



**NGH**



# **TRAFFIC MANAGEMENT PLAN**

## **Sebastopol Solar Farm**

**November 2020**

**Project Number: 20-495**



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## ACRONYMS AND ABBREVIATIONS

CoC	Conditions of Consent
CEMP	Construction Environmental Management Plan
DPIE	Department of Planning Industry and Environment (NSW) (Formally known as Department of Planning and Infrastructure (DPI))
EIS	Environmental Impact Statement
EMS	Environmental Management Strategy
EP&A Act	Environmental Planning and Assessment Act 1979 (NSW)
EPC	Engineering Procurement Contractor
HSEQ	Health Safety and Environment and Quality
ISEPP	State Environmental Planning Policy (Infrastructure) 2007 (NSW)
JSC	Junee Shire Council
km	Kilometres
LGA	Local Government Area
m	Metres
NSW	New South Wales
NHVR	National Heavy Vehicle Regulator
RMS	Roads and Maritime Services (Now Transport for NSW)
TCPs	Traffic Control Plans
TMS	Temora Shire Council
TfNSW	Transport for NSW (formally RMS)
TMP	Traffic Management Plan
The project	Sebastopol Solar Farm
VPD	Vehicle per day

# 1. INTRODUCTION

## 1.1. PURPOSE AND OBJECTIVES

Sebastopol Solar Farm Pty Ltd (the proponent) received planning approval on 27 February 2019 and consolidated Conditions of Consent (CoC), following modification in July 2020, for the construction and operation of a 108 megawatt (MW) direct current (AC) photovoltaic (PV) solar farm, located around 17 km south of Temora. The Sebastopol Solar Farm ('the Project') is a State Significant Development (SSD 9098) and represents an important contribution to renewable energy generation in New South Wales.

This Traffic Management Plan (TMP) has been prepared as part of the overall Environmental Management Strategy (EMS). The purpose of this TMP is to provide a framework for the management of traffic issues during construction and operation of the project.

In particular, the purpose of this TMP is to:

- Ensure appropriate planning for the transport of staff, supplies and equipment.
- Ensure appropriate controls and procedures are implemented during construction to avoid or minimise impacts on road traffic, including minimising traffic delays.
- Implement measures to ensure a high level of safety for all road users (employees, contractors, the general public).
- Maintain satisfactory property access.
- Minimise disturbance to the receiving environment.
- Ensure appropriate measures are implemented to address the measures detailed in the CoC and Statement of Commitments (SoC).
- Ensure appropriate measures are implemented to comply with all relevant legislation and other requirements.
- To develop the Plan in consultation with the relevant road authorities and other organisations as required.

## 1.2. THE PROJECT

Sebastopol Solar Farm Pty Ltd has engaged Beon Energy Solutions (Beon) to construct the project. The scope of works under the contract includes all works necessary to design, construct, test, commission, energise, operate, decommission, and train staff in the operation of an approximately 110 MW solar farm.

The scope of works consists of but is not limited to:

- Single axis tracker PV solar panels mounted on steel frames over most of the site (up to approximately 222,000 PV solar panels).
- Battery storage, allowing energy to be stored on-site during periods of low demand and released to the network during periods of higher demand.
- Electrical conduits and transformers.
- On site substation.
- Site office, parking access tracks and perimeter fencing.
- Electrical transmission infrastructure and overhead transmission line to connect the proposal to the existing 132 kilovolt (kV) transmission line.
- Internal access roads.
- Upgrade to existing roads.
- On-site vegetative screening.

During construction, the development site will be accessed from as single access point on Eurolee Road which intersects with Goldfields Way. This intersection will be upgraded for access to the Project.

The construction period of the Project will last approximately between 10 and 12 months. Construction activities will be limited to Mondays to Fridays 7 am to 6 pm, and Saturdays 8 am to 1pm unless otherwise approved by relevant authorities, or unless in emergency circumstances e.g. to make work safe, in accordance with Condition 12, Schedule 3 of the CoC.

The estimated capital investment value of the Project is \$120 million.

### **1.3. ENVIRONMENTAL MANAGEMENT STRATEGIC FRAMEWORK**

The environmental management system for the Project is described in the EMS. This TMP is part of the environmental management framework for the Project. Used together, the EMS, TMP, strategies and procedures, form management guides that clearly identify required environmental management actions for use by personnel and contractors.

## **2. PLANNING**

### **2.1. RELEVANT LEGISLATION AND GUIDELINES**

#### **2.1.1. Legislation**

Legislation relevant to traffic management includes:

- Roads Act 1993.
- Road Transport (Vehicle Registration) Regulation 2007.
- Road Transport (Mass, Loading and Access) Regulation 2005.

#### **2.1.2. Guidelines and Standards**

The main guidelines, specifications and policy documents relevant to this Plan include:

- TfNSW Additional Access Conditions for oversize and overmass heavy vehicles and loads, April 2020
- NSW RTA Heavy Vehicle Mass Limits, July 2010.
- NHVR General Mass Limits (GML) 2016
- Austroad's Guide to Traffic Management.
- Austroad's Guide to Road Design.
- Austroad's Guide to Road Safety.
- Austroad's Guide to Traffic Engineering Practice, Part 2 – Roadway Capacity.
- AS 1742: Manual of Uniform Traffic Control devices.
- AS 1743: Road Signs – Specifications.
- AS 2890: Parking facilities.
- TfNSW Guide to Traffic Control at Worksites.
- TfNSW Supplements for Australian Standards.
- TfNSW Supplements for Guide to Road design.

#### **2.1.3. Conditions of Consent and Statement of Commitments**

As required by Schedule 3, Condition 6 of the CoC, prior to the commencement of construction, the Applicant must prepare a Traffic Management Plan for the development in consultation with Transport for NSW (TfNSW), Junee and Temora Shire Councils, and to the satisfaction of the Secretary. This TMP addresses this requirement. Each of the requirements of this condition and where they are addressed are detailed in Appendix A.1.

Statement of Commitments (SoC) to mitigate impacts on traffic, transport and road safety were provided in the Response to Submissions Report (RTS) (dated 30/11/2018). The SoC are in addition to the CoC, except where there is any inconsistency in which case the CoC prevails. The SoC and where they are addressed are detailed in Appendix A.2.

### 3. CONSULTATION

#### 3.1.1. Temora Shire Council

The proponent provided a copy of the draft TMP to TSC on 23 October 2020. A response was received from TSC on 11 November 2020 which requested the following to be addressed (Appendix B):

Comment	Where addressed in report
Section 4.3.1 Mentions approval from council to use the standpipe received from Temora Shire Council 3rd Sept 2018.  This was when Council managed the standpipe at the saleyards and now has been relocated to Narraburra St and now managed by Goldenfields Water  The contractor can contact Goldenfields Water to arrange access  Alternatively, Council is recycled water available for purchase at \$1.50 per KL, from the Temora Agricultural Innovation Centre storage dam on Trungley Hall Road	Addressed. Refer Section 4.3.1 and Appendix K.

#### 3.1.2. Junee Shire Council

The proponent provided a copy of the draft TMP to JSC on 23 October 2020. A response was received from JSC on 23 November 2020 stating that JSC is happy with the plan and had no comments (Appendix B).

#### 3.1.3. Transport for NSW

NGH provided a copy of the draft TMP to TfNSW on 27 May 2020. NGH received a response from TfNSW on 18 June 2020 which requested the following to be addressed:

Comment	Where addressed in report
Keep the main body of the document as brief as possible and only contain the relevant information.	Noted.
Move the conditions of consent to the appendix.	Addressed. Refer Appendix A.
Add the comment that transportation using a 26m B-double vehicle will be via approved B-double routes only.	Addressed. Refer Section 4.3.2.

Comment	Where addressed in report
Note the origin of OSOM vehicles which will be used to transport larger components such as the substation.	Addressed. Refer Section 4.5
Will A-double vehicles or an OSOM loader be used to transport larger components such as the substation	These vehicles may be required. Refer Section 4.5.
TfNSW questions the need to include information relating to the WAD in a TMP document.	Ensures relevant approvals are sought from TfNSW. Refer Section 7
It is noted that Traffic Control Plans have not yet been provided in the TMP. Please advise when this information is expected to become available.	Addressed. Refer Section 6.1. TCPs are expected to be provided first quarter 2021.
Add that heavy vehicle and OSOM vehicle deliveries to the site should be avoided at times when adverse conditions are forecast, such as fog and heavy rain.	Addressed. Refer Section 6.7.1, Appendix G

A copy of the consultation and the response from NGH is provided in Appendix B.

## 4. CONSTRUCTION TRAFFIC ACTIVITIES

### 4.1. EXISTING ENVIRONMENT

Sebastopol is the nearest village to the project site, located approximately 8.6 km to the north west. Temora is the nearest town to the project site, located approximately 20.7 km to the north.

The Sebastopol Solar Farm is bounded by Eurolee Road to the south. The development site will be accessed from Eurolee Road which intersects with Goldfields Way (B85) approximately 1.4 km from the site. The project haulage route within the local network includes Eurolee Road and Goldfields Way.

Eurolee Road is a local road that runs in an east-west alignment, extending from its intersection with Goldfields Way to its termination 2.8 km to the east. It is an unsealed road with a varying width of approximately four to six metres. Eurolee Road is a local road, owned and maintained by Junee Shire Council as the road authority.

Goldfields Way provides access to the region's arterial road network. It is a classified state road, with TfNSW as the road authority. Goldfields Way generally runs in a north-south alignment running through the village of Sebastopol and the town of Temora and continuing south towards Junee. It has a carriageway width of approximately 10 metres, and one traffic lane of approximately 3.5 metres wide in each direction. The speed limit is 100 km per hour.

All vehicular traffic associated with the project will enter and exit the site via the site entry point on Eurolee Road (see Appendix C.1).

The construction phase of the project will result in a short-term increase in the volume of traffic movements to and from the site. The construction phase will continue for a period of approximately 10-12 months, with the peak traffic volumes in the early months of construction.

### 4.2. PROPOSED DELIVERY ROUTES – TRANSPORTATION OF STAFF

Up to approximately 150 workers will be on the project site during peak construction. It is anticipated that most workers will be accommodated at existing accommodation within the local area, and most staff will travel to the site on a daily basis from neighbouring towns.

Table 4-1 Travel time and distance from neighbouring towns to the project site.

Location	Travel distance to Project Site (km)	Travel time to Project Site (Minutes)
Junee	34.5	25
Temora	23.1	18
Cootamundra	62.83	48
Young	103	72
Wagga Wagga	66	44

Staff will travel in light vehicles, and car-pooling will be actively encouraged. Shuttle buses and bus drop-off/pick up locations within the parking area will be provided to transport staff to and from project site. Travel by bus will not be mandatory but will be strongly encouraged. All vehicles (shuttle buses and light vehicles) will travel to the project site via Goldfields Way and Eurolee Road, and enter the project site via the main site access point (refer to Appendix C.1).

## **4.3. PROPOSED DELIVERY ROUTES – DELIVERY OF MATERIALS AND INFRASTRUCTURE**

### **4.3.1. Construction Material**

Construction materials will be sourced locally as far as practicable and will be delivered via Goldfields Way and Eurolee Road. Temora and Junee are the nearest towns which are a possible source of the bulk of the aggregate material required for construction, followed by Cootamundra, Young, and Wagga Wagga.

Approximately 8,000m<sup>3</sup> of gravel will be required to surface the access road (refer section 6.2) and internal service track network, inverter/battery storage areas and substation hardstand. Approximately 1,500m<sup>3</sup> of sand may be required for the bedding of underground cables, depending on electrical design and ground conditions. Approximately 400m<sup>3</sup> of concrete will be required to construct the foundations for the inverters, substation, and minor ancillary infrastructure.

Approximately 47ML of water will be required during construction, mostly for dust suppression, but also for cleaning, concreting, on-site amenities and landscaping. The bulk of this water will be trucked in from a Goldenfields Water Bulk Water Filling Station, located at Narraburra Street. .. The proponent has contacted Goldenfields Water to arrange access (Appendix K). If required, recycled water may be purchased from the Temora Agricultural Innovation Centre storage dam on Trungley Hall Road.

A small amount of potable (drinking) water (approximately 0.09ML) will be imported to the site during the construction period on an as needs basis and stored within temporary water tanks at the staff amenities area.

### **4.3.2. Haulage Routes**

The haulage route for ad-hoc deliveries by road from Port Botany, Sydney and Melbourne Freight Centre, will depend on the type of heavy vehicle and its heavy vehicle approved route. Heavy vehicles used for deliveries during construction can be up to 26m in length under the CoC. The 26m B-double vehicles can only be driven via approved B-double routes which are detailed below. All drivers will be informed of these haulage routes and are included in the contractors 'Drivers Code of Conduct' (refer Appendix G). All heavy vehicles will enter the project site in a forward direction via the main site access point (Appendix C.1). Either of the following routes will be used. See below.

Figure 4-1 shows the delivery route for vehicles 25/26 m (B double) in length from Port Botany, Sydney. This route is 437.23 km. This was calculated using the HML B-Double 25/26m (NSW) route on the NHVR Portal. From Port Botany, Sydney, the route will include:

- Bumborah Point Road, Port Botany.
- Botany Road to Foreshore Road.
- Foreshore Road to M1 General Holmes Drive.
- M1 General Holmes Drive to M5 east South-Western Motorway.
- M5 South Western Motorway to M31 Hume Highway
- M31 Hume Highway to B94 Burley Griffin Way
- B94 Burley Griffin Way to B85 Goldfields Way
- B85 Goldfields Way Road to Eurolee Road
- Eurolee Road the site access point

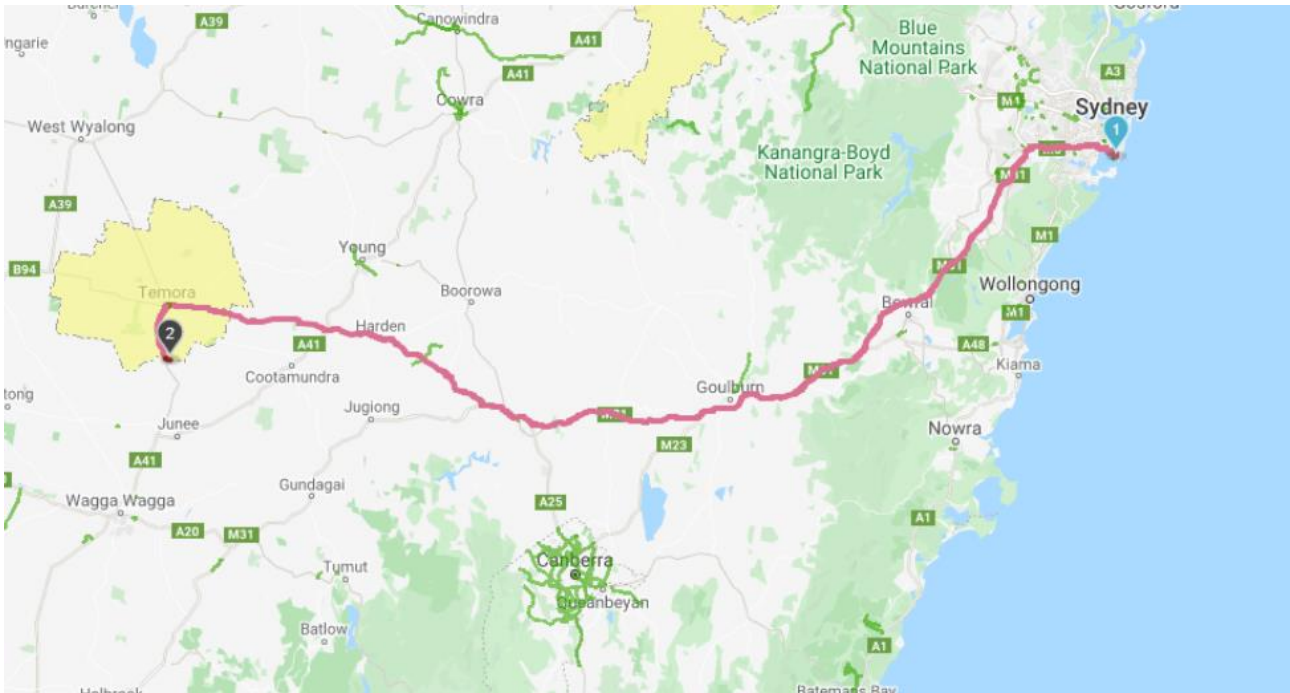


Figure 4-1 Proposed delivery route from Port Botany to project site.

Figure 4-2 shows the delivery route for vehicles 25/26 (B double) in length from Melbourne Freight Centre. This route is 511.84km. This was calculated using the OSOM route on the NHVR Portal:

- Dynon Road to Citylink.
- Citylink to Tullamarine Freeway.
- Tullamarine Freeway to Western Ring Road.
- Western Ring Road to Metropolitan Ring Road.
- Metropolitan Ring Road to Hume Freeway.
- Hume Freeway to Hume Highway
- M31 Hume Highway to Olympic Highway
- Olympic Highway to B85 Goldfields Way
- B85 Goldfields Way Road to Eurolee Road
- Eurolee Road to the site access point

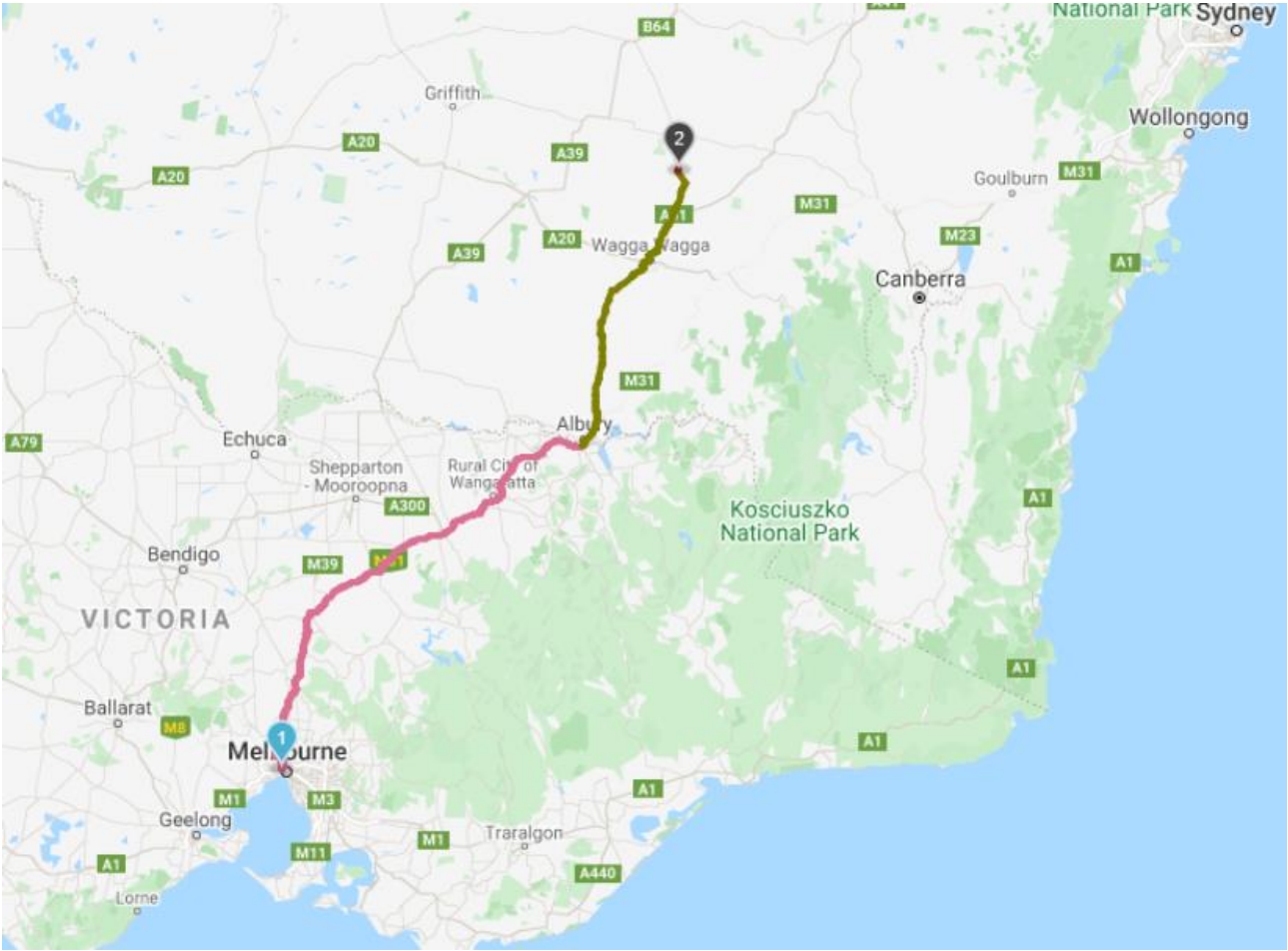


Figure 4-2 Proposed delivery route from Melbourne Freight Centre to project site.

The majority of freight and components will be delivered by rail to the Bomen Railhead, Wagga Wagga. Here, freight will be unpacked at a warehouse on Byrnes Road for delivery by Articulated Vehicles to site.

Figure 4-3 shows the delivery routes for vehicles 25/26 (B double) in length from Bomen rail terminal (Dampier street). This was calculated using the NHVR Portal. There are two warehouses that will be used. One at 560 Byrnes Road and one at 274 Byrnes Road:

- Dampier Street to Dorest Drive
- Dorest Drive to Marino Road
- Merino Road to Byrnes Road. (both warehouses on this road)
- Byrnes Road to Marino Road
- Merino Road to Olympic HWY
- Olympic Highway to B85 Goldfields Way
- B85 Goldfields Way Road to Eurolee Road
- Eurolee Road to the site access point

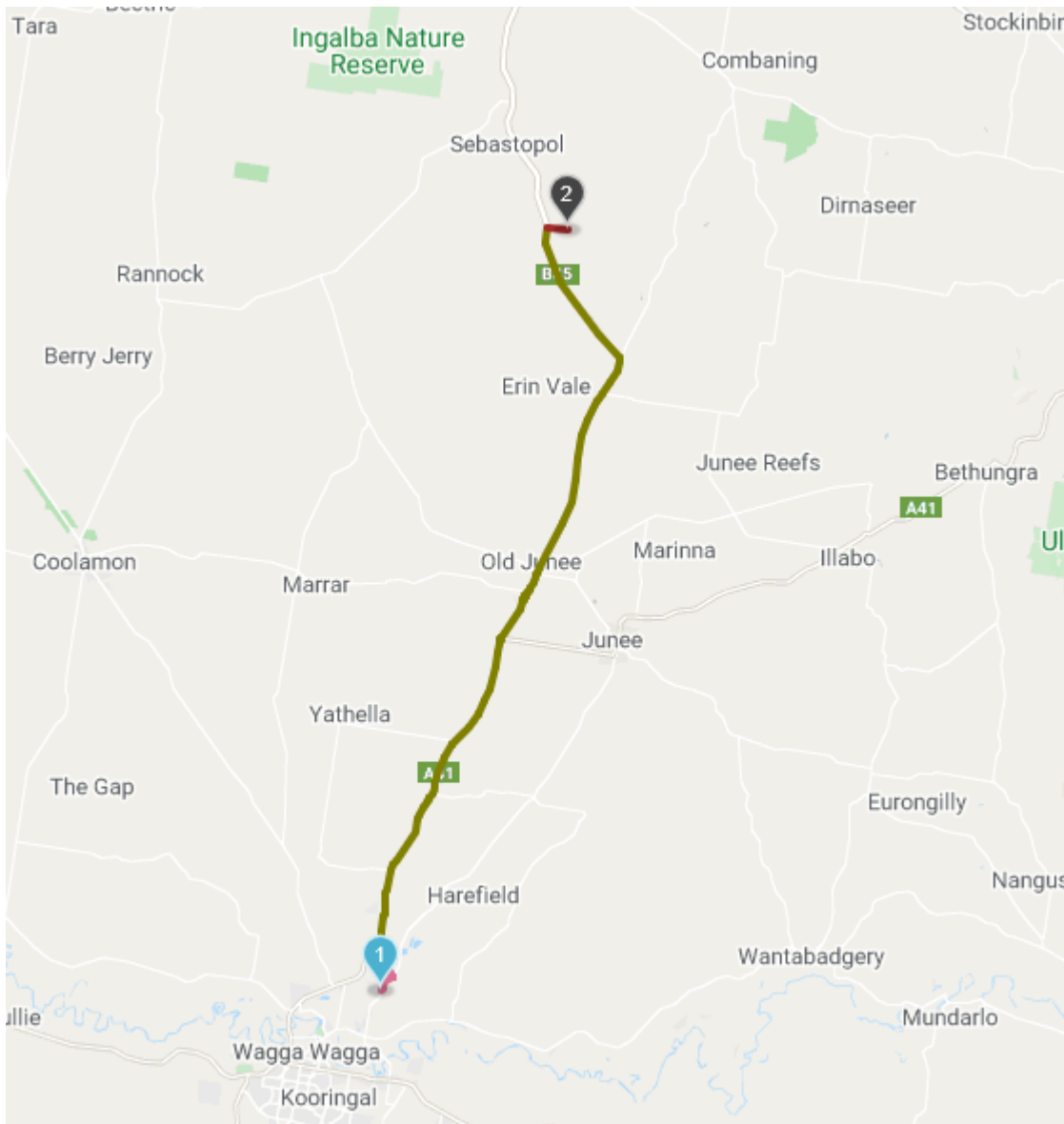


Figure 4-3 Proposed delivery route from Bomen rail terminal

Oversize/overmass (OSOM) vehicles are defined as Class 1 vehicles under the Heavy Vehicle National Law. A vehicle or vehicle combination is considered to be OSOM if it exceeds any general access mass or dimension limits.

During construction OSOM vehicles may be required for the delivery of larger items. If required, a Class 1 Notice or Ministerial Order for an OSOM vehicle on the NSW and Victorian road network is applicable to this project.

If a vehicle/combination exceeds the dimensions of mass limits contained within the Class 1 Notice or Ministerial Order, an access permit to operate on the NSW road network will be required.

### 4.3.3. On-site delivery

All equipment and goods will be delivered via the nominated site construction compound. Deliveries will be recorded on the delivery record sheet (Appendix H) at the time of delivery by the site manager or delegate. When recorded the delivery will be dispatched to the relevant site laydown area or materials storage area as directed by the site manager or delegate. All deliveries to and from the site will be loaded and unloaded within the site.

All delivery vehicles will enter and leave the site in a forward direction. Deliveries are to be staged to ensure queuing at the site access point and along site access roads does not occur. No vehicles are to queue or park within the road reserve. The unloading of vehicles on adjacent land or public roads will not occur unless directed by NSW Police or other emergency services.

## 4.4. TRAFFIC VOLUMES

### 4.4.1. Existing Traffic

A combination of publicly available data and specific traffic counting was conducted as part of the EIS to determine the typical traffic volumes on roads surrounding the project. A summary of this data is provided in Table 4-2 below.

Table 4-2 Recorded traffic volumes

Traffic count	2011 average number of vehicles per day (VPD)	2019 approximate average number of vehicles per day (VPD)
Goldfields Way	1722	1846

Note: 2019 average VPD was calculated assuming a 1.0% annual growth rate from 2011.

It is assumed that Eurolee Road carries a low volume of traffic, estimated to be under 20 VPD, due to its one access location and the low number of properties with vehicular access to/from it.

### 4.4.2. Construction Traffic

The planned timeline for the project indicates that around 40 employees will be required in the first month of construction, increasing to 150 employees on site during the peak construction period (approximately 4 months).

The following vehicles will be required during construction:

- Cars - will be required by project management staff and site workers to access the site. Cars will make up the largest proportion of vehicles accessing the site.
- Buses – will be used to transport workers to and from the site to minimise traffic volumes and transit risks during construction.
- Utility vehicles – will be required to transport equipment and materials around the site and for local pick up of materials.
- Trucks – will be used to transport equipment and materials around the site and for local pick up of materials. Larger sized deliveries will be undertaken by trucks as opposed to utility vehicles.
- Standard articulate trucks – will be used to transport approximately 12 metre (40 foot) containers from point of origin. These containers will be unpacked at offsite warehouses (refer section 4.3.2) so only the freight will enter the site.
- OSOM vehicles – may be required to deliver larger infrastructure components
- Rail – will be used to cart containers to Bomen railhead

On average, approximately 24 trucks will access the site per day throughout the construction period, with an expected peak of up to 33 trucks per day in the early months of construction. During the peak construction period the site will generate no more than 66 heavy vehicles per day.

No more than 4 over-dimensional vehicle movements will be required/permitted during the construction period.

Assuming 10% of all daily trips occur during the peak period of the day, Goldfields Way and Eurolee Road are assumed to accommodate approximately 184 and 9 one-way vehicle movements during the peak hours, respectively.

#### **4.4.3. Operational Traffic**

Vehicles will use the designated road network to access the site during the operational phase (about a 30-year period). There will be 2 to 3 full time equivalent staff based at the site and up to 6 service contractors during the operation phase. Approximately 7 cars per day will be expected during normal operation of the solar farm, this will mean an additional 7 vehicles on both Goldfields Way and Eurolee Road. During major maintenance activities, this number could increase to 20-30 vehicles at any one time for a limited period.

The low levels of operational traffic will not obstruct public or private local access or be above the background noise levels.

Additional risks to road safety from operational traffic will be negligible.

The use of heavy vehicles is expected to be low during operation, with heavy vehicles only being required when solar panels or other large equipment needs replacing or repairs. All heavy vehicles will travel to the site via the approved TfNSW haulage routes.

#### **4.4.4. Decommissioning Traffic**

Similarly to construction, during the decommissioning period the site will generate no more than 66 heavy vehicles per day, and no more than 4 over-dimensional vehicle movements will also be required/permitted.

### **4.5. SIZE OF VEHICLES**

Most vehicles visiting the site will be cars. Larger vehicles required throughout the construction period include buses, utility vehicles, trucks and OSOM vehicles.

The delivery trucks will predominantly be Truck and Dog vehicles, with a number of mixer trucks and Articulated Vehicles (AV as defined within AS 2890.2:2009). The length of any heavy vehicles (excluding over-dimensional vehicles) used for the development is not to exceed 26 metres, unless the Secretary agrees otherwise.

The majority of freight will be received off-site at the Bomen Railhead in containers and unpacked for delivery. Delivery trucks will be used to deliver components such as panels, mounting structures, inverter and transformer skids etc. to site.

The largest design vehicle is expected to be a 30m long A-Double truck. The A-Doubles will only be used to transport larger plant such as the transformer and two switchrooms. These vehicles will be arriving from either Sydney or Melbourne.

### **4.6. TIMING**

Increased traffic along Goldfields Way during construction may cause disruptions to general traffic flows and to public transport services including school bus routes that operate along the road. These disruptions will be short term only to provide traffic control during road work.

Vehicle access to the site will generally be confined to the standard hours of construction (Monday to Friday 7 am to 6 pm, and Saturday 8 am to 1pm). Exceptions will occur as staff arrive and leave the site, before and after shifts.

Traffic volumes will be spread over the 10-12-month construction period.

Staff arrival will typically be scheduled at 6:15am to 6:30 am for marshalling, 6:45 am for toolbox talks, and 7:00 am work start. Staff departures will start between 4:00 pm and 5:30 pm but will be spread out over a more extended period than arrivals as timing will vary between different work activities. This timing will ensure peak traffic times of school drop-off and pick up and beginning and end of business hours will be limited where practicable, and so the impacts of staff movements on local roads will be minimised.

Scheduling of major deliveries are to ensure that heavy vehicles passing through any towns during school drop-off and pick-up hours (8:00 – 9:30 am and 2:30 – 4:00 pm) are limited where practicable. Drivers must adhere to usual traffic procedures and speed limits, slowing down to 40km/hr when passing school buses that are pulled over to collect or drop off children and in school zones. The Proponent's selected contractor will conduct consultation with local bus companies, schools, councils and the local community regarding the project, school pick-up/drop-off locations, timings and haulage routes will occur to ensure local road users within these towns are not significantly impacted by construction traffic. Drivers will be informed of these restricted travel times and this will be included in the 'Drivers Code of Conduct' (Appendix G).

Heavy vehicle movements will be scheduled throughout the day, resulting in a steady distribution of construction traffic to/from the site, and minimising simultaneous heavy vehicle movements and queuing.

'Platooning' of vehicles and 'short stacking' of vehicles near railway lines is not permitted. Heavy delivery vehicles are to start transportation as soon as loads are safely secured, resulting in single vehicle movements rather than convoy/platoon traffic. Drivers will be informed of this as part of their site induction training and it will be included in the 'Drivers Code of Conduct' (Appendix G).

## **4.7. CUMULATIVE IMPACTS**

Cumulative traffic impacts are associated with other known or foreseeable developments occurring in proximity to the project.

No undetermined development applications are within proximity of the development site (Temora Shire Council 2018; Junee Shire Council 2018). However, the proposed Junee Solar Farm is located within Junee. However, works should be complete prior to the construction of the Sebastopol Solar Farm. No other developments are anticipated to be in construction in proximity to the development site concurrently with the project.

Cumulative traffic impacts associated with developments in the broader region may occur on Goldfields Way as a common freight transport route. Goldfields Way is a high capacity road designed for heavy vehicle traffic and is likely to absorb any cumulative impacts. There are no cumulative impacts expected along Eurolee Road. Any cumulative traffic impacts are considered unlikely or will be for a short period of time.

During operation, given the small number of vehicle movements expected for the project, no cumulative impacts are likely to occur.

## **5. ROAD NETWORK IMPACTS**

### **5.1. PUBLIC ROAD NETWORK**

The key traffic and transport impacts of the project is the additional volumes of traffic during construction. The following is considered relevant to the assessment of potential impacts as a result of the traffic which will be generated by the Project:

- Given the points of origin for solar farm delivery being spread between Temora, Sydney, and Melbourne, the impact to the volumes on the surrounding highways is expected to be minimal.
- Potential impacts to general road safety will include additional vehicle movements, heavy vehicle movements, congestion with other road users, and the identification of areas which may require special consideration for upgrades. Measures will be incorporated to ensure the safety of all road users.
- The timing of vehicle movements may potentially impact upon sensitive land uses along the travel route, such as schools, places of worship, residential zones. Vehicle movements will be coordinated to reduce the impact of construction traffic on the regional and local communities.
- Careful management of the movement of over-dimension vehicles during selected hours will assist in reducing the impact of construction traffic on the regional road network.
- The implementation of community information and awareness measures will assist to manage local and regional road impacts. This will include letters sent directly to local schools, local bus companies, Temora and Junee Council, and impacted landholders as well as an online website detailing the project's construction programme and its progress.
- Movements of construction staff to and from the site on a daily basis will also temporarily increase the traffic volumes on local roads.

The potential traffic, transport and road safety impacts associated with construction of the project relate primarily to the increased numbers of large vehicles on the road network which may lead to:

- Increased collision risks (other vehicles, pedestrians, stock and wildlife).
- Damage to road infrastructure.
- Associated noise and dust (particularly where traffic is on unsealed roads) which may adversely affect nearby receivers.
- Disruption to existing services (public transport and school buses).
- Reduction of the level of service on the road network caused by 'platooning' of construction traffic.

#### **5.1.1. Increased collision risk**

The increased collision risk relates primarily to traffic entering and exiting the site from Eurolee Road to and from Goldfields Way. This relates to both oncoming traffic and traffic following vehicles that are turning off Goldfields Way.

Based on a 100km/hr speed limit and a reaction time of 2 seconds, a safe intersection sight distance of 248m is required in accordance with the Austroads 2010 Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

### **5.1.2. Damage to road infrastructure**

The increase in traffic and heavy vehicle movement could contribute to the degradation of the condition of roads on the haulage network. Along Goldfields Way, the impact is expected to be negligible due to the existing capacity of the road network. However, the impact of turning traffic at the Goldfields Way / Eurolee Road intersection will require monitoring after the completion of construction to ensure that the road is maintained in an adequate condition.

Eurolee Road will remain partially unsealed but will require upgrading near the access point to accommodate construction traffic. Road upgrade works will meet the requirements of Junee Shire Council.

### **5.1.3. Associated noise and dust**

The increase in traffic during construction and decommissioning may increase noise and dust in the local area, particularly on the unsealed Eurolee Road. Due to the access of the site being located approximately 1.4km from the intersection, it is likely that there will be raised dust from traffic.

The increase in traffic and heavy vehicle movement during construction and decommissioning will result in a minor increase in noise as a result of the proposed works. Goldfields Way is located directly west of the project and forms part of the intersection where the concentration of traffic is expected. Goldfields Way already experiences moderate levels of traffic including heavy vehicles. The closest receiver is located 2.5km from the access point and Eurolee Road. The traffic noise during construction and operation will be unlikely to be noticeable at the nearest sensitive receiver.

### **5.1.4. Disruption to existing services**

Increased traffic along Goldfields Way during construction may cause disruptions to general traffic flows and to public transport services including school bus routes that operate along the road. These disruptions will be short term only to provide traffic control during road work.

### **5.1.5. Summary of impacts on public roads**

Overall, the additional traffic associated with the construction and decommissioning of the solar farm will be a small component of the existing traffic loads on local and state roads. No substantive increased collision risk, damage to road infrastructure, noise or dust impacts, disruption to existing services or reduced level of service is expected to accompany construction or decommissioning.

## **6. TRAFFIC MANAGEMENT**

### **6.1. TRAFFIC CONTROL PLANS**

Traffic Control Plans (TCPs) will be prepared as required prior to works which could temporarily impact on traffic on public roads. TCPs will be prepared once site layout and road design have been finalised, and will be provided to TfNSW as they are prepared. The TCPs will implement specific controls that have been identified in this TMP (including in the statement of commitments, section 2.1.3, where it is a requirement that site speed limits are to be enforced to minimise fauna strike) the EMS and any associated plans. All project related traffic will comply with the controls listed within the TCPs.

The TCPs will specify the description, position, quantity, applicability, behaviour and the methodology of actions on the road network (onsite and off), including speed limit alterations, road signage, road detours, junction upgrades, behaviour of drivers, control mechanisms, reporting etc. As a minimum, the following TCPs would be required:

- As part of any application for a Road Occupancy Licence from TfNSW for work within the classified road reserve or within 100 metres of traffic signals.
- As part of works to an intersection on any public road.
- As part of any works that will impact upon a public road.

TCPs will be developed by personnel duly qualified and certified by training in accordance with the TfNSW *Traffic Control at Work Sites* manual in consultation with the TfNSW, local councils and the local communities, as required. TCPs will be developed by a qualified traffic controller.

The implementation of TCPs will be monitored and assessed on a daily basis. Where subcontracted traffic control staff are required for managing vehicle movement, they will monitor TCP implementation. Where specialist traffic control staff are not required the Site engineer will monitor the implementation of TCP's.

### **6.2. ROAD UPGRADES**

Prior to commencing construction, the following road upgrades and site access works will be completed:

- (a) Upgrade and seal Eurolee Road for a minimum of 380 m from its intersection with Goldfields Way (as identified in the figure in Appendix 3 of the CoC (Appendix C.1 of this TMP).
- (b) Upgrade the intersection of the Goldfields Way and Eurolee Road, including providing a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment generally in accordance with the figure in Appendix 5 of the CoC (Appendix F of this TMP); and
- (c) Upgrade the site access point off Eurolee Road with Rural Property Access type treatment to cater for the largest vehicle accessing the site.

These upgrades will comply with the Austroads Guide to Road Design (as amended by TfNSW supplements) and be carried out to the satisfaction of the relevant roads authority.

Internal roads will be constructed as all-weather roads.

The proponent will repair any damage resulting from project traffic (except that resulting from normal wear and tear) as required at the proponent's cost. All works to upgrade or repair any road, its associated road reserve and any public infrastructure in that road reserve, must be to a standard suitable for use by heavy vehicles to meet any reasonable requirements that may be specified by the relevant roads authority. The design and specifications, and construction, of these works must be completed and certified by an appropriately qualified person to be to a standard to accommodate the traffic generating requirements of the project. On Classified Roads the geometric road design and pavement design must be to the satisfaction of the TfNSW.

### **6.3. PASSING BAYS**

Three passing areas along the southern side of Eurolee Road will be provided to allow for outgoing vehicles to pull over and allow incoming vehicles to pass. Locations and details of a typical heavy vehicle passing bay are shown in Appendix D. The upgrade will be constructed to the relevant Australian road design standards.

### **6.4. ON SITE PARKING**

Sufficient parking space will be provided on site for all vehicles. Temporary parking areas will be provided during construction, and permanent parking spaces will be provided during operation. More than half of the light vehicles on site at any one time will be distributed around the site. All temporary construction staff parking will be located on site and not within the road reserve. This will ensure that no parking occurs on the public road network near the site.

### **6.5. MAINTENANCE**

All plant and equipment will be regularly maintained and records kept as per the below:

- Plant and Vehicles will be maintained as per manufacturer's instructions.
- Heavy Vehicles and Trailers will be maintained in accordance with the National Heavy Vehicle Inspection Manual to ensure roadworthiness.
- A large fuel container on site will record all fuel storage and use. Records of fuel will be kept for compliance with waste management procedures..
- Records of maintenance.
- Spillage kits will be provided on site in accordance with the site layout plan, or as required in areas of high traffic/works.
- Drivers licenses will be provided by all operators of plant and vehicle drivers.. Operators will be required to supply a Verification of Competency (VOC).

### **6.6. DRIVER FATIGUE**

The risk of driver fatigue will be managed by the provision of buses for daily transport of staff to and from the site, and inclusion of a section in site induction training, the 'Drivers Code of Conduct' (Appendix G) and toolbox talks on appropriate driving behaviour, including fatigue management. Implemented strategies will include:

- Ensuring sufficient sleep and rest prior to each shift.
- Promote carpooling and shuttle buses.
- Avoid work scheduling which promote excessive work hours.
- Monitor fatigue in staff during work hours and prior to leaving the site, with particular reference to staff travelling long distances.
- Liaise with TfNSW western region Road Safety Unit to consider training.
- Promote regular breaks during long-distance driving.
- Promote abstinence from alcohol, medications which cause drowsiness, and other drugs that may influence fitness for work.
- Promote good exercise and diet.

## **6.7. ROAD CONDITIONS**

### **6.7.1. Fog, dust and rain**

Local climate and weather conditions in the Sebastopol region such as fog, storms, and dust present potential safety concerns to road traffic users and local landowners throughout construction, operation and decommissioning. Risks will be managed by monitoring weather forecasts and including details of upcoming weather events and relevant management strategies in toolbox talks, including reduced speed on internal and site access roads and use of fog lights during periods of low visibility, dry or wet conditions. Relevant management strategies to ensure that drivers implement safe driving practices during poor weather conditions will be detailed in the contractors 'Drivers Code of Conduct' (Appendix G). Heavy vehicle and OSOM vehicle movement should be avoided at times where extreme adverse conditions are forecasted where practicable.

Dust suppression is to be used during dry or windy conditions to reduce impacts upon road traffic users and surrounding residences. Vehicles are to be clean and free of mud before leaving the site, particularly during wet conditions, to ensure mud and other debris is not dragged onto public roads and impedes upon the safety of road traffic users. Gravel hardstands may be established near the site entry and exit point for vehicle cleaning/inspections. These measures will be included in the contractors 'Drivers Code of Conduct' (Appendix G) for the project.

### **6.7.2. Speed**

All construction traffic will consider the speed environment of public roads, and temporary reduced speed limits will be imposed and signposted where there will be a temporary reduced speed limit on Eurolee Road. Speed signs will be posted as appropriate, in compliance with relevant guidelines and standards. Risks will also be managed by including relevant management strategies in toolbox talks, including complying with posted speed limits and reducing speed to suit weather conditions. These will also be included in the contractors 'Drivers Code of Conduct' (Appendix G) for the Project and in accordance with the National Heavy Vehicle Regulator (NHVR) chain of responsibility (Appendix I.).

### **6.7.3. Flooding**

The development site does not occur on Flood Prone Land (NSW Government 2010).

Daily monitoring of weather forecasts will be undertaken, as well as monitoring the water heights of close by creeks and rivers during periods of extreme rainfall and discussing these during the pre-commencement meetings, will ensure all personnel are aware of the any flood risk. During the lead up to a possible flood, the site will be inspected to ensure that it can be secured quickly if flooding becomes imminent, inspection of key areas that can cause electrical hazards, pollution or mobilisation of components will be inspected and secured.

In the unlikely event of a flood, construction personnel under the direction of the site manager or HSEQ will be evacuated to the emergency assembly point. The HSEQ will notify emergency services of the flood event immediately. The location of the emergency assembly point will be determined during the final design of the site layout.

Post-flooding, a flood impact report will be produced detailing the damage that has occurred during the event and the recovery actions to be implemented.

## **6.8. ROAD OCCUPANCY LICENCE**

The Proponent, or their contractor, will obtain a Section 138 Consent from the relevant council/agency prior to undertaking works within the road reserve.

## **6.9. ROAD DILAPIDATION SURVEY PROTOCOL**

An increase in the number of large vehicles on the road network may lead to damage to the road infrastructure.

Following completion of the road upgrade works and prior to the commencement of construction, an independent road dilapidation survey is to be completed to document the condition of the site access route along Goldfields Way and Eurolee Road (referred to as the pre-construction dilapidation survey). Another dilapidation survey will be undertaken following the completion of construction (referred to as the post-construction dilapidation survey). Any damage attributable to the project during the construction phase (except that resulting from normal wear and tear) will be remediated and reinstated to the pre-construction condition. Any remedial works will not commence without express approval from the appropriate road authority (Council and/or TfNSW).

The dilapidation surveys will cover the following sections Goldfields Way and Eurolee Road only:

- The section of Goldfields Way that was subject to the Goldfields Way/Eurolee Road intersection upgrade works.
- The section of Eurolee Road extending from its intersection with Goldfields Way and the site access point.

The above protocol for undertaking dilapidation surveys will also be implemented for upgrading<sup>1</sup> or decommissioning works.

## **6.10. COMMUNITY NOTIFICATION**

As per the project Stakeholder and Engagement Plan, residents in close proximity to the Site will be notified prior to the following as appropriate:

- Road works commencing.
- Change in traffic conditions, particularly if material delays should be expected.
- Construction of the solar farm commencing.
- Activities which would have a significant increased impact on amenity.
- Out of hours work (if approved by the secretary).
- Activities which would impact existing services.

Consultation tools to be used for disseminating the notifications are outlined in the Stakeholder and Engagement Plan, and include email and letterbox drop (in the absence of email addresses) at minimum.

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<sup>1</sup> Note 'upgrading' in this instance refers to the augmentation and/or replacement of solar panels and ancillary infrastructure on site (excluding maintenance), not road upgrading works.

## 7. SUMMARY OF ENVIRONMENTAL CONTROL MEASURES

A range of environmental requirements and control measures are identified in the CoC and SoC. Those related to traffic and transport impacts are outlined in Table 7-1 along with where they have been addressed in this TMP or other documents.

Table 7-1 Traffic and transport management measures.

Measure / Requirement	When to implement	Responsibility	Reference
<b>GENERAL</b>			
Training will be provided to all project personnel, including relevant sub-contractors on traffic and transport requirements from this plan through inductions, toolboxes and targeted training.	Pre-construction Construction Operation	FRV /contractor	EMS TMP Section 8.2
<b>DESIGN</b>			
The Proponent has consulted with the TfNSW and Council regarding the proposed upgrading of the site access from Eurolee Road. The upgrade has been subject to detailed design and is designed and constructed to the standards specified by <i>Austroads Guide to Road Design</i> (as amended by TfNSW supplements).	Pre-construction	FRV /contractor	TMP Section 6.2 Detailed design Appendix D
<b>PRE-CONSTRUCTION</b>			
For works on the State Road network the developer (FRV) has entered into a Works Authorisation Deed (WAD) with TfNSW. The WAD documentation is to be submitted for each specific change to the state road network for assessment and approval by TfNSW prior to commencement of any works within the road reserve.	Preconstruction Construction	FRV/contractor	WAD
Prior to the commencement of works [on Goldfields Way], all design and project documents will be finalised, verified by the project Verifier and approved by TfNSW. As the works progress, they will be monitored and verified by the project Verifier. A TfNSW project Manager and/or third party Surveillance Officer may also inspect/monitor the works.	Pre – Construction, Construction	FRV/contractor	TMP Section 8.3

Measure / Requirement	When to implement	Responsibility	Reference
<p>Once TfNSW is satisfied that all works have been completed under the WAD, a notice of practical completion will be issued and 50% of the security bond will be returned.</p> <p>After the defects liability period (usually 12 months) has ended, and any necessary defects have been rectified, a final certificate will be issued by TfNSW and the remaining security bond will be returned to the developer.</p>			
<p>A Haulage Plan will be developed and implemented during construction and decommissioning, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Assessment of road routes to minimise impacts on transport infrastructure.</li> <li>• Direction of traffic flow (both heavy and light).</li> <li>• Loads, weights and lengths of haulage and construction related vehicles and the number of movements of such vehicles.</li> <li>• Scheduling of deliveries of major components to minimise safety risks (on other local traffic).</li> <li>• Traffic controls (signage and speed restrictions etc.).</li> </ul>	Pre-construction Decommissioning	FRV /contractor	TMP Section 4.3 TCPs
<p>A Traffic Management Plan will be developed and implemented during construction and decommissioning. The plan will include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Prior to construction, a pre-conditioning survey of the relevant sections of the existing road network, to be undertaken in consultation with Council.</li> <li>• Assessment of road condition prior to construction on all local roads that will be utilised.</li> <li>• A program for monitoring road condition, to repair damage exacerbated by the construction and decommissioning traffic.</li> <li>• The designated routes of construction traffic to the site.</li> <li>• Carpooling/shuttle bus arrangements to minimise vehicle numbers during construction.</li> <li>• Scheduling of deliveries.</li> <li>• Community consultation regarding traffic impacts for nearby residents.</li> <li>• Consideration of cumulative impacts.</li> <li>• Traffic controls (speed limits, signage, etc.).</li> </ul>	Pre-construction Decommissioning	FRV/contractor	TMP (this whole document TCPs

Measure / Requirement	When to implement	Responsibility	Reference
<ul style="list-style-type: none"> <li>• Procedure to monitor traffic impacts and adapt controls (where required) to reduce the impacts.</li> <li>• Providing a contact phone number to enable any issues or concerns to be rapidly identified and addressed through appropriate procedures.</li> <li>• Water to be used on unsealed roads to minimise dust generation through increased traffic use.</li> <li>• Following construction, a post condition survey of the relevant sections of the existing road network, to be undertaken to ensure it is of similar condition to that prior to construction.</li> </ul>			
<p>Prior to commencing construction, the Applicant must prepare a TMP for the development in consultation with the TfNSW and Council, and to the satisfaction of the Secretary. This plan must include:</p> <p>(a) details of the transport route to be used for all development-related traffic;</p> <p>(b) a protocol for undertaking independent dilapidation surveys to assess the;</p> <ul style="list-style-type: none"> <li>• Existing condition of Goldfields Way and Eurolee Road on the transport route prior to construction, upgrading or decommissioning activities; and</li> <li>• Condition of Goldfields Way and Eurolee Road on the transport route following construction; upgrading or decommissioning activities;</li> </ul> <p>(c) a protocol for the repair of Goldfields Way and Eurolee Road if dilapidation surveys identify that the road/s have been damaged during construction, upgrading or decommissioning works.</p> <p>(d) details of the road upgrade and site access works required by conditions 3 and 4 of Schedule 3 of this consent;</p> <p>(e) details of the measures that will be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:</p> <ul style="list-style-type: none"> <li>• temporary traffic controls, including detours and signage;</li> <li>• notifying the local community about project-related traffic impacts;</li> <li>• procedures for receiving and addressing complaints from the community about development related traffic;</li> </ul>	Pre-construction	FRV /contractor	TMP (this whole document) TCPs

Measure / Requirement	When to implement	Responsibility	Reference
<ul style="list-style-type: none"> <li>• minimising potential for conflict with Travelling Stock Route, school buses and other motorists as far as practicable;</li> <li>• details of the employee shuttle bus service and measures to encourage employee use of this service;</li> <li>• scheduling of haulage vehicle movements to minimise convoy length or platoons;</li> <li>• responding to local climate conditions that may affect road safety such as fog, dust, wet weather;</li> <li>• responding to any emergency repair or maintenance requirements; and</li> <li>• a traffic management system for managing over-dimensional vehicles; and</li> <li>• a driver's code of conduct that addresses: <ul style="list-style-type: none"> <li>○ travelling speeds;</li> <li>○ driver fatigue;</li> <li>○ procedures to ensure that drivers adhere to the designated transport routes; and</li> <li>○ procedures to ensure that drivers implement safe driving practices.</li> </ul> </li> </ul> <p>Following the Secretary's approval, the Applicant must implement the Traffic Management Plan.</p>			
<p>The Applicant must ensure that the:</p> <p>(a) development does not generate more than:</p> <ul style="list-style-type: none"> <li>• 66 heavy vehicle movements a day during construction, upgrading or decommissioning;</li> <li>• 4 over-dimensional vehicle movements during construction, upgrading and decommissioning; and</li> <li>• 2 heavy vehicle movements a day during operations; on the public road network;</li> </ul> <p>(b) length of any heavy vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres, unless the Secretary agrees otherwise.</p>	Pre-construction/ Construction	FRV/contractor	TMP Section 4.4.2, Section 4.5
<p>Prior to commencing construction, the Applicant must:</p> <p>(a) Upgrade and seal Eurolee Road for a minimum of 380 m from its intersection with Goldfields Way (as identified in the figure in Appendix A).</p> <p>(b) Upgrade the intersection of the Goldfields Way and Eurolee Road, including providing a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment; and</p> <p>(c) Upgrade the site access point off Eurolee Road with Rural Property Access type treatment to cater for the largest vehicle accessing the site.</p>	Pre-construction	FRV/contractor	TMP Section 6.2 Design Drawings

Measure / Requirement	When to implement	Responsibility	Reference
These upgrades must comply with the Austroads Guide to Road Design (as amended by TfNSW, previously RMS, supplements) and be carried out to the satisfaction of the relevant roads authority.			
<p>The Applicant must ensure:</p> <ul style="list-style-type: none"> <li>(a) the internal roads are constructed as all-weather roads;</li> <li>(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;</li> <li>(c) the capacity of the existing roadside drainage network is not reduced;</li> <li>(d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and</li> <li>(e) development related vehicles leaving the site are in a clean condition to minimize dirt being tracked onto the sealed public road network.</li> </ul>	Pre-construction/ Construction	FRV /contractor	TMP Section 6.2
Obtain a Section 138 Consent from the relevant council/agency to perform works within the road reserve.	Pre- construction	FRV/contractor	TMP Section 6.8
<p>The proponent will consult with Junee Shire Council regarding the proposed addition of three passing bays along Eurolee Road.</p> <p>The upgrade will be subject to detailed design and will be designed and constructed to the relevant Australian road design standards.</p>	Design Stage		TMP Section 3.1.2
TCPs will be developed by personnel duly qualified and certified by training in accordance with the TfNSW Traffic Control at Work Sites manual in consultation with the TfNSW, local councils and the local communities, as required	Pre-construction	FRV/contractor	TCPs
A Road Dilapidation Report will be undertaken. The Report shall assess the current condition of the road(s) and describe mechanisms to restore any damage that may result due to traffic and transport related to the construction of the project. The proponent would repair any damage resulting from project traffic (except that resulting from normal wear and tear) as required at the proponent's cost. Such work will be undertaken at a time agreed upon between the Proponent and relevant road authorities. Any remedial works will not commence without express approval from the appropriate road authority (Council and/or TfNSW). See section 6.9	Following construction, upgrading or Decommissioning	FRV/contractor	TMP Section 6.9 TCPs

Measure / Requirement	When to implement	Responsibility	Reference
<p>Residents in close proximity to the Site will be notified prior to the following as appropriate:</p> <ul style="list-style-type: none"> <li>• Road works commencing</li> <li>• Change in traffic conditions, particularly if material delays should be expected</li> <li>• Construction of the solar farm commencing</li> <li>• Activities which would have a significant increased impact on amenity</li> <li>• Out of hours work (if approved by the Secretary)</li> <li>• Activities which would impact existing services.</li> </ul>	Pre-construction and Decommissioning	FRV/contractor	TMP Section 6.10
<b>CONSTRUCTION</b>			
The Applicant must keep accurate records of the number of over-dimensional and heavy vehicles entering or leaving the site each day.	Construction	FRV /contractor	TMP 8.3 TCPs
The proponent will repair any damage resulting from project traffic (except that resulting from normal wear and tear) as required at the proponent's cost. All works to upgrade or repair any road, its associated road reserve and any public infrastructure in that road reserve, must be to a standard suitable for use by heavy vehicles to meet any reasonable requirements that may be specified by the relevant roads authority. The design and specifications, and construction, of these works must be completed and certified by an appropriately qualified person to be to a standard to accommodate the traffic generating requirements of the project. On Classified Roads the geometric road design and pavement design must be to the satisfaction of the TfNSW.	Construction	FRV /contractor	TMP Section 6.2 TCPs
All over-dimensional and heavy vehicles associated with the development must travel to and from the site via the route mentioned in Section 4.3 and use the approved existing site access point on Eurolee Road, as identified in Appendix C.1.	Construction	FRV /contractor	TMP Section 4.3 Appendix C.1 TCPs
Three passing areas along the southern side of Eurolee Road will be used by outgoing vehicles to allow incoming vehicles to pass.	Construction	FRV /contractor	TMP Section 6.3
The implementation of TCPs will be monitored and assessed on a daily basis	Construction	FRV /contractor	TMP Section 6.1
No parking will occur on the public road network near the site.	Construction	FRV /contractor	TMP Section 6.4
All vehicular traffic associated with the project will enter and exit the site via the site entry point on Eurolee Road (see Appendix C.1).	Construction	FRV /contractor	TMP Section 4.1

Measure / Requirement	When to implement	Responsibility	Reference
Construction materials will be sourced locally as far as practicable	Operation and Construction	FRV /contractor	TMP Section 4.3.1
The bulk of the 47ML of water for construction will be trucked in from a Goldenfields Water and/or Temora Shire Council standpipe.	Construction	FRV /contractor	TMP Section 4.3.1
If a vehicle/combination exceeds the dimensions of mass limits contained within the Class 1 Notice or Ministerial Order, an access permit to operate on a NSW road network will be required.	Construction	FRV /contractor	TMP Section 4.3.2
Deliveries are to be staged	Construction	FRV /contractor	TMP Section 4.3.3
No vehicles are to queue or park within the road reserve	Construction	FRV /contractor	TMP Section 4.3.3
The unloading of vehicles on adjacent land or public roads will not occur unless directed by NSW Police or other emergency services.	Construction	FRV /contractor	TMP Section 4.3.3
A-Doubles will only be used to transport larger plant such as the switching station and/or substation.	Construction	FRV /contractor	TMP Section 3.1.3
Vehicle access to the site will generally be confined to the standard hours of construction (Monday to Friday 7 am to 6 pm, and Saturday 8 am to 1pm). Exceptions will occur as staff arrive and leave the site, before and after shifts.	Construction	FRV /contractor	TMP Section 4.6
The Proponent's selected contractor will conduct consultation with local bus companies, schools, councils and the local community regarding the project, school pick-up/drop-off locations, timings and haulage routes will occur to ensure local road users within these towns are not significantly impacted by construction traffic. Drivers will be informed of these restricted travel times and this will be included in the 'Drivers Code of Conduct' (Appendix G).	Construction	FRV /contractor	TMP Section 4.6
Scheduling of major deliveries are to ensure that heavy vehicles passing through any towns during school drop-off and pick-up hours (8:00 – 9:30 am and 2:30 – 4:00 pm) are limited where practicable.	Construction	FRV /contractor	TMP Section 4.6
Drivers must adhere to usual traffic procedures and speed limits, slowing down to 40km/hr when passing school buses that are pulled over to collect or drop off children and in school zones.	Construction	FRV /contractor	TMP Section 4.6

Measure / Requirement	When to implement	Responsibility	Reference
Heavy vehicle movements into and out of the site will be controlled via traffic management means, including a traffic controller, temporary lowered speed limit and additional road signage alerting vehicles of truck movements in the area.	Construction	FRV /contractor	TMP Section 4.6
Heavy delivery vehicles are to start transportation as soon as loads are safely secured, resulting in single vehicle movements rather than convoy/platoon traffic. Drivers will be informed of this as part of their site induction training and it will be included in the 'Drivers Code of Conduct' (Appendix G).	Construction	FRV /contractor	TMP Section 4.6
Standard articulate trucks – will be used to transport approximately 12 metre (40 foot) containers from point of origin. These containers will be unpacked at offsite warehouses (refer section 4.3.2) so only the freight will enter the site.	Construction	FRV /contractor	TMP Section 4.4.2
All plant and equipment will be regularly maintained and records kept as per Section 6.5.	Construction	FRV /contractor	TMP Section 6.5
Regarding driver fatigue: <ul style="list-style-type: none"> <li>• Ensuring sufficient sleep and rest prior to each shift.</li> <li>• Promote carpooling and shuttle buses.</li> <li>• Avoid work scheduling which promote excessive work hours.</li> <li>• Monitor fatigue in staff during work hours and prior to leaving the site, with particular reference to staff travelling long distances.</li> <li>• Liaise with TfNSW western region Road Safety Unit to consider training.</li> <li>• Promote regular breaks during long-distance driving.</li> <li>• Promote abstinence from alcohol, medications which cause drowsiness, and other drugs that may influence fitness for work.</li> <li>• Promote good exercise and diet.avoid work scheduling which promotes excessive work hours.</li> </ul>	Construction	FRV /contractor	TMP Section 6.6
Driver risks due to fog, dust and rain will be managed by monitoring weather forecasts (including by obtaining details of upcoming weather events) and relevant management strategies in toolbox talks and the 'Drivers Code of Conduct' (Appendix G). Heavy vehicle and OSOM vehicle movement should be avoided at times where extreme adverse conditions are forecasted where practicable.	Construction	FRV /contractor	TMP Section 6.7.1

Measure / Requirement	When to implement	Responsibility	Reference
All construction traffic will consider the speed environment of public roads, and follow the temporary reduced speed limit on Eurolee Road.	Construction	FRV /contractor	TMP Section 6.7.2
In the unlikely event of a flood, construction personnel under the direction of the site manager or HSEQ will be evacuated to the emergency assembly point. The HSEQ will notify emergency services of the flood event immediately.	Construction	FRV /contractor	TMP Section 6.7.3
<b>POST CONSTRUCTION</b>			
Vehicles will use the designated road network to access the site during the operational phase (about a 30-year period).	Post Construction	Beon	TMP Section 4.4.3
All heavy vehicles will travel to the site via the approved TfNSW haulage routes.	Post-Construction	Beon	TMP Section 4.3
Operational traffic will not obstruct public or private local access or be above the background noise levels.	Post-Construction	Beon	TMP Section 4.4.3
<b>DECOMMISSIONING</b>			
The site will generate no more than 33 heavy vehicles per day, or 66 heavy vehicle movements (33 inbound and 33 outbound) per day, and no more than 4 over-dimensional vehicle movements will also be required/permitted.	Decommissioning	Beon	TMP Section 4.4.2

## **8. COMPLIANCE MANAGEMENT**

### **8.1. ROLES AND RESPONSIBILITIES**

The project Team's organisational structure and overall roles and responsibilities are outlined in the EMS.

### **8.2. TRAINING**

All employees, contractors, and utility staff working on site will undergo site induction training relating to traffic and transport management issues. Site induction training will include informing all employees and contractors of this TMP, and direction to comply with the TMP. To ensure all transport contractors are aware of this TMP, the site construction manager will ensure key points of the TMP are included in site induction, as well as where to access the document for reference. Targeted training in the form of toolbox talks or specific training will also be provided to personnel with a key role in traffic management.

All drivers will be compliant with the NHVR, and the chain of responsibilities and will adhere to its principles.

### **8.3. MONITORING AND INSPECTION**

Regular monitoring and inspections will be undertaken in the lead up to, during and following construction. Monitoring and inspections will include, but not be limited to:

- Ensure that an inspection and maintenance program for local road access will be established to ensure local road conditions are maintained in a safe state for heavy and RAV access. The road inspection will be conducted fortnightly.
- The site Construction Manager is to ensure that all Plant and vehicles are regularly maintained to operate at optimum efficiency, and records of each piece of Plant and vehicle are maintained and available for review. This will occur on an as-used basis.
- The implementation of Traffic control plans will be monitored and assessed by the site engineer daily.
- Where subcontracted traffic control staff are required for managing vehicle movement, they will monitor TCP implementation on a daily basis.
- Where specialist traffic control staff are not required the site engineer will monitor the implementation of TCP's on a daily basis.
- Delivery numbers will be checked against schedules to ensure that the number of heavy and over-dimensional vehicle movements generated during construction, upgrading or decommissioning does not exceed 66 and 4 respectively per day. Also during operation ensure that there are only 2 heavy vehicle movements a day on the public road network;
- The impact of turning traffic at the Goldfields Way / Eurolee Road intersection will require monitoring after the upgrade to ensure that the road is maintained in an adequate condition.
- The length of any heavy vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres, unless the Secretary agrees otherwise.
- The number of heavy vehicles entering the site each day will be recorded as they occur by the site foreman using the delivery vehicle register (Appendix H). This will be checked during monthly audits.
- As the road works progress, they will be monitored and verified by the project Verifier. A TfNSW project Manager and/or third party Surveillance Officer may also inspect/monitor the road works.

Additional requirements and responsibilities in relation to inspections will be documented in the EMS.

## **8.4. AUDITING**

Audit requirements are detailed in the EMS.

## **8.5. REPORTING**

Reporting requirements and responsibilities are outlined in the EMS.

## **8.6. COMPLAINTS REPORTING**

All complaints will be promptly responded to in accordance with the Complaints Procedure outlined in the EMS.

## **9. REVIEW AND IMPROVEMENT**

### **9.1. CONTINUOUS IMPROVEMENT**

Continuous improvement of this plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets to identify opportunities for improvement.

### **9.2. TMP UPDATE AND AMENDMENT**

This TMP will need to be revised whenever the construction program, scope of work, or work methods change, whenever the work methods and control structures are found to be ineffective, or if so directed by the proponent (FRV). This will occur as needed and in accordance with the process outlined in the EMS.

A copy of the updated TMP and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure identified in the EMS.

## 10. REFERENCES

- National Heavy Vehicle Regulator (NHVR) (2019). Route Planner. Accessed April 2020 at: <https://www.nhvr.gov.au/road-access/route-planner>
- NSW Government (2010) Temora Local Environment Plan. Accessed April 2020, from <https://www.legislation.nsw.gov.au/#/view/EPI/2010/243>
- NSW Government (2019). Planning Portal - Major project Assessments. Accessed April 2020 at: <http://majorprojects.planning.nsw.gov.au/page/>
- NGH Environmental (2018). Environmental Impact Statement Sebastopol Solar Farm.
- NGH Environmental (2018). Response to Submissions Sebastopol Solar Farm.
- Roads and Maritime Services (2019). Heavy Vehicle Maps. Accessed April 2020 at: <https://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html>
- Traffic Design Group (TDG) (2018) Sebastopol Solar Farm – Traffic Access Assessment
- VicRoads (2019). Victoria's Oversize/Overmass (OSOM) Network. Accessed April 2020 at: <https://vicroadsmaps.maps.arcgis.com/apps/webappviewer/index.html?id=526b35d822ba437f833520c70da84587>

# Appendix A COCS AND SOCS

## A.1 CONDITIONS OF CONSENT

CoC (Schedule 3)	Condition requirement	Location
<b>Over Dimensional and Heavy Vehicle Restrictions</b>		
1	<p>The Applicant must ensure that the:</p> <p>(a) development does not generate more than:</p> <ul style="list-style-type: none"> <li>• 66 heavy vehicle movements a day during construction, upgrading or decommissioning;</li> <li>• 4 over-dimensional vehicle movements during construction, upgrading and decommissioning; and</li> <li>• 2 heavy vehicle movements a day during operations; on the public road network;</li> </ul> <p>(b) length of any heavy vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres, unless the Secretary agrees otherwise.</p>	<p>Section 4.5 Section 4.4 Appendix H</p>
2	The Applicant must keep accurate records of the number of over-dimensional and heavy vehicles entering or leaving the site each day.	<p>Section 8.3 Appendix H</p>
<b>Designated Over-Dimensional and Heavy Vehicle Access Route</b>		
3	<p>All over-dimensional and heavy vehicles associated with the development must travel to and from the site via Goldfields Way and Eurolee Road and use the approved existing site access point on Eurolee Road, as identified in Appendix C.1.</p> <p><i>Note: The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network.</i></p>	<p>Section 4.1, 4.2 and 4.3 Appendix C.1</p>

### Road upgrades and Site Access

CoC (Schedule 3)	Condition requirement	Location
4	<p>Prior to commencing construction, the Applicant must:</p> <ul style="list-style-type: none"> <li>(a) Upgrade and seal Eurolee Road for a minimum of 380 m from its intersection with Goldfields Way (as identified in the figure in Appendix 3 of the CoC (Appendix C.1 of this TMP).</li> <li>(b) Upgrade the intersection of the Goldfields Way and Eurolee Road, including providing a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment generally in accordance with the figure in Appendix 5 of the CoC ((Appendix F of this TMP); and</li> <li>(c) Upgrade the site access point off Eurolee Road with Rural Property Access type treatment to cater for the largest vehicle accessing the site.</li> </ul> <p>These upgrades must comply with the Austroads Guide to Road Design (as amended by TfNSW supplements) and be carried out to the satisfaction of the relevant roads authority.</p>	<p>Section 6.2 Appendix C.1 Appendix A Appendix F</p>

#### Operating conditions

5	<p>The Applicant must ensure:</p> <ul style="list-style-type: none"> <li>(a) the internal roads are constructed as all-weather roads;</li> <li>(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;</li> <li>(c) the capacity of the existing roadside drainage network is not reduced;</li> <li>(d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and</li> <li>(e) development related vehicles leaving the site are in a clean condition to minimize dirt being tracked onto the sealed public road network.</li> </ul>	<p>Section 4.3 Section 4.4 Section 6.4 Section 6.7.1 Section 7</p>
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#### Traffic Management Plan

6	<p>Prior to commencing construction, the Applicant must prepare a Traffic Management Plan for the development in consultation with the TfNSW and Council, and to the satisfaction of the Secretary. This plan must include:</p> <ul style="list-style-type: none"> <li>(a) details of the transport route to be used for all development-related traffic;</li> <li>(b) a protocol for undertaking independent dilapidation surveys to assess the;</li> </ul>	<p>This report  Section 4 Section 5, Section 6</p>
---	--	--

CoC (Schedule 3)	Condition requirement	Location
	<ul style="list-style-type: none"> <li>Existing condition of Goldfields Way and Eurolee Road on the transport route prior to construction, upgrading or decommissioning activities; and</li> <li>Condition of Goldfields Way and Eurolee Road on the transport route following construction; upgrading or decommissioning activities;</li> </ul>	
	(c) a protocol for the repair of Goldfields Way and Eurolee Road if dilapidation surveys identify that the road/s have been damaged during construction, upgrading or decommissioning works.	Section 6
	(d) details of the road upgrade and site access works required by conditions 3 and 4 of Schedule 3 of this consent;	Section 6
	(e) details of the measures that will be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: <ul style="list-style-type: none"> <li>temporary traffic controls, including detours and signage;</li> <li>notifying the local community about project-related traffic impacts;</li> <li>procedures for receiving and addressing complaints from the community about development related traffic;</li> <li>minimising potential for conflict with Travelling Stock Route, school buses and other motorists as far as practicable;</li> <li>details of the employee shuttle bus service and measures to encourage employee use of this service;</li> <li>scheduling of haulage vehicle movements to minimise convoy length or platoons;</li> <li>responding to local climate conditions that may affect road safety such as fog, dust, wet weather;</li> <li>responding to any emergency repair or maintenance requirements; and</li> <li>a traffic management system for managing over-dimensional vehicles; and</li> </ul>	Section 7, Section 8
	(f) a driver's code of conduct that addresses: <ul style="list-style-type: none"> <li>travelling speeds;</li> <li>driver fatigue;</li> <li>procedures to ensure that drivers adhere to the designated transport routes; and</li> <li>procedures to ensure that drivers implement safe driving practices.</li> </ul>	Appendix G
	Following the Secretary's approval, the Applicant must implement the Traffic Management Plan.	

## A.2 STATEMENT OF COMMITMENTS

SoC	Commitment requirement	Location
TT1	<p>A Haulage Plan will be developed and implemented during construction and decommissioning, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Assessment of road routes to minimise impacts on transport infrastructure.</li> <li>• Direction of traffic flow (both heavy and light).</li> <li>• Loads, weights and lengths of haulage and construction related vehicles and the number of movements of such vehicles.</li> <li>• Scheduling of deliveries of major components to minimise safety risks (on other local traffic).</li> <li>• Traffic controls (signage and speed restrictions etc.).</li> </ul>	<p>This Report Section 4 Section 6.1</p>
TT2	<ul style="list-style-type: none"> <li>• A Traffic Management Plan will be developed and implemented during construction and decommissioning. The plan will be prepared in consultation with the relevant road authority and the appointed transport contractor. The plan will include, but not be limited to:</li> <li>• Prior to construction, a pre-conditioning survey of the relevant sections of the existing road network, to be undertaken in consultation with Council.</li> <li>• Assessment of road condition prior to construction on all local roads that will be utilised.</li> <li>• A program for monitoring road condition, to repair damage exacerbated by the construction and decommissioning traffic.</li> <li>• The designated routes and vehicular access of construction traffic (both light and heavy) to the site. This will include the management and coordination of movement of vehicles for construction and worker related access to limit disruptions to other motorists, emergency vehicles, school buses and other public transport.</li> <li>• Procedure for informing the public where any road access will be restricted as a result of the project.</li> <li>• Carpooling/shuttle bus arrangements to minimise vehicle numbers during construction.</li> <li>• Scheduling of deliveries.</li> <li>• Community consultation regarding traffic impacts for nearby residents.</li> <li>• Consideration of cumulative impacts.</li> <li>• Traffic controls (speed limits, signage, etc.) and any proposed precautionary measures to warn road users such as motorists about the construction activities for the project.</li> <li>• Procedure to monitor traffic impacts and adapt controls (where required) to reduce the impacts.</li> </ul>	<p>This Report Section 3 Section 4 Section 6 Section 7 Section 8.3 Appendix H</p>

SoC	Commitment requirement	Location
	<ul style="list-style-type: none"> <li>• Details of measures to be employed to ensure safety of road users and minimise potential conflict.</li> <li>• Proposed hours for construction activities.</li> <li>• Providing a contact phone number to enable any issues or concerns to be rapidly identified and addressed through appropriate procedures.</li> <li>• A driver Code of Conduct to address such items as appropriate driver behaviour including adherence to all traffic regulations and speed limits, driver fatigue, safe overtaking and maintaining appropriate distances between vehicles, etc. and appropriate penalties for infringements of the Code.</li> <li>• Details of procedures for receiving and addressing complaints from the community concerning traffic issues associated with truck movements to and from the site.</li> <li>• Water to be used on unsealed roads to minimise dust generation through increased traffic use.</li> </ul> <p>Following construction, a post condition survey of the relevant sections of the existing road network, to be undertaken to ensure it is of similar condition to that prior to construction.</p>	
<b>TT3</b>	Obtain a Section 138 Consent from the relevant council/agency to perform works within the road reserve.	This Report Section 6.8
<b>TT4</b>	<p>The proponent will consult with Junee Shire Council regarding the proposed addition of three passing bays along Eurolee Road.</p> <p>The upgrade will be subject to detailed design and will be designed and constructed to the relevant Australian road design standards.</p>	This Report Section 3 Section 6.3 Appendix D
<b>TT5</b>	<p>The proponent will consult with TfNSW, and Junee and Temora Shire Council regarding the proposed BAR and BAL turning treatments for Goldfields Way and Eurolee Road.</p> <p>The upgrade will be subject to detailed design and will be designed and constructed to the relevant Australian road design standards.</p>	This Report Section 3 Appendix F
<b>TT6</b>	The proponent must engage an appropriately qualified person to prepare a Road Dilapidation Report for all road routes to be used during the construction (and decommissioning) activities, in consultation with the relevant road authority. This report is to address all road related infrastructure. Reports must be prepared prior to commencement of, and after completion of, construction (and decommissioning). Any damage resulting from the construction (or decommissioning) traffic, except that	This Report Section 6.9 Section 7

SoC	Commitment requirement	Location
	resulting from normal wear and tear, must be repaired at the Proponent's cost. Such work shall be undertaken at a time agreed upon between the Proponent and relevant road authorities.	
<b>TT7</b>	Prior to the commencement of construction on-site, the Proponent must undertake all works to upgrade Goldfields Way, its associated road reserve and any public infrastructure in that road reserve, to a standard suitable for use by heavy vehicles to meet any reasonable requirements that may be specified by TfNSW. The design and specifications, and construction, of these works must be completed and certified by an appropriately qualified person to be to a standard to accommodate the traffic generating requirements of the project. On Classified Roads the geometric road design and pavement design must be to the satisfaction of the TfNSW.	This Report Section 6.3 Appendix C.1 Appendix D.2 Appendix D
<b>B11</b>	Staff training and site briefing to communicate environmental features to be protected and measures to be implemented: <ul style="list-style-type: none"> <li>• Site induction.</li> <li>• Toolbox talks.</li> <li>• Awareness training during site inductions regarding enforcing site speed limits.</li> </ul> Site speed limits to be enforced to minimise fauna strike.	Section 4.6 Section 6.1

# Appendix B CONSULTATION

## B.1 TEMORA SHIRE COUNCIL

**From:** [Claire Golder](#)  
**To:** [Paula Cordeiro](#)  
**Subject:** RE: Sebastopol Solar Farm - Traffic Management Plan  
**Date:** Wednesday, 11 November 2020 2:19:23 PM  
**Attachments:** [image010.png](#)  
[image001.png](#)  
[image011.png](#)  
[image012.png](#)  
[image013.png](#)

---

Hi Paula,

I have received comments from Council's Engineers as follows:

Section 4.3.1 Mentions approval from council to use the standpipe received from Temora Shire Council 3<sup>rd</sup> Sept 2018.

- This was when Council managed the standpipe at the saleyards and now has been relocated to Narraburra St and now managed by Goldenfields Water
- The contractor can contact Goldenfields Water to arrange access
- Alternatively, Council is recycled water available for purchase at \$1.50 per KL, from the Temora Agricultural Innovation Centre storage dam on Trungley Hall Road

No further comments.

Regards,

Claire



**Claire Golder**  
Town Planner/Strategic Projects Officer  
Temora Shire Council  
p: 02 6980 1108  
a: 105 Loftus Street (PO Box 262) Temora NSW 2666  
w: [www.temora.nsw.gov.au](http://www.temora.nsw.gov.au) e: [cgolder@temora.nsw.gov.au](mailto:cgolder@temora.nsw.gov.au)



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## **B.2 JUNEES SHIRE COUNCIL**

**From:** Sherri Longmore <[sherri.longmore@junees.nsw.gov.au](mailto:sherri.longmore@junees.nsw.gov.au)>

**Sent:** Monday, 23 November 2020 11:11

**To:** Benvenuti, Gregory <[GBenvenuti@beon-es.com.au](mailto:GBenvenuti@beon-es.com.au)>

**Subject:** RE: Attn: Cole Davis. Sebastopol Solar Farm - Traffic Management Plan - for consultation

Hi Greg

As discussed this morning Council has checked the Traffic Management Plan and is happy to approve.

Kind Regards

*Sherri Longmore*

Sherri Longmore

Executive Assistant,

Engineers Department

Junees Shire Council

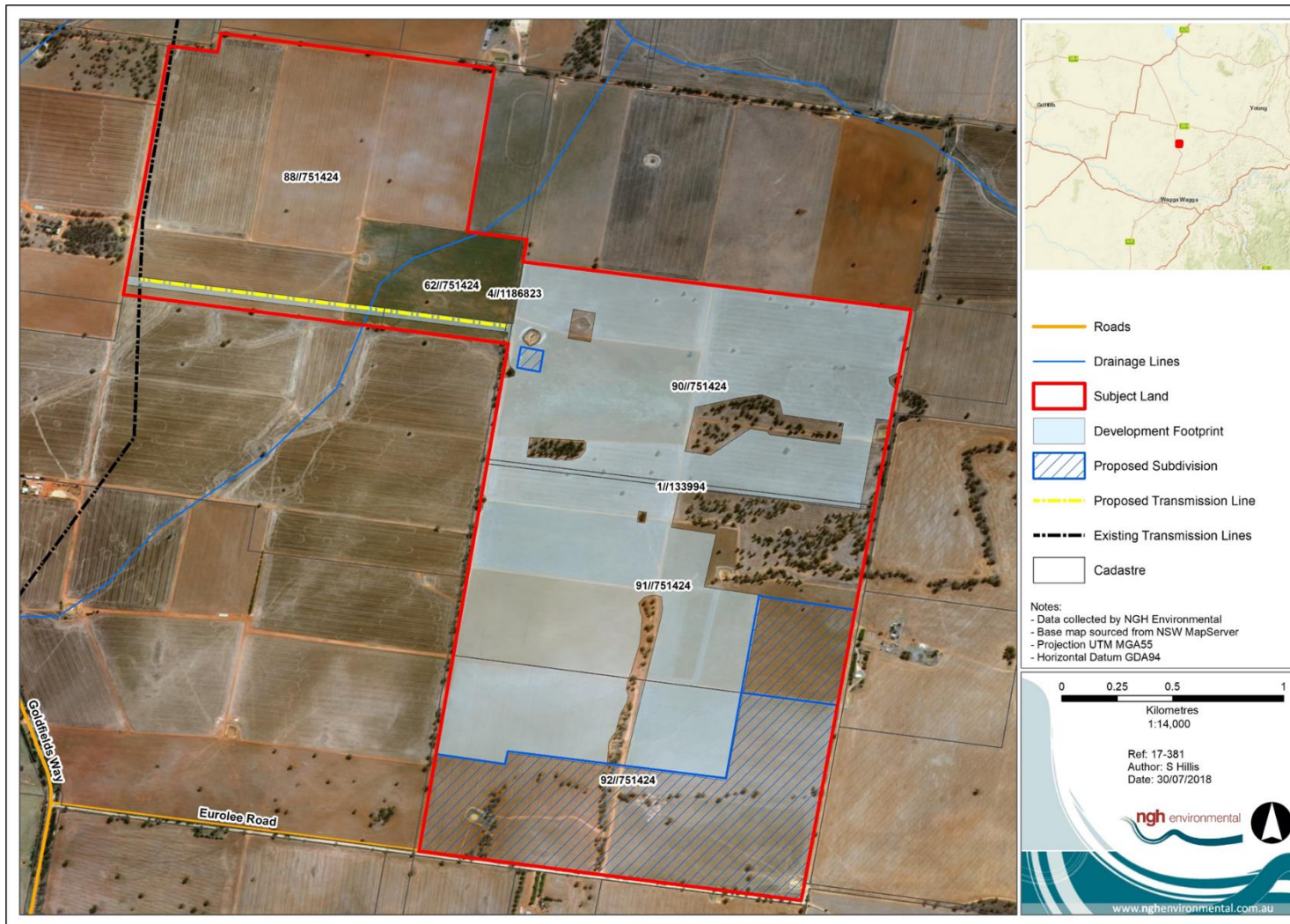
Ph: 02 6924 8100

Fax: 02 6924 2497

[sherri.longmore@junees.nsw.gov.au](mailto:sherri.longmore@junees.nsw.gov.au)



## Appendix C SITE MAP



## C.1 SITE ACCESS



## Appendix D PASSING BAYS

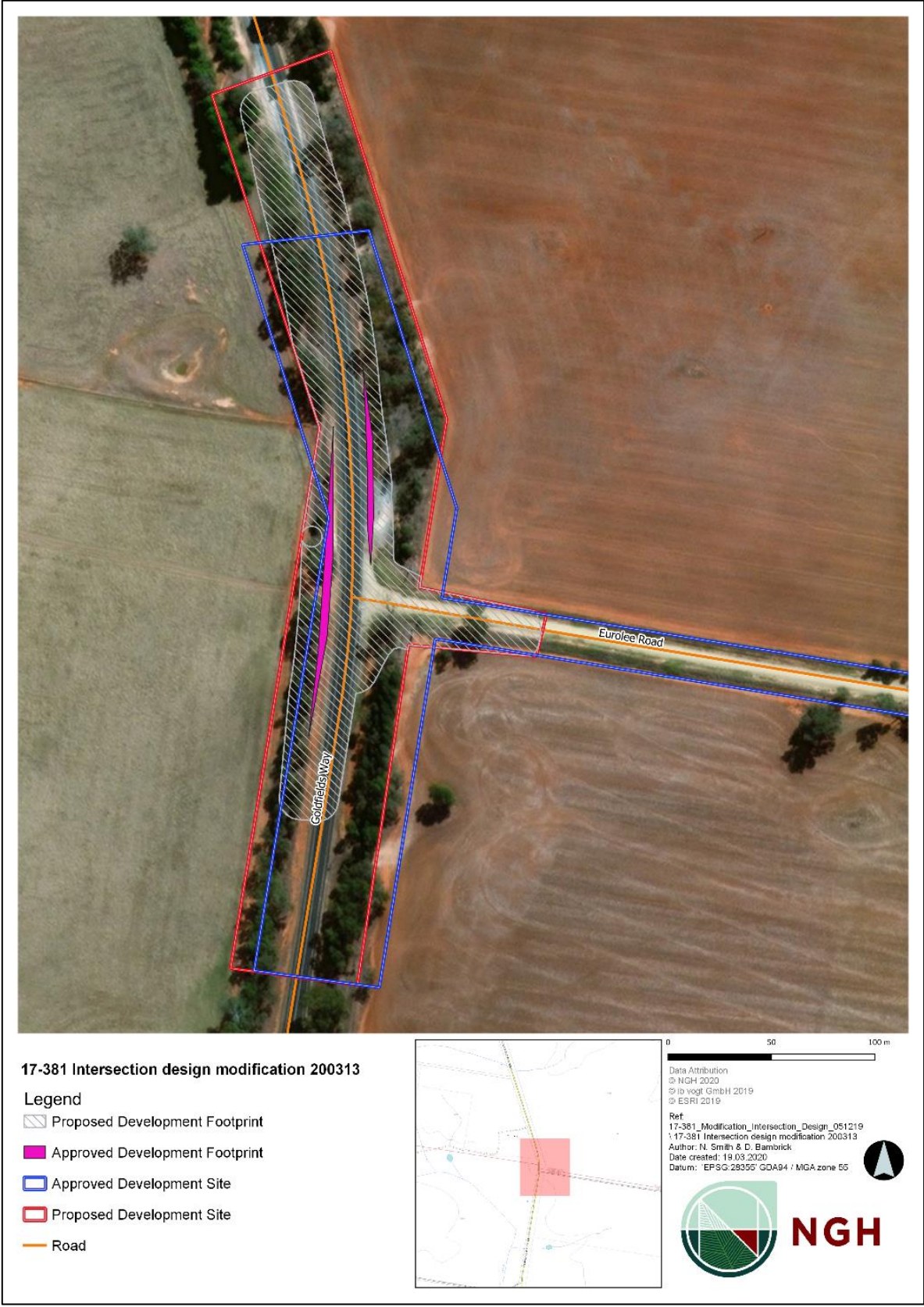
### D.1 PASSING BAY LOCATIONS



## D.2 TYPICAL PASSING BAY



# Appendix E TFNSW MODIFICATIONS 1



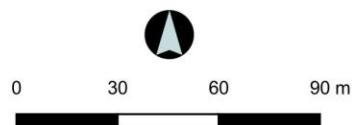
## Appendix F BASIC TURN TREATMENT DESIGN



**Sebastopol Eurolee Road Intersection Design**

Data Attribution  
© NGH 2020  
© FRV 2020  
© LG Civil 2020

Ref: \ Sebastopol Eurolee Road Intersection  
Design  
Author: sarah.h  
Date created: 26.05.2020  
Datum: GDA94 / MGA zone 55



# Appendix G DRIVERS CODE OF CONDUCT

The contractors 'Drivers Code of Conduct' for the Project will include but is not limited to the following:

## Penalties and Disciplinary Action

Failure to comply with this Driver Code of Conduct will lead to either the issue of a warning notice or disciplinary action.

## Safe driving practices

- All drivers must hold a current and valid driving licence for the class of vehicle that you operate.
- Drivers must notify their employer if they are not fit for duty prior to commencing their shift. Steps for managing driver fatigue is provided in section 6.6.
- Always adjust your driving to the existing road and climatic conditions.
- You should always drive in a manner that will help you to avoid an accident.
- Take regular breaks on long drives. Drivers of heavy vehicles must adhere to the maximum work requirements and minimum rest requirements outlined in the Heavy Vehicle (Fatigue Management) National Regulation (NSW).
- All vehicles must be maintained and operated in accordance with the vehicle manufacturers recommended standards.
- Always brake with care, remembering that the truck will react differently according to the weight of the load, weight distribution of the load and road surface condition.

## Speed restriction

Always follow the posted speed limits and advisory speed signs as they provide vital clues to road conditions and characteristics. You must apply the following rules at:

- Always reduce your speed in wet or dry and dusty conditions.
- Drive cautiously in fog or heavy rain.
- Heavy vehicle and OSOM vehicle movement should be avoided at times where extreme adverse conditions are forecasted where practicable.
- Descend hills at sign-posted truck speeds, or in the lowest gear to suit the conditions.
- Always observe the special limits that apply for road works etc.
- Always observe the special speed limits that apply to internal access roads within the construction site.
- DO NOT exceed the posted maximum speed.
- DO NOT drive at speed past schools, school buses, parks, shopping areas etc.

## Designated routes

- All vehicular traffic associated with the development must travel to and from the project site via Eurolee Road and the approved site entry point.
- Trucks and heavy vehicles must not use local residential streets.
- All delivery vehicles must use the designated haulage routes provided in section 4.3.

You must stay on the defined routes laid down unless there are exceptional circumstances. Exceptional circumstances include:

- Normal route blocked e.g. flooded.
- A revised route agreed in writing.

# Appendix H DELIVERY RECORD SHEET

DOW	Date	Burgess Trucks - soild & fill	Coats hire	Cranes	Seaways - mobile plant - containers	Superior Logistics - vehicles	Alfasi transport - Mobile plant	Fencing Contrete truck	Andrew Hamilton tree services	Tasco Fuel	Nextracker - Mechanical	Sydsenham Plumbing	Total	Work carried out
			Land transport											
Saturday	1/06/2019												0	Building set up
Sunday	2/06/2019					1							1	
Monday	3/06/2019												0	
Tuesday	4/06/2019	2											2	
Wednesday	5/06/2019	2											2	
Thursday	6/06/2019		4	1	2			2					9	
Friday	7/06/2019	5	5	1	0								11	
Saturday	8/06/2019	1											1	
Sunday	9/06/2019												0	
Monday	10/06/2019	1	3	1	2			2					9	Site set up
Tuesday	11/06/2019	2	0	0	0								2	
Wednesday	12/06/2019	4	5	1	2			2					14	
Thursday	13/06/2019	2	5	1									8	
Friday	14/06/2019	0											0	
Saturday	15/06/2019												0	
Sunday	16/06/2019												0	
Monday	17/06/2019	4							1				5	Road Base for site area
Tuesday	18/06/2019	2						2					4	
Wednesday	19/06/2019	3		1								1	5	
Thursday	20/06/2019	6	1					2					9	
Friday	21/06/2019	0											0	
Saturday	22/06/2019												0	
Sunday	23/06/2019												0	
Monday	24/06/2019	1	1						1	1			4	Site set up
Tuesday	25/06/2019	2					1	2	1				6	
Wednesday	26/06/2019	1								1			2	
Thursday	27/06/2019							2					2	
Friday	28/06/2019	2											2	
Saturday	29/06/2019												0	
Sunday	30/06/2019												0	
Total		40	24	6	6	1	1	14	3	2	0	1	98	

DOW	Date	Burgess Trucks - sand and spoil	Hindmarsh transport	Cranes	Miltra Drilling - mobile plant	Fencing Contrete truck	Andrew Hamilton Tree services	Nexttracker-Mech	WW Cables	AEC - mobile plant	RL Solar - Mobile plant	Sydenham Plumbing	Total
Monday	1/07/2019		1		1								2
Tuesday	2/07/2019	6			1		1						8
Wednesday	3/07/2019	13		1					3				17
Thursday	4/07/2019	4							2			4	10
Friday	5/07/2019	17							1			2	20
Saturday	6/07/2019												0
Sunday	7/07/2019												0
Monday	8/07/2019												0
Tuesday	9/07/2019							3		2			5
Wednesday	10/07/2019							2					2
Thursday	11/07/2019							2		1			3
Friday	12/07/2019									1			1
Saturday	13/07/2019												0
Sunday	14/07/2019												0
Monday	15/07/2019									2			2
Tuesday	16/07/2019	6						7					13
Wednesday	17/07/2019	9						3		3			15
Thursday	18/07/2019	3						9	1	4			17
Friday	19/07/2019	3						6	2	5			16
Saturday	20/07/2019	12											12
Sunday	21/07/2019												0
Monday	22/07/2019							6	2	5			13
Tuesday	23/07/2019	5						5	1	2			13
Wednesday	24/07/2019	3						6	2	1			12
Thursday	25/07/2019	8						8	2	3			21
Friday	26/07/2019	2						7	1				10
Saturday	27/07/2019												0
Sunday	28/07/2019												0
Monday	29/07/2019	9						4	1				14
Tuesday	30/07/2019	3							2				5
Wednesday	31/07/2019	5					6	6	2				19
Total		108	1	1	2	0	7	74	22	29	0	6	250

DOW	Date	Burgess Trucks , sand and spoill	Ladex materials	Seaways, containers , mobile plant	Alfasi transport - mobile plant	Fencing Contrete truck	Nextracker mechanical	WWCables	SCT Logistics Panels	AEC - mobile plant	RL Solar mobile plant	Scrap removal	rubbish removal / sepic	Total
Thursday	1/08/2019						7	2						9
Friday	2/08/2019						6	2	2					10
Saturday	3/08/2019													0
Sunday	4/08/2019													0
Monday	5/08/2019						7	5	4		2			18
Tuesday	6/08/2019	2					8		3					13
Wednesday	7/08/2019	7	13				13	2	4					39
Thursday	8/08/2019	5	16				14		4					39
Friday	9/08/2019	5					11	2						18
Saturday	10/08/2019													0
Sunday	11/08/2019													0
Monday	12/08/2019						2		4		1			7
Tuesday	13/08/2019	1	18	2			14	4	5		1	1		46
Wednesday	14/08/2019	2	14				13	1	5					35
Thursday	15/08/2019	4	16				13	3	5	1		2		44
Friday	16/08/2019		2				13	2	1					18
Saturday	17/08/2019										1			1
Sunday	18/08/2019													0
Monday	19/08/2019	2	16				15	1						34
Tuesday	20/08/2019	6	16		1		15	3		1				42
Wednesday	21/08/2019	7	16				17	3		2				45
Thursday	22/08/2019	7	17				8	4		6	2			44
Friday	23/08/2019	3	13				3		4	1				24
Saturday	24/08/2019	2												2
Sunday	25/08/2019													0
Monday	26/08/2019	5	2				3	2	4	1				17
Tuesday	27/08/2019	11	2		1				3			2		19
Wednesday	28/08/2019							2			1		1	4
Thursday	29/08/2019	7					9					1		17
Friday	30/08/2019	2		1										3
Saturday	31/08/2019	3												3
Total		81	161	3	2	0	191	38	48	12	8	6	1	551

DOW	Date	Burgess Trucks	Ladex materials	Seaways - mobile plant	Alfasi transport	Fencing Contrete truck	Tasco - fuel	Ladex	Nexttracker	WW Cables	SCT Logistics - Panels	AEC	Phonex SCB	General freight	scrap removal	rubbish removal	Wagga council septic	Total
Sunday	1/09/2019																	
Monday	2/09/2019	7			1											1		9
Tuesday	3/09/2019	7					1											8
Wednesday	4/09/2019	7		1	1						3			3	1	1		17
Thursday	5/09/2019	8						1			4			1				14
Friday	6/09/2019	5	4					4			2	1				4	1	21
Saturday	7/09/2019	4																4
Sunday	8/09/2019											1						1
Monday	9/09/2019	7	1	1			1						1		2	3		16
Tuesday	10/09/2019	7			1										2			10
Wednesday	11/09/2019	6	1					1			5					6	1	20
Thursday	12/09/2019	8					1	1			4	1		1				16
Friday	13/09/2019	5					1					1			1	2	1	11
Saturday	14/09/2019	3																3
Sunday	15/09/2019											1						1
Monday	16/09/2019								5		1					2		8
Tuesday	17/09/2019	3			1		1							1				6
Wednesday	18/09/2019	4							5				1			5		15
Thursday	19/09/2019	2						1						3				6
Friday	20/09/2019						1	1	6		7					1		16
Saturday	21/09/2019	4																4
Sunday	22/09/2019																	0
Monday	23/09/2019		2		1						7	1			3	1		15
Tuesday	24/09/2019	7			1				8		7							23
Wednesday	25/09/2019	6	2						3		6			2		2	1	22
Thursday	26/09/2019	6	3								4					3		16
Friday	27/09/2019	5					1				4	1				1		12
Saturday	28/09/2019	3																3
Sunday	29/09/2019																	0
Monday	30/09/2019	4	3						5		7	1				3		23
Total		118	16	2	6	0	7	9	32	0	61	8	2	11	9	35	4	320

DOW	Date	Burgess Trucks	Ladex Materials	Seaways - mobile plant	Alfasi transport	Tasco - fuel	Nextracker	WW Cables	SCT Logistics Panels	AEC	Phonex SCB	General freight	Polycab	scrap removal	Sydenham's	rubbish removal	Wagga council septic	Total
Tuesday	1/10/2019	2	1			1			2	2							1	9
Wednesday	2/10/2019	5	1				4		4	4						3	1	22
Thursday	3/10/2019	6	3				3		6	1								19
Friday	4/10/2019	6	4			1			1	2			1	1		1	1	18
Saturday	5/10/2019																	0
Sunday	6/10/2019																	0
Monday	7/10/2019																	0
Tuesday	8/10/2019	5	3						7			1		1		3		20
Wednesday	9/10/2019	5	1			1			7					2			1	17
Thursday	10/10/2019	6	3						7									16
Friday	11/10/2019	3				1			4			2						10
Saturday	12/10/2019																	0
Sunday	13/10/2019																	0
Monday	14/10/2019	7	6						7						28			48
Tuesday	15/10/2019	5	3			1			7			1					1	18
Wednesday	16/10/2019	2	4						7				1				1	15
Thursday	17/10/2019	3	9						2			1			3			18
Friday	18/10/2019	6	7						7					1	3			24
Saturday	19/10/2019	4							3									7
Sunday	20/10/2019																	0
Monday	21/10/2019	5	10						7						4			26
Tuesday	22/10/2019	6	16			1			7			2			2			34
Wednesday	23/10/2019	5	5						7			1		1	3		1	23
Thursday	24/10/2019	6	15						7						2		1	31
Friday	25/10/2019	6				1	1		7				1					16
Saturday	26/10/2019																	0
Sunday	27/10/2019																	0
Monday	28/10/2019	2				1			7			2	1		3	2		18
Tuesday	29/10/2019														3			3
Wednesday	30/10/2019					1			3			1				2	1	8
Thursday	31/10/2019								7			1	1					9
Total		95	91	0	0	9	8	0	123	9	0	12	5	6	51	11	9	429

DOW	Date	Coats hire	Ladex materials	Tasco	Cranes	Seaways	Sydenhams	Nextracker	WWC	SCT Logistics	AEC	RL Solar	General Couriers	Clean away	Sewerage	Total
Friday	1/11/2019		2	1			2			4	2		1	2		14
Saturday	2/11/2019															0
Sunday	3/11/2019															0
Monday	4/11/2019						3			7	1	1				12
Tuesday	5/11/2019		13	1			6			7			1	3	1	32
Wednesday	6/11/2019		2				3	2		7						14
Thursday	7/11/2019				1	4				7				2		14
Friday	8/11/2019				1	4				7			1			13
Saturday	9/11/2019									2						2
Sunday	10/11/2019															0
Monday	11/11/2019									4			1	1		6
Tuesday	12/11/2019				1	3				7	1				1	13
Wednesday	13/11/2019		4							7				2	1	14
Thursday	14/11/2019		6	1		1				7			1			16
Friday	15/11/2019	1	9							7			2	2	1	22
Saturday	16/11/2019															0
Sunday	17/11/2019															0
Monday	18/11/2019		5	1					1	7			2	2		18
Tuesday	19/11/2019		3							7			2	2	1	15
Wednesday	20/11/2019				1	4			1	7			1	2		16
Thursday	21/11/2019		4							7						11
Friday	22/11/2019		6	1						3				3	1	14
Saturday	23/11/2019															0
Sunday	24/11/2019															0
Monday	25/11/2019		8					1					6	4		19
Tuesday	26/11/2019	1	10			1								2	1	15
Wednesday	27/11/2019		8	1									2	2		13
Thursday	28/11/2019		8		1	4								2		15
Friday	29/11/2019		3	1								1	2	2	1	10
Saturday	30/11/2019															0
Total		2	91	7	5	21	14	3	2	104	4	2	22	33	8	318

DOW	Date	Coates hire	Tasco	Cranes	Seaways	Ron Crouch transport	Murrumbidgee Grain	AEC	Ladex	RL Solar	General Couriers	Cleanaway	Total
Sunday	1/12/2019												
Monday	2/12/2019				1	2			7		1	3	14
Tuesday	3/12/2019			1					23			2	26
Wednesday	4/12/2019							1	12			3	16
Thursday	5/12/2019	1						2		1	1	4	9
Friday	6/12/2019										2	3	5
Saturday	7/12/2019										1		1
Sunday	8/12/2019												0
Monday	9/12/2019		1					2		1	2	3	9
Tuesday	10/12/2019							1			1	3	5
Wednesday	11/12/2019											4	4
Thursday	12/12/2019							2				2	4
Friday	13/12/2019											3	3
Saturday	14/12/2019												0
Sunday	15/12/2019												0
Monday	16/12/2019						3					2	5
Tuesday	17/12/2019						3					3	6
Wednesday	18/12/2019						4					2	6
Thursday	19/12/2019						1					3	4
Friday	20/12/2019											4	4
Saturday	21/12/2019												0
Sunday	22/12/2019												0
Monday	23/12/2019												0
Tuesday	24/12/2019												0
Wednesday	25/12/2019												0
Thursday	26/12/2019												0
Friday	27/12/2019												0
Saturday	28/12/2019												0
Sunday	29/12/2019												0
Monday	30/12/2019												0
Tuesday	31/12/2019												0
Total		1	1	1	1	2	11	8	42	2	8	44	121

DOW	Date	Coates hire	Tasco	Cranes	Seaways	Ron Crouch transport	Murrumbidgee Grain	Ladex	Alfasi	Orix transport	General Couriers	Cleanaway	Total
Monday	6/01/2020						2				1	2	5
Tuesday	7/01/2020						2					2	4
Wednesday	8/01/2020		1				2				1	4	8
Thursday	9/01/2020					1	2					3	6
Friday	10/01/2020											4	4
Saturday	11/01/2020											2	2
Sunday	12/01/2020												0
Monday	13/01/2020						2					2	4
Tuesday	14/01/2020		1								1	5	7
Wednesday	15/01/2020										1	4	5
Thursday	16/01/2020											4	4
Friday	17/01/2020						3					4	7
Saturday	18/01/2020								1				1
Sunday	19/01/2020												0
Monday	20/01/2020												0
Tuesday	21/01/2020					1	1						2
Wednesday	22/01/2020											4	4
Thursday	23/01/2020						1		2	2	1	4	10
Friday	24/01/2020		1				2		2	1	2	4	12
Saturday	25/01/2020											4	4
Sunday	26/01/2020												0
Monday	27/01/2020												0
Tuesday	28/01/2020						1						1
Wednesday	29/01/2020						2					1	3
Thursday	30/01/2020						2					1	3
Friday	31/01/2020											1	1
		0	3	0	0	2	22	0	5	3	7	55	97

DOW	Date	Coates hire	Tasco	Cranes	Seaways	Ron Crouch transport	Murrumbidgee Grain	Ladex	Alfasi	Orix transport	General Couriers	Cleanaway	Total
Saturday	1/02/2020												0
Sunday	2/02/2020												0
Monday	3/02/2020												0
Tuesday	4/02/2020												0
Wednesday	5/02/2020	2											2
Thursday	6/02/2020						2						2
Friday	7/02/2020												0
Saturday	8/02/2020												0
Sunday	9/02/2020												0
Monday	10/02/2020	4		1									5
Tuesday	11/02/2020												0
Wednesday	12/02/2020										1	3	4
Thursday	13/02/2020	2										1	3
Friday	14/02/2020												0
Saturday	15/02/2020												0
Sunday	16/02/2020												0
Monday	17/02/2020		1										1
Tuesday	18/02/2020												0
Wednesday	19/02/2020												0
Thursday	20/02/2020												0
Friday	21/02/2020												0
Saturday	22/02/2020												0
Sunday	23/02/2020												0
Monday	24/02/2020												0
Tuesday	25/02/2020												0
Wednesday	26/02/2020												0
Thursday	27/02/2020												0
Friday	28/02/2020												0
Saturday	29/02/2020												0
Total		8	1	1	0	0	2	0	0	0	1	4	17

[illegible]

# Appendix I NHVR CHAIN OF RESPONSIBILITY



May 2017

## Chain of Responsibility Schedulers

### About the chain of responsibility (CoR)

Our road laws generally address the actions of drivers and operators, but breaches of these laws are often caused by other parties in the transport supply chain.

The aim of CoR for a heavy vehicle is to make sure everyone in the supply chain actively prevents breaches of the Heavy Vehicle National Law (HVNL). The CoR law also extends to preventing or reducing potential harm or loss (risks) to yourself and others. Managing (controlling) these risks ensures that you always recognise and carefully consider all potential dangers and satisfactorily reduce or avoid them before they occur.

### Who has a responsibility?

Under CoR laws, if you undertake specified functions that exercise, or have the capability of exercising, control or influence over any transport task, you are part of the chain of responsibility and have an obligation to ensure compliance with the HVNL.

### What if I have multiple transport tasks?

Everyone in the supply chain has a responsibility to ensure the safety of their transport tasks related to the vehicle. If you carry out *more than one task* in the supply chain, this responsibility will extend to *all* of the tasks that you carry out. You may therefore be classified by *multiple roles* in the transport supply chain under the HVNL.

### Your responsibility as a scheduler

As a 'party' in the supply chain, with influence over transport activity, a scheduler has an ongoing responsibility to prevent breaches of speed and fatigue laws under the HVNL. Although schedulers should be aware of mass, dimension and loading issues, they do not have specific HVNL obligations.

As a scheduler, you also have an ongoing responsibility to prevent or reduce potential harm or loss (risks) to yourself and others, and to ensure that you don't ask, require or direct activities you know will breach the law.

### Am I carrying out a scheduler's transport tasks?

Under the HVNL, you are classified as a scheduler if you plan the transport of any goods or passengers or schedule the work and rest times of a driver.

A scheduler may also include such persons also known as a planner, roster clerk, programmer, etc. You can use the CoR *checklist* to confirm whether you are classified as an operator for road transport using a heavy vehicle under the HVNL.

### Your key responsibilities as a scheduler

Some key responsibilities may include ensuring that:

- journeys and routes are suitably planned with consideration of potential traffic issues and other unexpected delays
- drivers' activities, including work and rest times, are accurately recorded
- regular scheduling reviews are carried out
- there is appropriate consultation with operators, managers, contractors and drivers concerning rosters, schedules and routes
- all necessary scheduling, journey and route information is accessible
- your delivery requirements do not require or encourage drivers to
  - exceed the speed limits
  - exceed regulated driving hours
  - fail to meet the minimum rest requirements
  - drive while impaired by fatigue.

### What are the possible penalties for a breach?

As a scheduler, you could be held legally liable for breaches of the HVNL even though you have no direct role in driving or operating a heavy vehicle. If your actions, inactions or demands cause or contribute to an offence, you can be held legally accountable.

Penalties and sanctions can range from formal warnings to court imposed fines and penalties relating to the commercial benefit derived from offences.

**Heavy vehicle safety. It's your business.**

### Safety systems and controls

All parties in the supply chain have a responsibility to prevent or reduce potential harm or loss (risks) by ensuring transport-related activities are safe. Under the HVNL, safety systems and controls (such as safe work practices, training and procedures) should be in place to prevent breaches of the HVNL, manage risk and maintain a safe road environment.

This means, as a 'party' in the supply chain, that you can proactively reduce risks related to your transport tasks, rather than only reacting when there is a possible breach of the law.

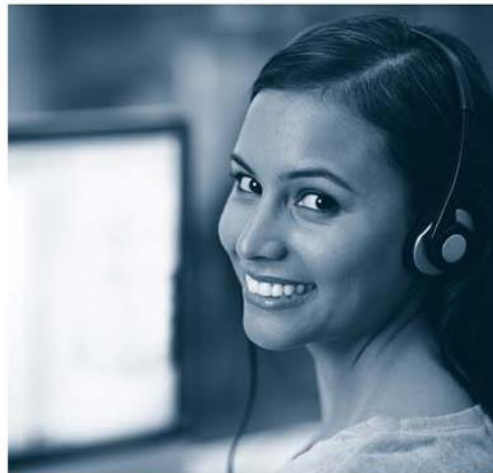
The following table lists some examples of the effective safety systems and controls you can apply as a scheduler to ensure breaches of the HVNL do not occur and that every road user is safe.

### Safety systems and controls – Examples

Governance (administration) and review systems
<ul style="list-style-type: none"> <li>• System of engagement and consultation with all other parties in the supply chain</li> </ul>
<ul style="list-style-type: none"> <li>• System to remedy breaches and take corrective action</li> </ul>
<ul style="list-style-type: none"> <li>• System to review scheduling arrangements</li> </ul>
<ul style="list-style-type: none"> <li>• System to review the accuracy of work records</li> </ul>
<ul style="list-style-type: none"> <li>• System to ensure requests, demands or other arrangements do not cause or encourage a driver to breach the law</li> </ul>

Fatigue
Managing the fatigue of the driver:
<ul style="list-style-type: none"> <li>• System to ensure that rosters, schedules and routes will not result in, encourage, or provide an incentive to a relevant party to cause the driver to drive whilst fatigued</li> </ul>
<ul style="list-style-type: none"> <li>• System to provide timely advice to drivers of schedule changes</li> </ul>
Fatigue management process:
<ul style="list-style-type: none"> <li>• System to manage the fatigue of the driver</li> </ul>
Fatigue assurance procedures:
<ul style="list-style-type: none"> <li>• System to ensure rosters, schedules and routes will not cause the driver to drive whilst fatigued or breach their work/rest hours</li> </ul>
<ul style="list-style-type: none"> <li>• System to monitor a drivers work and rest times (in real time if possible)</li> </ul>
Speed
Speeding assurance procedures:
<ul style="list-style-type: none"> <li>• System to ensure rosters, schedules and routes will not cause the driver to exceed speed limit</li> </ul>

The examples in the Safety systems and controls table represent *only a selection* of the possible safety systems and controls you can implement as a scheduler to ensure breaches of the HVNL do not occur and that every road user is safe.



#### For more information

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 Telephone: 1300 MYNHVR (1300 696 487)\*  
 Email: [info@nhvr.gov.au](mailto:info@nhvr.gov.au)

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 \*Standard 1300 call charges apply. Please check with your phone provider.

[www.nhvr.gov.au/cor](http://www.nhvr.gov.au/cor)

## Appendix J SITE INDUCTION FORM

Date \_\_\_\_/\_\_\_\_/\_\_\_\_

I (Your Name)\_\_\_\_\_ have received the

(Company name)\_\_\_\_\_ Site induction performed by

(Name of person conducting the induction)\_\_\_\_\_

I have attended the induction as requested and understand the work methods and safety actions that are required to be undertaken during my employment here.

I also confirm that the following specific points have been read, discussed and understood during my induction.

Please tick the following boxes to indicate instruction or training received	
Company OHS policy and procedures	
Roles and responsibilities	
Hazard identification and control	
Accident, Incident and Hazard forms	
Safe Work Method Statements	
Tool Box Talks	
Drivers Code of Conduct	
Traffic Management Plan	
Traffic Control Plans	
NHVR Chain of Responsibility (training to be provided by contractors' company)	
<b>Signature</b>	

## Appendix K STANDPIPE ACCESS

### K.1 APPLICATION TO GOLDENFIELDS WATER




#### Bulk Water Filling Station Application Form

Applicant Details	
Name	Company
Melissa Jamieson	Beon Energy Solutions
ABN	Address
32610914059	11 Tavistock Place
Town/Suburb	Postcode
Melbourne	3000
Email	Phone
mejamieson@beon-es.com.au	0498 001 889
Vehicle Details	
Vehicle Make/Model	Tank Volume
TBC	
Vehicle Registration	Tank Material
Intended Use of Water (please tick)	
Commercial Carter <input type="checkbox"/>	Construction <input checked="" type="checkbox"/>
Private <input type="checkbox"/>	Farm Use <input type="checkbox"/>
Customer Acknowledgement	

- I acknowledge I have read and understood all the conditions of use
- I agree to take water only for the purpose approved on this application
- I take responsibility for any loss or damage to the access key
- I agree to follow correct procedures for water filling station operation as outlined on the Water Filling Station Instructions
- On becoming aware of vandalism or suspected vandalism of designated water filling stations I will immediately notify Goldenfields Water County Council.
- Council may vary these terms and conditions at any time. Thirty (30) days' notice of any changes will be advised in writing to registered key holders.
- Designated water filling stations may be closed by Goldenfields Water County Council at any time.

Name **Melissa Jamieson**

Date 19/11/2020

Signature 

Goldenfields Water — 84 Parkes Street, Temora NSW 2666 — PO Box 220, Temora NSW 2666  
T 6977 3200 — F 6977 3299 — [office@cwcc.nsw.gov.au](mailto:office@cwcc.nsw.gov.au) — [cwcc.nsw.gov.au](http://cwcc.nsw.gov.au)

## K.2 GOLDENFIELDS WATER RESPONSE TO APPLICATION

**From:** Brady Gilchrist <[Brady.Gilchrist@gwcc.nsw.gov.au](mailto:Brady.Gilchrist@gwcc.nsw.gov.au)>  
**Sent:** Tuesday, 24 November 2020 8:52  
**To:** Jamieson, Melissa <[MEjamieson@beon-es.com.au](mailto:MEjamieson@beon-es.com.au)>  
**Cc:** [cgolder@temora.nsw.gov.au](mailto:cgolder@temora.nsw.gov.au)  
**Subject:** RE: Beon Energy Solutions Registration - Narraburra street water station

Hi Mel,

Sorry – I didn't reply to your earlier email as I was assuming you had already been speaking to someone from here or would be attending to our office.

Our keys are located at the Temora office and there is a \$50.00 refundable deposit required to be paid for the key.

The keys also work on a prepaid system, you allocate credit to the key which allows you to use the refill stations.

Please let me know if you have any further questions or queries.

Kind regards

Brady Gilchrist  
Water Billing Officer  
84 Parkes Street Temora NSW 2666  
PO Box 220 Temora NSW 2666  
[www.gwcc.nsw.gov.au](http://www.gwcc.nsw.gov.au)  
T (02) 6977 3200 | F (02) 6977 3299  
E [Brady.Gilchrist@gwcc.nsw.gov.au](mailto:Brady.Gilchrist@gwcc.nsw.gov.au)



**From:** Jamieson, Melissa  
**Sent:** Thursday, 19 November 2020 12:37  
**To:** [office@gwcc.nsw.gov.au](mailto:office@gwcc.nsw.gov.au)  
**Cc:** [cgolder@temora.nsw.gov.au](mailto:cgolder@temora.nsw.gov.au)  
**Subject:** Beon Energy Solutions Registration - Narraburra street water station

Good afternoon

Please see attached registration form for Beon Energy Solutions @ Narraburra street water station.

Regards  
Mel

**Melissa Jamieson**  
Project Administrator



Naroo Lane, Jemalong, NSW, 2871  
P: 0498 001 889  
E: [mejameson@beon-es.com.au](mailto:mejameson@beon-es.com.au)  
W: [beon-es.com.au](http://beon-es.com.au)

**Energy from every angle**

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