Traffic Management Plan

Riverina Battery Energy Storage System (BESS) Stage

State Significant Development (SSD 8392)

CPP Project No: 11291

Current Revision			
Revision:	1.4	Revision Date: 2/07/2022	
Task:	**Responsibility:**	**Date:**	**Signature:**
Developed by:	Nick To		
SQE Review:	Jarrod Erbs		
Review by Responsible Site Manager:	Liam Chambers		
Approved by Accountable Project Manager:	Luke Perabo		

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Table 1 - Revision Log

From	To	Summary of Changes
Rev A	Rev 0	• Update Project Manager, Site Manager and SQE Advisor details • Section 2 revised as per TfNSW's suggestion. • Update section 5.3 to include training/qualification requirement for traffic control on public road. • Minor amendment on section 4.4 • General update section 7.4 Driver Behaviour to align with business procedure • Minor amendment to working time on section 7.16 • Add section 7.23.1 and 7.23.2 to cover emergency response for vehicle accidents • Add section 7.30 Fatigue Management and section 7.31 Journey Management • Minor amendment on section 8.4 header • General update section 8.4 vehicle movements and types • Inclusion of Tesla Megapacks and Transformer delivery vehicle details on section 8.4. • Add section 9 Incident Reporting • Appendix A picture changed to higher resolution screenshots. • Add Appendix D and E
Rev 0	Rev 0.1	• Update section 7.5 Access into Project • Update section 8.2 Transport Routes • Add Appendix C Transport Route D – Melbourne to Project • Update Appendix E.2 Consultation Record – Council
Rev 0.1	Rev 1	• Updated to address Darlington Point Solar (SSD-8392-PA-17) Traffic Management Plan - Request for Additional Information from DPIE.
Rev 1	Rev 1.1	• Figure 4 and 8 revised
Rev 1.1	Rev 1.2	• Updated to address Riverina Energy Storage System/Darlington Point BESS (SSD-8392-PA-17) Post Approval Review
Rev 1.2	Rev 1.3	• Updated to address Darlington Point Solar - Traffic Management Plan SSD-8392-PA-30 - Request for Additional Information
Rev 1.3	Rev 1.4	• Updated in accordance with: - Letter from Edify 1/07/2022 - State Significant Development 8392 – Request Letter for approval of revised over dimensional vehicle numbers - response Letter from DPIE 1/07/2022 - Darlington Point Solar Farm (SSD-8392) OSOM Request

1 INTRODUCTION

Consolidated Power Projects (CPP) specialises in providing full turnkey high voltage solutions for power utility, industrial, resource and renewable energy sectors.

We offer specialist design, construction, commissioning and maintenance of high voltage infrastructure. As a trusted partner to Australia's largest renewable and power transmission utility companies, we continue to deliver successful, large-scale projects including battery infrastructure, solar and wind farms, and high voltage transmission substations.

This Traffic Management Plan (TMP) describes the quality strategy, methods, controls and requirements for the execution of CPP Projects including project specific requirements. A copy of this plan, together with the relevant appendices, shall be made available to all CPP staff and supplied to all subcontractors prior to commencing work on any project.

Staff and subcontractors shall conform to the requirements of this TMP.

A copy of the plan and or any revisions to the plan shall be retained for the duration of the project.

This plan shall be amended following any significant events, or if there are significant changes to project scope, methodology, risk profile or legislation and ensure that each relevant person affected by the amendment is advised of the details of the amendment or given a copy of the amendment.

Implementation of this plan shall be monitored via the internal audit process and site inspections.

Work on site shall not commence until the TMP has been agreed to by the Principal and CPP has received the Principal's written notification to proceed.

As a company, CPP strives for continuous improvement daily, both as individuals as well as an organisation. Our core values reflect who we are and define our approach to doing business.

Consolidated Power Projects core values are:

Team Work - One team, together we achieve;
Integrity - Doing the right thing / doing what's right;
Innovation - Always learning, creating, adapting; and
Sustainability - Ensuring our future.

"Strive for Safety Excellence"

2 SCOPE

This Traffic Management Plan (TMP) provides a framework for management of traffic of the construction phases of the Riverina Energy Storage System, being the Battery Energy Storage System (BESS) project (the Project) of the Darlington Point Solar Farm development (the Development), as relating to the scope of works within Lot 1 DP1249830 and Lot 2 DP1249830. The Project also involves a scope of works for the connection and cables within the Transgrid 330/132kV Darlington Point Substation (TG DP Sub) on Lot 2 DP628785. These cables will connect the BESS to the TG DP Sub.

As this BESS stage of the Development is a separate project, to the extent the Solar Farm and BESS required different scope of works and construction contractors, and will be managed and operated by different parties. It has been determined a standalone TMP (this document) is required for the BESS project.

This TMP applies exclusively to the Darlington Point BESS site, inclusive of the Riverina BESS 132/33kV Substation. Other works associated with the Darlington Point Solar Farm are not covered by or detailed in this plan. Please note that the construction and commissioning for the Darlington Point Solar Farm has been completed as part of a previous stage of the Development.

This TMP applies to the planning, construction and defects liability phases of all works to be undertaken as part of the Project. It applies to all workers, contractors, labour hire and suppliers working on the project.

This TMP should be read in conjunction with other project documents and plans developed by CPP for the DP BESS Project, including:

- Construction Environmental Management Plan
- Biodiversity Management Plan
- Accommodation and Employment Strategy
- Chance Find Protocol (Signal Energy)
- Emergency Management Plan
- Community Consultation and Engagement Plan (Edify)
- CPP Policies and Procedures

2.1 Project Stages

The Engineering, Procurement and Construction portion of the Project is comprised of 2 stages. The stages are itemised as follows:

Table 2 - Staging of Project

Stage of The Development	Project Stage	Duration (From - To)	Notes
2a	Works inclusive of Site Establishment, Civil earthworks, detailed civil and concrete works	20/06/22 – 22/12/22	Refer to Section 4.2 for detailed scope of work.
2b	All other required works including Mechanical and Electrical Installation	09/01/23 – 25/12/23	

Operation and decommission of this project are not in CPP's Scope of Works and will be provided in separate document(s) by others.

3 PURPOSE

The purpose of the TMP is to enable safe movement in relation to traffic generated by the scope of works for the project and encompasses safety, environmental and social impacts.

This plan details the minimum requirements by CPP to:

- Minimise and control wherever possible the interaction and impact between heavy vehicles, light vehicles and public traffic; and
- To ensure a safe working environment for all personnel working at or visiting the site.

3.1 Plan Development

This Traffic Management Plan has been developed in accordance with the requirements of:

- Road Traffic Act (SA) 1961
- Road Traffic Regulations (SA) 2013
- Road Safety Act (Vic) 1986
- Road Safety (Vehicles) Regulations (Vic) 2009
- Road Safety (Drivers) Regulations (Vic) 2009
- Road Traffic Act (WA) 1974
- Road Traffic (Vehicles) Regulations (WA) 2014
- Road Transport (Safety and Traffic Management) Act (QLD) 1999
- Traffic Regulations (QLD) 1962
- Road Transport Act (NSW) 2013
- Roads Regulations (NSW) 2018
- Dangerous Substances (Dangerous Goods Transport) Regulations (SA) 2008
- Dangerous Goods (Transport by Road or Rail) Regulations (Vic) 2008
- Dangerous Goods Safety (Road and Rail Transport of Non-Explosives) Regulations (WA) 2007
- Dangerous Goods Safety (Security Sensitive Ammonium Nitrate) Regulations (WA) 2007
- Transport Operations (Road Use Management) Act (QLD) 1995
- Transport Operations (Road Use Management – Dangerous Goods) Regulation (QLD) 2008
- Relevant Client and CPP guidelines and procedures
- Relevant Client project documentation including:
    - RESS EPC Schedule 04 – Permits
    - Edify Energy – Darlington Point State Significant Development (SSD 8392) Modification Report – Battery Energy Storage System – June 2021
    - Edify Energy – Darlington Point Solar Farm – Environmental Impact Assessment – Final 16 April 2018
    - Edify Energy – Darlington Point Solar Farm – Traffic Impact Assessment – Final 7 March 2018
- Consolidated Consent SSD 8392 Schedule 3 – Environmental Conditions – General Clause 1, 2, 3, 5 and 7.

The table below summarises how CPP will comply with the relevant requirement set out in the Consolidated Consent

Table 3 – Relevant conditions From Consolidated Consent

Area	Relevant Sch./Clause No.	Requirement	Reference Section in this Plan
Consolidated Consent SSD8392	Sch. 3 Clause 1a ,1b and 2	The Applicant must ensure that the: (a) development does not generate more than: • 80 heavy vehicle movements a day during construction, upgrading or decommissioning; • 15 over-dimensional vehicle movements during construction, upgrading or decommissioning; and • 10 heavy vehicle movements a day during operations on the public road network; and (b) length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres, unless the Secretary agrees otherwise. The Applicant must keep accurate records of the number of over-dimensional and heavy vehicles entering and leaving the site each day	Refer to Section 8.4 for item 1a and 1b Refer to Section 8.1 for item 2
Consolidated Consent SSD8392	Sch. 3 Clause 3	All over-dimensional and heavy vehicles associated with the development must travel to and from the site via the Sturt Highway, Donald Ross Drive and the approved site access point (shown in Appendix 1).	Refer to section 8.2 and 9.3APPENDIX C
Consolidated Consent SSD8392	Sch. 3 Clause 4	Prior to the commencement of construction, the Applicant must upgrade the site access point off Donald Ross Drive (shown in Appendix 1) with a Rural Property Access type treatment to cater for the largest vehicle accessing the site, including sealing the on-site access road a minimum of 30 m from its intersection with Donald Ross Drive, in accordance with the Austroads Guide to Road Design (as amended by TfNSW supplements), to the satisfaction of Council	These works have been completed by others during a prior stage of the development.
Consolidated Consent SSD8392	Sch. 3 Clause 5a - 5e	The Applicant must ensure: (a) the internal roads are constructed as all-weather roads;	Refer to section 7.29 for Clause 5(a) and 5(c) Refer to section 7.12 for Clause 5(b)

		(b) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site; (c) the capacity of the existing roadside drainage network is not reduced; (d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and (e) development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network	Refer to section 7.5 for Clause 5(d) Refer to Section 7.9 for Clause 5(e)
Consolidated Consent SSD8392	Sch. 3 Clause 6	The Applicant must ensure any unformed Crown road reserves affected by the development are maintained for future use, unless otherwise agreed with DPIE Crown Lands.	Refer to section 7.27
Consolidated Consent SSD8392	Sch. 3 Clause 7	Prior to the commencement of any road upgrades required under this consent, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Secretary. This plan must include: (a) details of the transport route/s to be used for all development-related traffic, including the location of access points; (b) a protocol for undertaking independent dilapidation surveys to assess the: • existing condition of local roads on the transport route/s prior to construction, upgrading or decommissioning activities; and • condition of local roads on the transport route/s following construction, upgrading or decommissioning activities; (c) a protocol for the repair of any local roads identified in the dilapidation surveys to have been damaged during construction, upgrading or decommissioning works; (d) 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: • performance criteria, measures and indicators for shuttle bus utilisation and	Refer to this TMP and section 3.4/Appendix E for Clause 7 including consultation. Refer to section 8.2 for Clause 7 (a) Refer to section 6 for Clause 7(b) and (c) Refer to section 7 and 8 for Clause 7(d) Refer to section 7.4, 7.30, 7.31 for clause 7(e) Refer to section 7.28 for clause 7(f)

		car-pooling in accordance with the commitments in the EIS; • temporary traffic controls, including detours and signage; • notifying the local community about project-related traffic impacts; • procedures for receiving and addressing complaints from the community about development related traffic; • minimising potential for conflict with school buses and other motorists as far as practicable; • scheduling of haulage vehicle movements to minimise convoy length or platoons; • responding to local climate conditions that may affect road safety such as fog, dust and wet weather; • responding to any emergency repair or maintenance requirements; and • a traffic management system for managing over-dimensional vehicles; (e) a driver's code of conduct that addresses: • travelling speeds; • driver fatigue; • procedures to ensure that drivers adhere to the designated transport route/s; and • procedures to ensure that drivers implement safe driving practices; and (f) a flood response plan detailing procedures and options for safe access to the site in the event of flooding	

3.2 Traffic Management Plan Revisions

Management plan updates will be managed via the Revision Log table.

Electronic word versions and the hardcopies will have the updates highlighted and added to the Appendix.

All updates are to be included when either:

- A major update is released; or
- Every 3 months

Major revisions (1.0, 2.0, 3.0 ….):

- are where there is a significant change to work, health & safety requirements or project management methodology.

Minor revisions (2.1, 2.2, 2.3 ….):

- are likely to include items such as changes of a minor nature following a management review of the TMP or referenced documents, any change in the name or numbering of a referenced document, changes to names or contact numbers of key personnel contacts.

This plan will also be revised up by 1 major revision, if deems necessary following a review by CPP, to the satisfaction of the Secretary within 1 month of the:

- submission of an incident report under condition 4 of Schedule 4 of the Consolidated Consents;
- submission of an audit report under condition 6 or 7 of Schedule 4 of the Consolidated Consents; or Section 3.2any modification to the condition of the Consolidated Consents.

3.3 Consolidated Power Projects (CPP) Commitment

Our Project TMP encompasses and reflects our commitment to meeting customer requirements for safety, performance and value in relation to our delivered products.

3.4 Consultation

The Consolidated Consent requires this plan to be developed in consultation with Transport for NSW (TfNSW) and Murrumbidgee Council, and to the satisfaction of the Secretary.

See Appendix E.1 for email correspondence between CPP and TfNSW. A draft TMP was sent to TfNSW on 27 January 2022. A verbal response via phone call was received from TfNSW. CPP provided a follow up email detailing compliance with the verbal comments received and the updated plans on the 24 February 2022. No further correspondence was exchanged.

See Appendix E.2 for email correspondence between CPP and Council. A draft TMP was sent to Council on 27 January 2022. A response from Murrumbidgee Council was received on 8 March 2022 acknowledging that the CPP plan submitted was satisfactory.

Furthermore, CPP submitted the draft plans to Tesla on 21 January 2022. Formal comments were received from Tesla and Edify on 24 February 2022. CPP have addressed these comments and updated the TMP accordingly.

This TMP was submitted to the Department for Planning Industry and Environment (DPIE) for review and comment on 16 March 2022 by Tesla. A Request for Additional Information (RFI) from DPIE to Tesla was provided on 13 May 2022. Revision 1 of the TMP was resubmitted to DPIE for review.

Additional RFI's from DPIE to Tesla were provided on 6 June 2022 and 20 June 2022. Revision 1.3 of the TMP closed out the comments in the RFI's and was approved by DPIE.

This revision (Revision 1.4) of the TMP is to capture the details within the Request Letter from Edify for approval of revised over dimensional vehicle numbers and will be submitted to DPIE for approval.

3.5 Public Access to Information

Under Condition 8 of Schedule 4 of the Consolidated Consents, this plan will be publicly available via Edify Energy's website – https://edifyenergy.com/project/riverina-darlington-point/

Complaints in relation to Construction activities can be sent to RiverinaBESS@conpower.com.au

4 PROJECT SPECIFIC DETAILS

4.1 Project Details

Table 4 Project Specific Details	
Client:	Tesla Motors Pty Ltd
Principal Contractor:	Consolidated Power Projects Pty Ltd
Project Name:	Riverina Energy Storage System
Project Number:	11291
Project Address:	336 Donald Ross Dr, Darlington Point NSW 2706
Project Manager:	Luke Perabo
Site Manager:	Liam Chambers
Site SQE Advisor	Jarrod Erbs

Table 1 Project Specific Details

4.2 Project Scope of Works

At stage 2a of The Development, the scope of work includes the following components:

- Preparation of construction, compound, laydown and parking areas
- Bulk earthworks inclusive of topsoil stripping, cut to fill, import to fill, capping layer and surfacing layer
- Road works including internal roads, kerbing, surfacing and interface with existing solar farm access road
- Security fencing including post and sill foundations, perimeter chainmesh and weldmesh fencing and gates
- Landscaping and rehabilitation inclusive of trimming batters, table drainage, earth shaping and seeding
- Earth grid installation
- Stormwater drainage system inclusive of pits, pipes, headwalls and table drains
- Spill oil drainage system inclusive of pits, pipes, spill oil tank and headwalls
- 33kV direct buried 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

4.3 Map of Project

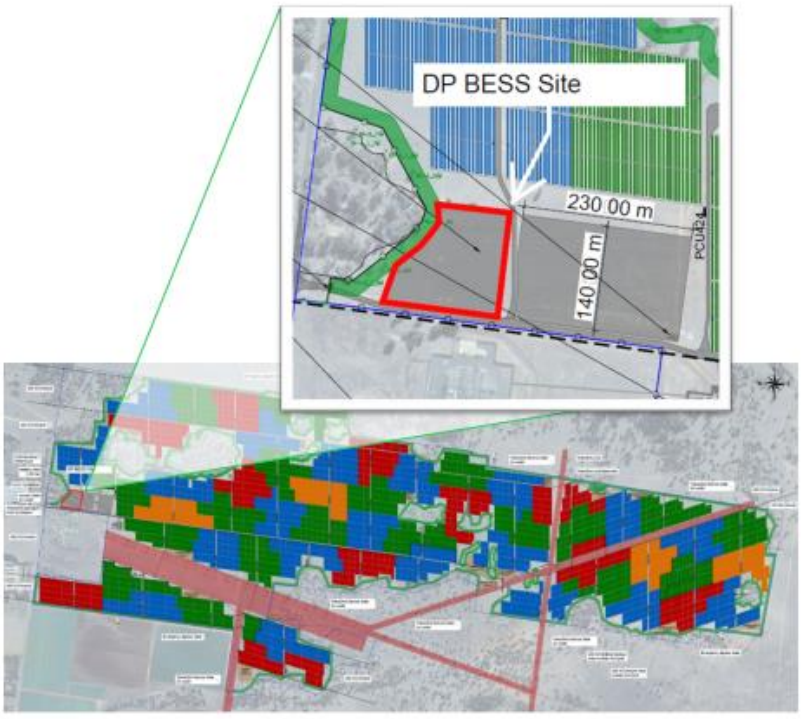


Figure 1 - Map of Project (1)

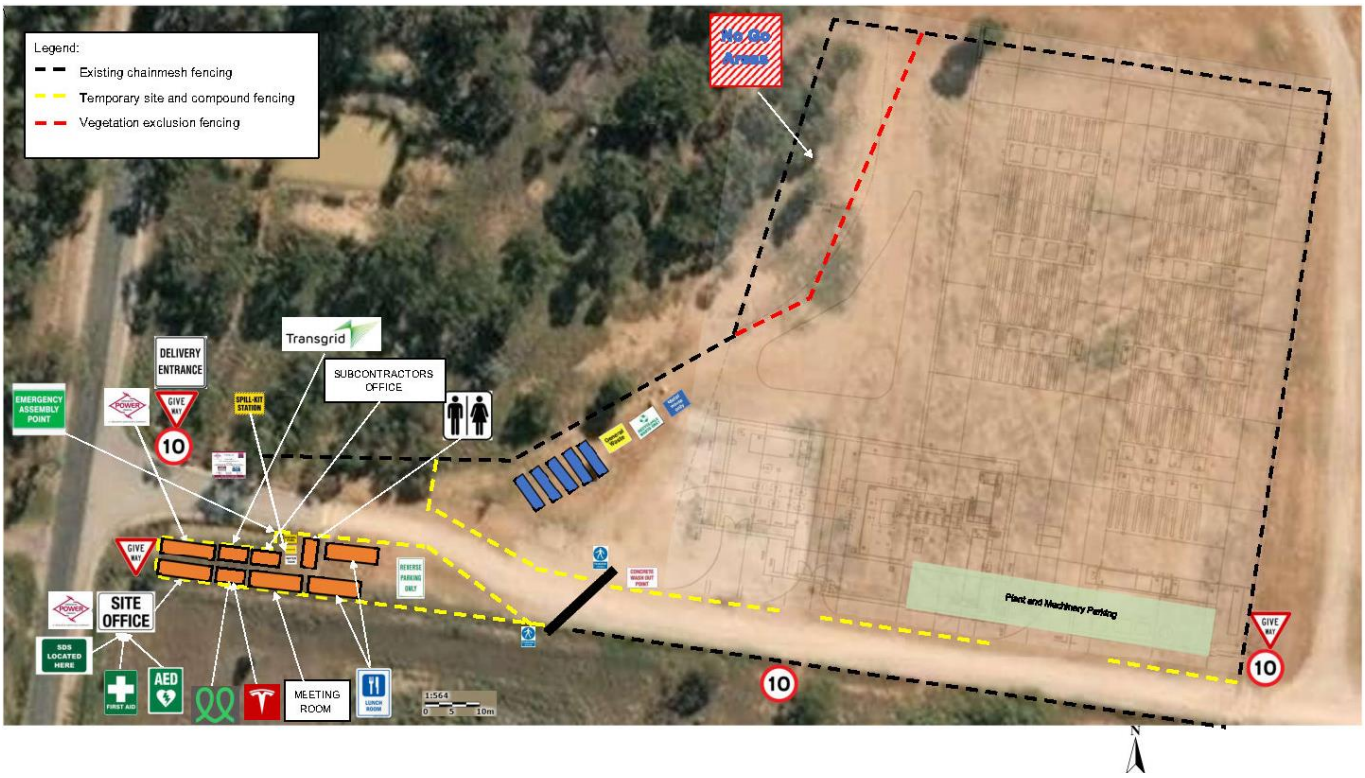


Figure 2 - Map of Project (2)

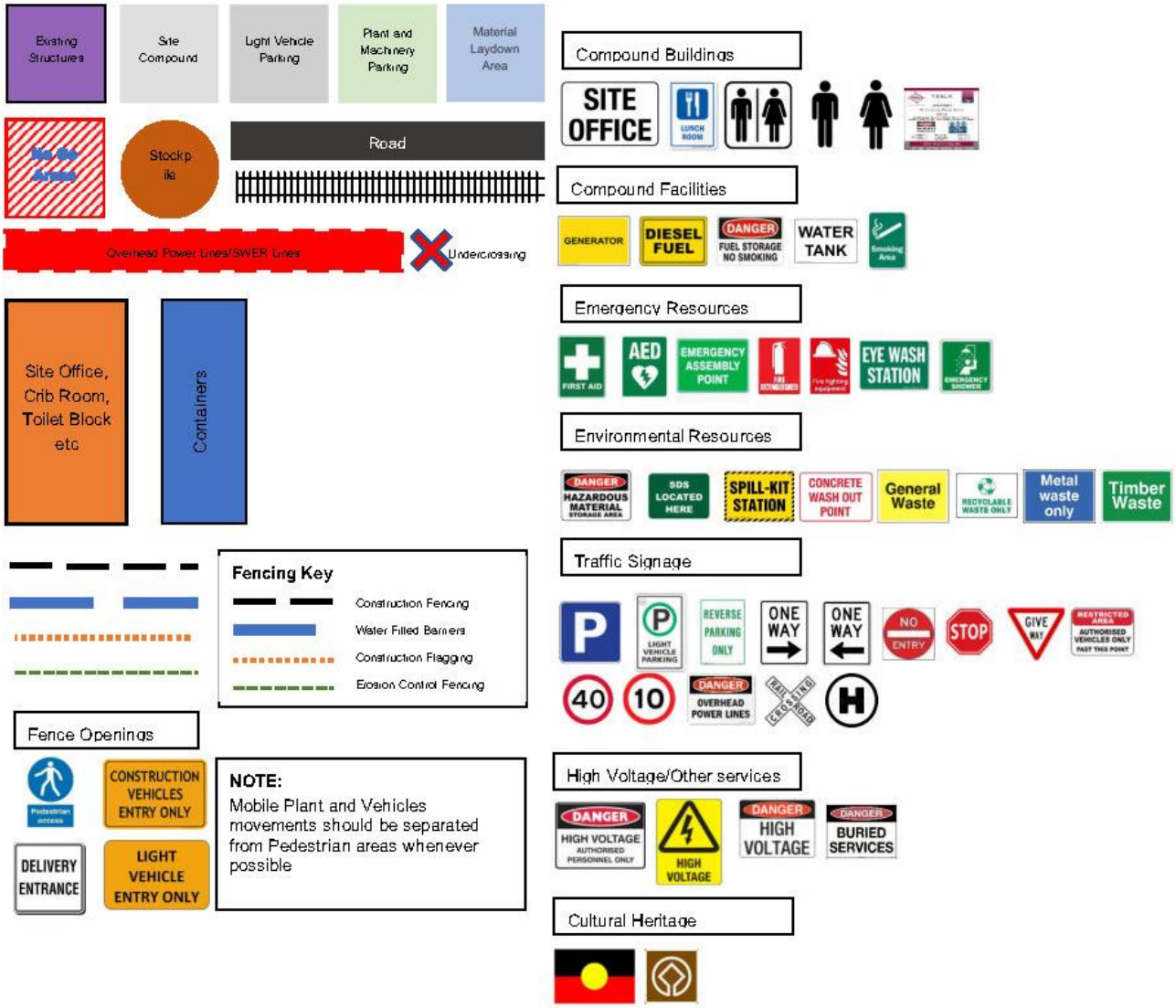


Figure 3 - Legend and Signage

4.4 Site Location

The project site is located at Lot 1, DP 1249830 and Lot 2, DP1249830, 336 Donald Ross Dr, Darlington Point NSW 2706.

The site coordinates are approximately 34°38'49.3"S 146°02'02.9"E

The site's sole access point during construction and operation will be via the existing ingress on Donald Ross Drive.

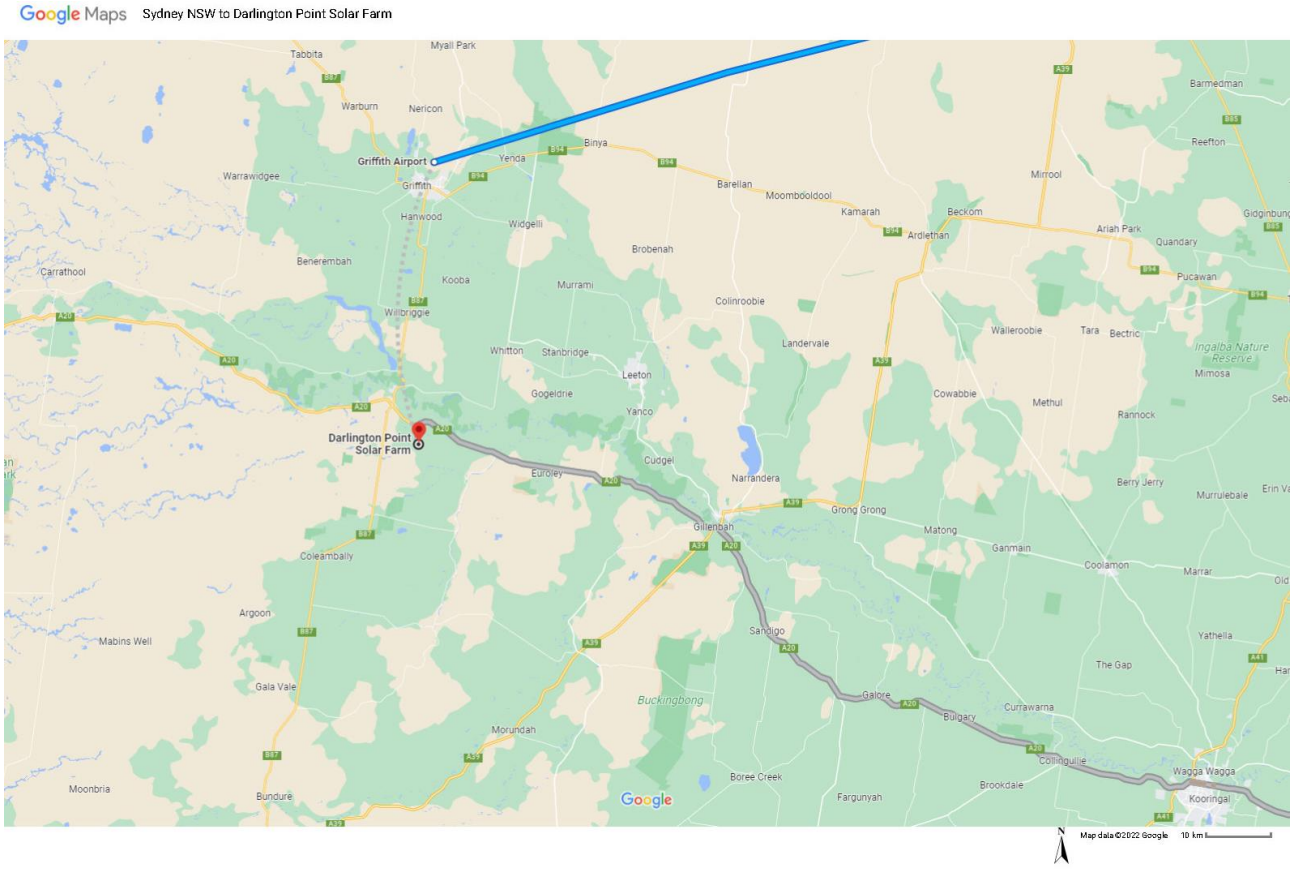


Figure 4 - Site Location

4.5 Construction Activities Zone

Figure 5 - Construction Activities Zone

4.6 Project Site and Signage Layout

Project signage will be provided on the CAZMAP.

5 ROLES AND RESPONSIBILITIES

- Support roles and responsibilities specified within the procedures are explained in this Management Plan.
- An organisation chart for the project is included Refer **Management Plan Appendices**.

5.1 Project Manager

Without limiting the role of the Project Manager, he/she has responsibility for:

- the development, implementation, circulation and maintenance of this plan; and
- providing sufficient resources to meet the requirements of this plan.

5.2 Site Manager

Without limiting the role of the Site Manager, he/she is responsible for:

- Managing the day-to-day site issues with respect to the movement of authorised vehicles within the construction area;
- Logging complaints from the public in relation to traffic management.

5.3 Traffic Controller

- The Traffic Controller (where appointed) is responsible for absolute compliance with the requirements of this plan.
- Traffic Controller on the public road shall have certification for RIISS00054 Work Zone Traffic Control – Traffic Controller Skill Set (includes RIIWHS205E Control Traffic with Stop-Slow Bat) and IISS00055 Traffic Management Implementer Skill Set (includes RIIWHS302E Implement Traffic Management Plans).

5.4 Vehicle / Machine Operators

- Vehicle and Machine Operators are responsible for absolute compliance with the requirements of this plan.

5.5 Employees, Subcontractors, Visitors

- Employees, Sub-contractors and visitors are responsible for absolute compliance with the requirements of this plan.

6 EXISTING CONDITIONS/DILAPIDATION

- The CPP Site Manager will perform the below and engage with an independent appointed party to perform the work below:
    - Fill out dilapidation report FRM-C079 prior to commencement and completion of construction, which will contain the following:
        - identify any access constraints that exist for all construction vehicles prior to site mobilisation;
        - listing existing conditions and defects;
        - undertake a visual road condition assessment shall be made of the roads that shall be utilised by construction vehicles;
        - document with photographic evidence.
- The extent of the dilapidation reports for the purpose of the BESS stage of the Development will include the local roads on the transport route. Reporting to be completed prior to and following construction activities and to include the following specific roads**:**
    - 100m in the north and south direction on Donald Ross Drive from the designated site access point
    - The intersection point of Donald Ross Drive and the Darlington Point Solar Farm access road
    - Portion of the Darlington Point Solar Farm access road that will be utilised for access to the BESS site
    - Transgrid Darlington Point Substation intersection with Donald Ross Drive
    - Transgrid Darlington Point Substation access road to main substation vehicle access gate

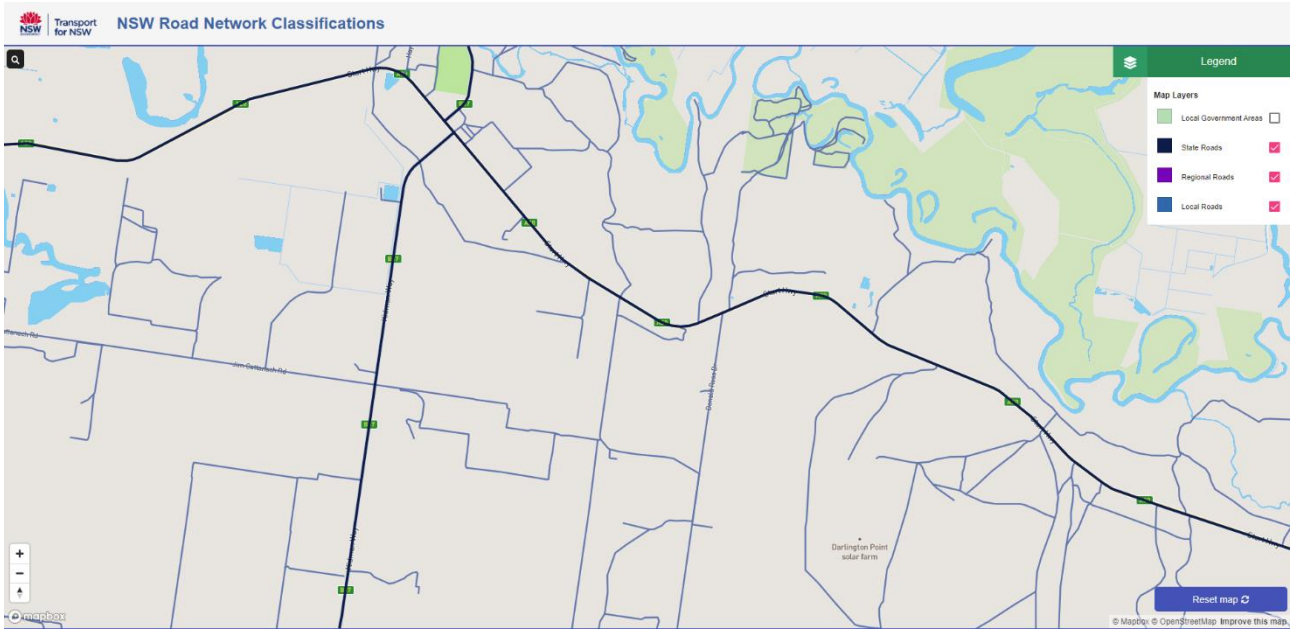


Figure 6 - Extent of Dilapidation Survey

- A detailed inspection was not completed for the following areas:
  - Any location not explicitly listed in above.
- A general inspection (general commentary noted only) was completed for the following areas:
  - North and south sections of Donald Ross Drive outside of the areas listed above;
  - Intersection between Donald Ross Drive and Sturt Highway.
- As detailed in the EIS Modification Report, the quantity of vehicle movements associated with the BESS will remain low in the context of the whole Development, and particularly the deliveries required for the DPSF and therefore impacts of additional deliveries will be minimal. The dilapidation reports for the Darlington Point Solar Farm shall be referred to for a broader survey of existing local roads and transport routes.
- During and after construction, continued monitoring of the road conditions shall be made by CPP Site management team and an independent appointed party to the roads utilised by construction vehicles. If any significant damage caused by CPP or its subcontractors, the Site manager shall engage a contractor to repair the roads.
- The log of photographic evidence shall be used as a reference in determining the extent of road dilapidation.
- Based on this post construction assessment, the client shall determine whether or not any post-construction road upgrades are required. If repair work deems required, a contractor shall be engaged to complete the repair works prior to the demobilisation.
- A copy of the Road dilapidation report shall be submitted to Council prior to the commencement of works and once construction works are completed.

7 SITE ACCESS REQUIREMENTS

7.1 Vehicle & Operator Requirements

- During the construction period, all 'non-authorised' vehicles shall be parked in the 'designated' parking areas prior to the daily commencement of work.
- The designated parking area shall be located within the compound.
- Vehicles and their operators needing to access the construction area of the project site shall comply with the following:
  - Only 'authorised' vehicles and plant are permitted within the construction area;
  - Authorised vehicles are those approved and inspected by the Site Manager;
  - Authorised vehicles parked in the construction area during working hours, must have the keys left in it so that it can be moved if required;
  - Vehicles must at all times keep on the designated site roads where established;
  - Off road driving is not permitted other than in emergency situations, or if no roads have been established;
  - Vehicles must not be parked so as to block access roads or tracks;
  - Vehicles MUST come to site clean and leave site clean;
  - Speed limit is 10km/h within the construction zone unless otherwise sign posted;
  - All persons driving on site shall hold a current driving license for the type of vehicle they are driving;
  - All operators/drivers of plant shall hold the appropriate license/competency to operate/drive the plant;
  - Vehicles are required to be fully road-worthy and maintained in good working order;
  - Seatbelts must be worn in vehicles and plant when being operated;
  - Use of mobile phones while driving vehicles or plant is prohibited unless suitable hands-free equipment is utilised;
  - Vehicles must travel at a safe distance apart with clear visibility;
  - 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; and
  - Handbrakes must be applied at all times whilst the vehicle is stationary. Where parked on a gradient, park across the gradient;
  - All vehicles operating within the construction area must be equipped with the items listed in the following table.

7.1.1 Mobile Plant/Light Vehicle Minimum Standards

Table 5 - Mobile Plant/ Light Vehicle Minimum Standards

Requirement	Mobile Plant	Truck	Light Vehicle

Operating Manual or SOP	✓		
Plant Risk Assessment	✓	✓	
Daily Inspection Record	✓	✓	
Weekly Inspection Recorded			Site Vehicle only
4 Wheel Drive Vehicle	Site Risk Assessment	Site Risk Assessment	Site Vehicle only
Functioning seatbelts	As per manufacturer's recommendations	✓	✓
Rotating Beacon	✓	✓	Site Vehicle only
Reversing Beeper	✓	✓	Site Vehicle only
Fire Extinguisher	✓	✓	✓
First Aid Kit	Site Risk Assessment	Site Vehicle only	✓
Unique Plant Identifier	Site Risk Assessment	Site Risk Assessment	Site Risk Assessment
Chocks	Site Risk Assessment	Site Risk Assessment	Site Risk Assessment
Emergency Triangle	Site Risk Assessment		
2-Way Radio	✓	✓	Site Vehicle only
Grease Gun	✓		
ROPS (to AS2294)	✓ (> 1,500kg)		
FOPS (to AS2294)	As per project/task risk assessment		

7.2 Vehicle / Plant Unique Plant Identifier

Where required due to a site base risk assessment Vehicles and Mobile Plant must be fitted with a unique plant identifier which shall consist of the follow requirements:

- Signage providing positive ID shall be displayed on mobile plant and vehicles;
- The identification number shall be displayed on both sides and the rear;
- The signage may be a sticker, painted on or be of a magnetic type and shall display a unique equipment identification number which is clearly visible at all times;
- The pre-fix prior to the Machine ID Number shall be 3 letters and followed by three numerical numbers. E.g. CPP-100;
- Height should be no less than 150 mm high and should be either on a reflective background or reflective ID as per the below example.

Figure 7 - Example of Vehicle's number plate

7.3 Road Safety Risk Mitigation Strategies

In general, road safety risks will be minimized by:

- To minimise vehicle traffic on public infrastructure to and from site, personnel will be encouraged to carpool to and from work. All subcontractors engaged by CPP will be expected to make efforts to comply with this requirement. A shuttle bus has not been deemed necessary for the BESS portion of the works due to the smaller nature of the work crews and base need for tooled light vehicles on site during the works.
- To incentivise carpooling, the following sub-strategies are considered:
    - For any CPP's self-performed works, CPP will control the number of vehicles supplied and hired vehicles.
    - Carpooling to be incorporated as one of the conditions in the Work Subcontracts.
    - Carpooling to be included in the daily pre-start risk assessment.
- CPP will monitor the effectiveness of the above sub-strategies by checking and keeping a record of the number of occupied car spots.
- Scheduling the movement of over-sized vehicles so that these movements occur outside of peak road traffic periods and developing routes that ensure such vehicles do not pass through built up areas during daytime peak traffic periods;
- Scheduling the movements of over-sized vehicles so that convoy length or platoons are effectively minimised;
- As much as possible, sourcing local labour and services, and local resources and materials;
- Informing the local community of any significant transport events, particularly the movement of over-dimensioned vehicles;
- Informing CPP personnel, its subcontractors and suppliers of any changes to local climate conditions that might pose road safety risks including fog, dust and wet weather conditions.
- Implementing driver behaviour policies as a condition of employment or contract;
- Ensuring drivers maintain safe speeds of narrow and / or unsealed carriageways; and
- Being courteous to other drivers.

7.4 Driver Behaviour

- All Project construction vehicles will drive in a manner that is consistent with the conditions of the road and terrain being negotiated.

- All drivers shall abide by the rules and regulations in place on the public roads leading to the subject site.
- Other changes to temporary rules in place for the Project site will be communicated at forums such as site inductions, tool box meetings, start-up meetings etc.
- All drivers shall adhere to the requirements detailed with the CPP SOP-S002 Driving Safety at all times. Key details of this operating procedure for drivers are listed below:
    - hold a current driver's license, suitable for the vehicle driven;
    - shall complete the Journey Management Plan, (JMP) which includes reporting departure and/or arrival for recorded journeys;
    - not deviate from the route of travel they have identified in the JMP without notifying the authorising manager (Site Manager / Project Manager or delegate);
    - ensure the vehicle is carrying adequate supplies of fuel and water;
    - ensure that all loose items in the cab and cargo area are both secured correctly;
    - drivers of heavy vehicles must comply with the requirements in their National Driver Work Diary;
    - follow the road rules;
    - ensure that seat belts are worn by all persons in a vehicle;
    - obey speed limits and traffic signals;
    - not drive under the influence of alcohol or drugs;
    - ensure that any medication taken does not adversely affect their capacity to drive;
    - not pick up hitchhikers;
    - ensure enough time is allocated to complete trip safely and to complete tasks associated with intended trip;
    - ensure potable water appropriate to journey is in the vehicle;
    - carryout a vehicle check using the Vehicle Check form at least oncer per week;
    - ensure the vehicle is maintained in a safe and roadworthy condition at all times (in accordance with the manufacturer's recommended service schedule) by a qualified provider;
    - not use mobile phones while driving a vehicle, unless using appropriate hands free facilities as described by law; and
    - never leave the keys in the car when the vehicle is unattended and lock it every time it is left.
- CPP expect the behaviour as detailed above would be strictly followed and will endeavours to continuously monitor, assess and enforce speed limits and safe driver behaviour where possible:
    - CPP Site Manager to alert the responsible subcontractor's representative of any unsafe driving behaviours; and
    - CPP Management and/or Site team to further discuss and issue dismissal or penalties (where deems necessary) to the driver of vehicle if the matter continues to occur.

7.5 Access into Project

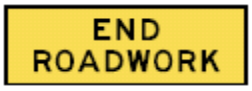
- Due to the progressive nature of work and tight work areas, only authorised and site inducted personnel shall be permitted to access the work area.

- This includes other contractors who require access to perform their duties.
- All over-dimensional and heavy vehicles associated with the development must travel to and from the site via the Sturt Highway, Donald Ross Drive and the approved site access point as detailed is Section 4.3 Map of Project.
- All vehicles are loaded and unloaded on site and enter and leave the site in a forward direction.

7.6 Construction Site Signage

- Below are images of typical site signage which shall be applied where practical in or around the site entrance.
- Please refer to **Appendix B** Traffic Management Signage Plan specific for this project. Refer to **Appendix G** Traffic Control Plan specific for this project.

Table 6 – Construction Site Signage

Typical Signs	Locations
	Typically installed on local roads prior to project site access points.
	Typically installed on local roads prior to project site access points.
	Typically installed at main project site entrance. CPP Sign/Logo (All visitors must report to site office). *Includes contact phone numbers for the Project and Site Managers, and the assigned UHF channel for site communications.*
	Typically installed at project site entrance and at intervals along site access roads.
	Typically installed at access road intersections with local roads.
	Typically installed during council road re-sheeting and other road works as required.
	Typically installed during council road re-sheeting and other road works as required.

7.7 Permits

- CPP will apply for all permits for transport of all Over Dimension (OD) vehicle transportations through the National Heavy Vehicle Regulations (NHVR).
- Once approved CPP will forward all approved permits to Tesla site management for the Riverina Energy Storage System Project.

7.8 Vehicle Loads

All vehicles carrying, or towing loads must have the load properly restrained by suitable means, typically this includes:

- Ratchet straps – suitable rated for the load (i.e. 2500kg, 5000kg, etc.);
- Tarps or covers to be placed over loose materials;
- Chains and load binders – suitably rated.

Loads must not exceed the rated limit, unbalance, or extend more than 1.2 meters beyond the end of the vehicle under any circumstance.

7.9 Weed Inspection

- All vehicles and equipment mobilising to the Project must be cleaned offsite to remove any dirt or organic material that may contain weeds or soil borne pathogens.
- Vehicles and equipment shall be inspected by CPP at the Site Office (or other suitable agreed location) before being approved for use on Site.
- If the vehicle and/or equipment is deemed unsatisfactory it shall be removed from site and cleaned at a wash-down station.

7.10 Chain of Responsibility

- If you consign, pack, load or receive goods as part of your business, you could be held legally liable for breaches of the Heavy Vehicle National Law (HVNL) even though you have no direct role in driving or operating a heavy vehicle.
- In addition, corporate entities, directors, partners and managers are accountable for the actions of people under their control. This is the 'chain of responsibility' (COR).
- CPP and its Suppliers and Subcontractors shall abide by the HVNL and COR guidelines insofar as it is practicable for them to do so in ensuring the safe transit of any materials for the Project. This shall include:
    - Selection of reputable haulage providers and / or couriers for the transit of Project materials;
    - Make reasonable enquiries as to how loads are to be packed and delivered to site;
    - Review load restraints on arrival of deliveries to site to ensure the transport provider has adequately met their COR requirements relative to the same;
    - Provide for a suitable exclusion zone for the unloading activities to take place clear of any personnel that are not required for the unloading or material inspection tasks;
    - Supervisor review (where practicable) of all load restraints prior to any load departing site or in the case of Subcontractor's performing their own deliveries from workshops, at the workshop;

- Where the driver of a heavy vehicle is an employee of CPP or Subcontractor, the employer of that person shall ensure they follow the HVNL guidelines relative to adequate licensing, fatigue management and all other relevant requirements.

- Particular assurance shall be sought from haulage providers as to any statutory requirements regarding traffic permits (e.g. oversize / over-weight) and assurances that such permits and associated controls (e.g. pilot vehicle, additional road signage / traffic management measures) are indeed in place for such loads.

7.11 Pedestrian Access

- Where applicable all pedestrian traffic in the work area must wear Hi-Vis clothing and have a hand-held UHF radio CH (to be signposted on site).
- Pedestrians are to use the dedicated walkways where provided and give way to all traffic.

7.12 Parking

- Light Vehicle parking is provided at the CPP site compound.
- Light Vehicles and Mobile Plant parking areas should be separated where possible.
- They should be clearly defined and delineated to ensure separation is maintained.
- Mobile Plant should park up with a minimum 3 meters between equipment.
- Reverse parking shall be adhered to in all designated parking areas.
- It is Heavy vehicles are expected to drop off and turn around, and not park on site for extended periods.
- CPP commit to no parking on the public road network in the vicinity of site for all vehicles by CPP personnel and any of its clients, subcontractors and suppliers.

Refer to Appendix J for parking areas on site.

7.13 Speed Limits

- Adequate speed signage shall be displayed along each road to provide warning and clear direction where required.
- The speed limits are subject to change depending on daily works.
- All speed limit signage is to be adhered to at all times.
- Unless otherwise signposted, the speed limits for the project area are as follows:
  - 80km/h on unsealed public roads;
  - 40km/h on unsealed project access tracks;
  - 10km/h within project laydown / site office areas or inside facility fenced areas;
  - 10km/h when driving past work crews.
- CPP expect the speed limits as detailed above would be strictly followed and will endeavour to continuously monitor, assess and enforce speed limits:
  - When noticed, CPP Site Team to alert the responsible subcontractor's representative of any related overspeed violation to the speed limits; and

- CPP Management or Site team to further discuss and issue dismissal or penalties (where deems necessary) to the driver of vehicle if the matter continues to occur.

7.14 Communications

- Major deliveries that are expected to impact normal traffic will be communicated to the head client, Edify Energy's media department, who will consequently notify any relevant local stakeholders.
- Notifications are expected to be communicated through to emails to the Darlington Point community forums. To increase the spread of information, flyers and posters will potentially be displayed in common community areas such as sport clubs, local diners, etc.
- All vehicles must be fitted with UHF radio tuned to channel (to be signposted on site) when operating on the Project.
- All personnel should familiarize themselves with the traffic management and key call up areas where required.
- UHF radio channel used within CPP work areas will be UHF CH (to be signposted on site) unless otherwise stated.
- Signage with this information will be placed at the entry to CPP work areas.
- All changes to the traffic management plan will be communicated at pre-start meetings.

7.15 Spotters

- A spotter shall be used where there is limited vision and/ or reversing in work areas.
- All spotters must ensure they have clear line of vision and maintain positive communications with the operator and remain out of the 'line of fire' at all times.

7.16 Working Arrangements

- CPP's normal working hours on site will range from:
  - 7:00am to 5:00pm Monday through to Friday;
  - 8:00am to 1:00pm Saturday;
  - No working on NSW public holiday and Sunday unless approved by the Secretary of the Department of Planning, Industry and Environment.

7.17 Restrictions on Operations

No over dimensional loads shall occur on a Sunday.

7.18 Public Holidays

- Public Holidays applicable for this project are highlighted below.
- It is currently intended that no work will be carried out on unless absolutely required.

Table 7 - Holidays for NSW

Date	Day	Holiday
03/01/22	Monday	New Year's Day
26/01/22	Wednesday	Australia Day
15/04/22	Friday	Good Friday
16/04/22	Saturday	Holy Saturday
17/04/22	Sunday	Easter Sunday
18/04/22	Monday	Easter Monday
25/04/22	Monday	Anzac Day
13/06/22	Monday	Queen's Birthday
03/10/22	Monday	Labour Day
25/12/22	Sunday	Christmas Day
26/12/22	Monday	Boxing Day
27/12/22	Tuesday	Christmas Day
01/01/23	Sunday	New Year's Day
02/01/23	Monday	New Year's Day
26/01/23	Thursday	Australia Day

7.19 Exclusion Zones

There are 4 standard barriers or indicators for exclusion zones that shall be used:

- Delineation - Woven barricading tape, bunting, danger tape & reflective signs
- Soft Barricading - Red / Orange 700mm hi-visibility safety cones, mesh or webbing fencing
- Hard Barricading - Windrows (must be half the height of the largest tyre on site), concrete or water filler barriers

Fencing - Temporary Fencing, portable electric fencing, scaffold fencing

In the event there is a requirement for any personnel to access hazardous areas delineated with red safety cones/ bunting, approval must be obtained from the CPP Site Manager on channel (to be signposted on site) prior to passing through the cones (e.g. where cones are used to prevent access to any work area or open excavations).

7.20 General Traffic Rules

- All personnel are to be fit for work.
- Windows must be wound up at all times.
- Smoking is not permitted in any vehicle.
- Flashing beacons shall be utilised at all times when vehicle is operational.
- Positive communications shall be used at all times when interacting with other road users.
- All vehicles must maintain a minimum 40m following distance from vehicles travelling in the same direction as them (unless in the process of overtaking – described below).
- Where provided, all vehicles shall park in 'V' drains or parking humps.
- When parking in a dedicated parking area, reverse parking is mandatory.
- When operating machinery or driving all operators shall wear seat belts at all times.
- When parking on an incline ensure wheels are turned towards bund.
- Breakdowns

Should a vehicle breakdown within the work area the following must occur:

- Pull over to the side of the road in a safe location.
- Activate hazard lights and communicate location and the hazard.
- Contact the Site Manager.

- Heavy Vehicle Interaction
  - Positive communications need to occur at all times when interacting with heavy equipment, light vehicles and pedestrians.
  - No light vehicles or heavy vehicles are permitted within a 10-metre radius of any operating heavy mobile equipment, unless the following rules are applied:
    - Radio communications between the LV/HV and the operator of the HV is established.
    - The HV operator is to be advised of the need to approach the equipment.
    - The operator of the HV must acknowledge the request
    - A light vehicle may not park directly behind or directly in front of a heavy vehicle at any time.
  - No personnel are permitted within a 10-metre radius of any operating heavy mobile equipment, unless the following rules are applied:
    - Radio communications between the person and the operator of the HV is established.
    - A light vehicle may not park directly behind or directly in front of a heavy vehicle at any time.
    - The HV operator is to be advised of the need to approach the equipment.
    - The operator of the HV must acknowledge the request.
    - The operator must lower all implements to the ground and ensure the safety of the unit.
    - The operator must advise when it is safe to be approached by personnel.

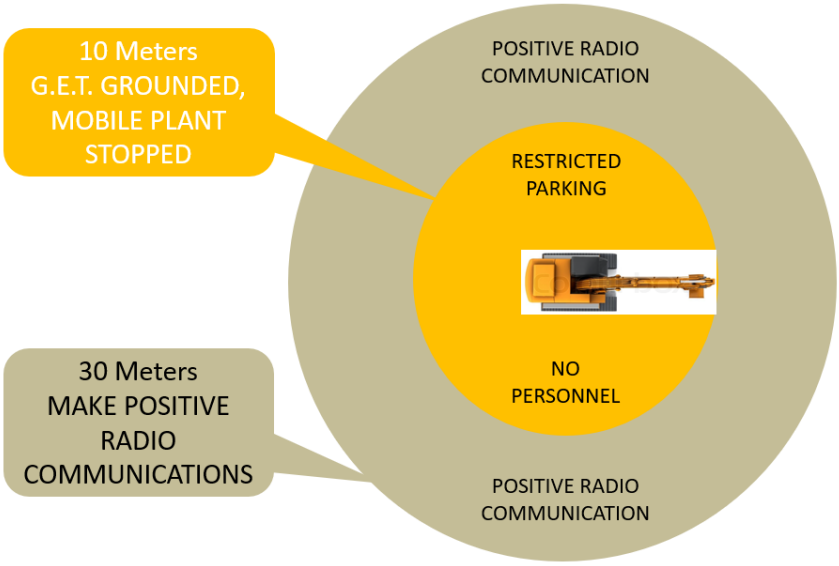


Figure 8 - Zone

7.21 Overtaking Stationary Vehicles (Heavy or Ancillary)

Vehicles may only pass stationary heavy equipment or ancillary equipment when:

- Positive two-way radio contact has been made with the stationary vehicle's operator/driver and clearance to proceed has been given.
- The stationary vehicle's operator/driver must ensure there are no oncoming vehicles or equipment before granting clearance and ground the equipment's Ground Engaging Tools (GET); or
- The vehicle has been authorised or directed to do so by a person in control.
- When passing stationary HV's, the passing vehicle shall leave an adequate safe clearance distance between the two vehicles, the stationary HV must have its GET grounded therefore allowing the passing vehicle to safely pass within the equipment's swing radius.

7.22 Overtaking Moving Vehicles (Heavy, Light or Ancillary)

- Overtaking moving heavy equipment (HV) is prohibited at all times.
- Overtaking moving ancillary equipment or light vehicles is only permitted when:
  - Positive two-way radio contact has been made with the moving vehicle's operator/driver and clearance to proceed has been given.
  - The moving vehicle's operator/driver must ensure there are no oncoming vehicles or equipment before granting clearance.
  - When overtaking moving mobile equipment, the speed limit should be adhered to at all time.

7.23 Emergency Response

- All staff shall adhere to the CPP Emergency Management Plan
- The person calling up the emergency must state:
  - Emergency, Emergency, Emergency;
  - Nature of the emergency;
  - Location;
  - How many people involved;
  - What services required (ambulance, fire etc.);
  - All other personnel in the area are to maintain radio silence, cease work and await instruction on the normal operational channel.

7.23.1 Travelling to and from site

- In the event of an emergency contact the Manager / JMC and/or emergency services and provide the following information:
  - inform contact that an incident has occurred and an emergency is in progress;
  - name of caller and location of incident;
  - description of incident (Breakdown, Accident, Medical, Fire, Security etc.);
  - type of assistance required;

- Monitor all phones and working communication channels.

Note – If the emergency is an accident follow process in section 7.23.2

7.23.2 Accidents

- If involved in an accident the driver of the vehicle must:
  - stop the vehicle;
  - prevent further accidents;
  - attend to personal safety and to anyone who is injured;
  - obtain all details of the accident; and
  - report to the police as soon as possible if someone was killed or injured, otherwise within 24 hours.
- Record:
  - the exact location of the accident;
  - the time it occurred;
  - names and addresses of any witnesses;
  - where another vehicle was involved:
  - the name and address of the other driver and owner.
  - make and registration of the other vehicle.
  - names and addresses of other passengers in the other vehicle.
  - details of damage sustained to vehicles or property due to the accident.
  - do not accept liability for the accident;
  - report the incident to your immediate supervisor as soon as possible after the accident has occurred; and
  - complete the event notification, and if necessary, SafeWork documentation.

7.24 Emergency Muster Point

- Muster Points are to be signposted and all persons to be made aware of these location during a site-specific induction.
- On hearing the alarm:
  - Everyone must park up in a safe location (if applicable).
  - Do not muster until instructed to do so;
  - Listen to the radio for instructions, maintain radio silence;
  - Only the person reporting the emergency shall be on the channel;
  - When instructed, report to nominated Emergency Muster Point;
  - You must remain there until directed by Emergency Services or the Site Manager.

7.25 Emergency Service Vehicles

- Clear access within the project site shall be maintained for emergency services vehicles 24/7.

7.26 School Buses and Public Buses

- The majority of Light Vehicle movement to and from site will be before 7am in the morning and after 5pm in the afternoon which will alleviate any risk to School Bus Routes as the approved working hours
- No access for during school bus times for heavy vehicles. Speed limits including any temporary speed restrictions for all vehicles will be enforced on Donald Ross Drive.
- Safe driving habits and road rules will be discussed at Pre-Start meetings and toolbox meetings regularly.
- Revoking of site inductions will be enforced for any unsafe driving observed.
- The 40 km/h speed limit when passing a bus will be enforced and communicated to all workers. By law, a driver must not overtake or pass a bus with flashing lights at more than 40km/h.

7.27 Rehabilitation

- All upgrades works along road sections and intersections are to be rehabilitated back to an agreed arrangement upon the conclusion of the construction phase of the project.
- This includes all shoulder works.
- The site access will be kept as general site accesses.
- No Crown roads affected by this stage of the Development, the Project.

7.28 Flood Response Plan

- All personnel at the project (including employees) may be required to cross low water crossings in order to access and leave the project.
- It is imperative to follow the local authorities warning and ensure that **“IF IT IS FLOODED, SAFETY FIRST”** and. **“DO NOT CROSS FLOODED AREAS”.**
- Weather conditions that could lead to flash flooding are monitored via the Bureau of Meteorology website and social media mainly by CPP Site Management team and updated to all subcontractors and site personnel.
- In the event of a flash flood warning specific to the project area, All site personnel would be alerted to exit site via the weather alert system, mainly radio, and advised, as possible, as to the safest route(s) away from site. All site personnel will be reminded not to attempt to drive through flooded areas. During the site safety induction. CPP will ensure that all evacuation orders issued by the government, state and local authorities be strictly followed.
- Egress from site in the event of flooding is included in Appendix D.
- The flood depth across the site for a 90-year Average Recurrence Interval (ARI) flood event based on the 1974 flood event found that the flood depth across the DPSF site for the existing case was generally less than 0.25 metres, with the maximum depth noted to the south of the site reaching 0.75 metres. This area of maximum depth is outside of the footprint of the Solar Farm.
- The detailed design of the Riverina Energy Storage Systems will meet relevant design criteria, including flood immunity

- For the 1% AEP event post development, flooding within the town of Darlington Point and other inhabited areas on the broader Murrumbidgee River floodplain is typically classed as hazard category H1 or H2 and is indicative of relatively benign flow conditions that would not pose a significant flood risk to people, animals and vehicles
- The CPP Construction Manager is responsible for overseeing all facets of any severe weather impact and has full authority to make decisions necessary to ensure success. CPP will continually manage a threat of a severe weather event as per the Signal Energy flow chart detailed in Appendix D.

7.29 Internal Road Design Consideration

- All internal road (within the Riverina Energy Storage System footprint) shall be designed and constructed as all-weather road;
- The capacity of the existing roadside drainage network is not reduced by the construction of the internal road (within the Riverina Energy Storage System footprint). This is carefully designed with consideration to existing roadside drainage network and is available in our Basis of Design report captured in the CEMP. The main points are:
- The intent of water management for the Project is for onsite containment and management via an evaporation pond to manage the earthworks footprint runoff, and water pumped and filtered through sediment fencing, silt traps, grassed areas or similar to manage post rainfall dewatering of excavations and trenches. The intent will be to re-use this water on site for dust control and watering of re-vegetated areas. The site sits on a very flat portion of land, with a gentle slope < 0.5% to the west. Therefore, minimal upstream drainage diversion requirements are anticipated, however, discharge to the east is proposed to be directed around to the west, into an evaporation style pond shown in Figure 17. The sizing of the pond is a nominal footprint, maximising available area to suit the available land.
- The works are proposed to maintain existing catchment compositions. That is, the pre-developed breakup of catchments and their respective discharge locations will be comparable to post-development discharge patterns. In addition, the introduction of the evaporation pond is anticipated to manage the potential increase in the Project runoff volume. A review of the initial clearing works through to final earthworks profiles was reviewed. The worst scenario was considered to be final earthworks formation i.e. largest LS factor. The evaporation pond is located west to the site as shown in the figure below.

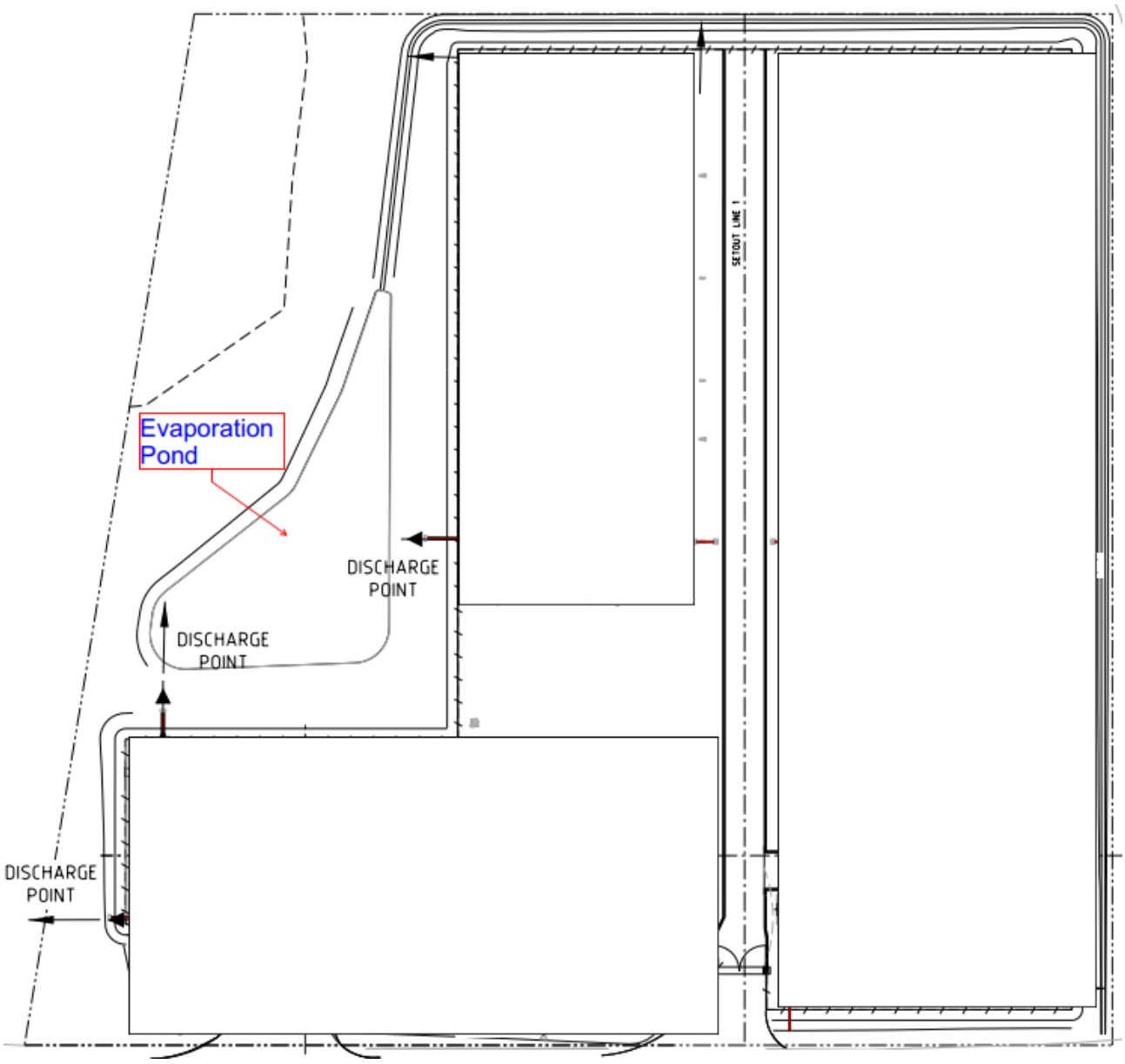


Figure 9 - Evaporation Pond Location

7.30 Fatigue Management

- Based on the above review and in accordance with the Blue Book Guidance, a sediment basin is not required as soil loss is less than 150 m3/yr. Therefore, no onsite detention beyond the evaporation pond is proposed. Fatigue management shall be managed in accordance with CPP GUI-S003 Fatigue Management. Key details of this guideline are listed below:
    - 10 hours or less per day is the target for productive hours when on a project (this includes any applicable overtime);
    - Travel time from project sites to accommodation facilities should be located as close as possible to the project site and as a guide should aim to be approximately 30 minutes away;
    - Workers shall notify the site manager if they cannot locate accommodation within a 1-hour radius from the project site;

- The workers and Site Manager will develop controls to manage potential fatigue risks in consultation with the SQE Manager;
- The Site Manager shall ensure that systems are in place to monitor fatigue levels. Monitoring can consist of, but is not limited to:
  - Incident analysis with specific reference to time of day and percentage of shift worked;
  - Worker supervision;
  - Monitoring and approval of overtime hours;
  - Project induction;
  - Encouraging self-reporting of fatigue;
  - In some instances, workers may be asked to document the previous night's hours of sleep prior to starting their shifts.

7.31 Journey Management

- Journey management shall be managed in accordance with FRM-S043 Journey Management Plan. A Journey Management Plan MUST be completed for all vehicle trips:
  - Longer than 5 hours duration, regardless of road conditions and passenger numbers.
  - Travelling greater than 3 hours but less than 5 hours if travelling in a single occupancy vehicle and on unsealed, or low traffic volume roads.
  - Longer than 1 hour that follow any shift 12 hours or more and are outside metropolitan areas

7.32 Emergency Repair or Maintenance

- It is recommended that all vehicles should be equipped with basic tool kit for emergency repair and/or maintenance.
- Basic tool kits (socket sets, wrenches, etc.) will be available on site for emergency use.
- Alternatively, the driver of the vehicle can contact the subscribed roadside assistance services or local repair shops.
- For emergency road repair and maintenance, the following measures shall be applied:
  - For minor repair or maintenance, CPP to utilise internal resources to complete cold bitumen repair with the presence of traffic control.
  - For major repair or maintenance, CPP to engage a local roadwork subcontractor to perform the roadworks with the presence of traffic control.
  - If there is an imminent safety risk, CPP to implement a traffic control plan to manage the repair or maintenance.

8 CONSTRUCTION TRAFFIC

8.1 Construction Vehicles

- Vehicles will be required to transport the batteries and inverters and bulkier items including the substation components and step up transformers.

- A number of construction vehicles will be required that incorporates the general construction activities on site other than deliveries.
- A record of over-dimensional and heavy vehicles entering and leaving site must be accurately maintained.
- Construction vehicles will transport goods such as steel, road construction materials, concreting supplies and water.
- The vehicle classes relating to the construction vehicles will be larger than personnel vehicles (such as cars and utilities) but have a maximum size of a B-Double, including a number of over-sized vehicles as detailed in Section 8.4.
- The last remaining vehicle category encompasses Light Vehicles (LV). Personnel movement incorporates construction personnel, subcontractors and escort vehicles and will only include cars and light commercial vehicles (LCVs).
- Coordination of traffic and construction vehicles between the Project and other on going projects, DP solar farm, within the vicinity of site to be taken into consideration. The below shall be implemented:
    - Ensure access to DP solar farm access roads is maintained at all times.
    - Endeavour to coordinate traffic with the DP solar farm operators.
    - Ensure sufficient notices are given to adjacent landowners and other organisations.

8.2 Transport Routes

Light vehicle trips will be mostly to / from the township of Darlington Point, Griffith and Coleambally. It has been assumed that light vehicle trips will therefore access from the Sturt Highway (west of Donald Ross Drive) and from Kidman Way and Ringwood Road then onto Donald Ross Drive from the South.

Construction haulage routes for the delivery of materials and equipment will include Kidman Way (northbound from Melbourne) and the Sturt Highway (eastbound from Adelaide and westbound from Sydney / Wollongong). All heavy and over-dimensional vehicles will be restricted to Donald Ross Drive, Sturt Highway and Kidman Way. Note, there will be no access for these vehicles via Ringwood Road.

Proposed routes to the project site are listed below and shown in detail in 9.3APPENDIX C

Table 8 - Transport Routes

Transport Routes		Comments
A	Sydney	Majority of deliveries/personnel and general transport will travel this route
B	Griffith	Travel between accommodation and project / Local materials
C	Adelaide	O&M Building Transport
D	Melbourne	Miscellaneous deliveries

- It shall be noted that only the key transport routes have been identified here.
- Should deliveries or site personnel be required to travel from their premises/homes to site the most logical trafficable route shall be taken.

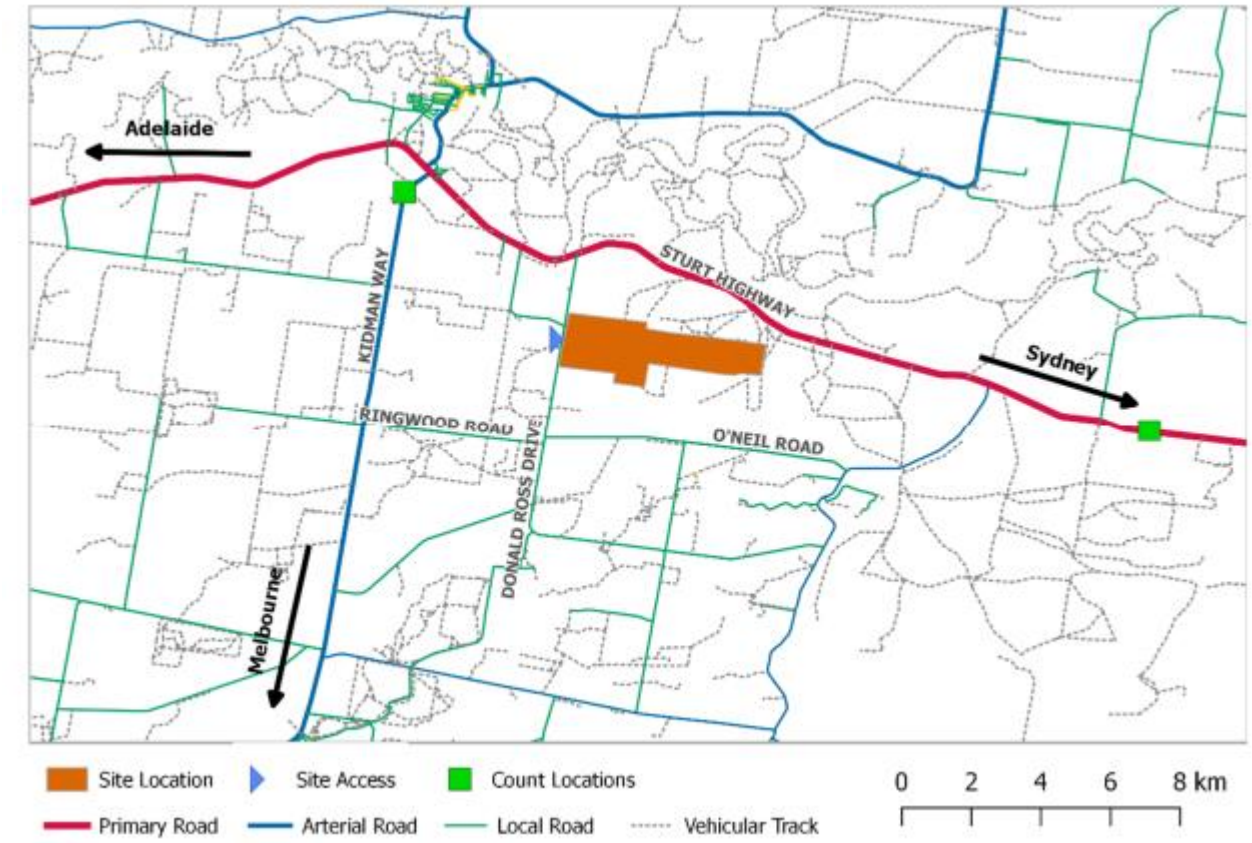


Figure 10 - Transport Routes

8.3 Deliveries by Transport Vehicles

- During the construction period all deliveries will be received by the CPP Site Manager (or their delegate) in a controlled fashion.
- A suitable designated holding area within the compound will be identified during site mobilisation.
- Transport and delivery vehicles shall initially park in the designated holding area.
- Drivers shall then contact the CPP Site Manager (by mobile phone/UHF radio) for instruction.
- Depending on the specific delivery point and material type, the vehicle may require an escort through the construction area.
- Goods and materials delivered must be laid down in the allocated lay down area, unless needing to be off-loaded directly within the construction area.

8.4 Development Generated Trips

It should be noted a total of six (6) over-dimensional movements have been recorded for the Darlington Point Solar Farm construction stage of the Development (Stage 1). Therefore, the balance of allowable over-dimensional vehicle movements permitted under the Planning Approval for the remainder of the Development activities (Stage 2 – 4) now stands at nine (9) further movements.

- Estimated traffic volumes associated with the project are shown below.

- Estimated trips may be dependent on the quality of certain materials delivered to site.
- Below is the condition provided in the consolidated consents and RESS EPCC Schedule 04 relevant to CPP's portion of work
    - 80 heavy vehicle movements a day during construction, upgrading or decommissioning;
    - 15 total over-dimensional vehicle movements during construction, upgrading or decommissioning; on the public road network; and
    - Lengths of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres.
- As per the Consolidated Consent, an over-dimensional vehicle is defined as an over-mass and/or over-size/ length (OSOM) vehicle.
- Please also refer to Appendix H Summary of Over-dimensional Vehicle Management.
- ***NOTE:*** *A vehicle movement is one vehicle entering and leaving the site.*
- ***NOTE***: *Some OSOM vehicle movements will not be considered OSOM when departing site, i.e. when the control building is delivered to site it arrives to site as OSOM. The control building is then unloaded and the vehicle will not be considered OSOM on departure. Upon decommissioning this building would be demolished and would not require an OSOM vehicle movement for this stage.*

Over-Dimensional Vehicle Movements

Table 9 - Over-Dimensional Vehicle Movements Requiring Pilot Vehicle Escort

Load Type	Load Vehicle	No. of Movements	Estimated Max Width	Estimated Mass	Escort	Construction, upgrading or decommissioning of the total development
Various Loads	Various	6	>3.5m	N/A	Y	Solar Farm Construction*
Earthmoving Plant/Machinery	Low loader	6	D10 Dozer 4.9m 825K Compactor 3.7m	64.3 T	Y	Civil Works
Crawler crane – Body	Low loader/Semi-trailer	8	Body 6.5m	51 T	Y	Structural/Mechanical Installation
330/33kV Transformer	Prime Mover and Beam Set Trailer/Platform Trailer	1	3.7m	100 T	Y	Electrical Assembly
Portable Electrical Equipment Building	Prime Mover and Platform Trailer	3	ASB 3.6m 33kV SWR 4.2m Control BLG 4.1m	31 T 22 T 27 T	Y	Electrical Assembly
Contingency	TBA	1	>3.5m	TBA	Y	BESS Construction

** >3.5m (including escort) utilised during Solar Farm Construction.*

Special Purpose and Heavy Vehicle Movements Not Requiring Pilot Vehicle Escort

Table 10 - Special Purpose and Heavy Vehicle Movements Not Requiring Pilot Vehicle Escort

Load Type	Load Vehicle	No. of Movements (Daily Maximum)	Estimated Total No. of Movements and Frequency	Estimated Total No. of Movements (SPV or Class 1 Heavy Vehicles)	Construction Phase for BESS and Substation
Non-slewing mobile crane	Special Purpose Vehicle	10	2 cranes daily. 20 movements within 2 weeks from mobilisation 2 cranes daily. 20 movements within 2 weeks from demobilisation	40	Mobilisation and Demobilisation
Slewing mobile crane	Special Purpose Vehicle	10	2 cranes daily. 20 movements within 2 weeks from mobilisation 2 cranes daily. 20 movements within 2 weeks from demobilisation	40	
Portable site buildings	Sem-Trailer/Tilt Tray	10	Up to 10 buildings daily. 20 movements within 2 weeks from mobilisation Up to 10 buildings daily. 20 movements within 2 weeks from demobilisation	40	
General Plant/Machinery/Equipment	Low loader/Semi-trailer/SPV	10	1-2 non-regular movements on any day	20	
Aggregate No. of Movements (Daily Maximum) for Mobilisation/Demobilisation Phase					40
Earthmoving Plant/Machinery	Low loader	20	Up to 10 items of plant daily. 20 movements within 2 weeks of civil subcontractor mobilisation Up to 10 items of plant daily. 20 movements within 2 weeks of civil subcontractor demobilisation 1-2 non-regular movements on any day	40	Bulk Earthworks
General Plant/Machinery/Equipment	Low loader/Semi-trailer/SPV	10	1-2 non-regular movements on any day	40	
Aggregate No. of Movements (Daily Maximum) for Bulk Earthworks Phase					30
Concrete Boom Pump	Special Purpose Vehicle	10	Generally 1-2, but up to 3 boom pumps daily for duration of concrete works	450	Detailed Civil and Concrete Works

Load Type	Load Vehicle	No. of Movements (Daily Maximum)	Estimated Total No. of Movements and Frequency	Estimated Total No. of Movements (SPV or Class 1 Heavy Vehicles)	Construction Phase for BESS and Substation
Earthmoving Plant/Machinery	Low loader	10	Up to 5 items of plant daily. 10 movements within 2 weeks of detailed civil subcontractor mobilisation Up to 5 items of plant daily. 10 movements within 2 weeks of detailed civil subcontractor demobilisation 1-2 non-regular movements on any day	100	
General Plant/Machinery/Equipment	Low loader/Semi-trailer/SPV	10	1-2 non-regular movements on any day	100	
Aggregate No. of Movements (Daily Maximum) for Detailed Civil and Concrete Works Phase					30
Non-slewing mobile crane	Special Purpose Vehicle	10	2 cranes daily for duration of structural/mechanical/electrical works	400	Structural/Mechanical/Electrical Installation
Slewing mobile crane	Special Purpose Vehicle	10	2 cranes daily for duration of structural/mechanical/electrical works	400	
Crawler crane	Low loader/Semi-trailer	10	6 mobilisation/demobilisations for crane. 10 movements within 1 week from each mobilisation 10 movements within 1 week from each demobilisation	150	
General Plant/Machinery/Equipment	Low loader/Semi-trailer/SPV	10	1-2 non-regular movements on any day 1 movement for Auxiliary Transformer 16 movements for MegaPack 2XL (estimated 4 units daily) 35 movements for Step-up Transformers (estimated 4 units daily in 3 lots)	200	
Aggregate No. of Movements (Daily Maximum) for Structural/Mechanical/Electrical Installation Phase					**40**

Heavy Vehicle Movements

Table 11 - General and Heavy Vehicle Movements

Load Type	Load Vehicle	No. of Movements (Daily Maximum)	Estimated Total No. of Movements and Frequency	Estimated Total No. of Movements (SPV or Class 1 Heavy Vehicles)	Construction Phase for BESS and Substation
Equipment & Fabricated Materials	Medium Rigid Truck, Semi-Trailer/Tilt Tray	20	Average of 5 deliveries per day	N/A	Mobilisation and Demobilisation
Aggregate No. of Movements (Daily Maximum) for Mobilisation/Demobilisation Phase					**20**
Bulk Earthworks – Import of select fill and capping material	Rigid Truck, Truck and Trailer, Semi Tipper	80*	Up to 80 truck and dog movements daily during bulk earthworks phase (approx. 10 weeks duration from mobilisation)	N/A	Bulk Earthworks
Equipment & Fabricated Materials	Medium Rigid Truck, Semi-Trailer/Tilt Tray	20	1-2 non-regular movements on any day	N/A	
Aggregate No. of Movements (Daily Maximum) for Bulk Earthworks Phase ** Import of select fill and quarried product to be reduced daily in consideration of other HV or OSOM vehicle movements to ensure 80 movements in total are not exceeded.*					**80**
Concrete	Agitator Truck	50*	Up to 50 concrete truck movements on 1 day for transformer bund pour Up to 15 concrete truck movement on 1 day for approximately 15 major pours Average of 5-10 trucks per day for duration of concrete works	N/A	Detailed Civil and Concrete Works
Bulk Material Delivery (fill, aggregate, gravel, sand, etc)	Rigid Truck, Truck and Trailer, Semi Tipper	20*	Up to 20 truck and dog movements per day for capping and surfacing (two periods of 3 weeks) Average of 5 truck and dogs daily for duration of detailed civil and concrete works	N/A	
Equipment & Fabricated Materials	Medium Rigid Truck, Semi-Trailer/Tilt Tray	20*	Average of 5 deliveries per day	N/A	
Aggregate No. of Movements (Daily Maximum) for Detailed Civil and Concrete Works Phase ** Deliveries to be reduced daily dependent on activity planning in consideration of other HV or OSOM vehicle movements to ensure 80 movements in total are not exceeded.*					**80**
Tesla MegaPack	Semi-Trailer	10	100 movements for MegaPack 2 (estimated 4 units daily in 2 lots)	N/A	

Load Type	Load Vehicle	No. of Movements (Daily Maximum)	Estimated Total No. of Movements and Frequency	Estimated Total No. of Movements (SPV or Class 1 Heavy Vehicles)	Construction Phase for BESS and Substation
Coupling transformers	Low loader/Semi Trailer	10	35 movements for Step-up Transformers (estimated 4 units daily in 3 lots)	50	Structural/Mechanical Installation
Equipment & Fabricated Materials	Medium Rigid Truck, Semi-Trailer/Tilt Tray	20	Average of 5-10 deliveries per day	N/A	
Aggregate No. of Movements (Daily Maximum) for Structural and Mechanical Installation Phase					**40**

The definition of heavy vehicle is defined in the Heavy Vehicle National Law (NSW) – refer to Section 6 of Part 1.2 in No 42a of Act 2013.

A heavy vehicle is also defined under the SSD 8392 Consolidated Consent as a vehicle that has a combined Gross Vehicle Mass or Aggregate Trailer Mass of more than 4.5 tonnes. The definitions are consistent.

The worst-case scenario will be a maximum of 80 heavy vehicle movements daily in aggregate. To ensure this is not exceeded, the following actions will be implemented:

- CPP Site management team to coordinate with Tesla, subcontractors and suppliers to schedule vehicle movements. Over-dimensional movements will be closely monitored and effectively scheduled.
- CPP Project Management or Procurement department to manage the delivery of goods to site.
- Planned vs actual movements of over-dimensional and heavy loads to be supervised and recorded by the CPP Site Manager.

General Vehicle Movements

Table 12 - General and Heavy Vehicle Movements

Load Type	Load Vehicle	No. of Movements (Daily Maximum)	Construction Phase for BESS and Substation
Work Crew/Visitors	Utilitarian 4x4, passenger vehicle, light rigid trucks	100	General

9 INCIDENT REPORTING

9.1 Incident Notification

Event Reporting and Investigation shall be managed in accordance with SOP-0001 Event Reporting and Investigation Process. Key details of this procedure are listed below:

- Employees, visitors, subcontractors or other persons have a strict duty to immediately report any event, witnessed event, injury or minor ailment as a result of work to their Site / Line Manager **Immediately.**
- Failure to report an event is a breach of company procedure and may warrant formal warning action.

- Events MUST be reported internally before notifying clients and regulators.

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 3 of the Consolidated Consent.

9.2 Non-compliance Notification

The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance

- A non-compliance notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.
- A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

9.3 Complaints Management

Complaints with regards to traffic management shall be registered, tracked and responded to in accordance with the below timeframes:

- Initial response provided to the complainant and Client within 48 hours indicating the matter is being reviewed; and a non-compliance notification must identify the development and the application number for it, set out the
- Detailed response (details of the complaint, actions taken and further actions planned to avoid/ mitigate the problem) to be returned to the Complainant within 10 working days. condition of consent that the development is non-compliant with, the way in which it does not comply and the

As a minimum, the following details shall be recorded:

- Date; non-compliance.
- Complaints;
- Affected Parties;
- Activity Date;5B. A non-compliance which has been notified as an incident does not need to also be notified as a
- Follow up Date;
- Follow up Actions; and non-compliance.
- Future mitigation actions.

APPENDIX A DIRECTIONS & REQUIREMENTS

Project Directions and Requirements

Site Address:	**336 Donald Ross Drive, Darlington Point, NSW 2706**		
Project Manager:	Luke Perabo	0427 856 460	lperabo@conpower.com.au
Site Manager:	Liam Chambers	0413 413 880	lchambers@conpower.com.au
SQE Advisor:	Jarrod Erbs	0400 280 585	jerbs@conpower.com.au

All Personnel MUST report to the Site Office on arrival
Delivery Drivers must report to the site office on arrival and be inducted

1 INDUCTIONS

- Inductions follow pre-start meeting – 7.00 am – **All inductions must be booked**
- To make a booking, an electronic copy of all tickets and licenses must be emailed to lchambers@conpower.com.au and jerbs@conpower.com.au
- All persons coming to work onsite, must have on their person - a valid driver's license, white card, HRWL (High risk work license) and appropriate tickets for their skills.

1.1 MINIMUM SITE SAFETY REQUIREMENTS

- **PPE requirements** - Long-sleeved, Hi Visibility with reflective strips clothing; steel capped lace up safety boots; hard hat; safety glasses and safety gloves.
- **Vehicle Requirements** – Any vehicle beyond the Site Office must be Mine Spec (Diesel, 4x4, Flashing beacon, Fire Extinguisher, UHF Radio, In date First aid kit with eyewash).
- **Note to International / Interstate personnel** – Trip approximately 1-1.5 hours from Griffith & Wagga Airports, please ensure adequate water, mobile phone and understanding of directions prior to commencing journey.
- **Fauna and Flora** - Kangaroos, Emus and Livestock may be present on the road at any time, Slow & pass with caution, Adhere to signage.

1.2 TRIP REQUIREMENTS

- **Unsealed Roads** - DRIVE TO THE CONDITIONS, Maximum speed 80 km/h, increase distances between vehicles if dusty, brake in a straight line, engage 4WD and ensure headlights are on.
- Contact Site Manager prior to commencing journey.
- On arrival to site follow Site signage to Site Office, all personnel must wait at the Site Compound until inducted.
- Contact site manager on arrival by phone.
- Ensure the daily prestart and site hazards have been explained and you have signed on.
- If onsite to conduct work, you will be required to be site inducted and to sign on to the relevant SWMS and have your qualifications verified.
- Sign off prior to leaving site.

Project Directions and Requirements

1.3 Directions to Riverina Energy Storage System – From Griffith Airport

The Riverina BESS project is located approximately 10 km south-east of the township of Darlington Point along Donald Ross Drive (3.5 km south of the Sturt Highway / Donald Ross Drive intersection)

Google Maps – https://goo.gl/maps/kbYoBNY9QECF34qp8

Griffith Airport
Remembrance Dr, Griffith NSW 2680

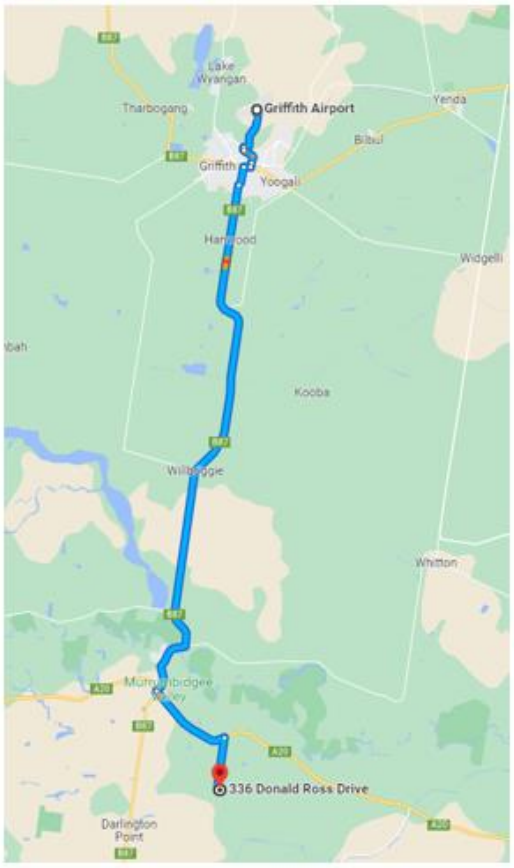
Take Remembrance Dr and MacArthur St to Banna Ave/B94
6 min (4.5 km)

1. Head south towards Old Aerodrome Rd — 120 m
2. Turn left onto Old Aerodrome Rd — 100 m
3. Turn right onto Remembrance Dr — 2.6 km
4. Turn left onto Mallinson St — 180 m
5. Turn left onto MacArthur St — 1.2 km
6. At the roundabout, continue straight onto Crossing St — 300 m

Take B87 to Donald Ross Dr in Darlington Point
34 min (43.0 km)

7. At the roundabout, take the 3rd exit onto Banna Ave/B94 — 500 m
8. At the roundabout, take the 1st exit onto Jondaryan Ave/B87
   Go through 2 roundabouts — 1.3 km
9. At the roundabout, take the 2nd exit onto Kidman Way/B87
   Continue to follow B87 — 35.5 km
10. Turn left onto Sturt Hwy/A20/B87
    Continue to follow Sturt Hwy/A20 — 5.7 km
11. Turn right onto Donald Ross Dr — 2 min (3.4 km)

336 Donald Ross Dr
Darlington Point NSW 2706



Project Directions and Requirements

1.4 Directions to Riverina Energy Storage System – From Wagga Wagga Airport

The Riverina BESS project is located approximately 10 km south-east of the township of Darlington Point along Donald Ross Drive (3.5 km south of the Sturt Highway / Donald Ross Drive intersection)

Google Maps – https://goo.gl/maps/13J732wqVPVss6pC8

Wagga Wagga Airport
Don Kendall Dr, Forest Hill NSW 2651

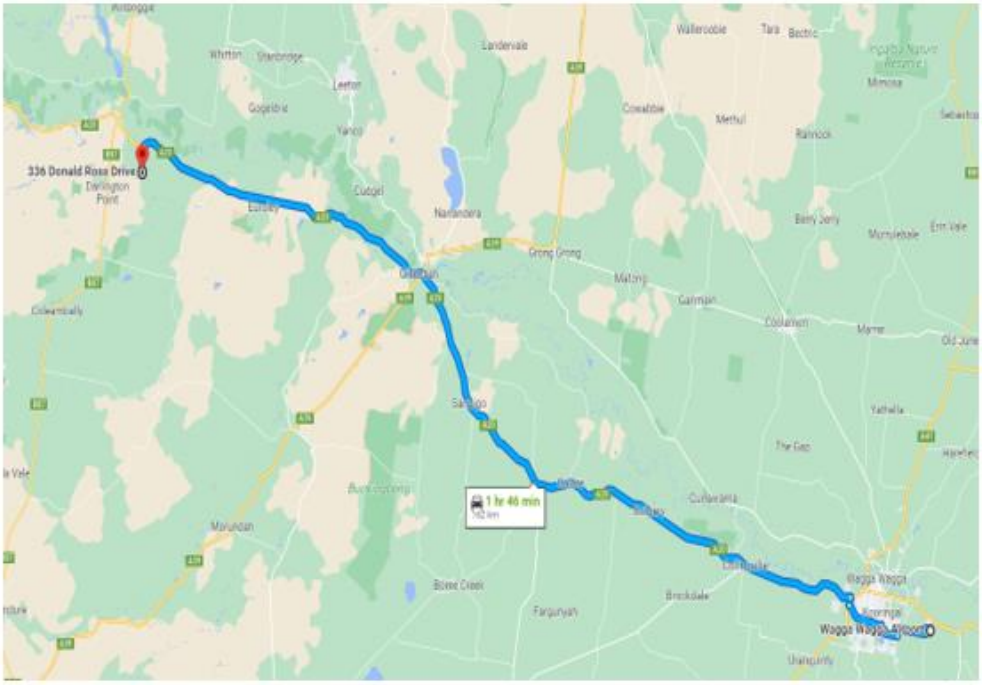
Take Inglewood Rd and Red Hill Rd to Olympic Hwy/A41 in Moorong

16 min (15.9 km)
1. Head west on Don Kendell Dr towards Elizabeth Ave
11 m
2. Turn left onto Elizabeth Ave
700 m
3. Turn right onto Inglewood Rd
4.6 km
4. Inglewood Rd turns left and becomes Mitchell Rd
900 m
5. Turn right onto Brunskill Rd
1.9 km
6. Turn right onto Lake Albert Rd
1.4 km
7. At the roundabout, take the 1st exit onto Kooringal Rd
450 m
8. At the roundabout, continue straight onto Red Hill Rd
6.0 km

Follow Sturt Hwy/A20 to Donald Ross Dr in Darlington Point

1 hr 28 min (143 km)
9. Turn right onto Olympic Hwy/A41
1.1 km
10. Turn left onto Sturt Hwy/A20
90.3 km
11. Turn left onto Newell Hwy/Sturt Hwy/A20/A39
Continue to follow Sturt Hwy/A20
51.2 km
12. Turn left onto Donald Ross Dr
2 min (3.4 km)

336 Donald Ross Dr
Darlington Point NSW 2706



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APPENDIX B TRAFFIC MANAGEMENT SIGNAGE PLAN

Project signage will be provided on the CAZMAP.

Figure 11 - CAZMAP

APPENDIX C TRANSPORT ROUTES

Transport Route A – Sydney to Project

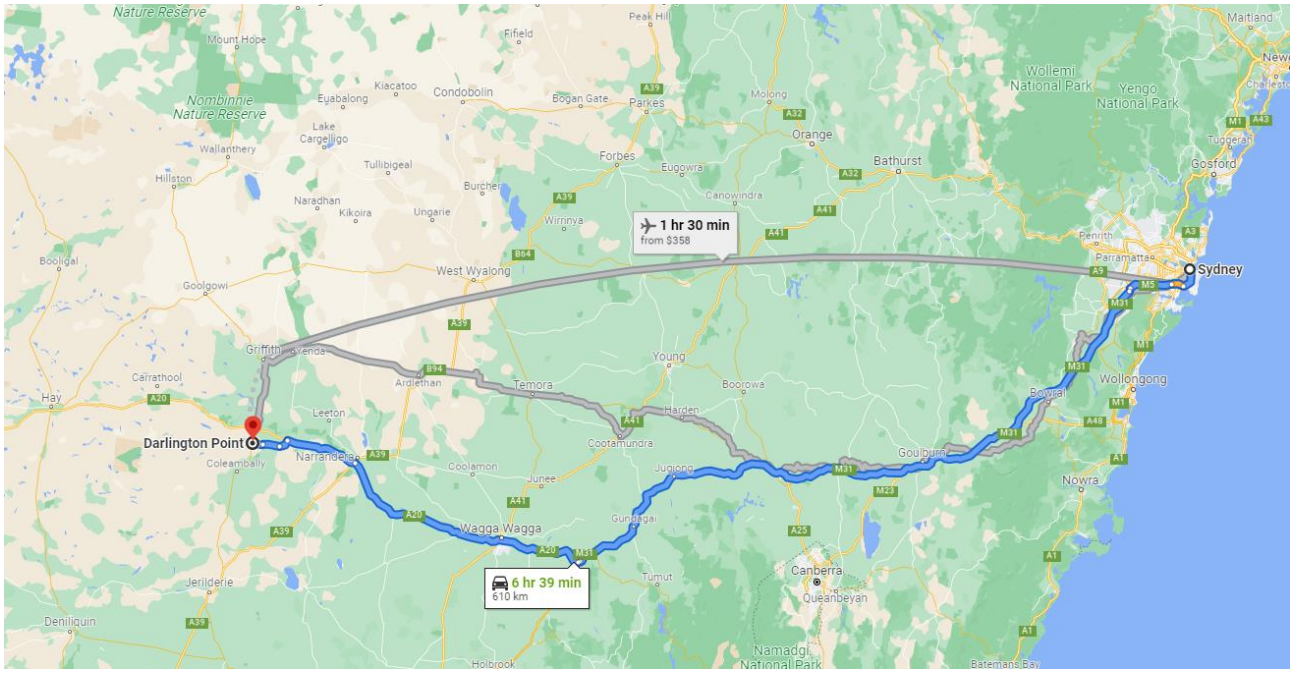

Figure 12 - Transport Route A – Sydney to Project

Transport Route B – Griffith to Project

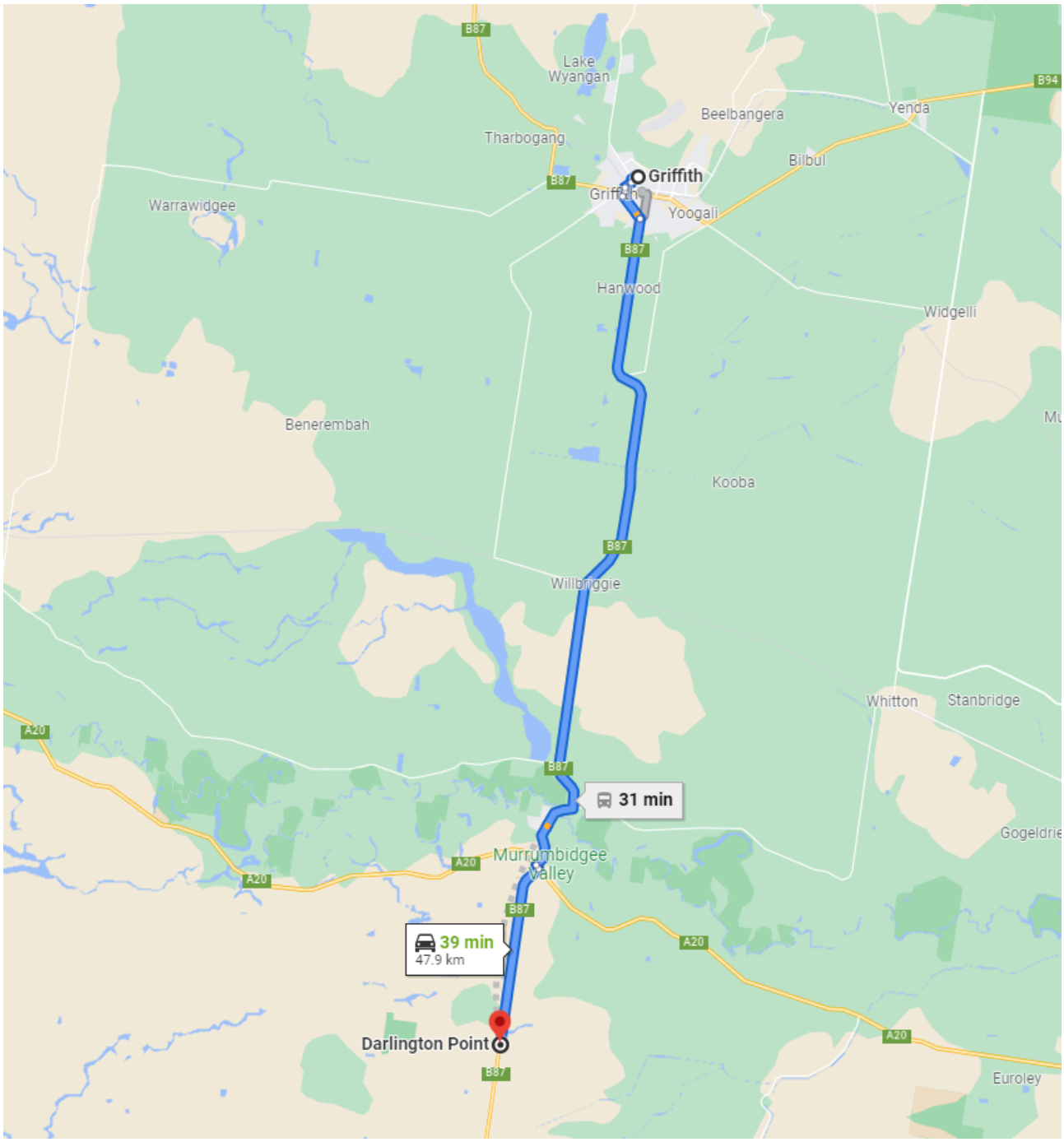

Figure 13 - Transport Route B – Griffith to Project

Transport Route C – Adelaide to Project

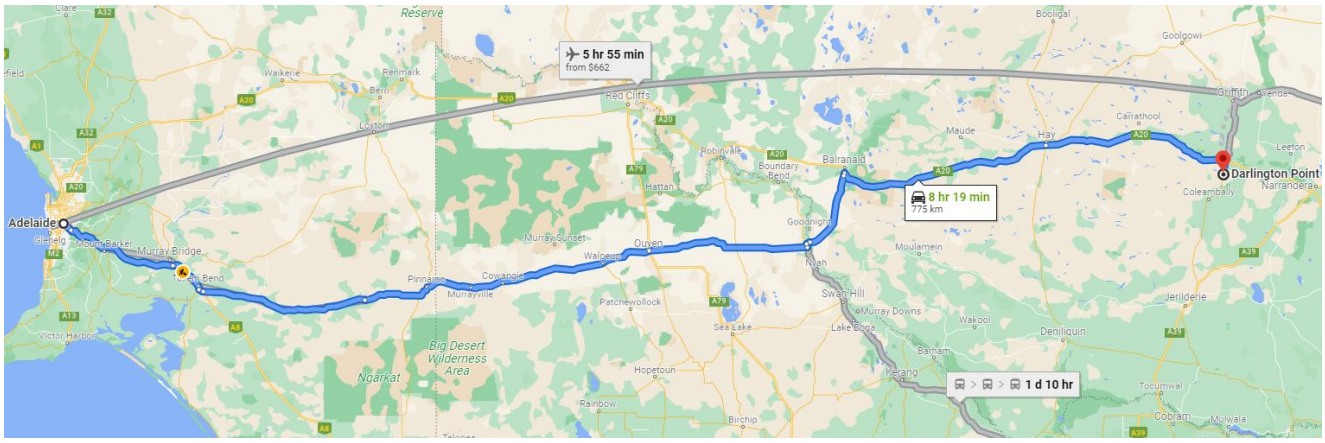

Figure 14 - Transport Route C – Adelaide to Project

Transport Route D – Melbourne to Project

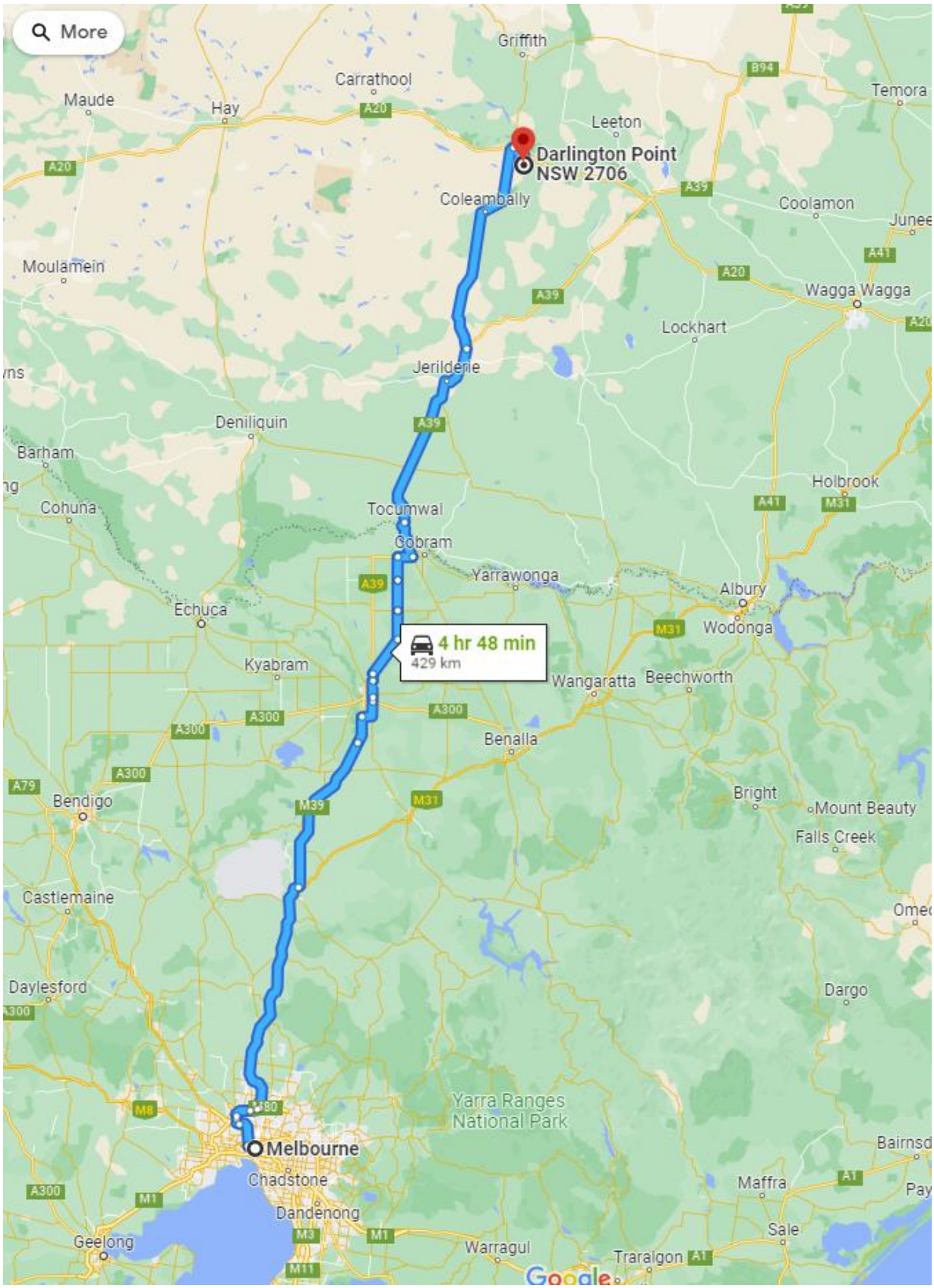

Figure 15 - Transport Route D – Melbourne to Project (1)

Note: All heavy and over-dimensional vehicles will be restricted to Donald Ross Drive, Sturt Highway and Kidman Way. Note, there will be no access for these vehicles via Ringwood Road.

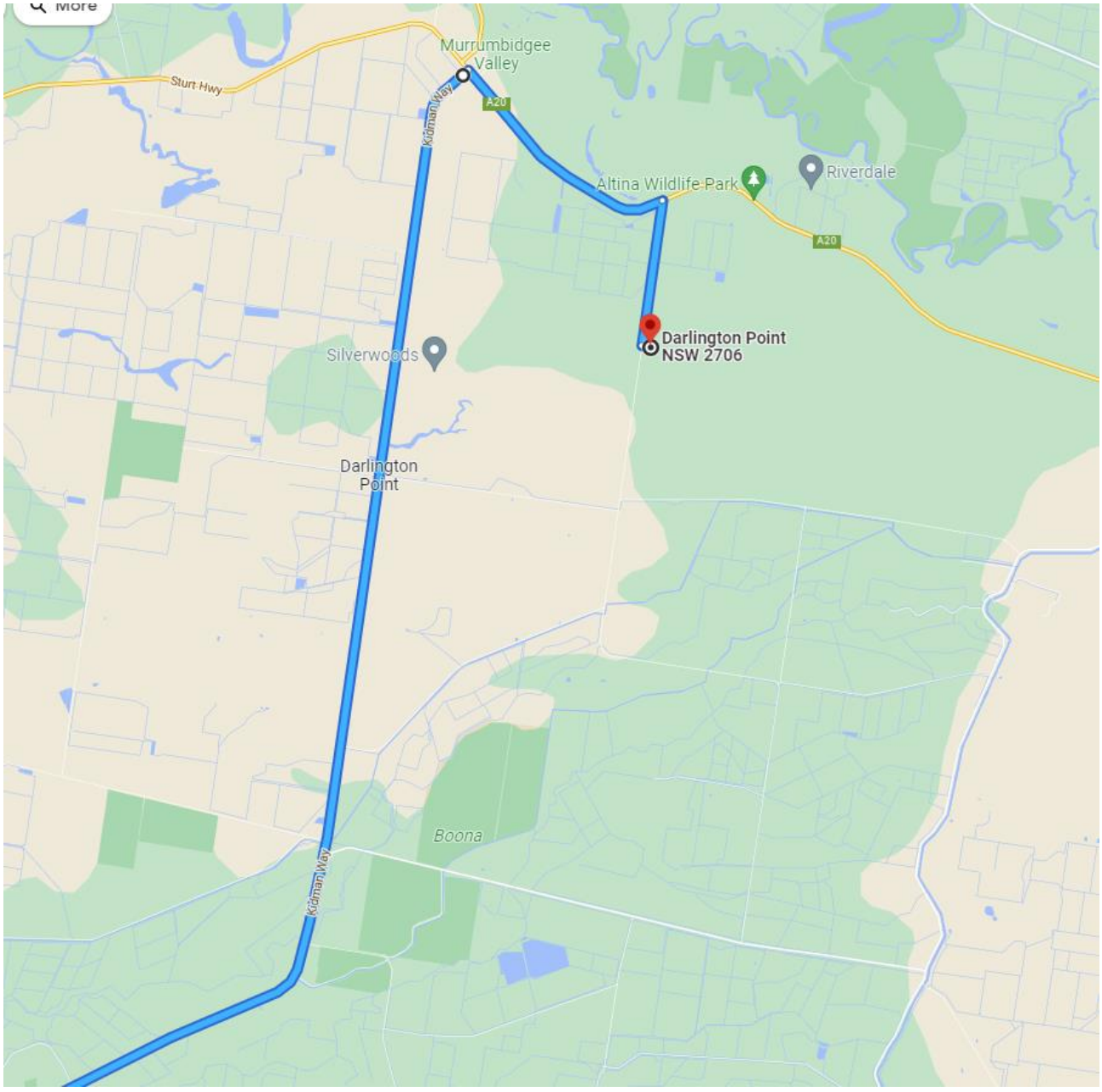

Figure 16 - Transport Route D – Melbourne to Project (2)

APPENDIX D FLOOD RESPONSE FLOW CHART

D.1 FLOW CHART

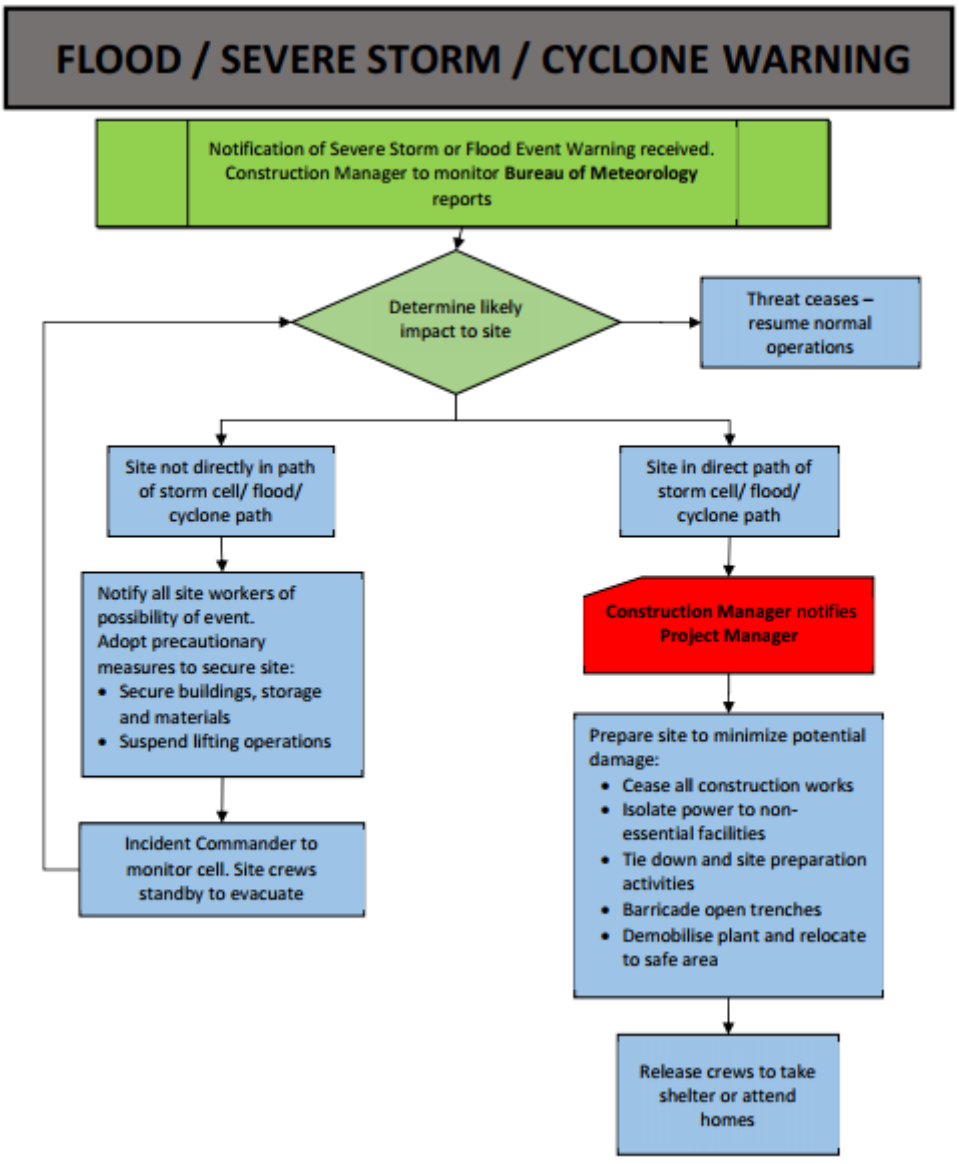

Figure 17 - Flood Response Flow Chart

D.2 EGRESS / EXIT ROUTES

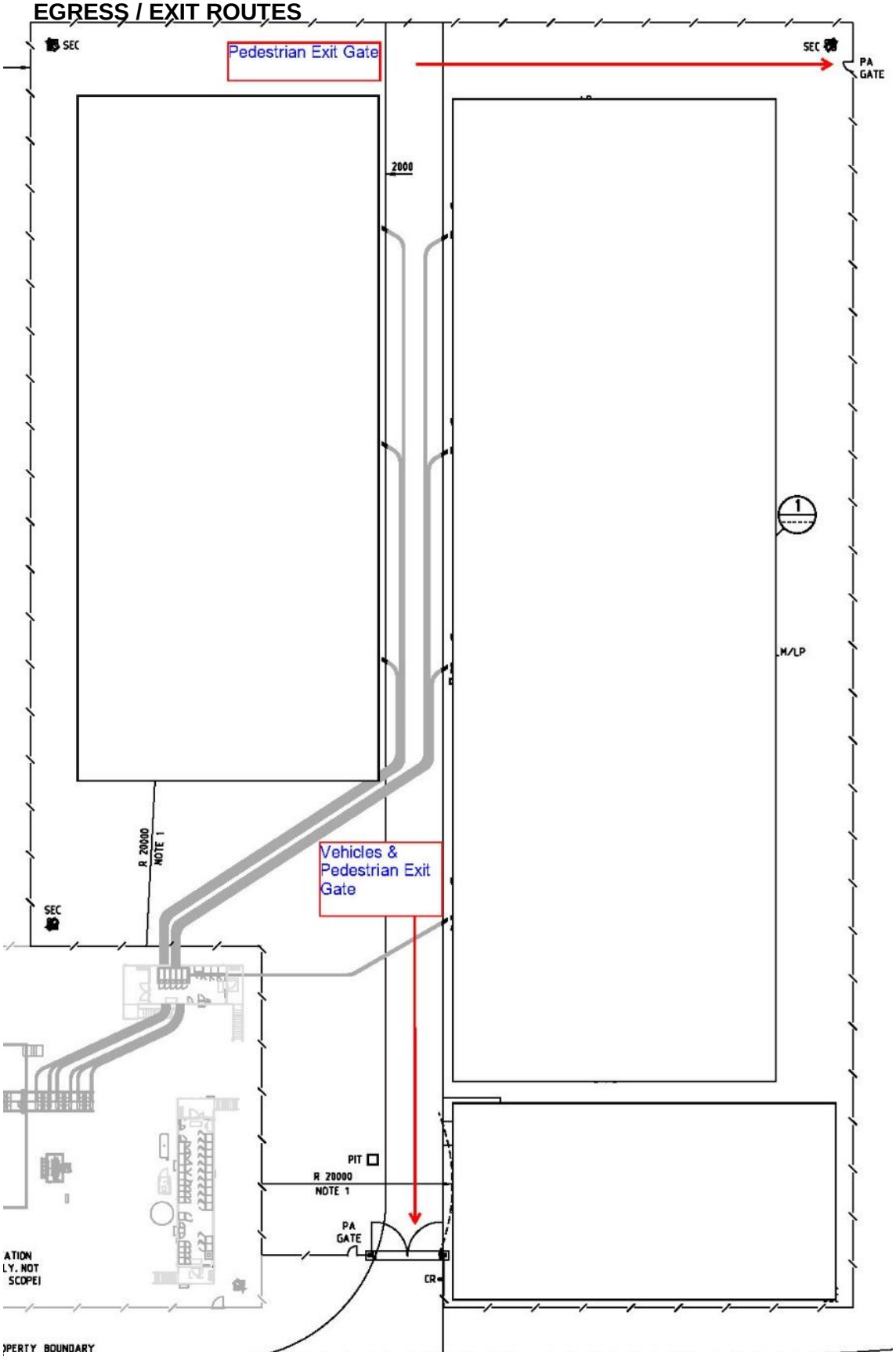

Figure 18 - Site Egress

APPENDIX E CONSULTATION RECORDS

E.1 TfNSW

Perabo, Luke

From: To, Nick
Sent: Thursday, 24 February 2022 5:33 PM
To: maurice.morgan@rms.nsw.gov.au
Cc: Novianto, Andreas; Perabo, Luke
Subject: RE: Darling Point BESS Project - Traffic Management Plan
Attachments: 11291 Traffic Management Plan.pdf

Hello Maurice,

Please find attached the revised Traffic Management Plan based on the verbal comments provided by TfNSW for your reference.

CPP have updated the Traffic Management Plan for inclusion of the following items as per TfNSW requests:

- TMP should specifically indicate that the scope is only for the BESS site, and not for the entire Darlington Point Solar Farm: please see Section 2.
- TMP should contain the quantity and details of over-dimensional loads: please see section 8.4.

We take that this process has fulfilled our obligation for consultation with TfNSW for the development of the TMP for the Riverina BESS project.

Thank you for your cooperation.

Kind regards,

Nick To
Project Engineer
Consolidated Power Projects Australia Pty Ltd
Mobile: +61 407 630 983
Direct: +61 2 9645 9159
Office: +61 2 9645 9132
Email: nickto@conpower.com.au | Web: www.conpower.com.au

Address: Unit 4A, 54-62 Ferndell St, South Granville NSW 2142
Postal: South Granville NSW 2142

From: To, Nick
Sent: Thursday, 27 January 2022 5:27 PM
To: 'maurice.morgan@rms.nsw.gov.au' <maurice.morgan@rms.nsw.gov.au>
Cc: Novianto, Andreas <anovianto@conpower.com.au>; Dabaja, Abdul <adabaja@conpower.com.au>
Subject: RE: Darling Point BESS Project - Traffic Management Plan

Hi Maurice,

Hope your week is travelling well.

1

Picking up where we last discussed, CPP has prepared a draft Traffic Management Plan for your review – please see attached.
Based on what was advised, we had reviewed and ensured this would adhere to the EIS and align well with the nearby solar farm's TMP.

Could you please review the attached TMP and advise us if this is suitable.

If you require any additional info to be covered by the TMP, please do not hesitate to let us know.

Thank you very much.

Kind regards,

Nick To
Project Engineer
Consolidated Power Projects Australia Pty Ltd
Office: +61 2 9645 9132
Email: nickto@conpower.com.au | Web: www.conpower.com.au

Address: Unit 4A, 54-62 Ferndell St, South Granville NSW 2142
Postal: South Granville NSW 2142

From: To, Nick
Sent: Wednesday, 12 January 2022 12:31 PM
To: maurice.morgan@rms.nsw.gov.au
Cc: Novianto, Andreas <anovianto@conpower.com.au>; Dabaja, Abdul <adabaja@conpower.com.au>
Subject: Darling Point BESS Project - Traffic Management Plan

Hello Maurice,

Thank you for your time on the phone earlier.

To get the ball rolling, we have started working on the Traffic Management Plan for the Riverina Battery Energy Storage Systems and planned to submit for your review in due course.
We will send the report directly to yourself for review, please confirm if you require us to submit the report through any other platform or means.

As per your suggestions, we will ensure our Traffic Management Plan comply and align with the EIS and Traffic Management Plan for the Darlington Point solar farm.

Please note that the construction of the solar farm itself, to our understanding, has been completed.

As discussed, CPP understands that you would be looking for the following:

- Coordination of traffics and construction vehicles between us and other ongoing projects on site;
- Delivery of oversized/ overmass loads and cranes movement; and
- Daily quantity of traffic.

Standard turnaround time as per our conversation is 21 calendar days.

In the interim, please let us know if you have any further instructions.

2

Nick To
Project Engineer
Consolidated Power Projects Australia Pty Ltd
Office: +61 2 9645 9132
Fax: +61 2 9645 6256
Mobile: +61 407 630 983
Email: nickto@quantaservices.com | Web: www.conpower.com.au

Address: Unit 4A, 54-62 Ferndell St, South Granville NSW 2142
Postal: South Granville NSW 2142

3

E.2 Council

Perabo, Luke

From: Steven Parisotto <StevenP@murrumbidgee.nsw.gov.au>
Sent: Tuesday, 8 March 2022 3:02 PM
To: Perabo, Luke
Subject: RE: Construction Certificate, TMP and Accomodation & Employment Strategy

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL]

Hi Luke,

As per my message earlier this afternoon.

The AES is satisfactory.

The TMP (from a local roads perspective) is satisfactory.

As per Council's previous advice the local roads may not be able to the loads especially at drainage channel/culvert crossings. A dilapidation report is required to be submitted to Council prior to the commencement of works and once construction works are completed. It is an expectation that any damage to local roads would be repaired at no cost to Council.

Regards

Steven Parisotto
Senior Planner
Murrumbidgee COUNCIL
T 1300 MRMBGE (676243) StevenP@murrumbidgee.nsw.gov.au
21 Carrington Street Darlington Point NSW 2706
PO Box 96 Jerilderie NSW 2716

From: Perabo, Luke <lperabo@conpower.com.au>
Sent: Tuesday, 8 March 2022 1:50 PM
To: Steven Parisotto <StevenP@murrumbidgee.nsw.gov.au>
Cc: To, Nick <nickto@conpower.com.au>; Novianto, Andreas <anovianto@conpower.com.au>
Subject: RE: Construction Certificate, TMP and Accomodation & Employment Strategy

Hi Steven,

1

Thanks for your voicemail. Can you please respond to this email with your comments so that we can include this in our formal consultation records.

Regards,

Luke Perabo
Project Manager
Consolidated Power Projects Australia Pty Ltd
Mobile: +61 427 856 460
Email: lperabo@conpower.com.au | Web: www.conpower.com.au
Address: Unit 4A, 54-62 Ferndell St, South Granville NSW 2142

From: Novianto, Andreas <anovianto@conpower.com.au>
Sent: Thursday, 27 January 2022 1:04 PM
To: Steven Parisotto <StevenP@murrumbidgee.nsw.gov.au>
Cc: To, Nick <nickto@conpower.com.au>
Subject: RE: Construction Certificate, TMP and Accomodation & Employment Strategy

Hi Steven,

Thanks for your response. Let's park the CC alone for now until Kelly (is this correct?) gets back onboard.

Please find the attached Draft Traffic Management Plan and AES to facilitate any further/more specific domments.

Regards,

Andreas Novianto
Project Manager
Consolidated Power Projects Australia Pty Ltd

Office: +61 2 9645 9132
Fax: +61 2 9645 6256
Mobile: +61 428 193 074

2

Email: anovianto@quantaservices.com | Web: www.conpower.com.au

Address: Unit 4A, 54-62 Ferndell St, South Granville NSW 2142
Postal: South Granville NSW 2142

From: Steven Parisotto <StevenP@murrumbidgee.nsw.gov.au>
Sent: Tuesday, 25 January 2022 9:24 AM
To: Novianto, Andreas <anovianto@conpower.com.au>
Subject: RE: Construction Certificate, TMP and Accomodation & Employment Strategy

[EXTERNAL]

Hi Andreas,

The absence of draft documentation relating to the CC, TMP and AES it is difficult to provide any meaningful comment.

The information required for TMP seems stock standard (and I think it is important that it also addresses other conditions). I am just waiting feedback from Council's Engineers as to any specifics they would like to see in respect to local council roads.

Council's building certification officer is currently on leave and will be back on 31/1 – I suspect that the CC will need to address the relevant provisions of the NCC and Australian Standards.

With regard to the AES, I have reviewed a number of similar documents that have been submitted as part of similar SSD projects. My only suggestion is that you follow those formats. I did discuss the matter with a former DPIE employee who has worked in major projects, and he indicated that the AES are signed off at a lower level. From Council's point of view it will be necessary to indicate the accommodation (eg motel name, etc).

Regards

From: Novianto, Andreas <anovianto@conpower.com.au>
Sent: Tuesday, 25 January 2022 8:59 AM
To: Steven Parisotto <StevenP@murrumbidgee.nsw.gov.au>
Cc: Dabaja, Abdul <adabaja@conpower.com.au>; To, Nick <nickto@conpower.com.au>
Subject: RE: Construction Certificate, TMP and Accomodation & Employment Strategy

Hi Steven,

Thanks for the below. Is there any update you could share with us?

Many thanks

Andreas

From: Steven Parisotto <StevenP@murrumbidgee.nsw.gov.au>
Sent: Thursday, 20 January 2022 6:15 AM

3

To: Novianto, Andreas <anovianto@conpower.com.au>
Subject: RE: Construction Certificate, TMP and Accomodation & Employment Strategy

[EXTERNAL]

Hi Andreas,

I will look into this and get back to you asap.

From: Novianto, Andreas <anovianto@conpower.com.au>
Sent: Wednesday, 19 January 2022 8:17 PM
To: Steven Parisotto <StevenP@murrumbidgee.nsw.gov.au>
Cc: To, Nick <nickto@conpower.com.au>; Dabaja, Abdul <adabaja@conpower.com.au>
Subject: Construction Certificate, TMP and Accomodation & Employment Strategy

Hi Steven,

Thank you for calling me back and appreciate your time on the phone earlier.
As discussed, CPP is undertaking the project Riverina Battery Energy Storage Systems located in Darlington Point Solar Farm.
The address is 336 Donald Ross Drive, Darlington Point. Lot no 1, DP 1249830

Per our discussion, CPP would like to get your guidance on the expectation on the application for construction certificate, traffic management plan and accommodation & employment strategy.

Please find the attached package containing:
1. Layout of the project with my markup
2. A copy of the consolidated consent.

Feel free to give me a call for further clarification or discussion.

Regards,

Andreas Novianto
Project Manager
Consolidated Power Projects Australia Pty Ltd

Office: +61 2 9645 9132
Fax: +61 2 9645 6256
Mobile: +61 428 193 074
Email: anovianto@quantaservices.com | Web: www.conpower.com.au

Address: Unit 4A, 54-62 Ferndell St, South Granville NSW 2142
Postal: South Granville NSW 2142

4

APPENDIX F ROAD OCCUPANCY LICENCE

F.1 RMS

ROAD OCCUPANCY LICENCE

LICENCE NO : 1825680

ROADS & MARITIME SERVICES (RMS)

Phone: Monday To Friday 8.30 AM - 4.30 PM

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

NON DEVELOPMENT - BUILDING WORK ZONE

Project: Not Applicable
This Activity : Works within Solar Farm, Heavy Vehicles Turning into site

LOCATION

Subject Road: STURT HWY
From: DONALD ROSS DR, DARLINGTON POINT
To: DONALD ROSS DR, DARLINGTON POINT
Council: MURRUMBIDGEE

LICENSEE

Organisation: Game Traffic & Contracting
Ref No:
Name: Kyle Anderson
Phone: 0427878011

ONSITE CONTACT

Name: Kyle Anderson
Phone: 427878011

TRAFFIC MANAGEMENT

Flow Management: Non-Trafficable Area
Closure Type: Shoulder Only
Closure Lane(s): Shoulder
Direction(s): All Directions

LICENCE DURATION

From: 13-May-2022
To: 30-Jun-2022

LICENCE CONDITIONS

1 YOU MUST USE SHIFT ACTIVATION WEB ADDRESS https://myrol.transport.nsw.gov.au TO ACTIVATE AND DEACTIVATE YOUR APPROVED ROAD OCCUPANCY LICENCE(S). (TO CHANGE TRAFFIC CONTROL SIGNALS TO FLASHING YELLOW OR TO ACTIVATE PERMANENT VARIABLE MESSAGE SIGNS DIAL 1800 679 782)

2 THIS LICENCE IS NOT AN APPROVAL OF THE PROPONENT'S TRAFFIC GUIDANCE SCHEMES (TGS). PLEASE NOTE WORKCOVER REQUIRES THAT TRAFFIC GUIDANCE SCHEMES (TGS) COMPLY WITH AS1742.3

3 ALL MATTERS RELATING TO NOISE GENERATION OR OTHER ENVIRONMENTAL FACTORS ON SITE ARE UNDER THE JURISDICTION OF THE LOCAL COUNCIL AND/OR THE ENVIRONMENTAL PROTECTION AUTHORITY.

4 SHOULD THE PROPOSED WORKS INVOLVE UNDERBORING OR EXCAVATION OF STATE ROAD ASSETS OR THE REMOVAL OF KERB AND GUTTER, DETAILS OF WORKS MUST BE APPROVED BY TFNSW. FOR GREATER SYDNEY REGION CONTACT: greatersydneyroads@transport.nsw.gov.au. FOR REGIONAL & OUTER METROPOLITAN. CONTACT: road.access@transport.nsw.gov.au.

5 NOTIFICATION TO AFFECTED BUSINESSES, RESIDENTS AND OTHER STAKEHOLDERS MUST BE UNDERTAKEN AT LEAST 5 BUSINESS DAYS PRIOR TO WORKS COMMENCING

6 ADEQUATE ADVANCE WARNING MUST BE PROVIDED TO APPROACHING MOTORISTS.

7 LANE WIDTHS MUST BE SUFFICIENT TO PERMIT CLEAR ACCESS FOR HEAVY VEHICLES.

8 TRAFFICABLE LANE(S) TO REMAIN UNAFFECTED BY THIS LICENSED SHOULDER CLOSURE.

9 ** THE LICENSEE SHOULD NOTE THAT THE LICENSE PERIOD APPLIED FOR HAS BEEN ADJUSTED.
THE LICENSEE MAY SEEK AN EXTENSION OF THE LICENCE IF THE ALLOTTED PERIOD IS INSUFFICIENT.

APPROVED DATES & TIMES

From Shift					To Shift			
From	D	M	Time	-	To	D	M	Time
Fri	13	May	06:00	-	Fri	13	May	18:00
Mon	16	May	06:00	-	Mon	16	May	18:00
Tue	17	May	06:00	-	Tue	17	May	18:00
Wed	18	May	06:00	-	Wed	18	May	18:00
Thu	19	May	06:00	-	Thu	19	May	18:00
Fri	20	May	06:00	-	Fri	20	May	18:00
Mon	23	May	06:00	-	Mon	23	May	18:00
Tue	24	May	06:00	-	Tue	24	May	18:00
Wed	25	May	06:00	-	Wed	25	May	18:00
Thu	26	May	06:00	-	Thu	26	May	18:00
Fri	27	May	06:00	-	Fri	27	May	18:00
Mon	30	May	06:00	-	Mon	30	May	18:00
Tue	31	May	06:00	-	Tue	31	May	18:00
Wed	01	Jun	06:00	-	Wed	01	Jun	18:00
Thu	02	Jun	06:00	-	Thu	02	Jun	18:00
Fri	03	Jun	06:00	-	Fri	03	Jun	18:00
Mon	06	Jun	06:00	-	Mon	06	Jun	18:00
Tue	07	Jun	06:00	-	Tue	07	Jun	18:00
Wed	08	Jun	06:00	-	Wed	08	Jun	18:00
Thu	09	Jun	06:00	-	Thu	09	Jun	18:00
Fri	10	Jun	06:00	-	Fri	10	Jun	18:00
Mon	13	Jun	06:00	-	Mon	13	Jun	18:00
Tue	14	Jun	06:00	-	Tue	14	Jun	18:00
Wed	15	Jun	06:00	-	Wed	15	Jun	18:00
Thu	16	Jun	06:00	-	Thu	16	Jun	18:00
Fri	17	Jun	06:00	-	Fri	17	Jun	18:00
Mon	20	Jun	06:00	-	Mon	20	Jun	18:00
Tue	21	Jun	06:00	-	Tue	21	Jun	18:00
Wed	22	Jun	06:00	-	Wed	22	Jun	18:00
Thu	23	Jun	06:00	-	Thu	23	Jun	18:00
Fri	24	Jun	06:00	-	Fri	24	Jun	18:00

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.

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ROAD OCCUPANCY LICENCE

Transport NSW Roads & Maritime Services

LICENCE NO : 1825680

ROADS & MARITIME SERVICES (RMS)

Phone: Monday To Friday 8.30 AM - 4.30 PM

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LICENSEE

Organisation:	Game Traffic & Contracting
Ref No:	
Name:	Kyle Anderson
Phone:	0427878011

ONSITE CONTACT

Name:	Kyle Anderson
Phone:	427878011

TRAFFIC MANAGEMENT

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Closure Lane(s):	Shoulder
Direction(s):	All Directions

LICENCE DURATION

From:	13-May-2022
To:	30-Jun-2022

APPROVED DATES & TIMES

From Shift					To Shift			
From	**D**	**M**	**Time**		**To**	**D**	**M**	**Time**
Mon	27	Jun	06:00	-	Mon	27	Jun	18:00
Tue	28	Jun	06:00	-	Tue	28	Jun	18:00
Wed	29	Jun	06:00	-	Wed	29	Jun	18:00
Thu	30	Jun	06:00	-	Thu	30	Jun	18:00

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APPENDIX G TRAFFIC CONTROL PLANS

G.1 TRAFFIC CONTROLLER PLAN (DONALD ROSS DRIVE (NORTH)

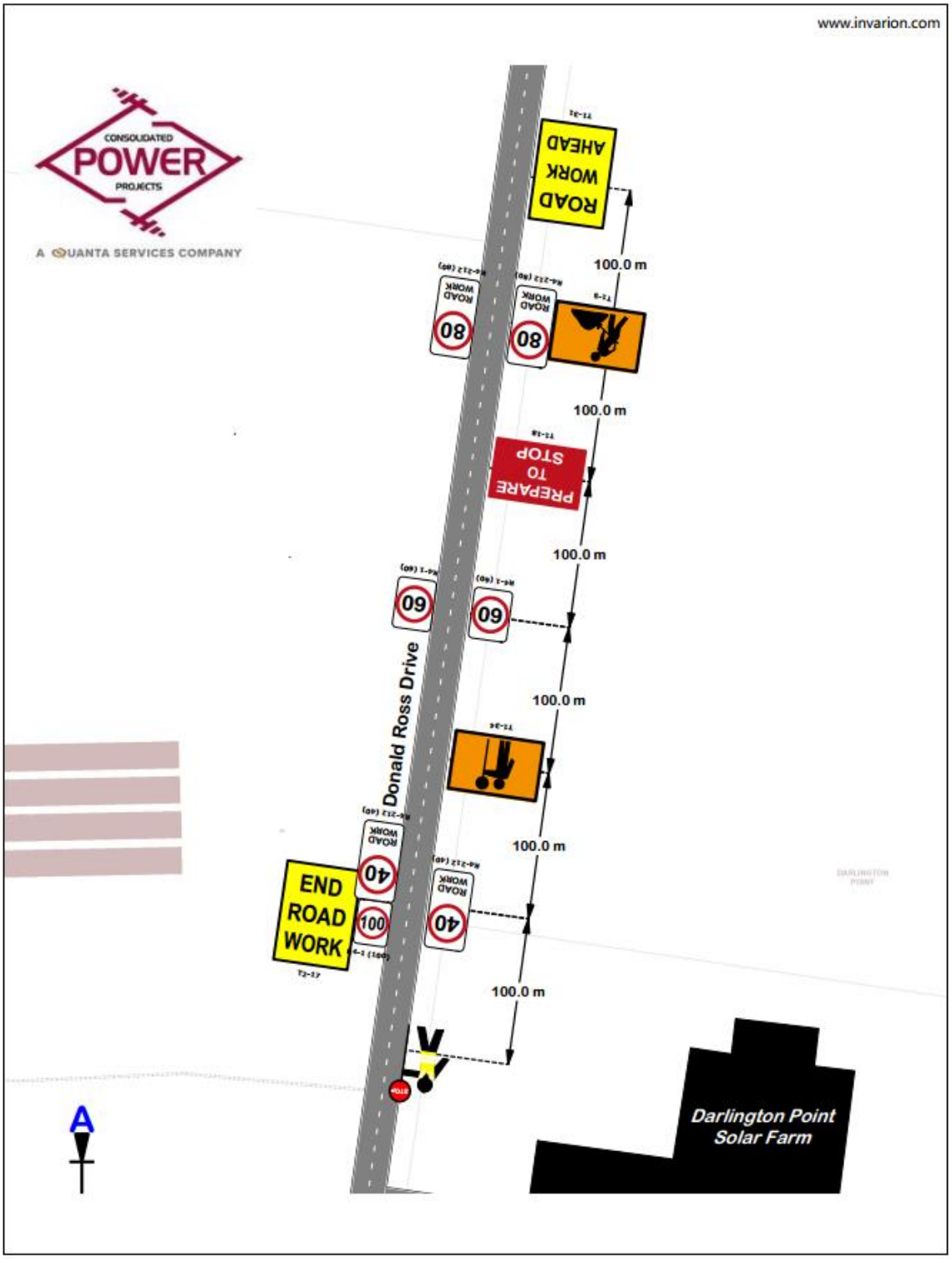


Figure 19 - TRAFFIC CONTROLLER PLAN (DONALD ROSS DRIVE (NORTH)

G.2 TRAFFIC CONTROLLER PLAN (DONALD ROSS DRIVE (SOUTH)

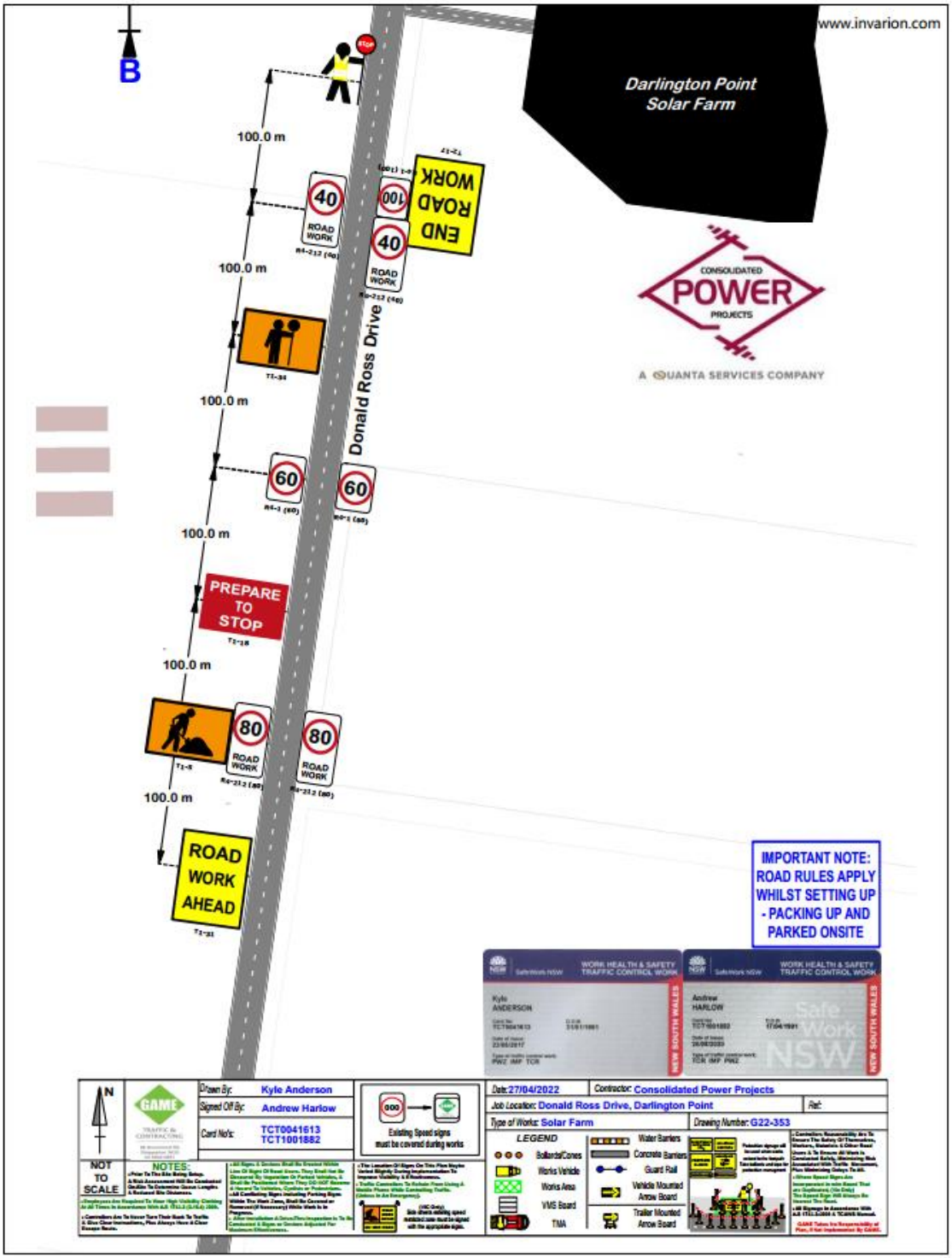


Figure 20 - TRAFFIC CONTROLLER PLAN (DONALD ROSS DRIVE (SOUTH)

G.3 TRAFFIC CONTROL PLAN (DONALD ROSS DRIVE (NORTH)

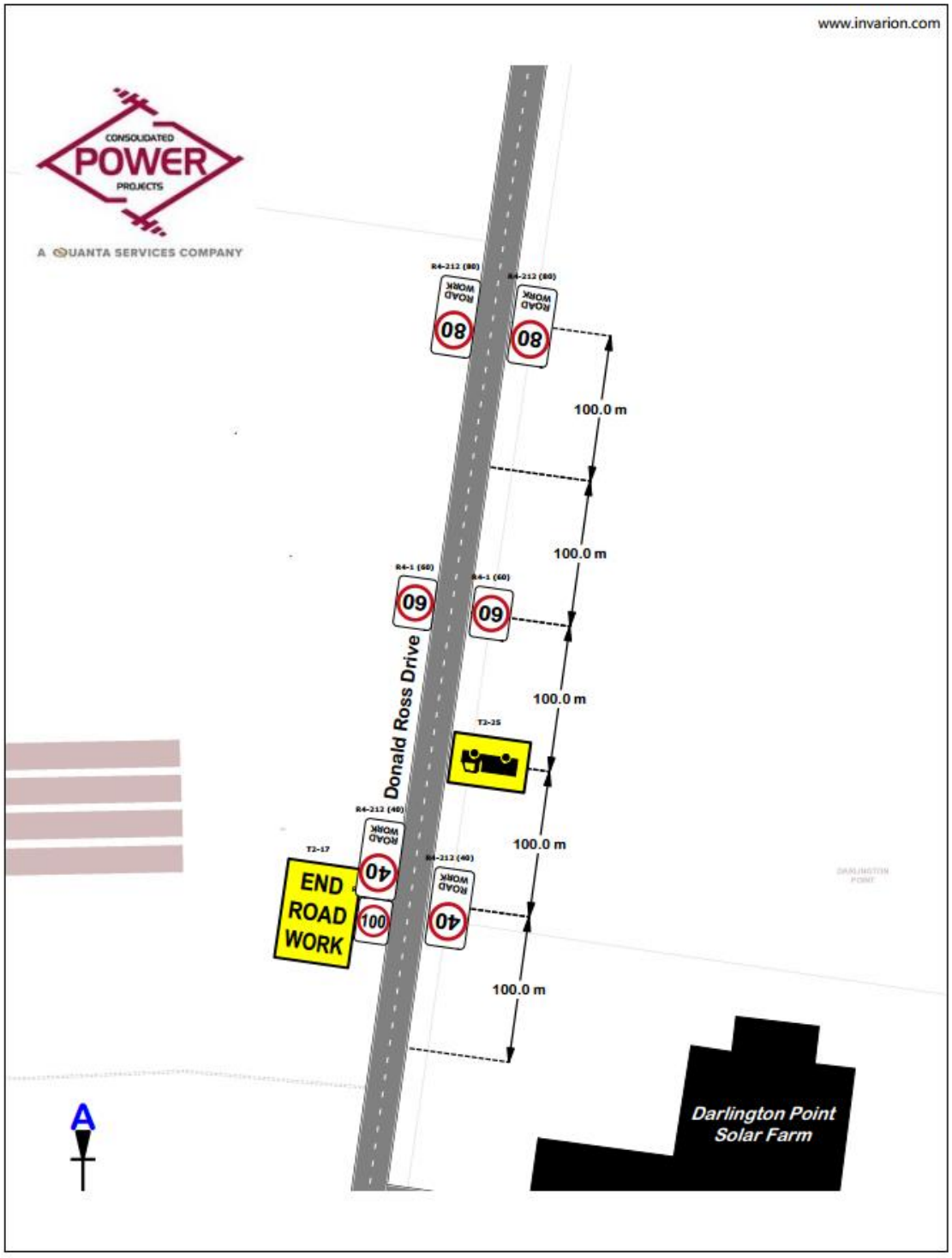


Figure 21 - TRAFFIC CONTROL PLAN (DONALD ROSS DRIVE (NORTH)

G.4 TRAFFIC CONTROL PLAN (DONALD ROSS DRIVE (SOUTH)

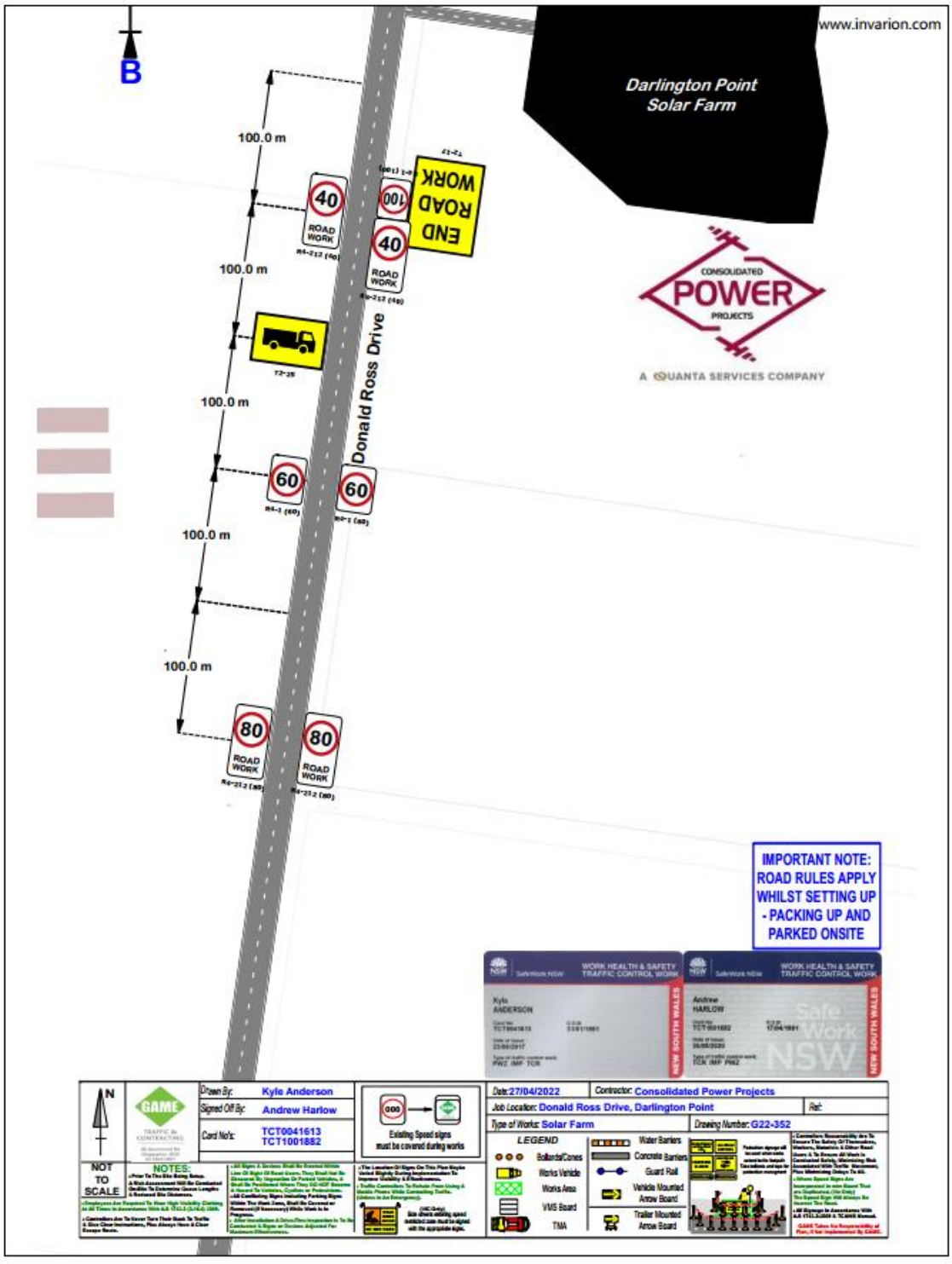
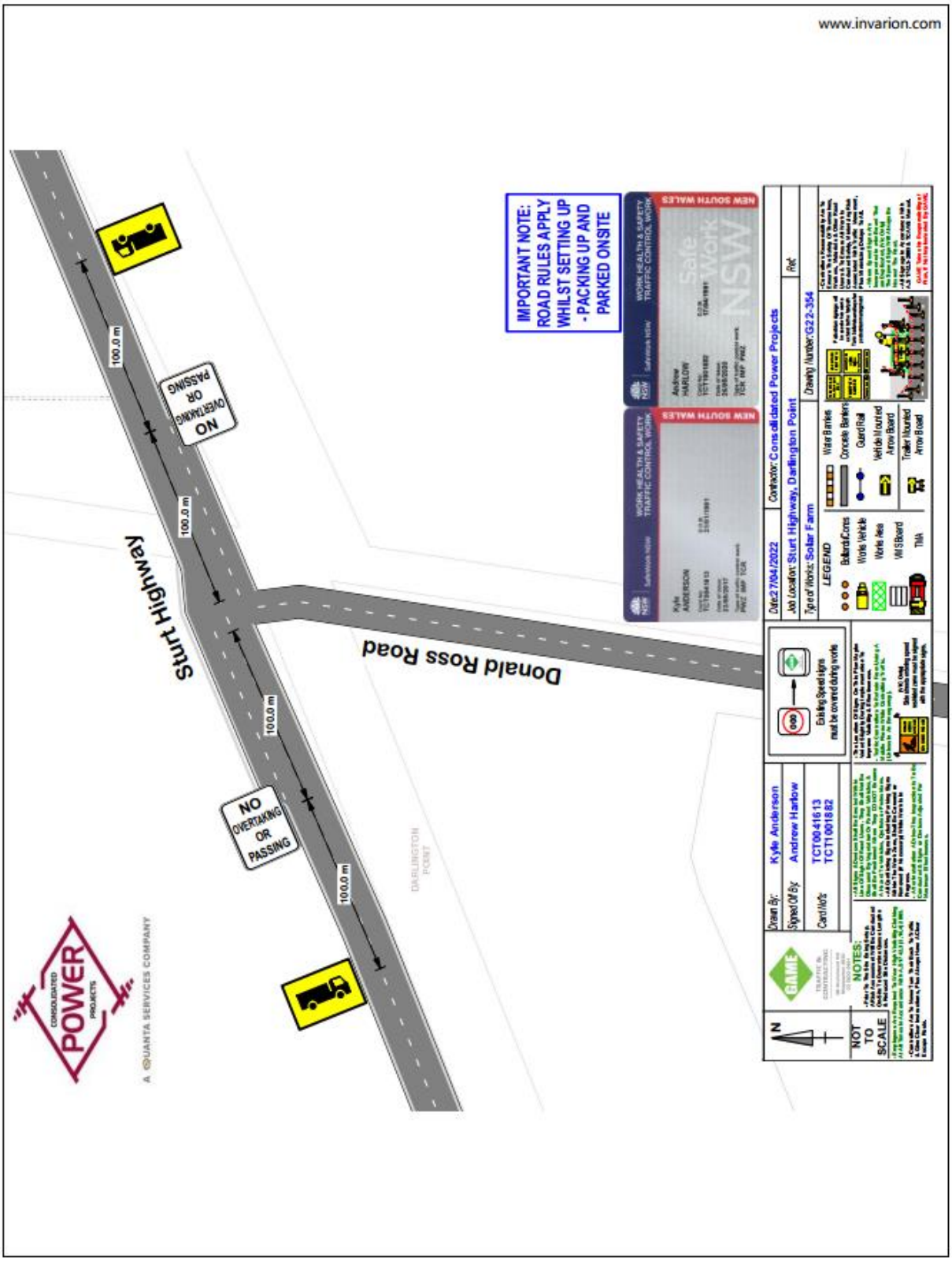


Figure 22 - TRAFFIC CONTROL PLAN (DONALD ROSS DRIVE (SOUTH)

G.5 TRAFFIC CONTROL PLAN (STURT HIGHWAY)



APPENDIX H SUMMARY OF OVER-DIMENSIONAL VEHICLE MANAGEMENT

Table 13 - Summary of Over-dimensional Vehicle Management

Section	Summary
Section 7.3 – Road Safety Risk Mitigation Strategies	• Scheduling the movement of over-sized vehicles so that these movements occur outside of peak road traffic periods and developing routes that ensure such vehicles do not pass through built up areas during daytime peak traffic periods; • Informing the local community of any significant transport events, particularly the movement of over-dimensioned vehicles;
Section 7.7 – Permits	• CPP will apply for all permits for transport of all Over Dimension (OD) vehicle transportations through the National Heavy Vehicle Regulations (NHVR). • Once approved CPP will forward all approved permits to Tesla site management for the Riverina Energy Storage System Project.
Section 7.17 – Restrictions on Operations	• No over dimensional loads shall occur on a Sunday.
Section 8.1 – Construction Vehicles	• Vehicles will be required to transport the batteries and inverters and bulkier items including the substation components and step up transformers. • A number of construction vehicles will be required that incorporates the general construction activities on site other than deliveries. • A record of over-dimensional and heavy vehicles entering and leaving site must be accurately maintained. • Construction vehicles will transport goods such as steel, road construction materials, concreting supplies and water. • The vehicle classes relating to the construction vehicles will be larger than personnel vehicles (such as cars and utilities) including a number of over-sized vehicles as detailed in Section 8.4. • The last remaining vehicle category encompasses Light Vehicles (LV). Personnel movement incorporates construction personnel, subcontractors and escort vehicles and will only include cars and light commercial vehicles (LCVs).
Section 8.4 – Development Generated Trips	• Refer to Section 8.4 for all trips generated by the development and trips involved over-dimensional vehicles.

Refer to the specific Sections in body and as referenced to in the above table for full details.

APPENDIX I EVIDENCE OF COUNCIL APPROVAL FOR ROAD UPGRADE FROM PAST PROJECT

From: William Wade <williamw@murrumbidgee.nsw.gov.au>
Sent: Thursday, 9 May 2019 11:22 AM
To: Perry Stafford <Perry.Stafford@brefni.com.au>
Cc: Stephen Goodsall <steveg@murrumbidgee.nsw.gov.au>; Shane Curphey <shanec@murrumbidgee.nsw.gov.au>; Johann Pereira <johannp@murrumbidgee.nsw.gov.au>; Mal Blythe <mal.blythe@brefni.com.au>
Subject: Donald Ross Drive

Hi Perry,

Upon inspecting the works at Donald Ross Drive I can confirm they have been completed to the satisfaction of Council.

Please contact me if you have any questions.

William Wade
Operations Manager

Murrumbidgee COUNCIL

T 1300 MRMBGE (676243)
D 02 6960 5500
F 02 6954 4420
M 0429 704 835
williamw@murrumbidgee.nsw.gov.au
21 Carrington Street Darlington Point NSW 2706
PO Box 96 Jerilderie NSW 2716

APPENDIX J DESIGNATED PARKING AREA

Figure 24 - Parking Areas

- Area 1 is expected to accommodate 10 to 12 light vehicles.
- Area 2 is expected to accommodate 15 to 25 light vehicles or 2 to 3 heavy vehicles.
- Areas 3 can be made available for parking if deems necessary and can accommodate 20 to 30 light vehicles or up to 5 heavy vehicles.

  NOTE: *This area might not be available for parking at some stages including Bulk Earthworks and Detailed Civil. In other stages including mechanical and electrical installation, this area will be available for parking as works in this area commences last.*