



Traffic & Transportation Direction



Orana Battery Energy Storage System

6945 Goolma Road, Montefiores

Stage 2a Traffic Management Plan

March 2025

Reference: 370 tmp s2a 250307 final - tc

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Prepared for: Wellington Battery ProjectCo Pty Ltd

Status: Final report

Date: 7 March 2025

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A	28/10/24	Minor Updates	Tom Dwyer	Mike Willson	Mike Willson
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C	05/03/25	Revised Staging and Vehicle Movements	Rico Kobelt	Tom Dwyer	Tom Dwyer
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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 Wellington Battery ProjectCo 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.

Stage 1 works for the project started 28 August 2024 which included the road and site access upgrades. The physical road and site access upgrades are now complete with the road open to traffic. Main on-site works (Stage 2a) are scheduled to start on completion of the road upgrades.

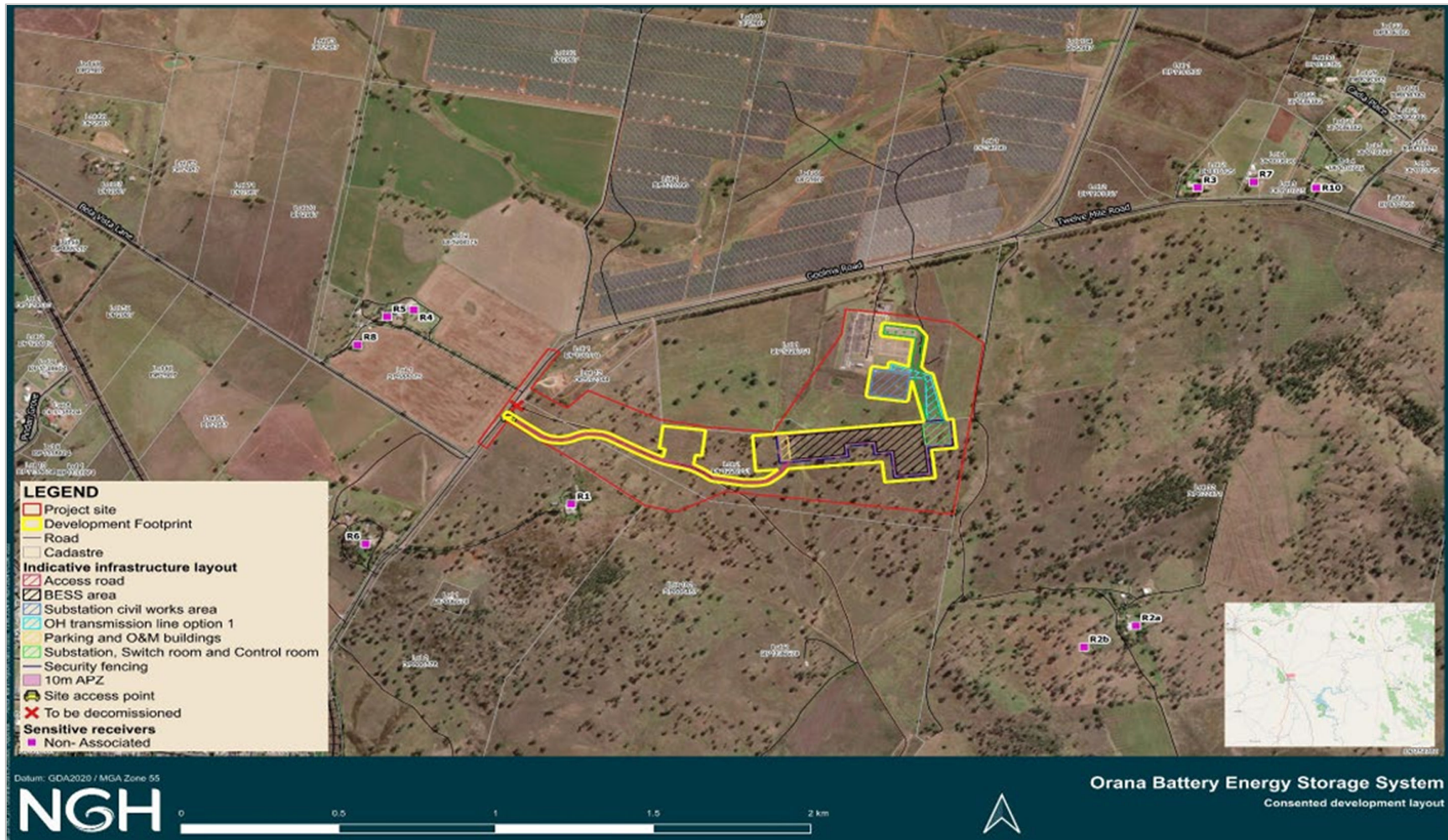
The primary traffic impacts relate to the traffic generation associated with the transport of materials and the workforce to and from the site, with these effects able to be managed with minimal impact to the road network.

This TMP applies to the on-site Construction activities of the BESS comprising of all structural, electrical and remaining civil works (Stage 2a as outlined in Section 1.3). Separate TMPs are to be prepared for the balance of construction activities, 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 2a: On-site Construction activities of the BESS comprising of all remaining works excluding movements with high risk heavy vehicles requiring escort.
- Stage 2b: Remaining movements with high risk heavy vehicles requiring escort.
- Stage 3: Operation of the BESS.
- Stage 4: Decommissioning the BESS at end of life.

This TMP applies to Stage 2a, with separate TMPs to be prepared for Stage 2b, Stage 3 and Stage 4.

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 (Part B) and Environmental Management, Reporting and Auditing (Part C) have been summarised within Table 1 and Table 2, respectively.

Table 1: Development Consent Requirements – Environment Conditions – General (Part B)

CONDITION		REFERENCE LOCATION
Over-Dimensional and Heavy Vehicle Restrictions		
B1	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 3.7, 3.8 and 3.10.
B2	The Applicant must keep accurate records of the number of heavy vehicles requiring escort and heavy vehicles entering or leaving the site each day for the duration of the project.	Complies: Section 4.2, Appendix E for example vehicle log sheet
Access Route		
B3	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.	Complies: Section 3.9.2 for heavy vehicle access. Section 3.10.1 for heavy vehicles requiring escort.
B4	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.	
Site Access		
B5	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.	Complies: Section 3.9.1, 3.9.2 and 3.10.1 for the respective vehicle types. As part of the road upgrade undertaken the existing access has been closed.
B6	Prior to commencing construction, the Applicant must close and remove the existing site access servicing Lot 2 DP1136578.	
Road Upgrades		
B7	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.	Complies: The road upgrades are complete and road open to traffic. Road design plans are included for reference in Appendix A. A Notice of Provisional Practical Completion has been granted for the works by TfNSW, refer Appendix F.
B8	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 standards identified in condition B7.	
Operating Conditions		
B9	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	Complies: Section 4.5, 4.8

CONDITION		REFERENCE LOCATION
	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	
Traffic Management Plan		
B10	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 3.9.1, 3.9.2 and 3.10.1 for the respective vehicle types.
	b) details of the road upgrade works required by condition B7;	The road upgrades are now complete with road design plans included for reference in Appendix A. A Notice of Provisional Practical Completion has been granted for the works by TfNSW, refer Appendix F.
	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;	Should temporary traffic controls be required for construction of the project, TCPs / TGSs are to be prepared and approved by relevant road authorities as outlined in Section 6. Temporary Traffic Control measures to enable road upgrade will be prepared and approved by relevant road authorities.
	notifying the local community about development-related traffic impacts;	Section 4.4.
	procedures for receiving and addressing complaints from the community about development related traffic;	Section 8.3.
	minimising potential cumulative traffic impacts with other projects in the area;	Section 4.2.
	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 4.2, 4.8, 4.10.
	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;	Section 4.6.

CONDITION		REFERENCE LOCATION
	encouraging car-pooling or ride sharing by employees;	Section 4.6.
	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, 4.10.
	responding to, any emergency repair or maintenance requirements; and	Section 4.9.
	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 C. Appendix D.
	procedures to ensure that drivers adhere to the designated transport routes and speed limits; and	Appendix C.
	procedures to ensure that drivers implement safe driving practices;	Appendix C.
	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.	

Table 2: Development Consent Requirements – Environmental Management (Part B)

CONDITION		REFERENCE LOCATION
Revision of Strategies, Plans and Programs		
C2	The Applicant must: - update the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning activities on site; and - review and, if necessary, revise the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary within 1 month of the: - submission of an incident report under condition C10 of Schedule 2; - submission of an audit report under condition C14 of Schedule 2; or - any modification to the conditions of this consent.	Complies: Refer Section 9.3.
Staging, Combining and Updating Strategies, Plans or Programs		
C3	With the approval of the Planning Secretary, the development may be staged and the Applicant may: - prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program); - combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or	Complies: Refer Section 9.3.

CONDITION		REFERENCE LOCATION
	programs that are proposed to be combined); and c) update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).	
C4	If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent.	Complies: Refer Section 9.3.
C5	If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program.	Complies: Refer Section 9.3.
C6	If the Planning Secretary agrees, a strategy, plan or program may be staged without addressing particular requirements of the relevant condition of this consent if those requirements are not applicable to the particular stage.	Complies: Refer Section 9.3.
Incident Notification		
C10	The Planning Secretary must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 7.	Complies: Refer Section 8.2.
Non-Compliance Notification		
C11	The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance.	Complies: Refer Section 8.2.
Non-Compliance Notification		
C14	Independent Environmental Audits of the development must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (2020) or as updated from time to time and published on the Department's website.	Complies: Refer Section 8.2.
Access to information		
C20	The Applicant must: a) make the following information publicly available on its website as relevant to the stage of the development: - the EIS; - the final layout plans for the development; - current statutory approvals for the development; - approved strategies, plans or programs required under the conditions of this consent; - the proposed staging plans for the development if the construction, operation or decommissioning of the development is to be staged; - how complaints about the development can be made; - any independent environmental audit, and the Applicant's response to the recommendations in any audit; and - any other matter required by the Planning Secretary; and b) keep this information up to date.	Complies: Refer Section 4.4.

1.5 EIS Mitigation Measures

Relevant Mitigation Measures and response from the of the EIS are summarised in Table 3.

Table 3: EIS Mitigation Measures – Traffic, Transport and Road Safety

EIS Ref.	MITIGATION MEASURE	RESPONSE
T1	A Construction Traffic Management Plan (CTMP) will be prepared and implemented. The CTMP will include additional information not available at this stage in the planning process including: - Road transport volumes, distribution and vehicle types broken down into: - Hours and days of construction - Schedule for phasing/staging of the Project. - The origin, destination and routes for: - Employee and contractor light traffic - Heavy vehicle traffic - Oversize and overmass traffic. - Specific mitigation measures that will be implemented and included in the CTMP are as follows: - OSOM movements will be defined by further route assessment. If substantial road upgrade is required due to excessive OSOM size requirements, the Applicant would select smaller plant - Ensure that 80% of the construction workforce travel to the site via shuttle bus - Neighbours, stakeholders and major projects nearby the of the BESS will be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access - All heavy vehicle movements are recommended to occur outside of school times when school buses are expected on Goolma Road - Loading and unloading will occur within the Development Footprint. No street or roads will be used for material storage at any time - All vehicles will enter and exit the site in a forward direction - The following code is to be implemented as a measure to maintain safety within the site: - Utilisation of only the designated transport routes - Construction vehicle movements are to abide by finalised schedules as agreed by the relevant authorities. - Implementation of a proactive erosion and sediment control plan for on-site roads, hardstands and laydown areas - All permits for working within the road reserve must be received from the relevant authority prior to works commencing - A map of the primary haulage routes highlighting critical locations - An induction process for vehicle operators and regular toolbox meetings - A complaint resolution and disciplinary procedure - Local climatic conditions that may impact road safety of employees throughout all Project phases (e.g. fog, wet and significant dry, dusty weather) - Any construction outside of normal working hours would only be undertaken with prior approval from relevant authorities.	Complies: This document. The EIS mitigation measures are reflected in relevant development consent conditions listed in Table 1 and Table 2.
T2	An Operational Traffic Management Plan will be implemented in consultation with the relevant roads authority prior to any additional major material deliveries requiring large vehicle movements during operation.	Not Applicable: To be undertaken for relevant stages of the project
T3	A Decommissioning Traffic Management Plan will be implemented in consultation with the relevant roads authority prior to decommissioning of the Project.	

1.6 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.

1.7 Third Party Consultation

The TMP is to be prepared in conjunction with consultation with Officers from Transport for NSW and suitable representatives from Dubbo Regional Council and Mid-Western Regional Council.

A previous revision of this Stage 2 TMP (Rev. A, dated 28 October 2024) was issued to TfNSW for comment and review. Comments were received on this revision as summarised in Table 4 along with a response and reference location.

Table 4: TfNSW Comments and Response

Matter	TfNSW Comment	Response	Reference Location
Condition B1	<i>The TMP assumes support for a change to condition B1 allowing for an increase in vehicle volumes. The TIA (forming part of the EIS). The condition amendment is proposing more than doubling the approved amount of heavy vehicles and heavy vehicles requiring escort and tripling the amount of light vehicles. TfNSW is unable to support an increase of the traffic volumes that have been stipulated in Condition B1.</i> and <i>TfNSW does not support the inclusion of the increased traffic volumes as a part of Stage 2 of the Orana BESS TMP, as the traffic volumes presented are inconsistent with the EIS and conditions of consent. The TMP is required to be revised to reinstate the traffic volumes as presented within the TIA that formed part of the EIS for the project approval.</i> <i>TfNSW can review revised traffic assessments to increase the traffic volumes through the correct pathway of a secretary request or modification to the development consent, with formal referral to TfNSW for review and advice. Any referral will need to be accompanied by a revised turn warrant assessment, that confirms that the increased traffic volumes will comply with the treatments</i>	The increase in traffic volumes is no longer proposed as part of this revision of the TMP.	This TMP has been updated to in accordance with the limits outlined in Condition B1 of the Development Consent

Matter	TfNSW Comment	Response	Reference Location
	<i>(CHR(s)/BAL) that are currently being delivered as a part of the Works Authorisation Deed for the project. The TMP is not the place for revising the traffic volumes for the project.</i>		
High Risk OSOM vehicles	<i>The TMP discusses use of heavy vehicles requiring escort but does not clarify if any will fall into the high-risk category. If high risk heavy vehicles requiring escort are required further detail on their configuration, loads, dimensions, weights and their required routes will need to be included within the revised TMP. A modification to the original development consent may be required, if further road works are required to facilitate the additional high-risk heavy vehicles requiring escort, from the Port to the site.</i> <i>A schedule of all heavy vehicles requiring escort, including any identified as high risk should be provided in the updated TMP.</i> <i>Note: High risk heavy vehicles requiring escort are not permitted to use the site access until the completion of the intersection upgrades.</i>	High Risk heavy vehicles requiring escort will not be required for Stage 2a of the project. Further details on the High Risk OSOM vehicles will be provided as part of Stage 2b TMP.	Not applicable.
Upgrade works	<i>Before approving the Stage 2 TMP the planning secretary must be satisfied by satisfactory evidence that all upgrade works required by conditions of consent to the state road network have been constructed.</i>	The Planning Secretary will be notified on completion of the road upgrade works.	Section 3.3
Table References Incorrect	<i>Table 1 provides incorrect references to the TMP. For example, It references Section 4.11 however this does not exist in the document. Table 1 references Section 4.8 for carpooling and shuttlebus information however should reference Section 4.6. Please amend references appropriately and ensure all requested items from TfNSW are included.</i>	The references in the TMP have been updated were they were incorrect.	Table 1 of this TMP.

A further revision of the draft Stage 2 TMP (Rev. B, dated 22 January 2024) was issued to relevant representatives from TfNSW, Dubbo Regional Council and Mid-Western Regional Council for comment and review.

Comments received from TfNSW on Rev. B focussed on matters related to High Risk heavy vehicles requiring escort. These movements are now included in Stage 2b of the project and will be addressed as part of a future TMP (TfNSW comments included for reference in Appendix B).

At the time of writing, no formal comments have been received from Dubbo Regional Council and Mid-Western Regional Council on Rev. B of the TMP.

This revision of the TMP (Rev. C) was issued to relevant representatives from TfNSW for comment and review. TfNSW reviewed the document and confirmed no outstanding issues but noted that the TMP approval is contingent on the staging request being approved by DPHI.

Relevant records of feedback from the road authorities are provided in Appendix B.

1.7.1 Previous Stages

A Stage 1 TMP was prepared in consultation with Officers from Transport for NSW and suitable representatives from Dubbo Regional Council and Mid-Western Regional Council and formally approved in July 2024.

A subsequent revision of the Stage 1 TMP was approved in September 2024 (refer Appendix B) which included the use of heavy vehicles requiring escort required to undertake Stage 1 works.

1.8 Related Documents

This TMP forms part of a suite of management reports that have been developed in relation to this project, which sit within the Construction Environmental Management Plan (CEMP) under the Environmental Management Strategy (EMS). Where applicable, references to other reports are included in this document.

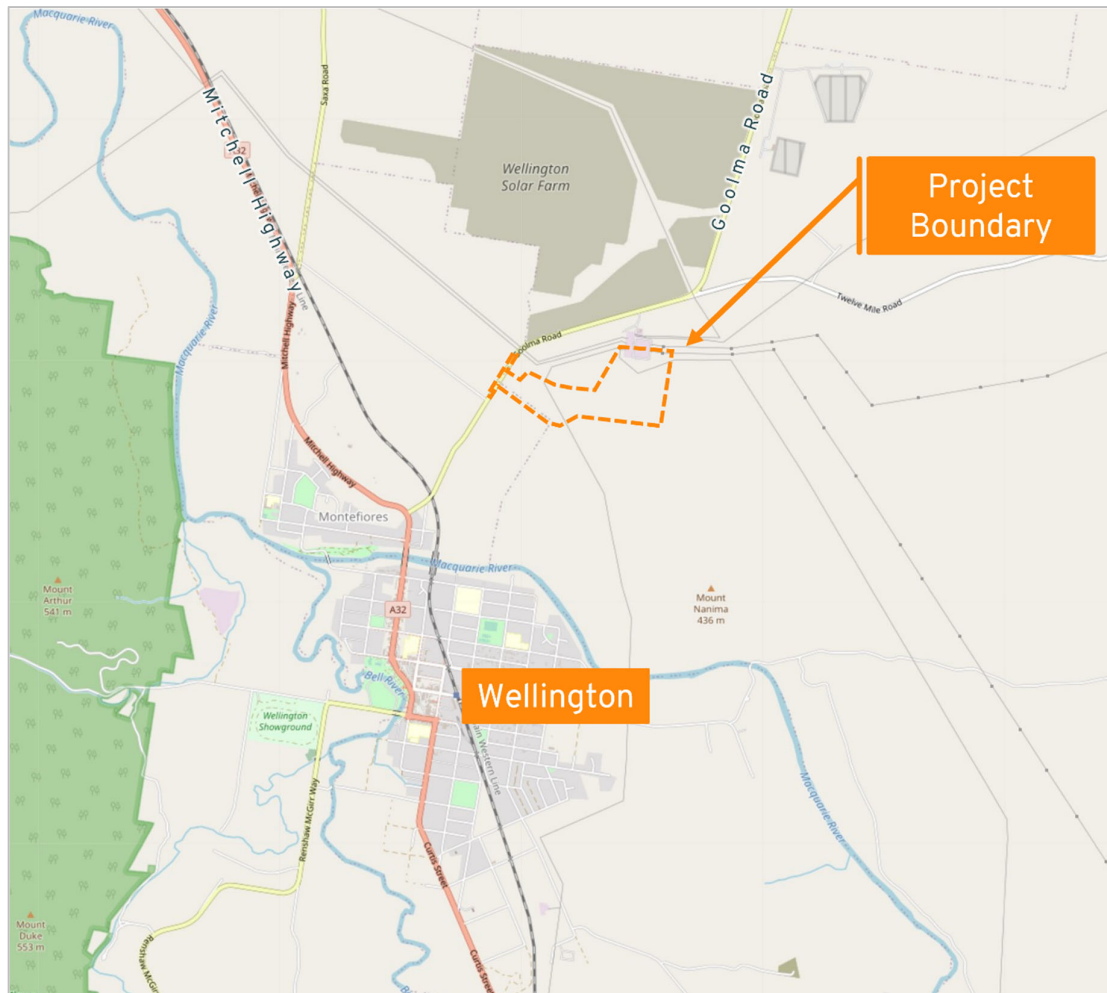


2. Existing Road Environment

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

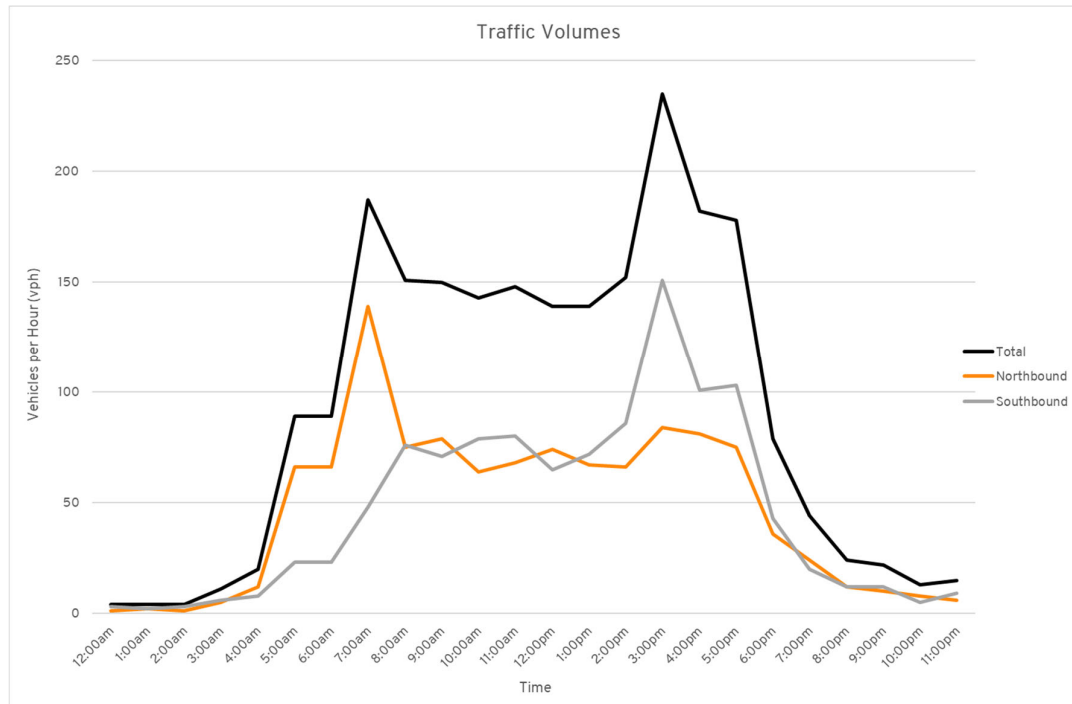
Amber commissioned a tube count on Goolma Road at the site frontage in order to determine the existing road environment. The tube count was undertaken from Monday 12 September to Monday 19 September 2022. The survey results are summarised in Table 5.

Table 5: 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



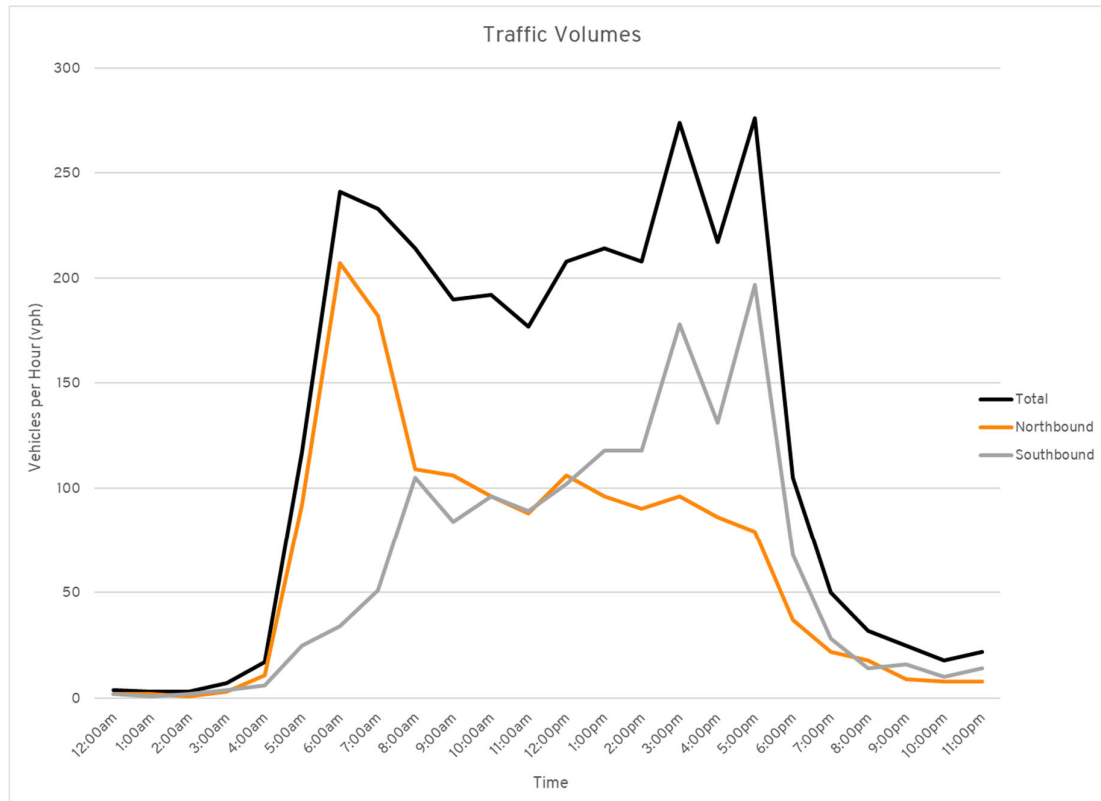
Amber commissioned a second tube count on Goolma Road at the site frontage in order to further determine the existing road environment. The tube count was undertaken from Thursday 10 August to Thursday 17 August 2023. The survey results are summarised in Table 6.

Table 6: 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



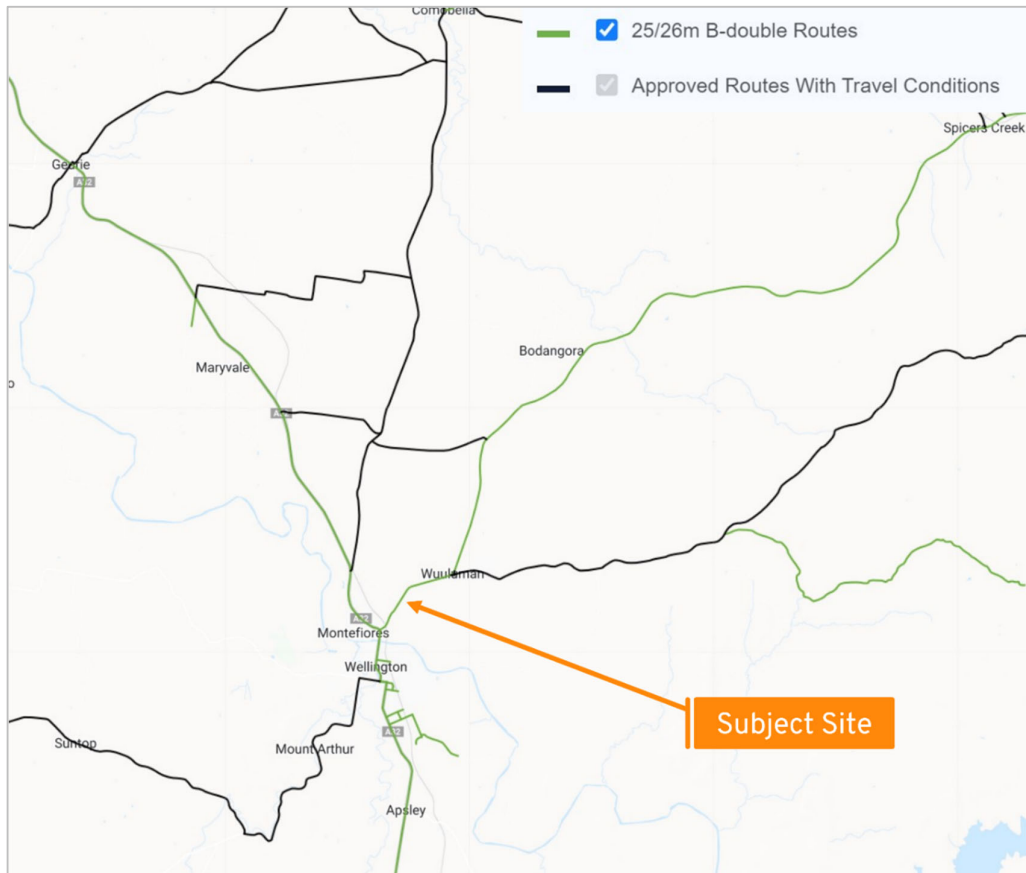
The survey data indicates that the traffic volumes are generally similar to the volumes recorded as part of the 2022 surveys. However, there is a pronounced increase in vehicle movements at 6:00am and 5:00pm. During each of these times there has been an increase of approximately 100-150 vehicle movements 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: NHVR Restricted Access Vehicle Map

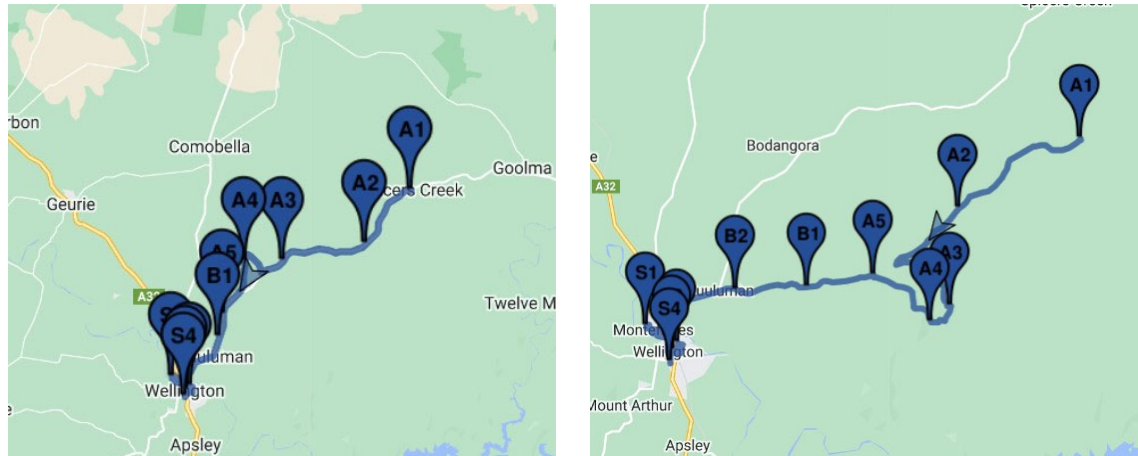


Source: NHVR Restricted Vehicle Access Map

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

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 2a Works

This TMP applies to Stage 2a of the project which is, but not limited, to:

- Security fencing delivery and installation, including post and sill foundations, perimeter chainmesh and gates.
- Earth grid installation.
- Stormwater drainage system inclusive of pits, pipes, headwalls and table drains.
- Spill oil drainage system inclusive of pits, pipes and headwalls.
- 33kV cable installation within BESS yard (from RMU's to 33kV Switchgear building)
- Electrical pit and conduit system installation
- Equipment, structure and building foundations inclusive of major and minor foundations for the BESS and associated substation
- Ancillary equipment and minor structure deliveries
- Delivery and landing only of the Megapacks
- Control and switchgear buildings delivery and landing
- Mechanical and Electrical installation of equipment inclusive of structural erection, landing of equipment, cable reticulation works, cabling and terminations
- Electrical installation of the Megapacks inclusive of cabling and terminations, specifically connection of the Megapacks to other equipment within the BESS facility
- Testing and commissioning, specifically energisation of the Megapack battery units and Hold Point Testing of the BESS

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 7.

Table 7: Road Upgrades

Location	Upgrade Requirements	Timing
Intersection of site access and	To be provided with a Short	Prior to commencing construction

Goolma Road	Channelised Right-turn (CHR(s)) and Basic Left Turn (BAL) treatments	
-------------	--	--

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.*

Works to undertake the road upgrades are complete, with a Notice of Provisional Practical Completion granted for the works by TfNSW, included for reference in Appendix F.

The existing site accesses have been closed as part of the road upgrade works undertaken to date.

Plans of the road upgrade works are provided in Appendix A for reference.

3.4 Construction Schedule

A summarised construction schedule for Stage 2a is provided in Table 8.

Table 8: Construction Schedule

Project Activity	Start	Finish
Earthworks and Drainage	October 2024	June 2025
BESS Civil & Structural	November 2024	March 2026
BESS Electrical	April 2025	March 2026
Substation – Civil works	January 2025	August 2025
Substation – Electrical	May 2025	December 2025
Commissioning	October 2025	June 2026

The table shows the commencement in late-2024 with commissioning/completion in 2026.

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.

3.6 Workforce Transport

The *Accommodation and Employment Strategy* (AES) for the project outlines the details on where the workforce is proposed to be located during key on-site construction phases of the project.

The workforce is to be principally based in Wellington and Dubbo, with some located in other nearby towns or utilising transport to these centres.

The estimated number of staff by construction activity are shown within Figure 8.

Figure 8: Workforce by Construction Activity

	EARLY WORKS		SUBSTATION & BESS CONSTRUCTION																							
	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26				
Site Management, Admin, SQE	3	4	4	4	4	4	4	4	8	10	10	10	10	10	10	10	10	10	8	8	6	6				
Civil Supervision	2	2	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4							
Civil	8	10	8	8	12	27	58	76	70	60	60	50	44	44	25	25	25	25	25							
Electrical	3	3	0	0	0	1	1	6	15	10	10	10	15	25	45	50	45	30	25	25	20	10				
Total	16	19	15	15	19	35	67	90	97	84	84	74	73	83	84	89	84	69	62	33	26	16				

Source: AES, CPP

3.7 Vehicle Types

The expected traffic generated for Stage 2a works can broadly be separated into the following categories:

- Light vehicles and 12-seater shuttle buses associated with transporting staff to/from the site;
- Rigid Trucks will be used to deliver raw materials and smaller plant and have a typical length between 8 and 13 metres;
- Truck and Dog vehicles will be used to transport material to/from the site.
- 19 metre long Articulated Vehicles and 26 metre long B-Doubles will be used to transport larger plant and for waste removal.

Other plant to be used during construction would include:

- cranes
- drum rollers
- dump truck
- road truck

- concrete truck
- excavators
- forklifts
- grader
- compactor
- pile driving rig
- water truck
- cable trenching and laying equipment

Heavy vehicles requiring escort will be required for the delivery of larger plant to the site such as construction plant. They are subject to separate permit applications and regulations and included in Section 3.10.

All staff will be transported to site via private vehicles or shuttle buses.

Condition B1 (b) of the Development Consent requires the length of any vehicles (excluding heavy vehicles requiring escort) used for the development to not exceed 26 metres, unless the Planning Secretary agrees otherwise. As such, the proposed vehicles to be used during construction comply with the requirements of the condition.

3.8 Traffic Generation

The construction traffic volumes for Stage 2a of the project have been provided by the Applicant. Per Condition B1 of Schedule 2, during construction activities undertaken in Stage 2a, the site will generate no more than:

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

The number of vehicles for or each project activity month and project activity are summarised in Table 9.

Table 9: Peak Traffic Generation by Project Activity

Project Activity	Light Vehicles	Shuttle Buses	Heavy Vehicles	
	AM and PM Peak	AM and PM Peak	Daily	AM and PM Peak
Earthworks and Drainage	8	1	8	1
BESS Civil & Structural	6	1	6	1
BESS Electrical	4	1	6	1
Substation – Civil works	6	1	8	1
Substation – Electrical	6	1	5	1
Commissioning	4	0	2	0

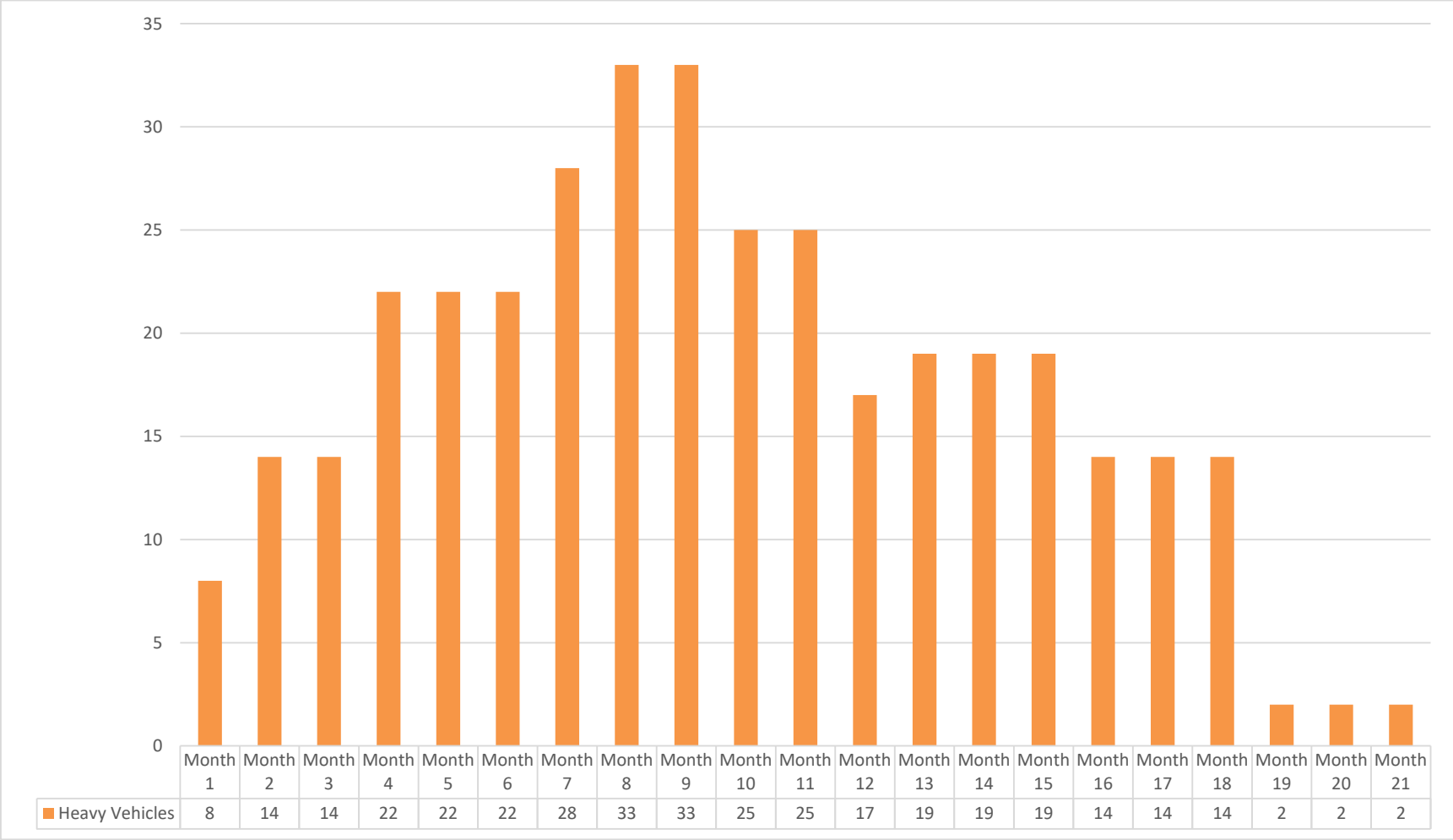
Based on the traffic volumes shown in Table 9 and construction schedule presented in Table 8, the daily heavy vehicle volumes and peak hour traffic volumes are shown by project month in Figure 9 and Figure 10 below. Please note that the project activities do not all occur concurrently.

The figures shows that the vehicle movements generated during Stage 2a will comply with condition B1.

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



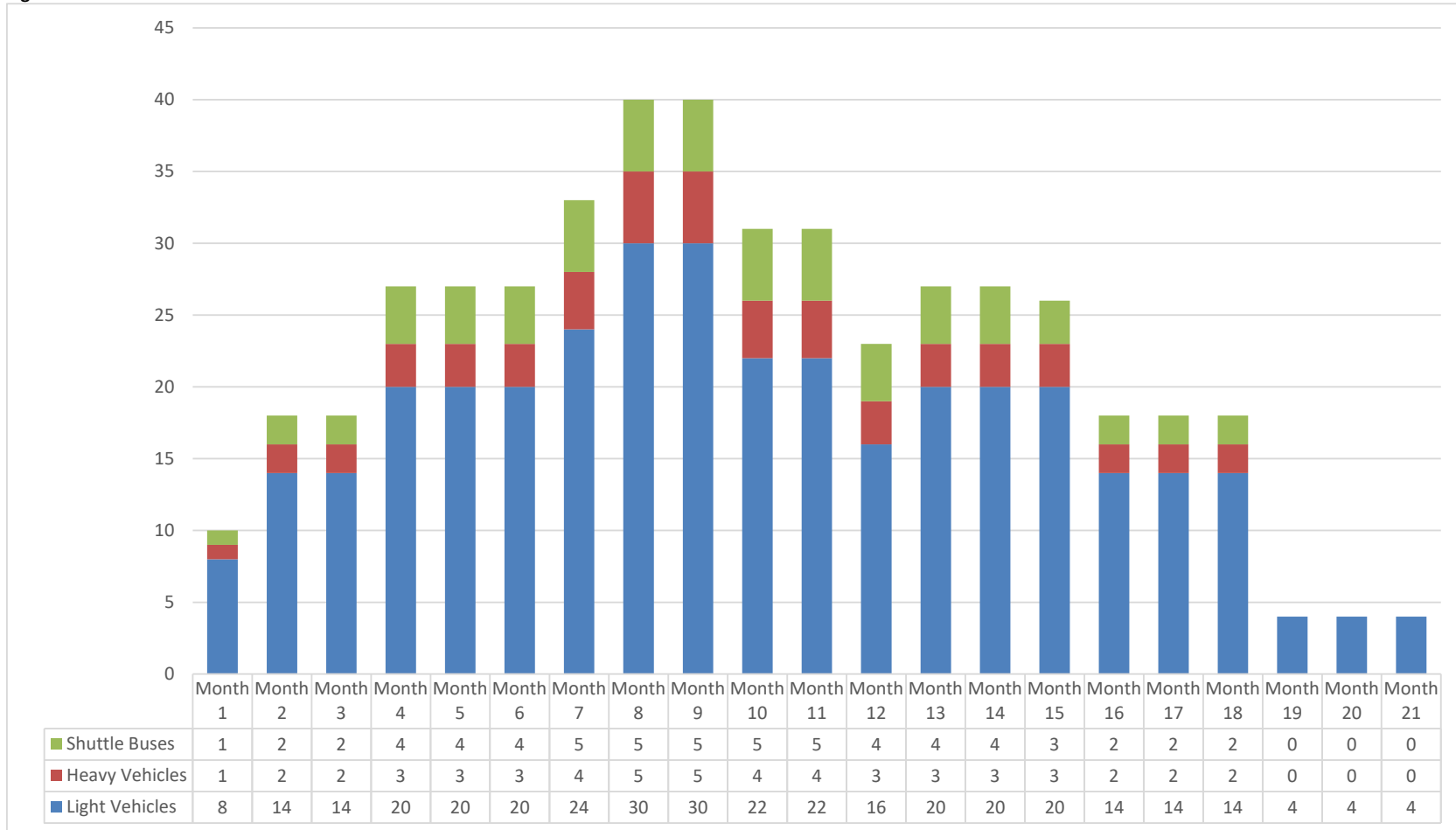
Figure 9: Daily Heavy Vehicle Traffic



2



Figure 10: Peak Hour Vehicle Traffic



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3.9 Access Routes

All heavy vehicles associated with the development will travel to and from the site via Castlereagh Highway and Goolma Road or Mitchell Highway and Goolma Road.

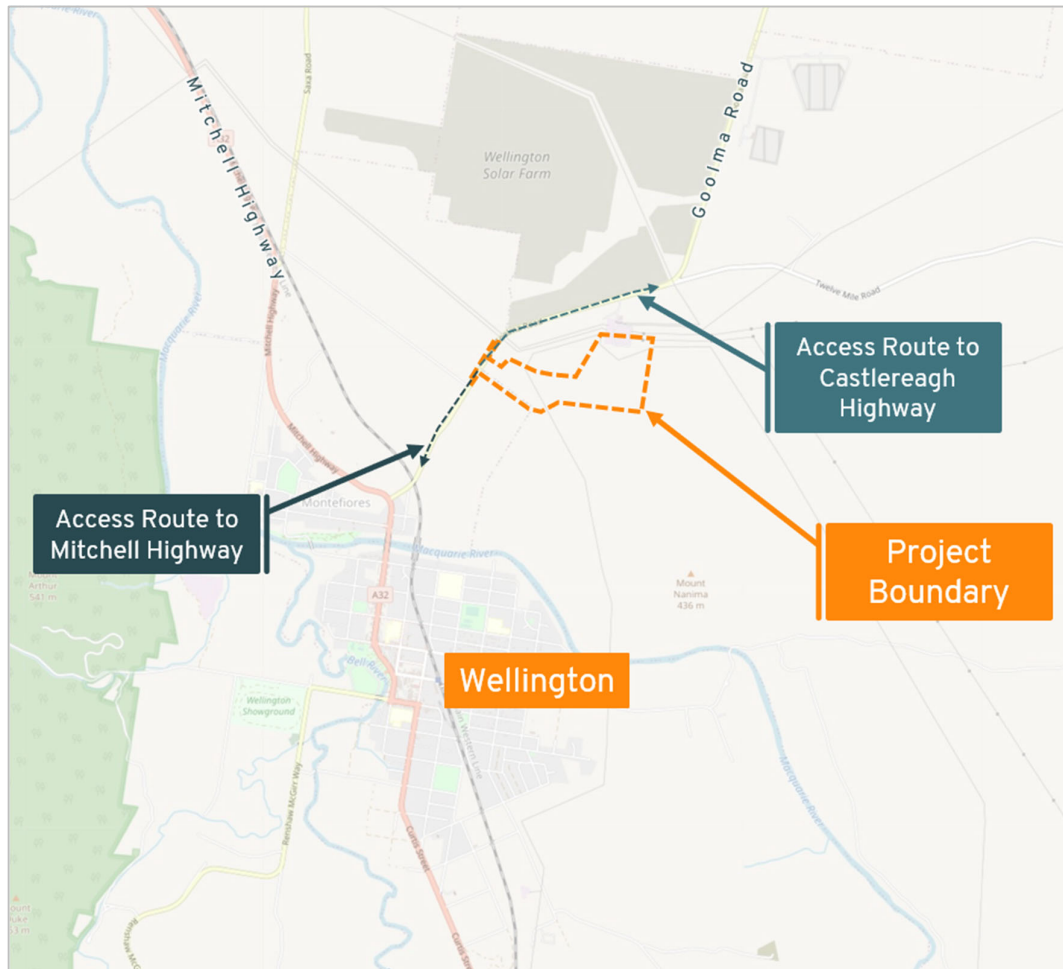
All vehicles associated with the development must enter and exit the site via the main site access point off Goolma Road.

3.9.1 Light Vehicles

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

The proposed access routes for light vehicles are shown in Figure 11. Light vehicles will access the site via this route.

Figure 11: Light Vehicle Access Route



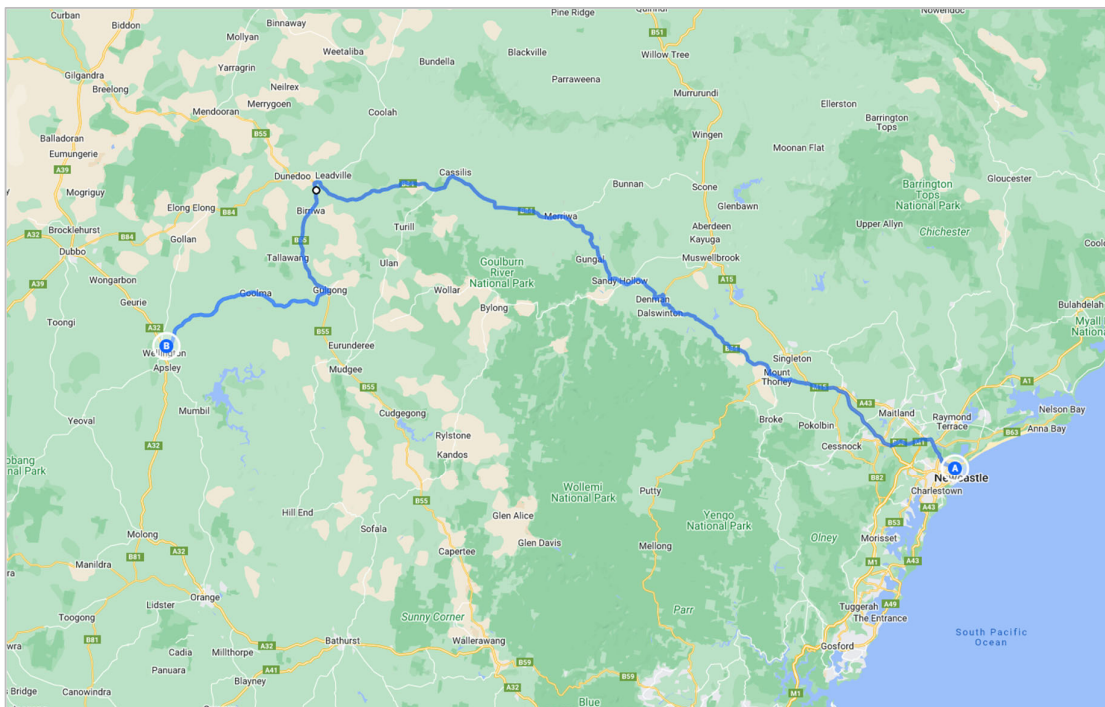
Source: OpenStreetMap

3.9.2 Heavy Vehicles

The Port of Newcastle is to be used as the port for the delivery of specialist material for the project. Figure 12 shows the access route from the Port of Newcastle to be used, 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 12: Access Route from Port of Newcastle to Site



Source: Google Maps

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.

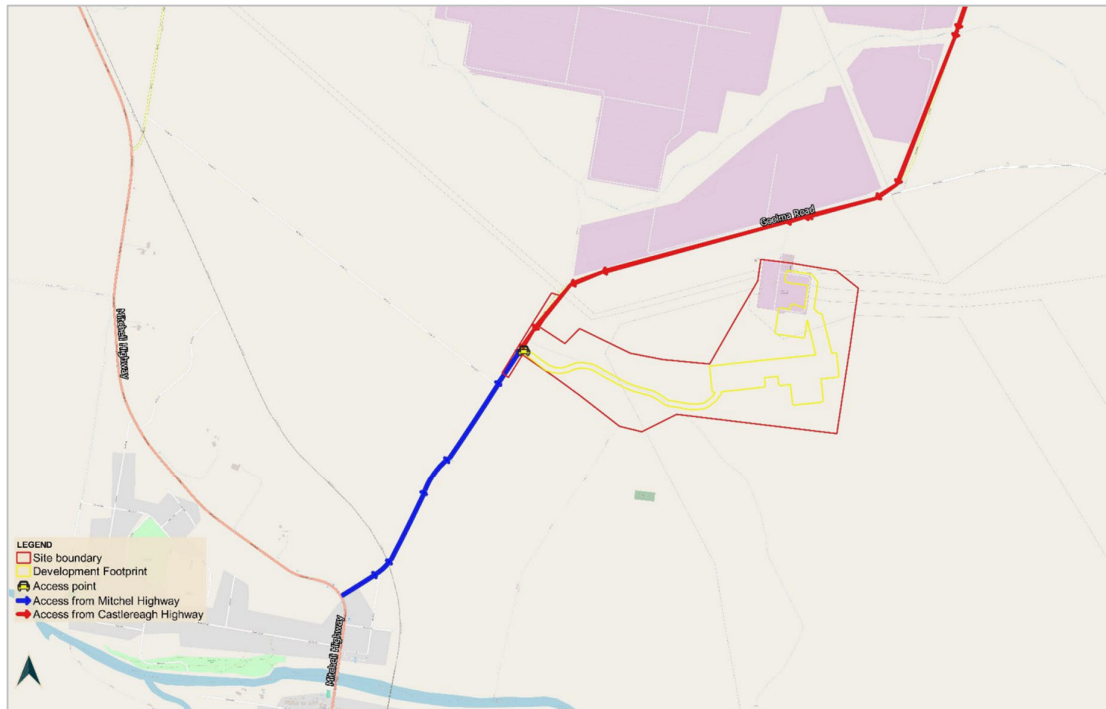
Other heavy vehicles will be required for the delivery of general construction materials and collection of materials to and from the local area.

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.

All 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 13.

Figure 13: Heavy Vehicle Access Route



Source: Appendix D of the Development Consent

Heavy vehicles required for the Stage 2a works will only access the site via the approved routes.

3.10 Heavy Vehicles Requiring Escort

A total of 5 heavy vehicles requiring escort are required for Stage 1 and Stage 2a of the BESS as summarised in Table 10.

Table 10: Heavy Vehicles Requiring Escort – Stage 1 and Stage 2a

No.	Description	Weight		Vehicle Combination Size		
		Load	Load plus vehicle combination	Total Length	Width (at widest point)	Height (at highest point)
1	Surface Miner #1	110T	186T	45m	4.2m	4.3m
2	Surface Miner #2	110T	186T	45m	4.2m	4.3m
3	Dust Unit #1	11T	31T	19m	3.55m	3.55m
4	Dust Unit #2	11T	31T	19m	3.55m	3.55m

No.	Description	Weight		Vehicle Combination Size		
		Load	Load plus vehicle combination	Total Length	Width (at widest point)	Height (at highest point)
5	Compactor #1	36T	72T	22m	3.65m	3.65m

The table shows that the vehicle movements generated by heavy vehicles requiring escort will comply with condition B1 with no more than 6 generated during Stage 1 and 2a.

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 Wellington Battery ProjectCo 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.

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.

3.10.1 High-Risk OSOM Movements

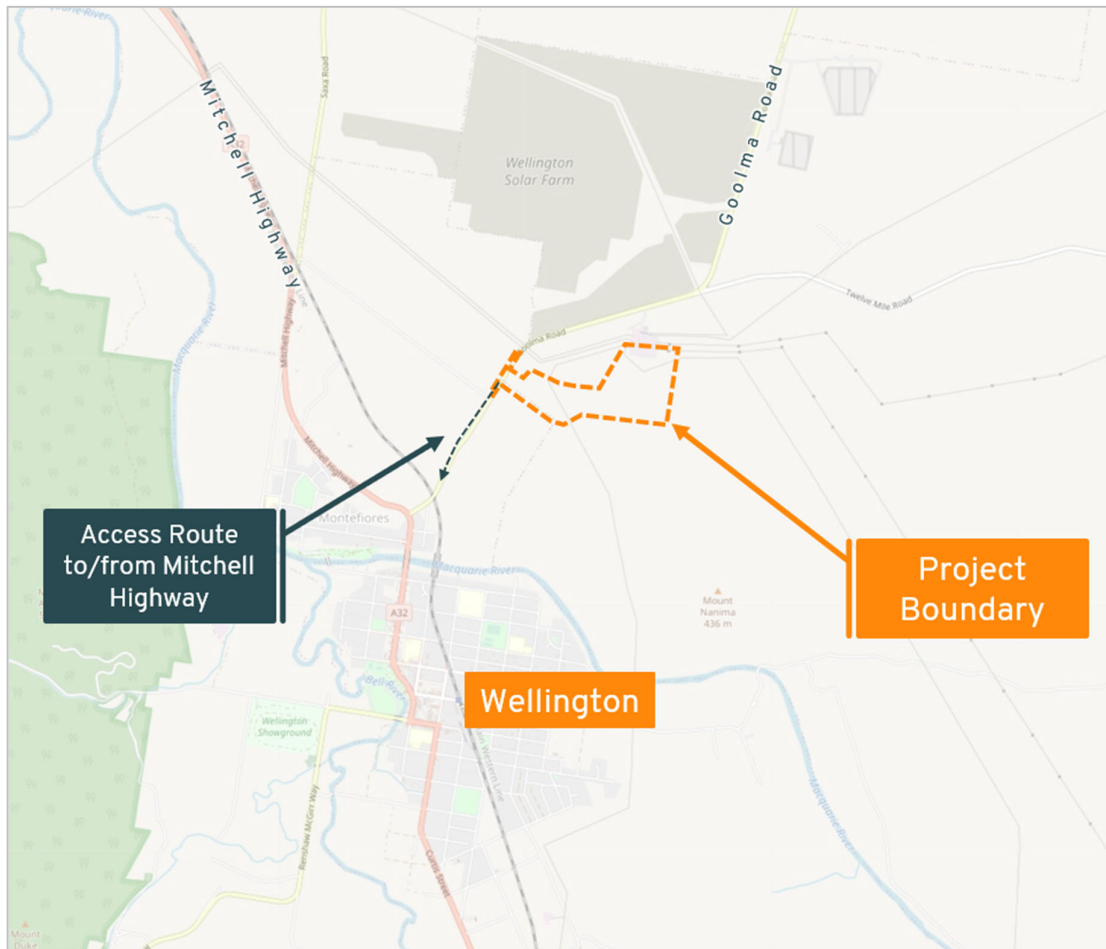
No High-Risk heavy vehicle requiring escort movements are required for Stage 2a.

The movement of High-Risk heavy vehicles requiring escort will be addressed as part of future TMP/s.

3.10.2 Heavy Vehicles Requiring Escort Access Route

All heavy vehicles requiring escort associated with the development will travel to and from the site via the Mitchell Highway and Goolma Road, as shown in Figure 14.

Figure 14: Heavy Vehicle Requiring Escort Access Route



Source: OpenStreetMap

3.11 Other Construction Stages and Operations

As this TMP only applies to Stage 2a, 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 C. 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 Wellington Battery ProjectCo 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 2a. Their responsibilities comprise:

- Ensuring that accurate records are kept of heavy vehicles to and from the site. These will be reported monthly to Wellington Battery ProjectCo 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 Wellington Battery ProjectCo 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 Wellington Battery ProjectCo 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 so 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 Wellington Battery ProjectCo Project Manager (via email: development.renewables@transport.nsw.gov.au).

4.4 Information and Communications

The CPP Project Manager is required to provide weekly reports to the Wellington Battery ProjectCo Project Manager. The Wellington Battery ProjectCo 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.

Wellington Battery ProjectCo 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.

4.5 On-Site Mitigation Measures

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

- All vehicles will enter the site through the designated access point and all vehicles will stop at security.
- On-site speed restrictions (40 km/hr maximum limit).
- All internal roads are constructed as all-weather roads as required by Condition B9 (a) of the Development Consent.
- Construction of access track routes in proximity to any environmentally sensitive areas to be guided by relevant specialists.
- Appropriate dust suppression measures be implemented, including:
 - Vehicles will drive at slower speeds when travelling on unsealed roads. This can reduce the amount of dust created and the amount of dirt tracked onto the public road network. Standard mitigation measures, such as a water trucks to dampen the roads and reduce the amount of dust in the air, shall be considered to reduce dust levels.
 - Vehicles entering/exiting the project loaded with materials shall be covered.
 - Rumble grids or rumble mats will be available on-site and will be installed at the entry points of the work site if/when needed
 - A road sweeper will be available for internal sealed roads if/when needed
- Loading and unloading will occur within the site. No street or roads will be used for material storage at any time.
- CPP will undertake weekly inspections of the road network during Stage 2a to ensure the capacity of the existing roadside drainage network is not reduced.
- Sufficient car parking will be provided on-site to ensure vehicles do not park on the surrounding road network. The amount of car parking on-site will be amended, if required.
- All car parking and loading areas to be designed to accommodate the associated design vehicle requirements.
- Construction equipment will be parked in designated laydown areas and work areas.

On-site parking, loading and lay down areas have been identified which are shown in Figure 15 and Figure 16.

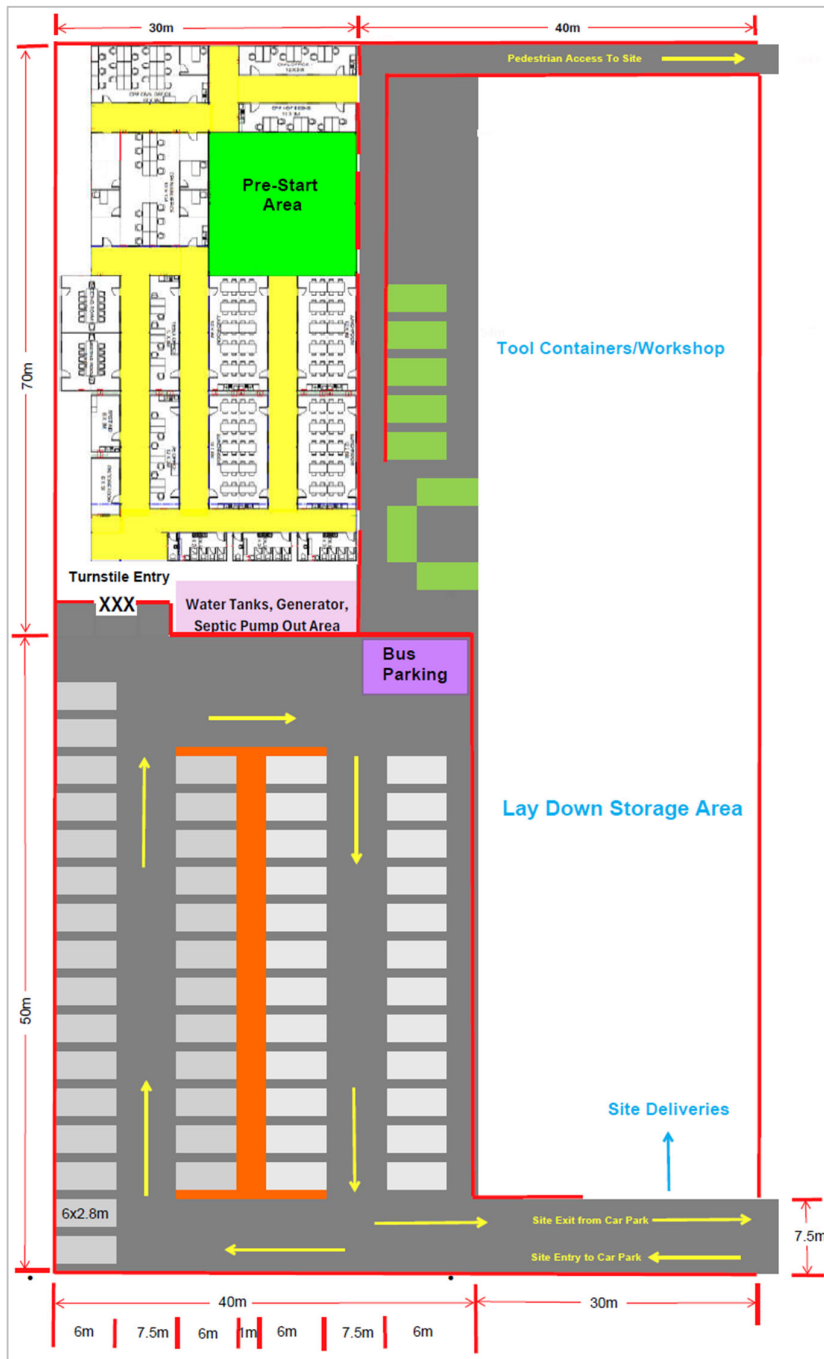
Figure 15: On-site parking, loading and lay down areas



Source: Akaysha

The car parking areas will provide sufficient space to accommodate all parking demands on-site. Deliveries and lay down areas are to be physically separated from the car parking and pedestrian access to site, as shown in Figure 16.

Figure 16: On-site parking, loading and lay down areas – Detail



Source: Akaysha

4.6 Shuttle Buses and Car-Pooling

Shuttle buses will be used to transport staff to and from the site during construction. 12-seater shuttle buses will be used between the intended centralised private car park and the BESS site.

The car park entrance is located at corner of Tollemache Street and Lay Street, with the route to site as shown in Figure 17. The figure also shows the parking area in yellow.

An agreement has been entered into between the landowner and Wellington Battery ProjectCo and can be provided to relevant authorities upon request.

Figure 17: Shuttle Bus route to Site



Source: Akaysha

The shuttle buses will leave the car parking between 6:15am and 6:45am and depart the project site 5:00pm and 5:30pm.

The number of shuttle buses will be confirmed based on demand and construction stage, with no more than 5 shuttle bus movements to be scheduled or occur in a single hour, in accordance with Condition B1.

Should any personnel seek to use their own vehicle, justification would need to be provided to encourage and promote private motor vehicles are used to support car-pooling. The CPP Project Manager will document staff that use private motor vehicles and their:

- Days of work;
- Start and finish times; and
- Route to work.

Opportunities to car-pool with other staff using private vehicles will be identified and car-pooling will be encouraged by the CPP Project Manager. A summary of the car-pooling opportunities will also be provided to staff at induction and toolbox meetings with posters documenting the availability of shuttle buses and car-pooling opportunities posted around the site compound.

The number of employees using their own vehicles to access the site will be recorded with the use of the on-site car park controlled by way of permits. This recorded data will be made available to the Planning Secretary if requested. The number of personnel using light vehicles to access and leave the site in place of the shuttle bus will be regularly monitored.

4.7 Hazardous Goods and Dangerous Materials

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

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

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

4.8 Environment Management

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

Measures to manage the existing roadside drainage network and to minimise the risks of dirt being tracked on to the surrounding road network are included in the Construction Environment Management Plan (CEMP) as well as other relevant management plans. Relevant measures from the CEMP are provided below for reference.

4.8.1 Stockpile Management

- *Stockpiles shall be managed in accordance with the risks arising from:*
 - *dust*
 - *soil erosion*
 - *weed management*
 - *visual amenity*
- *At the commencement of the Project assess if spoil is to be stockpiled and reused or removed from site.*
- *Stockpiling on site is to be limited where practicable and no stockpiling is to be sited within or adjacent drainage lines.*
- *Strip and stockpile vegetation separately.*



- *Strip and stockpile topsoil separately from subsoil or overburden for later rehabilitation of the site.*
- *Stockpiles will have sediment fencing established downslope unless they are of a temporary nature (<5 days) and no rain is forecast.*
- *Stockpiles may be covered (with tarps or equivalent) or otherwise secured with mulch or chemical binders to reduce erosion potential.*
- *Ensure stockpiles are not within five metres of significant vegetation, concentrated water flows, roads or other water flow areas.*
- *All stockpiles of erodible material, particularly topsoil and general fill, will be stabilised with polymer spray, rock or similar if material is not to be disturbed for >10 days.*
- *Stockpiles will be covered or stored in areas not subject to high winds, and vehicle loads of material which may create dust would be covered while using the public road system.*
- *Works that disturb vegetation, soil or stockpiles will not be carried out during strong winds (over 40 km/h).*

The CPP Project Manager will conduct regular inspections of all stockpiles and manages them in accordance with the risk factors above.

4.8.2 Spoil Management and Export

Excess excavated material and spoil generated during construction is to be removed from site. Where excavated and/or stockpiled spoil is to be removed from site:

- *It will be placed in trucks and removed to a licenced disposal depot.*
- *All loads will be covered prior to leaving site.*
- *Prior to leaving site all trucks will report the Site Office.*
- *The truck and its load will be inspected by the CPP Site Manager.*
- *Records of this inspection will be recorded in Waste Disposal Register.*

4.8.3 Erosion and Sediment Control

Erosion control measures either protect or reinforce the soil surface/subsurface from erosion forces or convey run off in a non-erosive way. Sediment control measures capture eroded soil particles by either slowing the velocity of the water so that the sediment can settle out by gravity. Sediment is only generated when soil erosion occurs, therefore design, installation and construction of effective erosion control measures should be the first priority followed by good housekeeping once land disturbance work commences. All reasonable and practicable measures must be taken to prevent the release of sediment from the site.

- *At the planning stage of this project, erosion and sediment control requirements will be identified and planned.*
- *When identifying erosion and sediment control requirements, the Project is subdivided into sections based upon the size and separate catchment areas that will be affected by land disturbance.*
- *Erosion and sediment control requirements are identified for each section. These requirements will be identified in the Erosion and Sediment Control Plan (ESCP). As described in the Environmental Impact Statement (EIS), the ESCP will specifically include:*
 - *Site access points will be stabilised in accordance with SD 6-14, or a cattle grid installed; and*

- *The primary site access point exiting onto Goolma Road will be monitored for sedimentation, particularly after rainfall. Any sedimentation on sealed, public roads must be removed via sweeping or washing into an installed sedimentation control.*
- *A minimum of land is exposed to the risk of erosion for the shortest period.*
- *Temporary erosion control measures are installed when undertaking small pits and trenches excavations.*
- *All temporary earth bunds and flow diversion systems must be machine-compacted and, if in place for the lifetime of the Project, stabilised with polymer or landscaping techniques (seeding, hydromulch etc.).*
- *Sediment control devices identified as required will be installed parallel with the ground contours, immediately down slope of any areas where the natural ground surface will be disturbed.*
- *Where possible soil and material collected in erosion control or sediment collection structures will be reused to fill excavations or site restoration (unless contaminated).*
- *Machinery and vehicles are to remain on existing roads and access roads whenever possible.*
- *Movements will be further restricted during and immediately following wet weather to minimise disturbance to ground cover.*
- *Works will not be undertaken immediately prior to or during periods of high rainfall.*
- *Suitable access must be provided to all sediment control devices for maintenance purposes.*
- *Erosion and sediment collection structures will be inspected on a weekly basis, and prior to and after significant rainfall events (where surface water flows are observed).*
- *Additional erosion and sediment control measures must be implemented and a revised ESCP must be prepared if site conditions or Project design change significantly.*
- *All drainage, erosion and sediment controls must be inspected:*
 - *At least daily (when work is occurring onsite).*
 - *At least weekly (when work is not occurring on site).*
 - *Within 24 hours of expected rainfall;*
 - *and within 18 hours of a rainfall event of sufficient intensity and duration to cause runoff on site.*

4.9 Emergency Repair or Maintenance Requirements

For emergency repairs and road maintenance issues the Wellington Battery ProjectCo 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.

4.10 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 Wellington Battery ProjectCo Project Manager

The Wellington Battery ProjectCo 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 Wellington Battery ProjectCo 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. Temporary Traffic Management

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

TCPs / Traffic Guidance Schemes (TGSs) will 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.

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 (OHS), and risk management procedures. All personnel wishing to enter the works zone are to be properly inducted before access is allowed.

The requirements of the TMP will be communicated to all personnel entering the site through the 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 Wellington Battery ProjectCo 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.

Wellington Battery ProjectCo 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 the Development Consent, the Planning Secretary must be notified in writing via the Major Projects website immediately after Wellington Battery ProjectCo 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.

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 of the Development Consent, the Planning Secretary must be notified in writing via the Major Projects website. 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

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

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

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

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

The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified 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 monitoring measures is provided within Table 11.



Table 11: 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	Wellington Battery ProjectCo and CPP	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	Wellington Battery ProjectCo and CPP	Duration of construction	Daily
Heavy vehicle requiring escorts movements	Number of vehicles exceed DC approval	Maximum limit of 6 Heavy vehicle requiring escort movements during construction, operations and decommissioning	Heavy vehicle requiring escorts planned for will be scheduled at commencement of construction	Count and record number of vehicle movements	Wellington Battery ProjectCo and CPP	Duration of construction	Monthly
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	Wellington Battery ProjectCo and CPP	Duration of construction	Daily
Weather conditions	Conditions make driving hazardous	Vehicles should not be travelling in unsafe conditions	Consider options to reduce driver risk such as temporarily halting vehicle movements, re-routing, etc.	Check weather forecast and on-site conditions	Wellington Battery ProjectCo and CPP	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.	Wellington Battery ProjectCo and CPP	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	Wellington Battery ProjectCo and CPP	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	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	Wellington Battery ProjectCo and CPP	Duration of construction	Weekly and after any wet weather events
Internal access roads	Road conditions	Internal roads, loading and car parking areas are suitable for the safe use of vehicles	Visual inspection of the internal road network and associated infrastructure	Weekly visual inspection of the internal road, loading and car parking areas.	Wellington Battery ProjectCo and CPP	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 Wellington Battery ProjectCo 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 Wellington Battery ProjectCo 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 Wellington Battery ProjectCo 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 construction phase of the project only, separate TMPs are to be prepared for the balance of 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

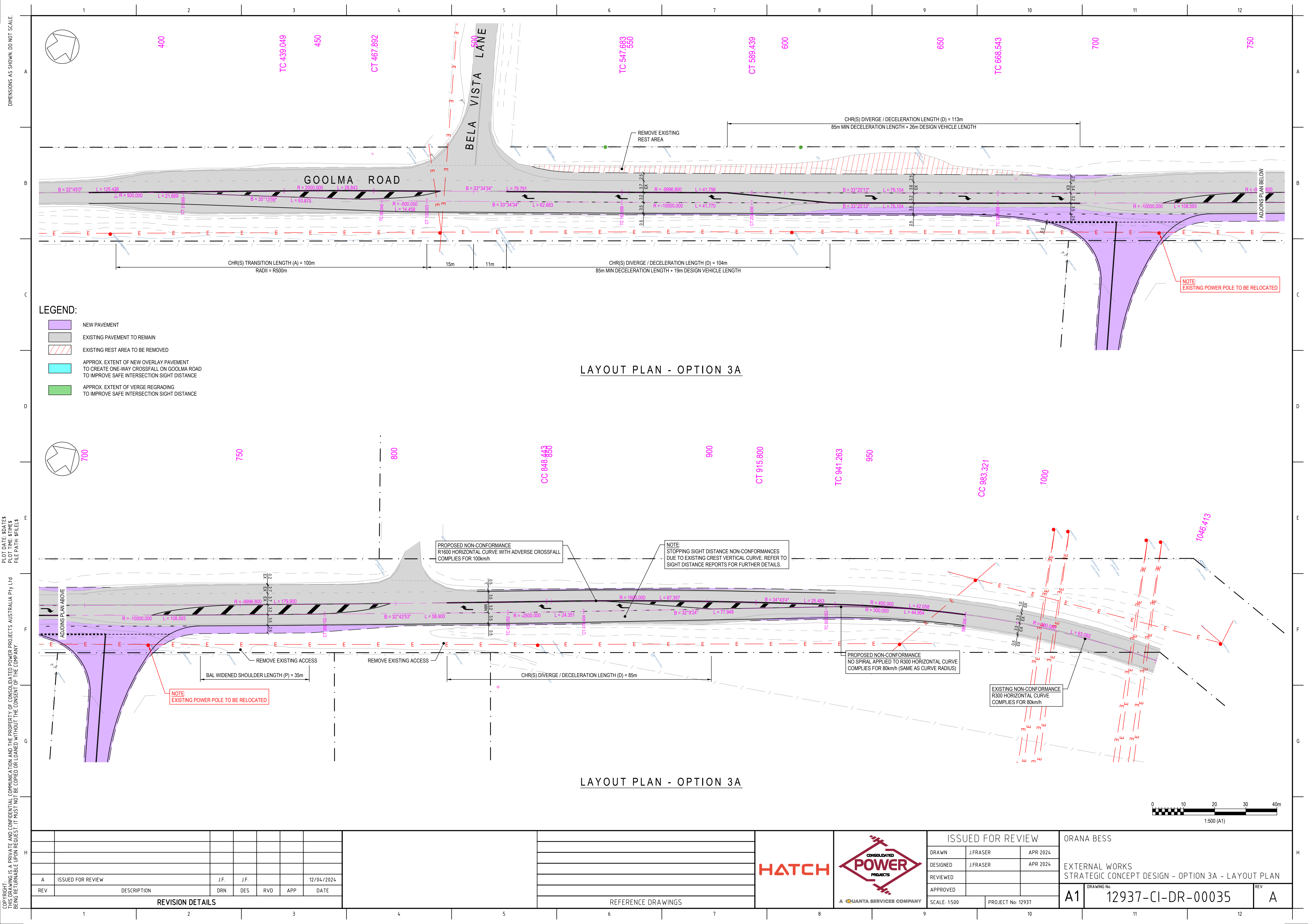
Prior to commencing the operations, upgrading or decommissioning of the development or the cessation of operations, the Applicant will notify the Department in writing via the Major Projects website portal of the date of commencement, or cessation, of the relevant phase.

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:
- NEW PAVEMENT
 - EXISTING PAVEMENT TO REMAIN
 - EXISTING REST AREA TO BE REMOVED
 - APPROX. EXTENT OF NEW OVERLAY PAVEMENT TO CREATE ONE-WAY CROSSFALL ON GOOLMA ROAD TO IMPROVE SAFE INTERSECTION SIGHT DISTANCE
 - APPROX. EXTENT OF VERGE REGRADING TO IMPROVE SAFE INTERSECTION SIGHT DISTANCE

LAYOUT PLAN - OPTION 3A

LAYOUT PLAN - OPTION 3A

A	ISSUED FOR REVIEW	J.F.	J.F.			12/04/2024
REV	DESCRIPTION	DRN	DES	RVD	APP	DATE

REVISION DETAILS

REFERENCE DRAWINGS

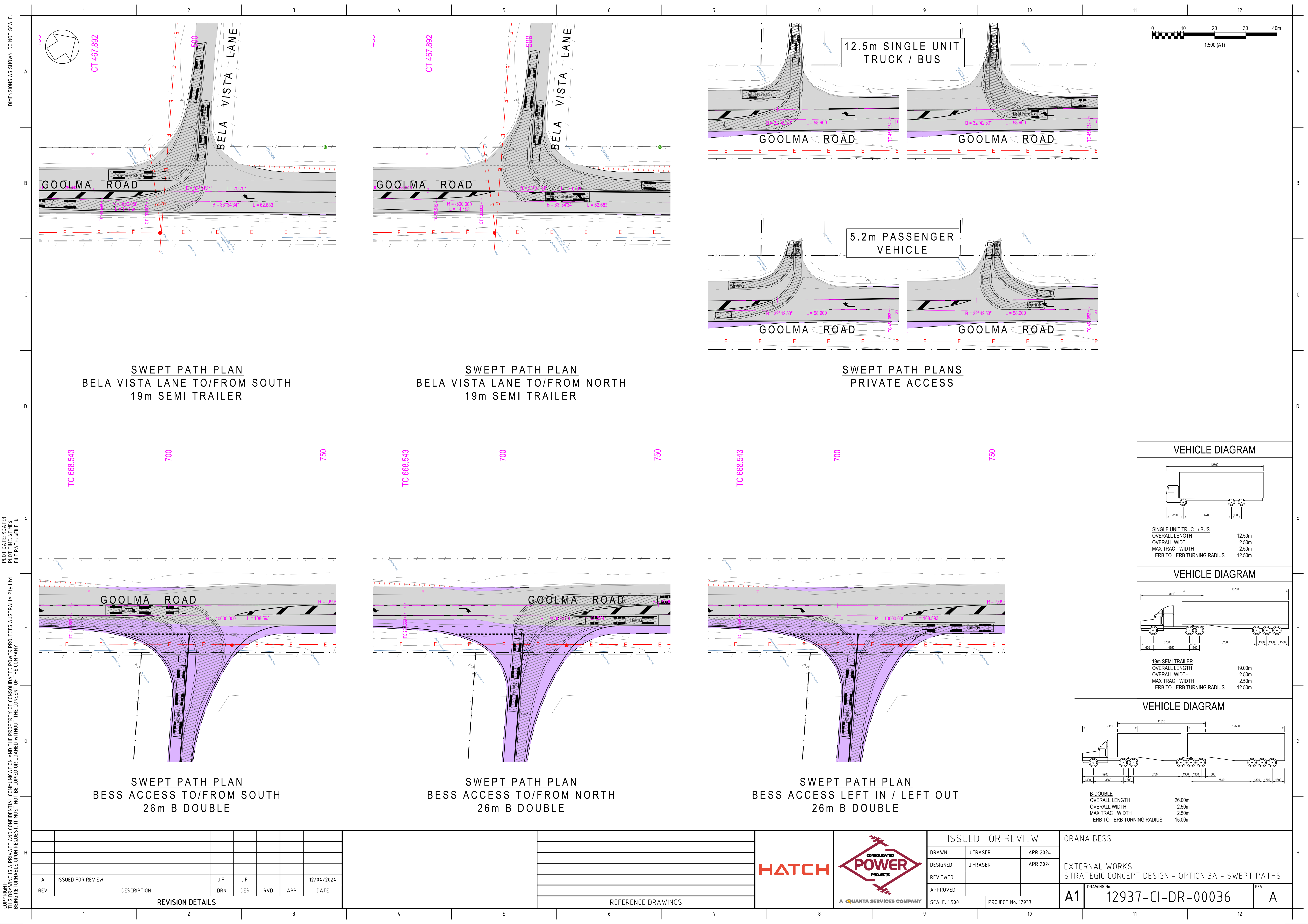
HATCH



ISSUED FOR REVIEW

DRAWN	J.FRASER	APR 2024
DESIGNED	J.FRASER	APR 2024
REVIEWED		
APPROVED		
SCALE: 1:500	PROJECT No: 12937	

ORANA BESS		
EXTERNAL WORKS STRATEGIC CONCEPT DESIGN - OPTION 3A - LAYOUT PLAN		
A1	DRAWING No: 12937-CI-DR-00035	REV A



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REVISION DETAILS

REV	DESCRIPTION	DRN	DES	RVD	APP	DATE
A	ISSUED FOR REVIEW	J.F.	J.F.			12/04/2024

REFERENCE DRAWINGS

ISSUED FOR REVIEW		
DRAWN	J.FRASER	APR 2024
DESIGNED	J.FRASER	APR 2024
REVIEWED		
APPROVED		
SCALE: 1500	PROJECT No: 12937	

ORANA BESS		
EXTERNAL WORKS STRATEGIC CONCEPT DESIGN - OPTION 3A - SWEEP PATHS		
A1	DRAWING No: 12937-CI-DR-00036	REV A

Appendix B

Road Authority Feedback and Approvals



Timothy Hoban
General Manager, Development ANZ
Akaysha Energy Pty Ltd
11-13 Pearson Street
Cremorne, VIC, 3121

19/07/2024

Subject: Orana BESS – Traffic Management Plan

Dear Mr. Hoban

I refer to your submission requesting review and approval of the Traffic Management Plan in accordance with the Development Consent for the Orana BESS (SSD-45242780).

I note the Traffic Management Plan has been prepared in consultation with TfNSW, Dubbo Regional Council and Mid-Western Regional Council and contains the information required by the conditions of approval.

The Department has carefully reviewed the document and is satisfied that it meets the requirements of the relevant conditions in the Development Consent.

Accordingly, as nominee of the Planning Secretary, I approve the Traffic Management Plan (Rev J, dated 10 July 2024).

Please ensure you make the document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Wayne Jones on (02) 6575 3406.

Yours sincerely



Iwan Davies
Director
Energy Assessments

As nominee of the Planning Secretary

Timothy Hoban
Development Manager
Akaysha Energy Pty Ltd
Suite 1.01, 11-13 Pearson Street
Cremorne, VIC, 3121

08/10/2024

Subject: Orana BESS – Traffic Management Plan Staging

Dear Mr. Hoban

I refer to your submission dated 2 October 2024, requesting approval to stage the provision of the Traffic Management Plan for the Orana BESS project (SSD-45242780).

I note the revised staging request for the Traffic Management Plan:

- now includes progressive site clearing and civil works for the BESS Bench;
- Staging request and revised TMP have been reviewed by TfNSW and no issues have been raised with the Department; and
- contains the information required by the conditions of approval.

In summary, Akaysha is seeking permission to stage the TMP 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: Onsite 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

Accordingly, as nominee of the Planning Secretary, I approve the revised staging of the Traffic Management Plan.

Note:

- updates to the TMP (including Stage 1 - additional site clearing and civil works for the BESS Bench) must be provided prior to the commencement of each stage;
- Stage 2 works may only proceed after the completion of the Goolma Road Intersection;

- all other management plans, relevant to the scope in Stage 1, must be approved prior to the commencement of Stage 1 works.

Please ensure you make the document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Wayne Jones on (02) 657 3406.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Iwan Davies', with a stylized, cursive script.

Iwan Davies
Director
Energy Assessments

As nominee of the Planning Secretary

Timothy Hoban
Development Manager
Akaysha Energy Pty Ltd
Suite 1.01, 11-13 Pearson Street
Cremorne, VIC, 3121

08/10/2024

Subject: Orana BESS – Traffic Management Plan Stage 1

Dear Mr. Hoban

I refer to your submission requesting review and approval of the revised Traffic Management Plan for the Stage 1 of the Development Consent for Orana BESS (SSD-45242780).

I note the revised Traffic Management Plan for Stage 1:

- now includes progressive site clearing and civil works for the BESS Bench;
- staging request and revised TMP have been reviewed by TfNSW and no issues have been raised with the Department; and
- contains the information required by the conditions of approval.

Accordingly, as nominee of the Planning Secretary, I approve the revised Traffic Management Plan for Stage 1 (Rev L, dated 19 September 2024) in accordance with Schedule 2, Condition B10 of the Development Consent.

Note:

- updates to the TMP must be provided prior to the commencement of each stage;
- Stage 2 works may only proceed after the completion of the Goolma Road Intersection;
- all management plans, other than the TMP, relevant to the scope in Stage 1, must be approved prior to the commencement of Stage 1 works.

Please ensure you make the document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Wayne Jones on (02) 6575 3406.

Yours sincerely



Iwan Davies
Director
Energy Assessments

As nominee of the Planning Secretary

20 September 2024

TfNSW reference: WST24/00057/005 | SF2024/038010

Your reference: SSD-45242780



Tim Hoban
Akaysha Energy
By Email: Tim.hoban@akayshaenergy.com

TfNSW Review of the draft TMP revision L prepared by Amber dated 18 September 2024 for SSD-45242780 Orana BESS –revised Stage 1

Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition B10 and the relevant conditions within Part B-Environmental Conditions- General- Transport section of the Instrument of Approval for SSD-45242780 issued 22 December 2023.

TfNSW understands that the Traffic Management Plan only applies to 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.

TfNSW has reviewed the TMP, Revision H prepared by Amber dated 6 June 2024 and considers the content in the plan satisfactorily addresses Condition B10 of the Orana BESS (SSD-45242780) development consent for Stage 1 of the development, which is applicable to the road upgrades and early works.

TfNSW requires consultation as per condition B10 for the subsequent stages 2a,2b, 3, and 4 or any revision that will have implications for the state road network, specifically the compliance with the Transport conditions within Part B-Environmental Conditions – General – Transport of the Instrument of Approval. The revisions or updates to the Traffic Management Plan to include each stage must be approved by the Planning Secretary before commencing the works prescribed for the relevant stage.

If you have any questions, please get in touch with Glen Hanchard on 1300 019 680 or email development.renewables@transport.nsw.gov.au.

Yours faithfully,

Alexander Power
Team Leader Development Services - Renewables
Community and Place
Regional and Outer Metropolitan

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

OFFICIAL

27 November 2024

TfNSW reference: WST24/00057/011

Your reference: SSD-45242780

Tim Hoban

Akaysha Energy

By Email: Tim.hoban@akayshaenergy.com

Review of Traffic Management Plan for Orana BESS SSD-45242780

Dear Tim,

Reference is made to email correspondence to TfNSW dated 31 October 2024 containing the Traffic Management Plan (TMP) submitted in accordance with consent Condition B10 of Notice of Determination for SSD-45242780 issued 22 December 2023. The correspondence also included a letter to DPHI by NGH dated 17 October requesting a change to Condition of Consent B1 allowing for an increase in the vehicle volumes delineated by the condition.

TfNSW has reviewed the TMP prepared by Amber, dated October 2024, and provides the following:

1. Condition B1 Amendment

The TMP assumes support for a change to condition B1 allowing for an increase in vehicle volumes. The TIA (forming part of the EIS). The condition amendment is proposing more than doubling the approved amount of heavy vehicles and heavy vehicles requiring escort and tripling the amount of light vehicles. TfNSW is unable to support an increase of the traffic volumes that have been stipulated in Condition B1.

2. TMP traffic volumes

TfNSW does not support the inclusion of the increased traffic volumes as a part of Stage 2 of the Orana BESS TMP, as the traffic volumes presented are inconsistent with the EIS and conditions of consent. The TMP is required to be revised to reinstate the traffic volumes as presented within the TIA that formed part of the EIS for the project approval.

TfNSW can review revised traffic assessments to increase the traffic volumes through the correct pathway of a secretary request or modification to the development consent, with formal referral to TfNSW for review and advice. Any referral will need to be accompanied by a revised turn warrant assessment, that confirms that the increased traffic volumes will comply with the treatments (CHR(s)/BAL) that are currently being delivered as a part of the Works Authorisation Deed for the project. The TMP is not the place for revising the traffic volumes for the project.

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3. High Risk Heavy Vehicles requiring escort clarification

The TMP discusses use of heavy vehicles requiring escort but does not clarify if any will fall into the high-risk category. If high risk heavy vehicles requiring escort are required further detail on their configuration, loads, dimensions, weights and their required routes will need to be included within the revised TMP. A modification to the original development consent may be required, if further road works are required to facilitate the additional high-risk heavy vehicles requiring escort, from the Port to the site.

A schedule of all heavy vehicles requiring escort, including any identified as high risk should be provided in the updated TMP.

Note: High risk heavy vehicles requiring escort are not permitted to use the site access until the completion of the intersection upgrades.

4. Upgrade Works required by conditions of consent

Before approving the Stage 2 TMP the planning secretary must be satisfied by satisfactory evidence that all upgrade works required by conditions of consent to the state road network have been constructed.

5. Table References Incorrect

Table 1 provides incorrect references to the TMP. For example, It references Section 4.11 however this does not exist in the document. Table 1 references Section 4.8 for carpooling and shuttlebus information however should reference Section 4.6. Please amend references appropriately and ensure all requested items from TfNSW are included.

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

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

Yours faithfully,

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

Alexandra Power

Team Leader Development Services – Renewables
Community and Place
Regional and Outer Metropolitan Division

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

OFFICIAL

4 March 2025

TfNSW reference: REN25/00024/001 | SF2025/013240

Your reference: SSD-45242780

Lachie Dowling

Akaysha Energy

By Email: Lachie.dowling@akayshaenergy.com

Review of Traffic Management Plan for Orana BESS SSD-45242780 Stage 2 and the Condition B1 amendment via Secretary Request

Dear Lachie,

Reference is made to the Orana BESS Stage 2 Traffic Management Plan (TMP) Condition B10 of Notice of Determination for SSD45242780 issued 22 December 2023 submitted for Orana BESS Stage 2 to Transport for NSW (TfNSW) and the Secretary Request for Condition B1 (a) for the increase in traffic volumes increased traffic volumes.

TfNSW has reviewed the TMP prepared by Amber, dated January 2025 and the Traffic Memo prepared by Amber 3 March 2025 for the Secretary Request in relation to Condition B1 (a). Based on this review TfNSW request the following information to form part of a revised supporting documentation for the Traffic Memo and a revised Traffic Management Plan for Stage 2:

1. Condition B1 Amendment- Secretary Request

The TMP assumes support for a change to condition B1, allowing for increased vehicle volumes. TfNSW are currently providing a revised response to the Amber Traffic Memo dated 20 February 2025 that underpin the Secretary Request to exceed the traffic volumes set within Notice of Determination Schedule 2 Part B1 (a). TfNSW notes that the underpinning information provided within the excel spreadsheet from Amber Consulting identifies for the revised turn warrant assessment the requirement for a CHR for the AM right turning traffic volumes, based on turn warrant graph for a design speed of 110km/hr (100km/hr +10km), which is the applicable speed at this location. The 85th percentile design speed cannot be adopted for turn warrants assessments (see *TfNSW supplements to Austroads Guide to Road Design*).

As the assessment is concerning the revised traffic assumptions then the 110km/hr design speed is required to be applied to the new assessment. While a CHR is the identified outcome of the revised assessment.

TfNSW requests a further review and revision of the right turn traffic assumptions in the AM peak hour in conjunction with increased uptake of traffic mitigation measures (i.e shuttle buses, carpooling, staggering) to further reduce the right turn traffic volumes in the AM peak hour to ensure the traffic volumes conform with the newly constructed CHR(s) right turn treatment into the project access.

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This information is to be prepared and including within an engagement in the Major Projects Portal. TfNSW will respond formally to this engagement. This must occur in this sequence prior to submission to DPHI for approval of the Planning Secretary request.

The Condition B1- Secretary Request must be resolved and approved and the current Orana Stage 2 Traffic Management Plan must be updated to align with the approved secretary request.

2. High Risk Heavy Vehicles requiring escort clarification

Appendix F includes the High-Risk OSOM TMP and Route Assessment and TFNSW provides the following comments:

- a. There is minimal information provided for the pinch points along the high-risk oversize overmass routes on NSW State Roads from Tocumwal to site. No swept paths have been provided for each identified pinch point along the state road network. This information is requested to ensure that the high-risk OSOM do not required further road upgrades or traffic management to navigate each pinch point along the state road network.
- b. The left turn in Dubbo from Newell Highway onto Mitchell Highway is in a different direction than the route provided in the NHVR link. The route assessment for this location is to be revised to capture the arc for the correct turning direction.
- c. Confirmation that bridges along the routes have been assessed and are suitable for the proposed high-risk OSOM movements.
- d. The OSOM route has included the Parkes Bypass as part of the route. Parkes Bypass is yet to be opened and is unlikely to be opened by the time of OSOM movements for the development. An alternate route is to be included for traversing through Parkes including pinch point analysis.
- e. The high-risk OSOM route assessment prepared by ODLS and within the Traffic Management Plan for Stage 2 for Orana BESS identifies a different route to the assessed route captured within the revised Amber Consulting TIA prepared for Orana BESS dated 19 December 2023 and subsequently captured within the EIS. The main differences in the routes captured within the EIS (Amber Consulting TIA, dated 19 December 2023):
 - The Amber TIA dated 19 December 2023 identifies the NSW entry via Cockburn and utilises the Barrier and Mitchell Highway ([Cockburn to Site](#)). While the route accompanying the Orana Stage 2 TMP identifies an entry into NSW at Tocumwel and travels via the Newell Highway and Mitchell Highway to the site access points ([Tocumwal to Site](#)).
 - The dimensions and weights for the laden loads for the transformer appear to be different from the Amber TIA dated 19 December 2023- ODLS route assessment versus the ODLS assessment prepared for the Stage 2 Orana BESS TMP.

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The inconsistency of the routes presented within the Amber Consulting TIA dated 19 December 2023 (captured within the EIS definition), and the current ODL route survey presented in the Orana BESS Traffic Management Plan for Stage 2, will need to be discussed with DPHI, as to whether the revised routes are “generally in accordance with the EIS” (see condition A2 (c)).

TfNSW identifies the path to resolving the inconsistency between the EIS (which captures Amber Consulting TIA December 19 2023) and the Orana Traffic management Plan 2- ODL Route Survey, would be to undertake further assessment of bridges (less axles greater axle/weight ratio), vertical and horizontal geometry and including swept paths of any identified pinch points for the State road network and address points (a) to (d) above and point (f) below.

- f. The inconsistency with the dimensions of the vehicle configurations creates a further issue with the swept path for the high-risk OSOM that has been adopted for the Orana BESS access. The swept path assessment within the EIS (Amber Consulting TIA dated 19 December 2023) was prepared for a 53.43m length vehicle configuration compared to the proposed length for the high-risk OSOM transformer of 69.5m. Further swept path analysis is required for the 69.5m high-risk OSOM vehicle configuration at the Orana site access/Goolma Road, to ensure the movement can occur within the newly completed intersection pavement and entry into the site.

Based on the timing for addressing the above matters, it may be worth considering staging the high-risk OSOM routes and assessment portion of the Traffic Management Plan. Staging of the Traffic Management Plan will need to be discussed with DPHI.

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

Yours faithfully,

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

Alexandra Power

Team Leader Development Services – Renewables

Transport Planning

Planning, Integration and Passenger

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

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7 March 2025

TfNSW reference: REN25/00024/001 | SF2025/013240

Your reference: SSD-45242780; TMP revision reference: 370 tmp S2A 250307 final

Lachie Dowling

Akaysha Energy

By Email: Lachie.dowling@akayshaenergy.com

Review of Traffic Management Plan for Orana BESS SSD-45242780 for Stage 2a TMP dated 7 March 2025

Dear Lachie,

Reference is made to the Orana BESS Stage 2a Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) for consultation in accordance with consent Condition B10 of Notice of Determination for SSD-45242780 issued 22 December 2023.

TfNSW has reviewed the TMP prepared by Amber, dated 7 March 2025 (370 tmp S2A 250307 final) and there are no outstanding issues. The formal consultation in accordance with the Condition B10 of the Notice of Determination for SSD-45242780 has been satisfied for TMP Stage 2a.

TfNSW notes that the staging request is required to be approved by DPHI prior to the approval of the Stage 2a TMP for Orana BESS.

TfNSW notes that the TMP will need to be revised and approved prior to commencing Stage 2b, as this stage includes the increased traffic volumes and high-risk OSOM route assessments. Further consultation with TfNSW prior to the approval of the TMP for Stage 2b will be required.

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

Yours faithfully,

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

Alexandra Power

Team Leader Development Services – Renewables

Transport Planning

Planning, Integration and Passenger

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

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From: [Lisa Penson](#)
To: [Lachie Dowling](#)
Cc: [Nurudeen Huthman](#); [Jasmine Kerameas](#); [Jake Darby](#); [Tom Dwyer](#)
Subject: RE: Parallel Pre-Construction Works - Orana Bess - Council Response & Stage 2 TMP
Date: Wednesday, 29 January 2025 2:31:49 PM
Attachments: [image001.png](#)
[image002.png](#)

Thanks Lachie,
Have a great afternoon.

Kind regards Lisa

From: Lachie Dowling <lachlan.dowling@akayshaenergy.com>
Sent: Wednesday, 29 January 2025 11:20 AM
To: Lisa Penson <Lisa.Penson@midwestern.nsw.gov.au>
Cc: Nurudeen Huthman <nurudeen.huthman@akayshaenergy.com>; Jasmine Kerameas <jasmine.kerameas@akayshaenergy.com>; Jake Darby <jake.darby@akayshaenergy.com>; Tom Dwyer <tdwyer@amberorg.com.au>
Subject: RE: Parallel Pre-Construction Works - Orana Bess - Council Response & Stage 2 TMP

Hi Lisa,

I hope you're well, FYI please find attached Orana BESS stage 2 TMP as we transition into phase 2 of the development.

FYI, TfNSW returned comments late last year regarding the Orana BESS stage 2 (revA) Traffic management plan and we have now amended the stage 2 TMP (revB) accordingly.

Stage 2 now includes the additional future OSOM movements and important to note that the additional inclusions will all be travelling from South Australia and Victoria and have no impact on MWRC.

Please reach out if any queries.

Kind regards.

Lachie Dowling
Project Manager
T +61 499 211 533
A L7, 22 Gordon St, Cremorne VIC 3121, Australia

From: Lisa Penson <Lisa.Penson@midwestern.nsw.gov.au>
Sent: Tuesday, 15 October 2024 8:59 AM
To: Lachie Dowling <lachlan.dowling@akayshaenergy.com>
Cc: Nurudeen Huthman <nurudeen.huthman@akayshaenergy.com>; Jasmine Kerameas <jasmine.kerameas@akayshaenergy.com>; Jake Darby <jake.darby@akayshaenergy.com>; Jake Darby <jake.darby@akayshaenergy.com>
Subject: RE: Parallel Pre-Construction Works - Orana Bess - Council Response

Thanks Lachie,

I have downloaded it; we are a little swamped with ACEREZ management plans, and will get back to you asap.

Kind regards Lisa

From: Lachie Dowling <lachlan.dowling@akayshaenergy.com>
Sent: Monday, 14 October 2024 12:16 PM
To: Lisa Penson <Lisa.Penson@midwestern.nsw.gov.au>
Cc: Nurudeen Huthman <nurudeen.huthman@akayshaenergy.com>; Jasmine Kerameas <jasmine.kerameas@akayshaenergy.com>; Jake Darby <jake.darby@akayshaenergy.com>; Jake Darby <jake.darby@akayshaenergy.com>
Subject: RE: Parallel Pre-Construction Works - Orana Bess - Council Response

Hi Lisa,

My apologies, I was of the understanding the endorsed Stage 01 TMP was received on your end.

As the file is too large, I will send you through a link to access the file following this email. If you could please follow up with a confirmation of receipt it would be much appreciated. Any issues please reach out. Thanks

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: Lisa Penson <Lisa.Penson@midwestern.nsw.gov.au>
Sent: Friday, 6 September 2024 12:41 PM
To: Lachie Dowling <lachlan.dowling@akayshaenergy.com>
Subject: RE: Parallel Pre-Construction Works - Orana Bess - Council Response

Hi Lachie,

Hope you're well, I was just following up as I am expecting to see your transport management plans soon.

Do you have a time frame on these?

Many thanks, Lisa

Mid-Western Regional Council

From: Lachie Dowling <lachlan.dowling@akayshaenergy.com>
Sent: Wednesday, July 17, 2024 3:56 PM
To: Lisa Penson <Lisa.Penson@midwestern.nsw.gov.au>
Cc: Nurudeen Huthman <nurudeen.huthman@akayshaenergy.com>; Tanzania Matotek <tanzia.matotek@akayshaenergy.com>; Tim Hoban <tim.hoban@akayshaenergy.com>
Subject: RE: Parallel Pre-Construction Works - Orana Bess - Council Response

Thanks Lisa,

This is much appreciated.

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: Lisa Penson <Lisa.Penson@midwestern.nsw.gov.au>
Sent: Wednesday, July 17, 2024 3:42 PM
To: Lachie Dowling <lachlan.dowling@akayshaenergy.com>
Cc: Nurudeen Huthman <nurudeen.huthman@akayshaenergy.com>; Tanzania Matotek <tanzia.matotek@akayshaenergy.com>; Tim Hoban <tim.hoban@akayshaenergy.com>
Subject: RE: Parallel Pre-Construction Works - Orana Bess - Council Response

Hi Lachlan,

Please see attached letter from Julian Geddes, Director Operations Mid-Western Regional Council regarding the Parallel Pre-Construction Works for the Orana BESS.

Please let me know if I can help with anything else.

Kind regards Lisa

From: Lachie Dowling <lachlan.dowling@akayshaenergy.com>
Sent: Wednesday, July 17, 2024 11:28 AM
To: Lisa Penson <Lisa.Penson@midwestern.nsw.gov.au>
Cc: Nurudeen Huthman <nurudeen.huthman@akayshaenergy.com>; Tanzania Matotek <tanzia.matotek@akayshaenergy.com>; Tim Hoban <tim.hoban@akayshaenergy.com>
Subject: RE: Parallel Pre-Construction Works - Orana Bess - Council Response

Thanks Lisa,

I'll keep an eye out for the letter and I appreciate the speedy turn around.

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: Lisa Penson <Lisa.Penson@midwestern.nsw.gov.au>

Sent: Wednesday, July 17, 2024 8:07 AM

To: Lachie Dowling <lachlan.dowling@akayshaenergy.com>

Cc: Nurudeen Huthman <nurudeen.huthman@akayshaenergy.com>; Tanzania Matotek <tanzia.matotek@akayshaenergy.com>; Tim Hoban <tim.hoban@akayshaenergy.com>

Subject: RE: Parallel Pre-Construction Works - Orana Bess - Council Response

Hi Lachlan,

I have spoken to Julian Geddes, Director of Operations and there is no objection from Mid-Western Regional Council to these works being undertaken concurrently.

I will send you a letter later today for your records.

Please let me know if I can help with anything else.

Kind regards Lisa

From: Lachie Dowling <lachlan.dowling@akayshaenergy.com>

Sent: Tuesday, July 16, 2024 4:36 PM

To: Lisa Penson <Lisa.Penson@midwestern.nsw.gov.au>

Cc: Nurudeen Huthman <nurudeen.huthman@akayshaenergy.com>; Tanzania Matotek <tanzia.matotek@akayshaenergy.com>; Tim Hoban <tim.hoban@akayshaenergy.com>

Subject: FW: Parallel Pre-Construction Works - Orana Bess - Council Response

Hi Lisa,

Thanks for your time today, See attached Dubbo Regional council's approval for parallel works request.

Thought it may help any questions from your end tomorrow.

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: Infrastructure Admin - DRC <in.admin@dubbo.nsw.gov.au>

Sent: Tuesday, July 16, 2024 4:12 PM

To: Lachie Dowling <lachlan.dowling@akayshaenergy.com>

Subject: Parallel Pre-Construction Works - Orana Bess - Council Response

Good afternoon Lachlan

Please find attached Council's correspondence in relation to the subject matter.

Regards



Infrastructure Admin

Executive Support

Infrastructure

P 02 6801 4000

in.admin@dubbo.nsw.gov.au

We acknowledge the traditional custodians of the Wiradjuri land where we work and their ongoing connections to land and community.

Your experience matters!
Click an Icon to let us know how we went.



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Appendix C

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;
- Traffic and access monitoring and reporting requirements; and
- Incident investigation and response protocols.

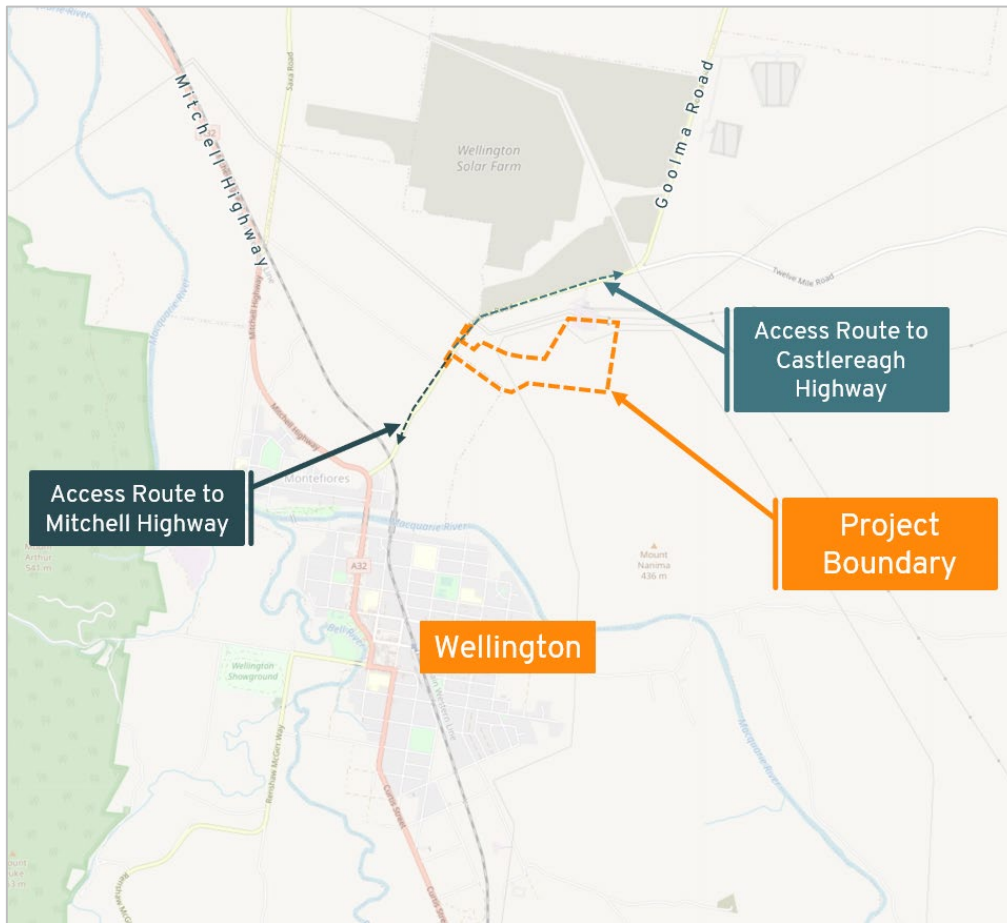
Training is to be provided prior to start-up of any traffic and access related management tasks and updated if task, equipment or procedures are expected to, or have changed.

Primary Driver Code

The following requirements shall be adhered to at all times:

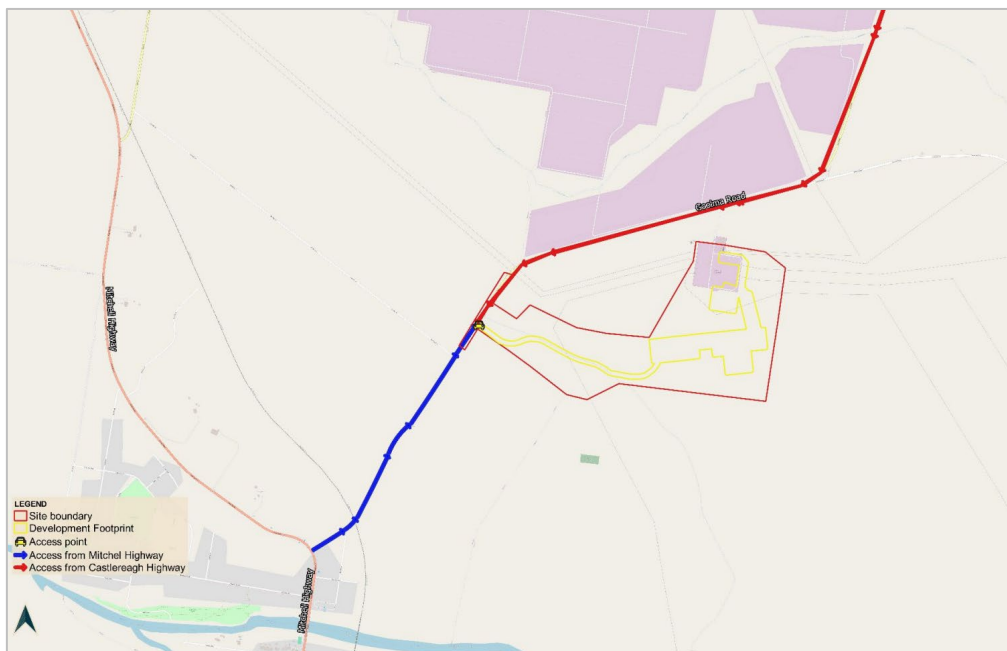
- Obey all laws and regulations.
- Do not drive whilst under the influence of alcohol, drugs, nor any medication which may affect ability to drive.
- Be medically fit to drive and must inform site coordinators if they have any medical condition which may affect their ability to drive.
- Drive in a considerate manner and respect the rights of others to use and share the road space.
- Report all vehicle defects to their employer. Serious defects (e.g. brakes, steering) must be corrected immediately, or an alternative vehicle supplied.
- Any vehicle incident resulting in injury or significant damage to property must be reported to the police.
- Report any near misses.
- Always adhere to the site working hours.
- Securely fasten and cover load with the appropriate use of ratchets straps, tarpaulins or covers (loose material), chains and load binders, for example. Relevant vehicular load limits are not to be exceeded and all loads are to be suitably balanced. The maximum rear overhang shall not exceed limits under by relevant road rules for respective vehicle types.
- Keep their vehicle clean and in good mechanical condition to reduce the environmental impact.
- Extra care should be taken when driving at dawn or dusk, being particularly watchful for wildlife and/or livestock.
- Vehicles must give way to pedestrians, cranes, forklifts, mobile plant, emergency vehicles and livestock.
- Drivers must adhere to the required access routes outlined within the TMP, copied below for reference in Figure 18 and Figure 19.

Figure 18: Light Vehicle Access Route



Source: Open Street Maps

Figure 19: 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 before the school bus reaches and passes them;
- Truck drivers are to let traffic behind them pass at regular locations including those opportunities that occur at intersections, wide driveways, sections of road with adequate forward sight distance, gravel pits etc; and
- Dedicated rest stops are to be established and utilised by drivers to reduce driver fatigue.

Chain of Responsibility

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

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

Emergency Procedures

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

- Park the truck in locations where they maximise safety, considering overhanging components, and blind bends on approaches;
- Contact emergency services (including Police) as is appropriate in the case of an accident;

- Contact the project manager;
- Contact the Council or other road controlling authority as may be appropriate in the case of the incident;
- Contact the site manager to advise all other project traffic, and local traffic via CB radio as appropriate in the case of the incident; and
- Follow all instructions from Police and the road controlling authority.

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

Driver Fatigue

Journey Management Plans

If a 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 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 . 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 D

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)*

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

Appendix E

Vehicle Log Example



Table 12: Example Vehicle Record Sheet

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



Appendix F

Road Upgrades: Notice of Provisional Practical Completion



13 February 2025

Tony Fullelove
Akaysha Energy Pty Ltd
11/13 Pearson St
Cremorne VIC 3121

Attn: Tony Fullelove

WAD Wuuluman CHR(S) BAL MR633 Goolma Road WST24/00057

Notice of Provisional Practical Completion

I refer to your phone call dated 13/02/2025 advising of completed defect rectification for the above project. I can confirm that Transport for NSW (TfNSW) has inspected the Works and is satisfied that the defects noted during the Practical Completion inspection have now been rectified.

Please note: Practical Completion has not been achieved as the construction documentation package has not yet been submitted.

Next Steps

In order to achieve formal Practical Completion, the construction documentation package is required to be submitted by the Project Verifier with Schedule 10 of the IPV Deed – Construction Completion Certificate. You are also required to provide to TfNSW all As-Built (Work As Executed) Drawings.

Within 3 months of opening the Works authorised under the WAD, a Post-Opening Road Safety Audit is required to be undertaken. The audit shall be in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audit and TfNSW Guidelines for Road Safety Audit Practices. The report is to be submitted to TfNSW for review.

Important Information

In accordance with the WAD you are required execute all documents and fulfill all requirements as listed in the WAD and any relevant TfNSW specification to ensure that:

- a) Ownership of Intellectual Property Rights in all Design Documents and As-Built Drawings will vest in TfNSW on or immediately after their creation.

- b) To the extent that any such Intellectual Property Rights vest in the Developer, the Developer assigns those rights to TfNSW.
- c) To the extent that such Intellectual Property Rights vest in the Developer's contractors, employees or agents, the Developer must procure that those contractors, employees and agents assign those rights to TfNSW.

If formally requested TfNSW will consider release of 50% of the Security upon:

- Satisfactory rectification of all defects;
- Submission of As-Built (Work As Executed) Drawings;
- Submission of Post-Opening RSA; and
- Submission of a Contractor Statement verifying payment of workers, worker's compensation premiums & pay-roll tax in the form set out in the Works Authorisation Deed.

For more information, please contact me on 0457503221

Yours sincerely,

Ben Hall
TfNSW Authorised Representative

Cc: General Manager Dubbo Regional Council