

# Jemalong Solar Farm

## Traffic Management Plan

## DOCUMENT CONTROL SHEET

Control	Details
Project	Jemalong Solar Farm
Report	<b>Traffic Management Plan</b>
Author(s)	Lauren Serjeantson
Current version	V3
Date	14/1/2020
Approved by	Harrison Holihan – Commercial Manager

Version	Date	Details	Approval
V1	4/11/19	Draft For RMS and Council review	Harrison Holihan – Commercial Manager
V2	2/12/19	Updated draft addressing RMS and Council comments	Harrison Holihan – Commercial Manager
V3	14/1/2020	Updated TMP addressing DPIE and further RMS comments	Harrison Holihan – Commercial Manager

## TABLE OF CONTENTS

<b>1. Purpose of this document</b>	<b>6</b>
<b>2. Related documents</b>	<b>13</b>
<b>3. Stakeholder consultation</b>	<b>14</b>
<b>4. Project description</b>	<b>15</b>
4.1. Overview	15
4.2. Key construction activities	17
4.3. Road upgrades	17
4.4. Construction schedule	18
4.5. Construction hours	18
4.6. Key operations activities	19
<b>5. Permits required</b>	<b>19</b>
5.1. Consent under the Roads Act 1993	19
5.2. Over-dimensional Vehicle Permits under Heavy Vehicle National Law	20
5.3. Unformed Crown Roads	20
<b>6. Site access</b>	<b>20</b>
6.1. Site access point	20
6.2. Site access route	21
6.3. Deliveries and key haulage routes	22
6.4. Shuttle buses	24
6.5. Maximum permitted heavy vehicle length and over-dimensional vehicle movements	25
6.6. Maximum permitted heavy vehicle traffic movements	25
6.7. Over-dimensional vehicles traffic management	25
<b>7. Internal access tracks, laydown areas and parking</b>	<b>26</b>
7.1. Internal access roads	26
7.2. Construction compounds	27
7.3. Laydown areas	27
7.4. Parking	27
<b>8. Traffic Control Plans and Vehicle Movement Plans</b>	<b>28</b>
<b>9. Driver Code of Conduct</b>	<b>28</b>
<b>10. Condition of Access Roads</b>	<b>28</b>
10.1. Dilapidation survey protocol	28

---

10.2.	Weekly monitoring for unsafe defects .....	29
10.3.	Wet weather protocol.....	29
<b>11.</b>	<b>Flood Response Plan.....</b>	<b>29</b>
11.1.	Flood risk context .....	29
11.2.	Monitoring for flood threat.....	31
11.3.	Site access and early flood threat detection .....	32
11.4.	Emergency Response Plan (ERP) for Inclement weather.....	32
<b>12.</b>	<b>Community notification .....</b>	<b>33</b>
<b>13.</b>	<b>Roles and responsibilities.....</b>	<b>33</b>
<b>14.</b>	<b>Monitoring .....</b>	<b>36</b>
<b>15.</b>	<b>Complaints management .....</b>	<b>41</b>
15.1.	Contact details for complaints.....	41
15.2.	Complaints Management Protocol.....	41
15.3.	Dispute Resolution .....	42

**Appendix A - Driver Code of Conduct**

**Appendix B - Consultation**

## ABBREVIATIONS AND DEFINITIONS

CoC	Condition of Consent
Council	Forbes Shire Council
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EPC	Engineer Procure Construct
Heavy Vehicle	A vehicle that has a combined Gross Vehicle Mass or Aggregate Trailer Mass of more than 4.5 tonnes
HSE	Health, Safety, Environment
HVNL	Heavy Vehicle National Law
Incident	A set of circumstances that causes or threatens to cause Material Harm to the environment
Material harm	<p>Is harm that:</p> <ul style="list-style-type: none"> <li>involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial; or</li> <li>results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000 (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment)</li> </ul>
MW	Megawatt
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
O&M	Operation and maintenance
OSOM	Oversize Overmass
Project Owner	Project Owner – Genex Power Limited (ABN 18 152 098 854)
RMM	Revised Mitigation Measure
RMS	Roads and Maritime Services
Secretary	Secretary of the DPIE (refers to the DPIE approval authority)
Site	As shown in Appendix 1 of the Development Consent and Figure 2 of this TMP
SSD	State Significant Development
Upgrading	The augmentation and/or replacement of solar panels and ancillary infrastructure on Site (excluding maintenance)
Vehicle movement	One vehicle entering and leaving the site (i.e. two-way)

## 1. PURPOSE OF THIS DOCUMENT

Development Consent has been granted to Genex Power Limited (Project Owner) by the NSW Department of Planning, Industry and Environment (DPIE) for the construction, operation and decommissioning of a 50 megawatt (MWac) solar farm and associated infrastructure at Jemalong, New South Wales (NSW) (referred to as the 'Project') (DA ref. SSD [8803](#)).

This document addresses Schedule 3, Condition 9 of the Consolidated Development Consent which requires the preparation of a Traffic Management Plan (TMP) prior to the commencement of any road upgrades required under the Development Consent, in consultation with the RMS and Council, and to the satisfaction of the Secretary.

This TMP addresses all Project obligations which are relevant to traffic management, which include: Conditions of Consent (CoC), Revised Mitigation Measures (RMM) from the Project Environmental Impact Statement (EIS), and other permits required.

Table 1 and Table 2 lists the CoC and RMM relevant to traffic management and where they are addressed in this TMP.

*Table 1 - Conditions of Consent relevant to the TMP and where they are addressed*

ID	Condition of Consent	Where addressed
Over-Dimensional and Heavy Vehicle Restrictions		
<b>Schedule 3, Condition 2</b>	<p>The Applicant must ensure that the:</p> <p>(a) development does not generate more than:</p> <ul style="list-style-type: none"> <li>- 40 heavy vehicle movements a day during construction, upgrading or decommissioning;</li> <li>- 20 over-dimensional vehicle movement during construction, upgrading and decommissioning; and on the public road network;</li> </ul> <p>(b) length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 19 metres,</p> <p>unless the Secretary agrees otherwise.</p>	<p>Section 6.6</p> <p>Section 6.5</p> <p>Section 6.7</p>
<b>Schedule 3, Condition 3</b>	The Applicant must keep accurate records of the number of over-dimensional and heavy vehicles entering or leaving the site each day.	Section 6.6
Access Route		

ID	Condition of Consent	Where addressed
<b>Schedule 3, Condition 4</b>	All vehicular traffic associated with the development must travel to and from the project site via Lachlan Valley Way, Wilbertroy Lane, Naroo Lane and the approved site access point (shown in Appendix 1) [of the Development Consent].	Section 6.1 and 6.2
Road Upgrades		
<b>Schedule 3, Condition 5</b>	<p>Prior to the commencement of construction, the Applicant must:</p> <p>(a) upgrade the intersection of the Lachlan Valley Way and Wilbertroy Lane to provide a Basic Right Turn (BAR) treatment and Basic Left Turn (BAL) treatment to the satisfaction of RMS and in accordance with the Austroads Guide to Road Design (as amended by RMS supplements), unless RMS agrees otherwise;</p> <p>(b) upgrade Wilbertroy Lane and Naroo Lane between Lachlan Valley Way and the project site access point, excluding the Cadow Channel crossing, to allow two-way construction traffic, including:</p> <ul style="list-style-type: none"> <li>- sealing Wilbertroy Lane a minimum of 50 metres from the edge of the Lachlan Valley Way travel lane;</li> <li>- widening both roads to a minimum width of 7 metres;</li> <li>- applying an all-weather gravel surface seal to both roads; and</li> <li>- upgrading the intersection of the Wilbertroy Lane and Naroo Lane;</li> </ul> <p>to the satisfaction of Council.</p>	Section 4.3
Site Access		
<b>Schedule 3, Condition 6</b>	Prior to the commencement of construction, the Applicant must construct one site access point off Naroo Lane (shown in Appendix 1) with a Rural Property Access type treatment to cater for the largest vehicle accessing the site, in accordance with the Austroads Guide to Road Design, to the satisfaction of Council.	Section 6.1 and 4.3

ID	Condition of Consent	Where addressed
Operating Conditions (Transport)		
<b>Schedule 3, Condition 7</b>	The Applicant must ensure:	
	(c) the internal project site roadways are constructed as all-weather roadways;	Section 7.1
	(d) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;	Section 7.4
	(e) the capacity of the existing roadside drainage network is not reduced;	Section 4.3
	(f) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and	Section 6.1
	(g) vehicles leaving the site are in a clean condition and do not result in dirt being tracked onto the public road network.	Section 6.1
Unformed Crown Roads		
<b>Schedule 3, Condition 8</b>	The Applicant must ensure any unformed Crown road reserves affected by the development are maintained for future use, unless otherwise agreed with the Department of Industry – Crown Lands and Water.	Section 5.3
Traffic Management Plan		
<b>Schedule 3, Condition 9</b>	Prior to the commencement of any road upgrades required under this consent, the Applicant must prepare a Traffic Management Plan for the development in consultation with the RMS and Council, and to the satisfaction of the Secretary. This plan must include:	This document
	(a) details of the transport route to be used for development-related traffic;	Section 6.2
	(b) a protocol for undertaking dilapidation surveys to assess the: <ul style="list-style-type: none"> <li>- existing condition of Wilbertroy Lane and Naroo Lane prior to construction, upgrading or decommissioning activities; and</li> <li>- condition of Wilbertroy Lane and Naroo Lane following construction, upgrading or decommissioning activities;</li> </ul>	Section 10



ID	Condition of Consent	Where addressed
	(c) a protocol for the repair of Wilbertroy Lane and Naroo Lane identified in the dilapidation surveys to have been damaged during construction, upgrading or decommissioning works;	Section 10
	<p>(d) details of the measures that would be implemented to minimise traffic safety issues and disruption to users of Wilbertroy Lane and Naroo Lane during construction, upgrading or decommissioning works, including:</p> <ul style="list-style-type: none"> <li>- performance criteria, measures and indicators for shuttle bus utilisation and car-pooling in accordance with the commitments in the EIS;</li> <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 school buses, rail services and other motorists as far as practicable;</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 and flooding;</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>	<p>Section 6.4 and Table 6</p> <p>Section 8</p> <p>Section 11</p> <p>Section 15</p> <p>Section 6.3 and 6.4.</p> <p>Section 6.3 and 6.4</p> <p>Section 11.4</p> <p>Section 6.2</p> <p>Section 6.7</p>
	<p>(e) a driver's code of conduct that addresses:</p> <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; and</li> </ul>	Appendix A

ID	Condition of Consent	Where addressed
	(f) a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	Section 11
	Following the Secretary's approval, the Applicant must implement the Traffic Management Plan.	-

Table 2 - Revised Mitigation Measures relevant to the TMP and where they are addressed

ID	Revised Mitigation Measure	Where addressed
T1	A Traffic Management Plan (TMP) would be developed as part of the CEMP and DEMP, in consultation with Forbes Council and Roads and Maritime Services. The plan would include:	This document
	- confirmation of designated routes for construction and haulage traffic	Section 6.2
	- evaluation of any road or intersection upgrade requirements and associated traffic controls, in consultation with Forbes Council and Roads and Maritime Services (and consistent with Austroads Guides and Roads and Maritime Services supplements)	Section 4.3
	- scheduling of deliveries	Section 6.3
	- carpooling/shuttle bus arrangements to minimise staff vehicle movements	Section 6.4
	- consultation and notification arrangements regarding traffic impacts for nearby residents and local road users, particularly when traffic delays are expected	Section 11
	- arrangements and locations for traffic controls (speed limits, signage, stop/go)	Section 8
	- procedure to monitor traffic impacts and adapt controls (where required) to reduce the impacts	Section 14
	- provision of a contact phone number for stakeholders and the public to obtain information and to enable rapid response to any issues or concerns	Section 15.1
	- assessment of road condition prior to construction on all local roads that would be utilised, and a road condition monitoring program	Section 10

ID	Revised Mitigation Measure	Where addressed
	- avoiding use of Naroo Lane and Wilbertroy Lane during floods or after heavy periods of rain.	Section 11
	- Management measures that consider the risk of collisions/accidents resulting from fatigue on both the daily commute and the weekend departure/return to the workers place of origin.	Appendix A (Section 4 – Fatigue Management)
T2	The proponent would ensure the approval of Forbes Council prior to the selection of the final construction access route on local roads.	Section 3
T3	Proponent to develop a Driver Behaviour Code in line with their corporate statement policy for employee safety. All construction and operation staff would be inducted to the Driver Behaviour Code.	Appendix A (Drivers Code of Conduct)
T4	The proponent would consult with Roads and Maritime Services/Forbes Council in regard to use of the Wilbertroy Lane / Lachlan Valley Way intersection and requirement for upgrades, if any.	Section 4.3
T5	Consultation with stakeholders including Roads and Maritime Services, Forbes Council, local landholders and emergency services would continue during construction and decommissioning to advise of any changes to road use and conditions.	Section 11
T6	Where possible, large deliveries requiring stop/go traffic controls would not be scheduled during peak tourism periods (such as during local festivals), and morning and evening commuting or school bus operating periods. The proponent would aim to restrict traffic delays to a maximum of 10 minutes.	Section 6.3
SE5	Large deliveries involving oversize or overmass loads or vehicles requiring traffic control which may inconvenience road users on Lachlan Valley Way would not be scheduled during festivals or other major tourism activities. Local tourism industry representatives would be consulted to manage potential timing conflicts with local events.	Section 6.7

ID	Revised Mitigation Measure	Where addressed
T7	Prior to construction, a pre-condition survey of the relevant sections of the existing road network would be undertaken, in consultation with Forbes Council. During construction the sections of the road network utilised by the proposal would be monitored and maintained to ensure continued safe use by all road users, any faults attributed to construction of the Project would be rectified. At the end of construction, a post-condition survey would be undertaken to ensure the road network is left in the consistent condition as at the start of construction. This approach would also be applied during the decommissioning phase.	Section 10
T8	Ensure the length of Wilbertroy Lane utilised to access the Project be widened to a minimum width of 7.0 metres to allow two trucks to pass, excluding the Cadow Channel crossing which is expected to continue to operate in an acceptable manner given its short length and the low traffic volumes along Wilbertroy Lane.	Section 4.3
T9	One of 3 options to control one-way movement of construction traffic, such as traffic controllers, traffic signals or providing passing facilities at appropriate intervals should be explored for Naroo Lane, between Wilbertroy Lane and the site access to manage the movement of trucks along this length of road.	No longer applicable – the upgrade of Naroo Lane will enable two-way construction traffic as required by Condition 5, Schedule 3.
T10/SE2	Neighbours of the Project be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access.	Section 12
T11	Invite RMS Education Staff to provide information, guidance and discussion on fatigue management and road safety.	Section 13
T12	Contractor management team, staff and proponent management team and staff will be required to participate, based on RMS education staff agenda.	

## 2. RELATED DOCUMENTS

This TMP sits among a suite of environmental management plans prepared for the Project. An overview of the management plan framework is illustrated in Figure 1.

The Environmental Management Strategy document is the overarching environmental management document for the Project, providing an overview of the Project, the statutory context and strategic framework for achieving compliance with the Development Consent.

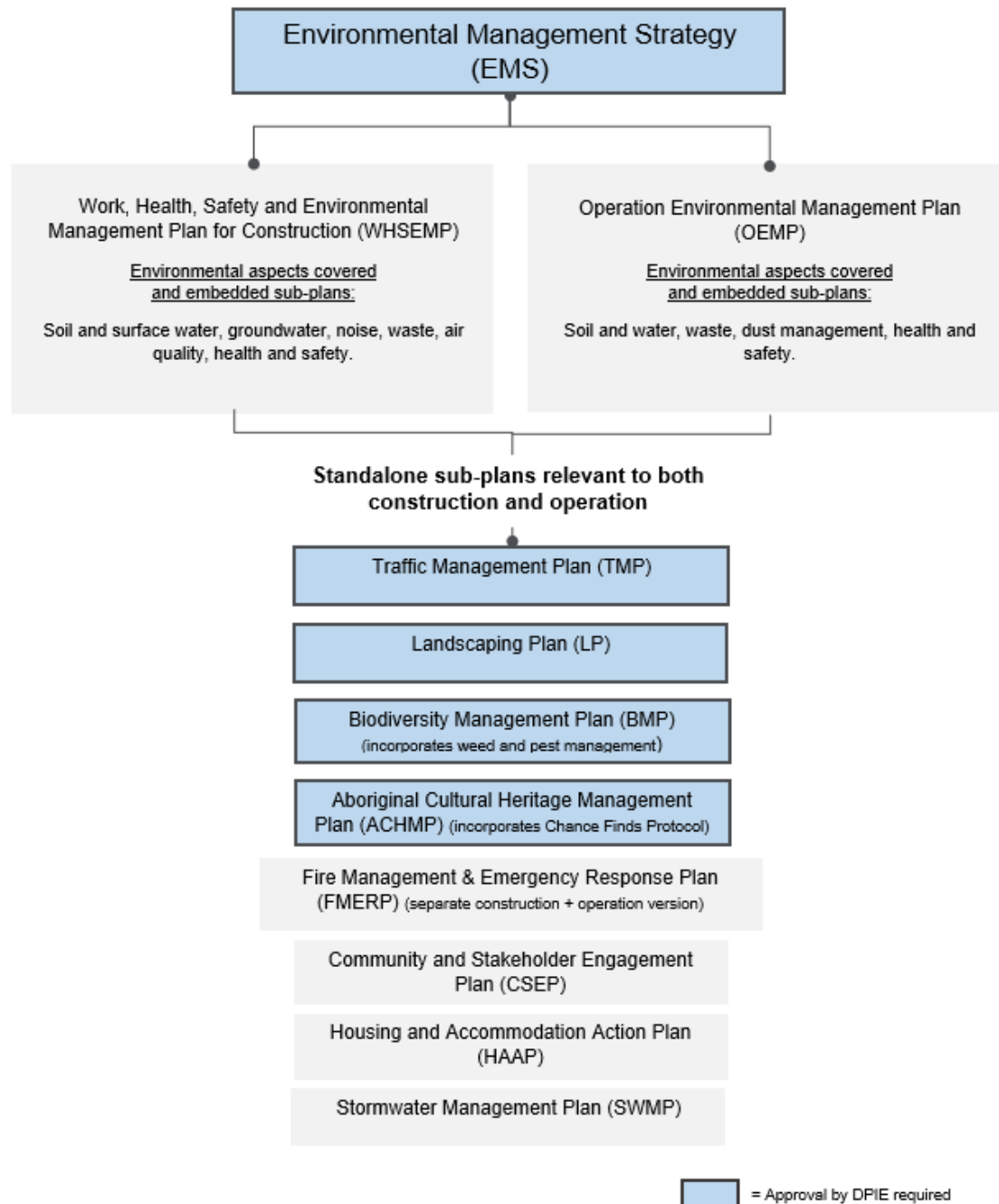


Figure 1 - Framework for the suite of environmental management plans for the Project

### 3. STAKEHOLDER CONSULTATION

As per CoC 9 of Schedule 3, this TMP must be developed in consultation with Roads and Maritime Services (RMS) and Council (Forbes Shire Council). The TMP must also be developed to the satisfaction of the Secretary (of the DPIE). A summary of the consultation undertaken is provided in Table 3 and provided in Appendix B.

*Table 3 - Summary of stakeholder consultation*

Stakeholder	Consultation undertaken
Roads and Maritime Services	<p>The draft TMP V1 was provided to Roads and Maritime Service (RMS) for review on 4/11/19. RMS provided written comments on 14/11/19 for discussion on a teleconference held on 15/11/19 with the RMS, Council, and project team. An updated TMP (V2) addressing RMS and Council comments was provided to RMS on 2/12/19.</p> <p>RMS provided feedback on TMP V2 on 3/12/19 requesting further information on some items. All outstanding items were resolved and closed by 19/12/19, and are addressed in TMP V3.</p> <p>RMS endorsement of the updated TMP was received on 29/1/2020.</p> <p>A copy of the correspondence with RMS is provided in Appendix B.</p>
Forbes Shire Council	<p>The draft TMP V1 was provided to Forbes Shire Council (FSC) for review on 4/11/19. A teleconference was held on 15/11/19 with the Council, RMS and project team, to discuss written comments provided by RMS (refer above). Council provided additional comments verbally on the call and followed these up with an email. An updated TMP (V2) addressing RMS and Council comments was provided to Council on 2/12/19. Council endorsement of the updated TMP was received on 4/12/19.</p> <p>A copy of the correspondence with Council is provided in Appendix B.</p>
Department of Planning, Industry and Environment	<p>The draft TMP V2 was provided to DPIE for review. DPIE comments on the TMP have been addressed in TMP V3.</p>

## 4. PROJECT DESCRIPTION

### 4.1. Overview

The Project involves the construction, operation and decommissioning of a 50 megawatt (MWac) solar farm and associated infrastructure. It is located around 35km west of Forbes, NSW. The key Project components include:

- photovoltaic solar modules (approximately 170,000 modules)
- single-axis tracking module framing system mounted on steel piles
- 20 containerised Power Conversion Units (PCUs)
- a substation containing transformers, associated switchgear and control and protection equipment
- operations and maintenance buildings with associated car parking
- road upgrade works on the site access route (refer Section 4.3)
- above ground and underground cabling
- internal all-weather access tracks
- security system and security fencing
- native vegetation plantings to provide visual screening
- meteorological station(s); and
- a 66kV transmission line (approximately 5km long) connecting the onsite substation to the existing Essential Energy West Jemalong substation.

The Project layout is shown in Figure 2.



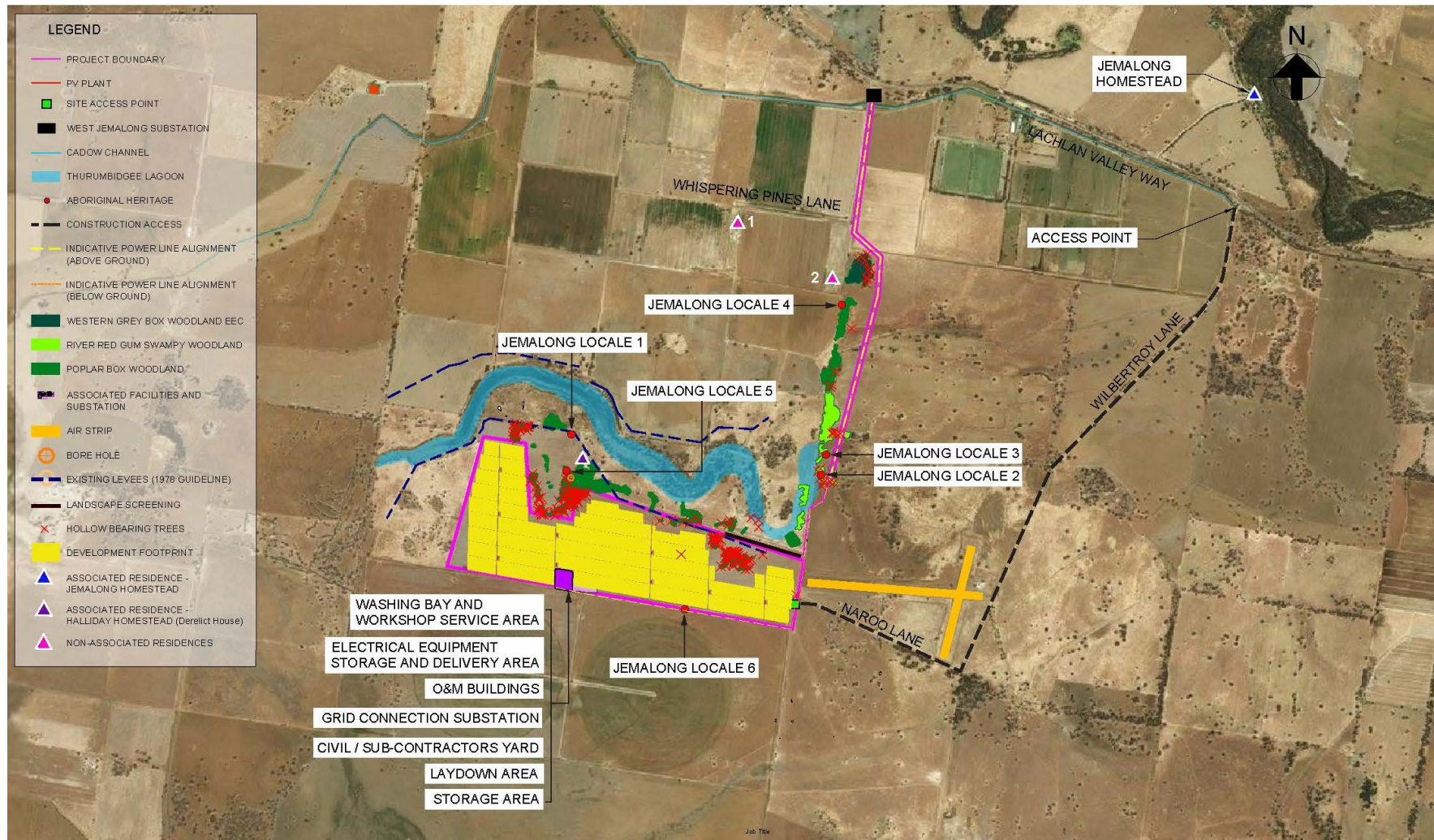


Figure 2 – Indicative Project layout



## 4.2. Key construction activities

The key construction activities include:

- Road upgrade works on the Site access route and Site access establishment (refer Section 4.3)
- Site establishment and preparation for construction – geotechnical investigations, establishment of the construction compound and laydown areas, fencing, ground preparation, construction of internal access tracks, drainage works
- Installation of steel post and framing system for the solar panels
- Installation of underground cabling (trenching) and installation of inverter stations
- Installation of PV panels
- Construction of operation and maintenance facilities
- Construction of the substation and connections
- Construction of the 66kV transmission line, switch gear and equipment, and interconnection of the generator to the substation.
- Removal of temporary construction facilities and access tracks, and rehabilitation of disturbed areas.
- Landscaping works

It is expected some stages of construction will occur concurrently.

## 4.3. Road upgrades

CoC 5 and 6 of Schedule 3 specify road upgrade works that are required to be completed prior to the commencement of construction.

The existing form of the roads are as below (pre-upgrade):

- **Naroo Lane:** 4m wide unsealed
- **Wilbertroy Lane:** 7m wide unsealed
- **Lachlan Valley Way:** sealed single carriageway
- The existing intersection of Lachlan Valley Way and Wilbertroy Lane is priority controlled, with vehicles exiting Wilbertroy Lane required to give way to vehicles travelling on Lachlan Valley Highway. No turning facilities are currently provided for vehicles turning from Lachlan Valley Way.

The below upgrade works are required on these roads to cater for the construction traffic generated by the Project:

### Condition 5, Schedule 3 (Road upgrades)

*Prior to the commencement of construction, the Applicant must:*

*(a) upgrade the intersection of the Lachlan Valley Way and Wilbertroy Lane to provide a Basic Right Turn (BAR) treatment and Basic Left Turn (BAL) treatment to the satisfaction of RMS and in accordance with the Austroads Guide to Road Design (as amended by RMS supplements), unless RMS agrees otherwise;*

*(b) upgrade Wilbertroy Lane and Naroo Lane between Lachlan Valley Way and the project site access point, excluding the Cadow Channel crossing, to allow two-way construction traffic, including:*

- sealing Wilbertroy Lane a minimum of 50 metres from the edge of the Lachlan Valley Way travel lane;*
- widening both roads to a minimum width of 7 metres;*
- applying an all-weather gravel surface seal to both roads; and*
- upgrading the intersection of the Wilbertroy Lane and Naroo Lane;*

*to the satisfaction of Council.*

Condition 6, Schedule 3 (Site access)

*Prior to the commencement of construction, the Applicant must construct one site access point off Naroo Lane (shown in Appendix 1) with a Rural Property Access type treatment to cater for the largest vehicle accessing the site, in accordance with the Austroads Guide to Road Design, to the satisfaction of Council.*

Prior to the commencement of the road upgrade works, the Project will seek consent from the relevant road authorities who will sign-off on the engineering designs (refer Section 5.1).

The designs will ensure the capacity of the existing roadside drainage network is not reduced.

#### 4.4. Construction schedule

The construction of the Project is expected to take approximately 6-7 months. Peak construction is approximately 4-5 months.

#### 4.5. Construction hours

The Project has approval from the Secretary to undertake construction activities on site during the following hours:

- Monday to Friday: 7 am to 6 pm
- Saturday: 8 am to 5 pm
- Sundays: 8 am to 4pm
- NSW public holidays: no work.

Restrictions during certain hours.

The above construction hours include approved extended hours beyond the standard construction hours originally conditioned in CoC 15, Schedule 3. Approval for extended hours was granted by the Secretary in a letter dated 29 November 2019.

The Secretary approval restricts the construction activities that can be undertaken during extended construction hours, as follows:

- No trenching or piling is permitted 1pm – 5pm Saturdays or 8am – 4pm Sundays;

- No road upgrade works or construction of the 66kV transmission line is permitted within 1.2km of the sensitive receivers (i.e. residences) between 1pm – 5pm Saturdays or 8am – 4pm Sundays;
- No heavy vehicle movements are permitted on Sundays.

#### Emergency works

The following construction activities may be undertaken outside approved construction hours without the approval of the Secretary:

- the delivery of materials as requested by the NSW Police Force or other authorities for safety reasons; or
- emergency work to avoid the loss of life, property and/or material harm to the environment.

#### 4.6. Key operations activities

The key activities during operations include:

- Performing routine maintenance on the mechanical and electrical equipment
- Keeping the Project site clean
- Fuel load management
- Responding to unscheduled faults on the solar farm
- Maintaining internal tracks, drains and buildings

### 5. PERMITS REQUIRED

#### 5.1. Consent under the Roads Act 1993

Under Section 138 of the *Roads Act 1993*, a person must not impact or carry out work on or over a public road without the consent of the appropriate roads' authority.

The Project involves the following works within a public road:

- Upgrade of the intersection of the Lachlan Valley Way and Wilbertroy Lane to provide a Basic Right Turn (BAR) treatment and Basic Left Turn (BAL) treatment
- Upgrade of Wilbertroy Lane and Naroo Lane between Lachlan Valley Way and the project site access point, excluding the Cadow Channel crossing, to allow two-way construction traffic, including:
  - sealing Wilbertroy Lane a minimum of 50 metres from the edge of the Lachlan Valley Way travel lane;
  - widening both roads to a minimum width of 7 metres;
  - applying an all-weather gravel surface seal to both roads; and
  - upgrading the intersection of the Wilbertroy Lane and Naroo Lane;

- Construction of one site access point off Naroo Lane with a Rural Property Access type treatment to cater for the largest vehicle accessing the site
- Any maintenance work required on Wilbertroy Lane or Naroo Lane following dilapidation surveys (refer Section 10).

Each of the above activities requires consent from the relevant road authority under Section 138 of the *Roads Act 1993*. The relevant road authority for the affected roads is as follows:

- Wilbertroy Lane (Local, unclassified road) – Council
- Naroo Lane (Local, unclassified road) – Council
- Lachlan Valley Way (Regional Classified road) – Council with RMS concurrence.

## 5.2. Over-dimensional Vehicle Permits under Heavy Vehicle National Law

The National Heavy Vehicle Regulator (NHVR) administers one set of laws (the Heavy Vehicle National Law (HVNL)) for heavy vehicles over 4.5 tonnes gross vehicle mass. The HVNL consists of the Heavy Vehicle National Law (the schedule to the *Heavy Vehicle National Law Act 2012*) and four sets of regulations. The HVNL commenced on 10 February 2014 in the Australian Capital Territory, New South Wales, Queensland, South Australia, Tasmania and Victoria. Each of them passed a law that either adopts or duplicates the HVNL (with some modifications) as a law of that State or Territory.

Any over-dimensional vehicles used for the Project must hold a permit from RMS or NHVR. Refer Section 6.7 for further information.

## 5.3. Unformed Crown Roads

As specified by CoC 8 of Schedule 3 any unformed Crown road reserves affected by the development must be maintained for future use, unless otherwise agreed with the Department of Industry – Crown Lands and Water.

One unformed Crown road will be traversed by the new overhead transmission line connecting the Jemalong Solar Farm with the West Jemalong Substation. A 30m easement for this transmission line has been registered over the Crown road, with the agreement of Department of Industry – Crown Lands and Water. The overhead easement will not preclude a road being constructed in this road reserve in the future.

# 6. SITE ACCESS

## 6.1. Site access point

In accordance with CoC 4 of Schedule 2, the Site's access point is from Naroo Lane (a local public road) where it terminates at the Site's eastern boundary (as shown in Figure 3). A single Site access point will be established at this location for use by all vehicles entering and leaving the Site during construction and operation.

As required by Condition 6, Schedule 2 this Site access point will be constructed with a Rural Property Access type treatment to cater for the largest vehicle accessing the Site, in accordance with the Austroads Guide to Road Design, to the satisfaction of Council.

All vehicles must be loaded and unloaded within the Site and enter and leave the Site in a forward direction. Further, vehicles leaving the Site must be in a clean condition and do not result in dirt being tracked onto the sealed public road network.

## **6.2. Site access route**

As per CoC 4 of Schedule 3 all vehicular traffic associated with the development must travel to and from the Project Site via Lachlan Valley Way, Wilbertroy Lane, Naroo Lane and the approved Site access point (as shown in Figure 3).

It is anticipated that the majority of the construction workforce would reside or fly into Forbes or Parkes and would therefore travel along Lachlan Valley Way from the east, before making the turn onto Wilbertroy Lane, then Naroo Lane.



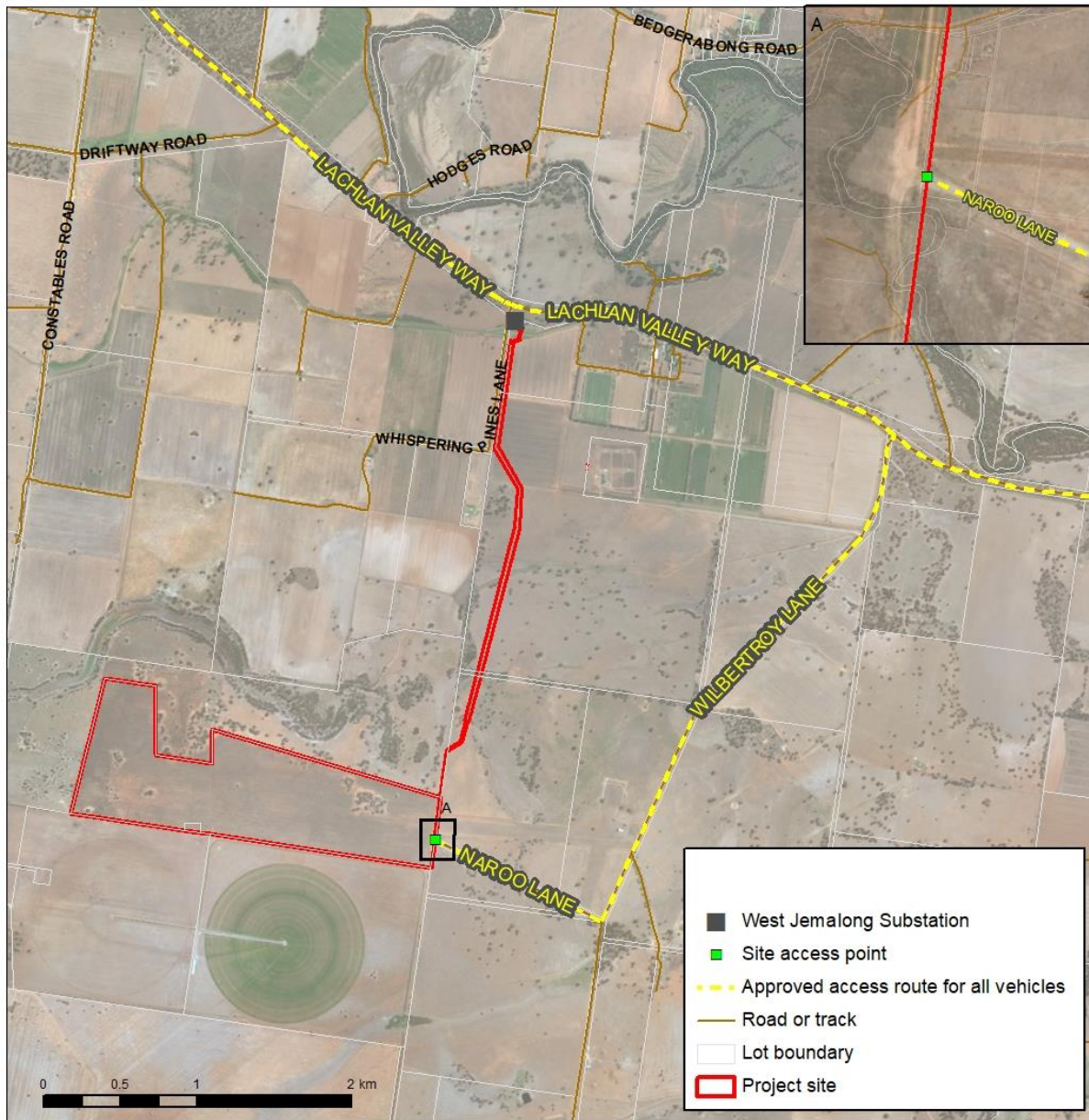


Figure 3 - Approved Site access route and Site access point

### 6.3. Deliveries and key haulage routes

#### General controls:

The real-time management of deliveries is to be managed to reduce the potential for queuing of heavy vehicles, both outside the Site entrance and within the Site. This is to be achieved through scheduling (e.g. staging of deliveries) and communication protocols.

Heavy vehicle platooning must be avoided where practicable to prevent conflicts with other motorists and congestion upon arrival at the Site. Heavy delivery vehicles are to start transportation as soon as loads are safely secured, resulting in single vehicle

movements rather than convoy/platoon traffic. The haulage route will avoid areas where there is the potential for short stacking at railway crossings.

The laydown and delivery areas within the Site 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 heavy vehicles to safely unload away from pedestrian areas.

Where possible, large deliveries requiring stop/go traffic controls would not be scheduled during tourism events (such as during local festivals), and morning and evening commuting or school bus operating periods.

Any traffic controls in place on public roads would aim to restrict traffic delays to a maximum of 10 minutes.

All trucks must be covered when transporting loose materials (e.g. aggregate) to and from the site. All other materials transported must be enclosed or strapped down securely.

### **Interaction with school buses**

Lachlan Valley Way is a school bus route for one 24-seater school bus which travels to/from Forbes. The school bus company has advised that all bus stops are clearly marked with shelters, and there is adequate room for the buses to pull off to the side of the road to pick up and drop off the students without other vehicles having to stop.

The hours of school bus operation are approximately between 07:30am – 8:30am and 03:00pm - 04:30pm.

Over-dimensional vehicles will be timed to avoid the school bus drop off and pick up timeframes. Heavy vehicles will be timed to predominantly avoid the school bus drop off and pick up timeframes.

If a school bus is observed stopped beside a road, a 40 km/h speed limit applies to traffic passing a school bus that is setting down or picking up students. This speed limit is for all traffic travelling in the same direction as the bus, whether the bus is stationary or moving. Motorists shall:

- reduce speed to 40 km/h when bus lights are flashing;
- give way to buses;
- watch for children crossing;
- not merge too closely in front of buses;
- never park in or near a bus stop or bus zone.

Drivers must remain vigilant and exercise extra caution around bus stops at all times.

### **Key haulage routes**

The solar modules and tracking system make up the majority of the materials to be delivered to Site. The haulage route for these materials is outlined below:

- Sydney to Bathurst via M5, M7, M4 then onto A32
- Bathurst to Orange via the A32
- Orange to Forbes via The Escort Way, Orange Rd, Bridge St



- Forbes to site via A39, Lachlan Valley Way, Wilbertroy Lane, Naroo Lane.

The requirement to adhere to above the nominated haulage routes will be included in the contracts with the solar module and tracking system suppliers.

#### 6.4. Shuttle buses

The Project will utilise shuttle buses to transport at least 70% of construction labour hire to and from the Site each day during the peak period of labour on Site (which is over approximately six months). This will substantially reduce the number of Project related vehicles on the public road network and therefore reduce the potential for conflict with other motorists and school buses. The use of shuttle buses will also reduce the amount of parking required onsite.

The shuttle bus pick-up/drop-off location has been identified in consultation with Forbes Shire Council. The location is referred to as the 'old Woolies car park' on Lawler Street, Forbes, as shown in Figure 4. This car park is considered to have sufficient parking to cater for the workers' personal vehicles.



Figure 4 Shuttle bus pick up and drop-off location in Forbes (referred to as the 'old Woolies carpark' on Lawler Street.

The following measures will be implemented to encourage workers to utilise the shuttle bus services or car-pooling:

- Labour hire companies will have a minimum 70% shuttle bus utilisation built into in their contract.



- Shuttle bus use and car-pooling will be encouraged through site inductions, pre-start meetings and toolbox talks.

Monthly monitoring will be undertaken to ensure effective utilisation of shuttle buses. The monitoring is outlined below.

*Table 4 Monitoring related to shuttle bus utilisation*

Performance criteria	Measurement/Indicators
At least 70% of construction labour hire to utilise shuttle bus services.	Calculation of the percentage of labour hire utilising the shuttle buses using data of number of workers onsite collected by the labour hire company, and numbers of workers arriving by bus each day. If the utilisation is <70% undertake review of individual worker transport arrangements to identify labour hire personnel that are unnecessarily driving to site, and ensure those workers utilise the bus instead.
Onsite parking areas provide sufficient parking for vehicles which need to travel to site.	Visual inspections of the designated onsite parking areas to ensure the parking area maintains sufficient parking capacity. If parking areas are at full capacity, undertake review of vehicles parking onsite and whether those workers could use the shuttle bus as an alternative transport.
The car park at the shuttle bus pick-up/drop-off location has sufficient parking capacity for shuttle bus users.	Visual inspections of in the morning pick-up periods to ensure the car park maintains sufficient parking capacity.

If it is identified that additional bus pick-up/drop-off locations are required, these will be agreed with Council.

## 6.5. Maximum permitted heavy vehicle length and over-dimensional vehicle movements

The maximum permitted length of any heavy vehicles (excluding over-dimensional vehicles) used for the Project must not exceed **19 metres**.

## 6.6. Maximum permitted heavy vehicle traffic movements

The maximum permitted heavy vehicle movements per day during construction, upgrading or decommissioning is **40**, with a movement defined as one vehicle entering and leaving the Site (i.e. two-way).

The logistics manager must keep accurate records of the number of over-dimensional and heavy vehicles entering or leaving the Site each day in accordance with CoC 3, Schedule 3.

## 6.7. Over-dimensional vehicles traffic management

An over-dimensional vehicle is an over-mass and/or over-size/length vehicle (OSOM). 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, together with its load, exceeds prescribed mass or dimension [limits](#).

Up to **20** over-dimensional vehicle movements are permitted during construction, upgrading or decommissioning, as per CoC 2(a), Schedule 3. If the need for additional over-dimensional vehicle movements is identified, approval must be sought from the Secretary.

If an OSOM vehicle exceeds the mass or dimension limits it may be eligible to operate under an existing [Class 1 Notice or Ministerial Order](#). These legal instruments allow categories of eligible vehicles access to the road network subject to route restrictions, maximum dimension/mass limits and operating conditions.

All other OSOM vehicles must obtain a permit to travel on the road network. For travel only within NSW, permits can be obtained from RMS. For interstate travel, permits must be obtained directly from the NHVR.

When operating under an OSOM permit, the operator is required to comply with [Additional Access Conditions for oversize and overmass heavy vehicles and loads](#). These conditions include pilot and escort requirements, travel restrictions during certain periods, and other conditions such as the use of warning devices, lights and signage. The applicability of many of the conditions are dependent on the individual OSOM vehicle and travel route.

In NSW an OSOM Traffic Management Plan (separate to this document), which describes how an OSOM movement will be safely undertaken, is required for the below types of OSOM movements:

- All OSOM movements that are classified as 'High Risk' due to their dimensions and/or weights
- All OSOM movements that travel on a 'High Risk' route
- All OSOM movements that involve the transport of a 'Critical/Sensitive' load.

The criteria for the above are described on the RMS [website](#).

OSOM vehicles requiring traffic control which may inconvenience road users on Lachlan Valley Way should not be scheduled during festivals or other major tourism events. Local tourism industry representatives would be consulted to manage potential timing conflicts with local events.

## 7. INTERNAL ACCESS TRACKS, LAYDOWN AREAS AND PARKING

### 7.1. Internal access roads

Temporary internal access tracks will be established during construction for the safe and orderly navigation of construction vehicles and to minimise ground disturbance. Where possible, these temporary internal access roads for construction use will be established where operational roads are planned to minimise the extent of ground disturbance.

Internal access roads for use during operation will be constructed as all-weather access roads, as required by CoC 7, Schedule 3. The layout of the operational internal access roads will be determined during the detailed design phase.

## 7.2. Construction compounds

Two temporary construction compounds will be established onsite (one for the solar farm works and one for the onsite substation works) and will include portable site offices and amenities buildings.

Key components of the compound may include the following:

- Demountable toilet blocks consisting of water flush systems connected to holding tanks
- crib rooms
- offices
- first aid area
- store rooms
- storage areas
- workshop area
- undercover assembly areas

Construction compound buildings will be prefabricated structures which can be brought to Site on the back of a truck and removed from Site when required.

The compounds will be sited within the Project Site and away from sensitive environmental areas.

## 7.3. Laydown areas

Two primary laydown areas will be established for the laydown and storage of the bulk of construction materials. Materials will be relocated and stored adjacent to the relevant work area as required.

Other smaller laydown areas will be established during construction as required. All laydown areas will be sited within the Project Site and away from sensitive environmental areas.

The primary laydown areas may be retained during operation, while any other laydown areas will be rehabilitated following construction.

## 7.4. Parking

During construction, all light vehicles will park in designated parking areas within the Site, including adjacent to the construction compound. Sufficient parking will be provided for all vehicles who require parking, including onsite vehicles, shuttle buses, and workers' vehicles for those who do not utilise shuttle buses to commute to and from the Site. No parking is permitted on the public road network in the vicinity of the Site.

During operation, vehicles would park in a car park constructed adjacent to the O&M building, which will provide sufficient parking for operational staff and visitors.

## 8. TRAFFIC CONTROL PLANS AND VEHICLE MOVEMENT PLANS

Traffic Control Plans (TCPs) and Vehicle Movement Plans (VMPs) may be prepared for the Project which provide additional and more detailed traffic management details for localised areas.

TCPs apply to public roads and detail the layout and nature of temporary traffic control devices necessary to ensure the safe movement within a particular area on the public road network. TCPs may include temporary signage/devices to notify road users, speed limits, detours, UHF frequencies and other changes to traffic conditions. The requirement for a TCP will be guided by regulatory requirements and HSE Risk Assessments.

TCPs will be prepared by a suitability qualified person and will comply with the requirements of Australian Standard AS 1742.3 2009 *Manual of uniform traffic control devices*, *Traffic control for works in roads* and the *Traffic Control at Work Sites* manual (RTA 2010). TCPs will be implemented by a traffic management contractor.

VMPs apply to areas within the Project Site (i.e. off the public road network) and may be developed to illustrate and coordinate vehicle movements within the Site. The requirement for a VMP will be guided by HSE Risk Assessments.

## 9. DRIVER CODE OF CONDUCT

A Driver Code of Conduct has been prepared for the Project.

The Code of Conduct will be communicated to all personnel through site inductions, toolbox talks and pre-start meetings. All personnel are required to sign on to site at the beginning of each shift using the SignOnSite application on devices based at the site office. The SignOnSite application will request a digital declaration that the Driver Code of Conduct was adhered to during the travel to site or to the bus pick-up location.

A requirement to comply with this Traffic Management Plan, including the appended Driver Code of Conduct will also be included within the head contracts with major suppliers and bus companies which are contracted directly.

If any Project personnel or direct contractors are found to be non-compliant with the Driver Code of Conduct, a warning will be issued and recorded by the Construction Manager. If three warnings are issued, termination of employment/contract will be considered by the Construction Manager. In the case of drug and alcohol tests, one failure will result in automatic termination effective immediately.

## 10. CONDITION OF ACCESS ROADS

### 10.1. Dilapidation survey protocol

Following completion of the road upgrade works and prior to the commencement of construction, an independent dilapidation survey ('pre-construction dilapidation survey') will be commissioned to document the condition of the Site access route (as upgraded) along Wilbertroy Lane and Naroo Lane. This includes the whole length of Naroo Lane, and the section of Wilbertroy Lane between its intersection with Naroo Lane and its intersection with Lachlan Valley Way, upgraded intersections inclusive. Within one month following

completion of construction, another independent dilapidation survey will be commissioned to document the condition of these roads post-construction ('post-construction dilapidation survey').

The post-construction dilapidation survey will identify any deterioration to the condition of Naroo Lane and Wilbertroy Lane, as upgraded, since the pre-construction survey, and whether the deterioration is likely to have been caused by the Project's construction activities.

Any damage attributable to the Project will be reinstated to the pre-construction condition (as upgraded) by the Project within three months of the post-construction dilapidation survey.

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

## 10.2. Weekly monitoring for unsafe defects

In addition to the dilapidation surveys, Naroo Lane and Wilbertroy Lane will be inspected for defects by the HSE advisor as part of the weekly site inspection.

Any defects which pose a potential safety risk to road users is to be reported immediately to the Construction Manager who will coordinate further investigation to determine whether emergency repair is required. If emergency repairs are required, construction vehicle movements may need to be suspended for the duration of the emergency repairs.

## 10.3. Wet weather protocol

During and following wet weather, the HSE advisor will inspect Wilbertroy Lane and Naroo Lane no less than twice a day, once in the morning and once in the afternoon, to monitor the safety of the roads.

If the roads are considered unsafe, the HSE Advisor shall notify the Construction Manager and Chief Warden. The Construction Manager shall coordinate all anticipated deliveries and arrivals to be postponed until further notice. This further notice is to be provided once the roads are considered safe again.

To manage the safe departure of vehicles already onsite, the Chief Warden is to implement the Emergency Response Plan (ERP) for Inclement weather, provided in Section 11.4.

# 11. FLOOD RESPONSE PLAN

## 11.1. Flood risk context

The Project Site is located on the Lachlan River floodplain (Figure 5).

---

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



As shown in Figure 6 the Project Site has the potential to be inundated during a significant flood event. Further, during a flood event the Site access route is likely to be closed or unsafe and there is no alternative access using public roads.

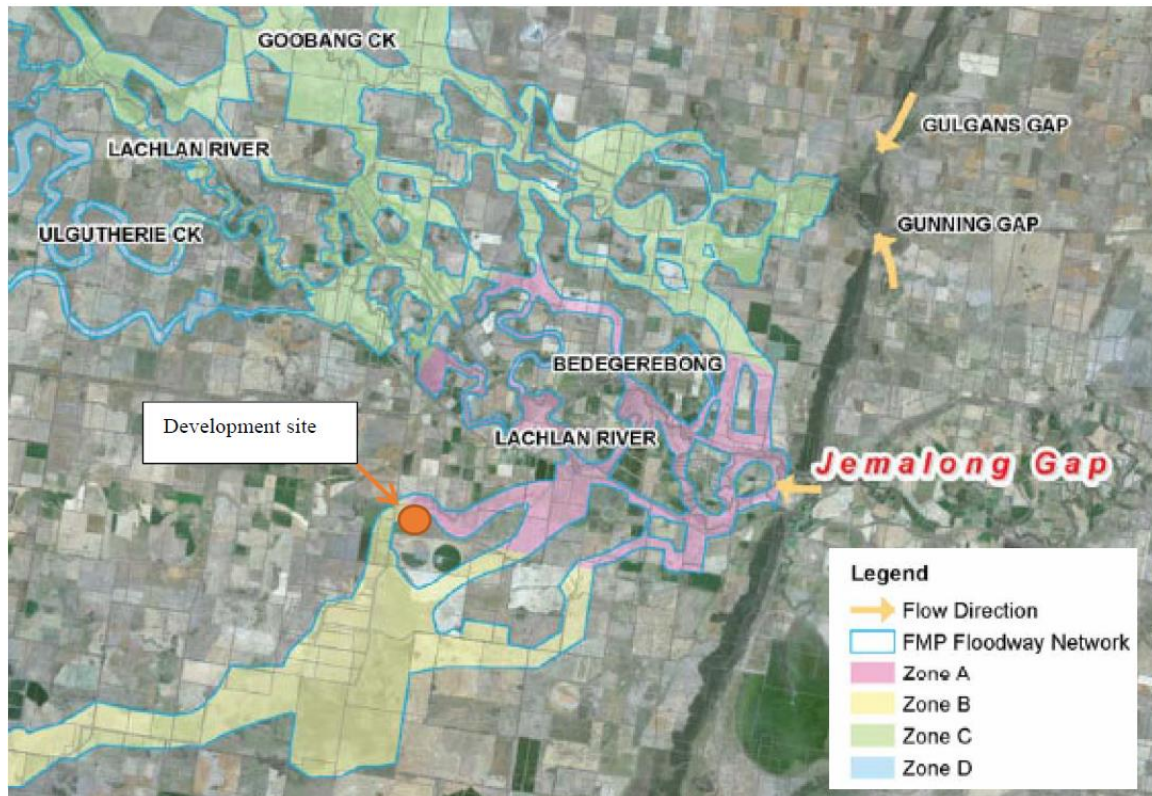


Figure 5 - Location of Project in within the greater Lachlan River floodway network

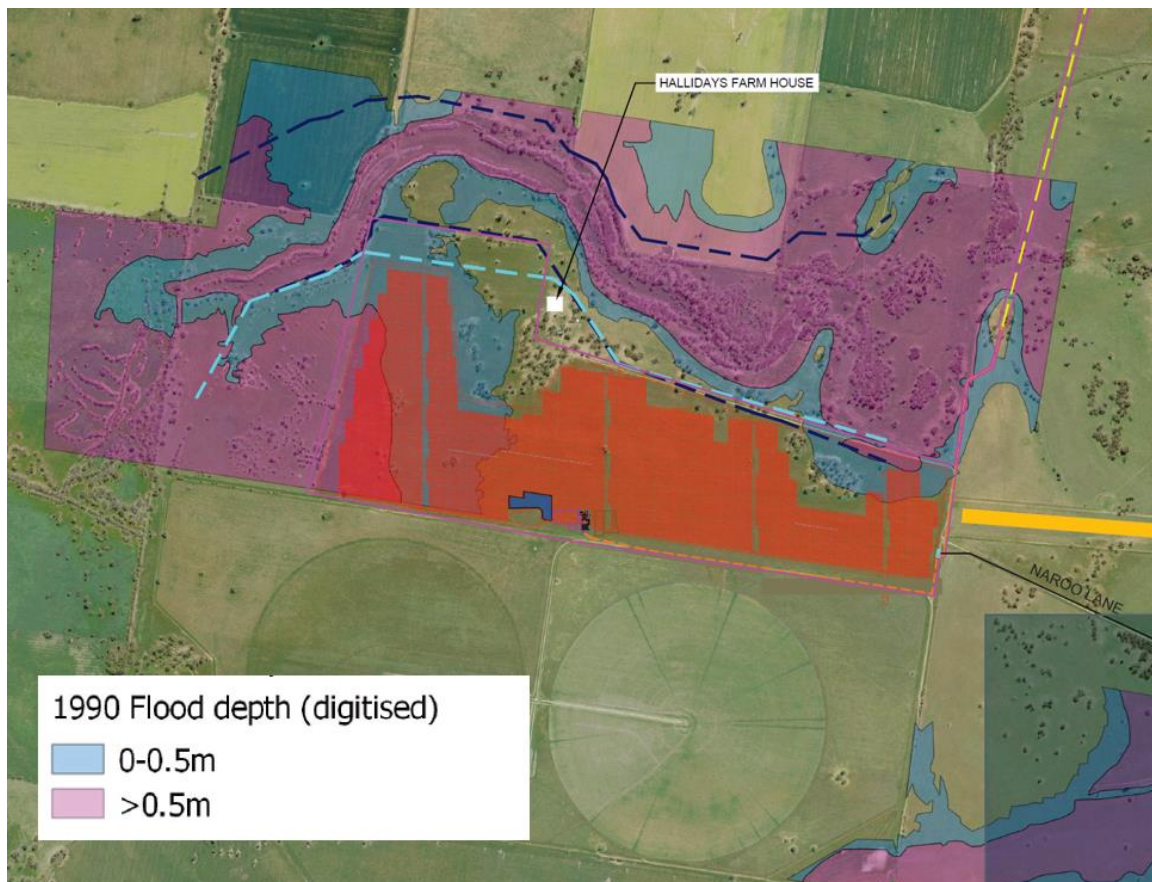


Figure 6 - Flood depth within the Project Site land during a 1990 flood event (1 in 25 year event)

## 11.2. Monitoring for flood threat

During construction, the HSE Advisor will routinely monitor the weather forecast on a daily basis. As part of obtaining the weather forecast, the following online resources will be checked for any flood warnings during and following wet significant weather:

- NSW State Emergency Services (SES): Provides current local flood risk information  
<https://www.ses.nsw.gov.au/regions/lachlan/?suburbName=JEMALONG>
- Bureau of Meteorology (BoM): Provides any weather warnings in NSW  
<http://www.bom.gov.au/nsw/warnings/>

If any flood warnings are in place or there is any evidence of rising floodwaters in the vicinity of the Project Site, the Chief Warden (construction manager or site manager) is to contact the local SES unit in Forbes who will be able to advise on predicted flood risk and any road closures.

**SES can be contacted via 13 25 00.**

### 11.3. Site access and early flood threat detection

The Site is accessed via Lachlan Valley Way, Wilbertroy Lane and Naroo Lane, all of which are subject to inundation during a significant flood event.

There is no alternative access to/from the Site using public roads. As such, monitoring for flood warnings will be important for detecting flood threat early and taking appropriate action.

If a flood threat is detected outside construction hours, the next shift of construction works will be cancelled, before the Site is accessed, until the threat is gone. If a flood threat is detected during construction hours when personnel are already onsite, the following Emergency Response Plan for Inclement weather is to be implemented.

### 11.4. Emergency Response Plan (ERP) for Inclement weather

The below ERP is from the Project's Fire Management and Emergency Response Plan and is to be implemented if a flood threat is detected when personnel are onsite, or if wet weather is resulting in unsafe road conditions along the site access roads. It is relevant to all inclement weather, not only flooding.

- The Chief Warden will issue the weather warnings (e.g. severe storm, high winds, dust storm, flooding) to Supervisors via 2-way radio, word-of-mouth or mobile phone, SignOnSite mobile phone application
- The Supervisors shall advise all workers and subcontractors of the weather warnings issued by the Chief Warden
- The Chief Warden and HSE Advisor shall continue to monitor the weather and warnings online and provide regular updates to the Supervisors
- As the weather threat escalates the Chief Warden will communicate the required actions to Wardens and Supervisors which may include:
  - Securing equipment and materials
  - Securing cranes and mobile plant
  - Ceasing works in exposed areas, Personnel proceeding to sheltered areas (lunch rooms and administration buildings)
- The Wardens and Supervisors will conduct a roll call when at sheltered areas and report result to the Chief Warden
- The Chief Warden shall determine if an evacuation is required due to the expected severity of the event
- In the event of high rainfall or flooding that could affect the safe travel to or from Site appropriate action shall be decided by the Chief Warden.

Specific traffic control measures may also need to be implemented on Site during inclement weather including:

- reduced speed limits during conditions causing reduced visibility such as dust or fog;
- temporary suspension of heavy vehicle movements;



- additional dust suppression in the event of dust storms or high winds.

## 12. COMMUNITY NOTIFICATION

As per the project Community and Stakeholder and Engagement Plan (CSEP), residents in proximity to the Site will be notified at least 1 week prior to the following:

- road works commencing
- change in traffic conditions, particularly if 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.

Ongoing Project progress updates will also be provided to the community and stakeholders in accordance with the CSEP.

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

## 13. ROLES AND RESPONSIBILITIES

The Project Owner has ultimate responsibility and accountability to ensure that the Project is designed, built, operated, upgraded and decommissioned in accordance with the Development Consent. However, all actions to achieve compliance with the Development Consent, relevant to traffic management, will be undertaken by the EPC Contractor during construction, and O&M Contractor during operation.

Figure 7 outlines the structure of organisations and key roles involved in the construction and operation of the Project relevant to traffic management. Table 5 outlines the responsibilities of the key roles.

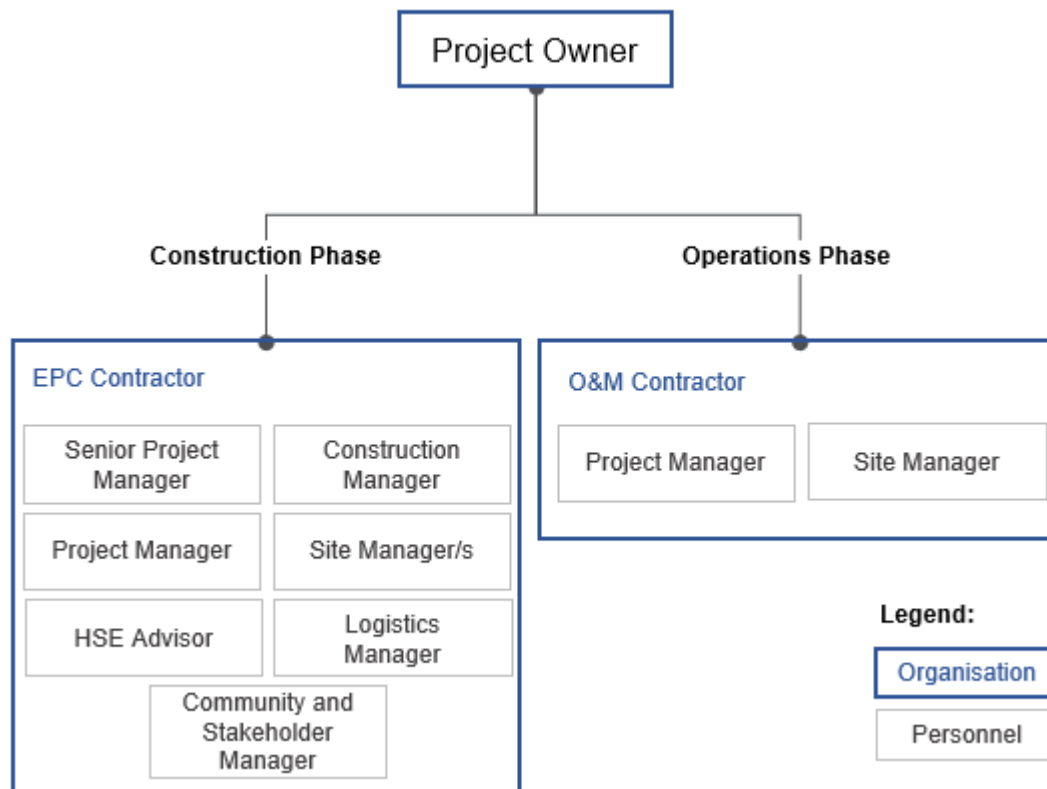


Figure 7 - Structure of organisations and key roles related to traffic management

Table 5 - Roles and responsibilities

Organisation	Role	Responsibilities and Authorities
EPC Contractor	Senior Project Manager	<ul style="list-style-type: none"> <li>Maintain a working knowledge of the TMP and be aware of all legislative requirements</li> <li>Ensure all required permits and approvals are in place prior to works commencing</li> <li>Report any incidents or non-compliances to the Project Owner.</li> </ul>
EPC Contractor	Project Manager	<ul style="list-style-type: none"> <li>Maintain a working knowledge of the TMP and be aware of all legislative requirements</li> <li>Ensure all required permits and approvals are in place prior to works commencing</li> <li>Provide sufficient resources for the implementation of this plan</li> <li>Manage compliance with the TMP</li> <li>Report any incidents or non-compliances to the Senior Project Manager.</li> </ul>

Organisation	Role	Responsibilities and Authorities
EPC Contractor	Construction Manager	<ul style="list-style-type: none"> <li>Maintain a working knowledge of the TMP and be aware of all legislative requirements</li> <li>Coordinate day-to-day compliance with the TMP</li> <li>Report any incidents or non-compliances to the Project Manager</li> <li>Report any community complaints to the Community and Stakeholder Manager which are made directly to Site personnel.</li> </ul>
	Site Manager	<ul style="list-style-type: none"> <li>Maintain a working knowledge of the TMP and be aware of all legislative requirements</li> <li>Implement the TMP</li> <li>Report any incidents or non-compliances to the Construction Manager or delegate.</li> </ul>
	Health, Safety, Environment (HSE) Advisor	<ul style="list-style-type: none"> <li>Maintain a working knowledge of the TMP and be aware of all legislative requirements</li> <li>Implement the TMP</li> <li>Undertake the monitoring required by the TMP</li> <li>Coordinate the implementation of corrective actions and evaluate their effectiveness</li> <li>Provide advice on health and safety matters</li> <li>Undertake regular reviews of the TMP and revise if required. Revisions to the TMP must be submitted to DPIE for approval by the Project Owner</li> <li>Coordinate training to communicate requirements of the TMP to relevant personnel</li> <li>Report any incidents or non-compliances to the construction manager or delegate.</li> </ul>
	Logistics manager	<ul style="list-style-type: none"> <li>Manages the logistics of most of the transportation of materials and equipment to the Site.</li> </ul>
	Community and Stakeholder Manager	<ul style="list-style-type: none"> <li>Coordinates community notifications</li> <li>Coordinate complaints recording and investigation processes including associated reporting requirements</li> <li>Communicate with affected landholders in relation to traffic management as required.</li> <li>Invite RMS to attend site to provide safe driving workshops and coordinate the attendance by the EPC contractor management team, and other appropriate staff based on RMS education staff agenda.</li> </ul>

Organisation	Role	Responsibilities and Authorities
O&M Contractor	O&M Project Manager	<ul style="list-style-type: none"> <li>Maintain a working knowledge of the TMP and be aware of all legislative requirements</li> <li>Provide sufficient resources for the implementation of this plan</li> <li>Report any incidents or non-compliances to the Project Owner.</li> </ul>
	Site Manager	<ul style="list-style-type: none"> <li>Implement the TMP</li> <li>Manage compliance with the TMP</li> <li>Undertake the monitoring required by the TMP</li> <li>Coordinate complaints recording and investigation processes including associated reporting requirements</li> <li>Respond to complainants</li> <li>Report any incidents or non-compliances to the Project Manager.</li> </ul>

## 14. MONITORING

During construction the HSE Advisor will be responsible for ensuring regular Site inspections are carried out, which will incorporate monitoring of the key traffic management controls in this TMP.

Table 6 provides a summary of the key traffic management controls in this TMP, along with performance indicators and monitoring frequency.

During the Site inspections, a Site inspection checklist form will be completed which will note the following:

- Whether the Project is compliant with each of the monitoring items
- Corrective actions required to address any non-compliances
- Actions to address identified improvement opportunities.

A separate non-compliance report will be completed for any major non-compliances.

Corrective actions for non-compliances must be promptly issued to the applicable parties, actioned, verified and closed out within an appropriate time frame (refer to Environmental Management Strategy for further details on non-compliance protocols).

Table 6 - Summary of key traffic management controls and monitoring

Control Ref #	Environmental Control	Implementation		Inspection and monitoring	
		Timing	Responsibility	Measurement criteria	Frequency
TMP1	Prior to the commencement of construction, the approved Site access point off Naroo Lane must be constructed as per Condition 5, Schedule 3 (refer Section 4.3). Consent from Council under Section 138 of the <i>Roads Act 1993</i> must be obtained prior to carrying out these works.	<ul style="list-style-type: none"> <li>Road upgrade works (prior to construction)</li> </ul>	Senior Project Manager	Observations, Section 138 consent granted.	Prior to and following Site entrance establishment
TMP2	Prior to the commencement of construction, the road upgrade works will be completed, as per Condition 6, Schedule 3 (refer Section 4.3). Consent from Council (and RMS where relevant) under Section 138 of the <i>Roads Act 1993</i> must be obtained prior to carrying out these works.	<ul style="list-style-type: none"> <li>Road upgrade works (prior to construction)</li> </ul>	Senior Project Manager	Observations, Section 138 consent granted.	Prior to and following upgrade works
TMP3	All vehicles entering/leaving the Site are to use only the approved Site access point off Naroo Lane.	<ul style="list-style-type: none"> <li>Construction</li> <li>Operation</li> <li>Upgrading/ decommissioning</li> <li>Operation</li> </ul>	Construction Manager and Logistic Manager	Observations	Weekly
TMP4	All vehicles are to be loaded and unloaded within the Site and enter and leave the Site in a forward direction.	<ul style="list-style-type: none"> <li>Construction</li> <li>Operation</li> <li>Upgrading/ decommissioning</li> </ul>	HSE Advisor and Logistics Manager	Observations	Weekly
TMP5	All vehicular traffic associated with the development must travel to and from the Project Site via Lachlan Valley Way, Wilbertroy Lane, Naroo Lane and the approved Site access point.	<ul style="list-style-type: none"> <li>Construction</li> <li>Operation</li> <li>Upgrading/ decommissioning</li> </ul>	Construction Manager and Logistic Manager	Observations	Weekly
TMP6	Sufficient designated parking is to be provided on Site for all vehicles, and no parking or storing of materials is to occur on the public road network in the vicinity of the Site.	<ul style="list-style-type: none"> <li>Construction</li> </ul>	Construction Manager	Observations	Weekly
TMP7	All construction vehicles leaving the Site are to be in a clean condition to minimise dirt being tracked onto the sealed public road network.	<ul style="list-style-type: none"> <li>Construction</li> <li>Upgrading/ decommissioning</li> </ul>	HSE Advisor	Observations	Weekly

Control Ref #	Environmental Control	Implementation		Inspection and monitoring	
		Timing	Responsibility	Measurement criteria	Frequency
TMP8	All construction vehicle drivers must comply with the Driver Code of Conduct (Appendix A)	<ul style="list-style-type: none"> <li>Road upgrade works</li> <li>Construction</li> <li>Operation</li> <li>Upgrading/ decommissioning</li> </ul>	HSE Advisor	Observations, record of incidents and complaints	Weekly
TMP9	The number of heavy vehicle movements per day during construction must not exceed 40, unless otherwise agreed by the Secretary.	<ul style="list-style-type: none"> <li>Construction</li> </ul>	Logistics Manager	Record of the number of heavy vehicles entering and leaving the Site each day.	Weekly
TMP10	The length of any vehicles (excluding over-dimensional vehicles) used for the Project must not exceed 19 metres, unless otherwise agreed by the Secretary.	<ul style="list-style-type: none"> <li>Construction</li> <li>Operation</li> <li>Upgrading/ decommissioning</li> </ul>	Logistics Manager	Observations	Weekly
TMP11	The number of over-dimensional vehicle movements during construction must not exceed 20, unless otherwise agreed by the Secretary.	<ul style="list-style-type: none"> <li>Construction</li> </ul>	Logistics Manager	Record of the number of over-dimensional vehicles entering and leaving the Site each day.	Weekly
TMP12	Over-dimensional vehicles used during construction must hold an Oversize Overmass Permit (OSOM) from the NHVR (refer Section 5.2).	<ul style="list-style-type: none"> <li>Construction</li> </ul>	Logistics Manager	OSOM permits	Weekly
TMP13	The number of over-dimensional and heavy vehicles entering and leaving the Site each day is to be recorded.	<ul style="list-style-type: none"> <li>Construction</li> <li>Operation</li> <li>Upgrading/ decommissioning</li> </ul>	Logistics Manager	Record of the number of heavy and over-dimensional vehicles entering and leaving the Site each day.	Weekly

Control Ref #	Environmental Control	Implementation		Inspection and monitoring	
		Timing	Responsibility	Measurement criteria	Frequency
TMP14	The real-time management of deliveries is to be managed to reduce the potential for queuing of trucks both outside the Site entrance and within the Site.	<ul style="list-style-type: none"> <li>Construction</li> </ul>	Logistics Manager	Observations, record of complaints	Weekly
TMP15	At least 70% of construction labour hire to utilise shuttle bus services.	<ul style="list-style-type: none"> <li>Construction</li> </ul>	Construction Manager	Calculation of the percentage of labour hire utilising the shuttle buses using data of number of workers onsite collected by the labour hire company, and numbers of workers arriving by bus each day.	Monthly
TMP16	Onsite parking areas provide sufficient parking for vehicles which need to travel to site.	<ul style="list-style-type: none"> <li>Construction</li> </ul>	Construction Manager	Visual inspections of the designated onsite parking areas to ensure the parking area maintains sufficient parking capacity.	Monthly
TMP17	The car park at the shuttle bus pick-up/drop-off location has sufficient parking capacity for shuttle bus users.	<ul style="list-style-type: none"> <li>Construction</li> </ul>	Construction Manager	Visual inspections of in the morning pick-up periods to ensure the car park maintains sufficient parking capacity.	Monthly

Control Ref #	Environmental Control	Implementation		Inspection and monitoring	
		Timing	Responsibility	Measurement criteria	Frequency
TMP18	All trucks must be covered when transporting loose materials (e.g aggregate) to and from the site. All other materials transported must be enclosed or strapped down securely.	<ul style="list-style-type: none"> <li>• Construction</li> <li>• Operation</li> <li>• Upgrading/ decommissioning</li> </ul>	Logistics Manager	Observations of delivery trucks upon arrival at site.	Weekly
TMP19	Naroo Lane and Wilbertroy Lane will be inspected for defects in accordance with Section 10.2.	Construction	HSE Advisor	Defects present a safety hazard	Weekly



## 15. COMPLAINTS MANAGEMENT

### 15.1. Contact details for complaints

The following avenues are available for community complaints and enquiries:

**Email:** [info@genexpower.com.au](mailto:info@genexpower.com.au)

**Phone line:** (02) 9048 8850

**Online contact form:** <https://www.genexpower.com.au/contact.html>

**Postage:** Genex Power, GPO Box 4626, Sydney NSW 2001

The name and mobile numbers for the Construction Manager and Project Manager will also be available on a sign at the Site entrance.

### 15.2. Complaints Management Protocol

In the event of a complaint from the community, the Community and Stakeholder Manager during construction, and the Project Manager during operation, will ensure the matter is recorded and will undertake further investigation. The details of the complaint will be recorded in a Complaints Register which will include the following:

- The date and time, where relevant, of the complaint.
- The means by which the complaint was made (telephone, mail or email).
- Any personal details of the complainant that were provided, or if no details were provided, a note to that effect.
- The nature of the complaint.
- Any action(s) taken in relation to the complaint, including timeframes for implementing the action.
- If no action was taken in relation to the complaint, the reason(s) why no action was taken.
- The status of the complaint (i.e. open/closed).

The Complaints Register will be managed and maintained by the Community and Stakeholder Manager during construction and the Project Manager during operations. The manager will be responsible for:

- Providing an initial response to the person complaining within 24 hours of the complaint being made, advising them that their complaint is being investigated.
- Forwarding the complaint details to the relevant personnel and contractor, where required.
- Ensuring that the complaint is addressed in a timely manner and that the complaint is addressed adequately, ensuring a full response is sent.
- Logging all details of the complaint in the Complaints Register.
- Notifying the relevant management staff as appropriate.

- Ensuring the Complaints Register is made available on the project website and updated regularly, in accordance with Condition 8, Schedule 4, with personal details kept private.

### 15.3. Dispute Resolution

In the event that the procedure for investigating and responding to a complaint, including the implementation of measures for avoiding a recurrence cannot be resolved and a dispute does arise, the Project Owner will do the following:

- Advise DPIE that there is a dispute.
- Provide DPIE with copies of the relevant complaint history.
- If determined necessary by DPIE, engage a specialist with expertise relevant to the issue at hand to investigate the dispute and provide recommendations for resolution.
- Advise the third party in dispute and DPIE in writing, as to when the dispute investigation will be completed.

Provide the third party and DPIE a copy of the dispute investigation report, inclusive of the Project Owner's intentions with regards to the implementation of the recommendations for resolution.

## **Appendix A – Drivers Code of Conduct**

## DRIVERS CODE OF CONDUCT

### 1. INTRODUCTION

All Project personnel must strictly comply with this Driver's Code of Conduct during days of work and also days of departure/return to your place of origin.

If any personnel are found to be non-compliant with this Driver Code of Conduct, a warning will be issued and recorded by the Construction Manager. If three warnings are issued, employment/contract may be terminated. In the case of drug and alcohol tests, one failure will result in automatic termination<sup>2</sup>.

### 2. GENERAL CONTROLS

Drivers must-

- Be aware of and comply with the Project Traffic Management Plan;
- 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 that may affect road safety such as fog, dust, wet weather and flooding;
- maintain awareness of other drivers and report any observations of driver fatigue or misconduct to the HSE Advisor;
- respect the rights of all road users to share the road;
- cover loads when transporting loose materials (e.g. aggregate);
- report any incidents in accordance with the Incident Management Procedure.

### 3. DRIVING TO AND FROM THE PROJECT SITE

Driving presents a serious risk to health and safety and all precautions are to be taken when driving to and from site. Major driving hazards include mobile phone use, speeding and drug and alcohol usage and fatigue.

#### **Mobile Phone Use:**

The use of mobile phones while operating a motor vehicle is strictly prohibited unless a blue tooth hands-free kit is utilised. Placing mobile phones in 'Do not disturb' mode while driving is encouraged.

---

<sup>2</sup> Subject to potential further laboratory results, in accordance with the project's Drug and Alcohol Policy.

## **Travelling Speeds**

Drivers must-

- be aware of the legal speed limit;
- not exceed the legal speed limit on public roads.
- not exceed the speed limit designated for internal access roads within the Site.
- adjust speed to suit the road environment and prevailing weather conditions
- adjust speed to ensure the safe movements of the vehicle based on the vehicle configuration

## **Drug and alcohol usage:**

The Project has a zero alcohol tolerance and zero illicit drugs tolerance or impairment by prescription medication.

Drug and alcohol testing will be conducted at random times. Failure of a drug and alcohol test will result in automatic termination<sup>3</sup>.

## **Fatigue management:**

Drivers must follow the Beon Fatigue and Journey Management Procedure (attached) if driving for more than 3 hours to site.

## **4. DESIGNATED TRANSPORT ROUTES**

Drivers must:

- travel to the Site via Lachlan Valley Way, Wilbertroy Lane and Naroo Lane.
- use only the established Site access point on Naroo Lane to enter/exit the Site;
- use agreed haulage routes if prescribed in contractual documents.  
unless an approved alternative route is in place due to an emergency or other unavoidable circumstance.
- enter and exit the Site in a forward direction;
- not turn around on Naroo Lane;
- ensure vehicles leaving the site are in a clean condition; and
- notify the HSE Advisor immediately if there is any damage to the Site access route which may present a safety hazard.

---

<sup>3</sup> Subject to potential further laboratory results, in accordance with the project's Drug and Alcohol Policy.

## 5. INTERACTION WITH SCHOOL BUSES

The hours of school bus operation are approximately between 07:30am – 8:30am and 03:00pm - 04:30pm. Lachlan Valley Way is a school bus route for one 24-seater school bus which travels to/from Forbes.

If a school bus is observed stopped beside a road, a 40 km/h speed limit applies to traffic passing a school bus that is setting down or picking up students. This speed limit is for all traffic travelling in the same direction as the bus, whether the bus is stationary or moving.

- Motorists shall:
- reduce speed to 40 km/h when bus lights are flashing;
- give way to buses;
- watch for children crossing;
- not merge too closely in front of buses;
- never park in or near a bus stop or bus zone.

Drivers must remain vigilant and exercise extra caution around bus stops at all times.



## **Appendix B – Consultation**

Lauren Serjeantson

---

From: Rory Duggan <Rory.Duggan@forbes.nsw.gov.au>  
Sent: Wednesday, 4 December 2019 4:24 PM  
To: Harrison Holihan  
Cc: Eliza Noakes; Wendy Moloney; Coburn, Justin; Lauren Serjeantson; McCutcheon, Andy; McInnes, Ben; Oxley, Peter; Reynolds, Richard; Shyshko, Irene; Wheeler, Alex  
Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

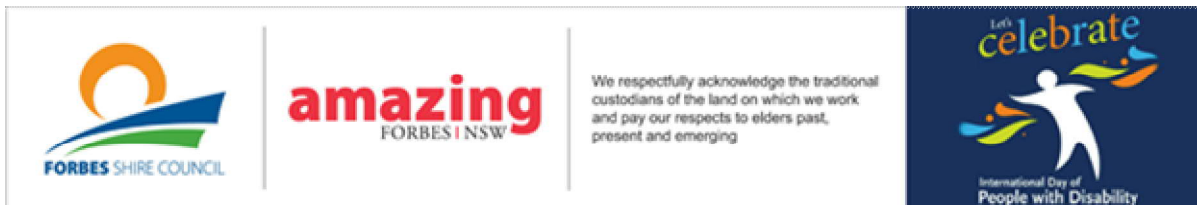
Hi Harrison,

Thank you for resubmitting the TMP with the updates as requested. I have reviewed the document and can confirm that Council are satisfied with the changes and are happy for Genex to submit the draft document to the DPIE for approval. Following approval from the DPIE could you please provide Council with a copy of the final version of the TMP.

Regards

**Rory Duggan | Development & Planning Engineer**  
**Forbes Shire Council**

P: 02 6850 2300  
E: [Rory.Duggan@forbes.nsw.gov.au](mailto:Rory.Duggan@forbes.nsw.gov.au)  
W: [www.forbes.nsw.gov.au](http://www.forbes.nsw.gov.au)  
2 Court Street Forbes NSW 2871



Please consider the environment before printing

**DISCLAIMER:** The information contained in this email message and any accompanying files is, or may be, confidential. If you are not the intended recipient, any use, dissemination, reliance, forwarding, printing or copying of this email or any attached files is unauthorised. This email is subject to copyright. No part of it should be reproduced, adapted or communicated without the written consent of the copyright owner. If you have received this email in error, please advise the sender immediately by return email, or telephone and delete all copies. Forbes Shire Council does not guarantee the accuracy or completeness of any information contained in this email or attached files. Unless otherwise stated, the opinions expressed in this email are those of the writer and do not necessarily represent those of Forbes Shire Council. Information contained in this email should not be relied upon where loss, damage or injury is possible. Internet communications are not secure and Forbes Shire Council does not accept legal responsibility for the contents of this message or attached files. No employee or agent is authorised to conclude any binding agreement on behalf of Forbes Shire Council without the express written confirmation by the General Manager of Forbes Shire Council. Forbes Shire Council does not warrant or guarantee this message to be free of errors, interference or viruses.

---

From: Harrison Holihan [<mailto:hh@genexpower.com.au>]  
Sent: Monday, 2 December 2019 12:06 PM  
To: Rory Duggan <Rory.Duggan@forbes.nsw.gov.au>  
Cc: Eliza Noakes <Eliza.Noakes@forbes.nsw.gov.au>; Wendy Moloney <wm@genexpower.com.au>; Coburn, Justin <jucoburn@beon-es.com.au>; Lauren Serjeantson <Lauren.Serjeantson@FlowPower.com.au>; McCutcheon, Andy <amccutcheon@beon-es.com.au>; McInnes, Ben <BEmcInnes@beon-es.com.au>; Oxley, Peter <poxley@beon-es.com.au>; Reynolds, Richard <Rlreynolds@beon-es.com.au>; Shyshko, Irene <ishyshko@beon-es.com.au>; Wheeler, Alex <alwheeler@beon-es.com.au>  
Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Hi Rory,

Thank you for your responses to the TMP and your time thus far.

Please find attached the updated TMP that addresses Council and RMS feedback from the call on 15.11.19.

Below are additional responses to points raised (including RMS questions and responses for your record).

Please let us know if you have any questions, otherwise would it be possible to confirm your acceptance by COB Friday 6<sup>th</sup> Dec?

---

#### Council comments:

Further information around the use of Wilbertroy Rd and Naroo Lane during wet weather and establishing protocols for use of both roads following/during wet weather.

Section 10.3 added which provides a wet weather protocol added, to be read in conjunction with section 11.

- Further information surrounding monitoring of road conditions along Wilbertroy Rd and Naroo Lane and establishing a protocol for identifying and repairing any defects during the construction period.

Section 10.2 added which provides a protocol for weekly monitoring for any unsafe defects. Also added to Table 5.

- Nominating the public carpark in Lawler St as the approved point of parking for all shuttle bus pick ups/drop offs.

Added to section 6.4.

#### RMS comments:

- The haulage route during the construction period of the Jemalong Solar Park has not been specified as a part of the Traffic Management Plan. This needs to be amended to specify the haulage route during the construction period.

The haulage route to the project area will vary depending on the origin of materials. The project has reached out to the suppliers for the key solar farm components that would make up the majority of deliveries (solar modules and tracking system). The suppliers have advised that the haulage route is unknown until they award the tender for the logistics company transporting these. As such, the Project is committed to consulting with RMS further on the nominated routes when available at a later stage. This would occur outside the TMP review process.

- Project haulage during construction is to avoid local school bus pick up and drop off locations and thus appropriately reflected in the TMP.

The project has identified that there is only one company in Forbes that does the school busses. This is Forbes Bus Lines. They run a 24-seater school bus along the Lachlan Valley Way to Forbes and back in the afternoons. The bus company did not wish to provide us with the locations of the bus stops however they advised that all bus stops are clearly marked with shelters and there is enough room for the buses to pull off the side of the road and pick up and drop off the kids without other vehicles having to stop. The company did not have any concerns with our project-related traffic and said the route is also already by B doubles which they do not have any issues with.

Text has been added in Section 6.3 to inform project personnel of the school bus route. Interaction with school buses has also been added to the Driver Code of Conduct.

- Heavy vehicle platooning by project related movements is to be avoided. Any potential of haulage vehicles creating a short stacking issue at railway crossing is to be avoided along the haulage route.

Section 6.3 states that heavy vehicles platooning must be avoided where practicable and that heavy delivery vehicles are to start transportation as soon as loads are safely secured, resulting in single vehicle

movements rather than convoy/platoon traffic. Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

- The TMP mentions that shuttle buses will be utilised to transport the majority of construction workers to site however does not commit to a firm number or percentage of employees to be transported via shuttle buses. A firm commitment of transporting employees by shuttle bus services needs to be clarified.

At this stage it is difficult to commit to a firm number or percentage of employees to be transported via shuttle buses, because the workforce plan is still being prepared. Once the workforce plan has been prepared, the project will set and commit to a minimum target in consultation with the RMS.

- Relevant pick-up and drop-off locations for the shuttle bus services need to be identified and should include liaison with Council as to the appropriateness of these locations.  
A shuttle bus pick-up and drop-off location in Forbes has been identified in consultation with Council. Section 6.4 now includes the location of this carpark.
- All haulage loads are to be covered.  
It is assumed that this comment refers to haulage vehicles carrying loose materials. A requirement for vehicles carrying loose materials to be covered has been included in Section 6.3 and Table 5. It is also in the Driver Code of Conduct. All other materials must be enclosed or strapped down securely. Compliance with the approved TMP will be a requirement of the head contracts with suppliers.
- The Code of Conduct (CoC) provided within the TMP specifies statements for driver's to abide by during the work day and departure/return to site. The CoC does not provide strategies or actions as to how the company will implement and ensure compliance with the CoC as a part of the construction and operation of the Jemalong Solar Park.

The Code of Conduct will be communicated to all personnel through site inductions, toolbox talks and pre-start meetings. All personnel will be required to sign on to site at the beginning of each shift using the SignOnSite application on devices based at the site office. The SignOnSite application will request a digital declaration that the Driver Code of Conduct was adhered to during the travel to site or to the bus pick-up location.

A requirement to comply with the Traffic Management Plan, including the appended Driver Code of Conduct will also be included within the head contracts with major suppliers and bus companies which are contracted directly.

If any Project personnel or direct contractors are found to be non-compliant with the Driver Code of Conduct, a warning will be issued and recorded by the Construction Manager. If three warnings are issued, termination of employment/contract will be considered by the Construction Manager. In the case of drug and alcohol tests, one failure will result in automatic termination effective immediately.

A new section of the TMP has been added which reflects the above (section 9).

- The CoC Fatigue Management section will need to identify journey management strategies for construction staff travelling from the undertaking travel exceeding 300 kilometres from the project within a 12 hour work day (for e.g)

The EPC Contractor's comprehensive Fatigue and Journey Management Procedure has now been included as part of the TMP and is cross-referenced in the Code of Conduct. As stated in the Code of Conduct and in the Procedure itself, this detailed Fatigue and Journey Management Procedure must be followed if staff undertake travel exceeding 3 hours in duration. This 3 hour trigger is considered sufficient because it would likely equate to a distance of at least 300 km, and it also applies to any day, not just days with a long shift. The majority of staff will be based locally, utilising shuttle buses, or only driving from the airport, reducing the likelihood of fatigue risks.

- The CoC should identify mobile phone use, speeding and drug and alcohol usage as a major road safety issues within the CoC this may include a commitment to ensure Bluetooth enabled technology and

installation of cradles in all vehicles, Western Region Road User Safety unit offer free workplace safe driving workshops covering these topics. These can be incorporated into any toolbox meetings etc for employees.

The structure and content of the Code of Conduct has been amended to more clearly identify and address the abovementioned major road safety issues. Due to the size of the workforce and short construction period, it not feasible to install cradles or Bluetooth technology in all vehicles. However, the use of mobile phones while operating a motor vehicle is strictly prohibited unless a blue tooth hands-free kit is utilised, as now reflected in the Code of Conduct.

The project will further consult RMS to explore opportunities for safe driving training. The project's preference is for RMS to attend site to deliver a safe driving workshop.

- The CoC has not identified as per the Traffic Management Plan condition of the development consent the procedures to ensure:
  - That drivers adhere to the designated transport routes; and
  - Those drivers implement safe driving procedures.

It will not be feasible to monitor driver behaviours outside of the Site. The implementation of GPS tracking systems to monitor vehicle routes is logistically not practicable because vehicles will be owned by a range of companies under various contracts. Additionally the costs associated with this would be unjustified for the short construction period.

The importance of adhering to the Code of Conduct will be reiterated in multiple forums including the site induction, toolbox talks and pre-start meetings. If any personnel are found to be non-compliant with the Code of Conduct, a warning will be issued and recorded by the Construction Manager. If three warnings are issued, employment/contract may be terminated. In the case of drug and alcohol tests, one failure will result in automatic termination effective immediately. This has been communicated in the updated Code of Conduct and TMP (section 9). Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

Kind regards,

Harrison Holihan | Commercial Manager



D: +61 2 9048 8865 M +61 408024851

E: [hh@genexpower.com.au](mailto:hh@genexpower.com.au)

W: [www.genexpower.com.au](http://www.genexpower.com.au)

A: Level 6, 28 O'Connell Street, Sydney NSW 2000

P: GPO Box 4626, Sydney NSW 2001



---

From: Rory Duggan <[Rory.Duggan@forbes.nsw.gov.au](mailto:Rory.Duggan@forbes.nsw.gov.au)>

Sent: Friday, 15 November 2019 5:07 PM

To: Harrison Holihan <[hh@genexpower.com.au](mailto:hh@genexpower.com.au)>

Cc: Eliza Noakes <[Eliza.Noakes@forbes.nsw.gov.au](mailto:Eliza.Noakes@forbes.nsw.gov.au)>

Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Hi Harrison,

I thought I would follow up our phone conversation today with a quick summary of the comments Council have in addition to those supplied by RMS. There are 3 items that we would like further clarification on in regards to your TMP, which are as follows:

- Further information around the use of Wilbertroy Rd and Naroo Lane during wet weather and establishing protocols for use of both roads following/during wet weather.
- Further information surrounding monitoring of road conditions along Wilbertroy Rd and Naroo Lane and establishing a protocol for identifying and repairing any defects during the construction period.
- Nominating the public carpark in Lawler St as the approved point of parking for all shuttle bus pick ups/drop offs.

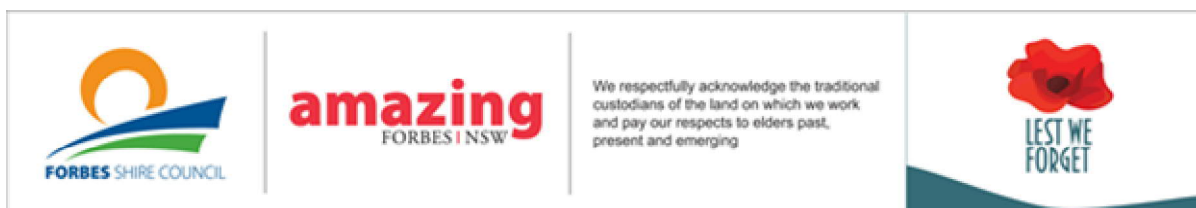
If you have any queries in relation to the above please don't hesitate to call me.

We look forward to receiving the revised TMP and moving forward with the project.

Regards

**Rory Duggan | Development & Planning Engineer**  
**Forbes Shire Council**

P: 02 6850 2300  
 E: [Rory.Duggan@forbes.nsw.gov.au](mailto:Rory.Duggan@forbes.nsw.gov.au)  
 W: [www.forbes.nsw.gov.au](http://www.forbes.nsw.gov.au)  
 2 Court Street Forbes NSW 2871



Please consider the environment before printing

**DISCLAIMER:** The information contained in this email message and any accompanying files is, or may be, confidential. If you are not the intended recipient, any use, dissemination, reliance, forwarding, printing or copying of this email or any attached files is unauthorised. This email is subject to copyright. No part of it should be reproduced, adapted or communicated without the written consent of the copyright owner. If you have received this email in error, please advise the sender immediately by return email, or telephone and delete all copies. Forbes Shire Council does not guarantee the accuracy or completeness of any information contained in this email or attached files. Unless otherwise stated, the opinions expressed in this email are those of the writer and do not necessarily represent those of Forbes Shire Council. Information contained in this email should not be relied upon where loss, damage or injury is possible. Internet communications are not secure and Forbes Shire Council does not accept legal responsibility for the contents of this message or attached files. No employee or agent is authorised to conclude any binding agreement on behalf of Forbes Shire Council without the express written confirmation by the General Manager of Forbes Shire Council. Forbes Shire Council does not warrant or guarantee this message to be free of errors, interference or viruses.

---

From: Eliza Noakes  
 Sent: Tuesday, 12 November 2019 8:44 AM  
 To: Harrison Holihan <[hh@genexpower.com.au](mailto:hh@genexpower.com.au)>  
 Cc: Rory Duggan <[Rory.Duggan@forbes.nsw.gov.au](mailto:Rory.Duggan@forbes.nsw.gov.au)>; Mathew Teale <[Mathew.Teale@forbes.nsw.gov.au](mailto:Mathew.Teale@forbes.nsw.gov.au)>  
 Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Hi Harrison,

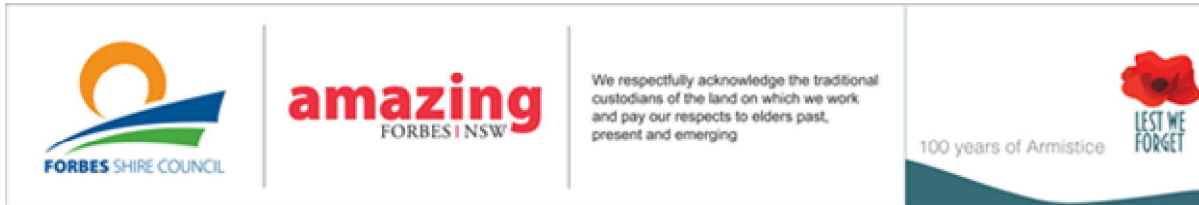
Apologies for the delay, I have been on leave.

Rory and I will look over this in the next couple of days and get some feedback to you as soon as possible.

Cheers,



P: 02 6850 2300  
E: [Eliza.Noakes@forbes.nsw.gov.au](mailto:Eliza.Noakes@forbes.nsw.gov.au)  
W: [www.forbes.nsw.gov.au](http://www.forbes.nsw.gov.au)  
Forbes NSW 2871



Please consider the environment before printing

**DISCLAIMER:** The information contained in this email message and any accompanying files is, or may be, confidential. If you are not the intended recipient, any use, dissemination, reliance, forwarding, printing or copying of this email or any attached files is unauthorised. This email is subject to copyright. No part of it should be reproduced, adapted or communicated without the written consent of the copyright owner. If you have received this email in error, please advise the sender immediately by return email, or telephone and delete all copies. Forbes Shire Council does not guarantee the accuracy or completeness of any information contained in this email or attached files. Unless otherwise stated, the opinions expressed in this email are those of the writer and do not necessarily represent those of Forbes Shire Council. Information contained in this email should not be relied upon where loss, damage or injury is possible. Internet communications are not secure and Forbes Shire Council does not accept legal responsibility for the contents of this message or attached files. No employee or agent is authorised to conclude any binding agreement on behalf of Forbes Shire Council without the express written confirmation by the General Manager of Forbes Shire Council. Forbes Shire Council does not warrant or guarantee this message to be free of errors, interference or viruses.

---

From: Harrison Holihan [<mailto:hh@genexpower.com.au>]  
Sent: Monday, 4 November 2019 7:58 PM  
To: Eliza Noakes <[Eliza.Noakes@forbes.nsw.gov.au](mailto:Eliza.Noakes@forbes.nsw.gov.au)>  
Cc: Mathew Teale <[Mathew.Teale@forbes.nsw.gov.au](mailto:Mathew.Teale@forbes.nsw.gov.au)>; Paul Bennett <[Paul.Bennett@forbes.nsw.gov.au](mailto:Paul.Bennett@forbes.nsw.gov.au)>; James Harding <[jh@genexpower.com.au](mailto:jh@genexpower.com.au)>; Arran McGhie <[am@genexpower.com.au](mailto:am@genexpower.com.au)>; Wendy Moloney <[wm@genexpower.com.au](mailto:wm@genexpower.com.au)>; Simon Pollock <[simon.pollock@rpsgroup.com.au](mailto:simon.pollock@rpsgroup.com.au)>; Lana Assaf <[Lana.Assaf@rpsgroup.com.au](mailto:Lana.Assaf@rpsgroup.com.au)>; McInnes, Ben <[BEmcinnes@beon-es.com.au](mailto:BEmcinnes@beon-es.com.au)>; McCutcheon, Andy <[amccutcheon@beon-es.com.au](mailto:amccutcheon@beon-es.com.au)>; Shyshko, Irene <[ishyshko@beon-es.com.au](mailto:ishyshko@beon-es.com.au)>; Veldhuis, Jason <[jveldhuis@beon-es.com.au](mailto:jveldhuis@beon-es.com.au)>; Lauren Serjeantson <[Lauren.Serjeantson@FlowPower.com.au](mailto:Lauren.Serjeantson@FlowPower.com.au)>  
Subject: FW: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Hi Eliza,

Hope you are well.

As per the conditions of consent for the approved SSD8803 Jemalong Solar Project, we (Genex as the Owner/Operator and our EPC Contractor – Beon Energy Solutions) are required to develop a Traffic Management Plan in consultation with Council and RMS, which will then be submitted to the Secretary of the Department of Planning, Industry and Environment (as per p8 of attachment 1).

In accordance with this, please find attached the draft plan (attachment 2) for your review and consideration. Concurrently, we will be requesting input from the RMS.

We are hoping to be able to submit this plan to the DPIE by the end of next week – 15 November 2019, to allow adequate approval time given this plan is required prior to road upgrade works. As such, would it be possible to receive Council's comments by Wednesday 13 November (next week)?

Please note that the attached plan was drafted on the basis that the approval for the extension of heavy vehicle dimensions is granted by the DPIE, which we believe is imminent given it significantly reduces the number of vehicles travelling to and from site during the construction period.

If you have any immediate questions about any of this, please let me know, otherwise we look forward to receiving your comments in due course.

Kind regards,

Harrison Holihan | Commercial Manager



D: +61 2 9048 8865 M +61 408024851

E: [hh@genexpower.com.au](mailto:hh@genexpower.com.au)

W: [www.genexpower.com.au](http://www.genexpower.com.au)

A: Level 6, 28 O'Connell Street, Sydney NSW 2000

P: GPO Box 4626, Sydney NSW 2001



Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.

<http://www.mailguard.com.au>

[Report this message as spam](#)

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.

<http://www.mailguard.com.au>

29/01/2020

SF2014/057972; WST14/00080/09

Irene Shyshko  
Project Manager  
Beon Energy Solutions  
11 Tavistock Place  
MELBOURNE VIC 3000

**Attention: Irene Shyshko**

Dear Ms Shyshko

**SSD8803 – Endorsement of the Traffic Management Plan for Jemalong Solar PV Plant**

*Please note as at 01 December 2019, the legislation, including functions and responsibilities of Roads and Maritime Services (RMS) and Transport for NSW (TfNSW) are now being performed by the integrated TfNSW organisation. All future references to Roads and Maritime will now be referred to as TfNSW.*

Thank you for the above request for Transport for NSW (TfNSW) to review and endorse the Traffic Management Plan and Driver Code of Conduct for Jemalong Solar PV Plant in accordance with condition (9) Traffic Management Plan of the Notice of Determination dated the 13 November 2019.

TfNSW has reviewed the documentation and endorses the Traffic Management Plan titled Jemalong Solar Farm Traffic Management Plan V3 prepared by Genex Power dated 14 of January 2020.

The Traffic Management Plan satisfies the requirements of condition (9) Traffic Management Plan of the Notice of Determination for Jemalong Solar PV Plant and any outstanding matters that have been raised throughout the Traffic Management Plan review process.

If you wish to discuss this matter further, please contact Alexandra Power, Development Assessment Officer on (02) 6861 1428.

Yours faithfully



Ainsley Bruem  
A/Manager Land Use Assessment  
Western Region

Lauren Serjeantson

---

From: Shyshko, Irene <ishyshko@beon-es.com.au>  
Sent: Wednesday, 15 January 2020 8:05 PM  
To: Alexandra Power  
Cc: Development Western; Lauren Serjeantson; McCutcheon, Andy; Harrison Holihan  
Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan  
Attachments: JSF DRAFT Traffic Management Plan V3.pdf

Good Evening Alexandra,

Following on from the discussions in the below email trail, may I please seek your endorsement for the attached document which is the combined Traffic Management Plan with tracked changes?

If you could please check it and confirm RMS are happy with the revised plan, your response by the end of week (if at all possible) will be much appreciated.

Thanks a lot,  
Irene

**Irene Shyshko**  
Project Manager



11 Tavistock Place, Melbourne VIC 3000  
T. 9683 2168 M. 0488 212 350  
E. [ishyshko@beon-es.com.au](mailto:ishyshko@beon-es.com.au)  
W. [beon-es.com.au](http://beon-es.com.au)

Upcoming Leave: 16/01/2020 – 31/01/2020

## Energy from every angle

Energy Solutions Pty Ltd. This email and any file attachments are confidential and intended for the sole use of the individual or entity to whom they are addressed. If you have received this email in error please notify us immediately by return email and delete the document.

---

From: Shyshko, Irene  
Sent: Thursday, 19 December 2019 10:27  
To: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>  
Cc: Development Western <development.western@rms.nsw.gov.au>; Harrison Holihan <hh@genexpower.com.au>; Coburn, Justin <jucoburn@beon-es.com.au>; Lauren Serjeantson <Lauren.Serjeantson@FlowPower.com.au>; McCutcheon, Andy <amccutcheon@beon-es.com.au>; McInnes, Ben <BEmcinnnes@beon-es.com.au>; Oxley, Peter <poxley@beon-es.com.au>; Reynolds, Richard <Rlreynolds@beon-es.com.au>; Wheeler, Alex <alwheeler@beon-es.com.au>  
Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Hi Alexandra,

Fantastic news, thanks a lot.

Given this was the only outstanding comment on the Jemalong TMP and we have now agreed on the way to go, Beon will progress with revisions to the plan in accordance with agreements reached in this email trail.

The agreed route to be included in the plan will be as follows:

- Sydney to Bathurst via M5, M7, M4 then onto A32
- Bathurst to Orange via the A32
- Orange to Forbes via The Escort Way, Orange Rd, Bridge St
- Forbes to site via A39, Lachlan Valley Way, Wilbertroy Lane, Naroo Lane

Cheers,  
Irene

**Irene Shyshko**  
Project Manager



11 Tavistock Place, Melbourne VIC 3000  
T. 9683 2168 M. 0488 212 350  
E. [ishyshko@beon-es.com.au](mailto:ishyshko@beon-es.com.au)  
W. [beon-es.com.au](http://beon-es.com.au)

Upcoming Leave: 16/01/2020 – 31/01/2020

## Energy from every angle

Energy Solutions Pty Ltd. This email and any file attachments are confidential and intended for the sole use of the individual or entity to whom they are addressed. If you have received this email in error please notify us immediately by return email and delete the document.

---

From: Alexandra Power <[Alexandra.Power@transport.nsw.gov.au](mailto:Alexandra.Power@transport.nsw.gov.au)>  
Sent: Thursday, 19 December 2019 9:00  
To: Shyshko, Irene <[ishyshko@beon-es.com.au](mailto:ishyshko@beon-es.com.au)>  
Cc: Development Western <[development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au)>  
Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Good Morning Irene,

The Orange to Forbes via The Escort Way will be suitable for the proposed haulage route.

Kind regards

**Alexandra Power**  
Development Assessment Officer  
Land Use Developments  
Western Region  
Regional and Outer Metropolitan Division | Roads and Maritime Services  
T 02 6861 1428

---

From: Shyshko, Irene [<mailto:ishyshko@beon-es.com.au>]  
Sent: Wednesday, 18 December 2019 10:06 PM  
To: Alexandra Power  
Cc: Development Western  
Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Good Evening Alexandra,

Speaking to Supplier they would rather avoid Cowra to Forbes as it is 27 klm longer than the proposed route and the trucks will be on the road for a lot longer each day.

They are willing to travel from Bathurst to Orange via the A32 and then Orange to Forbes via The Escort Way. Could you please confirm if that's acceptable?

Cheers,  
Irene

**Irene Shyshko**  
Project Manager



11 Tavistock Place, Melbourne VIC 3000  
T. 9683 2168 M. 0488 212 350  
E. [ishyshko@beon-es.com.au](mailto:ishyshko@beon-es.com.au)  
W. [beon-es.com.au](http://beon-es.com.au)

Upcoming Leave: 16/01/2020 – 31/01/2020

## Energy from every angle

Energy Solutions Pty Ltd. This email and any file attachments are confidential and intended for the sole use of the individual or entity to whom they are addressed. If you have received this email in error please notify us immediately by return email and delete the document.

---

From: Alexandra Power <[Alexandra.Power@transport.nsw.gov.au](mailto:Alexandra.Power@transport.nsw.gov.au)>  
Sent: Tuesday, 17 December 2019 11:45  
To: Shyshko, Irene <[ishyshko@beon-es.com.au](mailto:ishyshko@beon-es.com.au)>  
Cc: Development Western <[development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au)>  
Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Good Morning Shyshko,

Is there a reason for haulage to be coming through the Mandurama to Canowindra via Belubula Way? On the RAV Map this section is shown as being restricted subject to approval with conditions. Has the Cowra to Forbes been considered as an alternative route?





---

From: Shyshko, Irene [<mailto:ishyshko@beon-es.com.au>]

Sent: Thursday, 12 December 2019 3:08 PM

To: Alexandra Power

Cc: Harrison Holihan; Coburn, Justin; Lauren Serjeantson; McCutcheon, Andy; McInnes, Ben; Oxley, Peter; Reynolds, Richard; Wheeler, Alex

Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Good Afternoon Alexandra,

I refer to your recent feedback on the Jemalong TMP as provided in the below email to Harrison dated 10 Dec 2019. Beon response is noted in blue for your kind consideration. Could you please confirm whether this information is sufficient or there is anything else that needs to go in the plan to adequately address the point?

Thanks a lot,  
Irene

**Irene Shyshko**  
Project Manager



11 Tavistock Place, Melbourne VIC 3000  
T. 9683 2168 M. 0488 212 350  
E. [ishyshko@beon-es.com.au](mailto:ishyshko@beon-es.com.au)  
W. [beon-es.com.au](http://beon-es.com.au)

Upcoming Leave: 16/01/2020 – 31/01/2020

## Energy from every angle

Energy Solutions Pty Ltd. This email and any file attachments are confidential and intended for the sole use of the individual or entity to whom they are addressed. If you have received this email in error please notify us immediately by return email and delete the document.

---

From: Alexandra Power <[Alexandra.Power@transport.nsw.gov.au](mailto:Alexandra.Power@transport.nsw.gov.au)>  
Sent: Tuesday, 10 December 2019 12:04 PM  
To: Harrison Holihan <[hh@genexpower.com.au](mailto:hh@genexpower.com.au)>  
Cc: Development Western <[development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au)>  
Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Hello Harrison,

Outstanding matter relating to haulage routes:

Beon are making their best efforts to get the routes confirmed with two major haulers on the job (tracking system delivered by Seaways and panels delivered by Jinko). Talking to both Suppliers they are reluctant to commit to a specific route as it is heavily reliant on a number of factors e.g. route is likely to vary depending on what terminal in SYD the containers arrive at which is an unknown at this stage.

- Would it be possible to have multiple routes nominated for both the tracking system and panels (with a note that once arrival details are confirmed and relevant subcontracts engaged they will endeavour to stick to a maximum of two routes out of those few approved) as this might be a solution to allow us to progress further without re-visiting the plan at a later stage? We are mindful that any updates to the TMP require Secretary approval following approval from RMS and Council, and the Secretary approval typically takes several weeks which could result in delays to the construction program.

The other question would be what RMS expectation around the depth of details for the haulage routes is:

- Do we need to list all the roads the truck will be taking from Sydney or can get around with the statement that the trucks will drive from Sydney, to Forbes, via Bathurst and then state the exact roads from there on?

Transport for NSW response:

Multiple haulage routes can be identified within the Traffic Management Plan (TMP). As a part of the identification of the haulage routes the TMP will need to quantify the number of heavy vehicle movements along each route, the types of heavy vehicles travelling along each route and identify any potential impacts on intersections along each route.

The haulage routes within the TMP should identify the major roads (i.e. classified roads) and towns/cities that the haulage will be travelling along.

Beon Response:

Following on from further discussions Beon have had with the suppliers, we have identified a single haulage route that both Suppliers intend to use:

- Sydney to Bathurst via M5, M7, M4 then onto A32
- Bathurst to Mandurama via A41
- Mandurama to Canowindra via Belubula Way
- Canowindra to Eugowra via Nangar Rd
- Eugowra to Forbes via Broad St, The Escort Way, Orange Rd, Bridge St

- Forbes to site via A39, Lachlan Valley Way, Wilbertroy Lane, Naroo lane

It shall be noted that the total number of heavy vehicle movements for both Suppliers is not anticipated to exceed 550.

Kind regards

**Alexandra Power**

Development Assessment Officer

Land Use Developments

Western Region

Regional and Outer Metropolitan Division | Roads and Maritime Services

T 02 6861 1428

---

From: Harrison Holihan [<mailto:hh@genexpower.com.au>]

Sent: Sunday, 8 December 2019 2:34 PM

To: Alexandra Power; Ainsley Bruem

Cc: Development Western; Wendy Moloney; Coburn, Justin; Lauren Serjeantson; McCutcheon, Andy; McInnes, Ben; Oxley, Peter; Reynolds, Richard; Shyshko, Irene; Wheeler, Alex

Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Hi Alexandra and Ainsley,

Thank you for this feedback.

Please see further comments in green text for your consideration.

RMS comments:

- The haulage route during the construction period of the Jemalong Solar Park has not been specified as a part of the Traffic Management Plan. This needs to be amended to specify the haulage route during the construction period.

The haulage route to the project area will vary depending on the origin of materials. The project has reached out to the suppliers for the key solar farm components that would make up the majority of deliveries (solar modules and tracking system). The suppliers have advised that the haulage route is unknown until they award the tender for the logistics company transporting these. As such, the Project is committed to consulting with RMS further on the nominated routes when available at a later stage. This would occur outside the TMP review process.

GENEX Power will be required to amend the TMP upon confirmation of the haulage routes in consultation with Transport for NSW (former RMS). This will be required to occur prior to the commencement of any haulage to the site i.e prior to commencement of works.

Beon are making their best efforts to get the routes confirmed with two major haulers on the job (tracking system delivered by Seaways and panels delivered by Jinko). Talking to both Suppliers they are reluctant to commit to a specific route as it is heavily reliant on a number of factors e.g. route is likely to vary depending on what terminal in SYD the containers arrive at which is an unknown at this stage.

- Would it be possible to have multiple routes nominated for both the tracking system and panels (with a note that once arrival details are confirmed and relevant subcontracts engaged they will endeavour to stick to a maximum of two routes out of those few approved) as this might be a solution to allow us to progress further without re-visiting the plan at a later stage? We are mindful that any updates to the TMP require Secretary approval following approval from RMS and Council, and the Secretary approval typically takes several weeks which could result in delays to the construction program.

The other question would be what RMS expectation around the depth of details for the haulage routes is:

- Do we need to list all the roads the truck will be taking from Sydney or can get around with the statement that the trucks will drive from Sydney, to Forbes, via Bathurst and then state the exact roads from there on?
- Project haulage during construction is to avoid local school bus pick up and drop off locations and thus appropriately reflected in the TMP.

The project has identified that there is only one company in Forbes that does the school busses. This is Forbes Bus Lines. They run a 24-seater school bus along the Lachlan Valley Way to Forbes and back in the afternoons. The bus company did not wish to provide us with the locations of the bus stops however they advised that all bus stops are clearly marked with shelters and there is enough room for the buses to pull off the side of the road and pick up and drop off the kids without other vehicles having to stop. The company did not have any concerns with our project-related traffic and said the route is also already by B doubles which they do not have any issues with.

Text has been added in Section 6.3 to inform project personnel of the school bus route. Interaction with school buses has also been added to the Driver Code of Conduct.

It is noted within the above and within Section 6.3 of the TMP that the buses stop along Lachlan Valley way between the times of 7.30am-8.30am and 3pm-4.30pm, that this road caters for B-double heavy vehicles, there is sufficient movement to manoeuvre around buses during these time and that drivers will reduce speed to 40km/hr, give way to buses, watch for children crossing, not merge too closely in front of buses and never park in or near a bus stop or bus zone.

The measures stated above will mitigate the safety implications to a degree, it should also be noted within Section 6.3 that heavy vehicles will be timed to predominantly avoid the school bus drop off and pick up timeframes. Oversized and over massed vehicles should be timed to avoid the school bus drop off and pick up timeframes along Lachlan Valley Way.

This statement will be added in the next revision of the TMP.

- Heavy vehicle platooning by project related movements is to be avoided. Any potential of haulage vehicles creating a short stacking issue at railway crossing is to be avoided along the haulage route.

Section 6.3 states that heavy vehicles platooning must be avoided where practicable and that heavy delivery vehicles are to start transportation as soon as loads are safely secured, resulting in single vehicle movements rather than convoy/platoon traffic. Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

The information provided within Section 6.3 adequately addresses this point.

- The TMP mentions that shuttle buses will be utilised to transport the majority of construction workers to site however does not commit to a firm number or percentage of employees to be transported via shuttle buses. A firm commitment of transporting employees by shuttle bus services needs to be clarified.

At this stage it is difficult to commit to a firm number or percentage of employees to be transported via shuttle buses, because the workforce plan is still being prepared. Once the workforce plan has been prepared, the project will set and commit to a minimum target in consultation with the RMS.

Once the workforce plan has been prepared the TMP will need to be amended prior to the commencement of construction works to include a target for shuttle bus services for employees in consultation with the Transport for NSW (former RMS).

At this stage of the project Beon can only commit to 70% of the labour hire to be transported to site using a shuttle bus service. It shall be noted that Beon will endeavour to up this number where possible.

- Relevant pick-up and drop-off locations for the shuttle bus services need to be identified and should include liaison with Council as to the appropriateness of these locations.  
A shuttle bus pick-up and drop-off location in Forbes has been identified in consultation with Council. Section 6.4 now includes the location of this carpark.

The information provided within Section 6.4 adequately addresses this point.

- All haulage loads are to be covered.  
It is assumed that this comment refers to haulage vehicles carrying loose materials. A requirement for vehicles carrying loose materials to be covered has been included in Section 6.3 and Table 5. It is also in the Driver Code of Conduct. All other materials must be enclosed or strapped down securely. Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

The information provided within Section 6.3 and Table 5 adequately addresses this point.

- The Code of Conduct (CoC) provided within the TMP specifies statements for driver's to abide by during the work day and departure/return to site. The CoC does not provide strategies or actions as to how the company will implement and ensure compliance with the CoC as a part of the construction and operation of the Jemalong Solar Park.

The Code of Conduct will be communicated to all personnel through site inductions, toolbox talks and pre-start meetings. All personnel will be required to sign on to site at the beginning of each shift using the SignOnSite application on devices based at the site office. The SignOnSite application will request a digital declaration that the Driver Code of Conduct was adhered to during the travel to site or to the bus pick-up location.

A requirement to comply with the Traffic Management Plan, including the appended Driver Code of Conduct will also be included within the head contracts with major suppliers and bus companies which are contracted directly.

If any Project personnel or direct contractors are found to be non-compliant with the Driver Code of Conduct, a warning will be issued and recorded by the Construction Manager. If three warnings are issued, termination of employment/contract will be considered by the Construction Manager. In the case of drug and alcohol tests, one failure will result in automatic termination effective immediately.

A new section of the TMP has been added which reflects the above (section 9).

The information provided above and within Section 9 adequately addresses this point.

- The CoC Fatigue Management section will need to identify journey management strategies for construction staff travelling from the undertaking travel exceeding 300 kilometres from the project within a 12 hour work day (for e.g)

The EPC Contractor's comprehensive Fatigue and Journey Management Procedure has now been included as part of the TMP and is cross-referenced in the Code of Conduct. As stated in the Code of Conduct and in the Procedure itself, this detailed Fatigue and Journey Management Procedure must be followed if staff undertake travel exceeding 3 hours in duration. This 3 hour trigger is considered sufficient because it would likely equate to a distance of at least 300 km, and it also applies to any day, not just days with a long shift.

The majority of staff will be based locally, utilising shuttle buses, or only driving from the airport, reducing the likelihood of fatigue risks.

The information provided within the CoC within the Fatigue and Journey Management Procedure adequately addresses the points raised initially.

- The CoC should identify mobile phone use, speeding and drug and alcohol usage as a major road safety issues within the CoC this may include a commitment to ensure Bluetooth enabled technology and installation of cradles in all vehicles, Western Region Road User Safety unit offer free workplace safe driving workshops covering these topics. These can be incorporated into any toolbox meetings etc for employees.

The structure and content of the Code of Conduct has been amended to more clearly identify and address the abovementioned major road safety issues. Due to the size of the workforce and short construction period, it not feasible to install cradles or Bluetooth technology in all vehicles. However, the use of mobile phones while operating a motor vehicle is strictly prohibited unless a blue tooth hands-free kit is utilised, as now reflected in the Code of Conduct.

The project will further consult RMS to explore opportunities for safe driving training. The project's preference is for RMS to attend site to deliver a safe driving workshop.

The information provided within the CoC regarding mobile phone use adequately addresses the points raised initially.

- The CoC has not identified as per the Traffic Management Plan condition of the development consent the procedures to ensure:
  - That drivers adhere to the designated transport routes; and
  - Those drivers implement safe driving procedures.

It will not be feasible to monitor driver behaviours outside of the Site. The implementation of GPS tracking systems to monitor vehicle routes is logistically not practicable because vehicles will be owned by a range of companies under various contracts. Additionally the costs associated with this would be unjustified for the short construction period.

The importance of adhering to the Code of Conduct will be reiterated in multiple forums including the site induction, toolbox talks and pre-start meetings. If any personnel are found to be non-compliant with the Code of Conduct, a warning will be issued and recorded by the Construction Manager. If three warnings are issued, employment/contract may be terminated. In the case of drug and alcohol tests, one failure will result in automatic termination effective immediately. This has been communicated in the updated Code of Conduct and TMP (section 9). Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

The information provided within the CoC regarding adherence to designated transport routes and safe driving procedures has been adequately addressed above and within section 9 of the TMP.

Kind regards,

Harrison Holihan | Commercial Manager



D: +61 2 9048 8865 M +61 408024851

E: [hh@genexpower.com.au](mailto:hh@genexpower.com.au)

W: [www.genexpower.com.au](http://www.genexpower.com.au)

A: Level 6, 28 O'Connell Street, Sydney NSW 2000

P: GPO Box 4626, Sydney NSW 2001





From: Alexandra Power <[Alexandra.Power@rms.nsw.gov.au](mailto:Alexandra.Power@rms.nsw.gov.au)>  
Sent: Tuesday, 3 December 2019 11:11 AM  
To: Harrison Holihan <[hh@genexpower.com.au](mailto:hh@genexpower.com.au)>; Ainsley Bruem <[ainsley.bruem@rms.nsw.gov.au](mailto:ainsley.bruem@rms.nsw.gov.au)>  
Cc: Development Western <[development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au)>; Wendy Moloney <[wm@genexpower.com.au](mailto:wm@genexpower.com.au)>; Coburn, Justin <[jucoburn@beon-es.com.au](mailto:jucoburn@beon-es.com.au)>; Lauren Serjeantson <[Lauren.Serjeantson@FlowPower.com.au](mailto:Lauren.Serjeantson@FlowPower.com.au)>; McCutcheon, Andy <[amccutcheon@beon-es.com.au](mailto:amccutcheon@beon-es.com.au)>; McInnes, Ben <[BEmcinnes@beon-es.com.au](mailto:BEmcinnes@beon-es.com.au)>; Oxley, Peter <[poxley@beon-es.com.au](mailto:poxley@beon-es.com.au)>; Reynolds, Richard <[Rlreynolds@beon-es.com.au](mailto:Rlreynolds@beon-es.com.au)>; Shyshko, Irene <[ishyshko@beon-es.com.au](mailto:ishyshko@beon-es.com.au)>; Wheeler, Alex <[alwheeler@beon-es.com.au](mailto:alwheeler@beon-es.com.au)>  
Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Harrison,

I have provided comments back in relation to the amended TMP/CoC. The comments are noted in bold.

RMS comments:

- The haulage route during the construction period of the Jemalong Solar Park has not been specified as a part of the Traffic Management Plan. This needs to be amended to specify the haulage route during the construction period.

The haulage route to the project area will vary depending on the origin of materials. The project has reached out to the suppliers for the key solar farm components that would make up the majority of deliveries (solar modules and tracking system). The suppliers have advised that the haulage route is unknown until they award the tender for the logistics company transporting these. As such, the Project is committed to consulting with RMS further on the nominated routes when available at a later stage. This would occur outside the TMP review process.

GENEX Power will be required to amend the TMP upon confirmation of the haulage routes in consultation with Transport for NSW (former RMS). This will be required to occur prior to the commencement of any haulage to the site i.e prior to commencement of works.

- Project haulage during construction is to avoid local school bus pick up and drop off locations and thus appropriately reflected in the TMP.

The project has identified that there is only one company in Forbes that does the school busses. This is Forbes Bus Lines. They run a 24-seater school bus along the Lachlan Valley Way to Forbes and back in the afternoons. The bus company did not wish to provide us with the locations of the bus stops however they advised that all bus stops are clearly marked with shelters and there is enough room for the buses to pull off the side of the road and pick up and drop off the kids without other vehicles having to stop. The company did not have any concerns with our project-related traffic and said the route is also already by B doubles which they do not have any issues with.

Text has been added in Section 6.3 to inform project personnel of the school bus route.  
Interaction with school buses has also been added to the Driver Code of Conduct.

It is noted within the above and within Section 6.3 of the TMP that the buses stop along Lachlan Valley way between the times of 7.30am-8.30am and 3pm-4.30pm, that this road caters for B-double heavy vehicles, there is sufficient movement to manoeuvre around buses during these time and that drivers will reduce speed to 40km/hr, give way to buses, watch for children crossing, not merge too closely in front of buses and never park in or near a bus stop or bus zone.

The measures stated above will mitigate the safety implications to a degree, it should also be noted within Section 6.3 that heavy vehicles will be timed to predominantly avoid the school bus drop off and

pick up timeframes. Oversized and over massed vehicles should be timed to avoid the school bus drop off and pick up timeframes along Lachlan Valley Way.

- Heavy vehicle platooning by project related movements is to be avoided. Any potential of haulage vehicles creating a short stacking issue at railway crossing is to be avoided along the haulage route.

Section 6.3 states that heavy vehicles platooning must be avoided where practicable and that heavy delivery vehicles are to start transportation as soon as loads are safely secured, resulting in single vehicle movements rather than convoy/platoon traffic. Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

The information provided within Section 6.3 adequately addresses this point.

- The TMP mentions that shuttle buses will be utilised to transport the majority of construction workers to site however does not commit to a firm number or percentage of employees to be transported via shuttle buses. A firm commitment of transporting employees by shuttle bus services needs to be clarified.

At this stage it is difficult to commit to a firm number or percentage of employees to be transported via shuttle buses, because the workforce plan is still being prepared. Once the workforce plan has been prepared, the project will set and commit to a minimum target in consultation with the RMS.

Once the workforce plan has been prepared the TMP will need to be amended prior to the commencement of construction works to include a target for shuttle bus services for employees in consultation with the Transport for NSW (former RMS).

- Relevant pick-up and drop-off locations for the shuttle bus services need to be identified and should include liaison with Council as to the appropriateness of these locations.  
A shuttle bus pick-up and drop-off location in Forbes has been identified in consultation with Council. Section 6.4 now includes the location of this carpark.

The information provided within Section 6.4 adequately addresses this point.

- All haulage loads are to be covered.  
It is assumed that this comment refers to haulage vehicles carrying loose materials. A requirement for vehicles carrying loose materials to be covered has been included in Section 6.3 and Table 5. It is also in the Driver Code of Conduct. All other materials must be enclosed or strapped down securely. Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

The information provided within Section 6.3 and Table 5 adequately addresses this point.

- The Code of Conduct (CoC) provided within the TMP specifies statements for driver's to abide by during the work day and departure/return to site. The CoC does not provide strategies or actions as to how the company will implement and ensure compliance with the CoC as a part of the construction and operation of the Jemalong Solar Park.

The Code of Conduct will be communicated to all personnel through site inductions, toolbox talks and pre-start meetings. All personnel will be required to sign on to site at the beginning of each shift using the SignOnSite application on devices based at the site office. The SignOnSite application will request a digital declaration that the Driver Code of Conduct was adhered to during the travel to site or to the bus pick-up location.

A requirement to comply with the Traffic Management Plan, including the appended Driver Code of Conduct will also be included within the head contracts with major suppliers and bus companies which are contracted directly.

If any Project personnel or direct contractors are found to be non-compliant with the Driver Code of Conduct, a warning will be issued and recorded by the Construction Manager. If three warnings are issued,

termination of employment/contract will be considered by the Construction Manager. In the case of drug and alcohol tests, one failure will result in automatic termination effective immediately. A new section of the TMP has been added which reflects the above (section 9).

The information provided above and within Section 9 adequately addresses this point.

- The CoC Fatigue Management section will need to identify journey management strategies for construction staff travelling from the undertaking travel exceeding 300 kilometres from the project within a 12 hour work day (for e.g)

The EPC Contractor's comprehensive Fatigue and Journey Management Procedure has now been included as part of the TMP and is cross-referenced in the Code of Conduct. As stated in the Code of Conduct and in the Procedure itself, this detailed Fatigue and Journey Management Procedure must be followed if staff undertake travel exceeding 3 hours in duration. This 3 hour trigger is considered sufficient because it would likely equate to a distance of at least 300 km, and it also applies to any day, not just days with a long shift. The majority of staff will be based locally, utilising shuttle buses, or only driving from the airport, reducing the likelihood of fatigue risks.

The information provided within the CoC within the Fatigue and Journey Management Procedure adequately addresses the points raised initially.

- The CoC should identify mobile phone use, speeding and drug and alcohol usage as a major road safety issues within the CoC this may include a commitment to ensure Bluetooth enabled technology and installation of cradles in all vehicles, Western Region Road User Safety unit offer free workplace safe driving workshops covering these topics. These can be incorporated into any toolbox meetings etc for employees.

The structure and content of the Code of Conduct has been amended to more clearly identify and address the abovementioned major road safety issues. Due to the size of the workforce and short construction period, it not feasible to install cradles or Bluetooth technology in all vehicles. However, the use of mobile phones while operating a motor vehicle is strictly prohibited unless a blue tooth hands-free kit is utilised, as now reflected in the Code of Conduct.

The project will further consult RMS to explore opportunities for safe driving training. The project's preference is for RMS to attend site to deliver a safe driving workshop.

The information provided within the CoC regarding mobile phone use adequately addresses the points raised initially.

- The CoC has not identified as per the Traffic Management Plan condition of the development consent the procedures to ensure:
  - That drivers adhere to the designated transport routes; and
  - Those drivers implement safe driving procedures.

It will not be feasible to monitor driver behaviours outside of the Site. The implementation of GPS tracking systems to monitor vehicle routes is logistically not practicable because vehicles will be owned by a range of companies under various contracts. Additionally the costs associated with this would be unjustified for the short construction period.

The importance of adhering to the Code of Conduct will be reiterated in multiple forums including the site induction, toolbox talks and pre-start meetings. If any personnel are found to be non-compliant with the Code of Conduct, a warning will be issued and recorded by the Construction Manager. If three warnings are issued, employment/contract may be terminated. In the case of drug and alcohol tests, one failure will result in automatic termination effective immediately. This has been communicated in the updated Code of Conduct and TMP (section 9). Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

The information provided within the CoC regarding adherence to designated transport routes and safe driving procedures has been adequately addressed above and within section 9 of the TMP.

---

From: Harrison Holihan [<mailto:hh@genexpower.com.au>]  
Sent: Monday, 2 December 2019 12:05 PM  
To: Ainsley Bruem; Alexandra Power  
Cc: Development Western; Wendy Moloney; Coburn, Justin; Lauren Serjeantson; McCutcheon, Andy; McInnes, Ben; Oxley, Peter; Reynolds, Richard; Shyshko, Irene; Wheeler, Alex  
Subject: RE: SSD8803 - Jemalong Solar Project - Traffic Management Plan

Hi Ainsley and Alex,

Thank you for your responses to the TMP and your time thus far.

Please find attached the updated TMP that addresses RMS and Council feedback from the call on 15.11.19.

Below are additional responses to points raised (including Council questions and responses for your record).

Please let us know if you have any questions, otherwise would it be possible to confirm your acceptance by COB Friday 6<sup>th</sup> Dec?

---

RMS comments:

- The haulage route during the construction period of the Jemalong Solar Park has not been specified as a part of the Traffic Management Plan. This needs to be amended to specify the haulage route during the construction period.

The haulage route to the project area will vary depending on the origin of materials. The project has reached out to the suppliers for the key solar farm components that would make up the majority of deliveries (solar modules and tracking system). The suppliers have advised that the haulage route is unknown until they award the tender for the logistics company transporting these. As such, the Project is committed to consulting with RMS further on the nominated routes when available at a later stage. This would occur outside the TMP review process.

- Project haulage during construction is to avoid local school bus pick up and drop off locations and thus appropriately reflected in the TMP.

The project has identified that there is only one company in Forbes that does the school busses. This is Forbes Bus Lines. They run a 24-seater school bus along the Lachlan Valley Way to Forbes and back in the afternoons. The bus company did not wish to provide us with the locations of the bus stops however they advised that all bus stops are clearly marked with shelters and there is enough room for the buses to pull off the side of the road and pick up and drop off the kids without other vehicles having to stop. The company did not have any concerns with our project-related traffic and said the route is also already by B doubles which they do not have any issues with.

Text has been added in Section 6.3 to inform project personnel of the school bus route. Interaction with school buses has also been added to the Driver Code of Conduct.

- Heavy vehicle platooning by project related movements is to be avoided. Any potential of haulage vehicles creating a short stacking issue at railway crossing is to be avoided along the haulage route.

Section 6.3 states that heavy vehicles platooning must be avoided where practicable and that heavy delivery vehicles are to start transportation as soon as loads are safely secured, resulting in single vehicle

movements rather than convoy/platoon traffic. Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

- The TMP mentions that shuttle buses will be utilised to transport the majority of construction workers to site however does not commit to a firm number or percentage of employees to be transported via shuttle buses. A firm commitment of transporting employees by shuttle bus services needs to be clarified.

At this stage it is difficult to commit to a firm number or percentage of employees to be transported via shuttle buses, because the workforce plan is still being prepared. Once the workforce plan has been prepared, the project will set and commit to a minimum target in consultation with the RMS.

- Relevant pick-up and drop-off locations for the shuttle bus services need to be identified and should include liaison with Council as to the appropriateness of these locations.  
A shuttle bus pick-up and drop-off location in Forbes has been identified in consultation with Council. Section 6.4 now includes the location of this carpark.

- All haulage loads are to be covered.

It is assumed that this comment refers to haulage vehicles carrying loose materials. A requirement for vehicles carrying loose materials to be covered has been included in Section 6.3 and Table 5. It is also in the Driver Code of Conduct. All other materials must be enclosed or strapped down securely. Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

- The Code of Conduct (CoC) provided within the TMP specifies statements for driver's to abide by during the work day and departure/return to site. The CoC does not provide strategies or actions as to how the company will implement and ensure compliance with the CoC as a part of the construction and operation of the Jemalong Solar Park.

The Code of Conduct will be communicated to all personnel through site inductions, toolbox talks and pre-start meetings. All personnel will be required to sign on to site at the beginning of each shift using the SignOnSite application on devices based at the site office. The SignOnSite application will request a digital declaration that the Driver Code of Conduct was adhered to during the travel to site or to the bus pick-up location.

A requirement to comply with the Traffic Management Plan, including the appended Driver Code of Conduct will also be included within the head contracts with major suppliers and bus companies which are contracted directly.

If any Project personnel or direct contractors are found to be non-compliant with the Driver Code of Conduct, a warning will be issued and recorded by the Construction Manager. If three warnings are issued, termination of employment/contract will be considered by the Construction Manager. In the case of drug and alcohol tests, one failure will result in automatic termination effective immediately.

A new section of the TMP has been added which reflects the above (section 9).

- The CoC Fatigue Management section will need to identify journey management strategies for construction staff travelling from the undertaking travel exceeding 300 kilometres from the project within a 12 hour work day (for e.g)

The EPC Contractor's comprehensive Fatigue and Journey Management Procedure has now been included as part of the TMP and is cross-referenced in the Code of Conduct. As stated in the Code of Conduct and in the Procedure itself, this detailed Fatigue and Journey Management Procedure must be followed if staff undertake travel exceeding 3 hours in duration. This 3 hour trigger is considered sufficient because it would likely equate to a distance of at least 300 km, and it also applies to any day, not just days with a long shift. The majority of staff will be based locally, utilising shuttle buses, or only driving from the airport, reducing the likelihood of fatigue risks.

- The CoC should identify mobile phone use, speeding and drug and alcohol usage as a major road safety issues within the CoC this may include a commitment to ensure Bluetooth enabled technology and

installation of cradles in all vehicles, Western Region Road User Safety unit offer free workplace safe driving workshops covering these topics. These can be incorporated into any toolbox meetings etc for employees.

The structure and content of the Code of Conduct has been amended to more clearly identify and address the abovementioned major road safety issues. Due to the size of the workforce and short construction period, it not feasible to install cradles or Bluetooth technology in all vehicles. However, the use of mobile phones while operating a motor vehicle is strictly prohibited unless a blue tooth hands-free kit is utilised, as now reflected in the Code of Conduct.

The project will further consult RMS to explore opportunities for safe driving training. The project's preference is for RMS to attend site to deliver a safe driving workshop.

- The CoC has not identified as per the Traffic Management Plan condition of the development consent the procedures to ensure:
  - That drivers adhere to the designated transport routes; and
  - Those drivers implement safe driving procedures.

It will not be feasible to monitor driver behaviours outside of the Site. The implementation of GPS tracking systems to monitor vehicle routes is logistically not practicable because vehicles will be owned by a range of companies under various contracts. Additionally the costs associated with this would be unjustified for the short construction period.

The importance of adhering to the Code of Conduct will be reiterated in multiple forums including the site induction, toolbox talks and pre-start meetings. If any personnel are found to be non-compliant with the Code of Conduct, a warning will be issued and recorded by the Construction Manager. If three warnings are issued, employment/contract may be terminated. In the case of drug and alcohol tests, one failure will result in automatic termination effective immediately. This has been communicated in the updated Code of Conduct and TMP (section 9). Compliance with the approved TMP will be a requirement of the head contracts with suppliers.

Council comments:

Further information around the use of Wilbertroy Rd and Naroo Lane during wet weather and establishing protocols for use of both roads following/during wet weather.

Section 10.3 added which provides a wet weather protocol added, to be read in conjunction with section 11.

- Further information surrounding monitoring of road conditions along Wilbertroy Rd and Naroo Lane and establishing a protocol for identifying and repairing any defects during the construction period.

Section 10.2 added which provides a protocol for weekly monitoring for any unsafe defects. Also added to

Table 5.

- Nominating the public carpark in Lawler St as the approved point of parking for all shuttle bus pick ups/drop offs.

Added to section 6.4.

---

Kind regards,

Harrison Holihan | Commercial Manager



D: +61 2 9048 8865 M +61 408024851

E: [hh@genexpower.com.au](mailto:hh@genexpower.com.au)

W: [www.genexpower.com.au](http://www.genexpower.com.au)

A: Level 6, 28 O'Connell Street, Sydney NSW 2000





---

From: Ainsley Bruem <[ainsley.bruem@rms.nsw.gov.au](mailto:ainsley.bruem@rms.nsw.gov.au)>  
Sent: Thursday, 14 November 2019 4:04 PM  
To: Harrison Holihan <[hh@genexpower.com.au](mailto:hh@genexpower.com.au)>  
Cc: Development Western <[development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au)>  
Subject: RE: SSD8803 - Jemalong Solar Project

Hi Harrison,

Discussion points below...

Do you mind if a rep from FSC also phone in if they are able? I think it would be conducive to all...I can send details to them?

These were the main points we had to the draft....

Kind regards,  
Ainsley

- The haulage route during the construction period of the Jemalong Solar Park has not been specified as a part of the Traffic Management Plan. This needs to be amended to specify the haulage route during the construction period.
- Project haulage during construction is to avoid local school bus pick up and drop off locations and thus appropriately reflected in the TMP.
- Heavy vehicle platooning by project related movements is to be avoided. Any potential of haulage vehicles creating a short stacking issue at railway crossing is to be avoided along the haulage route.
- The TMP mentions that shuttle buses will be utilised to transport the majority of construction workers to site however does not commit to a firm number or percentage of employees to be transported via shuttle buses. A firm commitment of transporting employees by shuttle bus services needs to be clarified.
- Relevant pick-up and drop-off locations for the shuttle bus services need to be identified and should include liaison with Council as to the appropriateness of these locations.
- All haulage loads are to be covered.
- The Code of Conduct (CoC) provided within the TMP specifies statements for driver's to abide by during the work day and departure/return to site. The CoC does not provide strategies or actions as to how the company will implement and ensure compliance with the CoC as a part of the construction and operation of the Jemalong Solar Park.
- The CoC Fatigue Management section will need to identify journey management strategies for construction staff travelling from the undertaking travel exceeding 300 kilometres from the project within a 12 hour work day (for e.g)
- The CoC should identify mobile phone use, speeding and drug and alcohol usage as a major road safety issues within the CoC this may include a commitment to ensure Bluetooth enabled technology and installation of cradles in all vehicles, Western Region Road User Safety unit offer free workplace safe driving workshops covering these topics. These can be incorporated into any toolbox meetings etc for employees.



- The CoC has not identified as per the Traffic Management Plan condition of the development consent the procedures to:
  - That drivers adhere to the designated transport routes; and
  - Those drivers implement safe driving procedures.

**Ainsley Bruem**

A/Manager Land Use Assessment – Western  
Regional & Outer Metropolitan Division | Roads & Maritime Services  
T 02 6861 1449 M 0408 571 088

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

*Every journey matters*

**Roads and Maritime Services**

Level 1 51-55 Currajong Street Parkes NSW 2870



Transport  
**Roads & Maritime  
Services**

---

From: Harrison Holihan [<mailto:hh@genexpower.com.au>]

Sent: Thursday, 14 November 2019 3:44 PM

To: Ainsley Bruem

Subject: RE: SSD8803 - Jemalong Solar Project

Hi Ainsley,

Do you have any quick points you can write down in terms of items you wish to discuss tomorrow (just so we can prepare and make the call as efficient as possible).

Thanks

Kind regards,

Harrison Holihan | Commercial Manager



D: +61 2 9048 8865 M +61 408024851

E: [hh@genexpower.com.au](mailto:hh@genexpower.com.au)

W: [www.genexpower.com.au](http://www.genexpower.com.au)

A: Level 6, 28 O'Connell Street, Sydney NSW 2000

P: GPO Box 4626, Sydney NSW 2001



---

From: Harrison Holihan

Sent: Thursday, 14 November 2019 2:54 PM

To: Ainsley Bruem <[ainsley.bruem@rms.nsw.gov.au](mailto:ainsley.bruem@rms.nsw.gov.au)>

Subject: RE: SSD8803 - Jemalong Solar Project

Hi Ainsley,

10am tomorrow sounds good. I might get the EPC Contractor to listen in on the call as they were responsible for the formation of the plan.

Happy for me to send through dial-in details?

Kind regards,

Harrison Holihan | Commercial Manager



D: +61 2 9048 8865 M +61 408024851

E: [hh@genexpower.com.au](mailto:hh@genexpower.com.au)

W: [www.genexpower.com.au](http://www.genexpower.com.au)

A: Level 6, 28 O'Connell Street, Sydney NSW 2000

P: GPO Box 4626, Sydney NSW 2001



---

From: Ainsley Bruem <[ainsley.bruem@rms.nsw.gov.au](mailto:ainsley.bruem@rms.nsw.gov.au)>

Sent: Thursday, 14 November 2019 2:37 PM

To: Harrison Holihan <[hh@genexpower.com.au](mailto:hh@genexpower.com.au)>

Subject: RE: SSD8803 - Jemalong Solar Project

Hi Harrison,

Wondering if you are free in the morning for a teleconference, say 10am?

Apologies for another week passing, I was awaiting comments back from Council but not having received anything yet I thought perhaps we could talk through a few points and that could get the ball rolling to hopefully have the TMP finalised sooner rather than later.

With thanks,  
Ainsley

**Ainsley Bruem**

A/Manager Land Use Assessment – Western  
Regional & Outer Metropolitan Division | Roads & Maritime Services  
T 02 6861 1449 M 0408 571 088

[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

*Every journey matters*

**Roads and Maritime Services**

Level 1 51-55 Currajong Street Parkes NSW 2870



Transport  
**Roads & Maritime  
Services**

---

From: Harrison Holihan [<mailto:hh@genexpower.com.au>]

Sent: Thursday, 7 November 2019 5:59 PM

To: Ainsley Bruem

Cc: Development Western

Subject: RE: SSD8803 - Jemalong Solar Project

Fantastic, thank you Ainsley. Let me know if you have any questions in the meantime.

Kind regards,

Harrison Holihan | Commercial Manager



D: +61 2 9048 8865 M +61 408024851  
E: [hh@genexpower.com.au](mailto:hh@genexpower.com.au)  
W: [www.genexpower.com.au](http://www.genexpower.com.au)  
A: Level 6, 28 O'Connell Street, Sydney NSW 2000  
P: GPO Box 4626, Sydney NSW 2001



---

From: Ainsley Bruem <[ainsley.bruem@rms.nsw.gov.au](mailto:ainsley.bruem@rms.nsw.gov.au)>  
Sent: Thursday, 7 November 2019 4:49 PM  
To: Harrison Holihan <[hh@genexpower.com.au](mailto:hh@genexpower.com.au)>  
Cc: Development Western <[development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au)>  
Subject: RE: SSD8803 - Jemalong Solar Project

Thanks Harrison, noted we will work on early next week then if that suits, as I have read over the initial comments we made and have some additions I think will assist in getting the TMP to an agreed stage.

Kind regards,  
Ainsley

**Ainsley Bruem**  
A/Manager Land Use Assessment – Western  
Regional & Outer Metropolitan Division | Roads & Maritime Services  
T 02 6861 1449 M 0408 571 088  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)  
*Every journey matters*  
**Roads and Maritime Services**  
Level 1 51-55 Currajong Street Parkes NSW 2870



Transport  
**Roads & Maritime  
Services**

---

From: Harrison Holihan [<mailto:hh@genexpower.com.au>]  
Sent: Wednesday, 6 November 2019 4:43 PM  
To: Ainsley Bruem  
Cc: Development Western  
Subject: RE: SSD8803 - Jemalong Solar Project

Hi Ainsley,

Thank you for this – next week is okay – this is the first version we have sent through 😊

Kind regards,

Harrison Holihan | Commercial Manager



D: +61 2 9048 8865 M +61 408024851  
E: [hh@genexpower.com.au](mailto:hh@genexpower.com.au)  
W: [www.genexpower.com.au](http://www.genexpower.com.au)  
A: Level 6, 28 O'Connell Street, Sydney NSW 2000  
P: GPO Box 4626, Sydney NSW 2001



---

From: Ainsley Bruem <[ainsley.bruem@rms.nsw.gov.au](mailto:ainsley.bruem@rms.nsw.gov.au)>  
Sent: Wednesday, 6 November 2019 11:19 AM  
To: Harrison Holihan <[hh@genexpower.com.au](mailto:hh@genexpower.com.au)>  
Cc: Development Western <[development.western@rms.nsw.gov.au](mailto:development.western@rms.nsw.gov.au)>  
Subject: RE: SSD8803 - Jemalong Solar Project

Morning Harrison,

Working on having something to you by tomorrow...apologies for not getting back in touch sooner.

I appreciate the urgency.

Kind regards,  
Ainsley

**Ainsley Bruem**

A/Manager Land Use Assessment – Western  
Regional & Outer Metropolitan Division | Roads & Maritime Services  
T 02 6861 1449 M 0408 571 088  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

*Every journey matters*

**Roads and Maritime Services**

Level 1 51-55 Currajong Street Parkes NSW 2870



Transport  
**Roads & Maritime  
Services**

---

From: Harrison Holihan [<mailto:hh@genexpower.com.au>]  
Sent: Monday, 4 November 2019 7:53 PM  
To: Ainsley Bruem  
Cc: Development Western; Alexandra Power; James Harding; Arran McGhie; Wendy Moloney; Simon Pollock; Lana Assaf; McInnes, Ben; McCutcheon, Andy; Shyshko, Irene; Veldhuis, Jason; Lauren Serjeantson  
Subject: SSD8803 - Jemalong Solar Project

Hi Ainsley,

Hope you are well.

As per the conditions of consent for the approved SSD8803 Jemalong Solar Project, we (Genex as the Owner/Operator and our EPC Contractor – Beon Energy Solutions) are required to develop a Traffic Management Plan in consultation with RMS and Council, which will then be submitted to the Secretary of the Department of Planning, Industry and Environment (as per p8 of attachment 1).

In accordance with this, please find attached the draft plan (attachment 2) for your review and consideration. Concurrently, we will be requesting input from the Forbes Shire Council.

I understand from our conversation a few weeks ago that the RMS is currently experiencing a high volume of work, however we were hoping to be able to submit this plan to the DPIE by the end of next week – 15

November 2019, to allow adequate approval time given this plan is required prior to road upgrade works. As such, would it be possible to receive RMS's comments by Wednesday 13 November (next week)?

In addition, I believe the DPIE has already provided to the RMS our request to extend the dimension limit of heavy vehicles. The attached plan was drafted on the basis that this approval is granted, which we believe is imminent given it significantly reduces the number of vehicles travelling to and from site during the construction period.

If you have any immediate questions about any of this, please let me know, otherwise we look forward to receiving your comments in due course.

Kind regards,

Harrison Holihan | Commercial Manager



D: +61 2 9048 8865 M +61 408024851  
E: [hh@genexpower.com.au](mailto:hh@genexpower.com.au)  
W: [www.genexpower.com.au](http://www.genexpower.com.au)  
A: Level 6, 28 O'Connell Street, Sydney NSW 2000  
P: GPO Box 4626, Sydney NSW 2001



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.  
<http://www.mailguard.com.au>

[Report this message as spam](#)



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.  
<http://www.mailguard.com.au>

[Report this message as spam](#)



Transport  
for NSW

Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.  
<http://www.mailguard.com.au>

[Report this message as spam](#)



Transport  
for NSW

Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.  
<http://www.mailguard.com.au>

[Report this message as spam](#)

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.  
<http://www.mailguard.com.au>



Transport  
for NSW

Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.

<http://www.mailguard.com.au>

[Report this message as spam](#)

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.

<http://www.mailguard.com.au>



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.

<http://www.mailguard.com.au>

[Report this message as spam](#)

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.

<http://www.mailguard.com.au>



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not



responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.