

METZ SOLAR FARM
TRAFFIC MANAGEMENT PLAN

September 2021

PREPARED FOR:

**Fotowatio Renewable
Ventures**

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The preparation of this report has been in accordance with the project brief provided by the client and has relied upon the information, data and results provided or collected from the sources and under the conditions outlined in the report.

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Revision History

Version	Date	Reason	Approved
Draft	8/26/2019	PCL Review	PCL Internal
V1	1/27/2020	DPIE Feedback	PCL Internal
V2	12/02/2020	DPIE Feedback	PCL Internal
V3	24/09/2021	Updated due to increased daily and longer truck movements to the site <i>Blue text shows text that has been updated since version 2</i>	BEON

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Abbreviations

ARC	Armidale Regional Council
BAL	Basic Left Turn
BAR	Basic Right Turn
CoA	Condition of Approval
DPIE	Department of Planning, Industry and Environment
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPC	Engineering, Procurement and Construction
FRV	Fotowatio Renewable Ventures
MSF	Metz Solar Farm
RMCC	Road Maintenance Council Contracts
RMS	Roads and Maritime Services
SoC	Statement of Commitment
TMP	Traffic Management Plan
WAD	Works Authorisation Deed

Introduction

This Traffic Management Plan (TMP) has been updated due to the following reasons:

The Metz Solar Farm development is behind schedule due to:

- Unable to deliver, unload and store material at site due to existing ground conditions;
 - Significantly larger volumes of gravel and fill materials being required for access tracks as deeper excavations need to be made due to the poor ground conditions; and
 - The project schedule being compressed due to unworkable conditions being experienced from the start of the project, to present.
- To bring the construction schedule on track, longer trucks will be required for the deliveries, along with increased daily truck movements until February 2022. In regard to these two components:
- Maximum truck size (19m to 26m) – TfNSW, Armidale Regional Council's and the Department of Planning, Industry and Environment have reviewed and allowed (refer to Appendix E); and
 - Daily truck movements (from 34 to 60 heavy vehicle movements per day) – A traffic impact assessment has been undertaken by EMM Consulting (dated 20 September 2021) which has been submitted to the relevant authorities (refer to Appendix F)

This TMP has been updated by incorporating the above two points.

1.1 APPROVED PROJECT

The Metz Solar Farm (MSF) was granted development consent (SSD 7931) on the 18th of July 2017. The approved consent allows for the development of a large-scale solar farm at 1821 Grafton Road, Metz, to be constructed within the approved 'array area' as illustrated in the 'General Layout of Development' presented in Appendix 1 of the Development Consent. A copy of the 'General Layout of Development' is provided below (**Figure 1**).

A modification to the Development Consent was approved by the Secretary in December 2018. This modification increased the maximum height of the solar field from 3 metres to 4 metres and updated the layout of the solar farm which increased the setback from Waterfall Way.

Subsequently the vehicle length increase (19m to 26m) was approved in May 2021.

1.2 PROPONENT

The development proponent/applicant is Fotowatio Renewable Ventures (FRV) (the Proponent').

The Proponent commit to compliance with this Traffic Management Plan.

1.3 EPC CONTRACTOR

BEON Energy Solutions is the Engineering, Procurement and Construction Contractor (the 'Contractor') with the responsibility to build the MSF. BEON commit to compliance with this Traffic Management Plan.

1.4 DEVELOPMENT CONSENT

The Department of Planning, Industry and Environment's (DPIE) consent obligates the Proponent and the Contractor to design, construct and operate the MSF in compliance with the Conditions of Approval(CoA). Schedule 2 CoA (2) states:

The Applicant must carry out the development:

- (a) generally in accordance with the EIS; and*
- (b) in accordance with the conditions of this consent.*

In the context above EIS includes Statements of Commitment (SoC) made in both the

- *Metz Solar Farm Environmental Impact Statement* (EcoLogical, March 2017), and
- *Additional information supporting the Metz Solar Farm Environmental Impact Statement* (EcoLogical, June 2017).

With respect to this Traffic Management Plan (TMP) these SoC also extend to include those commitments and requirements agreed to in correspondence between IPPL and RMS.

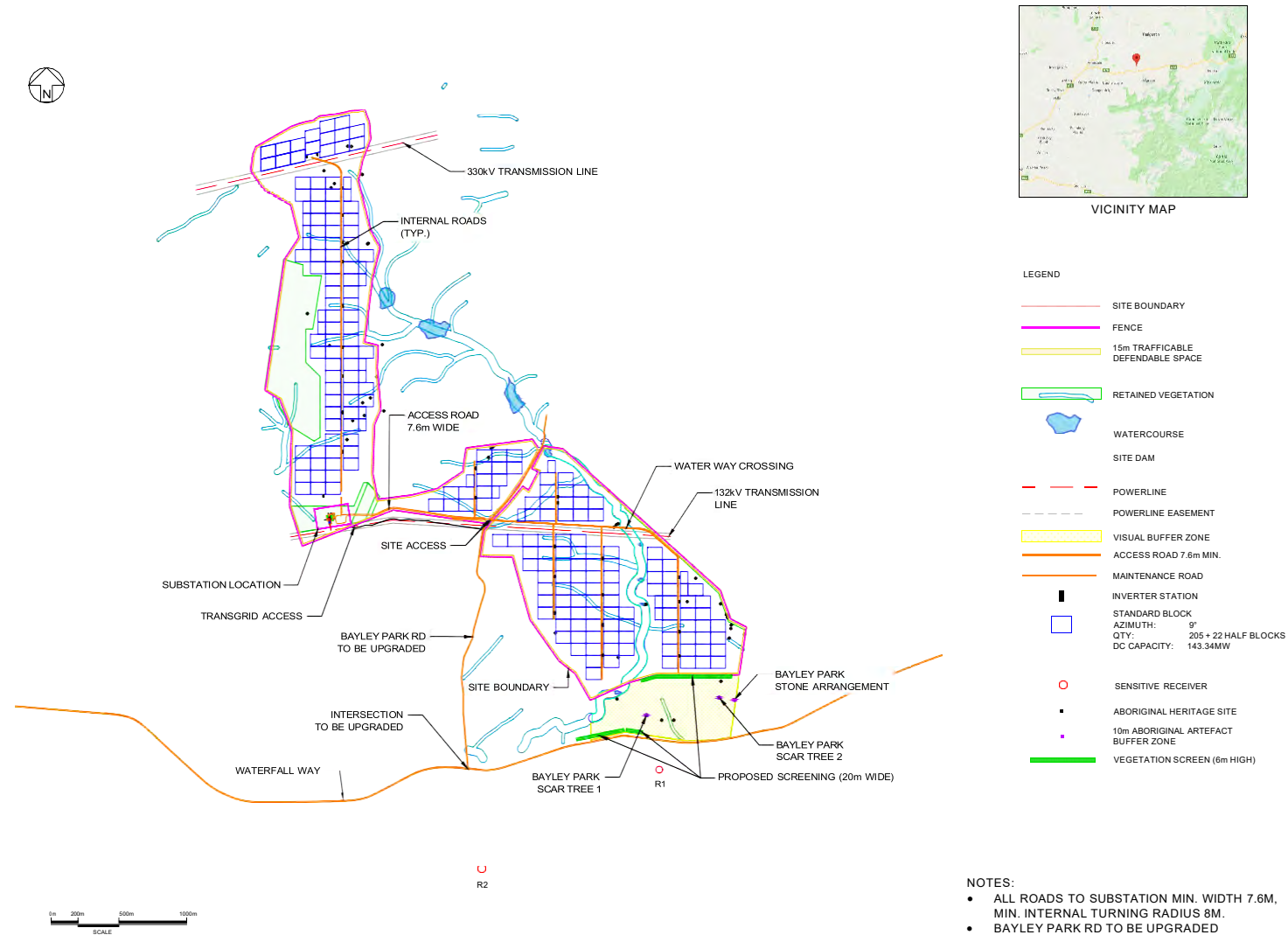


Figure 1: General Layout of the Development (as approved by DPIE)

Source: Development Consent SSD 7931

1.5 PLAN SCOPE

1.5.1 CONSTRUCTION OF SOLAR FARM (TMP)

The previous scope of the TMP was to address requirements of the Condition of Approval (CoA) as it relates to construction. Specifically, Schedule 3 CoA 6 requires:

Traffic Management Plan

Prior to the commencement of any road upgrades required under this consent, the Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Secretary. This plan must be prepared in consultation with the RMS and Council, and include:

- (a) details of the transport route to be used for development-related traffic;*
- (b) the origin, destination, number, loads, weights and lengths, frequency, including peak and daily traffic volumes and destination of vehicles accessing/exiting the site;*
- (c) a protocol for undertaking dilapidation surveys to assess the:*
 - existing condition of Bayley Park Road prior to construction, upgrading or decommissioning activities; and*
 - condition of Bayley Park Road following construction, upgrading or decommissioning activities;*
- (d) a protocol for the repair of any roads identified in the dilapidation surveys to have been damaged during construction, upgrading or decommissioning works;*
- (e) details of the measures that would be implemented to minimise traffic safety issues and disruption to local users of the transport route/s during construction, upgrading or decommissioning works, including:*
 - temporary traffic controls, including detours and signage;*
 - notifying the local community about development-related traffic impacts;*
 - minimising potential for conflict with school buses as far as practicable;*
 - scheduling of haulage vehicle movements to minimise convoy length or platoons;*
 - responding to any emergency repair or maintenance requirements; and*
 - a traffic management system for managing over-dimensional vehicles; and*
- (f) a driver's code of conduct that addresses:*
 - travelling speeds;*
 - driver fatigue;*
 - procedures to ensure that drivers adhere to the designated transport routes; and*
 - procedures to ensure that drivers implement safe driving practices, particularly if using local roads through Armidale.*

As that time, the extent and details on any future upgrading were unknown, as are details on future decommissioning. As such that TMP restricted its scope to the construction phase of the MSF.

Comparable TMPs have been prepared and submitted to RMS and ARC prior to upgrading and decommissioning.

1.5.2 ROAD UPGRADE WORKS

Road upgrade has been completed in accordance with approval conditions.

1.5.3 COMPLETED WORKS

For reference it is noted that road works required under Schedule 3, Condition 4 of the CoA, involving upgrades to the intersection of Waterfall Way and Bayley Park and Upgrades to Bayley Park Road from the point of its intersection with Waterfall Way to the private property boundary of Bayley Park, have been completed. A notice of practical completion from RMS and Section 138 Approval from Armidale Regional Council are attached at appendix D for reference.

1.6 PLAN STRUCTURE

Table 1.1 – Condition of Approval Reference

Condition of Approval 6	Section Reference
Transport route	Section 2
Construction traffic	Section 3
Dilapidation survey protocol	Section 4
A protocol road repairs	Section 5
Measures to minimise traffic safety issues and disruption to local users	Section 6
Driver's code of conduct	Section 7

1.7 CONSULTATION

Consistent with Schedule 3 CoA 6 this Traffic Management Plan must be prepared in consultation with the Roads and Maritime Service (RMS) and Armidale Regional Council (ARC), and to the satisfaction of the Secretary of the Department of Planning, Industry and Environment (DPIE). Evidence of consultation with RMS is attached at appendix A for reference. Details of previous consultation with ARC is provided at Appendix C. Evidence of approvals of the completed road works are provided at Appendix D for reference.

The RMS has requested that any change to the assumptions underpinning this TMP, in terms of haulage routes or access, will require this TMP to be updated and re-submitted to the RMS for approval.

1.8 SECRETARY'S AGREEMENT

Schedule 3 CoA 1(b) stated the length of any vehicles used for the development to not exceed 19 metres, unless the Secretary agrees otherwise.

The nominee of the Planning Secretary of DPIE in their letter dated 6 May 2021 has agreed to increase the vehicle length to 26 m (Appendix E).

As detailed in **Section 1**, the maximum length of vehicles used to construct the MSF will not exceed 26 m until the end of 2021, with the possible exception of five (5) trucks used to deliver the transformer and modular substation. As detailed in **Section 6.9** these movements (if required) will be managed under the use of pilot/escort vehicles as per RMS standards.

It is assumed that the Secretary's approval of this TMP will confirm the Secretary's agreement to the use of these vehicles.

1.9 FUTURE CHANGE

In the event that there is any change to the assumptions underpinning this TMP, in terms of haulage routes or access arrangements, the Proponent and BEON will update this TMP and re-submit it RMS and ARC for approval. Where the changes warrant the application of a modification to the Development Consent, such an application will be submitted to the Secretary for approval.

Transport Route

2.1 INTRODUCTION

This section of the TMP details the transport route to be used for development-related traffic, including the origin of vehicles accessing the site and the destination of vehicles exiting the site.

2.2 SITE ACCESS

Consistent with Schedule 3 CoA 3 all vehicular traffic associated with the development will travel to and from the project site via Waterfall Way, Bayley Park Road and the two approved site entry points.

2.3 ACCESS ORIGIN

2.3.1 EX-ARMIDALE

All construction related traffic will access the site from the west (ie. from Armidale).

2.3.2 COMMITMENT

Schedule 3 CoA 4(a) requires the upgrade of the intersection of Waterfall Way and Bayley Park Road including an Austroads Basic Left Turn (BAL) treatment, to the satisfaction of RMS and Council and in accordance with the *Austroads Guide to Road Design* (as amended by RMS supplements) prior to the commencement of construction.

The BAL treatment was agreed to in consultation with RMS based on very specific commitments made by IPPL during the approval assessment process. Specifically; all construction related traffic must enter Bayley Park Road from the west. That is, all construction related traffic will be east bound and turn left into Bayley Park Road. No construction related traffic will be west bound and any access onto Bayley Park Road from the east must occur via a turnaround at Metz Road.

RMS agreement that this intersection did not require upgrading to provide a Basic Right Turn (BAR) treatment for right turning traffic is contingent on IPPL's capacity to ensure this access approach is adhered to by all construction related traffic. The approved Concept Design for the intersection upgrades is attached at Appendix B for reference.

In this context, a key requirement of this Traffic Management Plan is demonstrating, to the satisfaction of RMS, that there is both an intent and capacity to implement management protocols to make certain that all construction related traffic enters Bayley Park Road via a left turn off Waterfall Way.

Detail on how this commitment will be communicated, enforced and monitored is provided in **Section 7**.

2.3.3 TURN AROUND FACILITY

Noting that some construction related traffic could originate from the east, FRV in consultation with RMS identified a suitable turn-around point. The purpose of this is to allow traffic emanating from the east (ie. west bound) to pass Bayley Park Road (ie. not do a right turn into Bayley Park Road), safely turn around at Metz Road, then re-approach the site from the west (ie. east bound); ensuring a left turn into Bayley Park Road.

The proposed turnaround point at Metz Road was selected because it provides:

- good visibility in both directions (sight distances >350 m in both directions);
- sealed splays which ensure ample room to turnaround safely at the intersection; and
- a turnaround in close proximity to the site (~1.5 km).

The location of the turn-around point at Metz Road in relation to Bayley Park Road is shown below.



Figure 2: Turn-around Point

Source: IPPL correspondence to RMS (19 June 2017).

With respect to the use of this turn-around facility the following controls and limitations on use are noted.

- All deliveries and heavy vehicles will only access the site approaching from the west (ie. from Armidale) and will not have the option or be permitted to use Metz Road to turn around.
- Any traffic from the east (ie. from the coast) that would utilise Metz Road to turn around will be restricted to light vehicles only.

It is also noted that as Armidale Town Centre is located 25 km from the development site it is expected that most of the traffic will be to and from Armidale (95%).

2.4 EXIT DESTINATION

Appropriate turning areas for all size vehicles will be provided within the site to enable them to egress in a forward direction onto Bayley Park Road. Before exiting onto Bayley Park Road, all drivers whether light vehicles or heavy vehicles will be required to scrap mud from their vehicle if required and will pass over mud mats to help remove any debris to minimise dirt being tracked onto the public road network. The vehicles will then exit right onto Waterfall Way.

Traffic Volumes

3.1 INTRODUCTION

This section of the TMP provides detail on the number, loads, weights and lengths, frequency (including peak hour and daily traffic volumes) accessing/exiting the site.

3.2 LIMITATIONS

Schedule 3 CoA 1 imposed heavy vehicle restrictions for construction. Specifically,

- construction must not generate more than 34 heavy vehicle movements a day on the public road network; and
- the length of any vehicles used for the development does not exceed 19 metres, unless the Secretary agrees otherwise.

Note: Consistent with the definition applied by DPIE in the development approval, a vehicle movement is defined as one vehicle entering and leaving the site.

An application has been lodged to relevant authorities to increase daily heavy vehicle movements from 34 to 60 heavy vehicle movements. The proponent is currently awaiting approval.

An application was lodged to Planning Secretary of DPIE to increase vehicle length from 19 metres to 26 metres. The application was approved by nominee of Planning Secretary of DPIE in their letter dated 6 May 2021 and is provided in Appendix E.

3.3 TRAFFIC PROFILE

3.3.1 INTRODUCTION

The construction volumes (light and heavy) will remain within the condition of consent, except the heavy vehicle movements from 34 to 60 until February 2022.

3.3.2 VEHICLE TYPE

External traffic generated by construction will be split across three broad categories:

- Light vehicles (LV) generated by staff travelling to/from the site (ie. utes, vans and private cars).
- Heavy vehicles (HV) which are used for the delivery of the solar panel components and construction materials such as aggregate.

3.3.3 VEHICLE LENGTH

NSW DPIE in its letter dated 6 May 2021 agreed to the increase of vehicle length to 26 m. As detailed below, the length of vehicles used to construct the MSF will not exceed 26 m.

3.3.4 TOTAL VEHICLE MOVEMENTS

Total vehicle movements associated with construction of the MSF, split between LV, HV and OD are summarised below.

Activity	Purpose	Load (t)	Delivery Vehicle	Size (m)	Weight (t)	Movements
PV Component Delivery	Tracker System and Pile Foundations	30	Semi-Trailer	19	42.5	858
	Cabling	30	Semi-Trailer	19	42.5	75
	Modules	30	Semi-Trailer	19	42.5	675
	Combiner Boxes and Harness	30	Semi-Trailer	19	42.5	120
	Inverter Skids	30	L Low Loader	19	27.9	27
General Construction	Water Delivery	15	Truck Tanker	8.9	22.5	255
	Fuel Delivery	15	Truck Tanker	8.9	22.5	130
	Skip Delivery	3	SM Flat Bed	12.5	9.8	300
	Portaloo Pump out	3	SM Flat Bed	12.5	9.8	105
Site Mobilization	Miscellaneous Establishment deliveries	5	L Low Loader	19	27	15
	Earthworks Equipment deliveries	30	H Low Loader	19	42.5	15
Site Set-up/Access Roads	Imported Material for site office and laydown areas	30	Truck and Dog	19	22.4	200
	Imported Material for roads base fill	30	Truck and Dog	19	22.4	1200
HV Trench	Excavator delivery	30	H Low Loader	19	42.5	6
	Cable Laying Equipment	15	L Low Loader	19	27.9	6
	Cable Bedding Sand	30	Truck and Dog	19	45	250

3.3.5 AVERAGE DAILY VEHICLE MOVEMENTS

Average daily vehicle movements associated with construction of the MSF, split between LV, HV and OD are summarised below.

Average Vehicle Movements Per Day			
Construction Phase	Light Vehicles (2 people per vehicle)	Heavy Vehicles	Total
Weeks 1-9	15	5	20
Weeks 10-13	25	17	42
Weeks 14-19	50	17	67
Weeks 20-28	70	40	110
Weeks 29-33	100	40	140
Weeks 34-46	70	40	110
Weeks 47-51	30	5	35

3.3.6 PEAK HOUR MOVEMENTS

Peak traffic hours for heavy vehicles will occur between weeks 26 and 46 of the project construction period when road fill materials, racking and PV modules are being delivered to site. This will see a maximum of 60 heavy vehicles entering the site on a given day until 28 February 2022 which will scale back to 34 heavy vehicles per day from March next year.

The timing of these deliveries will be staggered to a maximum of 7 per hour through scheduling in order to minimise impacts within the site and on the local road network. The mechanism for ensuring this is achieved will be through the supervision of the designated Construction Manager..

These levels only occur for an eight-week period and there are less than 17 heavy vehicles per day during all other periods. During this period there will be up to a maximum of 160 staff vehicles accessing the site each day during peak construction.

Peak traffic hours for staff vehicles will be at the beginning and end of each working day with up to 160 staff vehicles accessing the site during the peak period of the construction program.

Dilapidation Survey Protocol

4.1 INTRODUCTION

This section of the TMP outlines the protocol for undertaking dilapidation surveys of Bayley Park Road prior to and following construction, upgrading or decommissioning of the MSF.

4.2 PURPOSE

The purpose of the dilapidation surveys will be to document the condition of Bayley Park Road prior to and following construction, upgrading or decommissioning of the MSF.

4.3 REPORTING

A suitably qualified civil engineer with road design and construction experience has physically inspected Bayley Park Road up to the two approved MSF site access points.

The inspection has been documented in a *Dilapidation Report*, with supporting photographic and/or videorecording.

The *Dilapidation Report* will specify the need, or not, for any requisite road repair works, including details of the rehabilitation works.

The *Dilapidation Report* will be submitted to ARC for its concurrence.

4.4 COUNCIL CONSULTATION

ARC is the relevant roads authority for Bayley Park Road. A representative from ARC will be invited to participate in all dilapidation inspections.

Road Repair Protocol

5.1 INTRODUCTION

This section of the TMP details the protocol for the repair of any roads identified in the dilapidation surveys to have been damaged during construction, upgrading or decommissioning of the MSF.

5.2 BAYLEY PARK ROAD

A separate dilapidation survey will be undertaken at the end of construction.

The condition of Bayley Park Road will be compared to its condition prior to the commencement of construction.

Any degradation in the condition of the road, as identified through differences evident in the pre and post construction dilapidation surveys, will effectively become the road repair works required.

BEON would then lodge an *Application to Conduct Work on Land to which Council is the Regulatory Authority* form with ARC, with the 'extent of proposed works' cross referenced back to the Dilapidation Report.

Mitigation Measures

6.1 INTRODUCTION

This section of the TMP details the measures that would be implemented to minimise traffic safety issues and disruption to local users of the transport routes during construction.

6.2 LOGISTICS MANAGEMENT

Responsibility for scheduling and co-ordination of heavy vehicle movements will rest with a dedicated Logistics Manager. The Logistics Manager will be responsible for liaising with the sub-contracted haulage companies on a daily basis and will monitor and manage the program and delivery schedules to minimise convoy length to platoons and ensure peak hourly heavy vehicle movements do not exceed seven (7).

When appointed, and the name and contact details of the Logistics Manager are known, these details will be provided to both RMS and ARC.

Accurate records of the number of heavy vehicles entering or leaving the site each day will be logged with records kept on-site.

6.3 TRAFFIC CONTROLS, DETOURS AND SIGNAGE

There is no requirement for temporary traffic controls or detours.

To warn traffic in advance of the HV slowing down to make a left turn into Bayley Park Road, and that HV will be entering onto Waterfall Way with a right turn from Bayley Park Road, advance truck warning signs will be erected on Waterfall Way.

6.4 COMMUNITY NOTIFICATION

There are three residences located on Waterfall Way that are likely to experience the greatest impacts during the construction of the Metz Solar Farm. One resident is directly across the road from the Bayley Park entrance to site and the others are located within approx.2 Km of the Bayley Park Road turn. One is to the East of the turn and the other is to the west. All residences have been;

- Notified of the start of construction both written and verbally by a BEON representative;
- The property owners will be provided with access to timely and accurate information relating to the construction program and progress;
- Notified of any potential temporary obstructions to the road to ensure this does not impact on the operations within their own properties; and
- The property owners currently have the contact details of the Senior Construction Project Manager.

6.5 MINIMISING CONFLICT WITH SCHOOL BUSES

Before construction starts, local and regional schools have been consulted for current bus timetables on the relevant construction traffic routes. Suitable windows of inactivity (curfew times) have been arranged in agreement with the relevant schools and ARC, which applies to both Heavy Vehicles and Over-dimensional deliveries. School bus routes have been reviewed at the beginning of each school term in consultation with the local and regional schools and ARC and, if required, updated windows of inactivity (curfew times) will be arranged.

The local road network is used by the School Bus during typical school pick up and drop off times. The staff vehicles are unlikely to conflict with this service as they are accessing and egressing prior to and after school hours.

Heavy vehicles are scheduled to minimise any potential conflict with the local school bus by confirming the typical times the bus runs through the area and scheduling the heavy vehicles outside of these times.

6.6 INTERNAL ROADS AND ON-SITE PARKING

Internal access roads for the project have been constructed as all weather roads.

A site compound to be established on the site are incorporated adequate parking provision to ensure there is no need for any vehicle parking on any public road.

6.7 EMERGENCY REPAIR OR MAINTENANCE

In addition to the pre-construction inspection for dilapidation, regular inspections of both Bayley Park Road and Waterfall Way have been undertaken during construction. Inspections cover those sections of Waterfall Way that is subject to heavy vehicle turning movements into Bayley Park Road.

Routine inspections are conducted under the Road Maintenance Council Contracts (RMCC) in once per fortnight. During projects ARC typically undertake weekly inspections in line with RMS requirements.

Consistent with ARC's recommendation BEON are required to undertake weekly inspections for the duration of the construction phase.

All inspections are undertaken adopting appropriate safeguards specified in *Traffic Control at Work Sites* (RMS, Version 4, June 2010). Any damage is inspected and be supported by photographic evidence.

The BEON Senior Construction Project Manager is then notify the RMCC contact with a request to undertake repair works, as required. ARC's engineer for the RMCC maintenance is Mr Sharn Woolnough (P 02 6770 3856 M 0438 057 871 E swoolnough@armidale.nsw.gov.au)

It is understood that BEON are responsible for any damage caused to construction vehicles or other vehicles in the event that the safe and usable quality of any public road and associated infrastructure is degraded or compromised as a result of the development, and that RMS or ARC will not accept liability for any such damage.

6.8 OVER DIMENSIONAL VEHICLES

The site is required to generate up to five OD vehicle movements associated with the delivery of substation components. The route from Brisbane to the site is an approved OD vehicle route (including Grafton Road B78) and are to be able to adequately cater for the OD movements generated.

Drivers Code of Conduct

7.1 INTRODUCTION

This section of the TMP provides detail on the proposed Driver's Code of Conduct that addresses:

- travelling speeds;
- driver fatigue;
- procedures to ensure that drivers adhere to the designated transport routes; and
- procedures to ensure that drivers implement safe driving practices.

7.2 CONTRACT CONDITION

7.2.1 REQUIREMENT

The agreed BAL access treatment at the Waterfall Way/Bayley Park Road intersection is contingent on all construction related traffic entering Bayley Park Road by a left turn in.

The BAL treatment was agreed to in consultation with RMS based on very specific commitments made by FRV during the approval assessment process. Specifically; all construction related traffic must enter Bayley Park Road from the west. That is, all construction related traffic will be eastbound and turn left into Bayley Park Road. No construction related traffic are to be westbound and access Bayley Park Road by a right-hand turn entry onto Waterfall Way.

RMS agreement that this intersection did not require upgrading to provide a Basic Right Turn (BAR) treatment for right turning traffic is contingent on FRV's capacity to ensure this access approach is adhered to by all construction related traffic.

In this context, a key requirement of this TMP is demonstrating, to the satisfaction of RMS, that there is both an intent and capacity to implement management protocols to make certain that all construction related traffic enters Bayley Park Road via a left turn off Waterfall Way.

Detail on how this commitment will be communicated, enforced and monitored is provided below.

7.2.2 PROPONENT

Fotowatio Renewable Ventures capacity to ensure BEON, as the EPC Contractor, meets the above requirement is through its EPC contract.

7.2.3 EPC CONTRACTOR

BEON has appointed a Logistics Manager who has the responsibility for negotiating contracts and consulting with haulage companies. The need to comply with site access requirements is to be a condition of engagement and communicated to all haulage contractors. Compliance with all relevant commercial driving regulations and policies will be a requirement of any contractor engagement including compliance with fatigue management regulations and usage of approved roads in haulage routes. Haulage contractors are to be instructed to avoid any impacts on the safety or amenity of the township of Armidale through timing, speed and frequency of vehicles.

Clear and unambiguous written instruction will be issued to all haulage companies and individual contractors/employees (ie. drivers of light vehicles) that Bayley Park Road can only be accessed via a left hand turn when traveling to the site in an eastbound direction from Armidale.

Drivers of light vehicles approaching the site from a westbound direction (from the coast) have been advised of the Metz Road turn around point. Haulage companies have been provided written notice that heavy vehicles must not use this turn-around point, and that all heavy vehicles must approach Bayley Park Road from the west.

Every driver (whether it be an employee or contractor) of any vehicle (whether it be heavy or light) has been provided with this written instruction and asked to sign a commitment to comply, before accessing the site for the first time. This instruction includes a diagram showing permitted and prohibited vehicle movements. Non-compliance with this requirement will be grounds for termination of employment or contract.

Copies of the diagram showing permitted and prohibited vehicle movements are also in place in crib rooms.

BEON will enforce and, ensure that the principals of the suppliers and their shipping companies are fully aware of the requirements of this TMP and commit in writing to ensuring all their drivers comply with the spirit and intent of the controls, limitations and management measures as specified in this TMP. As the bulk of the material being delivered to site is the responsibility of the suppliers.

BEON is required to insist that contracted freight companies commit to ensuring all sub-contracted drivers comply with the *NSW Code of Practice for Long Haul Drivers* and meet all legislative requirements with respect to logbook entries, verification of licenses, speed limits, etc.

All construction staff and contractors are to be provided with driver safety instructions as part of their engagement and site induction for the project. This includes:

- Observing driver fatigue avoidance protocols including but not limited to:
 - o Get a good night's sleep
 - o Follow the stop Check road and weather conditions prior to trip. Schedule, where possible, travel times to avoid being on the road during dusk/dawn and night Reduce speed to suit road conditions
 - o Where possible, avoid driving between midnight and 6:00am, when your body naturally wants to sleep
 - o Plan regular breaks
 - o Know the early warning signs of fatigue - yawning, sore eyes, difficulty concentrating, restlessness, oversteering
 - o Find out if any medicine you are taking may affect your driving
 - o While driving on long trips: Take regular breaks
 - o If you start to feel tired, or experience any early warning signs, pull over somewhere safe and take a nap - 15-20 minutes whichever works best
- Avoid driving through the township of Armidale between midnight and 6am and peak local traffic periods such as school drop off and pick periods (as per Section 6.5)
- Remaining extra alert when driving through the township of Armidale

BEON is required to monitor the impacts of the construction traffic on the local township of Armidale. If construction staff traffic is creating any congestion or safety issues then BEON will seek to resolve these matters through additional education, car-pooling measures or busing staff to the site.

Full compliance with this revised TMP will be a fundamental requirement in awarding contracts to any freight company BEON engages. The behavior expected of all drivers will be clearly communicated to freight companies. This communication will emphasise the need for freight companies to ensure all drivers commit to full compliance with this TMP, who are not employed as yet.

Non-compliance will be a trigger for dismissal and/or contract termination.

Appendix A

PRIOR RMS CONSULTATION

RE: Metz Solar Farm - EPC Contractor

1 message

Development Northern <development.northern@transport.nsw.gov.au>

23 March 2021 at
20:07

To: John Zammit [REDACTED]

Cc: Development Northern <development.northern@transport.nsw.gov.au>

Hi John,

Thank you for providing the updated swept path analysis.

The drawings suggest that B-doubles turning left-in and right out concurrently will be constrained and may leave the available road pavement to avoid a collision. The objective should be to avoid such vehicles needing to stop in the Waterfall Way whilst a vehicle exists Bayley Park Road.

For context, TfNSW understands that the project approval requires all vehicles associated with the subject development to turn left from the Waterfall Way into Bayley Park Road, and that vehicles are not to turn right from the Waterfall Way in the absence of the minimum Austroads right-turn treatment. TfNSW understands that vehicles leaving Bayley Park Road will typically turn right out and return towards Armidale and the New England Highway. TfNSW understands that access for the target vehicle is associated with temporary construction activities and/or limited operational needs, which will require a permit from the NHVR.

As previously mentioned, the current RAV mapping for the subject area indicates that Bayley Park Road is not gazetted for the 26m B-Double to access. Accordingly, RAVs seeking to access Bayley Park Road must obtain and travel under permit granted by the NHVR or an approved scheme. The NHVR typically consults the TfNSW and/or Local Council in considering a request for access. In the time available I am unable to obtain an opinion from our Access Coordinator as they may need to undertake a field inspection. My suggestion would be to discuss access with your transport provider.

TfNSW has no objection to the target vehicle being listed in the Schedule of the development consent provided such vehicles obtain all required permits and approvals. The Developer will be responsible for any works required by the NHVR prior to granting of an access permit for the target vehicle, noting the NHVR will consult TfNSW and/or Council Access Coordinators for comment on their respective roads. Where any works are required on a public road, the Developer will need to consider whether such works are included in your project approval and seek the approval of the relevant Roads Authority prior to commencing works. Please contact my team if any further works are proposed on the Waterfall Way.

Please let me know if you have any further questions.

Best Regards

Matt Adams
Team Leader, Development Services

Community and Place | Region North

Regional & Outer Metropolitan
Transport for NSW

[REDACTED]

From: John Zammit [REDACTED]
Sent: Tuesday, 16 March 2021 12:37 PM
To: Matt Adams [REDACTED]
Subject: Re: Metz Solar Farm - EPC Contractor

Hi Matt

Please find the attached additional drawing as requested below. If you require any further information, please let me know.

From: SMITH Liz A [<mailto:Liz.SMITH@rms.nsw.gov.au>]
Sent: Wednesday, 21 June 2017 4:00 PM
To: Richard Seymour <R.Seymour@infinergy.co.uk>
Cc: Development Northern <development.northern@rms.nsw.gov.au>
Subject: 170621 - SSD_7931 - Metz Solar - RMS response to proponents response to submissions

Hi Richard

The diagram illustrating the extent of the upgrade to Bayley Park Road is agreed in principle and will subject to formal approval under the WAD.

Just to clarify, once you have prepared a concept design and estimate for the works on Waterfall Way and Bayley Park Road you will send it to development.northern@rms.nsw.gov.au. My team will review it and hand it over to the WAD project team. You will then be contacted by the WAD project manager who will guide you through the process. First the WAD will be executed (legal deed signed by yourself and RMS) and you will provide the necessary security (usually a bank guarantee to the value of the work) and then you will move through the formal approval process where designs will be reviewed by RMS, amended by your consultants and finally approved by RMS. The number of iterations will influence how long this process takes. It is recommended you employ a consultant that is familiar with Austroads Guidelines, Australian Standards and Roads and Maritime Supplements.

Hope this helps, happy to discuss if you want to give me a call.

Thanks

Liz Smith
Manager Land Use Assessment
Network and Safety Management
Northern Region | Regional and Freight
T 02 6640 1345
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
Level 1 76 Victoria St Grafton NSW 2460

From: Richard Seymour [<mailto:R.Seymour@infinergy.co.uk>]
Sent: Monday, 19 June 2017 10:41 AM
To: SMITH Liz A
Cc: Jane Ross
Subject: RE: 170613 - SSD_7931 - Metz Solar - RMS response to proponents response to submissions

Dear Liz,

Thank you for your detailed response to the information Infinergy Pacific provided on the 12th of May, as well as the several productive discussions we have had regarding the Metz Solar Farm application.

A response to each point raised in your email is provided below:

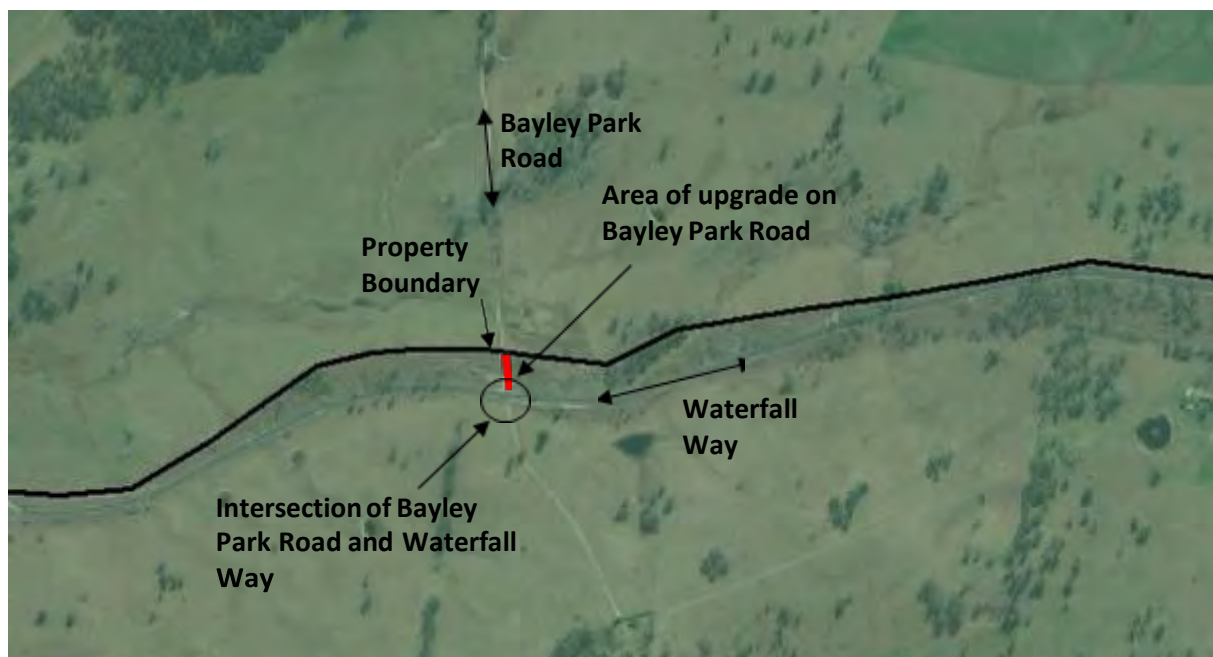
Roads and Maritime supports the need to provide an Austroads Basic Left Turn (BAL) into, and out of, Bayley Park Road at its intersection with Waterfall Way.

Infinergy Pacific / Metz Solar Farm agrees to provide an Austroads Basic Left Turn into and out of Bayley Park Road at its intersection with Waterfall Way as requested by RMS.

Further to this Bayley Park Road will need to be widened and sealed to the property boundary to ensure two way traffic can pass when turning in and out of Bayley Park Road and to limit the tracking of dirt and materials onto the highway.

Infinergy Pacific agrees to widen and seal Bayley Park Road to the property boundary as requested by RMS. In a conversation we had last Wednesday, the definition of 'the property boundary' was clarified as the point along Bayley Park Road where the private property 'Bayley Park' begins north of Waterfall Way. For the avoidance of doubt, the map below illustrates the section of road that RMS requires the proponent to upgrade (approximate area marked by a red line).

Diagram illustrating approximate extent of Bayley Park road to be sealed.



This work will be subject to a Works Authorisation Deed (WAD) as discussed and noting your timeframes it is recommended that you prepare a concept plan and estimate as soon as possible and forward it to Roads and Maritime Services. Once received (and approval gained from DPE) you will be able to enter into the WAD and commence the approval process.

Based on discussions with RMS, Infinergy Pacific notes that the upgrade works at the intersection of Waterfall Way and Bayley Park Road will require a *Works Authorisation Deed (WAD)*. However, it is understood that RMS would accept that the WAD approval process is set as a condition of approval if the Department of Planning and Environment grants the proposed development consent.

As directed by RMS above, the following steps will be taken:

- Infinergy Pacific will produce a concept design showing the BAL as well as widening works of the Bayley Park and Waterfall Way intersection. This concept plan will be designed to meet Austroads Guide to Road Design Part 4: Intersections and Crossings;
- Infinergy Pacific will share concept design with RMS;

- Approval of design from RMS; and then
- Enter into a WAD.

The Construction Traffic Management Plan (CTMP) will be updated to include requirements for all traffic to enter Bayley Park Road from the west.

Infinergy Pacific, will ensure that the CTMP will include the requirement and management protocols to make certain that all site Traffic enters Bayley Park Road traveling from the direction of Armadale towards the site (from the west).

Please note a suitable turnaround facility must be identified for eastbound traffic (this should be done now) so it can be later documented in the updated CTMP and that the drivers code of conduct must be updated as a behavioural mechanism to manage this requirement. Further consideration may need to be given to how information about this requirement will be disseminated to ensure it reaches all those requiring access to the site. Should it be demonstrated that this be achieved, then Roads and Maritime will not require the construction of a Basic Right Turn (BAR) for right turning traffic.

With the assistance of RMS, Infinergy Pacific has identified a suitable turnaround point for the proposed development. The proposed turnaround point is located at Metz Road and has been selected because it provides:

- good visibility in both directions;
- sealed splays which ensures ample room to turnaround safely at the intersection; and
- a turnaround in close proximity to the site.

The location of Metz Road in relation to Bayley Park Road is shown below (the distance is approx. 1.6km between them):



A 'driver's code of conduct' will be developed as part of the CTMP which will include driver access protocols regarding the Bayley Park intersection with Waterfall Way. The driver's code of conduct will instruct drivers that Bayley Park Road can only be accessed via a left hand turn when traveling to the site in an eastbound direction from Armadale. If approaching the site from a westbound direction (from the coast), drivers will be directed to use an appropriate turnaround location (Metz Road if this is approved by RMS). Information outlining how drivers must safely navigate the turnaround facility will also be included. Furthermore, deliveries and heavy vehicles will only access

the site approaching from the west (Armidale direction) and will not have the option to use Metz Road to turnaround. Any traffic from the east (coast direction) that would utilise Metz Road to turn around will be light vehicles only. This will be documented in the CTMP and 'driver's code of conduct'.

It should be noted that access to the site will be strictly controlled and all contactors and visitors will be required to undergo site induction which would include the provision of a 'drivers code of conduct' for the site. Management protocols within the CTMP would also ensure that one off visitors to the site are made aware of the correct access procedures for the site. This could include:

- Pre-visit notification procedures;
- Pre-visit registration which requires a driver to confirm they have read and agree to the site's drivers code of conduct'; and/or
- Signage.

As discussed, it is noted that the intention of 'eastbound' in your correspondence above is meant to read 'vehicles travelling from the east'.

Should this change during the construction phase, and a need to utilise the right turn in becomes apparent, then suitable traffic management will need to be implemented at this junction to manage safety for right turning traffic. This should be managed by an update to the CTMP and the preparation of relevant Traffic Control Plans (TCPS) by suitably qualified persons in accordance with the RTA Traffic Control at Worksites Manual.

Infinergy Pacific notes this point and agree to comply fully with this request.

Please also note, Richard, that Roads and Maritime has had a recent enquiry regarding potential glare/reflectivity from the solar panels and subsequent impact on driver vision/distraction. Please consider this matter, noting reflectivity from on-site infrastructure must not impact adversely on the safety of the classified road. It would be appreciated if further advice could be provided in this regard.

The proponent has had an independent glint and glare assessment conducted for the proposal which considered potential impacts at neighbouring properties. A copy of the report is attached for your information.

For clarity, glint, which in this context refers to a 'momentary flash of bright light' is the effect that could be experienced by fast moving receptors such as a road user while glare is defined as a continuous source of light which would be experienced by a static receiver, together glint and glare are referred to as 'solar reflection' (See Section 1 of the report).

The potential effect of solar reflection on road users was considered in the EIS (pg 133), but was scoped out of a full assessment as it was not considered that there would be any significant impacts as a consequence of the proposed development due to the low reflectivity of solar panels. However for clarity, a summary of the potential for reflection is outlined below:

- As noted in the EIS, the project may be fixed, or tracking. If the project uses fixed panels there can be no reflection to the project's south (in the direction that the road is located);
- The rest of this summary focuses on potential impacts arising from panels on a tracking system (EIS Reference);
- The percentage of sunlight reflected from panels is about 5%, less than bare soil (30%), vegetation (average of 50%) and much less than for example Aluminium (>70%). It is

worth noting that concentrated solar panels reflect over 90% of energy (this is a different technology to that proposed). The low levels of reflection mean that glint (the component of solar reflection that would be experienced by a road user) is not a significant effect (please see Section 3 of the attached report and pg 133 of the EIS).

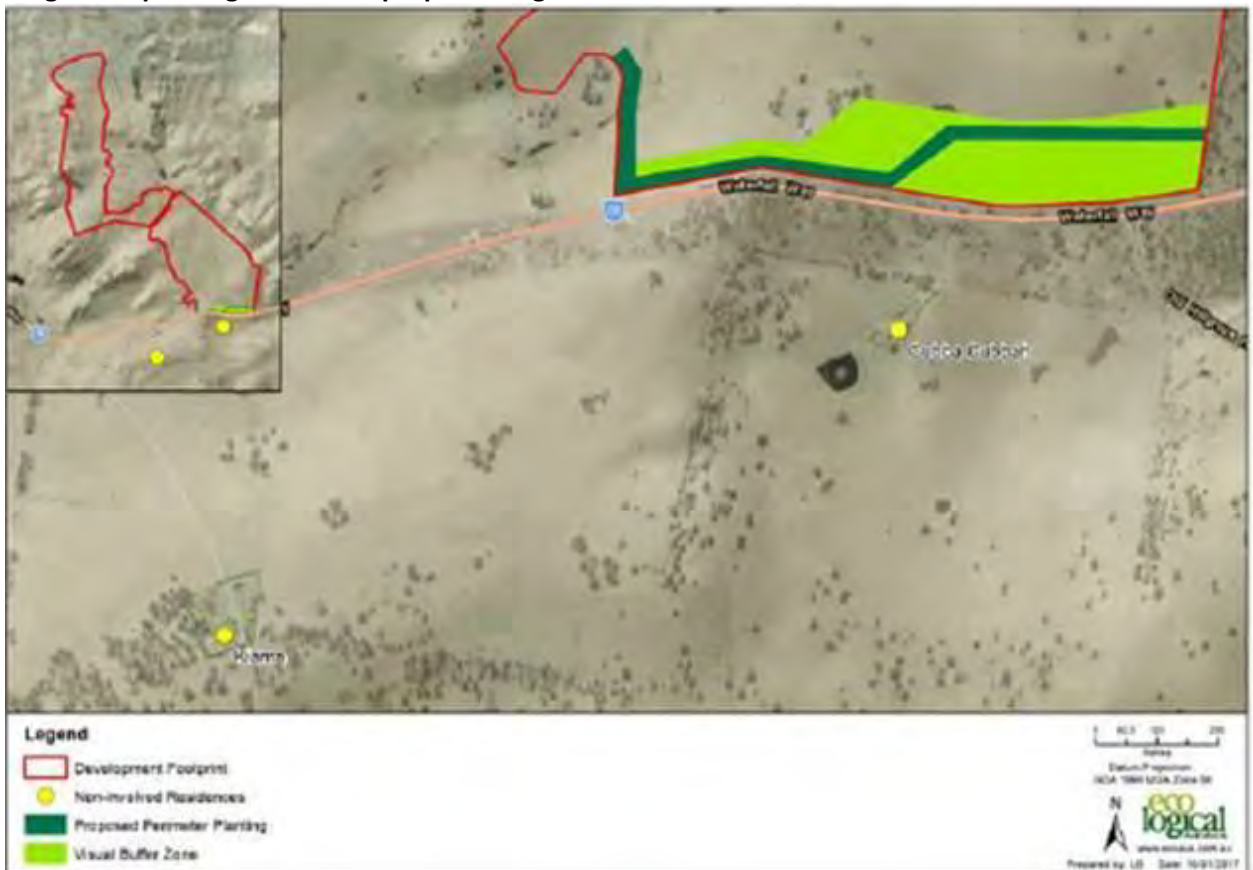
- Due to the low reflectivity of solar panels and the lessening of intensity of reflections with distance, only areas within 1km of the site could have potential effects under very particular conditions.
- There is approximately 1km of direct road frontage (with varying degrees of visibility of the proposed site).
- The majority of the road 1km to the east and west of the site boundary has no visibility of the site.
- Visibility of the site within these areas is explained in more detail below from the perspective of a road user travelling in both directions. (see the map below to aid the explanation)
- Travelling Westbound towards Armadale:
 - Traffic cannot be impacted by glare in any situation. There is no line of sight as traffic travels between point A (approximately 1km east of the site) and B (see below); the road is lower than the site between point B and C therefore affects are impossible on this part of the road, and; where the road rises up to the level of the site in the south western corner (point C) the road is shielded by existing vegetation and a slight rise at the road side; between point C and D the angle to the road is such that direct glare is not possible, as it would originate from the north (to the driver's right), meaning that the angle of reflection would be high (midday). During times of lower sun angles the panels would be angled away from the driver (panels face west) therefore no reflection is expected (see Section 2 and Appendix D of the attached report). Beyond point D there are no affects possible.
- Travelling Eastbound towards the coast:
 - Traffic between points F and E would have no visibility of site due to a North to South ridge situated at approximately halfway between point E and D; when traffic reaches point E and travels through to point D there are increasing views of the proposed panel area north of a line between points D and C. However reflection is not considered to be an issue in this area due to that during the times when the sun angle would be low enough to produce reflection to this part of the road (early mornings in winter), the panels would face towards the east and the sun reflections would be in the other direction. Drivers travelling east between points D and C have views towards of the southern portion of the site a level slightly higher than part of the site however, again due to the right angle of the site to the traffic, reflections would be upwards during the middle of the day when the sun could be in position to cause effects, meaning there could not be any significant effect. As traffic passes point C, the level of the road drops below the panel level and affects are not possible. Views towards the site are also obscured by existing vegetation also which will not be felled as part of the development.

Diagram explaining location of site (light shaded area) in relation to points of relevance on Waterfall Way.



- Impact of Glare from the solar farm will not cause significant impacts to road uses as the demonstrated above, any views of the solar farm would be side on, fleeting and obscured by existing vegetation. However it should be noted, that for the purposes of screening views of the proposed development, an extensive screening area on the southern end of the panels will be developed that when implemented would significantly reduce views of the development from the road. The proposed screen is shown in the diagram below and further details can be found in the Section 6 of the EIS.

Diagram explaining location of proposed vegetative screen



Lastly, we would like to clarify that Infinergy Pacific understands the points not covered in your email below which were raised in the RMS consultation response to the EIS have now been answered to your satisfaction in the letter provided to you on the 12 May (attached for your reference).

I hope that the above response demonstrates Infinergy Pacific's willingness to ensure that stringent road safety standards will be upheld in relation to the Metz Solar Farm.

Should you have any questions or if there is a need to discuss this matter further please don't hesitate to contact me.

Yours sincerely,

Richard

Richard Seymour
Development Director
INFINERGY PACIFIC Ltd

Mobile: +64 22 033 1587
r.seymour@infinergypacific.com

From: SMITH Liz A [<mailto:Liz.SMITH@rms.nsw.gov.au>]

Sent: Tuesday, 13 June 2017 3:59 PM

To: Richard Seymour <R.Seymour@infinergy.co.uk>

Cc: Jane Ross <J.Ross@infinergy.co.uk>; rose-anne.hawkeswood@planning.nsw.gov.au

Subject: 170613 - SSD_7931 - Metz Solar - RMS response to proponents response to submissions

Dear Richard,

Roads and Maritime has considered the information you have provided by email and also that provided in a further telephone conversation last week on 8/6/17.

This email is prepared to assist us in reaching agreement to road infrastructure requirements prior to formal response by Roads and Maritime to the RTS when it is formally referred from DPE. I have spoken to Rose-Anne Hawkeswood from DPE in this regard.

Roads and Maritime supports the need to provide an Austroads Basic Left Turn (BAL) into, and out of, Bayley Park Road at its intersection with Waterfall Way. Further to this Bayley Park Road will need to be widened and sealed to the property boundary to ensure two way traffic can pass when turning in and out of Bayley Park Road and to limit the tracking of dirt and materials onto the highway. This work will be subject to a Works Authorisation Deed (WAD) as discussed and noting your timeframes it is recommended that you prepare a concept plan and estimate as soon as possible and forward it to Roads and Maritime Services. Once received (and approval gained from DPE) you will be able to enter into the WAD and commence the approval process. This can take 3-6 months depending on how many iterations of the design are required. Further information can be accessed at the following link - <http://www.rms.nsw.gov.au/projects/planning-principles/index.html>

It is noted that 95% of the traffic (including all deliveries) will access the site from the west (i.e. left in). Further to this you have advised during our telephone conversation that the Construction Traffic Management Plan (CTMP) will be updated to include requirements for all traffic to enter Bayley Park Road from the west. Please note a suitable turnaround facility must be identified for eastbound traffic (this should be done now) so it can be later documented in the updated CTMP and that the drivers code of conduct must be updated as a behavioural mechanism to manage this

requirement. Further consideration may need to be given to how information about this requirement will be disseminated to ensure it reaches all those requiring access to the site. Should it be demonstrated that this be achieved, then Roads and Maritime will not require the construction of a Basic Right Turn (BAR) for right turning traffic. Should this change during the construction phase, and a need to utilise the right turn in becomes apparent, then suitable traffic management will need to be implemented at this junction to manage safety for right turning traffic. This should be managed by an update to the CTMP and the preparation of relevant Traffic Control Plans (TCPS) by suitably qualified persons in accordance with the RTA Traffic Control at Worksites Manual.

Following receipt of this advice please address the issues raised, in particular the specific requirement for the identification of a suitable (safe) turn around facility for eastbound traffic and your further consideration of whether the mechanism for disseminating information is robust. If these matters are found satisfactory then the conditions of approval can include the road work requirements and the need to update the CTMP and the drivers code of conduct. Design issues will be worked through during the WAD process.

Please also note, Richard, that Roads and Maritime has had a recent enquiry regarding potential glare/reflectivity from the solar panels and subsequent impact on driver vision/distraction. Please consider this matter, noting reflectivity from on-site infrastructure must not impact adversely on the safety of the classified road. It would be appreciated if further advice could be provided in this regard.

I would be happy to discuss further with you if required. My mobile number is 0411 149 655.

Regards

Liz Smith
Manager Land Use Assessment
Network and Safety Management
Northern Region | Regional and Freight
T 02 6640 1345
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
Level 1 76 Victoria St Grafton NSW 2460

From: Richard Seymour [<mailto:R.Seymour@infinergy.co.uk>]
Sent: Tuesday, 13 June 2017 11:07 AM
To: SMITH Liz A
Cc: Jane Ross
Subject: RE: RMS response

Hi Liz

Thanks for coming back to me so quickly and sorry for chasing!

One thing I was thinking about which we did speak briefly about on the call was the conditioning of work. Are you able to also indicate in your response that you are happy for work to be conditioned?

Also, do you have any preferred wording around the use of conditions?

Without seeing your response I assume that there could be requirement for two conditions on:

- Requirement for turn treatments
- Establishment of the TMP which would cover off the above, as well as other requirements you have.

Although we would appreciate RMS support in enabling conditioning of the work, as discussed we would look to begin the WAD design work as soon as possible.

Look forward to hearing from you and regards,

Richard

Richard Seymour
Development Director
INFINERGY PACIFIC Ltd

Mobile: +64 22 033 1587
r.seymour@infinergypacific.com

From: SMITH Liz A [<mailto:Liz.SMITH@rms.nsw.gov.au>]
Sent: Tuesday, 13 June 2017 11:52 AM
To: Richard Seymour <R.Seymour@infinergy.co.uk>
Subject: RE: RMS response

Hi Richard, unfortunately Friday got away from me, will to send it today, cheers

Liz Smith
Manager Land Use Assessment
Network and Safety Management
Northern Region | Regional and Freight
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Roads and Maritime Services
Level 1 76 Victoria St Grafton NSW 2460

From: Richard Seymour [<mailto:R.Seymour@infinergy.co.uk>]
Sent: Tuesday, 13 June 2017 9:42 AM
To: SMITH Liz A
Cc: Jane Ross
Subject: RMS response

Hi Liz

Very good to speak with you last Friday and hope you enjoyed the long weekend. Just to let you know I didn't receive any email at my end (in case you have sent it to planning only?).

Many thanks

Richard

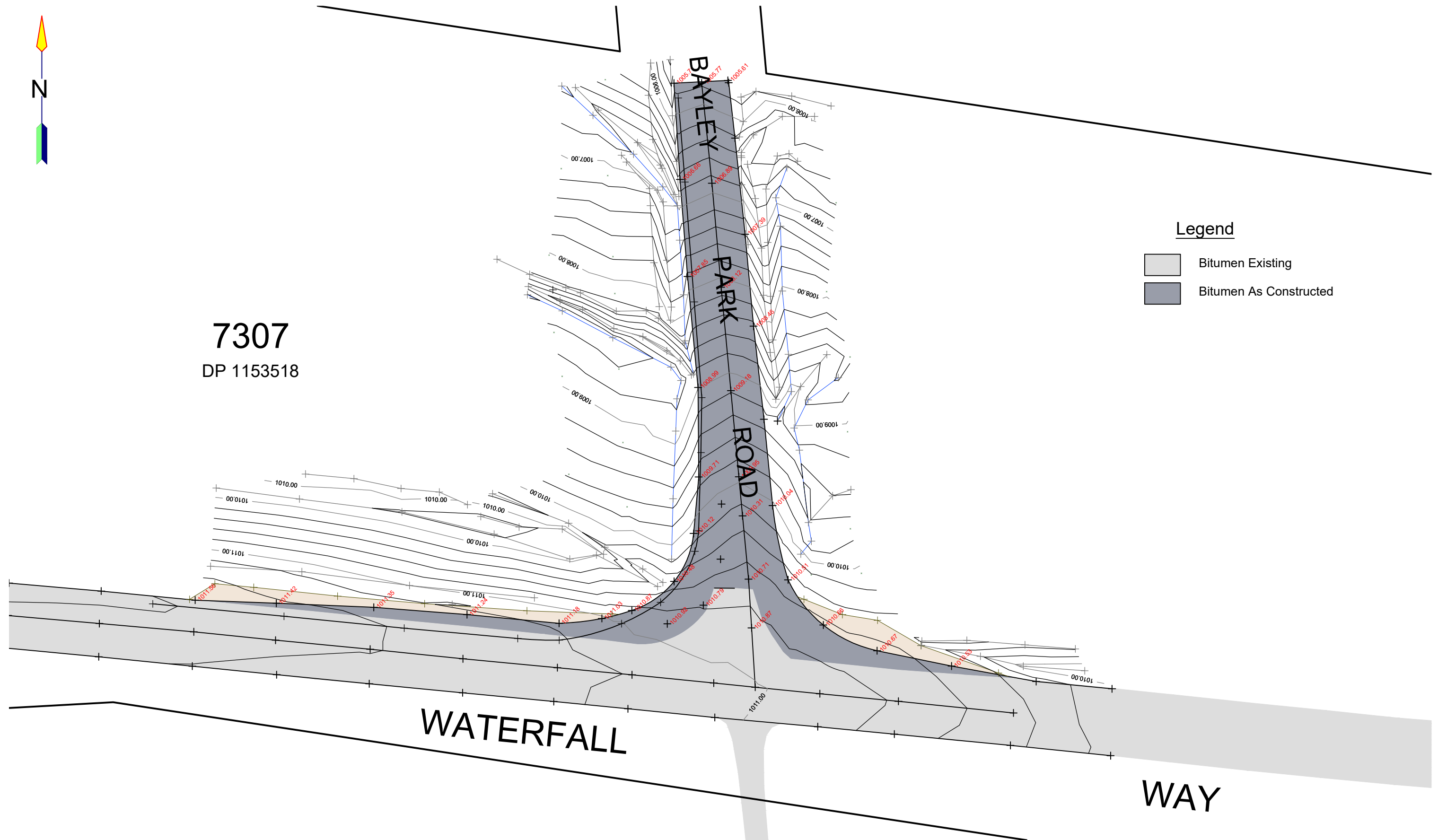
Richard Seymour
Development Director
INFINERGY PACIFIC Ltd

Appendix B

AS BUILT DESIGN

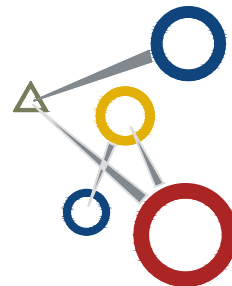
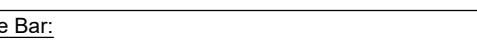


7307
DP 1153518



Legend

- Bitumen Existing
- Bitumen As Constructed

			<u>Project:</u> Bayley Park Road Intersection Metz Solar Farm Waterfall Way, Hillgrove	<u>Client:</u> JNC Group Po Box 1688 Armidale NSW 2350	 New England SURVEYING & ENGINEERING Land Development Consultants 1/161 Rusden Street phone: 02 6772 3141 Po Box 656 e-mail: info@nese.com.au Armidale NSW 2350 web: www.nese.com.au	Scale: 1:500	Date: 20/11/2019	
						Cad Scale: x 1.0	Drawn:	SD
						Backup Disk: Server		
						Job No.: 20170901	Surveyed:	JG
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			<u>Drawing Title</u> Works-As-Executed Survey	<u>Scale Bar:</u>  SCALE OF METRES 1:500			Sheet Size: A3	
Rev.	Date	Description					Surveyors Ref: 20170901	SHT. 1 OF 1 Revision: A

Appendix C

ROAD AUTHORITY CONSULTATION

5 March 2021

Your ref:

Our ref: MW:MW:P/24368

Mr Mark Whitehouse
Construction Manager
Beon
11 Tavistock Place
MELBOURNE VIC 3000

Dear Mark

Modification to Construction Transport Management Metz Solar Farm

We have reviewed Beon's submission to modify the current Construction Traffic Management Plan for the development of the Metz Solar Farm on Bailey Park Road Armidale.

Your proposal to utilise B-double trucks instead of 19m semi trailers raises no concerns for council in terms of the proposed route to the site through and from Armidale. Your nominated route on the Waterfall Way from the New England Highway is a designated B-double route and as such is already in use by such vehicles. The project will obviously increase the vehicle numbers on the route but the roads are currently below capacity in terms of vehicle movements and as such we see no traffic impact of concern.

We would ask in the notations provided to the transport company two matters;

1. The Waterfall Way travels along Uralla Road and on to Kentucky Street, passing Martins Gully Primary School, New England Girls School (NEGGS) and Armidale Secondary College. Further along the route The Armidale School (TAS). Students and parents utilising Martins Gully, NEGGS and TAS are familiar with the type and amount of traffic on the route. However, the Armidale Secondary College adjoining Kentucky Street has only been reoccupied at the start of the year by school children. The school is a consolidation of two local high schools. We have had to deal with significant traffic issues as parents and students get used to the new locality and changes in arrangements for pick up / drop off and pedestrian paths. While we do not see this as being an impediment to use the route, we think it appropriate to reinforce with drivers the higher risk area at this location. School zones are in place but children and some parents can be unpredictable.
2. The bridge crossing the railway lines at the intersection of Kentucky and Dangar is owned by Railcorp. The bridge is currently restricted to one truck on the bridge at a time due to some deterioration of the bridge. The requirement is sign posted at the site. Again we do not see this as an impediment to the route

merely something to reinforce with the drivers and worthy of notification to Railcorp in order that they are aware of the increase traffic movements.

We have no objection to the modification of the Construction Traffic Management Plan.

Please contact me on [REDACTED] or by email at [REDACTED] if I can be of further assistance.

Yours sincerely

[REDACTED]

Mark Wilson
Co-ordinator Design and Resourcing

Encl:

From: PERKINS John G [<mailto:john.perkins@rms.nsw.gov.au>]
Sent: Monday, 30 October 2017 2:45 PM
To: Pete Oste <poste@geolyse.com>
Subject: RE: METZ TMP

To Pete Oste

Roads and Maritime Services (RMS) have reviewed the Traffic Management Plan (TMP) Draft V4 prepared for the METZ Solar Farm development.
RMS were consulted during the final preparation of this TMP and are satisfied with the document submitted on the 30th October. (email attachment from Pete Oste Geolyse Pty Ltd)

Development Assessment Officer | Network & Safety Management
Northern Region | Regional & Freight
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Every journey matters

Roads and Maritime Services
Level 1, 76 Victoria Street
Grafton NSW 2460

Kind Regards,
John Perkins

From: Mark Burgess [<mailto:MBurgess@armidale.nsw.gov.au>]
Sent: Tuesday, 31 October 2017 11:09 AM
To: Richard Seymour <R.Seymour@infinergy.co.uk>
Subject: FW: Metz Solar Farm TMP

Hi Richard,

Thank you for your time yesterday
I circulated the updated TCP out to the team here and all are now much more relaxed in regards to the arrangements noted.

Regards

Mark Burgess

Program Leader - Roads & Drainage Maintenance

P 02 6770 7122 **M** 0408 182 737 **F** 02 6772 9275
E mburgess@armidale.nsw.gov.au **W** armidaleregional.nsw.gov.au
158 Bradley Street, Guyra | PO Box 75A Armidale NSW 2350

From: Sharn Woolnough
Sent: Monday, 30 October 2017 5:01 PM
To: Mark Burgess
Subject: RE: Metz Solar Farm TMP

Looks ok.

Regards

Sharn Woolnough

Project Officer

P 02 6770 3856 **M** 0438 057 871 **F** 02 6772 9275
E swoolnough@armidale.nsw.gov.au **W** armidaleregional.nsw.gov.au
135 Rusden Street | PO Box 75A Armidale NSW 2350

From: Mark Burgess
Sent: Monday, 30 October 2017 11:39 AM
To: Michael Flynn; Mark Wilson; Sharn Woolnough
Subject: FW: Metz Solar Farm TMP

Hi Guys,

Based on our concerns they've made some changes to the attached document – are we ok with this?

Regards

Mark Burgess

Program Leader - Roads & Drainage Maintenance

P 02 6770 7122 **M** 0408 182 737 **F** 02 6772 9275
E mburgess@armidale.nsw.gov.au **W** armidaleregional.nsw.gov.au
158 Bradley Street, Guyra | PO Box 75A Armidale NSW 2350

From: Richard Seymour [<mailto:R.Seymour@infinergy.co.uk>]
Sent: Friday, 27 October 2017 9:47 AM
To: Mark Burgess
Cc: Greg Berrett; Andrew Brownlow; 'Pete Oste'; Jane Ross
Subject: Metz Solar Farm TMP

Dear Mark

Please find attached a revised TMP with amendments to both your own, as well as RMS's comments in red for ease of following.

With regard to the turnaround point, please see the exchange between Infinergy and RMS documented in Appendix A – it might be useful for me to talk through this with you and I'll follow up this email with a quick call in a couple of hours.

Kind regards

Richard

Richard Seymour
Development Director
INFINERGY PACIFIC Ltd

Mobile: +64 22 033 1587
r.seymour@infinergypacific.com

Appendix D

RMS & ARC Approval of Completed Road Works

20/11/2018

A24912534

Charlie Cao
Clenergy
Ground Floor 1/10 Duerdin Street
Clayton VIC 3168

Dear Charlie

Metz Solar Farm WAD on Waterfall Way
Notice of Practical Completion

I refer to your request for Practical Completion on 20/11/2018 for the above project and confirm that Roads and Maritime Services (RMS) has inspected the Works and is satisfied that Practical Completion has been achieved.

- The date upon which Practical Completion was achieved is Thursday 15 November 2018
- The 12 months Defects Liability Period expires on Thursday 14 November 2019
- The following Minor Omissions and Defects are required to be rectified no later than 4 weeks from the date of this notification: (Please contact myself and John Garratty when rectification is complete)
 - Sweep surface for loose stone
 - Update RMS on the condition of the line marking for next 14 days
 - Monitor the condition of the primer seal over the liability period. Note final seal is 14mm as designed with C240 binder
 - Permanent sign posts are to be concreted and signs are to be size B.
 - Check height of the sign placement above ground
 - Re-grass verge on Armidale end
 - Discussed onsite that JNC Group will check with council the approval of the stockpile - update RMS following council discussion.

In accordance with the Works Authorisation Deed you are required to provide As-built (Work As Executed) drawings to RMS within 4 weeks of practical completion.

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

- satisfactory rectification of all defects and omissions,
- submission of As-Built Drawings 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.

Transport





**Transport
Roads & Maritime
Services**

Please contact me on (02) 66401040 if you require further advice.

Yours sincerely

A handwritten signature in black ink, appearing to read "Ian Ston".

Ian Ston
RMS Authorised Representative

Enc: Guideline: Requirements for WAE Drawings (ILC-GEN-TPO-104-G01)

cc: General Manager Armidale Regional Council



Transport



16/10/2019

Ref: WAD P.0032522

CLEnergy Australia
Ground Floor
Unit 1, 10 Duerdin Street
Clayton
Victoria
3168

Dear Shane Melotte,

RE: Bayley Park Road Upgrade Works

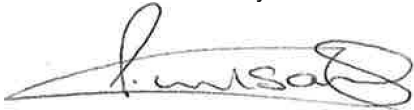
This letter is to confirm that the work carried out on Bayley Park Road conforms to Armidale Regional Councils policy under 'Section 138 - Application to conduct work on land which council is the regulatory authority'.

I can confirm that under inspection:

- 1. Upgrades to Bayley Park Road from the edge of the WAD works through to the site entrance to the Metz Solar Farm Site (approx. 1.8km) is in accordance with Concept Design Project No. 219095.*
- 2. Upgrades to Bayley park road is in accordance with WAD P.0032522.*
- 3. Replacement of culverts and drainage complies.*
- 4. Runoff management work, grading, compacting and re-sheeting.*

All meet council's standards and have been deemed satisfactory. Please contact me on (02) 6770 3898 or by email pgwilson@armidale.nsw.gov.au if I can be of further assistance.

Yours sincerely



Philip Wilson
Technical Support Officer

CC: Mark Burgess - Manager Local Services

Appendix E

Approval of Increased Vehicle Length



Ms Paula Cordeiro
Project Coordinator
FRV
Level 22, 6 O'Connell Street
Sydney NSW 2000

06/05/2021

Dear Paula

**Metz Solar Farm (SSD 7931)
Increase Vehicle Length**

I refer to your request dated 13 April 2021 seeking the Planning Secretary's discretion to increase the length of vehicles used for the development currently allowed under condition 1(b), Schedule 3 of the development consent for the Metz Solar Farm (SSD 7931).

The Department notes that:

- the proposed increase in vehicle length from 19 metres (m) to 26 m provides greater haulage capacity;
- there are no changes to the number of vehicle movements;
- no additional or amended road upgrades are required;
- all road upgrades as required under condition 4, Schedule 1 have been completed to Transport for NSW (TfNSW) and Armidale Regional Council's (Council's) satisfaction;
- TfNSW does not object to the proposed longer vehicle length provided the operation of the longer vehicles are in accordance with the requirements of the national heavy vehicle regulator, TfNSW and Council;
- the vehicle route along Waterfall Way is managed by TfNSW and is gazetted route for B-doubles, which can currently use the Waterfall Way between the New England Highway to the Bayley Park Road intersection;
- Bayley Park Road to the project site is managed by Council and Council confirms that this portion of the vehicle route can accommodate the proposed longer vehicle lengths; and
- Council requires drivers to be aware and considerate of existing school zones and to consult with Railcorp with regards to bridge crossing restrictions over existing railway lines at the intersection of Kentucky and Dangar.

The Department has also consulted the relevant roads authorities, Transport for NSW and Council, and both have confirmed they are satisfied with your proposed request for increase vehicle length on the condition that you strictly adhere to the remaining heavy vehicle restrictions as set out in condition 1, Schedule 3 of the development consent.

On this basis, the Planning Secretary, agrees to the increase vehicle length to 26 m. The obligations for the other heavy restrictions required under the consent, remain unchanged.

If you wish to discuss the matter further, please contact May Patterson on 8275 1190 or at may.patterson@planning.nsw.gov.au.

Yours sincerely



A handwritten signature in blue ink, appearing to be 'NB', followed by a horizontal line extending to the right.

Nicole Brewer
Director
Energy Assessments

As nominee of the Planning Secretary

5 March 2021

Your ref:

Our ref: MW:MW:P/24368

Mr Mark Whitehouse
Construction Manager
Beon
11 Tavistock Place
MELBOURNE VIC 3000

Dear Mark

Modification to Construction Transport Management Metz Solar Farm

We have reviewed Beon's submission to modify the current Construction Traffic Management Plan for the development of the Metz Solar Farm on Bailey Park Road Armidale.

Your proposal to utilise B-double trucks instead of 19m semi trailers raises no concerns for council in terms of the proposed route to the site through and from Armidale. Your nominated route on the Waterfall Way from the New England Highway is a designated B-double route and as such is already in use by such vehicles. The project will obviously increase the vehicle numbers on the route but the roads are currently below capacity in terms of vehicle movements and as such we see no traffic impact of concern.

We would ask in the notations provided to the transport company two matters;

1. The Waterfall Way travels along Uralla Road and on to Kentucky Street, passing Martins Gully Primary School, New England Girls School (NEGGS) and Armidale Secondary College. Further along the route The Armidale School (TAS). Students and parents utilising Martins Gully, NEGGS and TAS are familiar with the type and amount of traffic on the route. However, the Armidale Secondary College adjoining Kentucky Street has only been reoccupied at the start of the year by school children. The school is a consolidation of two local high schools. We have had to deal with significant traffic issues as parents and students get used to the new locality and changes in arrangements for pick up / drop off and pedestrian paths. While we do not see this as being an impediment to use the route, we think it appropriate to reinforce with drivers the higher risk area at this location. School zones are in place but children and some parents can be unpredictable.
2. The bridge crossing the railway lines at the intersection of Kentucky and Dangar is owned by Railcorp. The bridge is currently restricted to one truck on the bridge at a time due to some deterioration of the bridge. The requirement is sign posted at the site. Again we do not see this as an impediment to the route

merely something to reinforce with the drivers and worthy of notification to Railcorp in order that they are aware of the increase traffic movements.

We have no objection to the modification of the Construction Traffic Management Plan.

Please contact me on (02) 6770 03877 or by email at mwilson@armidale.nsw.gov.au if I can be of further assistance.

Yours sincerely



Mark Wilson
Co-ordinator Design and Resourcing

Encl:

Appendix F

Traffic Impact Assessment Letter

20 September 2021

Metz Solar Farm
John Zammit
Beon Energy Solutions
P.O Box 257
Ivanhoe VIC 3079

Ground floor, 20 Chandos Street
St Leonards NSW 2065
PO Box 21
St Leonards NSW 1590

T 02 9493 9500
E info@emmconsulting.com.au
www.emmconsulting.com.au

Re: Metz Solar Farm Development (SSD 7931) - Technical analysis for increased daily truck movement

Dear John,

This letter undertakes a traffic analysis for the proposed daily construction truck movements to the subject solar farm development from 34 to 60 until the end of February 2022. The impacts are considered on the Waterfall Way/Bayley Park Road intersection and existing road condition of Bayley Park Road, Argyle.

An approval from New South Wales Department of Planning, Industry and Environment dated 6 May 2021 has been granted to increase the length of the largest vehicle from 19 m to 26 m. Therefore, no further assessment is required in this regard.

1 Proposed change in construction traffic

Metz Solar Farm is a State Significant Development (SSD) which would generate 115 megawatts (MW) solar energy. The solar farm is located approximately 18 km east of Armidale. The Environmental Impact Statement (EIS) for this project was determined on 18 July 2017 (SSD 7931). As per the Development Consent Condition 6, a Traffic Management Plan has been prepared.

Development Consent Condition 1 (a) under Schedule 3 states the following:

TRANSPORT

Heavy Vehicles Restrictions

*1. The Applicant must ensure that the:
(a) development does not generate more than:*

- 34 heavy vehicle movements a day during construction, upgrading or decommissioning; or*
- 8 heavy vehicle movements a day during operations;*

on the public road network; and

The proponent wishes to increase the daily heavy vehicle movements from 34 to 60 vehicles due to the following reasons:

- unable to deliver, unload and store material at site due to existing ground conditions;
- significantly larger volumes of gravel and fill materials being required for access tracks as deeper excavations need to be made due to the poor ground conditions; and

- the project schedule being compressed due to unworkable conditions being experienced from the start of the project, to present.

To bring the construction schedule on track, increased daily truck movements will be required until the end of the year. The construction related daily heavy vehicle movements would be reduced to the original approved condition (maximum 34 vehicles) from March next year to the remainder of the construction activities.

The daily maximum operation traffic will not be changed.

2 Warrants for intersection turn treatments

The subject intersection operation is assessed based on the peak hourly through and turning traffic movements that would occur at this intersection. This determines the need for additional intersection turning lanes (eg basic, auxiliary lane and channelised) in accordance with the current intersection design standards (Austroads 2017b) *Guide to Road Design Part 4, Intersections and Crossings General* (Figure A 10 Figure 2.1), where:

- Curve 1 (red line) represents the boundary between a basic right turn (BAR) and a channelised short right turn (CHR(S)) turn treatment and between a basic left turn (BAL) and an auxiliary short left turn (AUL(S)) turn treatment; and
- Curve 2 (blue line) represents the boundary between a CHR(S) and a full length CHR treatment and between an AUL(S) and a full length AUL or CHL treatment. The choice of CHL over an AUL will depend on factors such as the need to change the give way rule in favour of other manoeuvres at the intersection and the need to define more appropriately the driving path by reducing the area of bitumen surfacing.

Figure 2.1 below contains the graphs for the selection of turn treatments on roads with a design speed greater than or equal to 100 km/h, and design speed lower than 100 km/h, which is appropriate for high speed rural roads.

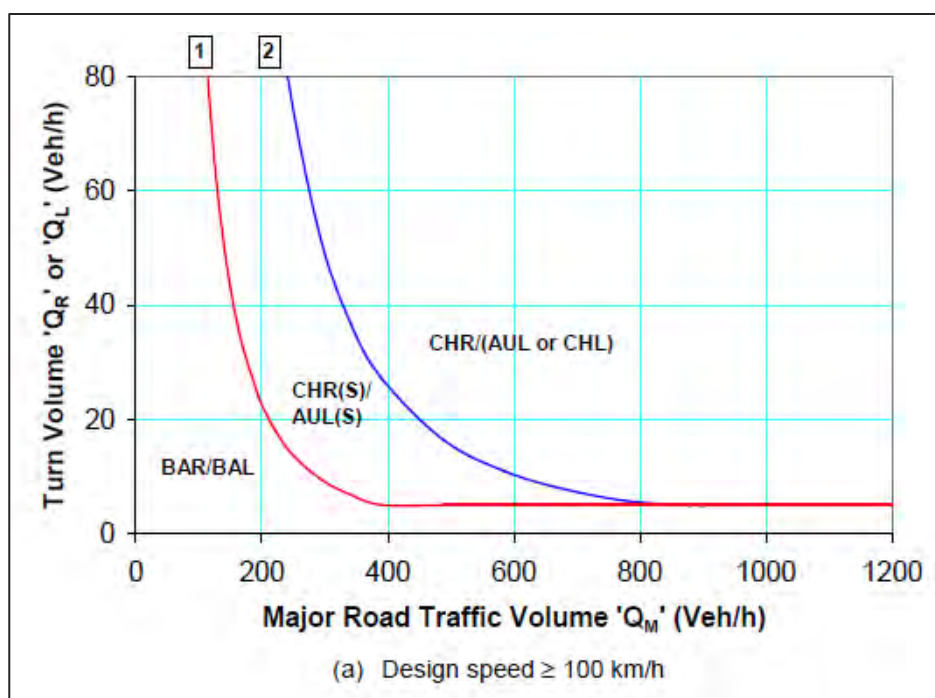


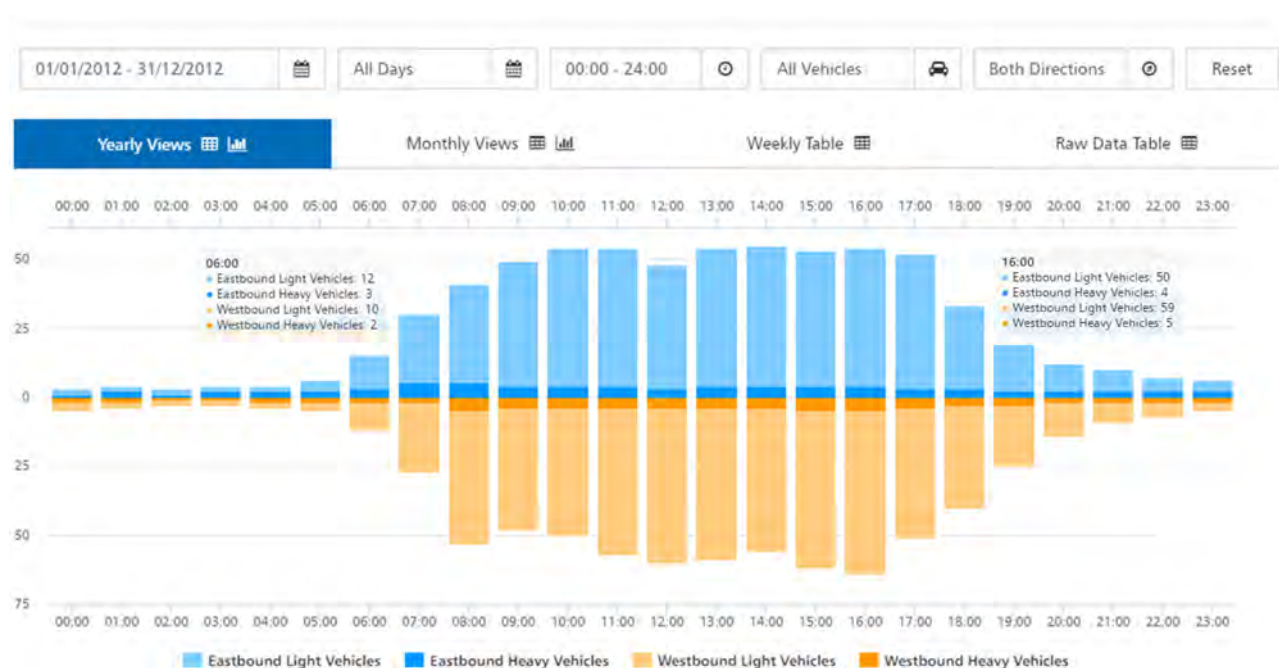
Figure 2.1 Austroads warrant design charts for rural intersection turning lanes

Transport for New South Wales (TfNSW) recommends intersections should be designed for a travel speed 10 km/h greater than the posted speed limit. As Waterfall Way has posted speed limit of 100 km/h, the intersection (including any requirements for turning bays at the accesses to Bayley Park Road) should be designed for 110 km/h.

For a design speed of 100 km/h or greater, the requirements for additional left or right turn traffic lanes are measured from Figure 2.1.

The previous configuration of the Waterfall Way/Bayley Park Road intersection did not provide any turn treatment at this T-junction. However, as part of the construction of the solar farm a BAL has been constructed for left turning vehicles from Waterfall Way to Bayley Park Road.

The existing traffic volumes for Waterfall Way have been determined from TfNSW Traffic Volume Viewer website¹. The historical data is obtained from a traffic counter on Waterfall Way, 2.06 kilometre east of Argyle-Mining Vale Road, Metz (Station ID 92394). The latest traffic volumes provided at this station are for the year 2012. The hourly traffic volume distribution is presented in Figure 2.2.



Source: TfNSW Traffic Volume Viewer

Figure 2.2 Hourly traffic volume distribution on Waterfall Way

Construction traffic peaks are assumed to be 6 to 7 in the AM peak and 4 to 5 in the PM peak. The peak hour traffic volumes for Waterfall Way are presented in Table 2.1.

Table 2.1 Construction peak hour traffic volumes on Waterfall Way in 2012

Direction	AM Peak	PM Peak
Eastbound	15	54

¹ <https://roads-waterways.transport.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/index.html/?z=12&q=Armidale%20NSW,%20Australia&pco=1&pcl=1&sco=1&scl=1&nd=0&v=0&lat=-30.503877958195975&lon=151.77656995676273&tb=1&to=11&ix=1>

Table 2.1 Construction peak hour traffic volumes on Waterfall Way in 2012

Direction	AM Peak	PM Peak
Westbound	12	64

A linear growth factor of 1.5% has been used to estimate traffic volumes for 2021. The 1.5% growth rate has been adopted to be consistent with the growth rate used in the traffic assessment report for Metz Solar Farm. However, it is considered more practical to use a linear growth rate as it relates more closely to the growth rates typically experienced along rural highways in NSW. Estimated peak hour traffic volumes for 2021 on Waterfall Way are presented in Table 2.2.

Table 2.2 Estimated peak hour traffic volumes on Waterfall Way in 2021

Direction	AM Peak	PM Peak
Eastbound	17	62
Westbound	14	73

Existing traffic volume for Bayley Park Road has been determined from Traffic Assessment report for Metz Solar Farm (Martinez and Hutcheson 2017). According to the report, two vehicles were observed on Bayley Park Road during a two-hour period. For a more conservative estimate, two vehicles per hour is assumed on Bayley Park Road.

Traffic volumes for light vehicles during construction period have been obtained from Traffic Management Plan (TMP) for Metz Solar Farm (PCL Construction Leaders 2020). A maximum of 140 staff vehicles would be accessing the site each day during the peak construction period. It is assumed that 80% of these trips would take place during the peak hour. A 90/10 split has been assumed for incoming and outgoing vehicle movements in the peak hour, all arriving from and departing to the west (Armidale township).

The TMP states that for a maximum of 34 heavy vehicle movements per day, timing of deliveries would be staggered to a maximum of 4 heavy vehicles per hour. For the proposed maximum of 60 heavy vehicle movements per day, proportionately it is estimated there would be a maximum of 7 heavy vehicles per hour.

The intersection peak hourly turning traffic volumes for the warrant assessment during peak construction period is summarised in Table 2.3. The warrant assessment has not been conducted for right turn traffic as all construction traffic would be eastbound along Waterfall Way and turn left into Bayley Park Road.

Table 2.3 Intersection turn treatment warrant for Waterfall Way/Bayley Park Road

Movement	Peak hour	2021 Major road traffic volume	Estimated turning traffic volume	Turn treatment required
Left turn from major road	AM	17	108	BAL
	PM	62	19	BAL

As stated earlier, as part of the construction of this solar farm, a BAL treatment is already provided at this intersection. Based on the estimated baseline existing (2021) and proposed increased construction traffic, the current upgraded BAL treatment is sufficient as per Austroads requirement (Figure 2.3).

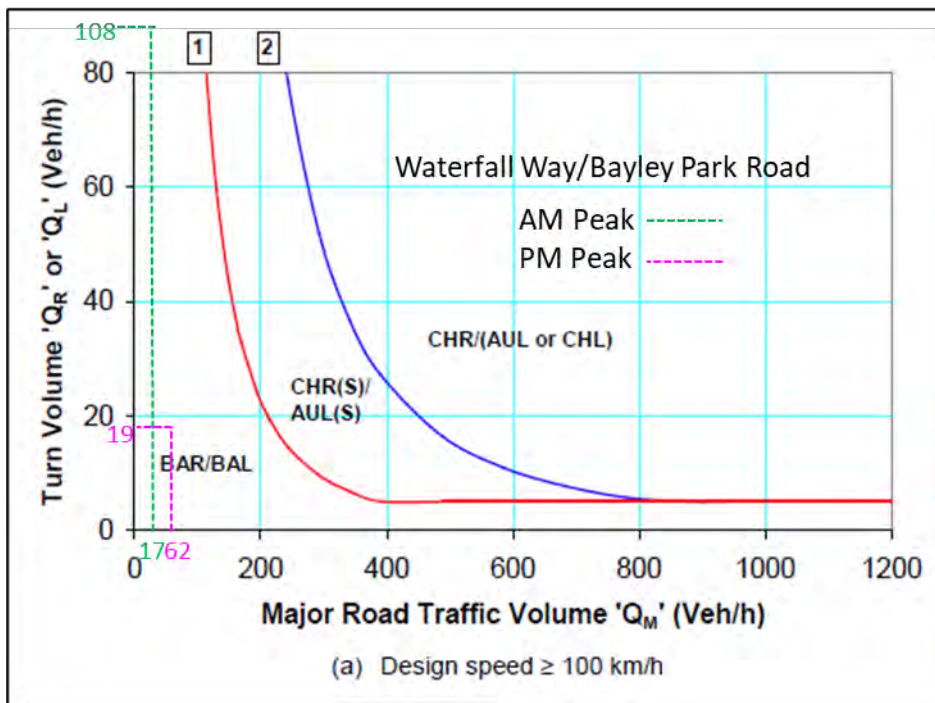


Figure 2.3 Austroads left turn treatment requirement for Waterfall Way/Bayley Park Road during AM and PM peak

Swept path assessment undertaken by Premise shows that a 26 m B-double truck would be able to execute the left turn within the already upgraded road geometry (Appendix A).

3 Warrant for rural road upgrades

With regards to upgrade of the Bayley Park Road, consent Condition 4 (b) states the following:

upgrade the section of Bayley Park Road from its intersection of Waterfall Way to the private property boundary of Bayley Park, including paving and widening of the road to allow two-way construction traffic, to the satisfaction of RMS and Council and in accordance with the Austroads Guide to Road Design (as amended by RMS supplements).

Based on the above condition, Bayley Park Road has been sealed to 7.2 m between the section Waterfall Way and the site access in accordance with Austroads requirement. As such, road designed standard has been reexamined due to the proposed increased daily truck movements in Bayley Park Road.

3.1.1 Road design standards

Based on the maximum light vehicles per day in the TMP and proposed increased in daily heavy vehicle movements, the maximum daily traffic movement is 200 (140+60) vehicles per direction which equates to 400 vehicles for both directions.

The road width design standards for low volume (generally rural) roads are defined by the Austroads *Guide to Road Design Part 3: Geometric Design* (Austroads 2016), as shown in Table 3.1. The data in the table shows, for a range of 150 to 500 daily vehicles, a minimum 7.2 m seal road will be required.

Table 3.1 Austroads road design for rural road

Threshold band (daily traffic volumes)	Design standard
1 – 150	8.7 metre wide total carriage (if unsealed); or minimum 3.7 m wide seal
150 – 500	Minimum 7.2 m wide seal
500 – 1,000	Minimum 7.2 m – 8 m wide seal
1,000 – 3,000	Minimum 9 m wide seal
> 3,000	Minimum 10 m wide seal

The existing road width measurements and conditions with respect to daily traffic volumes and construction traffic volumes for each proposed access route are shown in Table 3.2.

Table 3.2 Existing and construction daily traffic volumes and corresponding design standards

Road	Description of road	Approximate daily existing + construction traffic volumes	Existing road width (approximate)	Austroads Guide to Road Design standard in accordance with daily traffic volume	Will meet Austroads design standard?
Waterfall Way	State road between Armidale (west) and Bayley Park Road (east)	2,206	9.0 m sealed	Minimum 9 m wide seal	Yes
Bayley Park Road	Local road between solar farm site access (north) and Waterfall Way (south)	400	7.2 m sealed	Minimum 7.2 m wide seal	Yes

The rural road width capacity assessment shown in Table 3.2 demonstrates compliances for Bayley Park Road in accordance with Austroads standard.

The TMP will be updated upon acceptance of this findings by TfNSW and Armidale Regional Council.

4 Conclusion

This letter undertakes a technical analysis for increased construction heavy vehicle movements from maximum of 34 heavy vehicles to 60 heavy vehicles per day, until 28 February 2022 to support construction activities at Metz Solar Farm. The increased daily construction trucks are required to clear the backlog that has occurred due to poor ground condition of this site.

The Waterfall Way/Bayley Park Road intersection has been already upgraded with a standard BAL treatment as part of the solar farm development. Further, Bayley Park Road has been sealed minimum 7.2 m. The proposed increase of 26 truck movements until the end of this year does not warrant any further road upgrade work.

5 References

Austroads. 2016. *Guide to Road Design Part 3: Geometric Design*.

Martinez, Kirk, and Calum Hutcheson. 2017. "Traffic Assessment Metz Solar Farm."

PCL Construction Leaders. 2020. "Metz Solar Farm Traffic Management Plan."

Yours sincerely

A handwritten signature in black ink, appearing to read 'Abdullah Uddin'.

Abdullah Uddin

Associate Traffic Engineer

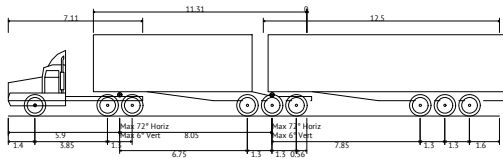
auddin@emmconsulting.com.au

0425 478 650

Appendix A

Swept Path Assessment

NOTE:
BAYLEY PARK ROAD GEOMETRY BASED OFF
APPROVED DESIGN PLANS 218045_02E AND IS NOT
BASED OFF WORKS AS EXECUTED OF FINAL WORKS.



B-Double (26.0m)
Overall Length 26.000m
Overall Width 2.500m
Overall Body Height 4.500m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m

AUSTROADS 26m B-DOUBLE TYPICAL DETAIL
NOT TO SCALE

18
DP 755830

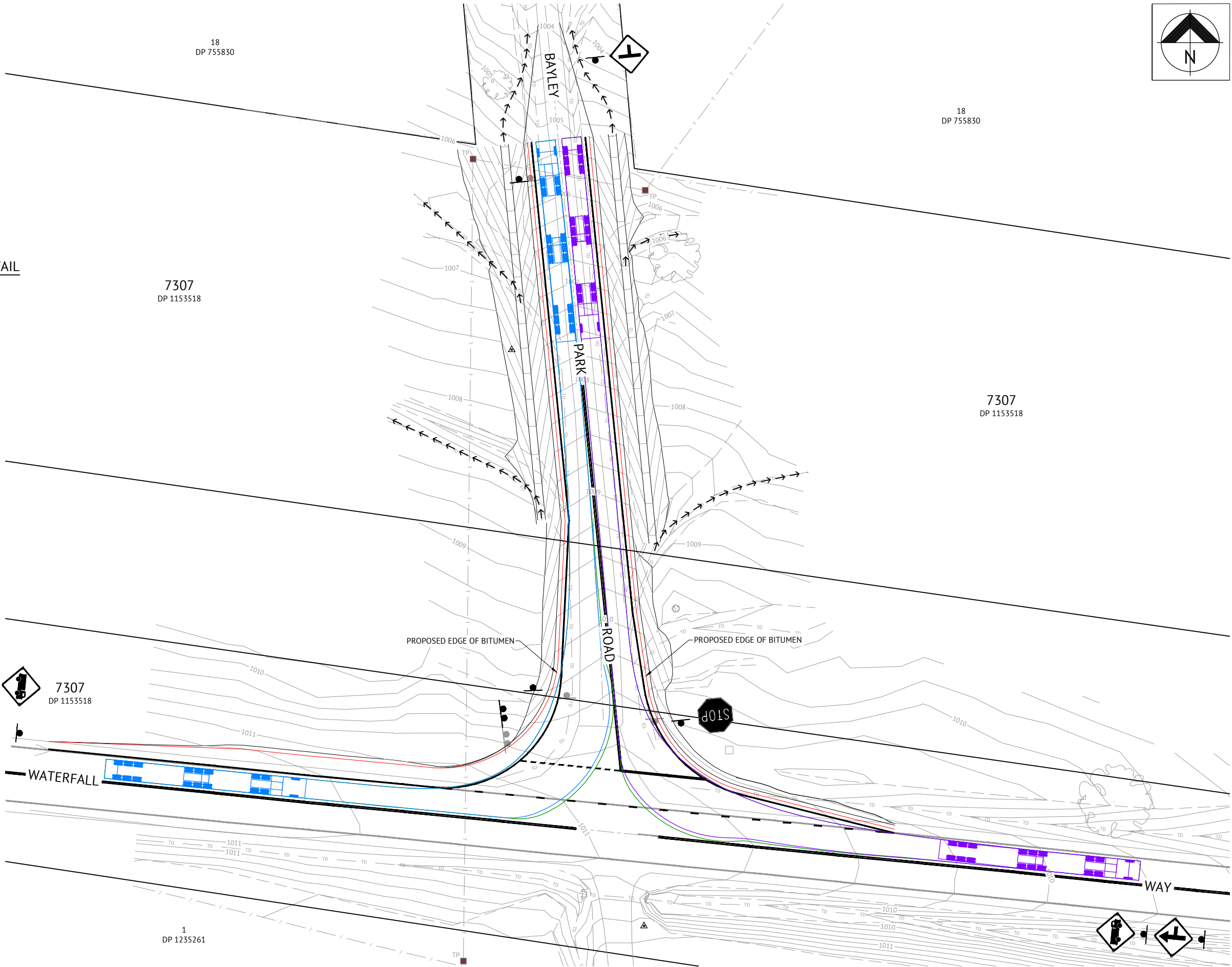
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DP 755830

7307
DP 1153518

7307
DP 1153518

LEGEND:

- PROPOSED ROAD CENTRELINE
- PROPOSED EDGE OF BITUMEN
- PROPOSED TYPE BB BARRIER LINES
- PROPOSED TYPE E1 EDGE LINE
- PROPOSED TYPE C1 CONTINUITY LINE
- PROPOSED TYPE TB HOLD LINE
- EXISTING ROAD CENTRELINE
- EXISTING EDGE LINE
- EXISTING BARRIER SEPARATION LINES
- EXISTING DOUBLE BARRIER LINES
- EXISTING BANK
- EXISTING FENCE
- EXISTING INVERT OF TABLE DRAIN
- EXISTING TELECOMMUNICATIONS
- EXISTING TELECOMMUNICATIONS PIT
- EXISTING SIGN AND POST
- EXISTING GATE
- EXISTING VEGETATION



ISSUED FOR APPROVAL

DATE	REV	DESCRIPTION	REVISIONS
16/03/2021	B	RIGHT TURN OUT PATH ADDED - ISSUED FOR APPROVAL	
12/03/2021	A	ISSUED FOR APPROVAL	



ORANGE OFFICE
154 PEISLEY STREET
ORANGE, NSW 2800
PH: (02) 6393 5000
WEB: www.premise.com.au

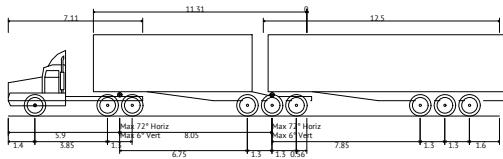
DESIGNED AID	CHECKED PPO	PROJECT MANAGER PPO	ENGINEERING CERTIFICATION PPO
			16/03/2021

SCALE 0 5 10 15m SCALE 1:250 (A1) ORIGINAL SHEET SIZE A1

CLIENT BEON ENERGY SOLUTIONS	PROJECT METZ SOLAR FARM	LOCATION BAYLEY PARK ROAD, ARMIDALE	SHEET TITLE AUSTROADS 26M B-DOUBLE TURNING PATHS LEFT TURN IN LEFT TURN OUT
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JOB CODE 221279_01	SHEET NUMBER C001	REV B
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NOTE:
BAYLEY PARK ROAD GEOMETRY BASED OFF
APPROVED DESIGN PLANS 218045_02E AND IS NOT
BASED OFF WORKS AS EXECUTED OF FINAL WORKS.



B-Double (26.0m)
Overall Length 26.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m

AUSTROADS 26m B-DOUBLE TYPICAL DETAIL
NOT TO SCALE

7307
DP 1153518

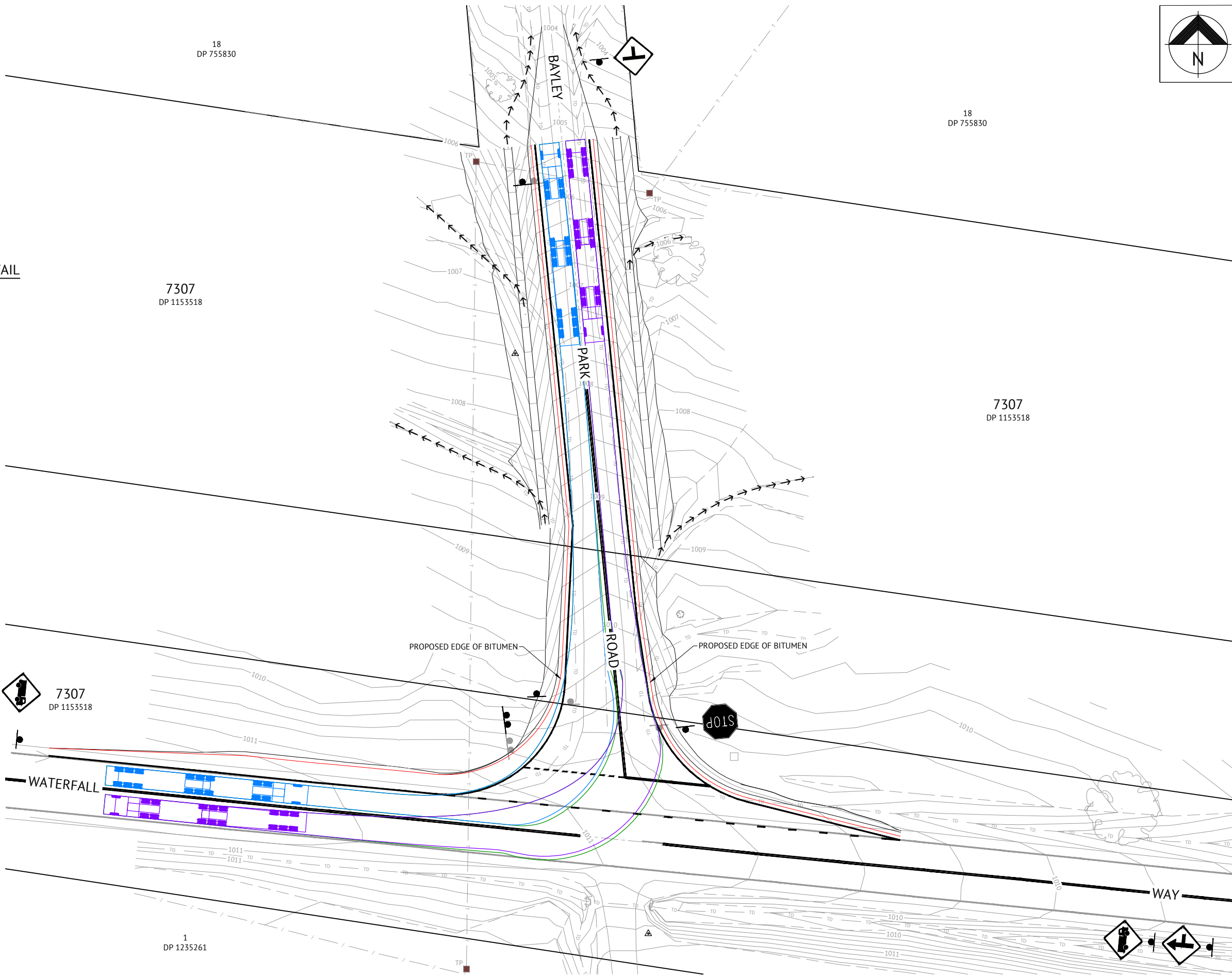
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DP 755830

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DP 755830

7307
DP 1153518

LEGEND:

- PROPOSED ROAD CENTRELINE
- PROPOSED EDGE OF BITUMEN
- PROPOSED TYPE BB BARRIER LINES
- PROPOSED TYPE E1 EDGE LINE
- PROPOSED TYPE C1 CONTINUITY LINE
- PROPOSED TYPE TB HOLD LINE
- EXISTING ROAD CENTRELINE
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- EXISTING GATE
- EXISTING VEGETATION



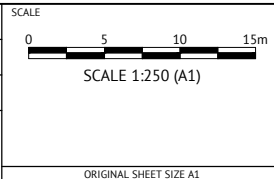
ISSUED FOR APPROVAL

DATE	REV	DESCRIPTION	REVISIONS	REC	APP
16/03/2021	B	RIGHT TURN OUT PATH ADDED - ISSUED FOR APPROVAL		AJD	PPO



ORANGE OFFICE
154 PEISLEY STREET
ORANGE, NSW 2800
PH: (02) 6393 5000
WEB: www.premise.com.au

DESIGNED AID	CHECKED PPO
PROJECT MANAGER PPO	ENGINEERING CERTIFICATION
16/03/2021	



CLIENT BEON ENERGY SOLUTIONS	PROJECT METZ SOLAR FARM
LOCATION BAYLEY PARK ROAD, ARMIDALE	SHEET TITLE AUSTROADS 26M B-DOUBLE TURNING PATHS LEFT TURN IN RIGHT TURN OUT

JOB CODE 221279_01	SHEET NUMBER C002	REV B
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