



## West Wyalong Solar Farm Traffic Management Plan

Prepared for  
**Lightsource bp**

Client representative  
**Diana Mitchell**

Date  
**4 September 2020**

Rev 03



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## Appendices

**Appendix A —** Stakeholder Consultation

**Appendix B —** Drivers Code of Conduct

**Appendix C —** Flood Response Plan

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**Date —** 4 September 2020

**Reviewed by —** Eleanor Parry



**Date —** 4 September 2020

**Authorised by —** Chris Jack



**Date —** 4 September 2020

### Revision History

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## Acronyms, abbreviations and definitions

Acronym, abbreviation or definition	Meaning
AEP	Annual Exceedance Probability
BOM	Bureau of Meteorology
CoC	Condition of Consent
Council	Bland Shire Council
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EMS	Environmental Management Strategy
EPC	Engineering, Procurement and Construction
GAV	General Access Vehicles
Heavy Vehicle	A vehicle that has a combined Gross Vehicle Mass or Aggregate Trailer Mass of more than 4.5 tonnes.
HSE	Health, Safety and Environment
HVNL	Heavy Vehicle National Law
MW	Megawatt
HVR	National Heavy Vehicle Regulator
NSW	New South Wales
O&M	Operations and Maintenance
OSOM	Oversize Overmass
Project	West Wyalong Solar Farm
RAV	Restricted Access Vehicles
RMS	Roads and Maritime Services
Secretary	Secretary of the Department of Planning, Industry and Environment
Site	As shown in Appendix 1 of the Development Consent and <i>Figure 1</i> of this TMP.
TCP	Traffic Control Plan
TfNSW	Transport for NSW
TMP	Traffic Management Plan
Vehicle movement	One vehicle entering and leaving the site (i.e. two-way).

# 1. Introduction

## 1.1 Purpose and objectives

Lightsource bp was granted Development Consent on 28 November 2019 to construct and operate a solar farm approximately 16 kilometres (km) northeast of West Wyalong, in the Bland Shire local government area. The West Wyalong Solar Farm ('the Project') signifies an important contribution to Australia's renewable energy supply.

This Traffic Management Plan (TMP) outlines the measures to minimise environmental impacts, ensure safe practices and comply with the Development Consent for traffic and transport activities associated with the Project. The structure and scope of this TMP has been prepared to meet the requirements of Condition 7 in Schedule 3 of the Development Consent.

Table 1 identifies where each traffic Condition of Consent (CoC) is addressed in this TMP.

Table 1: Traffic conditions of consent

No.	Condition requirement	Location in this document
<b>Over-Dimensional and Heavy Vehicle Restrictions</b>		
1	The Applicant must ensure that the: a. Development does not generate more than: i 25 heavy vehicle movements a day during construction, upgrading and decommissioning ii 1 over-dimensional vehicle movements during construction, upgrading and decommissioning iii 1 heavy vehicle movement a day during operations on the public road network b. Length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres, and unless the Secretary agrees otherwise.	Section 5.4
2	The Applicant must keep accurate records of the number of over-dimensional and heavy vehicles entering or leaving the site each day for the duration of the project.	Section 5.4
<b>Access Routes</b>		
3	All over-dimensional and heavy vehicles associated with the development must travel to and from the site via the: a. Newell Highway (northeast), Bodells Lane and Blands Lane; or b. West Wyalong Heavy Vehicle Bypass, the Newell Highway (southwest), Bodells Lane and Blands Lane. And the approved site access point on Blands Lane, as identified in the figure in Appendix 4. <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>	Section 5.1
4	All light vehicles and shuttle buses associated with the development must travel to and from the site via the Newell Highway, Clear Ridge Road, Blands Lane and the approved site access point on Blands Lane, as identified in the figure in Appendix 4.	Section 5.1

No.	Condition requirement	Location in this document
<b>Road Upgrades and Site Access</b>		
5	<p>Prior to commencing construction, the Applicant must:</p> <ol style="list-style-type: none"> <li>Upgrade the intersection of the Newell Highway and Bodells Lane, including a Basic Left Turn (BAL) treatment to cater for the largest vehicle accessing the site</li> <li>Seal Bodells Lane for a minimum of 50 m from its intersection with the Newell Highway, to a standard that allows two-way heavy vehicle movements</li> <li>Upgrade Blands Lane between Bodells Lane and Clear Ridge Road, including grading and an all-weather seal; and</li> <li>Design the site access point off Blands Lane (shown in Appendix 1) with a Rural Property Access type treatment to cater for the largest vehicle accessing the site.</li> </ol> <p>These upgrades must comply with the <i>Austroads Guide to Road Design</i> (as amended by RMS supplements) and be carried out to the satisfaction of the relevant roads authority.</p>	Section 6.1
<b>Operating Conditions</b>		
6	<p>The Applicant must ensure:</p> <ol style="list-style-type: none"> <li>The internal roads are constructed as all-weather roads</li> <li>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>The capacity of the existing roadside drainage network is not reduced</li> <li>All vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and</li> <li>Development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network.</li> </ol>	Sections 5.5 & 7
<b>Traffic Management Plan</b>		
7	<p>Prior to commencing the road upgrades required by condition 5 of Schedule 3 of this consent, the Applicant must prepare a Traffic Management Plan for the development in consultation with RMS and Council, and to the satisfaction of the Secretary. This plan must include:</p>	Section 2
	<ol style="list-style-type: none"> <li>Details of the transport route to be used for all development-related traffic.</li> </ol>	Section 5.1
	<ol style="list-style-type: none"> <li>A protocol for undertaking independent dilapidation surveys to assess the: <ol style="list-style-type: none"> <li>Existing condition of Bodells Lane and Blands Lane prior to construction, upgrading or decommissioning activities; and</li> <li>Condition of Bodells Lane and Blands Lane following construction, upgrading or decommissioning activities.</li> </ol> </li> </ol>	Section 6.2
	<ol style="list-style-type: none"> <li>A protocol for the repair of Bodells Lane and Blands Lane if dilapidation surveys identify these roads to be damaged during construction, upgrading or decommissioning works.</li> </ol>	Section 6.2
	<ol style="list-style-type: none"> <li>Details of the road upgrade works required by condition 5 of Schedule 3 of this consent.</li> </ol>	Section 6.1

No.	Condition requirement	Location in this document
	e. Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:	Section 7
	i Temporary traffic controls, including detours and signage;	Section 7.2
	ii Notifying the local community about project-related traffic impacts;	Section 7.4
	iii Procedures for receiving and addressing complaints from the community about development-related traffic;	Section 7.5
	iv Minimising potential for conflict with school buses and other motorists as far as practicable;	Section 5.3 & 7
	v Minimising dirt tracked onto the public road network from development-related traffic;	Section 7.7
	vi Dust management along Bodells Lane and Blands Lane, including: vii Application of a dust suppressant; and viii A 50 km per hour speed limit for development related heavy vehicles using Bodells Lane and Blands Lane;	Section 7.7
	ix Details of the employee shuttle bus service and measures to ensure employee use of this service;	Section 7.3
	x Scheduling of haulage vehicle movements to minimise convoy length or platoons;	Section 5.4.5
	xi Responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;	Section 7.6
	xii Responding to any emergency repair or maintenance requirements; and	Section 6.4
	xiii A traffic management system for managing over-dimensional vehicles	Section 5.4
	f. A driver's code of conduct that addresses: i Travelling speeds ii Driver fatigue iii Procedures to ensure that drivers adhere to the designated transport routes and speed limits; and iv Procedures to ensure that drivers implement safe driving practices.	Appendix B
	g. A program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan.	Section 7.1, Appendix A
	h. A flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	Appendix C
	Following the Secretary's approval, the Applicant must implement the Traffic Management Plan.	



## 1.2 Project overview

The Project involves the construction, operation and eventually decommissioning of a solar farm with a generating capacity of approximately 90 megawatts (MW) and 50 MW/90 MW-hour (MWh) of battery storage.

The Project is located on a 562 hectare (ha) property in West Wyalong on the northern fringes of the Riverina Murray region in of NSW. The development footprint of the Project is 211 ha and was designed to avoid site constraints, including native vegetation, Aboriginal heritage items of high significance and a watercourse. Site entry would be via a new access point on Blands Lane.

The Project Site is located 14km northeast of the township of Wyalong and has a street address of 228 – 230 Blands Lane, Wyalong. The Site is accessed from Blands Lane. Blands Lane connects to Bodells Lane to the east of the Site, and to Clear Ridge Road to west of the Site; both Bodells Lane and Clear Ridge Road in turn connect south to the Newell Highway.

The approved general layout of the solar farm is shown in Figure 1. The main components of the Project include:

- Approximately 296,000 single-axis tracking solar panels (up to 4.1 m high) and 15 inverter stations
- 30 lithium-ion battery units with a total capacity of 50 MW/90 MWh (to be constructed at a later date)
- An on-site substation and connection to Essential Energy's 132 kV transmission line via overhead or underground transmission lines along Myers Lane
- A monitoring house and two storage sheds
- Landscape screening; and
- Internal roads, car parking and security fencing.

During operation of the Project, the ground cover and landscape screening would be properly maintained with appropriate species and weed management. Sheep grazing, where practicable, would be undertaken on the site during operation to manage ground cover.

The expected operational life of the infrastructure is approximately 30 years. However, the Project may involve infrastructure upgrades that could extend the operational life.



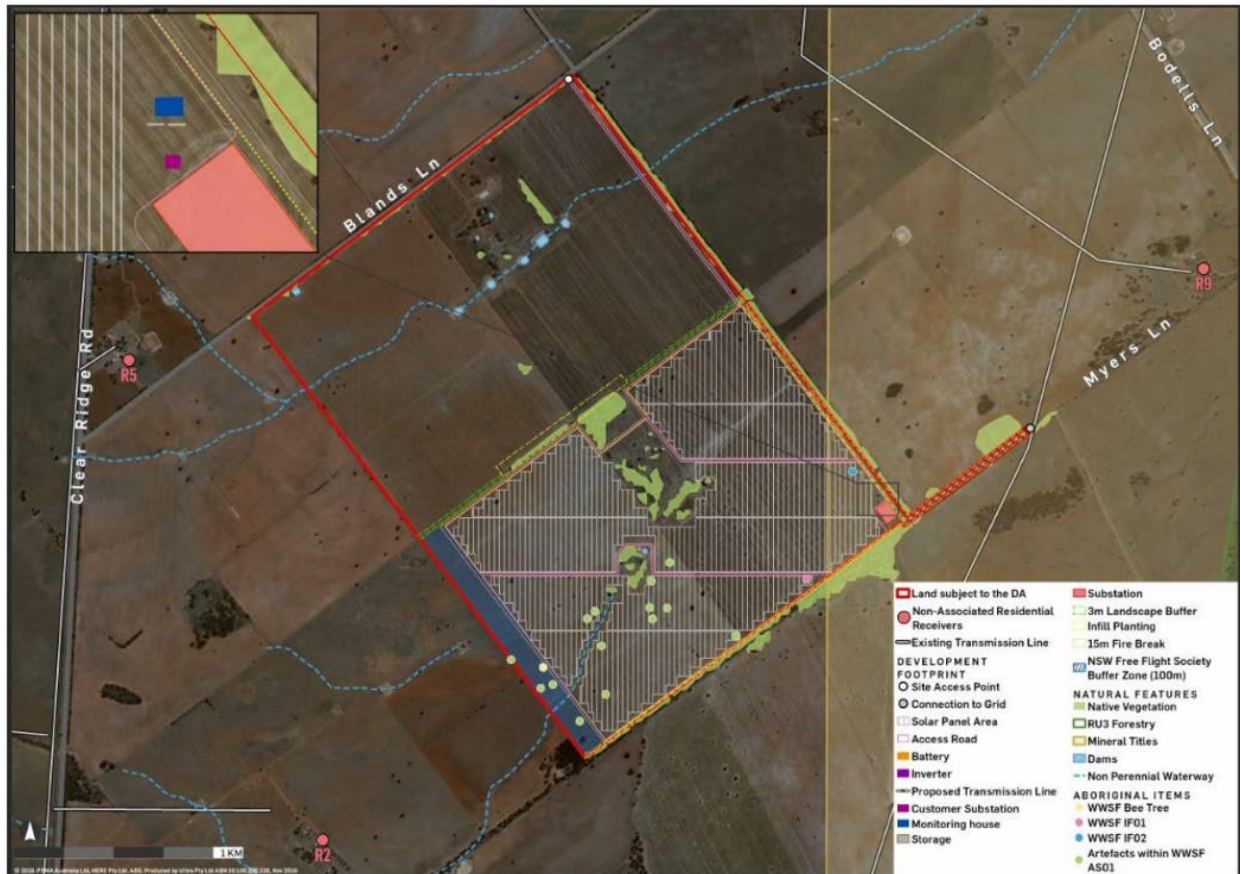


Figure 1: General layout of the West Wyalong Solar Farm as identified in the Development Consent

### 1.3 The Proponent

The proponent for the Project is Lightsource bp. Lightsource bp will engage an Engineering, Procurement and Construction (EPC) contractor to construct the solar farm and an Operation and Maintenance (O&M) contractor to manage the operation.

### 1.4 Related documents

This TMP is part of the Environmental Management System for the Project which is based on a hierarchy of documents. The environmental management system follows Lightsource bp's environmental objectives and management processes.

The Environmental Management Strategy (EMS) is the overarching document for the Project in the system that includes a number of management documents. The purpose of this EMS is to provide a framework for compliance with the Conditions of Consent (CoC) and the management of environmental issues associated with the Project. A flowchart of the documents in the environmental management system is shown in Figure 2 below.

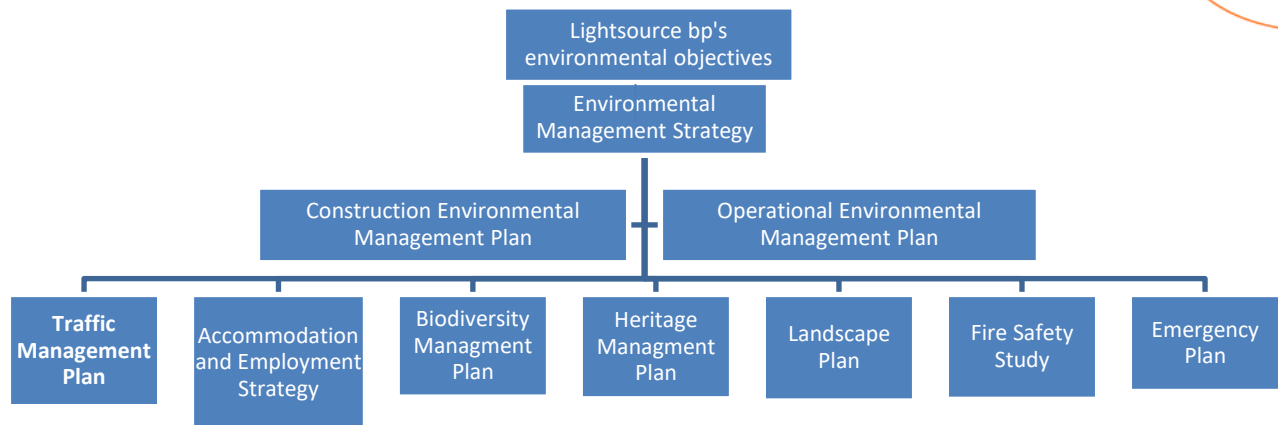


Figure 2: Flow chart of environmental management system

## 2. Stakeholder consultation

As per CoC 7 in Schedule 3, this TMP must be developed in consultation with Transport for NSW (formerly Roads and Maritime Services) and Bland Shire Council. The TMP must also be developed to the satisfaction of the Secretary. A summary of the consultation undertaken is provided in Table 2 and provided in Appendix A.

Table 2: Stakeholder consultation outcomes

Stakeholder	Consultation
Bland Shire Council	<p>On behalf of Lightsource bp, pitt&amp;sherry consulted with Will Marsh (Director Assets &amp; Engineering Services) from Bland Shire Council via teleconference on Thursday 4 June 2020. During this consultation Council indicated the CoC outlined the requirements of Council noted the following considerations:</p> <ul style="list-style-type: none"> <li>• Management of dust and traffic movement are two key concerns; and</li> <li>• Council advised that they are not aware of any other major projects on the same timeline for construction.</li> </ul> <p>Road upgrades will be managed through a separate approval process.</p> <p>A copy of the Draft TMP was provided to Council for comment via email on 10 July 2020. Upon review, Council found the TMP satisfactory (see Appendix A).</p>
Transport for NSW (TfNSW)	<p>On behalf of Lightsource bp, pitt&amp;sherry consulted with Maurice Morgan (Manager Land Use) from TfNSW via teleconference on Wednesday 3 June 2020. During this consultation TfNSW were happy to proceed without any further meetings/consultation and receive a draft TMP directly. TfNSW noted the following key considerations:</p> <ul style="list-style-type: none"> <li>• TfNSW are seeking a TMP that focuses on practical management of traffic</li> <li>• TfNSW would like any over size or over mass vehicle movements to be identified up front as managed via separate approvals</li> <li>• TfNSW would like the following considerations to be included: <ul style="list-style-type: none"> <li>○ Fog and wet weather</li> <li>○ Arrivals/Departures to be separated - measures to avoid conveyors; and</li> <li>○ Scheduling arrival/departure of staff and deliveries.</li> </ul> </li> </ul> <p>TfNSW also reviewed a draft version of the TMP (refer to Appendix A). Chris Bamberry provided comments on the draft TMP via email on 29 July 2020 which requested the following items be addressed:</p> <ul style="list-style-type: none"> <li>• proposed extended operating hours which are to be adopted as a COVID-19 response</li> <li>• procedures for informing the public where any road access will be restricted</li> <li>• details of any OSOM heavy vehicle movements required for construction</li> <li>• details regarding Traffic Control Plans; and</li> <li>• Driver's Code of Conduct amendments.</li> </ul> <p>A table is provided in Appendix A showing how each comment was addressed in this TMP.</p>

### 3. Project activities

The Project involves the construction, operation, maintenance, upgrades and eventually decommissioning of a solar farm. The main traffic generating activities will be during construction of the Project. Upgrading and decommissioning works will also generate an increase in project related traffic but is expected to occur over a shorter duration and with less vehicle movements.

#### Standard Operating Hours

CoC 14 in Schedule 3 of the Development Consent requires that construction, upgrading and decommissioning activities occur during the following hours:

- Monday to Friday: 7:00am – 6:00pm
- Saturday: 8:00am – 1:00pm; and
- Sunday & Public Holidays: No work.

CoC 14 in Schedule 3 of the Development Consent also allows the following construction, upgrading or decommissioning activities to be undertaken outside these hours without the approval of the Secretary:

- Activities that are inaudible at non-associated receivers
- The delivery of materials as requested by the NSW Police Force or other authorities for safety reasons; or
- Emergency work to avoid the loss of life, property and/or material harm to the environment.

#### COVID-19 Provisions – Operating hours

The Environmental Planning and Assessment (COVID-19 Development – Construction Work Days) Order 2020 facilitates certain work outside of the standard operating hours (and days) noted above. The purpose of this order is to *‘facilitate social distancing by spreading construction work over more days in a week’*.

While it is intended that the Project shall utilise the provisions of this order, all heavy vehicle deliveries will remain within the standard operating hours noted above.

#### Out of hours

Should the need arise to work outside the nominated operating hours, prior approval shall be sought from the Secretary.

### 4. Construction traffic

Shuttle buses will be used for transport of Project Staff to and from the site. Light vehicles will typically be used by visitors, specialist contractors and for errands during operational hours.

Transportation of solar panels and other key materials and equipment will be undertaken using B-Doubles and articulated vehicles. These vehicles are expected to be General Access Vehicles (GAV) that are not restricted from using the general road network (except where a specific restriction is in place). One over-dimensional vehicle is anticipated for the Project for the delivery of substation equipment.

Traffic impacts will relate to traffic volume during construction and noise and dust generated from heavy vehicle traffic on the unsealed sections of the heavy vehicle access road.

Table 3 provides a summary of the anticipated traffic volumes and durations for each stage of construction.

Table 3: Solar farm construction traffic (asongroup)

Construction Stage	Timeframe	Site Peak Hour Vehicle Trips	Daily Vehicle Trips
Stage 1 Site Preparation & Earthworks	2 months	2 light vehicles 8 shuttle buses 2 trucks	10 light vehicles 16 shuttle buses 20 trucks
Stage 2 Solar Farm & Sub-Station, Site Infrastructure, Transport & Construction	3-4 months	2 light vehicles 40 shuttle buses 4 trucks	10 light vehicles 80 shuttle buses 44 trucks
Stage 3 Solar Farm & Sub-Station Construction	3-6 months	2 light vehicles 40 shuttle buses 2 trucks	10 light vehicles 80 shuttle buses 20 trucks

Traffic movements shall be planned, managed and staged to reduce traffic impacts and ensure safe travel.

The Traffic Impact Assessment undertaken as part of the EIS found that, with appropriate traffic management controls during the construction period, particularly through maintenance of Blands Lane and Bodells Lane, the construction of the solar farm would have no significant impacts on the local road network.

This TMP documents the required controls and responsibilities to ensure construction does not significantly impact the local road network.

## 5. Transport

### 5.1 Transport route

The Project Site is to be accessed via separate designated transport routes for light vehicles and shuttle buses and over-dimensional / heavy vehicles as required by CoC 3 and 4 in Schedule 3. Figure 3 illustrates designated site access routes and the approved site access point on Blands Lane.

Light Vehicles and shuttle buses must use the light vehicle and shuttle bus access route via Newell Highway (west), Clear Ridge Road and Blands Lane route to the Site.

Over-dimensional and heavy vehicles must travel to and from the site using the following designated heavy vehicle access routes:

1. Newell Highway (northeast), Bodells Lane and Blands Lane; or
2. West Wyalong Heavy Vehicle Bypass, the Newell Highway (southwest), Bodells Lane and Blands Lane and the regional road network.

No other transport routes are to be used for Project related traffic.

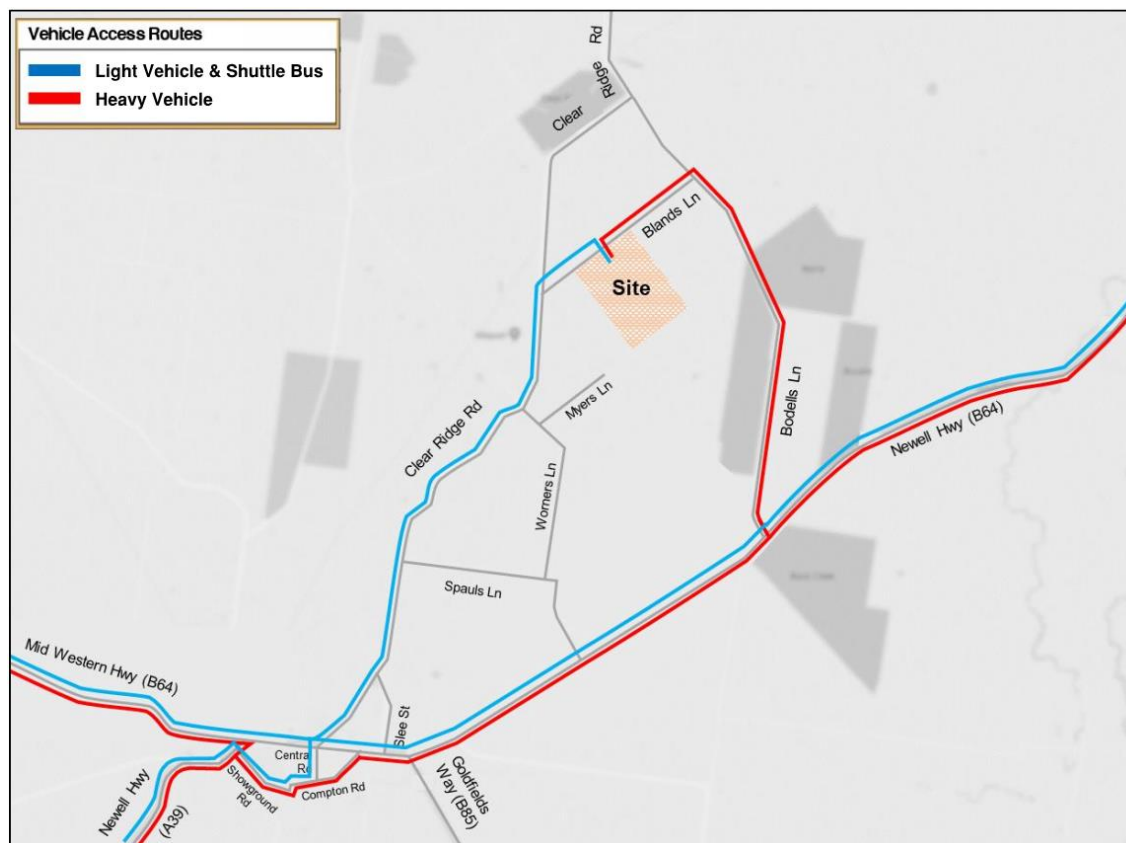


Figure 3: Site vehicle access routes (asongroup 2019)

## 5.2 Site access and egress

All access to Site will be provided via the approved new access track off Blands Lane. Blands Lane connects to Bodells Lane to the east of the Site, and to Clear Ridge Road to the west of the Site; both Bodells Lane and Clear Ridge Road in turn connect south to the Newell Highway

## 5.3 Light vehicle and shuttle bus transport

All light vehicles and shuttle buses associated with the Project must travel to and from the site via the designated and approved vehicle access route described in Section 5.1.

Shuttle buses and light vehicles travelling to and from site shall be staggered to ensure adequate separation occurs and vehicles do not travel in convoy.

Kelly's Coach & Travel operates school bus routes from its depot in West Wyalong. The Lake Cowal school bus route, which uses Clear Ridge Road, operates during the following hours:

- Morning service: 7.15 am to 9.00 am; and
- Afternoon service 3.00 pm and 5.00 pm.

The majority of light vehicle and shuttle bus movements to and from site will be before 7am in the morning and after 5pm in the afternoon, aligned with the approved working hours. This will alleviate any risk to conflicting traffic movements during the school bus route use.

## 5.4 Heavy and over-dimensional vehicle transport

All heavy and over-dimensional vehicles associated with the Project must travel to and from the site via the designated and approved vehicle access route described in Section 5.1.

All vehicles travelling to and from Site shall be staggered to ensure adequate separation occurs and vehicles do not travel in convoy.

A school bus service has not been identified on the designated route for heavy and over-dimensional vehicles. If a conflict with school bus services is found during construction, then heavy vehicles will be scheduled outside of bus route hours, where practicable.

### 5.4.1 Road restrictions

There are a number of GAV and Restricted Access Vehicle (RAV) restrictions within the local road network:

- Localised heavy vehicle restrictions on the Newell Highway through the West Wyalong and Wyalong town centres between Boundary Street and Showground Road, with heavy vehicles instead directed to the recently completed West Wyalong Heavy Vehicle Bypass route
- A 25m B-Double (over 50t) limit in Clear Ridge Road from Newell Highway to Blow Clear Road (north of Blands Lane); and
- A restriction on RAVs in Slee Street between North Street and Clear Ridge Road.

The designated heavy vehicle access route has been developed to ensure Project related heavy vehicle traffic does not use these roads. Use of the restricted roads noted above by Project related heavy vehicle traffic is prohibited.

### 5.4.2 Bodells Lane and Blands Lane speed restriction

Project related heavy vehicles shall be restricted to 50km/h when travelling on Bodells Lane and Blands Lane. The speed restricted section of Bodells Lane is illustrated in Figure 4.

### 5.4.3 Dimension and movement restrictions

Table 4 outlines heavy vehicle restrictions stipulated in the Project Development Consent (CoC 1, Schedule 3). These restrictions apply to the Project unless agreement is obtained by the Secretary.

Table 4: Heavy vehicle restrictions

Restricted Feature	Construction	Upgrading	Decommissioning	Operation	Comment
Maximum Vehicle Length (Excluding over-dimensional vehicles)	26m				General restriction
Maximum number of Heavy Vehicle movements per day	25			1	Public road restriction
Maximum number of over-dimensional vehicle movements (Total)	1			-	Public road restriction



#### 5.4.4 Over-dimensional vehicle permits

Use of one over-dimensional vehicle will be required during construction of the Project. The Heavy Vehicle National Law (HVNL) requires an Oversize Overmass (OSOM) permit be obtained for over-dimensional vehicles travelling within NSW and between other states. Permits will be obtained from the NHVR via the NHVR Portal.

All contractors will be responsible for complying with the HVNL and the requirements of the permit.

#### 5.4.5 Management of deliveries

The real-time management of deliveries will be undertaken to minimise the potential for heavy vehicle convoys and queuing of heavy vehicles outside the Site entrance and within the Site, through the implementation of scheduling (e.g. staging of deliveries) and communication protocols. It will be the Site Manager's role to manage the logistics schedule such that haulage and deliveries are spread over the course of construction, where feasible, and multiple deliveries on the same day are avoided. All heavy vehicle deliveries will occur within the standard construction hours regardless of the provisions of the Environmental Planning and Assessment (COVID-19 Development – Construction Work Days) Order 2020 described in Section 0.

Heavy delivery vehicles from ports are to start transportation as soon as container loads are safely secured, resulting in single vehicle movements rather than convoy/platoon traffic. This is to avoid conflicts with other motorists and congestion upon arrival at the site.

The laydown and delivery area will include adequate provision for standing of multiple heavy vehicles, to allow multiple deliveries to occur simultaneously without causing queuing. The laydown and delivery area will also be designed to allow for heavy vehicles to safely unload away from pedestrian areas, and without the need for reversing.

All vehicles must be loaded and unloaded within the Site and enter and leave the Site in a forward direction. Provision will be made within the Site to accommodate turn around movements without the need for reversing.

It is a Project requirement that accurate records are kept of the number of over-dimensional and heavy vehicles entering or leaving the site each day for the duration of the Project. Records will be maintained by construction Site Manager throughout construction and by the O&M site manager during operation.

### 5.5 On-site movements

#### 5.5.1 Internal access roads

It is a Project Development Consent condition (CoC 6a, Schedule 3) that internal roads are constructed as all-weather roads. The final road layout will be determined during the detailed design phase. Where possible, the internal access roads for construction use will be established where operational roads are planned, to allow them to be retained for the operational phase.

#### 5.5.2 Parking

During construction, all vehicles would park within the Site in designated areas which would be determined during detailed design, though at minimum would include locations adjacent to the construction compound. Sufficient parking will be provided for all vehicles, including buses and light vehicles. No parking will be permitted on the public road reserves in the vicinity of the Site.

Vehicles are to be reverse parked where possible within car parking areas to minimise potential for interaction with people, infrastructure and other plant when moving off.

## 6. Public road management

### 6.1 Road upgrades

Following consultation with Council and TfNSW, the following road upgrades were agreed and are stipulated in the Project Development Consent (CoC 5, Schedule 3). The following upgrades are to be completed prior to commencing construction:

1. Upgrade of the intersection of the Newell Highway and Bodells Lane, including a Basic Left Turn (BAL) treatment to cater for the largest vehicle accessing the site
2. Sealing of Bodells Lane for a minimum of 50 m from its intersection with the Newell Highway, to a standard that allows two-way heavy vehicle movements
3. Upgrade Blands Lane between Bodells Lane and Clear Ridge Road, including grading and an all-weather seal; and
4. Design of the Site access point off Blands Lane with a Rural Property Access type treatment to cater for the largest vehicle accessing the site.

These upgrades must comply with the Austroads Guide to Road Design (as amended by RMS supplements), and be carried out to the satisfaction of the relevant road authority.

The location of these upgrades is shown on Figure 4 below. Road upgrades will be managed through a separate approval process and shall be completed prior to commencement of construction of the Project.

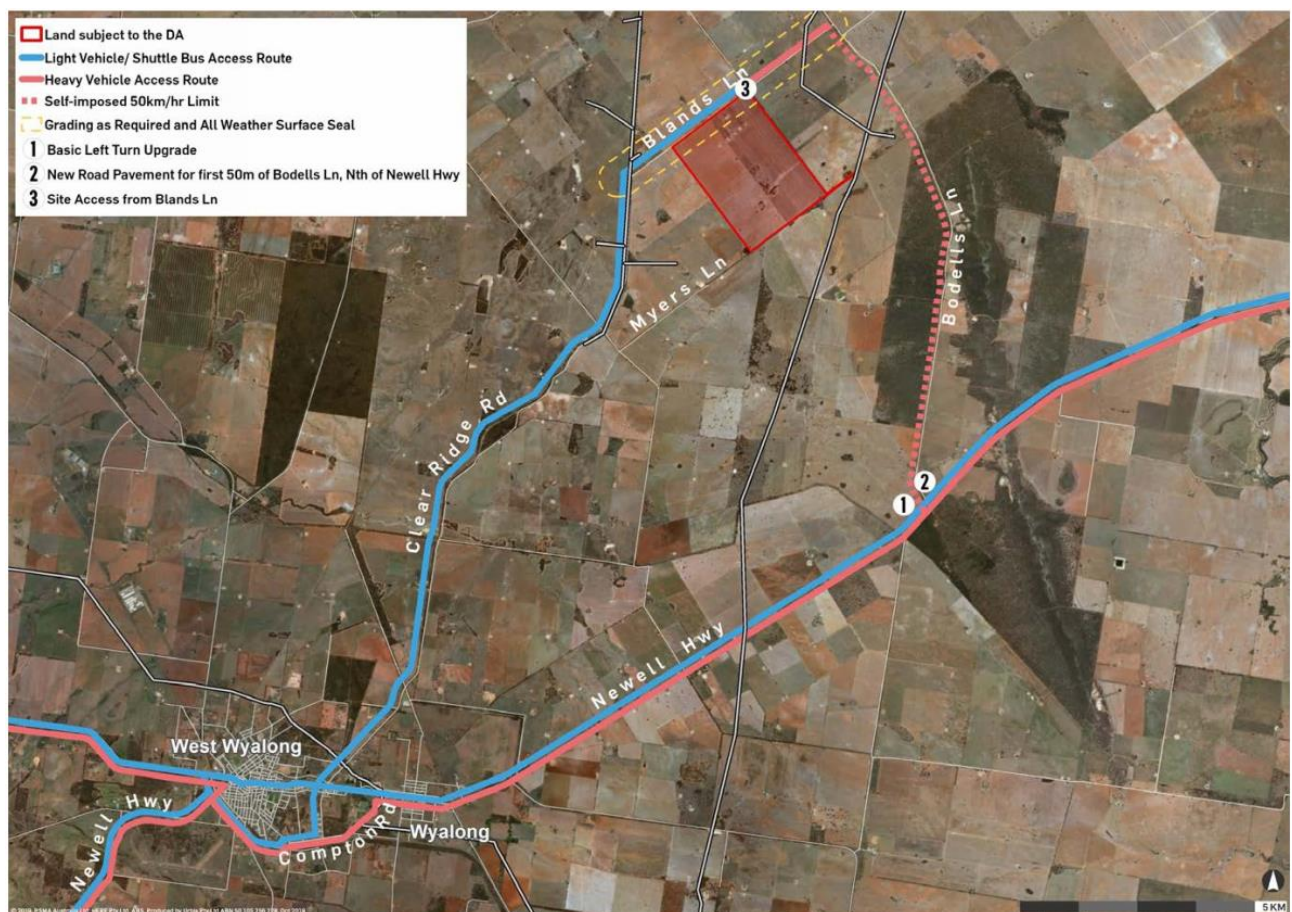


Figure 4: Road upgrades and Site access (Source: Development consent document)

## 6.2 Dilapidation survey protocol

This protocol must be implemented to achieve Project Development Conditions (CoC 7b and 7c, Schedule 3) for condition assessment and repair of Bodells Lane and Blands Lane.

The following protocol for undertaking dilapidation surveys shall be implemented for Site works. For the purpose of this protocol, and to comply with CoC 7b and 7c of Schedule 3, 'works' are defined as construction works, upgrading works and decommissioning works. Pre-works and post-works surveys will be required for each of these work items.

### 6.2.1 Responsibility

The EPC Project Manager shall be responsible for scheduling regular inspections with Council's Asset Manager, to confirm the state of Bodells Lane and Blands Lane road conditions, commissioning dilapidation surveys and arranging necessary repairs.

### 6.2.2 Pre-works survey

An independent dilapidation survey ('pre-construction dilapidation survey') will be commissioned prior to commencement of works, to document the existing condition of Bodells Lane and Blands Lane. Following the pre-works dilapidation survey and prior to commencement of works, the Project Manager and Council Asset Manager shall schedule an onsite inspection to review the survey and agree the accuracy.

Further, A pre-construction works survey shall occur post completion of road upgrades described in Section 0 but prior to establishing the site entrances.

### 6.2.3 Post-works survey

Within two months following completion of works, another independent dilapidation survey will be commissioned to document the conditions of the same section of Bodells Lane and Blands Lane.

The post-works dilapidation survey will identify any deterioration to the condition of Bodells Lane and Blands Lane occurring since the pre-works survey, and whether the deterioration is likely to have been caused by the Project's construction activities.

The Project Manager will meet with Council's Asset Manager prior to operation or within two months of completion of works of the Project to ensure that conditions in the local roads are commensurate with pre-construction conditions.

In the event damage is noted to sections of road, Lightsource bp will consult with Council regarding remediation of the sections of the road. Any deterioration attributable to the Project will be reinstated to pre-works condition within three months of the post-construction dilapidation survey.

## 6.3 Road monitoring and repairs

Roads will be regularly monitored and repaired, where required, to meet road safety requirements. Monitoring shall occur daily during the construction phase. Bodells Lane, Blands Lane and the Site access point are to be continually monitored for signs of dilapidation. The capacity of the existing roadside drainage network shall also be monitored and not reduced or changed by Project works.

All repairs required under the Dilapidation Survey will be performed in line with agreements with Council and TfNSW and with necessary permits.

## 6.4 Emergency repairs

Any damage to the road infrastructure on the heavy vehicle route from the Site to the intersection of Bodells Lane and Newell Highway or the light Vehicle Route from the Site to the intersection of Blands Lane and Clear Ridge Road which poses a potential safety risk to road users, is to be reported immediately to EPC HSE manager who is to determine whether emergency repair is required.

Relevant authorities will be contacted for any emergency repairs required to ensure the road is safe. Dispute resolution protocols in the EMS shall be followed in the event that responsibility and liability is disputed. Repairs undertaken by the Project, will be made in accordance with the relevant authority standard.

If necessary, Project vehicle movements are to be suspended for the duration of the emergency repairs or appropriate alternative haulage routes identified. Relevant road authorities and Department of Planning, Industry and Environment will be consulted immediately regarding the use of alternative haulage routes.

## 6.5 Permits under the Roads Act 1993

Section 138 of the *Roads Act 1993* requires that work on or over a public road requires the consent of the appropriate road authority. A permit will be required from the relevant road authority for each of the activities below, and any other works on public roads:

- Establishment of the site entrance on Blands Lane
- Public road upgrades described in this section 0; and
- Any maintenance work required on Bodells Lane and Blands Lane.

# 7. Traffic management

## 7.1 Training

The TMP and Driver's Code of Conduct (see Appendix B) will be supplied to all contractors and subcontractors undertaking driving for the Project. A site induction and training program shall be implemented for Project personnel. The program shall verify that Project vehicle drivers are competent, licensed drivers and shall ensure knowledge of and compliance with:

- Site access routes and speed restrictions
- Traffic Control Plan
- TMP; and
- Driver's Code of Conduct.

## 7.2 Site traffic controls

Traffic control measures to be implemented on site are detailed in Table 5.

Table 5: On-site traffic controls

Action	Responsibility	Timing
<p>An on-site Traffic Control Plan (TCP) will be developed and include:</p> <ul style="list-style-type: none"> <li>• A Traffic Flow Diagram</li> <li>• Speed Limits</li> <li>• Signs of the size and type that comply with Australian Standards</li> <li>• Radio Channels to be used onsite</li> <li>• The requirement for all vehicles to give way to the right</li> <li>• Larger vehicles will have right of way</li> <li>• Laydown areas will always be operated in a clockwise direction</li> <li>• All vehicles will require flashing beacons and hazard lights on at all times whilst driving</li> <li>• Reverse Parking only in parking areas; and</li> <li>• Emergency Access Plans.</li> </ul> <p>A copy of the approved and current Site TCP shall be presented to all site personnel as part of the site induction process. All personnel visiting or working on-site must comply with the approved TCP.</p> <p>The approved and current Site TCP shall be displayed in prominent areas visible to all site personnel. Changes to the Site TCP shall be communicated to all site personnel during site pre-start meetings &amp;/or prior to site mobilisation.</p>	EPC Project Manager	Prior to commencement of Construction
Signs, adequate lighting where required, fences and barricades are to be in place to inform drivers and pedestrians of hazards and precautions.	EPC Site Manager	Prior to commencement of Construction
Adequate parking areas will be provided on site for all vehicles, and no parking or staging of delivery vehicles will occur on the public road network in the vicinity of the Site.	EPC Site Manager	Prior to commencement of Construction
<p>Protocols for delivery and storage arrangements are to be in place, including clearly defined loading and unloading areas, distribution routes and methods, and designated storage areas.</p> <p>Any deviation from these procedures, including changing the designated loading and unloading areas, must be planned and conducted in accordance with the NSW Work Health and Safety regulation requirements for High Risk Activities, with any changes to loading/unloading areas or protocols adequately communicated and signposted.</p>	EPC Site Manager	Prior to commencement of Construction
All vehicles are to be loaded and unloaded on Site, and enter and leave the site in a forward direction.	EPC Site Manager	Project Duration
Controls are to be in place to ensure vehicles are appropriately braked and/or chocked and/or stabilised before any unloading or loading occurs.	EPC HSE Adviser	Project Duration



Action	Responsibility	Timing
Controls to manage reversing are to be in place. Suitable controls include the use of pedestrian exclusion zones, spotters to direct drivers and visibility aids fitted on vehicles, e.g. reversing sensors and mirror systems.	EPC HSE Adviser	Project Duration
High visibility reflective clothing to be provided for all persons working adjacent to vehicles and traffic routes.	All on-site Personnel	Project Duration
Stabilised access points (e.g. rumble grids, rock pad) shall be installed at site entry/exit points.	EPC Site Manager	Prior to commencement of Construction
Regular checks of the Traffic Flow Diagram to be completed to ensure changes are documented. Checks shall be undertaken as often as is required to ensure changes are documented, and on a weekly basis during construction as minimum.	EPC HSE Adviser	Project Duration

### 7.3 Shuttle bus use

Transportation of a majority of construction personnel to and from the site shall be by shuttle bus with the use of light vehicles offsite minimised. Personnel will be encouraged to use a shuttle buses to get to and from the site. The number of shuttle buses and the identified routes will be determined to minimise travel times and ensure convenient pick up points for personnel.

Should any personnel seek to use their own vehicle, justification would need to be provided. The number of employees using their own vehicles to access the site will be recorded. The number of personnel using light vehicles to access and leave the site in place of the shuttle bus will be regularly monitored. It will be the EPC Project Manager's responsibility to ensure that the majority of site staff travel by shuttle bus.

### 7.4 Community engagement

Project updates will be provided to residents and businesses within 2 km of the Project at least one week prior to the following:

- Construction commencing
- Activities with increased impact on amenity
- Change in traffic conditions; and
- Out of hours work, as described in Section 3 (if approved by the Secretary).

Contact details are to be provided to all surrounding residences (within 2km of Site) so they can directly contact a Project Representative if they have any issues with the Project. The contact details will also be placed on a sign at the entrance to the Site during construction.

Project updates regarding change in traffic conditions will identify any road access restrictions and anticipated timeframes for the disruption.

Project updates will also be published on the Project website.

## 7.5 Complaints management

Complaints will be received via an established phone number and email for the Project. The process for making a complaint will be outlined on the Project website.

Complaints will be handled in accordance with the procedure outlined in the EMS.

## 7.6 Adverse weather

Weather forecasts will be checked by the EPC Project management team and all Site personnel will be advised of limitations and restrictions on vehicle movements and site access if applicable.

The EPC Project management team will monitor weather and traffic alerts. In the event of a substantial weather event on or close to Site, contact will be made with contractors, sub-contractors, staff and Site personnel to ensure safe travel to work is maintained.

Specific control measures are to be implemented during local climatic events such as extreme wet weather events, fog and dust storms. Measures may include (but not be limited to):

- Reduced speed limits that apply in certain conditions, such as reduced visibility due to dust or fog
- Temporary suspension of heavy vehicle movements to and from, or within the Site to suit weather conditions; and
- Additional dust suppression in the event of dust storms or high winds.

Drivers are to be notified where possible when specific control measures are in force, or when there are any changes to road conditions.

The Driver's Code of Conduct includes specific actions and mitigation measures that must be taken by Project staff in the event of adverse weather such as fog or heavy rainfall events.

A Flood Response Plan has been developed for the Site (see Appendix C) and will be implemented as required.

## 7.7 Dirt and dust management

The following measures are to be implemented on the Project to ensure effective dirt and dust management:

- Development-related heavy vehicles are to obey the Project-imposed reduced speed limit of 50km/h while on Bodells Lane and Blands Lane. Stabilised access points (e.g. rumble grids, rock pad) shall be installed at Site entry/exit points prior to construction commencement and prior to installation of the permanent site internal roads
- Vehicles leaving the Site will be in a clean condition to minimise dirt being tracked onto the public road network prior to leaving Site. It will be the driver's responsibility to ensure vehicles are in a clean condition prior to leaving Site. Vehicles will be inspected by Site security during construction and by individual drivers at other times
- Vehicle wash downs and/or concrete truck washouts onsite are to be within a designated bunded area on an impervious surface
- Vehicle loads are to be covered when transporting loose materials to and from the Site; and
- A water cart shall be engaged for dust mitigation, to water internal access roads, as well as Bodells Lane and Blands Lane when necessary. Additional measures, such as the use of surface adhesive compounds will be taken if deemed necessary.

The above mitigation measures (when required) will occur during dry and/or windy conditions throughout the Site.





# Stakeholder Consultation

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Appendix A

## Transport for NSW consultation

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**From:** Chris Bamberry [REDACTED]  
**Sent:** Wednesday, 29 July 2020 6:04 PM  
**To:** Jessica Berry <[jberry@pittsh.com.au](mailto:jberry@pittsh.com.au)>  
**Cc:** Development South West <[development.south.west@rms.nsw.gov.au](mailto:development.south.west@rms.nsw.gov.au)>  
**Subject:** FW: West Wyalong SF - Traffic Management Plan

Hi Jessica,

Transport for NSW has reviewed the Traffic Management Plan for the West Wyalong Solar Farm (version attached) and provide the following comments for consideration. Please address the comments by either making the relevant changes to the TMP or providing a response in relation to each comment.

- For convenience, please include the title of the project on the cover page.
- Please include more information in relation to the proposed extended operating hours which are to be adopted as a COVID-19 response allowing for social distancing of workers. If this includes construction outside of daylight hours it may be necessary to consider any risks and identify possible mitigation measures which may be required in response to these risks. For example, heavy vehicle deliveries to the site outside of daylight hours carry higher risk than deliveries during daylight.
- Procedures for informing the public where any road access will be restricted as the result should be included in the TMP.
- The traffic management plan should provide details of any OSOM heavy vehicle movements required for construction and should acknowledge that the transport contractor will need to arrange the required permits prior to transporting OSOM items.
- If Traffic Control Plans are required this should be documented in the traffic management plan and when the TCP documents become available they should be included as an appendix in the document.
- Section 6.6 of the Drivers Code of Conduct should include the requirement that drivers must not exceed speeds which are safe and appropriate for the conditions.

If you would like to further discuss any of these comments or if you require any further information in regard to this matter please contact either myself on 6923 6588 or Maurice Morgan on [REDACTED]

Regards

**Chris Bamberry**  
Development Assessment Officer  
South West Region | Regional & Freight  
T [REDACTED]

*Every journey matters*

193-195 Morgan Street Wagga Wagga NSW 2650

## TfNSW comments addressed

TfNSW comment	How it was addressed
For convenience, please include the title of the project on the cover page.	Updated title page.
Please include more information in relation to the proposed extended operating hours which are to be adopted as a COVID-19 response allowing for social distancing of workers. If this includes construction outside of daylight hours it may be necessary to consider any risks and identify possible mitigation measures which may be required in response to these risks. For example, heavy vehicle deliveries to the site outside of daylight hours carry higher risk than deliveries during daylight.	Sections 3 and 5.4.5 has been updated to confirm that heavy vehicle deliveries will occur be restricted to standard construction hours. Low visibility, fatigue and adverse weather conditions are addressed in the Driver's Code of Conduct.
Procedures for informing the public where any road access will be restricted as the result should be included in the TMP.	Section 7.4 was updated to specify that project updates regarding changes traffic conditions will include any road access restrictions.
The traffic management plan should provide details of any OSOM heavy vehicle movements required for construction and should acknowledge that the transport contractor will need to arrange the required permits prior to transporting OSOM items.	A single OSOM heavy vehicle movement is planned for the Project and is detailed in Section 0.
If Traffic Control Plans are required this should be documented in the traffic management plan and when the TCP documents become available, they should be included as an appendix in the document.	Traffic Control Plans will be prepared and updated as required for the Project. Table 5 of Section 7.2 was updated to ensure the Site Traffic Control Plan is presented to all site personnel during the induction process and displayed in a prominent location onsite.
Section 6.6 of the Drivers Code of Conduct should include the requirement that drivers must not exceed speeds which are safe and appropriate for the conditions.	Section 6.6 of the Drivers Code of Conduct updated accordingly.



# Drivers Code of Conduct

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Appendix B



## Driver's Code of Conduct

Prepared for  
**Lightsource bp**

Client representative  
**Diana Mitchell**

Date  
**03 September 2020**

Rev 03





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## Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Issued for Review	A Moon	E Parry	J Berry	01/07/2020
01	Amendments	A Moon	E Parry	J Berry	09/07/2020
02	Update in response to agency comments	A Moon	E Parry	J Berry	31/07/2020
03	Update in response to DPIE comments RFI-8997495	A Moon	E Parry	C Jack	03/09/2020

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# 1. Purpose

The purpose of this Driver's Code of Conduct document is to clarify the expected behaviours of all drivers associated with the West Wyalong Solar Farm ('the Project') and ensure safe operation, compliance with industry standards and to minimise the impacts of Project traffic on the community.

## 2. Project site

The Project involves the construction, operation and eventually decommissioning of a solar farm. The Project is located on a 562 hectare (ha) property in West Wyalong on the northern fringes of the Riverina Murray region in of NSW.

The site is located 14km northeast of the township of Wyalong and has a street address of has 228 – 230 Blands Lane, Wyalong.

Construction activities will be undertaken during the following hours:

### **Standard Operating Hours**

- Monday to Friday: 7:00am – 6:00pm
- Saturday: 8:00am – 1:00pm
- Sunday & Public Holidays: No work

### **COVID-19 Provisions – Operating hours**

The Environmental Planning and Assessment (COVID-19 Development – Construction Work Days) Order 2020 facilitates certain work outside of the standard operating hours (and days) noted above. The purpose of this order is to '*facilitate social distancing by spreading construction work over more days in a week*'.

It is intended that the Project operating hours shall utilise the provisions of this order while in effect.

The approved general layout of the solar farm is shown in Figure 1.

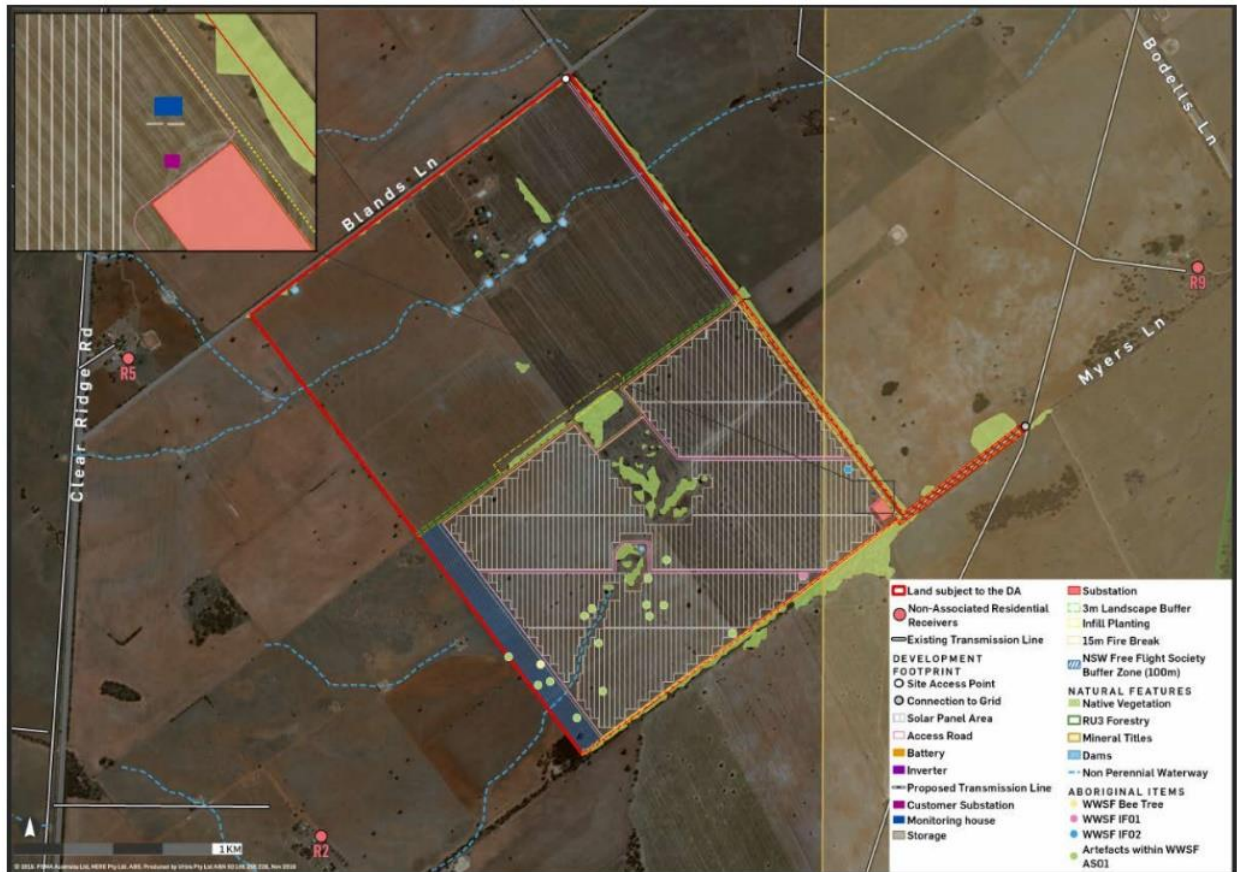


Figure 1 - General layout of the West Wyalong Solar Farm as identified in the development consent

### 3. Introduction

All Project staff, contractors and visitors are required to comply with legal driving requirements and accepted community standards whilst travelling to and from the Project.

All Project personnel must strictly comply with this Driver's Code of Conduct.

This Driver's Code of Conduct addresses:

- responsibilities
- travelling speeds
- safe driving practices
- fatigue management
- designated transport routes
- dirt and dust management
- adverse weather

This Driver's Code of Conduct shall form part of the Project induction process.



## 4. Responsibilities

### 4.1 EPC Project manager

The EPC Project manager must:

- ensure the site Driver's Code of Conduct is implemented during construction
- ensure performance indicators are established, monitored and achieved
- implement corrective actions and preventions should performance not meet required standards
- ensure the importance of Driver's Code of Conduct and meeting statutory and regulatory requirements is communicated and understood
- conduct regular reviews for compliance and awareness of the Code of Conduct
- respond to community concerns

### 4.2 Project supervisors

The EPC Project supervisory team must:

- ensure the objectives of the Drivers Code of Conduct are achieved
- ensure staff are inducted and updated on the Driver's Code of Conduct
- ensure vehicle operations comply with relevant regulatory and legislative requirements
- report community concerns to the EPC Project manager.

### 4.3 Site personnel

All site personnel must:

- monitor vehicle movements to ensure compliance with this Driver's Code of Conduct
- report any non-compliance with this Driver's Code of Conduct

### 4.4 Drivers

All drivers must:

- comply with this Driver's Code of Conduct
- follow the relevant traffic and road safety standards are followed
- observe all traffic restrictions
- operate vehicles to minimise dust, noise and emissions
- comply with all traffic management instructions and procedures
- observe all speed limits and other traffic rules along the specified transport routes

## 5. Approved transport routes

The following section summarises approved transport routes for the Project. No other transport routes are to be used for Project related traffic. Full details on traffic management and transport routes can be found in the Project Traffic Management Plan (TMP).

The Project site has designated access routes for light vehicles, shuttlebuses, over-dimension vehicles and heavy vehicles. Figure 2 illustrates the designated site access routes and the approved site access point on Blands Lane.

Light Vehicles and shuttlebuses shall use the light vehicle and shuttlebus access route via Newell Highway (west) - Clear Ridge Road – Blands Lane route to the site.

Over-dimensional and heavy vehicles shall access the site using the following designated heavy vehicle access routes:

- Newell Highway (northeast), Bodells Lane and Blands Lane; or
- West Wyalong Heavy Vehicle Bypass, the Newell Highway (southwest), Bodells Lane and Blands Lane and the regional road network.

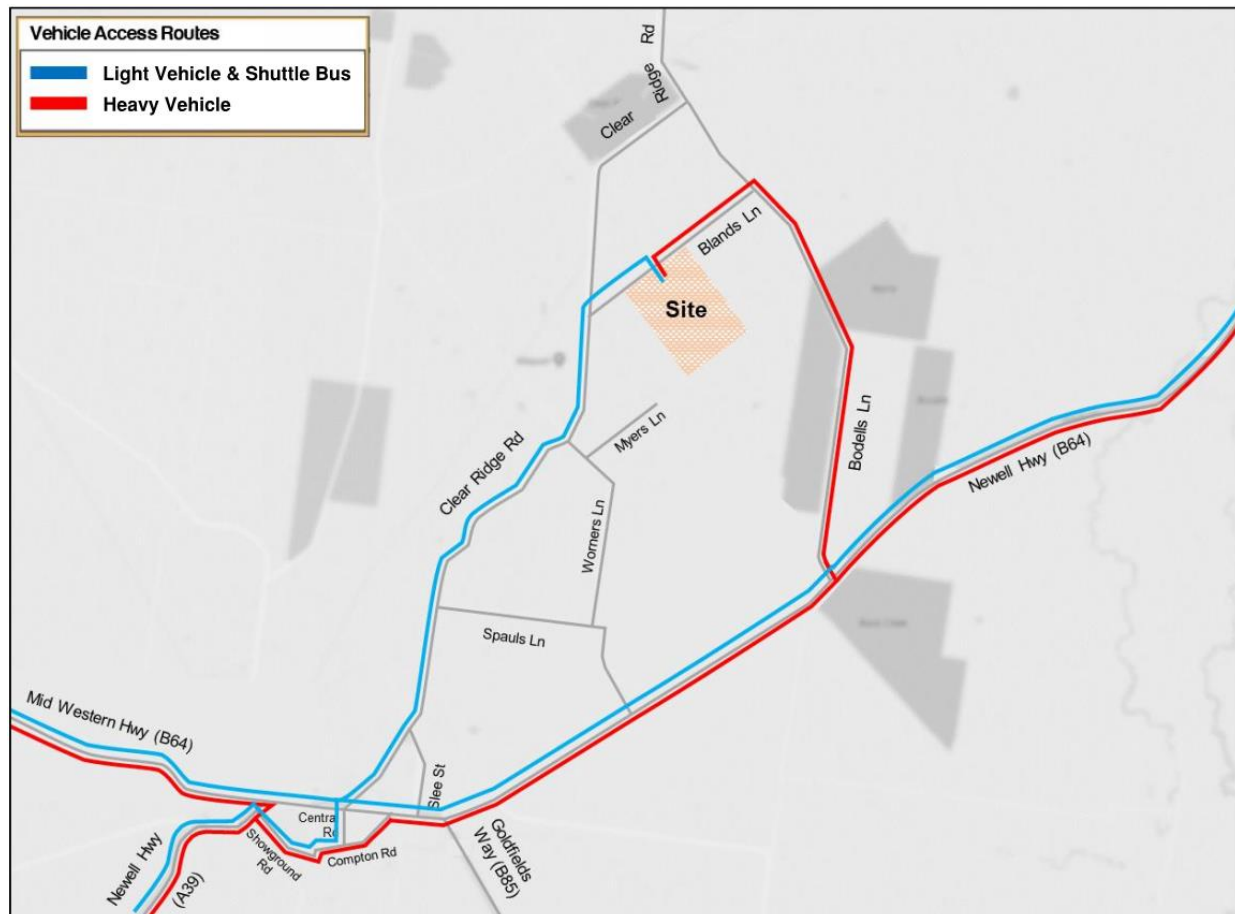


Figure 2 - Site Vehicle Access Routes (asongroup 2019)



## 6. Driver's code of conduct

### 6.1 Travelling speeds

Drivers must:

- be aware of the legal speed limit on public roads and designated speed limits for internal access roads within the site;
- be aware of and not exceed the Project imposed speed limit of 50km/h while on Bodells Lane and Blands Lane;
- not exceed the legal speed limit on other public roads; and
- not exceed the speed limit designated for internal access roads within the site.

### 6.2 Safe driving practice

Drivers must:

- be competent and hold the appropriate licence class for the vehicle used;
- be aware of and comply with all road laws and regulations;
- exercise extra care in adverse weather conditions;
- maintain awareness of other drivers and report any observations of driver fatigue or misconduct to the EPC HSE manager;
- respect the rights of all road users to share the road;
- cover loose materials when transporting materials; and
- report any incidents in accordance with the Environmental Management Strategy (EMS).

### 6.3 Fatigue management

Drivers must:

- rest at least every 2 hours when driving to avoid fatigue;
- stop immediately and rest if feeling drowsy or fatigued; and
- ensure adequate length breaks are taken during a shift.

Commuting to and from the project site is a potential contributing factor to fatigue. Project staff must:

- avoid long journeys at the end of long shifts;
- incorporate rest breaks into journeys;
- use shuttlebuses with professional drivers; and
- carpool and rotate drivers where shuttle bus is not feasible.

## 6.4 Designated transport routes

Drivers must:

- adhere to the designated light and heavy vehicle transport routes, unless an approved alternative route is in place due to an emergency;
- use only the established site access points on Blands Lane to enter/exit the site;
- enter and exit the site in a forward direction;
- not turn around on Blands Lane;
- ensure vehicles leaving the site are in a clean condition; and
- notify the HSE manager immediately if there is any damage to the designated vehicle route.

## 6.5 Dirt and dust management

Drivers must:

- ensure vehicles are in a clean condition prior to travelling to or leaving site;
- wash vehicles down prior to leaving site if not in a clean condition;
- cover loose materials when transporting to and from the site; and

## 6.6 Adverse weather

In the event of a substantial weather event on or close to site, contact will be made with contractors, sub-contractors, staff and site personnel to ensure safe travel to work is maintained.

Drivers must:

- check local weather alerts for road restrictions, closures and adverse conditions such as fog and wet weather prior to commencement of driving and where possible delay driving until conditions improve;
- assess the conditions and if unsafe to proceed, turn on hazard lights and pull over at a safe location;
- slow down and allow extra time to the destination;
- must not exceed speeds which are safe and appropriate for the conditions;
- avoid restricted and designated hazardous areas;
- drive with fog lights or low beam where visibility is low (e.g. from dust, fog, or heavy rain);
- double the distance between vehicles to account for sudden stops or changes in the traffic pattern;
- avoid driving on roads or bridges covered with water (even partially covered); and
- avoid unsealed roads in wet weather.



## Drivers Code of Conduct

### Contact

Adrian Moon  
[amoon@pittsh.com.au](mailto:amoon@pittsh.com.au)

**Pitt & Sherry  
(Operations) Pty Ltd**  
ABN 67 140 184 309

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# Flood Response Plan

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Appendix C



# Flood Response Plan

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## 1. Purpose of plan

The purpose of this plan is to outline a protocol in the events that flooding becomes a risk in the vicinity of the West Wyalong Solar Farm.

## 2. Flood risks

The flood assessment completed during the development of the EIS, focused on the project site and consisted of a desktop hydraulic analysis based on existing ground survey of the site and rainfall observations from the Bureau of Meteorology (BoM) to estimate flood levels and velocities.

Observations of the local road network and the flood analysis indicate that parts of the unsealed carriageway in Blands Lane and Bodells Lane are subject to flooding. It is also noted Gaxies Creek, an ephemeral creek that is located approximately 11 km southwest of the site, separates the site and the township of West Wyalong.

Notwithstanding this, the flood analysis found that the flood hazard to persons within the Project Site is very low. Assessment of the 1 in 200 AEP flood found typical flow depths onsite of 0.25m and velocities of 0.2 m/s, with a maximum depth of 0.75m near the north eastern boundary.

The detailed design of the solar farm facilities, including the substation and O&M facility, will meet relevant design criteria, including being constructed to heights that are above specified design flood levels and are immune from flood water inundation during the design flood events.

Employee safety and construction schedules can both be affected by severe weather and geological events. This section is intended to serve as standard practice instruction when these events occur.

## 3. Flood response

If inclement weather is forecast, conditions that could lead to flash flooding are to be monitored by the EPC HSE manager via the BoM web site and local media. In the event of a flood warning specific to the project area, the flood and storm response plan outlined in the section below would be implemented.

In the event that an evacuation is required, Site would be secured and employees would be evacuated from site using the approved Site evacuation procedure developed by the EPC contractor.

Site safety inductions shall include communication to all employees to not attempt to drive through flooded areas. All authority evacuation orders will be followed.

## 4. Procedure

The EPC Project Manager in consultation with the EPC HSE Manager is responsible for overseeing all facets of any severe weather impact and has full authority to make decisions necessary to ensure safety.

The threat of a severe weather event is to be managed as outlined below: -

## FLOOD AND STORM RESPONSE PLAN

### Notification

Severe storm or flood event warning received.  
EPC HSE Manager to monitor Bureau of Meteorology reports.

Assess possible  
site impact

### Threat Ceases

Resume normal  
operations at site.

Site not directly in  
the path of the event

Site directly in the  
path of the event

EPC HSE Manager notifies  
EPC Project Manager

### Precautionary Measures

Notify all site workers of possibility of event.  
Adopt precautionary measures to secure site:

- Secure buildings, storage and materials.
- Suspend lifting operations.

### Minimise Damage

Prepare the site to minimise potential damage from event:

- Cease all construction works.
- Stop any unnecessary vehicles planned or on the way to the site.
- Isolate power to non-essential facilities.
- Tie down and site preparation activities.
- Barricade open trenches
- Demobilise plant and relocate to safe area

EPC HSE Manager to monitor weather.  
Site personnel standby to evacuate.

Take shelter or evacuate site in accordance  
with the site evacuation procedures



## Traffic Management Plan

### Contact

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