.

3. Construction Overview

3.1 Project Description

The Orana BESS Project involves the construction, operation, and eventual decommissioning of a grid-scale battery. The Project is forecasted to use lithium-ion batteries and with a capacity of approximately 415MW / 1660MWh. The subject land has a total development area of 334 hectares, located at 6945 Goolma Road, Montefiores NSW 2080, approximately 2km north-east of Wellington and within the Dubbo Local Government Area (LGA), NSW. The Project is located within the Macquarie River catchment area.

The works are to be undertaken by appointed Construction Contractors.

3.2 Stage 1 Works

This TMP applies to Stage 1 of the project which is:

- Construction of the road upgrades at the intersection of the site access and Goolma Road,
- Construction of internal access roads,
- Site clearing, and
- Civil works for the BESS Bench.

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.

The TMP will be updated for future stages of the project.

3.3 Road Upgrade Details

The required road upgrades are included in Condition B7 and B8 and in Appendix 5 and 6 of the Development Consent. The table from Appendix 5 is reproduced below in Table 4.

Table 4: Road Upgrades

Location	Upgrade Requirements	Timing
Intersection of site access and Goolma Road	To be provided with a Short Channelised Right-turn (CHR(s)) and Basic Left Turn (BAL) treatments	Prior to commencing construction unless the Planning Secretary agrees otherwise

Appendix 6 of the Development Consent outlines additional design requirements in relation to the road upgrade which apply to a strategic design included in the Development Consent. The additional requirements are as follows:

- *include the removal of the Heavy Vehicle Rest Area on the western frontage to Goolma Road, as per the figure below;*
- *identify the closure of the existing access servicing Lot 2 DP 1136578;*
- *provide evidence of consultation with receivers R4 and R5 regarding the changes to the intersection treatments;*

- ensure a 2.5 metre width shoulder adjacent to the north bound lane CHR(s) is provided, at the location identified in the figure below, as per Austroads Guide to Road Design Part 3;
- adjust the line marking for the BAL for the left turn intersection treatment; and
- address any safety risk to stationary residential traffic at the private access road servicing receivers R4 and R5, noting the current design features a merge taper ending just beyond the private access road in the merge run out area.

Design plans have been developed of the road upgrades include measures and details to addresses these requirements as well as incorporate feedback from TfNSW. As a result the road upgrades also include road widening and reprofiling to raise the road by approximately 600mm resulting in an improvement to sight distances, exceeding the requirements as outlined in Table 4 above.

An extract of the TfNSW endorsed design plans are attached to this TMP for reference in Appendix A.

Akaysha Energy conducted consultations with both Receiver R4 and R5, regarding the proposed intersection upgrades along Goolma Road near their property. Records of the consultation undertaken with the receiver are provided in Appendix B.

3.4 Traffic Generation

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

- Light vehicles associated with transporting staff to/from the site;
- 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, and
- OSOM vehicle combinations associated with the delivery of construction equipment comprising surface miners and dust extractors.

Key construction details are summarised in Table 5.

Table 5: Construction Details

Project Activity	Commencement (Month, Year)	Anticipated Duration	Staffing Requirements
Road Construction, Internal Access Roads, Site Clearing and BESS Bench	August 2024	15 Weeks	Up to 30 on-site

The expected vehicles for Stage 1 are summarised in Table 7.

Table 6: Expected Vehicles by Project Activity within Stage 1

Stage	Timeframe	Project Activities	Light Vehicles		Heavy Vehicles	
			Daily	AM and PM Peak	Daily	AM and PM Peak
1	Commence August 2024, duration 15 weeks	Road Construction, Internal Access Roads, Site Clearing and BESS Bench	30	Up to 20	33	Up to 3

Condition B1 (b) of the Development Consent requires the length of any vehicles (excluding over-dimensional vehicles) used for the development to not exceed 26 metres, unless the Planning Secretary agrees otherwise.

Heavy vehicles used during Stage 1 works will not exceed 26 metres.

Stage 1 construction works will commence only after the road upgrades as defined under the WAD receive approval for physical commencement.

The Applicant will notify Development Services via email upon approval to commence physical works, as well as to provide updates should any dates or construction durations change in relation to what is stated within the Stage 1 TMP (email: development.renewables@transport.nsw.gov.au).

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 and TfNSW, noting that:

- The use of the site access is reliant on an approved Traffic Guidance Scheme (TGS) for the duration of the parallel activities within Stage 1 until the completion of the road upgrades. As the TGS is only permitted for the daylight hours, no pre-construction minor works or construction works activities are permitted outside of the standard construction timeframes without prior consultation with TfNSW.

3.6 Workforce Transport

The *Accommodation Strategy* for the project is to be undertaken for the later project stages. This will include details on where the workforce is proposed to be located during key on-site construction phases of the project.

For Stage 1 of the project, the workforce is anticipated to be principally based in Wellington as well as other nearby towns.

3.7 Traffic Movements

3.7.1 Traffic Generation

The construction traffic volumes for Stage 1 of the project have been provided by the Applicant. During construction activities undertaken in Stage 1, the site will generate no more than:

- 35 heavy vehicles per day;
- 30 light vehicles, 5 shuttle buses and 5 heavy vehicles during the AM (6-7 am) or PM (5-6 pm) project peak hours, and
- 6 heavy vehicles requiring escort.

Heavy vehicles requiring escort will be generated as part of the construction of Stage 1 for the delivery of key construction equipment as outlined in Section 3.7.4 . Other heavy vehicles requiring escort that may be required for the project will be addressed in future stages of the TMP.

The expected vehicles for Stage 1 for each project month and project activity are summarised in Table 7.

Table 7: Expected Vehicles by Project Activity within Stage 1

Stage	Timeframe	Project Activities	Light Vehicles		Heavy Vehicles	
			Daily	AM and PM Peak	Daily	AM and PM Peak
1	Commence August 2024, duration 15 weeks	Road Construction, Internal Access Roads, Site Clearing and BESS Bench	30	Up to 20	33	Up to 3

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

Stage 1 works will commence only after the road upgrades as defined under the WAD have physically commenced construction .

The Applicant will notify Development Services via email upon approval to commence physical works of the road upgrades and upon completion of the road upgrades. The use of the existing access for parallel activities is permitted only during daylight hours, for the vehicles numbers and types defined within Table 6. No pre-construction or construction works are permitted to occur outside of the approved construction hours (refer to condition B15 of the Development Consent, noting consultation and agreement with TfNSW is also required). If the timeframes, traffic volumes or types change for the pre-construction minor works defined for Stage 1 then further

consultation and agreement with TfNSW be required prior to exceeding any of the agreed upon time frames, traffic volumes and vehicle types stipulated in this consent. TGS is required to be removed on the completion of the road upgrades. TfNSW is to be notified on the completion of the 14 weeks permitted for Stage 1 as defined within TMP dated 2 September 2024.

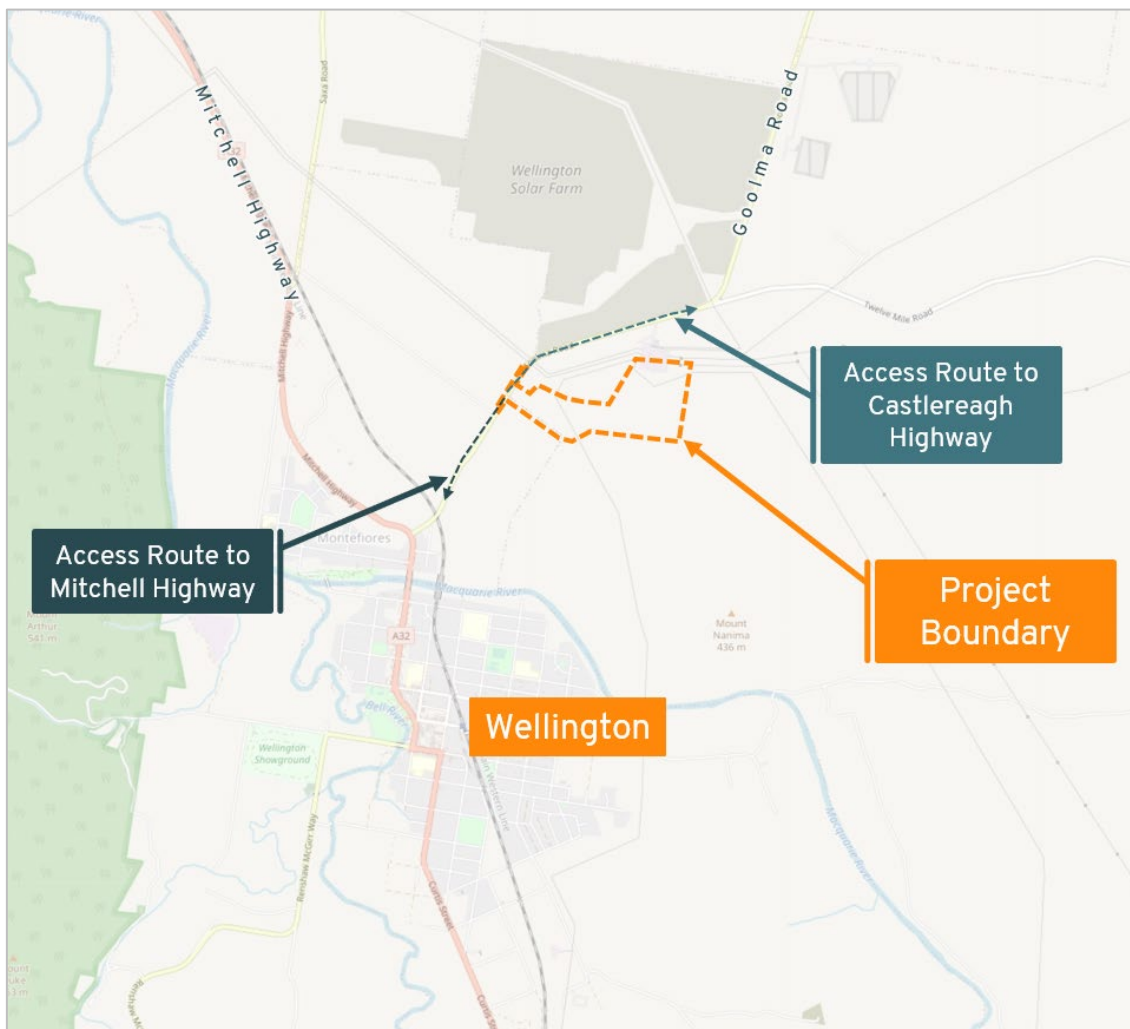
All notifications and requests to TfNSW are to be sent to development.renewables@transport.nsw.gov.au).

3.7.2 Light Vehicle Access Route

The workforce is to primarily be located in Wellington, as well as other nearby towns. Vehicles will enter the works area via the Goolma Road.

The proposed access routes for light vehicles are shown in Figure 8. Light vehicles will access the site via this route.

Figure 8: Light Vehicle Access Route



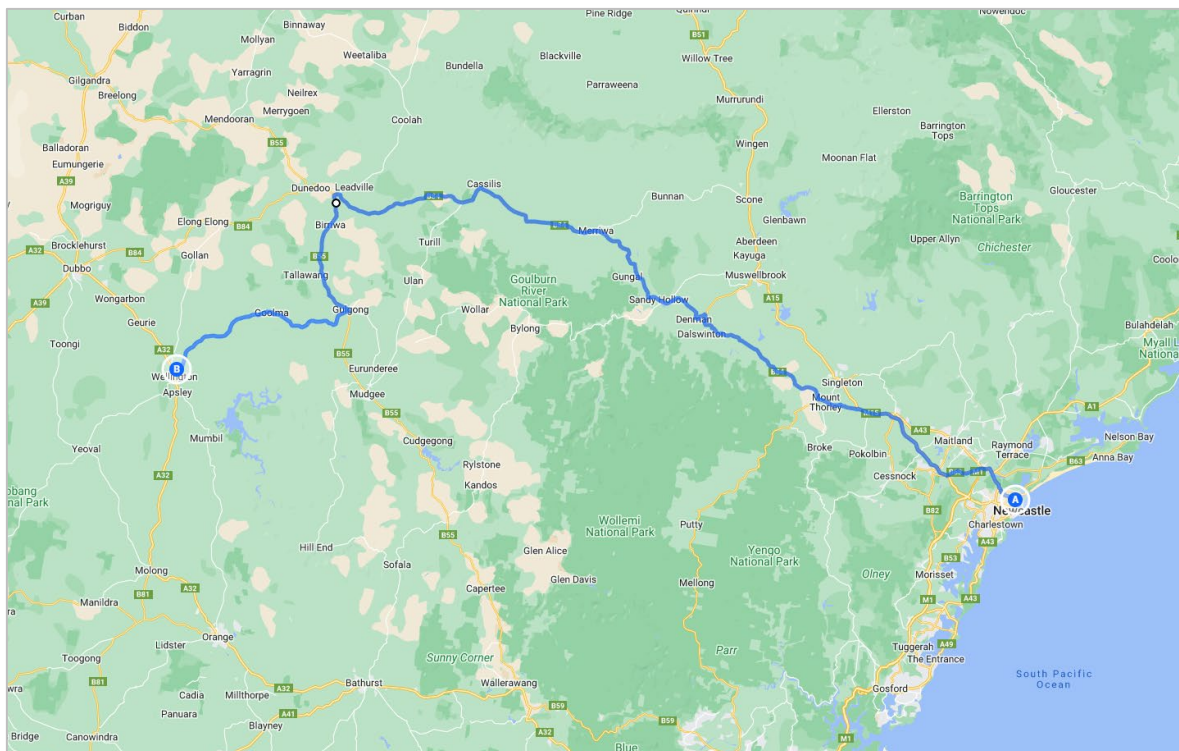
Source: Open Street Maps

3.7.3 Heavy Vehicle Access Route

Figure 9 show the proposed access route from the Port of Newcastle which is the route to be undertaken for all transport vehicles from this port. The proposed construction traffic access route from the Port of Newcastle to the site is as follows:

- Selwyn Road;
- Industrial Drive;
- Pacific Highway;
- New England Highway;
- John Renshaw Drive;
- Hunter Expressway;
- Golden Highway;
- Castlereagh Highway;
- Goolma Road, and
- Site access driveway.

Figure 9: Access Route from Port of Newcastle to Site



Source: Google Maps – <https://shorturl.at/fnuFG>

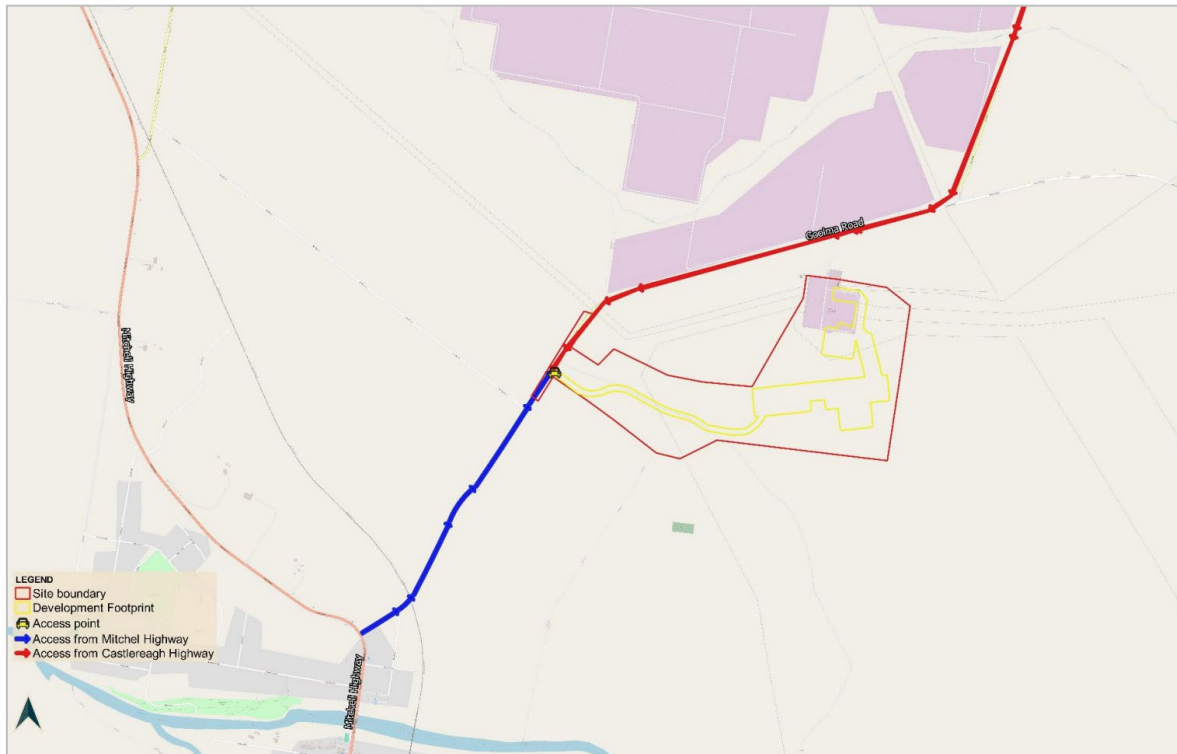
The access routes between the main port of delivery utilise State roads that are designated for B-Double vehicles as outlined within the TfNSW Restricted Access Vehicle Map. Accordingly, the Arterial/State roads along the access route are able to accommodate the loads and type of vehicle movement to be generated during construction.

Condition B3 of Schedule 3 of the Development Consent requires all heavy vehicles associated with the development must travel to and from the site via:

- Castlereagh Highway and Goolma Road; or
- Mitchell Highway and Goolma Road.

Heavy vehicles associated with the development must travel to and from the site via these roads on the approved haulage route, as shown in Figure 10.

Figure 10: Access Route from Port of Newcastle to Site



Source: Appendix D of the Development Consent

Heavy vehicles required for the Stage 1 works will only access the site via the approved routes.

3.7.4 Heavy Vehicle Requiring Escort Route

A total of six heavy vehicles are required for Stage 1 as summarised in Table 8.

Table 8: Heavy Vehicles Requiring Escort – Stage 1

Construction Equipment	Equipment Weight	Total Weight	Total Combination Length	Machine Widest Dimension (m)	Widest Float Dimension (m)	Combination height (m)
Surface Miner (3)	110T	186T	45m	4.2m	4.3m	5.2m
Dust Extractor (3)	11T	31T	19m	3.55m	3.55m	4.5m

The construction equipment is to be sourced from suppliers in metropolitan Sydney and or Newcastle and will follow the approved heavy vehicle routes to site from the Mitchell Highway or Castlereagh Highway as shown in Figure 10. All deliveries using heavy vehicles requiring escort will have approved NHVR permits prior to starting their journey which are to be provided to TfNSW by the Akaysha Energy Project Manager (via email:

development.renewables@transport.nsw.gov.au). A notification will also be sent to TfNSW at least one (1) day prior to and after each heavy vehicle requiring escort movement to site.

Feedback was sought from TfNSW via phone and email in August 2024 in relation to the inclusion of heavy vehicles requiring escort in the TMP which is attached for reference in Appendix C. A permit applicable to the Surface Miners delivery to site has been obtained through the NHVR which is also shown in Appendix C.

The transportation of all heavy vehicles requiring escort is to be undertaken in accordance with NHVR permit requirements. In addition, the road condition after each movement involving a heavy vehicle requiring escort will be evaluated against pre-construction dilapidation surveys and any damage rectified in accordance with TfNSW requirements. If any damage occurs notification will be sent to TfNSW. Proposed Off-Site Mitigation Measures

The traffic impacts associated with the construction traffic for the project have previously been assessed within the Traffic Impact Assessment prepared by Amber Organisation (TIA dated 19 December 2023). As a result of this assessment and the anticipated traffic impacts, several off-site mitigation measures by way of infrastructure improvements were proposed which are to be implemented prior to construction.

The required road upgrades are included in Condition B7 and B8 of the Development Consent and are outlined in Section 3.3 of this report with design plans provided in Appendix A.

The road upgrades are to be implemented by the Applicant prior to the commencement of construction on-site unless the Planning Secretary agrees otherwise and will comply with the Australian Guide to Road Design (as amended by TfNSW supplements) and be carried out to the satisfaction of Council.

Feedback has been sought from neighbours and relevant road authorities attached to the TMP for reference in Appendix B and Appendix C.

3.8 Other Construction Stages and Operations

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 Drive Code of Conduct is provided within Appendix D. 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 Akaysha Energy Project Manager and the relevant Consolidated Power Projects (CPP) 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.
- Specific additional site induction given to all delivery drivers which focuses on approved traffic routes, and other general driving requirements.
- Pre-engagement with delivery companies to ensure information on approved routes are known and understood before commencement of journey.
- 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. Should there be issue identified the following measures be implemented:
 - Additional external signage for unapproved routes (e.g. "No BESS Traffic") and project specific speed limits can also be erected, subject to deemed requirements and approval of the relevant road authority.
 - Seek local police support to show presence and/or installed speed cameras with the signs showing cars' speeds to ensure drivers are fully aware of their speeds and know they are being monitored.

4.2 Delivery Logistics

The CPP Site 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 Akaysha Energy 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, with separate consideration of peak hours (6-7am and 5-6pm); and
 - 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;
- Ensuring that the maximum number of vehicle movements during the peak hours (6-7am and 5-6pm) 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; and
- Ensure construction drivers/staff must be provided a copy of assigned haulage routes.

The Akaysha Energy Project Manager is to ensure that records of the heavy vehicles are kept for the life of the project.

Updates will be sought from nearby significant renewable projects by the Akaysha Energy Project Manager on any increase to traffic volumes on the access route. This information will be provided to the CPP Site Manager for them to schedule deliveries outside periods when significant increases of traffic are expected on the access route.

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

- during peak hours and to avoid conflict with local traffic
- any school zones during peak school times, and
- 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.

4.3 Heavy Vehicles Requiring Escort Protocols

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

- The arrangements for the delivery of large loads that required escort to the site will be scheduled to be outside peak periods of traffic on the network and minimise as far as practicable disruption and disturbance to local residents (noting that relatively few heavy vehicles requiring escort are required over the project);
- All heavy vehicles requiring escort are to be recorded that the maximum number of heavy vehicles requiring escort is not exceeded;
- Pilots shall be in radio contact with other trucks to ensure passing occurs at safe and convenient locations;
- In the event of a breakdown, accident or road failure, the transporter crew shall do the following:
 - Park the pilot vehicles in locations where they maximise safety, considering overhanging components, and blind bends on approaches;
 - Contact emergency services (including Police) as is appropriate in the case of an accident;
 - Contact the project manager;
 - Contact 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; and
- Utilisation of only the approved and designated transport routes.

All deliveries using heavy vehicles requiring escort will have approved permits prior to starting their journey which are to be provided to TfNSW by the Akaysha Energy Project Manager (via email: development.renewables@transport.nsw.gov.au). Information and Communications

The CPP Project Manager is required to provide weekly reports to the Akaysha Energy Project Manager. The Akaysha Energy Project Manager will be the main point of contact for non-emergency ongoing communication with the community, Council, local residents and other key stakeholders.

For emergency issues the Project/Site Managers will be the first points of contact to resolve issues. Details and contact information of each of these positions will be provided to Council, local residents and other relevant stakeholders.

Akaysha Energy will aim to host a start of construction event for local businesses and community members to attend in order to provide the community the final construction timeline and expected impacts in the region. Recurring meetings would be scheduled (online or in-person), if needed and requested to understand how to better manage cumulative impacts. Immediate neighbours will be contacted directly at major construction milestones or if they should expect any changes, milestones would include:

- commencement of road upgrade,
- completion of road upgrades,
- commencement of heavy vehicles requiring escort to site and timing of heavy vehicles requiring escort requiring escort to site.

Prior to construction commencing and during the construction period, a program of consultation shall be initiated to ensure the local residents are fully aware of the construction activities, with particular regard being given to construction traffic accessing the site. This program will include elements of the following as appropriate to the phase of works:

- Neighbour consultation and neighbour meetings;
- Provision of a website providing details of the status of works and contact details for any complaints or enquiries, which will also include the:
 - EIS;
 - the final layout plans;
 - current statutory approvals;
 - approved strategies, plans or programs;
 - the proposed staging plans (if staging is proposed);
 - details on how complaints can be made; and
 - any independent environmental audit and response;
- Provide key contact personnel and contact details, including out of hours contact information to residents, schools, and public activities operating alongside the local route;
- Neighbours of the project will be consulted and notified regarding the timing of major deliveries which require additional traffic control and disrupt access; and

- any other matter required by the Planning Secretary.

The information provided is to be kept up to date.

4.4 Public Transport

Delivery of larger plant will occur outside of school bus service times to prevent larger vehicles interacting with school buses being the only public transport in the area near the site.

4.5 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.

4.6 Environment Management

At regular intervals and/or as required as an outcome of a site inspection, CPP Site 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.

4.7 Emergency Repair or Maintenance Requirements

For emergency repairs and road maintenance issues the Akaysha Energy Project Manager and CPP Project Manager will be the first points of contact to resolve issues. Details and contact information of each of these positions will be provided to TfNSW, Council, and other relevant stakeholders.

In the event of emergency road repairs caused by construction traffic, appropriate permits and traffic management shall be adopted to complete the work with TfNSW and Council approval prior to works commencing.

4.8 Other Considerations

- All vehicles will enter and exit the site in a forward direction.
- All permits for working within the road reserve must be received from the relevant authority prior to works commencing.
- 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, especially during the transportation involving heavy vehicles requiring escort. The following mitigation measures are to be considered when travelling in adverse conditions:
 - Inspection of roads prior to using them to ensure that the road is safe. If there is black ice on the road, depending on the location, signage shall be installed and/or transportation movements will be stopped until it is safe to proceed;
 - Vehicle movement to and from the site area to be limited during periods where adverse conditions may impact on the operation of the road and the safety of workers and other road users. The construction manager will notify workers and suppliers if adverse conditions exist that require access to and from site to be limited;
 - Inform staff of expected adverse weather conditions during toolbox meetings and reinforce that drivers should drive and ensure their speed is appropriate for the road conditions;
 - Inform staff on how to drive in adverse conditions relevant to the Project location during daily toolbox meetings;
 - 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; and
 - Chains will not be permitted to be used on local roads for the commencement of a journey, for emergency use only.

5. Traffic Management Responsibilities

5.1 Akaysha Energy Project Manager

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

- Ensure all traffic control measures for this TMP are implemented and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines;
- Ensure suitable communication and consultation with the affected stakeholders is maintained;
- Ensure inspections of the Traffic Controls are undertaken in accordance with the TMP, and results recorded. Any variations shall be actioned and documented;
- Arrange and/or undertake any necessary audits and incident investigations; and
- Review feedback from the Contractor Project Manager;

5.2 CPP Project Manager

The CPP Project Manager shall:

- Oversee traffic control measures for this TMP are implemented and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines;
- Undertaken suitable communication and consultation with the affected stakeholders is maintained;
- Oversee inspections of the Traffic Controls are undertaken in accordance with the TMP, and results recorded. Any variations shall be actioned and documented;
- 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 Responsible Authority;
- Arrange and/or undertake any necessary audits and incident investigations; and
- Provide report on the above to the Akaysha Energy Project Manager.

5.3 CPP Site Manager

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

- Instruct workers on the relevant safety standards, including the correct use of Personal Protective Equipment (PPE);
- Ensure traffic control measures are implemented and maintained in accordance with the TMP;
- Undertake and submit the required inspection and evaluation reports to the Project Site Manager;
- Render assistance to road users and stakeholders when incidents arising out of the works affect the network performance or the safety of road users and workers; and

- Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP.

5.4 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 ensure no activity is undertaken that will endanger the safety of other workers or the general public; and
- Enter and leave the site by approved routes and in accordance with safe work practice.

6. Implementation

6.1 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 CPP Site 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. The Site Manager is also required to evaluate the traffic arrangements when site conditions change, and new hazards that arise throughout the works will be subject to a risk assessment and incorporated onto a Risk Register.

6.2 Traffic Control Plans

To safely undertake construction of the road upgrades as part of Stage 1, temporary lane closures will be required on Goolma Road.

The works are proposed to be staged to allow a traffic to continue to flow on Goolma Road under a contra-flow arrangement. During daytime construction works, two traffic controllers would manage traffic flows past the construction site and ensure local access is maintained adjacent to the work site. Outside construction periods (night times and weekends) temporary traffic control signals would be in place to safely manage traffic flow past the site.

Traffic Control Plans (TCPs) have been prepared for these arrangements which are shown for reference in Appendix F.

This TCPs will be implemented by the appointed construction contractor prior to any construction occurring on-site and removed at the completion of the construction phases of the project.

Other TCPs / Traffic Guidance Schemes (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.

a

6.3 Traffic Control Devices

Traffic control devices shall be erected in accordance with the TCP/TGS. Should the use of additional (not shown on the TCP/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 TCP/TGS, following prior approval. 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.

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

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

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

6.3.1 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 drawings 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.

All 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.

6.3.2 Environmental Considerations

Weather conditions are to be regularly monitored throughout the works by CPP Site Manager and should traffic control be adversely affected by conditions, appropriate changes to the Traffic Control Devices are to be conducted to maintain safe conditions for workers, road users and pedestrians. Any changes are to be noted and implemented by a Traffic Controller, or a suitably qualified person, and the TMP is to be reviewed as soon as practical.

Adverse weather / environmental conditions would be communicated to staff at pre-start and daily Toolbox meetings.

In the event of heavy fog, sun glare, or other weather conditions that may affect the visibility of road signage, repeater signage is to be placed throughout the Work Zone.

7. 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).

7.1 Site Inductions

All personnel entering the site are to go through a Site Induction that details the requirements of the TMP, Personal Protective Equipment (PPE), Occupational Health and Safety (OFS), 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 online induction prior to workers and visitors coming to the site, including delivery drivers' online induction.

7.2 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.

7.3 Safe Work Method Statements

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

8. Monitoring and Measurement

8.1 Site Inspections and Record Keeping

The Akaysha Energy Project Manager will ensure that the TMP is implemented and evaluated for effectiveness. The CPP Site Manager shall inspect and monitor traffic movements around the site in conjunction with the personnel who have erected the control measures. The outcomes of the inspection will be recorded.

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;
- 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 CPP Site Manager. All variations to the TMP/TGS, non-conformances, incidents and accidents shall be recorded.

8.2 Incident Reporting

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

Akaysha are to be informed of any environmental incidents immediately verbally and within 24 hours in writing. Incident reports will include lessons learnt from each environmental incident occurring. Including lessons learnt from each environmental incident 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, taking all required action to resolve each environmental incident.

8.2.1 Incident Reporting in Accordance with the Conditions

In accordance with Condition C10 of Schedule 2 of the Development Consent, the Planning Secretary must be notified in writing via the Major Projects website immediately after Akaysha becomes aware of an incident.

Written notification of an incident must:

- 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
- 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, the Applicant must 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 Incident Report must also 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
- Details of any communication with other stakeholders regarding the incident.

All written requirements of the Planning Secretary or relevant public authority, which may be given at any point in time, to address the cause or impact of an incident must be complied with, within any timeframe specified by the Planning Secretary or relevant public authority.

8.2.2 Non-Compliance Reporting in Accordance with the Conditions

In accordance with Condition C11, C12 and C13 of Schedule 2 of the Development Consent, 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. 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.

A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

8.3 Complaints Procedure

Akaysha understands that there may be times when stakeholders are dissatisfied with the development and wish to make a complaint.

In the case of a complaint, these steps will be followed:

Step 1: Contact Us

The first step is for the stakeholder to contact us and explain their complaint. They can do this by sending an email oranabess@akayshaenergy.com.

Step 2: Assign

Once the complaint has been received, it will be acknowledged via return email, reviewed and assigned to the appropriate owner to investigate and respond.

Step 3: Investigation

Once the complaint has been assigned it will be investigated. The stakeholder may be contacted for further information, and they will be kept informed of the investigation. The aim is to resolve complaints within 5 business days. If more time is required, the stakeholder will be provided an updated timeframe for resolution.

Step 4: Resolve

An outcome will be provided explaining the reason for any decisions and supporting evidence. The successful resolution and outcome will also be used as feedback to improve future developments.

Step 5: Escalation

If the stakeholder is not satisfied with the outcome of the initial investigation or if they believe it was not handled correctly, they may request a review which will escalate the complaint to the Akaysha Management Team. A member of our Management Team will review the complaint and investigate further. The aim is to provide a response within fourteen (14) business days following receipt of the complaint.

8.4 Independent Environmental Audits

In accordance with Condition C14, C15 and C16 of Schedule 2 of the Development Consent, 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:

- 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 upon giving at least 4 weeks' notice of the date upon which the audit must be commenced.

8.5 Management and Monitoring Summary

A summary of the management and minoring measures is provided within Table 9.

Table 9: 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 Development Consent 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. Example vehicle monitoring log included in Appendix H	Akaysha Energy and CPP	Stage 1 Works and Duration of construction	Daily
Heavy vehicle movements	Heavy vehicle platooning / convoys	No Heavy Vehicle movements resulting in platoons / convoys greater than 2 vehicles	Heavy vehicle deliveries will be scheduled and staggered to avoid platoons / convoys greater than a single heavy vehicles.	Count and record number of vehicle movements	Akaysha Energy and CPP	Stage 1 Works and Duration of construction	Daily
Condition of road	Traffic use causes damage to road	Damaged road is left unrepaired	Emergency repair and/or maintenance is required	Check for evidence of damage	Akaysha Energy and CPP	Stage 1 Works and 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 or delaying vehicle movements.	Check weather forecast and on-site conditions	Akaysha Energy and CPP	Stage 1 Works and 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.	Akaysha Energy and CPP	Stage 1 Works and 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	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	Akaysha Energy and CPP	Stage 1 Works and Duration of construction	Daily
Condition of road	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	Stage 1 Works and Duration of construction	Daily
Condition of road	Roadside Drainage	Roadside drainage is performing adequately	Visual inspection of roadside drainage infrastructure	Regular visual inspection of roadside drainage, including following wet weather events	Akaysha Energy and CPP	Stage 1 Works and Duration of construction	Weekly and after any wet weather events



9. Management Review

9.1 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 CPP Project Manager and Akaysha Energy 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 CPP Project Manager and Akaysha Energy Project Manager in accordance with Section 9.3.

9.2 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 CPP Project Manager and Akaysha Energy Project Manager. In emergency situations, on-site variations shall be made and recorded and the CPP Project Manager notified as soon as practicable.

Any updates to the TMP that are required as a result of updates to AS 1742.3:2019 or TfNSW Traffic Control at Work Sites Guidelines will be undertaken by the CPP Project Manager in accordance with Section 9.3.

9.3 Update of Strategies, Plans or Programs

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

- Update the strategies, plans or programs required under the Development Consent to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning activities on site.
- Review and, if necessary, revise the strategies, plans or programs required under the Development Consent to the satisfaction of the Planning Secretary within 30 days 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, the Applicant may submit any strategy, plan or program required by this consent on a progressive basis. To ensure the strategies, plans or programs under the conditions of this consent are updated on a regular basis, the Applicant may at any time submit revised strategies, plans or programs to the Planning Secretary for approval. With the agreement of the Planning Secretary, the Applicant may prepare any revised strategy, plan or program without undertaking consultation with all the parties referred to under the relevant condition of this consent.

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

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.

The Applicant 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.

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

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

The Applicant notes that while any strategy, plan or program may be submitted on a progressive basis, the Applicant will ensure that all development being carried out on site is covered by suitable strategies, plans or programs at all times.

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

As this TMP applies to the road upgrade phase of the project only, separate TMPs are to be prepared for the balance of construction works, operation and decommissioning of the project in accordance with the requirements outlined above. The TMP must be prepared in accordance with the requirements of the conditions of development consent and be approved by the secretary before commencing the subsequent stages.

9.4 Notification of Department

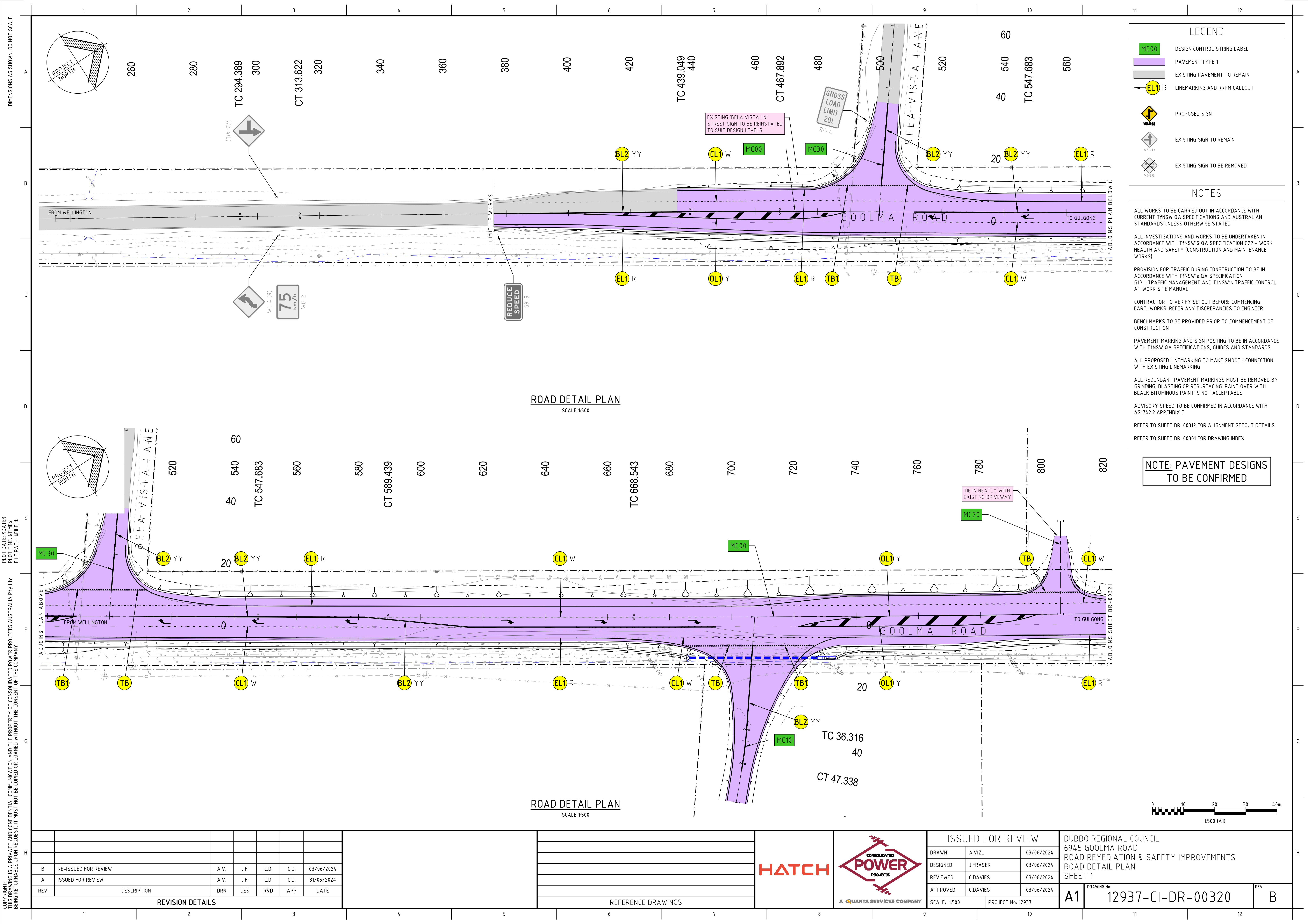
Prior to commencing the construction, operations, upgrading or decommissioning of the development or the cessation of operations, the Applicant will notify the Department in writing via the Major Projects website portal of the date of commencement, or cessation, of the relevant phase.

If any of these phases of the development are to be staged, then the Applicant 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. The TMP must be approved by the Planning Secretary prior to commencing that stage.

Appendix A

Road Design Plans





LEGEND

MC00

DESIGN CONTROL STRING LABEL

PAVEMENT TYPE 1

EXISTING PAVEMENT TO REMAIN

EL1 R

LINEMARKING AND RRPM CALLOUT

PROPOSED SIGN

EXISTING SIGN TO REMAIN

EXISTING SIGN TO BE REMOVED

NOTES

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TNSW QA SPECIFICATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED

ALL INVESTIGATIONS AND WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH TNSW'S QA SPECIFICATION G22 - WORK HEALTH AND SAFETY (CONSTRUCTION AND MAINTENANCE WORKS)

PROVISION FOR TRAFFIC DURING CONSTRUCTION TO BE IN ACCORDANCE WITH TNSW'S QA SPECIFICATION G10 - TRAFFIC MANAGEMENT AND TNSW'S TRAFFIC CONTROL AT WORK SITE MANUAL

CONTRACTOR TO VERIFY SETOUT BEFORE COMMENCING EARTHWORKS. REFER ANY DISCREPANCIES TO ENGINEER

BENCHMARKS TO BE PROVIDED PRIOR TO COMMENCEMENT OF CONSTRUCTION

PAVEMENT MARKING AND SIGN POSTING TO BE IN ACCORDANCE WITH TNSW QA SPECIFICATIONS, GUIDES AND STANDARDS

ALL PROPOSED LINEMARKING TO MAKE SMOOTH CONNECTION WITH EXISTING LINEMARKING

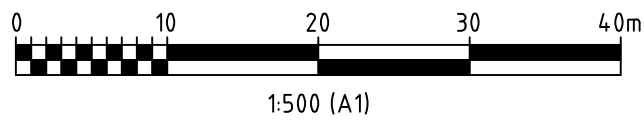
ALL REDUNDANT PAVEMENT MARKINGS MUST BE REMOVED BY GRINDING, BLASTING OR RESURFACING. PAINT OVER WITH BLACK BITUMINOUS PAINT IS NOT ACCEPTABLE

ADVISORY SPEED TO BE CONFIRMED IN ACCORDANCE WITH AS1742.2 APPENDIX F

REFER TO SHEET DR-00312 FOR ALIGNMENT SETOUT DETAILS

REFER TO SHEET DR-00301 FOR DRAWING INDEX

NOTE: PAVEMENT DESIGNS TO BE CONFIRMED



REV	DESCRIPTION	DRN	DES	RVD	APP	DATE
B	RE-ISSUED FOR REVIEW	A.V.	J.F.	C.D.	C.D.	03/06/2024
A	ISSUED FOR REVIEW	A.V.	J.F.	C.D.	C.D.	31/05/2024

REFERENCE DRAWINGS

HATCH



ISSUED FOR REVIEW		
DRAWN	A.VIZL	03/06/2024
DESIGNED	J.FRASER	03/06/2024
REVIEWED	C.DAVIES	03/06/2024
APPROVED	C.DAVIES	03/06/2024
SCALE: 1:500	PROJECT No: 12937	

DUBBO REGIONAL COUNCIL
6945 GOOLMA ROAD
ROAD REMEDIATION & SAFETY IMPROVEMENTS
ROAD DETAIL PLAN
SHEET 1

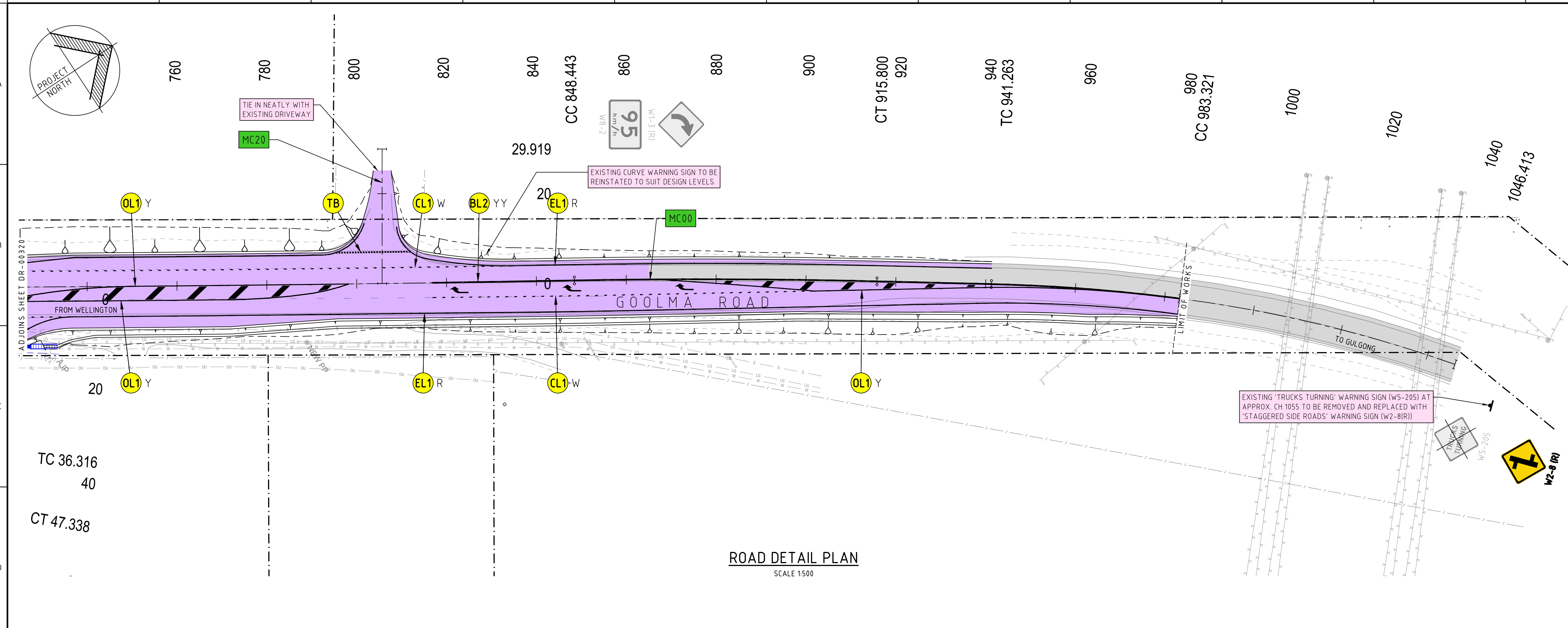
A1 12937-CI-DR-00320

B

DIMENSIONS AS SHOWN. DO NOT SCALE.

COPYRIGHT: THIS DRAWING IS A PRIVATE AND CONFIDENTIAL COMMUNICATION AND THE PROPERTY OF CONSOLIDATED POWER PROJECTS AUSTRALIA PTY LTD. BEING RETURNABLE UPON REQUEST. IT MUST NOT BE COPIED OR LOANED WITHOUT THE CONSENT OF THE COMPANY.

PLOT DATE: \$DATE\$
PLOT TIME: \$TIME\$
FILE PATH: \$FILE\$



LEGEND

- DESIGN CONTROL STRING LABEL
- PAVEMENT TYPE 1
- EXISTING PAVEMENT TO REMAIN
- LINEMARKING AND RRPM CALLOUT
- PROPOSED SIGN
- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED

NOTES

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH CURRENT TfNSW QA SPECIFICATIONS AND AUSTRALIAN STANDARDS UNLESS OTHERWISE STATED

ALL INVESTIGATIONS AND WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH TfNSW'S QA SPECIFICATION G22 - WORK HEALTH AND SAFETY (CONSTRUCTION AND MAINTENANCE WORKS)

PROVISION FOR TRAFFIC DURING CONSTRUCTION TO BE IN ACCORDANCE WITH TfNSW'S QA SPECIFICATION G10 - TRAFFIC MANAGEMENT AND TfNSW'S TRAFFIC CONTROL AT WORK SITE MANUAL

CONTRACTOR TO VERIFY SETOUT BEFORE COMMENCING EARTHWORKS. REFER ANY DISCREPANCIES TO ENGINEER

BENCHMARKS TO BE PROVIDED PRIOR TO COMMENCEMENT OF CONSTRUCTION

PAVEMENT MARKING AND SIGN POSTING TO BE IN ACCORDANCE WITH TfNSW QA SPECIFICATIONS, GUIDES AND STANDARDS

ALL PROPOSED LINEMARKING TO MAKE SMOOTH CONNECTION WITH EXISTING LINEMARKING

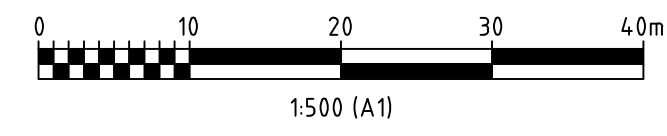
ALL REDUNDANT PAVEMENT MARKINGS MUST BE REMOVED BY GRINDING, BLASTING OR RESURFACING. PAINT OVER WITH BLACK BITUMINOUS PAINT IS NOT ACCEPTABLE

ADVISORY SPEED TO BE CONFIRMED IN ACCORDANCE WITH AS1742.2 APPENDIX F

REFER TO SHEET DR-00312 FOR ALIGNMENT SETOUT DETAILS

REFER TO SHEET DR-00301 FOR DRAWING INDEX

NOTE: PAVEMENT DESIGNS TO BE CONFIRMED



																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----

Appendix B

Road Upgrade Consultation



Tom Dwyer

Subject: RE: Proposed Goolma road upgrades

Good afternoon All,

Have spoken with my wife and are happy to proceed as long as we have a market left hand turn in bay into our property.

6938 Goolma Rd Montefiores NSW 2820

Kind regards

On 17 Apr 2024 12:19 pm, Tim Shyshko <tim.shyshko@akayshaenergy.com> wrote:

Hi,

Thanks for your time on site yesterday.

As I took from the meeting you are happy with the proposed works along Goolma Rd and have no objections to it.

Would appreciate if you could respond to this email confirming that you are happy for us to proceed with the works in line with the concept design?

Thanks

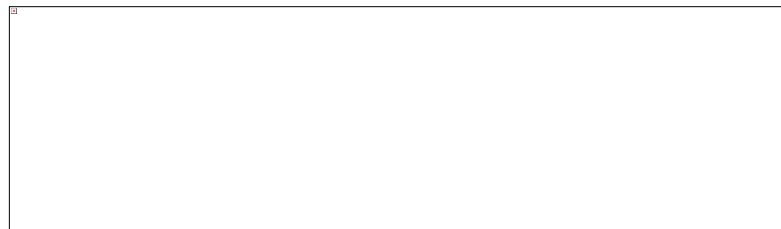
Tim Shyshko

Senior Project Manager

e: tim.shyshko@akayshaenergy.com

w: akayshaenergy.com.au

m: +61 497 888 020



From:

Sent: Friday, April 5, 2024 7:10 PM

To: Tim Hoban <tim.hoban@akayshaenergy.com>

Cc: Tim Shyshko <tim.shyshko@akayshaenergy.com>; Andy <andy.winter@foreland.com.au>

Subject: Re: Proposed Goolma road upgrades

Hi Tim,

All good look forward to meeting on Tuesday week kind regards

Sent from my iPad

On 5 Apr 2024, at 10:54 AM, Tim Hoban <tim.hoban@akayshaenergy.com> wrote:

G'day

Thanks again for your time on the phone,

As discussed, our contractors will be onsite week commencing the 15th and keen to set up a time to meet on the morning of Tuesday the 16th. I'll pass on your details, and they will give you a call in the lead up to arrange an exact time and location(likely at the entrance to your property.

Please see attached the latest designs just confirming a couple of points we discussed

- There are some proposed changes to the line markings opposite your entrance however these are mostly on the eastern side of Goolma road and shouldn't impact the left turn into your entrance
- the addition of a right-hand turn treatment from Goolma road into Bela vista lane to improve safety
- Council will be permanently closing the Southern entrance to the Quarry from the commencement of our construction.
- The existing truck rest area just north of Goolma road will also be closed

If I could ask you to please respond to this email to confirm you have received it and that you are happy for me to pass on your details that would be appreciated.

Kind regards,

Tim

From: Tim Hoban <tim.hoban@akayshaenergy.com>

Sent: Wednesday, February 21, 2024 11:01 AM

To:

Cc: Andy <andy.winter@foreland.com.au>; Tim Shyshko <tim.shyshko@akayshaenergy.com>

Subject: Re: Proposed Goolma road upgrades

Hi Ross,

Checking in to confirm you had received these designs and if you had any comments or questions given the interaction with your private access.

Kind regards,

From: Tim Hoban

Sent: Thursday, February 15, 2024 11:43 AM

To:

Cc: Andy <andy.winter@foreland.com.au>; Tim Shyshko <tim.shyshko@akayshaenergy.com>

Subject: Proposed Goolma road upgrades

Hi

Thanks for your time on the phone. As discussed Akaysha Energy are developing the [Orana Battery Energy Storage System\(BESS\) project](#) at 6945 Goolma Road, Montefiores NSW 2080. Akaysha will be the owner and operator of the BESS facility.

As part of our development approval Transport for NSW have requested us to make some upgrades to the Goolma road and to shift the existing access to our site further south to improve the site distances from the corner to the north past the quarry. The proposed line marking changed will intersect with the entrance to the private access road servicing your property at Keston, 6938 Goolma Rd, Montefiores NSW 2820.

Please see the strategic concept deign of the proposed changes in the attached pdf. We want to ensure this design addresses any safety risk at your private access particularly for vehicles exiting onto Goolma road.

Assuming designs are approved by Transport for NSW in a timely fashion we'd be looking to undertake the road upgrades in April/May.

If you have any questions, don't hesitate to send them through or give me a call.

If you could also confirm you've received the designs, (so that I know I got your email address correct), that would be appreciated.

Kind regards,

Tim Hoban

Manager, Development ANZ

tim.hoban@akayshaenergy.com

w: akayshaenergy.com

m: +61 437 136 149

<Outlook-bazf4qcv.png>

<AERAN-12937-CI-DR-00034.B.IFR96 (1).pdf>

<AERAN-12937-CI-DR-00033.B.IFR (1).pdf>

Appendix C

Road Authority Feedback and Approval



From: [Lachie Dowling](#)
To: [Tom Dwyer](#)
Cc: [Nurudeen Huthman](#)
Subject: FW: Orana BESS - OSOM delivery request under TMP stage 1
Date: Monday, 2 September 2024 2:57:07 PM
Attachments: [image002.png](#)
[image001.png](#)

Hi Tom,

Please see below confirmation of verbal acceptance from Alexandra Power (TfNSW) for inclusion of Non-High risk OSOM movements and Staging change.

Please include this consultation piece as reference.

Lachlan Dowling

Project Manager

e: lachlan.dowling@akayshaenergy.com

w: akayshaenergy.com.au

m: +61 499 211 533



This email and any attachments are confidential.

From: Nurudeen Huthman <nurudeen.huthman@akayshaenergy.com>
Sent: Friday, 30 August 2024 11:43 AM
To: Lachie Dowling <lachlan.dowling@akayshaenergy.com>
Cc: Tim Hoban <tim.hoban@akayshaenergy.com>
Subject: Fw: Orana BESS - OSOM delivery request under TMP stage 1
Importance: High

Hi Lachie,

Alexandra Power (TfNSW) called me back and says she is satisfied with the below request on the provision that the Traffic Management Plan (Stage 1 Rev.j) is amended with the relevant information to reflect OSOM movements and staging change.

Please request Amber to update Stage 1 as a priority.

Regards,
Nurudeen

From: Nurudeen Huthman

Sent: Monday, 26 August 2024 5:09 PM

To: Alexandra.Power@transport.nsw.gov.au <Alexandra.Power@transport.nsw.gov.au>

Cc: Tim Hoban <tim.hoban@akayshaenergy.com>; Lachie Dowling
<lachlan.dowling@akayshaenergy.com>

Subject: Orana BESS - OSOM delivery request under TMP stage 1

Hi Alexandra

Thanks for taking my call earlier. As discussed, we are still working to finalise the design for the Goolma road upgrade with TfNSW design team. We are about 2 months behind schedule but the expectation is that works will start in a few weeks.

Our contractor has informed us that the project timeline has been extended from the originally planned 6 weeks to 14 weeks due to the additional material required to raise the road.

In order to keep the construction program on track, Akaysha is requesting TfNSW approve the movement of 6 heavy vehicles requiring escort as an addendum to the stage 1 TMP. All deliveries requiring escort will have approved permits prior to starting their journey. The additional equipment will allow us to progress site clearing and civil works for the BESS bench required for the construction of internal access roads and stage 2 works. The intention is to continue to work under the approved stage 1 TMP and its limits until Goolma road works are complete.

Details of the equipment to be delivered are below:

Equipment Weight	Machine Widest Dimension (m)	Widest Float Dimension (m)	Requires escort?
110T	4.200	4.3M	Yes
110T	4.200	4.3M	Yes
110T	4.200	4.3M	Yes
11T	3.550	3.55M	Yes
11T	3.550	3.55M	Yes
11T	3.550	3.55M	Yes

Let me know if you require more information to progress this request.

We are consulting with TfNSW initially and will attach your feedback in our request to DPHI for secretary approval.

Regards,

Nurudeen Huthman

Senior Project Manager

e: nurudeen.huthman@akayshaenergy.com

w: akayshaenergy.com

m: +61 478 136 466



This email and any attachments are confidential.

Oversize and/or Overmass (OSOM) Mass or Dimension Exemption Permit

Heavy Vehicle National Law

This Permit is issued under the provisions of *Section 122 of the Heavy Vehicle National Law* for the operation of a Class 1 vehicle (*as defined in this Permit*) subject to the conditions set out in this Permit and any attachments.

Permit details

This Permit is issued to

FREIGHT MOVEMENT PTY LIMITED t/a FREIGHT MOVEMENT PTY LTD

Address

15-19 Blaxland St
SILVERWATER, NSW 2128

Vehicle configuration and description

Prime mover towing OS/OM/OSOM load
Prime Mover, Dolly, Platform and Block Truck

Permit type

Oversize and Overmass (OSOM)

Permit period

Start date

12-Sep-2024

End date

11-Sep-2025

Period or fixed trips

Period Permit

continued on next page...

Vehicle details

Prime mover

Registration	State of Registration	VIN	GVM (t)	GTM (t)
XN59YJ	NSW	6F5000000LA467281	28t	n/a
XO03HS	NSW	6F5000000NA476105	28t	n/a
XO09LG	NSW	6F5000000NA473518	28t	n/a
XO10LH	NSW	6F5000000NA482928	28t	n/a

Trailer Registration Numbers
Trailer/s must be registered

GCM must not exceed manufacturer's specifications

Loaded axle mass and spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
Prime mover 1-2 axle								
Steer	6t	1	2	n/a	279mm	Yes	2.4m	No
Drive	18.5t	1	4	3.6m	279mm	No	2.4m	Yes
		2	4	1.2m	279mm	No	2.4m	Yes
Lowloader dolly 2 axle								
Dolly	31t	1	8	3.2m	190mm	No	4m	Yes
		2	8	1.2m	190mm	No	4m	Yes
Gooseneck platform 8 axle								
Trailer	128t	1	8	6m	190mm	Yes	4.2m	Yes
		2	8	1.8m	190mm	Yes	4.2m	Yes
		3	8	1.8m	190mm	Yes	4.2m	Yes
		4	8	1.8m	190mm	Yes	4.2m	Yes
		5	8	1.8m	190mm	Yes	4.2m	Yes
		6	8	1.8m	190mm	Yes	4.2m	Yes
		7	8	1.8m	190mm	Yes	4.2m	Yes
		8	8	1.8m	190mm	Yes	4.2m	Yes
Block truck 1-2 axle								
Steer	6t	1	2	4m	279mm	Yes	2.4m	No
Drive	18.5t	1	4	3.6m	279mm	No	2.4m	Yes
		2	4	1.2m	279mm	No	2.4m	Yes

Unladen dimensions

Unladen width
(metres)

3.5m

Unladen length
(metres)

35m

Unladen height
(metres)

4.3m

Tare mass
(tonnes)

93.5t

Laden dimensions

Width (metres)

5m

Length (metres)

45m

Height (metres)

5.2m

Total mass (tonnes)

208t

Forward projection
(metres)

n/a

Rear overhang
(metres)

7m

Load type

Indivisible

Description of load

indivisible

continued on next page...

Authorised Routes

Turn by turn description

1081880r1v1 - Single Route

Access granted for the following route including up to 7 tonnes on the steer axle.

Start: VIC/NSW Border, Hume Highway, South Albury NSW

Hume Highway, [South Albury - Berrima]

Hume Motorway, [Berrima - Prestons]

Westlink M7, [Prestons - Baulkham Hills]

M2 Motorway, [Baulkham Hills - West Pennant Hills]

Pennant Hills Road, [West Pennant Hills - Wahroonga]

Pacific Motorway, [Wahroonga - Seahampton]

Hunter Expressway, [Seahampton - Lower Belford]

New England Highway, [Lower Belford - Whittingham]

Golden Highway, [Whittingham - Dunedoo]

Castlereagh Highway, [Dunedoo - Gulgong]

Goolma Road, [Gulgong - Wuuluman]

End: 6945 Goolma Road, Wuuluman NSW

Laden Return via reversal of route

Road conditions

Mid-Western Regional Council

(1) LEDD01 - Heavy Vehicle Movement - Assessing routes for potential disruptions and damage including advanced notification

- (1) Before the heavy vehicle is driven along the approved route, the driver and operator must be satisfied that the vehicle can be driven along it without contravening subsection 2, 3 or 4
- (2) The driver and operator must be satisfied that there is no impediment to the requested movement by ensuring that relevant affected parties such as residence or industry are notified in writing of the movement no less than 24 hours prior to the movement schedule.
- (3) The heavy vehicle must not be driven along a route if to do so would be likely to cause;
 - (a) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services) or
 - (b) damage to road side furniture, roads (including a bridge), structure, rail crossing or tree (relevant property).
- (4) Subsection (3) does not apply if the entity responsible for the relevant services or relevant property has given permission for the vehicle to travel along the route, and the vehicle is driven in accordance with the permission.

(2) RI08 - Roadside furniture - class 1 heavy vehicle -

(1) If roadside furniture is required to be removed to allow the passage of the heavy vehicle, it must be prepared for ease of removal and then removed as the heavy vehicle is approaching and replaced as originally fitted immediately after the heavy vehicle has passed.

(a) As per subsection (1), the permit holder is responsible for the removal and replacement of all roadside furniture without adversely interrupting the movement of the heavy vehicle. A separate support vehicle must travel with the vehicle and load if the removal of any road furniture is required. This task is not to be performed by Pilot/escort vehicles.

(b) If the heavy vehicle or heavy vehicle combination is likely to cross over and cause damage to traffic islands, kerbs or medians, suitable heavy timber ramps and running planks are to be placed to prevent damage to these assets.

(3) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Mid-Western Regional Council of Works Department via 0263782858 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

Regulator

(1) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

- (a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic
- (b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed
- (c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern
- (d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles
- (e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

Transport for New South Wales (TfNSW)

- (1) LSC01 - Please be advised that there is a low vertical clearance under BN7823 Pedestrian Bridge over Pennant Hills Rd at Normanhurst. This bridge has a signposted vertical clearance of 5.1m.

Under Schedule 8 of the MDL it is the responsibility of the operator to survey the route prior to travel and ensure the most suitable lane is used to avoid damage to infrastructure.

- (2) LSC01 - Please be advised that there is a low vertical clearance under BN8271 Pedestrian Bridge over Pennant Hills Rd at The Crescent. This bridge has a signposted vertical clearance of 5.1m.

Under Schedule 8 of the MDL it is the responsibility of the operator to survey the route prior to travel and ensure the most suitable lane is used to avoid damage to infrastructure.

- (3) LSC01 - Please be advised that there is a low vertical clearance under BN6686 Niloc Bridge over Hume Hwy

at Wilton. This bridge has a signposted vertical clearance of 5.1m.

Under Schedule 8 of the MDL it is the responsibility of the operator to survey the route prior to travel and ensure the most suitable lane is used to avoid damage to infrastructure.

- (4) NSWCONTACT - The operator must contact the Transport for NSW (TfNSW) via email roadmanager@transport.nsw.gov.au a minimum five (5) business days prior to proposed travel date.
- (5) RMSC001 - The permitted heavy vehicle combination must comply with the conditions of access located within "Schedule 1 New South Wales" forming part of the "Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice" located at <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices>. The permitted heavy vehicle combination must also operate in accordance with "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.rms.nsw.gov.au).
- (6) RMSC002 - In addition to the pilot and escort requirements contained in the "New South Wales Class 1 Load Carrying Vehicle Exemption Notice 2019 (No.1)", the operator must comply with the pilot and escort requirements listed in the "New South Wales Class 1 Load Carrying Vehicle Operator's Guide" document (available at www.nhvr.gov.au), and "Additional Access Conditions for oversize and overmass heavy vehicles and loads" document (available at www.rms.nsw.gov.au).
- (7) RMSCT01 - Convoy travel is not permitted on state authority roads within NSW.
- (8) RMSEI01 - In the event of an emergency or incident, the Traffic Management Centre (TMC) must be contacted Ph. 1800 679 782 to enable any necessary warnings to be issued to minimise the impact to other road users.
- (9) RMSPE01 - A minimum of 2 Pilot vehicle(s) are required at all times. The operator prior to travel must contact the NSW Police for any additional escort requirements.
- (10) RMSPPE01 - Where a condition listed in this permit requires contact with NSW Police for any additional pilot or escort requirements, the written advice received from NSW Police must be attached and carried with this permit. NSW Police Traffic and Highway Patrol Command can be contacted at trafficosom@police.nsw.gov.au or (02) 8882 1436. A minimum of 5 working days notice will be required to allow police to issue notification letters and/or organise police resources.
 - a) If police escort vehicles are not required, then you must obtain and carry the written advice from NSW Police stating the pilot vehicle requirements that apply for this journey.
 - b) If you need to contact NSW Police regarding escort arrangements you must advise NSW Police of the expected maximum height, width and length dimensions of vehicle including the load when you first contact them.
 - c) Before commencing the journey you must take measurements of the actual height, width and length of the vehicle and load together and record them. This record must be signed by the operator, the person who took the measurements and the driver. The signed measurement record must be produced to a police officer or an authorised officer on request.
- (11) RMSPPE02 - The operator must contact the NSW Police prior to travel for any additional escort requirements.
- (12) RMSTMP01 - If the approved route includes any of the following roads, the operator must notify the relevant third party authority five (5) working days prior to travel:
 - 1) Pennant Hills Rd
 - 2) M2 Hills Mwy
 - 3) M5 West Mwy
 - 4) M5 East Mwy (no tunnel access permitted)
 - 5) M7 Westlink Mwy

The relevant third party authority contacts are provided on the NHVR website: <https://www.nhvr.gov.au/road-access/access-management/third-party-approvals>.

Travel conditions

Transport for New South Wales (TfNSW)

- (1) NSWCON01 - When width exceeds six (6) metres, or total combination mass exceeds 200 tonne, the operator is required to contact TfNSW OSOM Road Access Unit by email to spu@rms.nsw.gov.au at least five (5) business days prior to proposed date of travel.
- (2) NSWCP02 - Prior to travel on Pacific Hwy, New England Hwy & Pacific Mwy between Tomago, Tarro & Lenaghan, the operator must contact Black Hill to Tomago Project on 1800 094 895 a minimum of five (5) days prior to the proposed commencement date.

Failure to provide notice may result in delays to travel.

- (3) NSWLIVETRAFFIC - TfNSW Live Traffic must be checked prior to departure, if there are any road works and/ or restrictions along the planned route the operator must ensure that they can travel along the route without causing damage or disruption.

Please Note

Class 1 vehicles travelling under a Permit MUST NOT travel off the approved route listed in the permit unless an updated permit is obtained from the NHVR.

- (4) NSW0H01 - For travel on State classified roads when overall height exceeds 5.0 metres, written approval must be obtained from the relevant telecommunications and/ or electrical authorities. A copy of this approval must be carried with this permit and produced on request by an authorised officer. Any conditions listed in this approval must be adhered to.
- (5) RMSSZ01 - Travel is not permitted through sign posted school zones during the designated school operation times.
- (6) RT16 - The heavy vehicle is not permitted to travel on Hume Highway between NSW/ VIC border to Thurgoona Drive, Thurgoona Monday to Friday between 7.00am to 9.30am and 15.30pm to 18.00pm .
- (7) TMP01 -

In accordance with the supplied Transport Management Plan (TMP), the operator must adhere to the identified special manoeuvres, removal and replacement of road side furniture, road closures and all other conditions identified as part of the approved TMP. The TMP must be carried in conjunction with this permit.

For further clarification, requirements and information relating to the Transport Management Plan (TMP), please seek advice directly from the corresponding jurisdiction in which you transport task will be completed.

Australian Capital Territory - www.accesscanberra.act.gov.au

New South Wales - www.transport.nsw.gov.au

South Australia - www.dpti.sa.gov.au

Tasmania - www.transport.tas.gov.au

Victoria - www.vicroads.vic.gov.au

Queensland - www.tmr.qld.gov.au

Vehicle conditions

Regulator

- (1) LE14 - A class 1 heavy vehicle operating under this permit must comply with the conditions stated within Divisions 1, 2 and 5 of Schedule 8 of the Heavy Vehicle National (Mass, Dimension and Loading) Regulation, unless otherwise expressly exempted by a stated condition in this permit.
- (2) LEHRAM - A class 1 Heavy Vehicle operating in New South Wales under this permit may operate with additional mass on the steer axle.

Exemption to Heavy Vehicle National (Mass, Dimension and Loading) Regulation is dependent upon compliance

with the conditions of access stated within:

- **New South Wales Class 1 Load Carrying Combination (Hunter Region)
Mass and Dimension Exemption Notice - Section 10 (1) a) or b)**

(3) LEMSAM -

A class 1 Heavy Vehicle operating in New South Wales under this permit may operate with additional mass on the steer axle.

Exemption to Heavy Vehicle National (Mass, Dimension and Loading) Regulation is dependent upon compliance with the conditions of access stated within:

- (1) **Multi-State Class 1 Load Carrying Vehicle Mass Exemption Notice 2023 - NSW Schedule 1 -
Section 5 (1) a) or b)**

(4) LEOL - Other Laws and Legislation

Nothing within this permit exempts the driver or operator of the permitted heavy vehicle from complying with legislation regulating the use of heavy vehicle. This includes but is not limited to conditions applied within the vehicles registration, compliance with sign posted restrictions, traffic law or compliance with lawful directions of authorised officer.

continued on next page...

The driver of the heavy vehicle who is driving a vehicle that is subject to a permit issued under the HVNL must keep a copy of the permit for the exemption in the driver's possession.

The driver or operator of a heavy vehicle being used on a road that is subject to a permit issued under the HVNL must not contravene a condition of the permit.

The driver or operator must comply with the provisions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation unless anything contrary is applied within this permit.

It is an offence to operate a vehicle at a mass limit greater than indicated by an official traffic sign.

Declaration

Signed:



NHVR Delegate

Dated: 12-Sep-2024

Associated documents

N/A

Disclaimer:

The National Heavy Vehicle Regulator (NHVR) accepts no liability for any errors or omissions and gives no warranty or guarantee that the material, information, maps or publications made accessible are accurate, complete, current or fit for any use whatsoever. The information contained within the NHVR Route Planner online map system is subject to change without notice.

NHVR accepts no liability for the information provided within the authorised route as part of this exemption/authorisation. The operator must ensure prior to travel that the roads/areas/networks listed in the authorised route are still current and accessible as the approved network is subject to change at any given time.

To the extent permitted by law, NHVR excludes liability for any loss (including loss from viruses, or consequential damage) caused by use of or reliance on the NHVR Route Planner.

Access to the NHVR Portal and NHVR Route Planner is only provided for your personal use. You may not sell or rebrand information obtained from the NHVR Portal or NHVR Route Planner without NHVR's written permission, or represent that the information is from a source other than the NHVR.

Apart from the purposes required or permitted under Heavy Vehicle National Law and for private study, research, criticism or review purposes as permitted under Australian copyright legislation, no part of this permit may be reproduced, modified, stored in a retrieval system, transmitted, broadcasted, published or reused for any commercial purposes whatsoever without the written permission of the NHVR first being obtained.

END OF DOCUMENT

Appendix D

Driver Code of Conduct



Driver Code of Conduct

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

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

The Driver Code of Conduct is to be enforced by the Applicant, and records of the code are to be stored and maintained by the Applicant. The Applicant will share the code of conduct with all logistic companies, and suppliers prior to all deliveries to site.

Safe Driving Principles

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

- Details regarding the TMP and this code of conduct;
- Confirmation of random Blood Alcohol Concentration (BAC) testing at the gate to ensure BAC of 0.00;
- 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 no injuries on-site.
- Access routes that are to be adopted as outlined within the TMP ;
- Mitigation measures required to be implemented;
- Updates on anticipated weather and environmental conditions;
- Traffic and access monitoring and reporting requirements; and
- Incident investigation and response protocols.

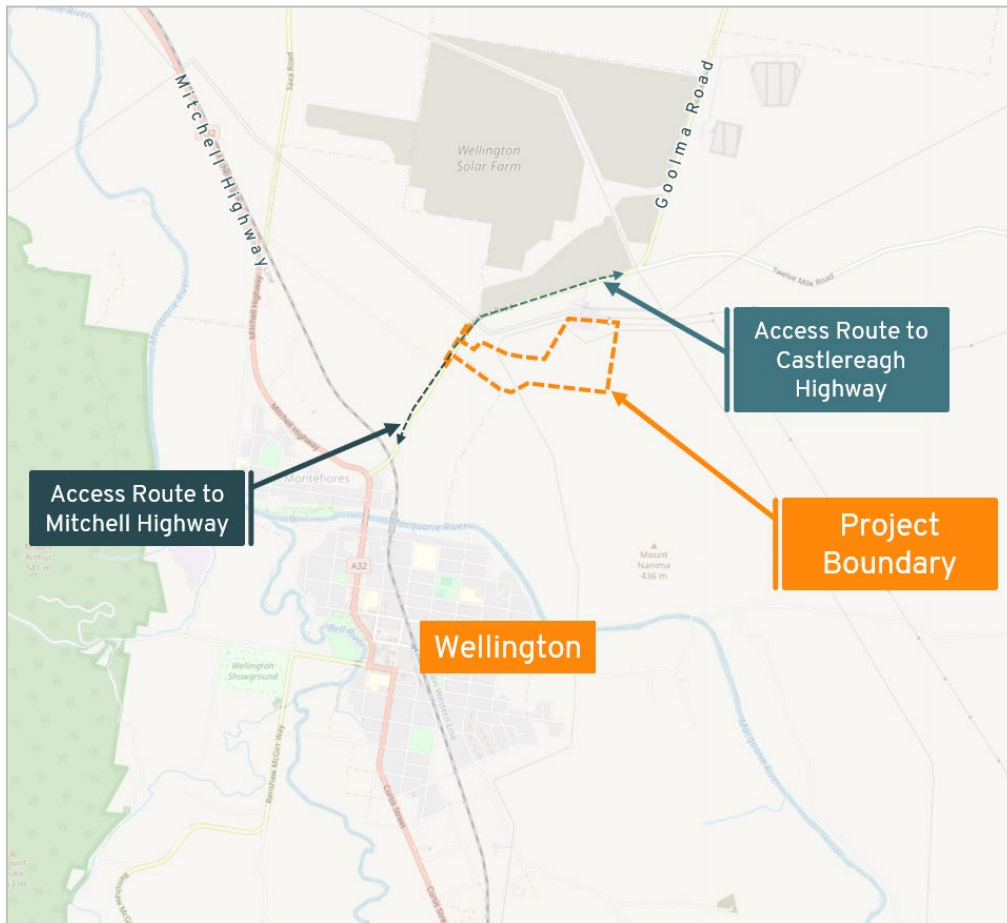
Training is to be provided prior to start-up of any traffic and access related management tasks and updated if task, equipment or procedures are expected to, or have changed.

Primary Driver Code

The following requirements shall be adhered to at all times:

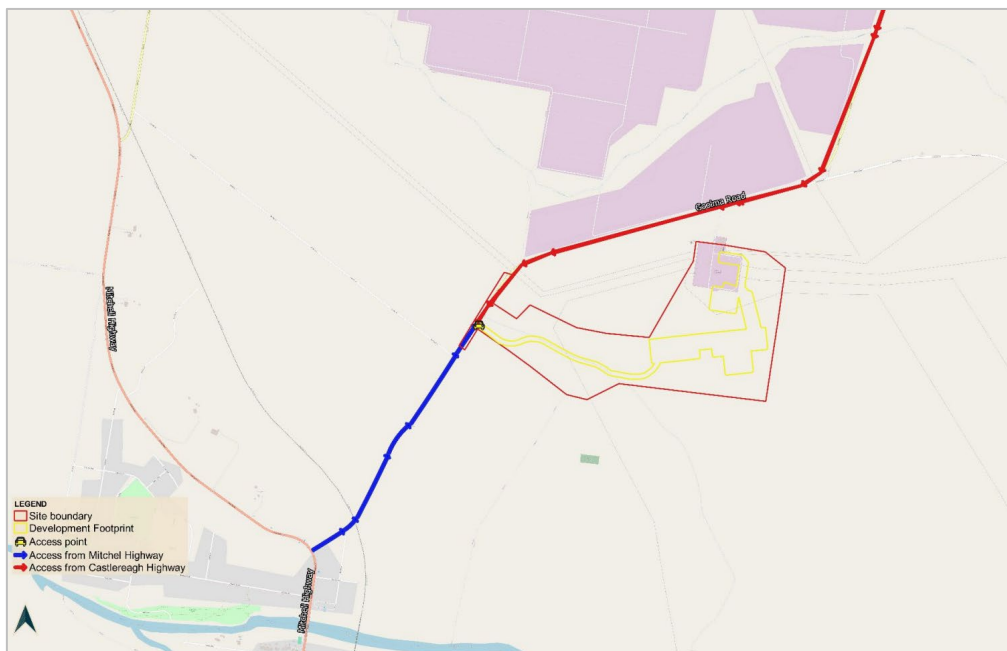
- Obey all laws and regulations.
- Do not drive whilst under the influence of alcohol, drugs, nor any medication which may affect ability to drive.
- Be medically fit to drive and must inform site coordinators if they have any medical condition which may affect their ability to drive.
- Drive in a considerate 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 on the approved routes to and from site.
- 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, copied below for reference in Figure 11 and Figure 12.

Figure 11: Light Vehicle Access Route



Source: Open Street Maps

Figure 12: Heavy Vehicle Access Route



Source: Appendix D of the Development Consent

The following provides the required safety procedures for specific incidences that all drivers are required to adhere to:

- Drivers travelling to or from the site must do so safely, in full compliance with the law, including in respect of speed limits, following distances, forward sight when overtaking, being able to stop within the length of road visible (or half the length on roads without centrelines), and not driving carelessly or dangerously;
- Timing of deliveries are to be coordinated by the Applicant in order to prevent heavy vehicles travelling through school zones during peak times;
- When aware of any emergency vehicles, approaching from in front or behind, drivers must pull over well in advance to provide unimpeded movement;
- Drivers must reduce their speed and or stop in accordance with the law when passing a school bus which is slowing down, stopped, or accelerating in relation to picking up or setting down children;
- Drivers must reduce their speed 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 pull over in a safe location (e.g. truck stop, clear parking area with clear visibility in all directions, etc) 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 along with the requirements outlined in the 'Driver Fatigue' section below and Appendix E..

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 worker travels more than 100 kilometres because of construction activities in a single trip, then a Journey Management Plan will be required. The worker that the Journey Management Plan is for will be required to have breaks at least 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. The plans will also identify suitable rest stops based on the journey and vehicle type.

The Applicant 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 E. 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 8.3 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 E

NHVR Heavy Vehicle Driver Fatigue Requirements Bulletin



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

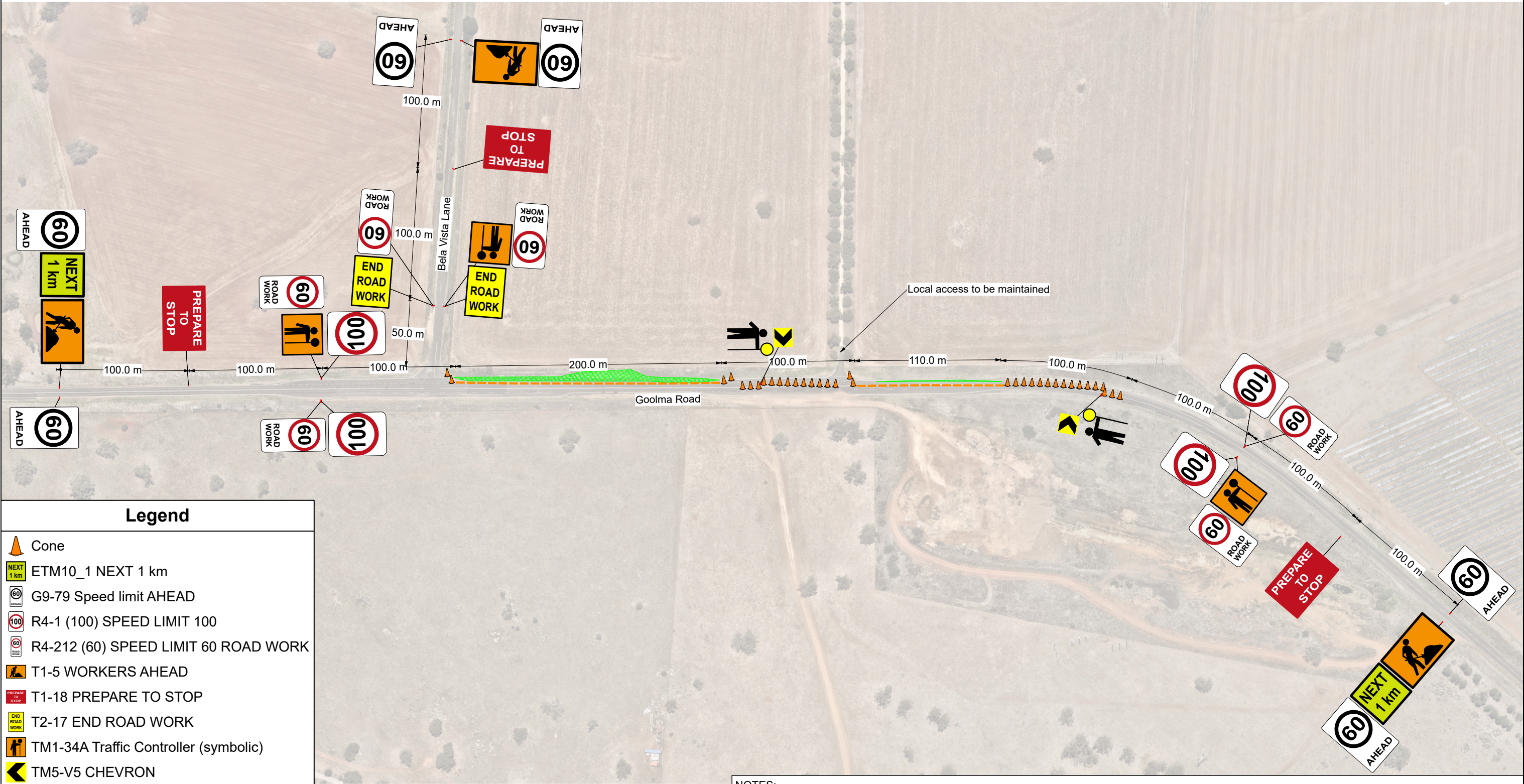
Subscribe: www.nhvr.gov.au/subscribe
Visit: www.nhvr.gov.au
Email: info@nhvr.gov.au
Telephone: 1300 MYNHVR (1300 696 487)*

© Copyright National Heavy Vehicle Regulator 2018, creativecommons.org/licenses/by-sa/3.0/au
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 F

Traffic Control Plans - Road Upgrades





Legend

Cone

ETM10_1 NEXT 1 km

G9-79 Speed limit AHEAD

R4-1 (100) SPEED LIMIT 100

R4-212 (60) SPEED LIMIT 60 ROAD WORK

T1-5 WORKERS AHEAD

T1-18 PREPARE TO STOP

T2-17 END ROAD WORK

TM1-34A Traffic Controller (symbolic)

TM5-V5 CHEVRON

Traffic Controller

Water filled barrier

Work Area

NOTES:

1. All sign locations are to be checked prior to setout and positions adjusted to allow for site specific constraints such as vegetation, other signs, road furniture and sufficient space on road shoulder.
2. Sign locations will be placed in accordance with the TfNSW Traffic Control Work Site Manual and confirmed on site.
3. All signs and temporary traffic control devices to be covered or removed outside of operational hours.
4. D = 100m

**Turn Treatment Construction
- Western Lane Closure**

Goolma Rd, Montefiores NSW

Traffic Control Plan

CLIENT: Akaysha Energy Pty Ltd
SCALE: NTS

DRAWN: Rico Kobelt
DATE: 03/05/2024
DWG No: 370 TCP01B West Closure

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



Legend

Cone

ETM10_1 NEXT 1 km

G9-79 Speed limit AHEAD

R4-1 (100) SPEED LIMIT 100

R4-212 (60) SPEED LIMIT 60 ROAD WORK

T1-5 WORKERS AHEAD

T1-18 PREPARE TO STOP

T2-17 END ROAD WORK

TM1-34A Traffic Controller (symbolic)

TM5-V5 CHEVRON

Traffic Controller

Water filled barrier

Work Area

NOTES:

1. All sign locations are to be checked prior to setout and positions adjusted to allow for site specific constraints such as vegetation, other signs, road furniture and sufficient space on road shoulder.
2. Sign locations will be placed in accordance with the TfNSW Traffic Control Work Site Manual and confirmed on site.
3. All signs and temporary traffic control devices to be covered or removed outside of operational hours.
4. D = 100m

**Turn Treatment Construction
- Eastern Lane Closure**

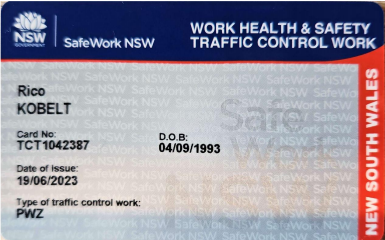
Goolma Rd, Montefiores NSW

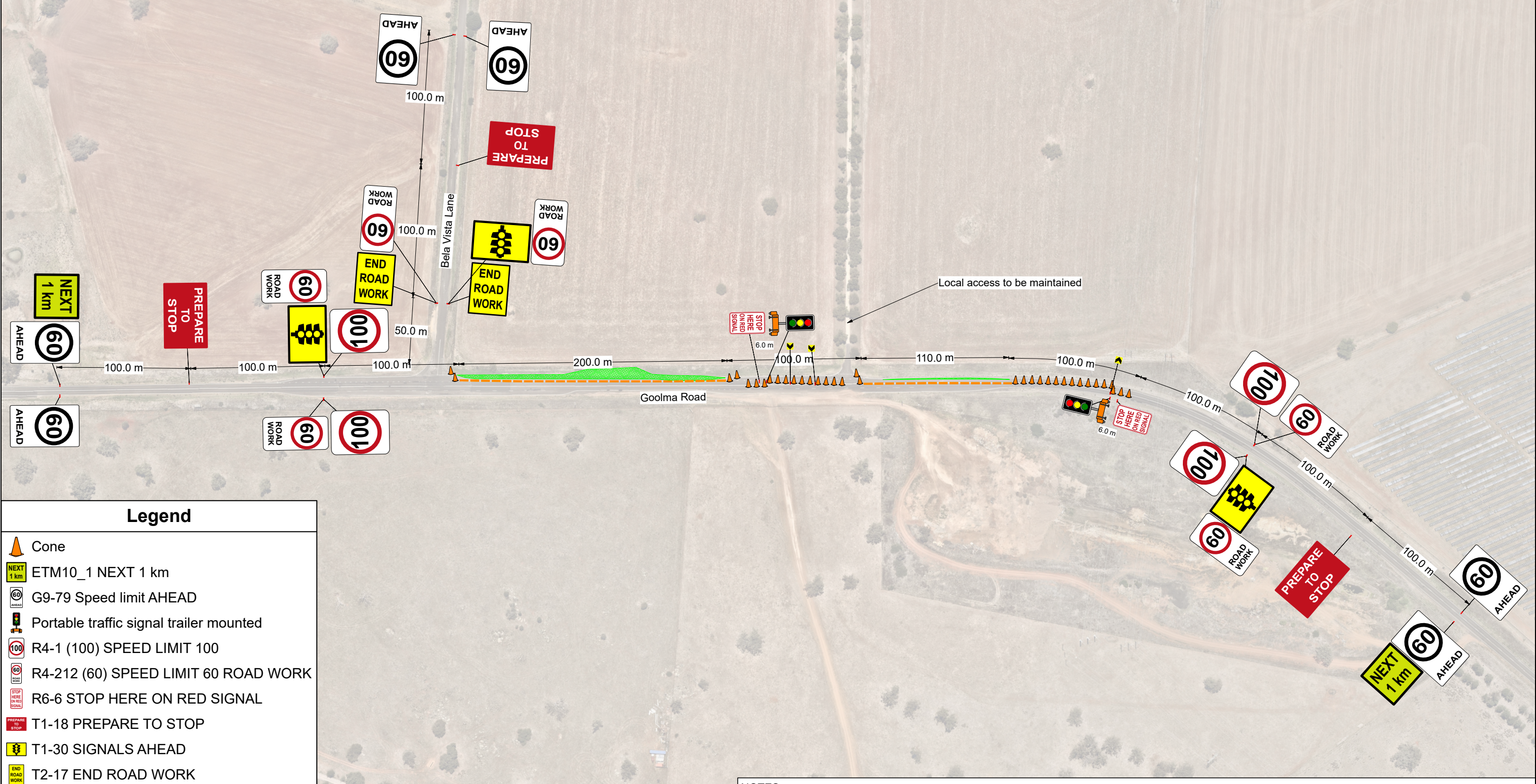
Traffic Control Plan

CLIENT: Akaysha Energy Pty Ltd
SCALE: NTS

DRAWN: Rico Kobelt
DATE: 03/05/2024
DWG No: 370 TCP02B East Closure

REVISION:
A - For approval





Legend	
	Cone
	ETM10_1 NEXT 1 km
	G9-79 Speed limit AHEAD
	Portable traffic signal trailer mounted
	R4-1 (100) SPEED LIMIT 100
	R4-212 (60) SPEED LIMIT 60 ROAD WORK
	R6-6 STOP HERE ON RED SIGNAL
	T1-18 PREPARE TO STOP
	T1-30 SIGNALS AHEAD
	T2-17 END ROAD WORK
	TM5-V5 CHEVRON
	Water filled barrier
	Work Area

- NOTES:
1. All sign locations are to be checked prior to setout and positions adjusted to allow for site specific constraints such as vegetation, other signs, road furniture and sufficient space on road shoulder.
 2. Sign locations will be placed in accordance with the TfNSW Traffic Control Work Site Manual and confirmed on site.
 3. All signs and temporary traffic control devices to be covered or removed outside of operational hours.
 4. D = 100m

Turn Treatment Construction
- Western Lane Closure - Aftercare

Goolma Rd, Montefiores NSW

Traffic Control Plan

CLIENT: Akaysha Energy Pty Ltd
SCALE: NTS

DRAWN: Rico Kobelt
DATE: 03/05/2024
DWG No: 370 TCP03B West Closure -
Aftercare

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

Safe

NEW SOUTH WALES



Legend

Cone

ETM10_1 NEXT 1 km

G9-79 Speed limit AHEAD

Portable traffic signal trailer mounted

R2-4 NO ENTRY

R2-6 (L) NO LEFT TURN

R4-1 (100) SPEED LIMIT 100

R4-212 (60) SPEED LIMIT 60 ROAD WORK

R6-6 STOP HERE ON RED SIGNAL

T1-18 PREPARE TO STOP

T1-30 SIGNALS AHEAD

T2-17 END ROAD WORK

TM5-V5 CHEVRON

Water filled barrier

Work Area

NOTES:

1. All sign locations are to be checked prior to setout and positions adjusted to allow for site specific constraints such as vegetation, other signs, road furniture and sufficient space on road shoulder.

2. Sign locations will be placed in accordance with the TfNSW Traffic Control Work Site Manual and confirmed on site.

3. All signs and temporary traffic control devices to be covered or removed outside of operational hours.

4. D = 100m

Turn Treatment Construction

- Eastern Lane Closure - Aftercare

Goolma Rd, Montefiores NSW

Traffic Control Plan

CLIENT: Akaysha Energy Pty Ltd
SCALE: NTS

DRAWN: Rico Kobelt
DATE: 03/05/2024
DWG No: 370 TCP04B East Closure - Aftercare

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 G

Approval Letters



30 April 2024

TfNSW reference: WST24/00057 (WST22/00040) | SF2024/038010

Your reference: SSD-45242780

The Director
Department of Planning, Industry & Environment
NSW Major Projects Portal

Attention: Elisha Dunn

SSD-45242780 – Post-Consent- TfNSW response to condition B7, B8 and Appendix 5 and 6

Dear Elisha,

Transport for NSW (TfNSW) is responding to TfNSW approval requirements referenced within B8 and Appendix 6.

TfNSW have reviewed and approved the strategic concept design and swept paths for the scope of the intersection treatments required to facilitate the safe turning movements for the Orana BESS (prepared by HATCH, drawn by J.Fraser April 2024 Drawing No:12937-CI-DR-00035-Option 3A Layout Plan and Drawing No: 12937-CI-DR-00036-Option 3A-Swept Paths).The intersection treatments (see description below)and road upgrades differ to the referenced road upgrades within condition B7 Appendix 5 of the development consent. Discussions with DPHI have confirmed that the road upgrades are within the footprint of the environmental assessment and do not require further modification to the approved development consent.

Description of the proposed road upgrades:

1. Channelised right turn-short (CHR(s) and Basic Left turn (BAL)for the diagonally opposed access on the northern boundary to Goolma Road.
2. Basic Left turn (BAL) and Channelised right turn-short (CHR(s) for the proposed site access to the Orana BESS.
3. Channelised right turn short (CHR(s) for Bella Vista Lane.
4. Remove existing rest area on the northern boundary to Goolma Road, opposite the proposed site access.
5. Remove existing site access and the access to the Nanima Pit Quarry on the southern boundary within proximity to the proposed site access.
6. Provision of widening on the crest of the vertical curve to achieve required lane widths.
7. Widening of the shoulder on the northern boundary opposite the site to achieve the required shoulder widths.
8. Removal of an existing power pole at the proposed throat of the access.
9. Provision of a sealed access for the throat of the intersection.

Evidence of consultation with the relevant landowner and Dubbo Regional Council have been provided to TfNSW on the 24 of April 2024, which satisfactorily addresses the requirements of Appendix 6.

TfNSW provides the approved strategic concept design and the evidence of consultation as separate attachments.

The requirements of conditions B7, B8, Appendix 5 and Appendix 6 have been finalised and the intersection treatments have entered the Works Authorisation Deed phase (as per the requirements of s64 and s138 of the *Roads Act 1993*)

If you have any questions, please contact Alexandra Power-Team Leader Development Services (Renewable Resources) on 1300 019 680 or email development.west@transport.nsw.gov.au.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Alexandra Power', with a stylized, flowing script.

Alexandra Power

Team Leader Development Services (Renewable Resources)
Community & Place

Appendix H

Vehicle Log Example



Table 10: Example Vehicle Record Sheet

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

