WAL-GRS-HS-PLN-0006- Traffic Management Plan

Traffic Management Plan

Project: **WALLA WALLA SOLAR FARM**

AUTHOR	APPROVED	REV.	DATE	REASON OF ISSUE
David Tullis	David Trilles	A	28/07/2022	Draft Issue
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The latest approved version of this Plan will be available for all Project personnel on the Electronic Document Management System 'AIMS'.

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Review & distribution

This document will be reviewed according to the section Document Amendment and distribution of this document.

The Integrated Management System - Systems Representative on the Project is responsible for the controlled internal distribution of this document and changes. Personnel have access to the latest revision of the Plan through AIMS.

Disclosure

Title roles and responsibilities mentioned within this Plan are not intended to be formal designation. Position titles, roles and authority can be subject to change. The titles listed within this Plan are a conventional depiction of the role's function.

Revision History

As per section in this document Revision status

This document is an 'uncontrolled copy when printed'.

Controlled copies are stored on the document management database.

Note:

This Plan is subject to modification and adaptation to the meet the specific Project Scope Requirements or Contract Specifications. The content listed within provides the general processes and procedures undertaken by GRANSOLAR at corporate level.

The content of this document is subject to each Workplace contractual and Client requirements.

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1 INTRODUCTION

1.1 Background

The original Traffic Impact Assessment (TIA) was prepared on the 2nd of October 2019 by Ontoit. This Traffic Management Plan (TMP) has been developed & must be read in conjunction with the original submitted document (TIA) & the DA (Development consent) (SSD 9874) under section 4.38 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act) Mod 2 was granted on 5th of August 2022.

1.2 Purpose

Gransolar Construction Australia Pty Ltd (GRS) has established this Traffic Management Plan (TMP) as a part of its Integrated Management System and in compliance with ***Development Consent condition (DA) Schedule 3, Transport Section, as dated 5th of August 2022.***

The Traffic Management Plan (TMP) addresses the manner in which vehicular, plant and pedestrian movements will be managed on the Walla Walla Solar Farm (WAL) during construction, as well as the control measures in place to manage risks associated with Project related traffic.

GRS acknowledges that the effective management of Project traffic and safety of operators and pedestrians is paramount to the delivery of successful day-to-day activities on site and GRS's overall Zero Harm objectives and targets for the Project.

Primary objectives of this sub-plan include:

- ✓ Ensuring construction activities do not interfere with other operations on the site
- ✓ Ensuring construction traffic complies with contract requirements
- ✓ Ensure that traffic management complies with local and state road authority requirements
- ✓ Ensuring construction traffic management considers local road peak-hour volume and road works
- ✓ Ensuring the safety of construction works and all other road users
- ✓ Maximising operator and pedestrian safety.
- ✓ Minimising wherever possible adverse interfaces between Project vehicles and the general public as a result of construction traffic and activities.
- ✓ Minimising impact on the local road network.
- ✓ Minimising disruption, delays and congestion to local road users.
- ✓ Mitigating risks associated with deliveries to the Project.
- ✓ Providing clearly defined instruction and parameters cohesive with construction site traffic protocols to enable compliance to this plan by all Project stakeholders (including visitors).

- ✓ Providing a safe Project environment free of hazardous interactions between vehicles, plant, people and infrastructure; and
- ✓ Complying with legislative and contractual requirements, **development consent conditions**, relevant standards and Management Procedures

By implementing this plan, GRS is committed to upholding requirements under the following legislation and standards:

- ✓ *Work Health and Safety Act 2011*
- ✓ *Work Health and Safety Regulation 2017*
- ✓ *Heavy Vehicle National Law Act 2013*
- ✓ *NSW Transport Operations Act 2013*
- ✓ *NSW Transport Operations Regulation 2013*
- ✓ *AS 1742.3:2009 Manual of Uniform Traffic Control Devices*

It also undertakes to maintain compliance with council, state government and contractual requirements in accordance with conditions stipulated in the necessary approvals.

1.3 Document Scope

This Plan applies to the Walla Walla Solar Farm (WAL) Project referred to as 'the Project' or as 'WAL' throughout this document in all the aspect related to traffic for the Project.

The target audience for this Plan is the GRS and Client Project Management Team, Project Delivery Partners, and any other relevant stakeholders who may have implications on or be impacted by the requirements of this Plan.

This Plan has been prepared in accordance with Project Requirements, Scope of Work, ***Development Consent conditions***, EPC Contract, specific operational needs and quantitative forecast of vehicular traffic on the Project and shall be reviewed as triggered by risk assessment or changes in operational conditions.

1.4 Document Responsibilities

This Traffic Management Plan (TMP) will follow the conditions in Schedule 3, Condition 10 of the DA, where the TMP must be in place and operational prior to commencement of construction work.

The project dedicated Project Manager in conjunction with the Project Director, will ensure that the plan is monitored, reviewed, maintained and updated as necessary and kept up to date during the execution of the project.

One hard copy of the TMP and associated plans will be maintained by the Construction Manager (document-controlled revision) for the duration of the contract.

1.5 Document Amendment and Distribution

This document shall be reviewed as follows:

- ✓ As requested by Management Review
- ✓ When there is a change of method and/or technology that may affect the accuracy of this document; or
- ✓ When there has been a significant event to which this document was relevant; or
- ✓ As a result of an NCR resulting from an audit

Document amendments and distribution will be conducted as per detailed in the Project Management Plan and the Records Management Plan.

New and amended documentation issued after the initial approval and distribution of this plan to controlled copy holders shall be identified in the Document Control Register. Revision details shall be recorded in the Section 1.6 Revision Status of this plan.

All changes to documents shall be reviewed and approved by the same function that performed the original review and approval and as per the cover of this plan, unless specifically designated otherwise.

1.6 Revision Status

Revision	Revision Date	Issued Date	Nature of modification

1.7 Consultation

Consistent with Schedule 3 point 10 this Traffic Management Plan must be Prior to commencing construction, the Applicant must prepare a Traffic Management Plan for the development in consultation with TFNSW, Local Council and Hurricane Hill Hardrock Quarry, and to the satisfaction of the Planning Secretary in writing.

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

The Local Hume Shire Council and Transport for NSW have been consulted in the preparation of this Plan. Evidence of this consultation is provided in Appendix 5 & 5a for reference.

1.8 Future Changes

In the event that there is any change to the assumptions underpinning this TMP, in terms of haulage routes or access arrangements, GRS will update this TMP and re-submit it to TFNSW and the Local council for approval.

1.9 Strategic framework

This Traffic Management Plan (TMP) sits within a suite of management plans and strategy documents required by the Conditions of Consent (CoC) which detail the environmental performance criteria and site-specific management measures and procedures to be implemented. The overarching document is the Environmental Management Strategy (EMS) required under the CoC. The TMP sits within the management plans required under the CoC and should be read in conjunction with the EMS, Construction Environmental Management Plan (CEMP) and other relevant management plans (refer to Figure 1-2).

Figure 1-2 EMS Framework

1.10 Discipline Specific Plans

The TMP is to be read in conjunction with the below mentioned Management Plans to be developed in the time frames as noted within the EWA contract agreement and to enable site works to commence as quickly as possible.

- Logistic/Procurement Management Plan, *(TBC)*
- Mobilisation & Site establishment Plan, *(TBC)*
- Health & Safety Management Plan, *(TBC)*
- Emergency Response Plan
- Construction Environmental Management Plan, *(TBC)*
- Quality Management Plan, *(TBC)*

2 PROJECT DESCRIPTION

2.1 Project Overview

The Project site is located within the Greater Hume Shire Council (Greater Hume/Council) Local Government Area (LGA) in NSW approximately four kilometres northeast of Walla Walla. The town of Walla Walla is located approximately 40 kilometres north of Albury and 100 kilometres southwest of Wagga Wagga in NSW (see below). Currently home to approximately 840 residents, the Walla Walla area offers residents a country lifestyle in close proximity to the major regional centre of Albury Wodonga. Direct access to Albury is via the Olympic Highway located approximately 14 kilometres southeast of Walla Walla. *(See appendix 1 for more details).*

Figure 2.1.2. Site location

The site consists of an area of approximately 438 ha of rural land will be utilised for electricity generating equipment.

The geographic coordinates of the project are:

Lat: 35°44'29.5"S

Long: 146°58'30.0"E

GRS is the Principal Contractor for the scope of works, and is responsible for Engineering, Procurement and Construction (EPC).

The project will be delivered in several stages outlined below:

Stage 1 – Civil works,

Consisting of land clearing, levelling and earthworks, internal road construction, drainage installation, laydown area preparation, fencing installation, site establishment, preparation of delivery station and inverter station, and vegetation screening/landscaping.

Stage 2 – Mechanical works,

Consisting of foundation piling (ramming and auguring), tracker installation, module installation and delivery.

Stage 3 – Electrical works,

Consisting of solar cabling of aerials and conduits, DC main cabling via direct burial, MV cabling from inverter station to delivery station through direct buried, module connection, connection of junction boxes-inverters-delivery station, connection to grid and finally testing and commissioning.

Stage 4 – Substation works,.

Inter connection Substation works between GRS & TransGrid

For further information about the Project Scope please refer to the Construction and Environmental Management Plan.

3 DEFINITIONS

GRS	Gransolar Construction Australia Pty Ltd
Site Compound	The area within the Site where the Site Offices are located
Public Traffic	Pedestrians, cyclists and vehicular traffic within public roads, footpaths, tracks and other access ways accessible to the public.
Construction Traffic	Movement of vehicular, plant and workers within the site construction area. Movement of construction plant, vehicles, delivery trucks and pedestrians at roads located adjacent to or within the vicinity of the construction site's main entry / exit points.
Works	The total Scope of Works as defined in the EPC Contract.
Emergency Vehicle	Any vehicle that is designated and authorised to respond to an emergency in a life-threatening situation, such as police, fire and ambulance vehicles.
Exclusion Zone (EZ)	A restricted access area around mobile plant and vehicular traffic (or may even be defined as the entire Worksite). Persons on foot can only enter an exclusion zone if authorised to do so and if the necessary safety controls are in place. Exclusion zones around operating mobile plant must have a minimum separation distance (e.g. three meters) which would be increased in accordance with the speed and size of the mobile plant/vehicles and any attachments used or loads carried.
Heavy Vehicle	A road registered vehicle that has a Gross Vehicle Mass (GVM) or Aggregate Trailer Mass (ATM) of more than 4.5 tonnes and a combination that includes a vehicle with a GVM or ATM of more than 4.5 tonnes. Examples of vehicles in this category include haul trucks, semi-trailers, mobile cranes and coach buses.
Laydown Area	An area that has been cleared for the temporary storage of products and materials. A laydown area is usually covered with a suitable surface (e.g. rock or gravel) to ensure accessibility and safe maneuverability for transport and unloading products and materials.
Light Vehicle	A road registered vehicle utilised for transporting people and light loads. Examples of vehicles in this category include sedans, station wagons, 4WDs, utility vehicles, vans and mini

	buses (carrying no more than 12 persons).
Mobile Plant	A collective term used to describe all rubber tyred and tracked plant and equipment as well as light and heavy vehicles.
PED	Personal Entertainment Device.
RMS	Roads and Maritime Services
Traffic Control Plan (TCP)	A formal document prepared by an appropriately trained and competent person that details the interim layout and nature of traffic control devices necessary to ensure safe movement within a particular area. Also known as a Traffic Guidance Scheme.
TBC	To Be Completed
Vehicle Movement Plan (VMP)	A site plan/diagram that illustrates the organised movement of mobile plant and vehicles. In addition to vehicular movements and parking arrangements, this plan may also include identified hazards e.g. overhead powerlines, road traffic, trees, bridges, waterways, ignition sources, etc.

4 RESPONSIBILITIES AND AUTHORITIES

The GRS Project Team responsibilities and authorities are deeply explained in ANNEXES 2 and 3 of the document *WAL-GRS-QA-PLN-0001.Quality Management Plan*.

Relevant environmental standards, policies and guidelines relating to traffic and access are provided below.

- AS 1742.1 2003, Manual of uniform traffic control devices, General introduction and index of signs;
- AS 1742.3 2009, Manual of uniform traffic control devices, Traffic control for works in roads;
- RTA Traffic Control at worksite manual (2010);
- Austroads Guide to Road Design (2010);
- Road Transport (Vehicle Registration) Regulation 2017;
- National Heavy Vehicle Mass and Dimension Limits, NVHR July 2016; and
- Australian Code for the Transport of Dangerous Goods by Road and Rail, version 7.5 (2017).

5 APPLICABLE REQUIREMENTS

5.1 Legal and Contractual Requirements

GRS have identified the most relevant Legal and Contractual requirements for the project, these are,

- EWA Contract & the Schedules,
- DA Application No. SSD-9874-Mod-2 (*Development Consent Conditions)*.

  The main ones stated in the Development Consent conditions are:

  - ✓ *Schedule 2. ADMINISTRATIVE CONDITIONS.*
  - ✓ *Schedule 3. ENVIRONMENTAL CONDITIONS – GENERAL.*
  - ✓ *Schedule 4. ENVIRONMENTAL MANAGEMENT AND REPORTING.*
- Roads Act 1993
- Road Transport (Vehicle Registration) Regulation 2007.
- Road Transport (Mass, Loading and Access) Regulation 2005

5.2 Guidelines and standards

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

- NSW RTA Heavy Vehicle Mass Limits, July 2010.
- RTA Vehicle Standards Information: Revision 4, November 2007.
- RTA Operating Conditions: specific permits for oversize and over mass vehicles: version 2, August 2008.
- Austroad's Guide to Traffic Management.
- Austroad's Guide to Road Design.
- Austroad's Guide to Road Safety.
- Austroad's Guide to Traffic Engineering Practice, Part 2 – Roadway Capacity.
- AS 1742: Manual of Uniform Traffic Control devices.
- AS 1743: Road Signs – Specifications.
- AS 2890: Parking facilities.
- RMS Guide to Traffic Control at Work Sites.
- RMS Supplements for Australian Standards.
- RMS Supplements for Guide to Road design.
- RMS Supplements for Guide to Road Safety

6 SPECIFIC PROJECT ISSUES AND RISKS

6.1 Issues

In relation to traffic management, the following project specific issues depicted in below table must be considered but not limited:

Issue	Impact	Management Strategy
Large amount of trucks coming to site	Disturbance of local community	Find the transport route causing the least disturbance and have the suppliers following it by placing signs along the road. Have traffic diversion at crossing where disturbance is anticipated.
Heavy traffic on remote unsealed road	Possible damage of local roads	Ensure that maximum axel loads are respected
Heavy traffic within work area	Accident risk	Proper traffic signage within work area

6.2 Risks

Risks associated with the construction methodology for the project must be documented in the Project Risk Register in accordance with the Risk Management Procedure.

7 GENERAL REQUIREMENTS

GRS is responsible for the management of all traffic in connection with its activities and the construction works conducted on the site. GRS will provide all traffic management, safety warnings and signage including such persons as necessary to direct traffic, as required by *AS 1742:2009 – Manual of uniform traffic control devices.*

GRS will:

- ✓ Ensure traffic management controls are established, maintained and monitored to underpin the safety of workers, other personnel and the general public
- ✓ Establish traffic management controls in consultation with relevant stakeholders
- ✓ Ensure traffic management controls comply with regulatory and legislative requirements
- ✓ Ensure traffic management controls comply with the contract
- ✓ Ensure traffic management controls maintain the flow of traffic within the site and on surrounding public roads
- ✓ Reinstate any areas affected by the temporary construction access requirements to their original condition

The primary drivers for determining the traffic management controls during the construction period are:

- ✓ Safety of personnel, the general public and construction workers
- ✓ Minimising impact (if any) on operations
- ✓ Contractual requirements (including site access)
- ✓ Road traffic authority and local government requirements
- ✓ OHS requirements in relation to the movement of all vehicular traffic and pedestrians either within or adjacent to sites both GRS and sub-contractors
- ✓ Environmental management requirements
- ✓ The impact construction traffic has on the local community in the surrounding area, and
- ✓ The need to meet construction requirements (including any schedule and cost constraints)

GRS will developed a Traffic Control Layout and will finalise this Layout in consultation with relevant stakeholders during Site establishment. The Traffic Control Layout will include specific traffic management controls to mitigate risks; and will be finalised to meet Road Traffic Authority requirements.

Traffic movement in and around the Project site presents a number of risks to personnel, as well as the potential for property damage to vehicles, plant and infrastructure. As such, the following parameters will be applied to ensure the safe movement of people, vehicles and plant during construction.

There will be designated areas for pedestrians and vehicles. Signage will be placed to direct safe passage around the work site and vehicle speed restrictions.

The movement of vehicles to and from the Solar Farm facility on public roads poses a risk to drivers and pedestrians. It is anticipated that the majority of Project based light vehicles will travel to the site early in the morning, this will increase traffic flow on Olympic Highway, at a time that will not generally impact the public, nor will it involve school zones. Travel to Site will be between 6.00am to 7.00am to allow preparation time prior to construction activities commencing at 7:00am, it is anticipated that arrivals of workforce and contractors to site will generally be spread out over the hour preceding this time.

To reduce the early morning increased traffic movements on the local roads, contractors will be encouraged to carpool, bus their workers from a designated pickup point where possible. In addition, the Sub-contractors would carpool their employees from the surrounding towns to the site. Afternoon traffic increases will occur, however, this will be additional flow in the opposite direction from the prevailing traffic in the afternoon. Traffic leaving site in the afternoons will not be released in a single platoon; rather, it will be staggered release in line with different finish times for direct site teams.

7.1 Site Security

The Project site will be secured with a fenced perimeter boundary. There will be one main entry and exit point to make sure that. Security measures will be taken to ensure the safety of the site on a twenty-four-hour basis.

The Site access or entrance is to prevent any queuing of associated traffic onto Benambra road and is to have any gate, grid or similar structure setback a minimum of 25 meters from the current bitumen sealed edge of Benambra road.

7.2 Carpooling & Busing

Upon commencement of construction all subcontractors will be implementing carpooling for the site-based personnel and will be managing our delivery partners to meet these requirements. A suitable location will be determined within the accommodation areas of Wagga Wagga, Albury/Wodonga, jindera, Holbrook area as a transit point for car parking and pick up and drop offs.
Driver fatigue will be managed as per the Drivers Code of Conduct Plan and vehicle movements will be factored into the daily site monitoring as per the Development Consent. .

Shuttle buses will be provided by the Subcontractor to transport staff to/from the Walla Walla project.

No private vehicles will be permitted to access Site without prior GRS Management approval

7.3 Site Access

Access to this site will be from Benambra road as per this Traffic Management Plan. That point is considered suitable benefiting from adequate existing visibility for the direction of travel and sizes of vehicles required. This will be communicated to the transport subcontractor via driver inductions and to the overall Project workforce via Site inductions and toolbox talks & pre-starts.

Where required, all internal un-sealed roads will consist of all-weather roads with an overall width of 6 m. On-site turnaround areas will accommodate the turning circle of a 26m truck and trailer combination.

The site access points are shown on *Appendix 1 General Lay out*.

Figure 7.3.2. Site Access from Olympic Highway

The site will be accessed by a roadway field gate access. The surface is consolidated by the laying and compacting of gravel/hardcore.

Highway routes will not be adversely affected by the construction traffic or workers accessing the site.

Throughout the construction period signs warning of the presence of the site access shall be placed in clear view of all users of the road.

7.3.1 Site Entry Requirements

As a minimum, to enter the Walla Walla Solar Farm (WAL) Project construction area and to be compliant and to begin work on site, it is expected that all personnel meet the following requirements:

- ✓ *Completion of GRS Safety Induction, &*
- ✓ *The wearing of all appropriate site required PPE*

Note: *All persons shall wear the site-specific PPE at all times* (e.g. helmets, safety boots and high visibility clothing, gloves, safety glasses etc.) including delivery drivers. Any delivery driver failing to adhere to this will be refused access to the Site.

7.3.2 Site Inductions

GRS will engage a subcontractor for all road upgrade or construction works, A Site entry requirement is formal site inductions that will include but not be limited to the below: -

- Haulage Routes
- Entry and Exit points
- Temporary traffic controls, including detours and signage;
- Responding to any emergency including emergency vehicle access

As part of the project induction process, GRS have a Safe Driving Program that includes the following: -

- o Defines vehicle and haulage routes
- o Vehicle Maintenance requirements
- o Licenses and training required
- o Traveling speed limits for public roads and for the construction site

Outlines that all drivers must be: -

o Trained and competent o Medically fit

o Well rested o Observant of all speed limits, signs, etc.

o Not under the influence

- Load requirements including restraints
- The use of Two-Way radios and Mobile phones is prohibited whilst driving
- Reversing vehicles and spotter responsibilities

7.4 On Site Delivery

All equipment and goods will be delivered via the nominated site construction entrance. Deliveries will be recorded on the delivery record sheet at the time of delivery by Security Personnel & GRS Logistics Manager or delegate. When recorded the delivery will be dispatched to the relevant site laydown area or materials storage area as directed by the site manager or delegate. All deliveries to and from the site will be loaded and unloaded within the site. All delivery vehicles will enter and leave the site in a forward direction. Deliveries are to be staged to ensure queuing at the site access point and along site access roads does not occur. No vehicles are to queue or park within the road reserve. The unloading of vehicles on adjacent land or public roads will not occur unless directed by NSW Police or other emergency services

7.5 Non-Inducted

A non-inducted delivery driver will be escorted at all times when travelling to and from the site access point to any pickup or drop off point.

The completed visitor induction and attached pre-task hazard assessment and access/escort details will be recorded and retained on the project site.

A load/unload plan and pre-task hazard assessment (e.g., JHA) will be completed for loading and unloading tasks on site and relevant controls implemented prior to the commencement of these tasks.

All vehicles will enter and leave the site in a forward direction. All vehicles will be loaded and unloaded on site. On arrival at the pick-up/drop off point, non-inducted delivery drivers will exit the vehicle and remain in a pre- defined safe area whilst loading and unloading of freight

is occurring, unless they are performing one of the tasks as outlined below.

Non-inducted Transport Drivers will not perform any tasks other than:

- Driving to the designated drop-off or pick-up location.
- Indicating the load distribution to the project personnel.
- Operating vehicle and vehicle mounted loads for which they are competent, including discharge of material if required.
- Performing release of load restraints on incoming loads.
- Performing restraint of outgoing loads.
- Completing any required paperwork.

7.6 Drivers Code of Conduct for Site Workers

All workers must travel to and from the site via the nominated access road.

GRS will provide to its supplier, subcontractor, and transport contractor the site haul roads through the site induction.

Should any misconduct of GRS contractor be noticed whilst accessing the site, disciplinary action will be undertaken as part per GRS policies.

All workers will be briefed in the site induction, as per 7.3 and relevant SWMS for the works which covers the site working hours, site travelling speed, correct behavior, designated access roads, and compliance to approved Traffic Control Plans, etc.

A summary of the Drivers code of conduct that has been developed is found in *Appendix 6*.

7.6.1 Objective

The Objectives are:

• Minimise the potential for traffic conflict resulting from project-based vehicle movements.

• Minimise the potential noise impacts associated with project specific vehicle movements.

• Promotion of employee and community road safety awareness to ensure a road environment where all road users feel safe from traffic movements associated with the ongoing operations of the site;

• Compliance with Project Approval conditions and undertakings;

• Compliance with Project Zero Harm procedures and regulations;

• Establish, maintain and ensure compliance with a Driver Code of Conduct;

• Ensure the designated routes to the construction site are adhered to;

• Ensure satisfactory driver behavior, including travelling speeds, driver fatigue, overtaking and the likes

• Ensure that all drivers understand requirements in relation to transport;

• Engage with project staff, transport contractors and subcontractors regarding the Zero Harm obligations;

• Implementation of the appropriate safety controls, training and reporting systems.

7.6.2 Purpose of the driver's code of conduct

This Driver Code of Conduct is to ensure that drivers adhere to the designated transport routes, and procedures to ensure that drivers implement safe driving practices.

All employees and contractors are made aware that responsible driving and adhering to the code is a condition of employment on the Walla Walla Solar Farm (WAL) Project. All drivers are to be instructed during the site induction of the Code of Conduct. All drivers reported or found to be acting in a manner contrary to the Code could be subject to disciplinary action.

7.6.3 Requirements

All drivers' conducting activates for the Walla Walla Solar Farm (WAL) Project must:

- Have undertaken a site induction;
- Hold a valid driver's license for the class of vehicle that they operate;
- Operate the vehicle in a safe manner within and external to the project site;
- Comply with the direction of authorised site personnel when within the site.

7.6.4 Vehicle speed

There are two types of speeding:

- Where a vehicle travels faster than the posted speed limit; and
- Where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate.

All vehicle drivers operating by or for the Walla Walla Solar Farm (WAL) Project are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the Australian Road Rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle

based on the vehicle configuration.

7.6.5 Heavy vehicle compression braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at early mornings and late evenings when residents are especially sensitive to noise.

In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas or isolated farmsteads a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

In the proximity to homes throughout the heavy vehicle route drivers are requested to limit the noise created in that areas as much as possible.

All heavy vehicle drivers operating by and for the Walla Walla Solar Farm (WAL) Project are to ensure brakes are applied so as not to create excessive noise that could disturb local residents where possible. Compression braking throughout residential areas is only to be used if required for safety reasons.

7.6.6 Heavy vehicle noise

The operating hours for transportation of construction materials under the Development Consent will be adhered to. These timeframes will be managed throughout the project to ensure compliance.

To reduce the impact of vehicle noise heavy vehicles waiting will have engines turned off.

Loose material on the road surface has the potential to cause road crashes and vehicle damage.

All trucks and vehicles arriving at or departing from the Walla Walla Solar Farm (WAL) Project whether loaded with material or not are required to have an effective cover on hand to cover the load for the duration of the trip if necessary.

All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.

Drivers must ensure that following unloading that the tail gates are locked into place before leaving the site.

7.6.7 Vehicle departure and arrival

Vehicles travelling in close proximity can be of concern to other road users as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, all light vehicles leaving the site should be separated by a minimum three-minute interval. Heavy vehicle departures will be staggered across a suitable timeframe to ensure safe travel. These expectations will be advised to the wider project team and delivery partners during the project-based site induction.

7.6.8 Convoying

Scheduled arrivals to the site (except at the commencement of work for the day) when a driver becomes aware, through visual contact or two-way contact between trucks, that they will arrive at approximately the same time then they are to ensure that there is a suitable gap between waiting vehicles.

7.6.9 Overtaking

There is to be no overtaking of road registered vehicles by trucks or transport contractors while engaged by the Walla Walla Solar Farm (WAL) unless deemed safe and necessary by the professional driver.

7.6.10 Mobile phones

Mobile phone is strictly prohibited for all drivers operating a motor vehicle unless a blue tooth hands-free kit is installed and utilized in the vehicles. This will be enforced to all site personnel and delivery partners during the site-specific induction process prior to commencing on the project.

7.6.11 Vehicle breakdowns

To ensure that traffic impacts are minimised in the event of a breakdown incident, rapid response from the driver to their company is required. Drivers must contact their respective manager who in turn will notify their GRS Representative and arrange maintenance requirements.

7.6.12 Incidents, Hazard & near misses

Road degradation, dust and loose gravel from both light and heavy vehicles could be generated and would over time build up on the road surfaces, shoulders, intersections and at the entrance to the project site. These types of hazards should be monitored on a regular basis to ensure that it is not a hazard to motorists or nearby residents.

Be aware that wildlife is prevalent along traffic routes, this is communicated to relevant parties through this document and through site and driver inductions.

All incidents, hazards and near misses, whether resulting in an injury or not, MUST be reported to your sub-contractor supervisor and GRS contact person immediately. This includes incidents, hazards and near misses which have occurred on or while travelling to and from the Project site.

Toolboxes with the transport delivery partners and Site Personnel will be undertaken to outline the potential hazards of travel on the designated routes i.e. increased collision risks, damage to the road infrastructure, noise impacts and school zones.

7.6.13 Protocol for interaction with school buses

The hours of school bus operation are approximately between 07:30am – 8:30am and 03:00pm – 04:30pm. All sub-contractor heavy haulage drivers to be instructed and made aware of school bus movements in the Local Council Area during these periods (See appendix 4).

All other vehicle traffic, 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 school children. This speed limit is for all traffic travelling in the same direction as the bus, whether the bus is stationary or moving.

Motorists are advised to:

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

Travel times for heavy vehicle trucks will be timed by contractor to predominantly avoid the school bus drop off and pick up time frames.

7.6.14 Biosecurity

All vehicles and plant to be operated on site shall be thoroughly washed or cleaned to remove all soil, mud and plant material that may pose a weed hygiene risk to the Project site prior to arriving.

Upon arrival the vehicle/trucks will be inspected at the discretion of the GRS Representative at site"

Any vehicles or plant deemed non-compliant during this inspection will be required to be cleaned and re-inspected before being permitted access to the Project site.

For further details on management of biosecurity for the Project, please refer to the

WAL-GRS-HSM-PLN-0002 – Health & Safety Management Plan

8 TRAFFIC MANAGEMENT INTERNAL

An assessment of implications of work activities on safe traffic movement on site will be undertaken in accordance with forward planning and risk assessment for each work activity. Safe work methods statements (SWMS) shall document risk control measures where potential for interaction between mobile plant, vehicles, pedestrians or infrastructure exists, with the relevant VMP and/or TCP referenced where applicable.

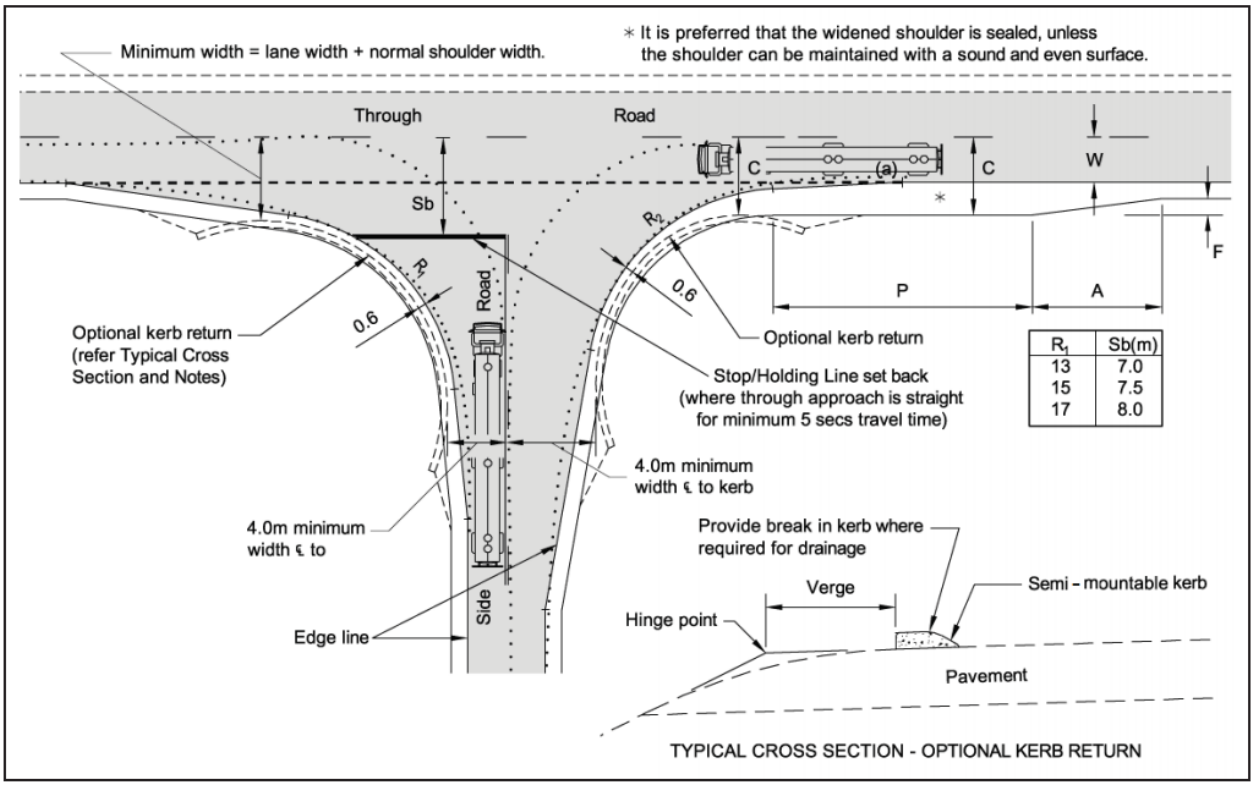
When assessing traffic-related risks, considerations should include (but not be limited to):

- ✓ Passing of high vehicles and loads under overhead power lines;
- ✓ Maintaining forward motion of vehicles and plant wherever possible to reduce reversing on site;
- ✓ Parking locations which do not obstruct access;
- ✓ Access for emergency vehicles;
- ✓ Unobstructed access to emergency assembly areas;
- ✓ Adequacy and visibility of signage;
- ✓ Delineation between mobile plant and pedestrians using physical barriers; and
- ✓ Clearance from nearby infrastructure.

All Subcontractor Supervisors will meet daily to plan, and review construction works for the following day and where required will communicate any changes in traffic management for activities under their supervision via Pre-start meetings.

8.1 Access

All access to the Site will be through the main entry via Benambra Rd off Olympic Highway. The site offices and laydown area will be located within the Site boundary and will be clearly signposted.



This is a typical Basic LH & RH turn drawing

8.2 Pedestrian Delineation

Whilst working in the solar farm delineation between pedestrian and mobile plant access routes will be established using separation methods such as star pickets and flagging wherever possible, particularly around site amenities, facilities and on-site car interacting areas. Signage will otherwise be implemented to advise of unrestricted pedestrian areas and exclusion zones.

Signage for exclusion zones and restricted access areas must identify the area supervisor

to be contacted in the case of persons requiring entry into the area.

8.3 Right of Way

Emergency vehicles entering the Project site will have right of way at all times. Additionally:

- ✓ Mobile plant shall have right of way over heavy and light vehicles;
- ✓ Light vehicles shall give way to mobile plant and heavy vehicles; and
- ✓ Pedestrians shall give way to all vehicles and mobile plant.

The above rules may be superseded where positive communication has been established to acknowledge entry into an area.

8.4 Site Communications

The Project site will operate on a uniform UHF channel for all communications. UHF Channel numbers shall be communicated through Inductions and signage on the Project.

As construction activities progress and personnel numbers increase, work parties across the site may opt to operate on a separate radio channel (however this will be kept to a minimum). On these occasions, consultation must occur with respective GRS Supervisors. Communication of any additional Radio Channels shall be communicated across all Site Personnel via Induction/Toolbox/Prestart Meetings and Signage at entrance to the work zone.

In all circumstances, personnel must ensure the correct UHF Channel is selected for the applicable work area they are entering. A nominated UHF Channel shall be identified as the Primary UHF Channel for use in the case of Emergencies.

Any person working remotely or in isolation (e.g. conducting walkdowns) must carry a Mobile Phone as well as a fully charged UHF Radio.

The following protocols are to be followed to ensure effective radio communications across the Project.

- ✓ Notify personnel responsible for the work area if entering on foot;
- ✓ Identify your vehicle/plant and the person or mobile plant being addressed;
- ✓ Note intention to move into the area;
- ✓ Acknowledge call-ups and message (e.g. “Copy”);
- ✓ Keep communications brief; and
- ✓ Only proceed once positive communication (affirmative response) has

been established, otherwise wait for and follow further instructions. Idle chatter over radio channels shall be avoided.

- ✓ Idle chatter over radio channels shall be avoided.

8.5 Speed Restrictions

The following speed restrictions apply across the Project site:

- ✓ Site entry/exit – 20km/h;
- ✓ Laydown areas – 20 km/h;
- ✓ Satellite facilities and carpark – 20km/h;
- ✓ Main car park – 20km/h; and
- ✓ Access and internal roads – 20km/h or as Sign Posted

Unless pre-approved by the Project or Site Manager.

Note: *personnel found to be in breach of the site speed limits will be subject to disciplinary actions, which may include re-induction & or removal of access to site.*

8.6 Signage

All appropriate signage will be installed for the direction of all construction-related traffic.

Temporary and permanent signage on site should be positioned for maximum visibility to inform operators of speed restrictions, warnings and other critical traffic information for the area. Any signage outside the Project site during Site entrance construction must be in accordance with the specifications under AS 1742.3:2009 Manual of Uniform Traffic Control Devices and is to be erected only once council approval is granted.

All signage should be made of durable material to withstand deterioration in visibility and condition and mounted to endure adverse weather events. They must not restrict the drivers' line of vision, particularly on approach to intersections, and must not be obscured by trees, equipment, parked vehicles or plant, or another road signage.

Signage no longer applicable must be promptly removed.

8.7 Parking

Each Subcontractor is responsible for their own compound parking of authorised vehicles , and ***no parking*** will occur on the public road network in the vicinity of the site unless authorised by TFNSW or the local Council.

Workers and supervision will be transported mainly by minibuses from accommodation to the jobsite, thus minimizing the impact of traffic and parking onto the residential areas.

Vehicles are to be reverse parked at all times within car parking areas to minimise potential for interaction with people, infrastructure and other plant when moving off at a later time.

Parking at specific work locations shall only be permitted if parked in a manner which does not obstruct access or work activities. The number of vehicles required at work fronts is to be kept to a minimum via carpooling and limited to those containing tools and equipment required for the day's tasks.

All car parking locations will be marked on the site Vehicle Movement Plan (VMP) (posted on notice boards at the main office facilities) once site has been established.

Centralized parking location shall be identified for carpooling and busing requirements.

8.8 Reversing

Vehicles and plant shall maintain a forward motion wherever possible when travelling around the Project site.

Worksite locations shall be established in a way that maximises reversing wherever possible. In the event this is not possible for heavy vehicles and other mobile plant and reversing is required, a spotter shall be in place to direct the safe movement of the vehicle or plant until such time as it is able to resume forward motion.

All vehicles and other mobile plant must have operational reversing alarms fitted and these shall be activated at all times whilst on site.

8.9 Safe Following Distances

Mobile plant blind spots and risks associated with heavy vehicle or mobile plant operator visibility and fields of vision need to be considered and addressed when managing risks associated with operations near other vehicles, pedestrians or other structures. All light vehicles, heavy vehicles and mobile plant will maintain a safe working distance of 20 meters unless controls to manage plant interaction are risk assessed and are agreed through the Safe Work Method Statement SWMS process.

8.10 Mobile Phones & PEDs

Use of mobile phones and PEDs is restricted to administration areas and crib rooms unless authorised by the GRS Project Manager as per section 8.4.

Only authorised Project personnel are permitted to carry or use mobile phones in Project work areas.

Under no circumstances are personnel permitted to use mobile phones or PEDs whilst operating vehicle, plant and equipment. Non-compliance with this requirement shall result in Incident Investigation and may incur removal of access to site.

If required to use a mobile phone as a pedestrian, persons must ensure they are positioned in a safe location away from construction activities and in a safe area clear of mobile plant and equipment and construction activities, before making or receiving a call. Persons should remain stationary and remain observant to activities occurring in their vicinity.

8.11 Intersections

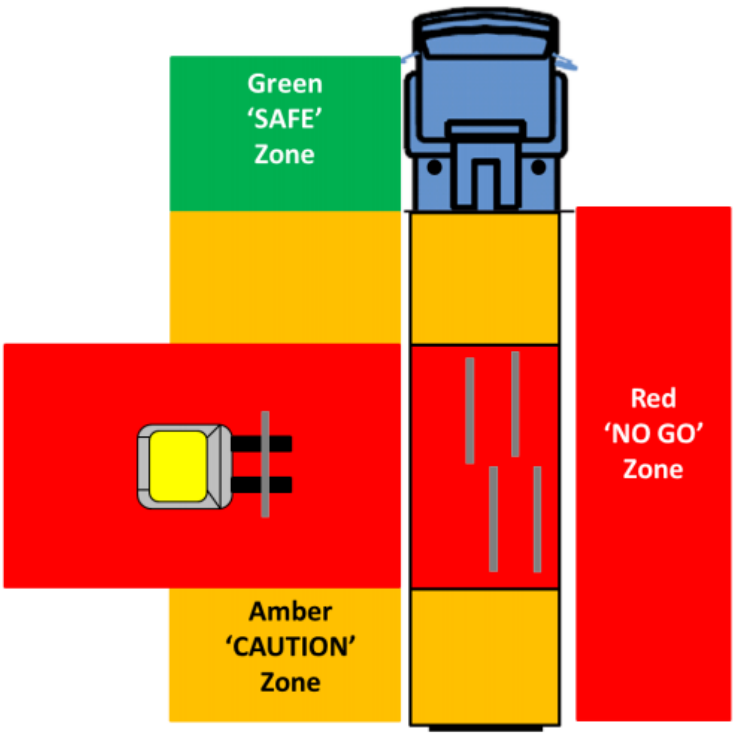
To access various areas on the Project, particularly the laydown areas, vehicles and plant will be required to travel through intersections where gates and 'Stop' signs are encountered. These areas are considered high risk due to the increased potential for interaction with other vehicles, plant and pedestrians.

To ensure the safety of all persons in and around intersections the following points are to be observed:

- ✓ Ensure the road is clear prior to crossing intersections;
- ✓ Establish positive communication when entering into designated work areas or on approach to other mobile plant;
- ✓ Slow down and obey 'Give Way' signs;
- ✓ Come to a full stop at all times where 'Stop' signs are in place
- ✓ Follow all other safety signage observed

8.12 Exclusion Zones

Exclusion Zones shall be established to maintain control of a work area or where separation is required e.g. between mobile plant and pedestrians. Such areas will be controlled via implementation of exclusion zones (flagging, bollards etc.) and appropriate signage. This shall include specific operational areas, such as those areas where forklifts will be frequently used.



Green 'Safe' Zone
Persons in the vicinity of the load (excluding 'the loader') can see and be seen and are clear of potential falling or moving objects

Amber 'Caution' Zones
If persons (other than the loader) must be in these areas then extra care is required to allow for the increased risk. Persons must not go any closer than 3m from any moving load

Red 'No Go' Zones
This zone should be at least as wide as the height of the load above the ground. Persons are not allowed in the 'No Go' Zone during loading and unloading (including the driver securing loads) unless there is no alternative. Entry is only permitted after all movements have ceased and the loader has signalled it is safe to enter.

8.13 Weather Conditions

Weather forecast will be checked by GRS Management and sub-contractor management and all site personnel will be advised of limitations and restrictions on vehicle movements and site access if applicable. Driving in wet conditions on unsealed roads can cause rutting, trigger mud tracking on site roads and pose physical risk to plant, equipment and site personnel.

Refer to the Health & Safety Management Plan for further details on working in wet conditions.

The design of internal roadway will be as an all-weather roadway.

8.14 Excavations

Traffic routes shall be established a safe distance away from edges of excavations, trenches and bore holes (i.e. outside the 'zone of influence'), in accordance with excavation depths, to prevent ground collapse. Example – Trench at 600mm depth to have a clearance of 600+mm

Note: the zone of influence will vary across different soil types.

Backfilling and compacting (or installation of associated infrastructure) shall be completed as soon as possible to minimise open excavations within the work areas.

8.15 Construction Works

The TMP encompasses the traffic management throughout all stages of construction and associated vehicle movements being undertaken by GRS and its subcontractors.

GRS shall implement, monitor and update this TMP during the contract. Specific elements of work in the project include but are not limited to:

- ✓ Clearing and Grubbing;
- ✓ Earthworks;
- ✓ Pile installation
- ✓ Structural concrete framing, tying of steel and pouring of concrete;
- ✓ Delivery of mechanical and electrical equipment;
- ✓ General site access and egress;
- ✓ Laydown

8.16 Rules and Standards

All vehicles and mobile plant must be fit for purpose and maintained to a safe and legal standard at all times, including roadworthy standards and licensed for vehicles and plant intended for use on a public road.

Where applicable, vehicles, mobile plant with attachments shall conform to the relevant Australian Design Regulation (ADR) and Australian Standards;

Applicable plant and vehicles shall be fitted with a seat belt conforming to AS2596;

Seat Belt Assemblies for Motor Vehicles.

Where required by Legislation earthmoving equipment shall be fitted with compliant Roll-over Protection Systems (ROPS) and/or Falling Object Protection Systems (FOPS).

All ROPS/FOPS must conform to AS2294 – Earth Moving Machinery – Protective Structures.

- Mobile plant and heavy vehicles in areas of operation within the project worksite shall be supported with the following documentation:
    - Plant Risk Assessment;
    - Latest Service Record;
    - Operators Manual;
    - Pre-Start Daily Inspection Book
- Mobile plant in areas of operation within the project worksite shall be fitted with the following equipment:
    - A flashing amber warning beacon clearly visible to approaching persons and traffic;
    - An audible reversing alarm
    - Emergency stop buttons;
    - Fire extinguisher (minimum 1kg DCP) or appropriate to foreseeable risks (e.g. handling or transport of flammable liquids, gases or vapours);
    - First Aid kit;
    - Snake Bite kit;
    - Guarding for pinch and crush zones in line with Manufacturer design;
    - Two-way radio (UHF);
    - A spill kit is required to be in accessible locations of all Mobile Plant & Equipment. Piling machines shall have a >30litre Spill Kit bag within the Machine at all times. Where applicable, Service Truck/ Fuel Trailer shall have a >30 Litre Spill Kit carried on the Plant at all times.

- Light vehicles in areas of operation within the project worksite shall be fitted with the following equipment:
    - Fire extinguisher
    - First Aid kit;
    - Snake Bite kit;
    - Two-way radio (UHF);
    - Weekly inspection book
- Light vehicles which don't meet the above requirements shall always remain escorted within the Construction Areas or remain within the designated carpark area.

Offsite vehicle operations will operate as per the New South Wales legal regulations and standards.

8.17 Vehicle Movement Plans

As construction activities progress, changes in traffic routing, access, parking and standby areas will trigger the development of an updated Vehicle Movement Plan (VMP) illustrating new arrangements prior to being implemented. These shall be developed in consultation with representatives of work parties who may be impacted by changes to ensure required access to work fronts is maintained and interface is minimized. A copy of this VMP will be displayed at the main office compound and will be included as a sub plan to this Management Plan.

VMPs are to be developed by GRS Supervisors in consultation with relevant stakeholders by overlaying traffic arrangements onto the designated VMP site drawing which is maintained in an accessible location for all Site personnel to view. New VMPs along with clear indication of when changes are to take effect will be further communicated via email to relevant stakeholders and during pre-start meetings to all personnel.

All vehicles will enter and leave the site in a forward direction.

8.18 Authorisation of Vehicle & Plant Operators

A person may only operate a vehicle or item of plant on the Project if they:

- ✓ Hold the appropriate license (or statement of attainment for plant not covered by a license) for the class of vehicle/plant being operated;
- ✓ Have completed the Project induction
- ✓ Have undertaken a verification of competency assessment (VOC) and been approved by a content expert;
- ✓ Are fit for work; and
- ✓ Are under escort of an authorised person where access to work fronts is required (Delivery Drivers & Visitors only).

8.19 Laydown Areas

The Project will have distinct lay down area for receiving, storing and distributing all incoming cargo. These will be high volume traffic areas, with ongoing deliveries and operation of lifting equipment (frannas, forklifts and telehandlers) for loading and unloading activities

In addition to standard requirements, the following measures will be applied to ensure safe traffic movement in these areas:

- ✓ All personnel accessing the Laydown areas shall have completed the applicable Induction (Site Induction, *Delivery Driver Induction, Visitor Induction*). Delivery Drivers & Visitors shall be under direction at all times by their nominated Site Contact.
- ✓ All drivers will be required to stop at the front gate and wait for instructions;
- ✓ Any Driver not inducted shall be escorted by an approved person

Loading/unloading plant will be operating in all directions within laydowns as required however the route taken by delivery trucks to both areas will be one way in order to allow these vehicles to drive in, be unloaded and drive out. Positive communications shall be maintained at all times between Plant/Equipment operating simultaneously within the Laydown areas.

Temporary on-site laydown areas will be constructed to accommodate direct deliveries with exclusion zones and escorts in place.

8.20 Load Security

It is essential that any equipment and cargo being transported is secured using the correct load restraint techniques for safe haulage.

To prevent other objects and materials from falling off trays or trailers, all loads entering and exiting site must be secured using fit for purpose restraining methods,

e.g. cargo barriers, ratchet straps, etc.

All vehicles will be loaded and unloaded within the site perimeter in compliance with relevant Local council & State Government road laws

8.21 Driving and Road Hazards

During travel there will be hazards on and near roadways. Always be alert for hazards, changes to conditions and make your adjustments as necessary.

Examples of hazards are:

- ✓ Rough/slippery/icy surfaces
- ✓ Flooded roads
- ✓ High winds
- ✓ Fog and smoke haze
- ✓ Sunset and sunrise
- ✓ Narrow or winding roads
- ✓ Low bridges, tunnels etc.
- ✓ Other heavy transporter trucks
- ✓ Road works
- ✓ Break downs – trucks / vehicles
- ✓ Crossings, rail/people
- ✓ Wildlife

Vehicles & Mobile Plant shall always use the designated roads where possible. In the case a vehicle becomes bogged on-site Supervision is to be notified immediately to allow for safe retrieval. Personnel shall not attempt to retrieve the vehicle without

Supervision approval and appropriate risk controls including a SWMS.

8.22 Incidents, Hazards and Near Misses

All incidents, hazards and near misses, whether resulting in an injury or not, MUST be reported to their company management and to the GRS HSE Manager and or project manager immediately. This includes incidents, hazards and near misses which have occurred on or while travelling to and from the Project site. This will be captured as per the WAL-GRS-HS-PLN-0004 Project Health & Safety Management Plan.

9 EXTERNAL ROADS

Work on public roads will be as per the relevant approvals and will be in progressive consultation with the TFNSW, Council and the project stakeholders and project delivery partners.

All approvals and appropriate traffic management methods will be identified prior to works being undertaken.

In the event of emergency road repairs caused by construction traffic, appropriate permits and traffic management shall be adopted to complete the work with TFNSW & Council approval prior to works commencing.

9.1 Intersection of proposed Access with Benambra Road

The **Development Consent Condition in Schedule 3.** makes reference to:
the Applicant must:

Access Route

4. All over-dimensional and heavy vehicles associated with the development (including water carts) must travel to and from the site via Olympic Highway and Benambra Road, as identified in the figure in Appendix 5.

Note: The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network.

9.2 Site Entry Point

Construction work and traffic control associated with the establishment of site entry/exit points will be carried out in accordance with TFNSW and MWRC requirements and AS 1742.3:2009 Manual of Uniform Traffic Control Devices, as necessary, and will allow trucks/vehicles to turn "L" or "R when Entering or Exiting the site. *(see appendix 2)*

All vehicles entering the Project site shall park only in designated parking areas as designated by GRS within the Project boundary.

The Design of the Site entry Point will be approx. 2.6 Km's along Benambra Road (see below) & will be constructed in accordance to the Austroads Guide to Road Design and Council´s Engineering Guidelines – Subdivisions and Development Standards –

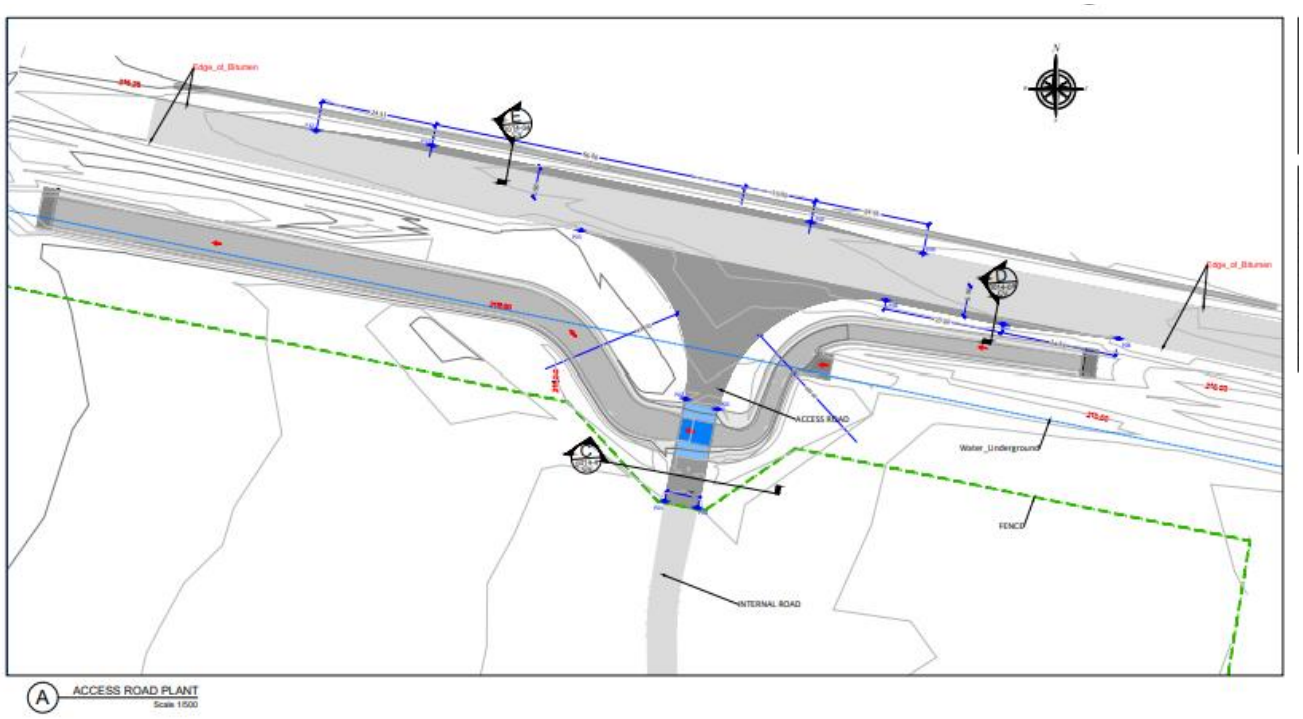
Site entry Point

9.2.1 Benambra Rd Entries

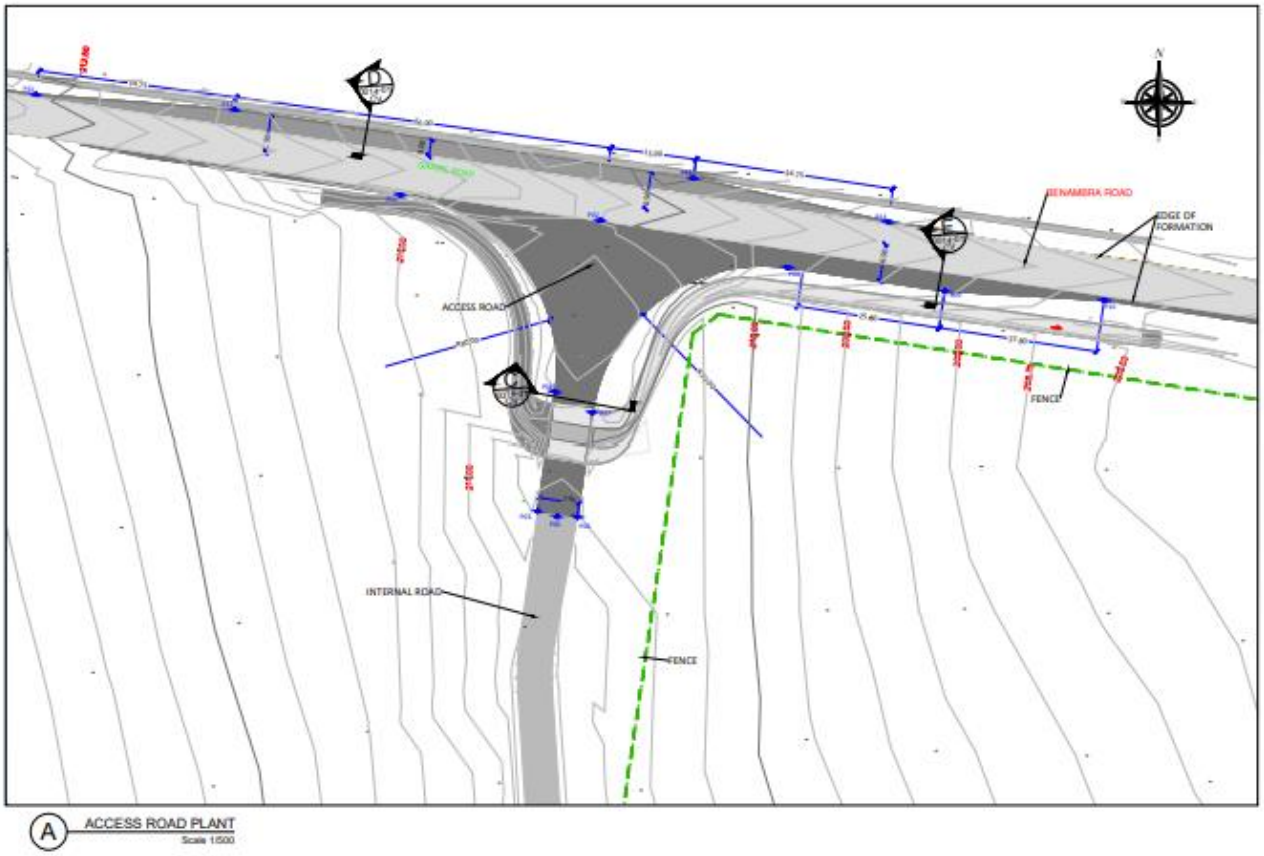
Road Upgrades

Schedule 3 section 7
Unless the Planning Secretary agrees otherwise, prior to commencing construction the Applicant must construct:
(a) the Main Access point and Substation Access point on Benambra Road, as identified in Appendix 1, with Rural Property Access type treatments and to cater for the largest vehicle accessing the site;
• in accordance with the Austroads Guide to Road Design (as amended by TfNSW supplements); and
• to the satisfaction of Council.

Prior to the commencement of construction, the intersection of Benambra Road and the Site access point will be upgraded to provide a new Basic Right Turn (BAR) and Basic Left Turn (BAL). The intersection will be designed and constructed and able to accommodate the large vehicle accessing the intersection.
The upgrade has been designed to the satisfaction of RMS, and in accordance
with the Austroads Guide to Road Design (as amended by RMS supplements), unless the RMS agrees otherwise



Site access for Benambra rd



Substation Access off Benambra Rd

10 TRANSPORT MANAGEMENT

This section details the transport management initiatives to ensure all major equipment arrives intact as planned. It covers all transport from the shipping port of receipt to the final installed location

There is an expected average of 30 bulk cargo deliveries per week during the early stages of the project (November to January), with a peak of 60 - 80 deliveries per day anticipated during the main construction months. No more than 110 heavy vehicle movements are expected per day during the peak as per the DA. *(see Appendix 3)*

The Site hours are from 7:00am to 6.00pm, while these are the full hours, heavy vehicle movements will not arrive at the extremes of these times, and in the heavy vehicle exclusion times for Olympic highway, as detailed later in section 10.4.

Transport Management of major equipment includes the following:

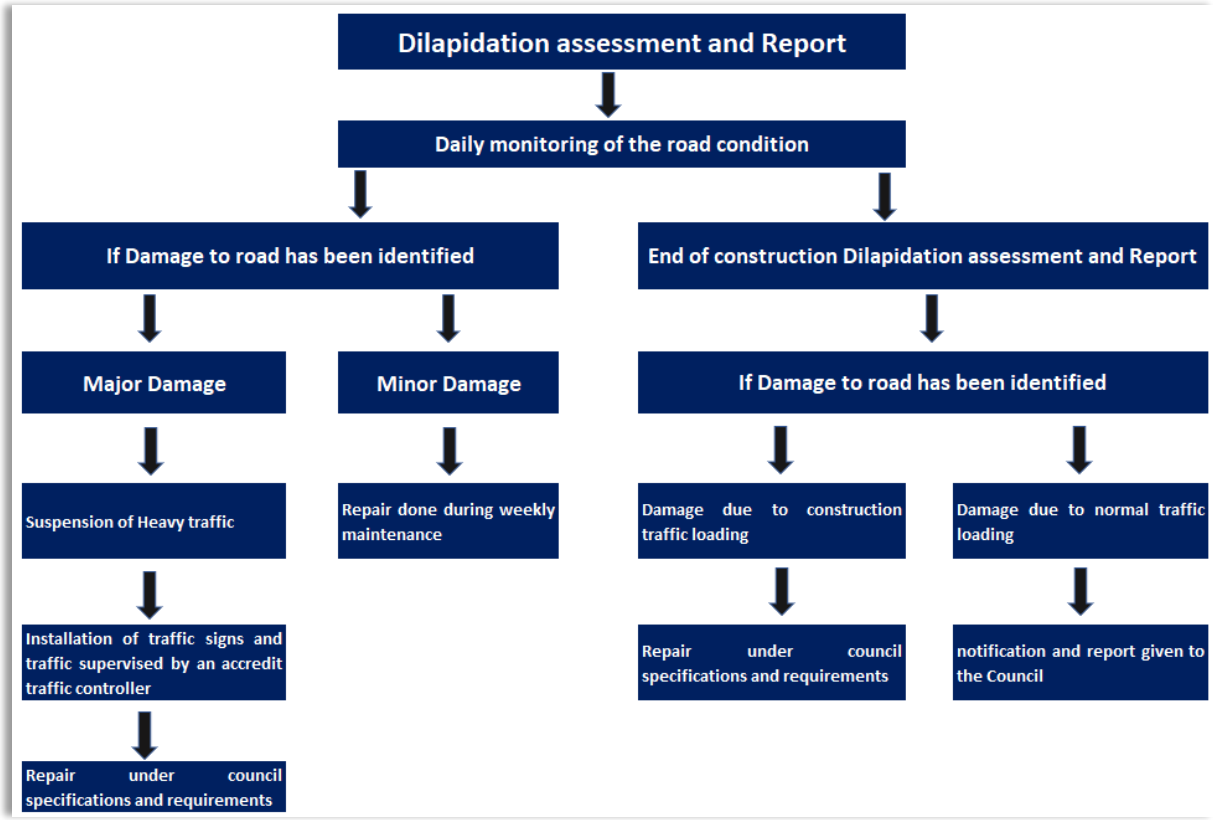
- ✓ PV Tracker Equipment
- ✓ PV Modules
- ✓ Cable Drums
- ✓ Inverters

10.1 Dilapidation and repair protocol

In compliance with relevant Local Council & TFNSW rules & regulations the following actions are going to be taken:

- ✓ An initial dilapidation assessment of local access roads used for Project site access to monitor, mitigate and remedy any deterioration in road conditions as a result of deliveries and other construction activities.
- ✓ Visual inspections of the Project traffic route will be undertaken periodically throughout the duration of the Project, a register will be maintained to record any observations and upon completion of the Project the relevant assessment will be undertaken.
- ✓ Upon completion of the construction works a follow up dilapidation assessment of the local roads will be undertaken and where it is determined that public roads have incurred such deterioration through Project related heavy haulage, GRS shall take appropriate steps to reinstate to at least pre-Project surface conditions, in accordance with project approvals.

Any remedial works deemed after consultation with all parties necessary on public roads shall not commence without express Council and TFNSW approval.



10.2 Cumulative Impacts

There is potential for cumulative impacts associated with other known or foreseeable developments occurring in proximity to the Walla Walla Solar Farm to impact upon traffic volumes and local road users as previously identified in Accommodation & Employment Strategy Management Plan, but as these other Solar Farms have not started or are yet to get an approved DA, therefore, we consider these Solar Fames to be no threat to us at this stage.

GRS will monitor the these Solar Farm outcomes closely.

10.3 Heavy Vehicle Route Assessment to and from site

The nominated delivery route has been identified for all major equipment coming to Site in consultation with the Supplier and transporters, considering surface type, overhead lines, traffic volumes, height and weight restrictions.

All deliveries will come from Melbourne by truck and will be offloaded on site. The route will pass around Albury on the way to Walla Walla Site. This route will be confirmed upon engagement of the freight forwarding delivery partner. Current proposed route from Melbourne to Walla Walla site will be as follows in order to avoid any impact in the traffic:

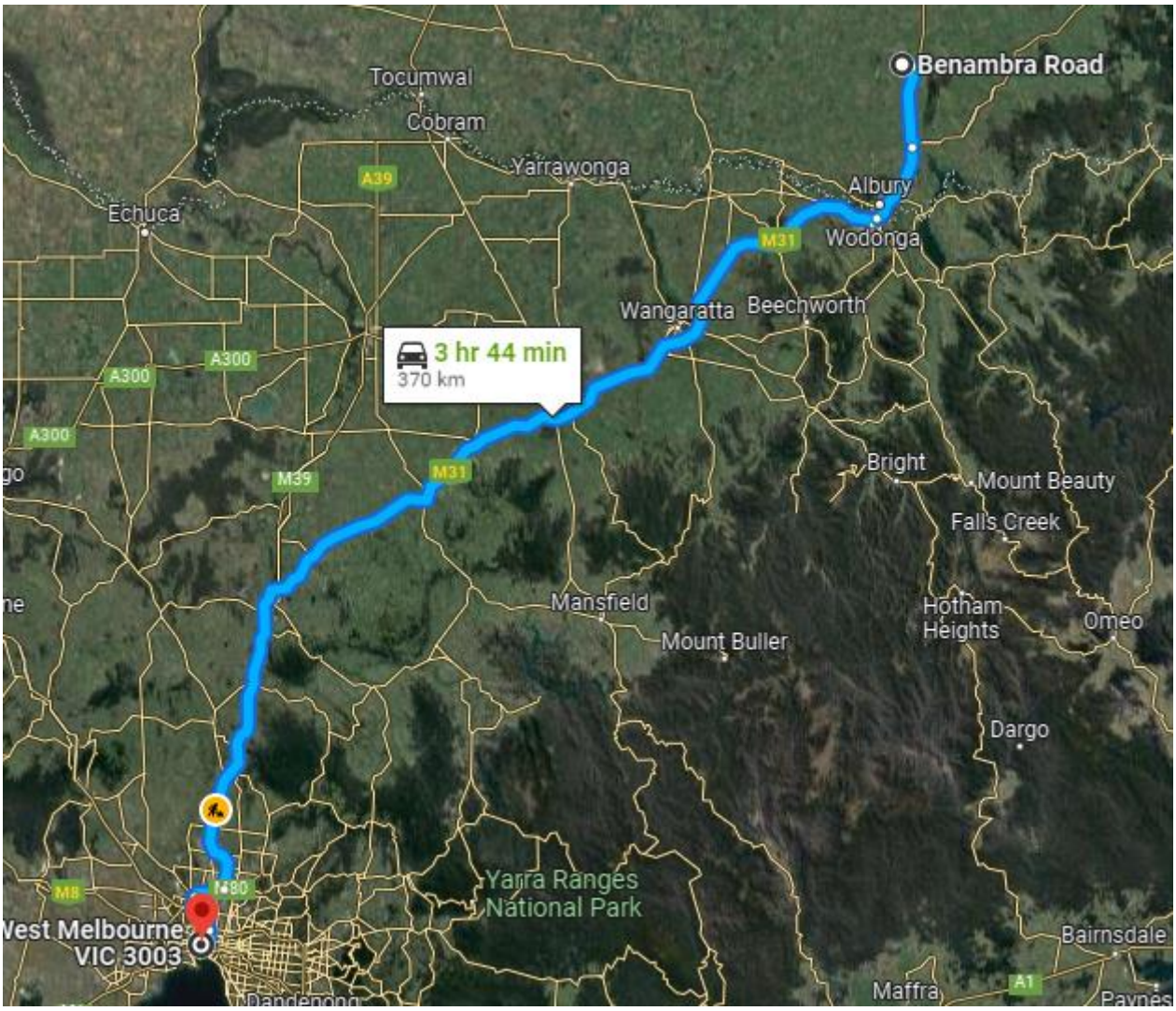


Figure 10.3.1. Route from Melbourne to Walla Walla

With this solution, the heavy traffic won't be crossing through small towns. Trucks will take the major highways to Albury then onto Walla Walla Site that avoids the center of the town.

10.4 Management of Heavy Vehicles Requiring an Escort Permit

10.4.1 Introduction

When a mass or dimension exemption (permit) is issued under the Heavy Vehicle National Law (HVNL), it is issued subject to conditions of the HVNL, the Heavy Vehicle (Mass, Dimension and Loading) National Regulations (MDL) and other legislation.

Under the HVNL (NSW), heavy vehicles that exceed specified dimension and mass limits may only operate on NSW roads under an exemption notice or permit (Sections 117 and 122) issued by the National Heavy Vehicle Regulator (NHVR) or NHVR delegate. Full details of the dimension and mass limits are available on the Roads and Maritime website. These vehicle movements are known as OSOM movements.

In these Operating Guidelines:
1. A mass or dimension exemption (notice) for class 1 vehicles is referred to as an OSOM Notice.
2. A mass or dimension exemption (permit) for class 1 vehicles is referred to as an OSOM Permit.
3. The OSOM vehicle movements are referred to as OSOM movements.

OSOM Permit conditions may require OSOM movements to be accompanied by an escort vehicle.

Under Section 5 of the HVNL and these Operating Guidelines:
1. A pilot vehicle is a vehicle that accompanies an oversize vehicle to warn other road users of the oversize vehicle's presence.
2. An escort vehicle is a pilot vehicle driven by a police officer or another person authorised to direct traffic under an Australian road law.

For OSOM movements that require an escort vehicle, the OSOM Permit will require permit holders to obtain the services of an AEVD through a Provider. Some OSOM movements may require more than one escort vehicle depending on the nature of the OSOM load.

The NSW Police Force will be involved where a Traffic Management Plan (TMP) identifies police resources to be deployed at specific pinch points along the route. Further detail in relation to TMPs is available on the Roads and Maritime website.

When an OSOM permit requires an escort vehicle for an OSOM movement, the journey must be conducted in accordance with the Operating Guidelines and any conditions placed on the OSOM Permit by Roads and Maritime.

10.4.2 GRS Management

Prior to the delivery of the OSOM equipment,
GRS will in consultation with the Subcontractor & all Stakeholders

- provide all GIS drawings of Internal road conditions of the Solar Farm,
- obtain a copy of Permit, detailing Vehicle route, movements & times,
- Identify all roles and responsibilities of each party involved in the OSOM movement and how information will be passed between each party involved in the procedures.

10.5 Heavy Vehicle Access Restrictions

The Applicant must ensure that the:

(a) development does not generate more than:

• 110 heavy vehicle movements a day during construction, upgrading and decommissioning.

• 13 heavy vehicles requiring escort movements during construction, upgrading and decommissioning; and

• 5 heavy vehicle movements a day during operations; on the public road network; and

(b) length of any vehicles (excluding heavy vehicles requiring escort) used for the development does not exceed 26 metres,

unless the Planning Secretary agrees otherwise.

10.6 Heavy Vehicle Exclusion Times

NSW Planning, & transport Authority, state that Oversized or class 1 load carrying Heavy Vehicles must at all times operate within their permit application & approval notice.

Site will at all times adhere to the DA conditions & also the local traffic authority

10.7 Heavy Vehicle Driver Requirements

A site delivery driver pack will be created and submitted to all truck drivers destined for Walla Walla Solar Farm (WAL). This will contain all relevant information regarding designated routes, site access, site contacts, PPE requirements, load restrictions, travelling speeds and safe driving procedures.

10.8 Emergency Repair or Maintenance

In addition to the pre-construction inspection for dilapidation, regular inspections of Olympic Highway & Benambra Road, will be undertaken during construction. Inspections will cover the sections of these roads that are subject to heavy vehicle traffic movements. During the construction period and in line with TFNSW requirements regular inspections will be undertaken. GRS will undertake these inspections for the duration of the construction phase. All inspections will be undertaken adopting appropriate safeguards. Any damage will be inspected and be supported by photographic evidence. The GRS Project Management Team will then notify the TFNSW & the Local Council contact with a request to undertake repair works, as required.

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

10.9 General recommendations to be implemented

To minimize the impact on the roads used by our vehicles, GRS proposes to follow a series of measures that include the following:

- ✓ Any significant deposit of dirt and other materials caused by construction traffic and other operations (in relation to the works) will be promptly removed from existing public roadways.
- ✓ Suitable precautions are taken to ensure no rock is dislodged onto any roadway from construction vehicles.
- ✓ Construction plant and equipment do not park on or within the pavement or shoulders of any existing trafficked roadway.
- ✓ Construction vehicles (when loaded) comply with the mass, loading and access requirements of the road traffic authority.
- ✓ Construction traffic will cause the least possible obstruction to public and other traffic.
- ✓ GRS will comply with any client or Road Traffic Authority signage requirements for traffic control. Where construction work is to be undertaken either on or adjacent to a public roadway that is open to traffic, the work must be undertaken in accordance with all regulatory and legislative requirements that govern the movement of vehicles and pedestrians on any public roadway.

11 PROJECT IMPACT IN EXSITING TRAFFIC

11.1 Existing Traffic Volumes

Analysis of the expected traffic related impacts of the proposed development has focussed on the traffic generated during the construction phase of the project as that is expected to generate much more traffic than the operational phase. Ontoit has considered the potential travel patterns for traffic access to the site and expects that the majority of the traffic will be from either the Olympic Highway or the towns of Walla Walla and Culcairn. Traffic will comprise a mixture of heavy and light goods vehicles (i.e. large and small trucks), light vehicles (i.e. cars) and the proposed shuttle buses for the workforce. The analysis suggests that there will be a minor increase in traffic activity in the area. However, the small increase in traffic is expected to have minimal impact on the overall level of traffic and have little or no impact on traffic operations at key intersections.

11.2 Future Road Capacity

The primary access corridor for vehicular traffic to the project is expected to be Benambra Road via Olympic Highway. The rural nature of Benambra Road, its existing estimated capacity would be approximately 600 vehicles per hour (300 vehicles per lane). Schneiders Road would be lower (approximately 450-500 vehicles) as it is unsealed and in poorer condition, however, it is still capable of carrying the required number of vehicles per hour. Schneiders Road would not be utilised as part of any construction route, except for construction traffic crossing the road at two points to travel between the sites either side of the road. Table 4 compares the existing capacity versus existing and future estimated traffic volumes

Table 4 Existing capacity vs Existing AM Peak Hour Traffic Volume vs Estimated AM Peak Hour Traffic Volume

Road	Capacity	Existing AM Peak Volume	Estimated Future AM Peak Volume (during construction of solar farm)
Benambra Road east of Schneiders Road	600	5	100
Benambra Road west of Schneiders Road	600	4	10
Schneiders Road between Rockville Road and Benambra Road	450-600	4	10
Olympic Highway east of Benambra Road	1000-1500	unknown	unknown

Data from RMS

The RMS 'Guide to Traffic Generating Developments' and Austroads 'Guide to Traffic Management Part 3: Traffic Studies and Analysis' provide guidance on the acceptable Level of Service (LoS) for road corridors and major intersections. The Highway Capacity Manual (HCM) defines LoS as "the quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to manoeuvre, traffic interruptions, and comfort and convenience".

As defined within the Austroads Guide, single lane traffic capacities are dependent on a number of factors and characteristics. However, a lane capacity is generally accepted as approximately 1,800 passenger car units per hour. The capacities defined in Table 4 have taken the rural road conditions/characteristics into consideration which aligns with the capacities displayed in Table 4.5 of the RMS 'Guide to Traffic Management Part 3: Traffic Studies and Analysis' (Appendix 9).

Based on the information presented in Table 4 and comparison to Table 4.5 in the RMS guide, the future traffic conditions along the primary corridors, during and after the construction phase (estimated 16-20-months) can be summarised as follows:

– Benambra Road eastbound (west of Olympic Highway) - will operate above a satisfactory level;

– Benambra Road westbound (east of Cummings Road) - will continue to operate above a satisfactory level;

– Schneiders Road northbound (south of Benambra Road) - will operate above satisfactory level; and

– Olympic Highway (east of Benambra Road) - while limited current traffic data is available the additional traffic generated by the project is expected to have minimal impact on traffic flows along Olympic Highway and so it is expected that it will continue to operate above satisfactory level.

11.3 Project Related Traffic Volumes

During the construction of the solar power plant, it is estimated that around 1,841 containers will be transported in and out from site, as per below table:

Material	No Containers	Type
STRUCTURE	626	40´cont
PV MODULES	1,025	40´cont
CABLES & OTHERS	94	40´cont
INVERTERS	96	40´cont
Approx. Total	1,841	

Added to those containers, there are waste traffic, concrete trucks, equipment, temporary installations and workforce transport to site. All goods will be transported by one, maximum two companies from the closest port. GRS will then have a clearer view of the traffic created and will be able to enforce more effectively the Traffic Control Plan.

As an average traffic generated by the project will be between 80 - 100 semi-trailers per day with a max of 110 as per the DA. In case double trailers can be used, the number of container trucks will be reduced.

All heavy transport will be done during the specified working hours on site, during daytime. The light traffic will be concentrated at the beginning and the end of the day 6-7am and 5-6pm. No vehicular deliverables including all the Heavy Goods Vehicle (HGV) movements shall arrive, be received or dispatched from the site outside the hours of 07.00 am to 6:00 pm (or dusk if earlier) Monday to Friday and 8:00 am to 1:00 pm on Saturdays in compliance with **Development Consent.**

11.4 Impact on existing traffic

It is anticipated the works will generate a maximum of approximately 300 full time workers in the construction phase for up to 24 months and up to 16 full time workers during the operational phase of the Project. It is conservatively assumed that all workers won´t drive to the site in private vehicles.

As the solar farm is neither a consumer of raw materials, nor a generator of waste products there will be limited need for deliveries during the operational phase. Heavy vehicle movements during the operational phase are expected to be sporadic and infrequent. Overall, the traffic generation of the Project post construction is likely to be minimal.

Increased road usage resulting from the Project is expected to be greatest during the construction period; however, it is believed these additional trips can be accommodated by the existing road. The traffic generated by the operation of the facility will be negligible.

GRS have looked the school bus routes, and also the school time tables, and in principle we cannot foresee any reason why it could be impacted by our construction traffic.

12 TRAINING REQUIREMENT

Personnel shall be trained in the requirements of this plan where applicable. Additional training shall be conducted in line with the Training Needs Analysis for the Project

13 COMPLIANCE MONITORING

Compliance to this plan shall be monitored through audit and assurance activities. Moreover, effectiveness of the requirements for managing safe traffic movements on the Project shall be evaluated for continual improvement.

Non-compliance to this Plan shall be recorded and reported to relevant stakeholders as necessary, with implementation of corrective actions and review of this Plan undertaken as required.

13.1 Purpose

The purpose of Monitoring and Measurement is to ensure that all construction works, including subcontracted activities, are being performed in accordance with the contract requirements, statutory requirement and in a controlled and safe environment. Ongoing monitoring of the worksite implementation of traffic control shall be conducted.

Monitoring the Traffic Control measures under differing operating conditions are to be carried out including during overcast and rainy weather, at night or at any other restrictive times where conditions may change.

Results of inspections and improvements are to be reported in the reporting cycle of the contract to enable assessment of the adequacy of the implementation of the Traffic Control within contract performance and system review meetings.

13.2 Inspection and Monitoring of Traffic Control Plans (TCPs)

Regular Site Inspections by designated supervisory and field staff of worksite protection are to be arranged regularly depending on the complexity of traffic control on the site.

14.0 COMMUNITY NOTIFICATION

Property owners near the Solar Farm Construction site will be notified of construction activities as well as the increase in heavy vehicle movements.

Notification will ensure:

- the property owners are provided with access to timely and accurate information relating to the construction program and progress; and
- the property owners will have the contact details of the Project Management Team should there be any concerns with respect to traffic impacts of the construction works.

The following traffic impact notification will be provided to the community:

- Notification in advance of commencement of works
- Notification in advance of the commencement of bulk heavy vehicle deliveries to the site

Notification will include the following details with respect to traffic management

- The anticipated profile of traffic to be generated by the project during the notification period
- The proposed management measures to be in place
- Details of where any complaints/concerns can be submitted.

Notification will be undertaken via the following channels

- Notification will be via email where the contact details are provided by the respective community members. Details of appropriate addresses will be sought from effected Local Residents.

As per the Development Consent, The Principal must:

(a) make the following information publicly available on its website as relevant to the stage of the development:

- the EIS;
- the final layout plans for the development;
- current statutory approvals for the development;
- approved strategies, plans or programs required under the conditions of this consent;
- the proposed staging plans for the development if the construction, operation or decommissioning of the development is to be staged;
- ***provide a 24hr telephone line and instruction as to how complaints or enquiries about the development can be made;***
- ***a complaint register;***
- any independent environmental audit, and the Principal's response to the recommendations in any audit; and
- any other matter required by the Planning Secretary; and

(b) keep this information up to date

15.0 INCIDENT NOTIFICATION

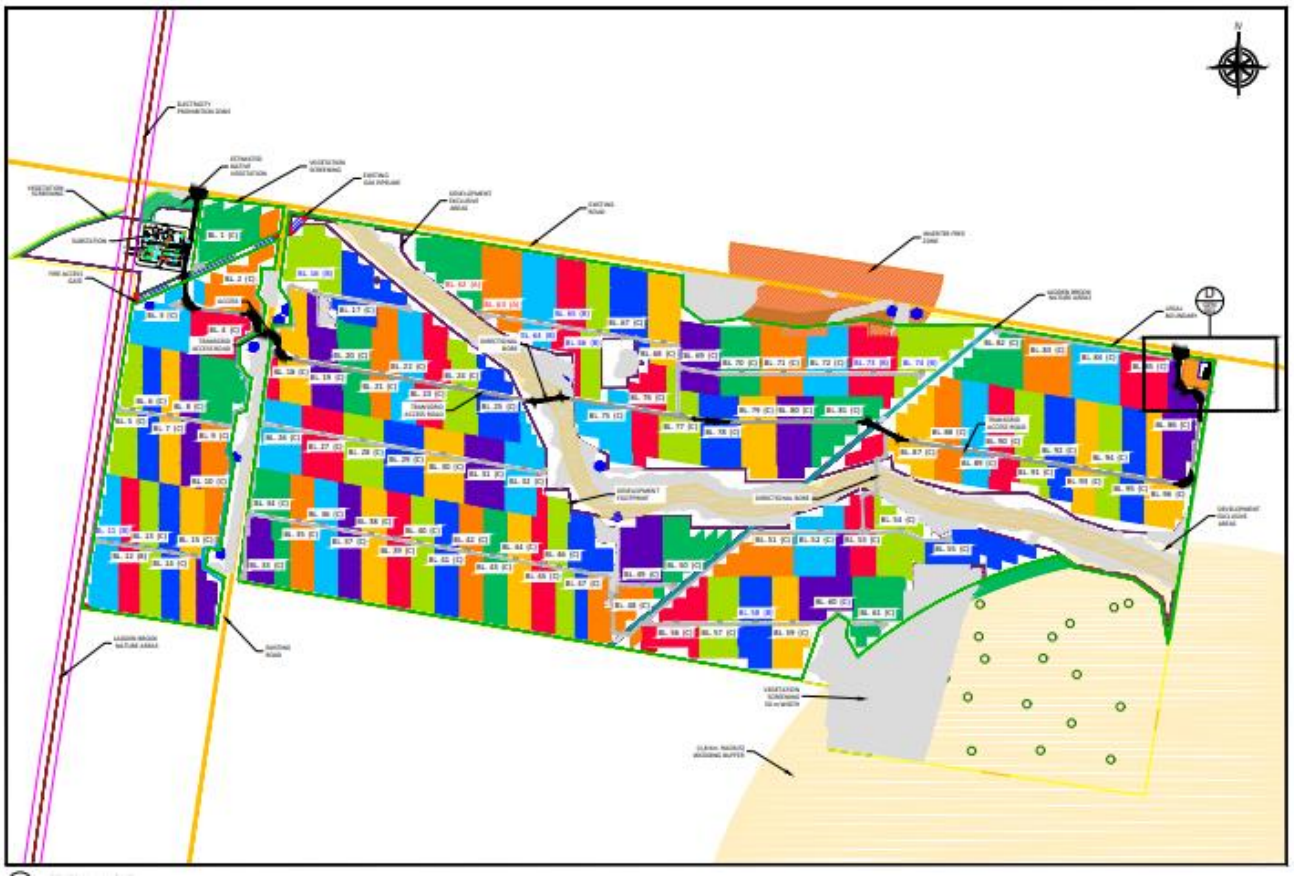
As per Condition 7 and 8 of Schedule 4 of the Conditions of Consent, Walla Walla Solar Farm shall notify the Planning Secretary in writing via the Major Projects website immediately after an incident has occurred. The incident notification shall set out the location and nature of the incident with the reports submitted in accordance with the Condition 7 of Schedule 4 of the Conditions of Consent. Subsequent incident reports shall be submitted within 7 days of notification of the incident to the Planning Secretary via the Major Projects website with details as per Appendix 7 of the Conditions of Consent.

Walla Walla Solar shall notify the Planning Secretary in writing via the Major Projects website within seven days after a non-compliance has been identified. The non-compliance notification will identify the development, application number, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.

As per the Conditions of Consent, Walla Walla Solar Farm shall undertake an Independent Environmental Audit within 3 months of commencing construction and within 3 months of commencement of operations to ensure the development is compliant with the Conditions of Consent throughout all stages of construction, commissioning and operation.
Walla Walla Solar shall review and respond to each Independent Audit Report prepared under condition 12 of Schedule 4, or condition 9B where notice is given by the Planning Secretary, submit the response to the Planning Secretary and make each Independent Audit Report, and response to it, publicly available within 60 days of submission to the Planning Secretary unless otherwise agreed by the Planning Secretary.

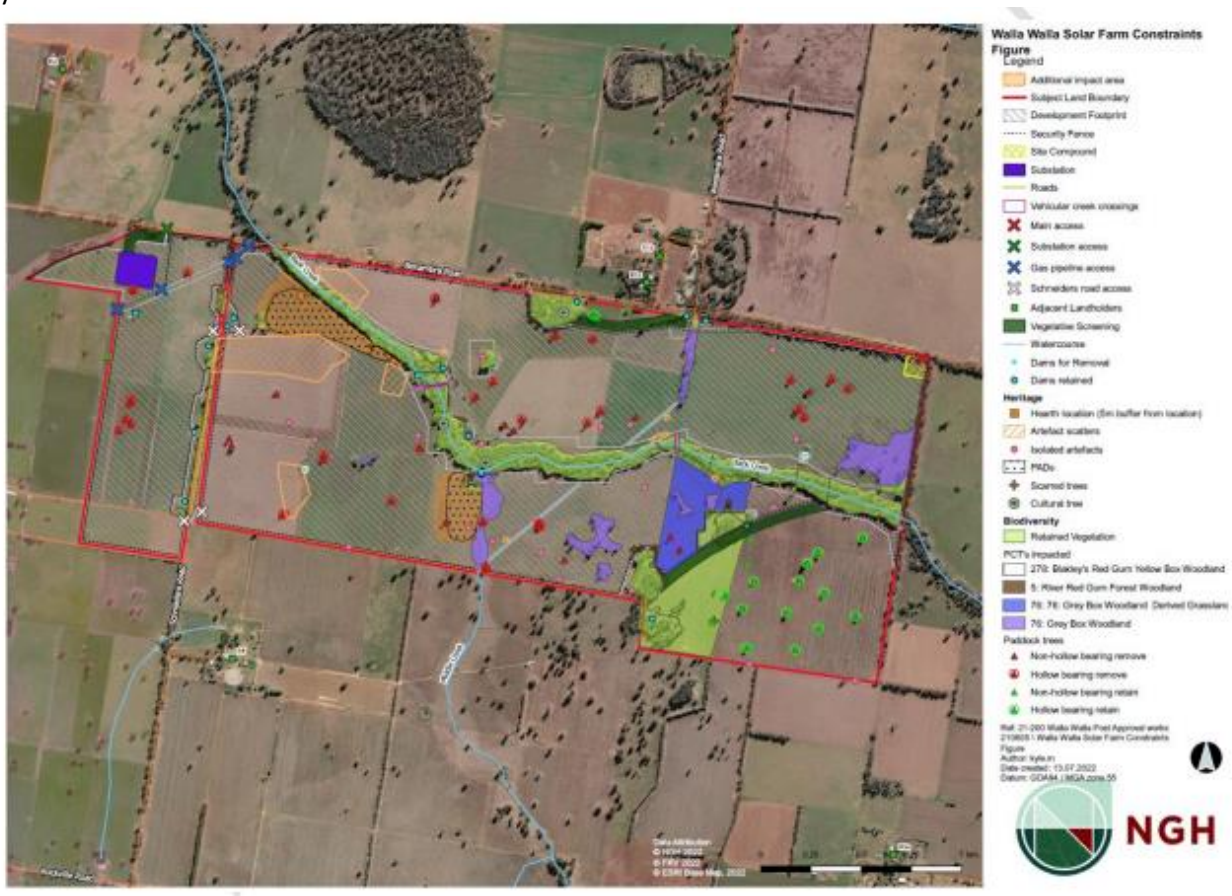
The Independent Audit Report and responses shall be submitted to the Planning Secretary within 2 months of undertaking the independent audit site inspection

Appendix 1: General Layout of Walla Walla Solar Farm (WAL)



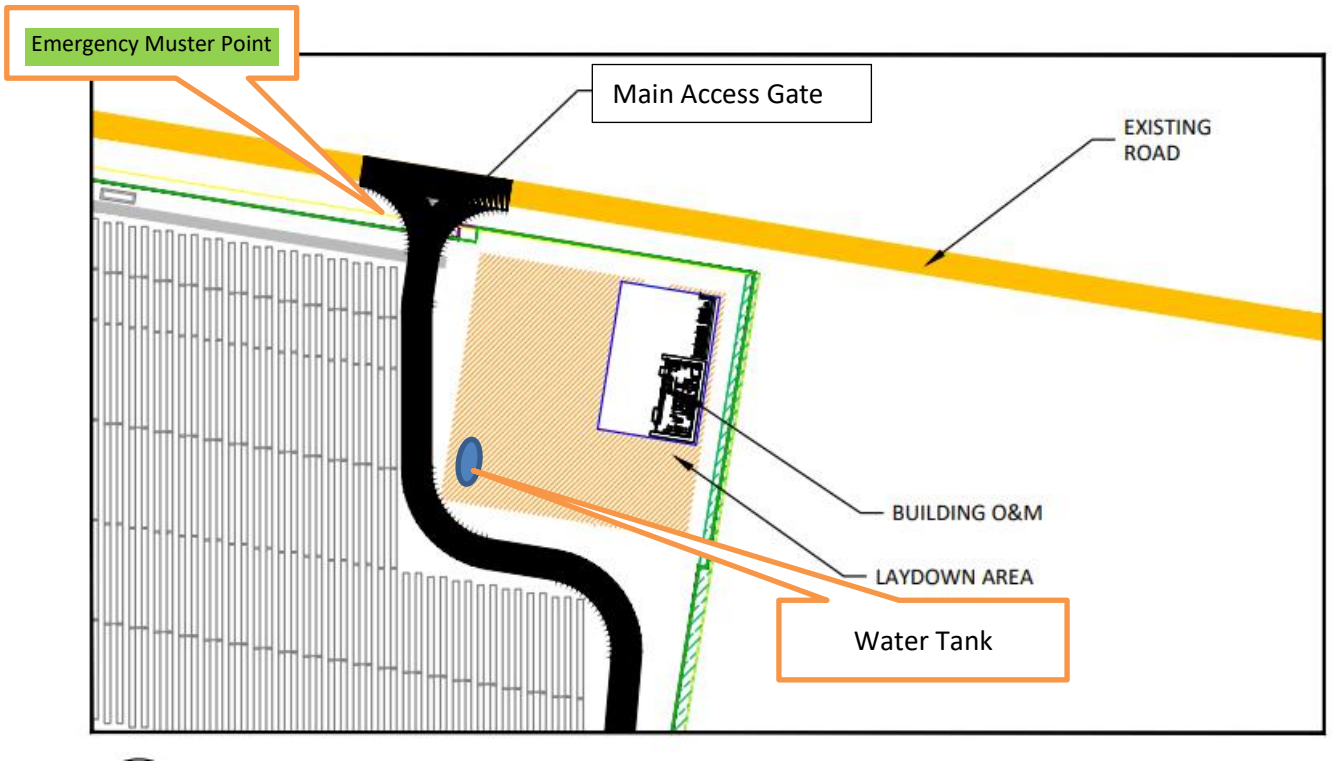
Appendix 2: Site Access.

Layout 2.1



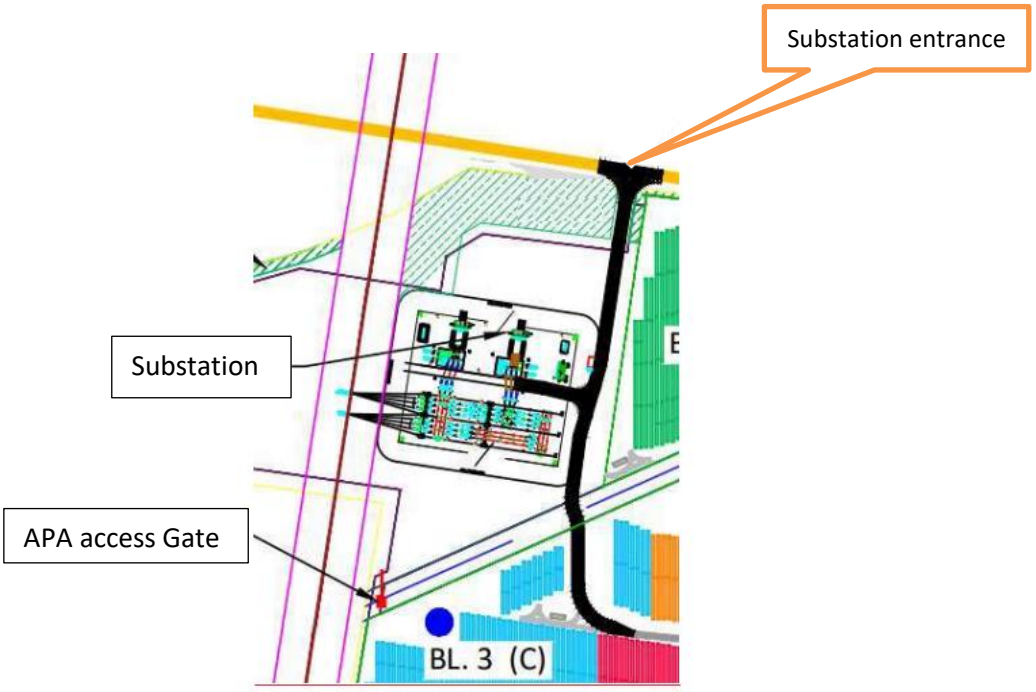
PV Plant Overview Access

Layout 2.2



Site Main Access

Layout 2.3



Substation Access road

Appendix 3: Development Consent Conditions

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OPERATION OF PLANT AND EQUIPMENT

10. The Applicant must ensure that all plant and equipment used on site, or in connection with the development, is:
    (a) maintained in a proper and efficient condition; and
    (b) operated in a proper and efficient manner.

TRANSPORT

Heavy vehicles requiring escort and Heavy Vehicle Restrictions

2. The Applicant must ensure that the:
    (a) development does not generate more than:
        - **110** heavy vehicle movements a day during construction, upgrading and decommissioning;
        - **13 heavy vehicles requiring escort** movements during construction, upgrading and decommissioning; and
        - 5 heavy vehicle movements a day during operations;

    on the public road network; and
    (b) length of any vehicles (excluding **heavy vehicles requiring escort**) used for the development does not exceed 26 metres,

    unless the **Planning Secretary** agrees otherwise.

3. The Applicant must keep accurate records of the number of **heavy vehicles requiring escort** and heavy vehicles entering or leaving the site each day for the duration of the project.

Access Route

4. All **heavy vehicles requiring escort** and heavy vehicles associated with the development (including water carts) must travel to and from the site via Olympic Highway and Benambra Road, as identified in the figure in Appendix 5.

    Note: The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of **heavy vehicles requiring escort** *on the road network.*

Site Access

5. All vehicles associated with the development must enter and exit the site via the Main Access point on Benambra Road, as identified in Appendix 1.

6. **The following vehicles may also use the Substation Access point on Benambra Road, as identified in Appendix 1:**
    (a) heavy vehicles requiring escort transporting substation components;
    (b) light vehicles travelling from the west associated with the construction of the substation; and
    (c) vehicles associated with the operation of the substation.

Operating Conditions

9. The Applicant must ensure:
   (a) the internal roads are constructed as all-weather roads;
   (b) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;
   (c) the capacity of the existing roadside drainage network is not reduced;
   (d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and
   (e) development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network.

Traffic Management Plan

10. Prior to commencing construction, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW, Council and Hurricane Hill Hardrock Quarry, and to the satisfaction of the **Planning Secretary** in writing. This plan must include:
   (a) details of the transport route to be used for all development-related traffic;
   (b) details of the road upgrade works required by condition 7 of Schedule 3 of this consent;
   (c) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:
      - details of the dilapidation surveys required by condition 8 of Schedule 3 of this consent
      - temporary traffic controls, including detours and signage;
      - notifying the local community about development-related traffic impacts;
      - procedures for receiving and addressing complaints from the community about development-related traffic;
      - minimising potential cumulative traffic impacts with other State significant development projects in the area, including other nearby solar farms and Hurricane Hill Quarry;
      - minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network;
      - minimising dirt tracked onto the public road network from development-related traffic;
      - details of the employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service;
      - encouraging car-pooling or ride sharing by employees;
      - scheduling of haulage vehicle movements to minimise convoy length or platoons;
      - responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;
      - responding to any emergency repair or maintenance requirements; and
      - a traffic management system for managing **heavy vehicles requiring escort**;
   (d) a driver's code of conduct that addresses:
      - driver fatigue;
      - procedures to ensure that drivers adhere to the designated transport routes and speed limits; and
      - procedures to ensure that drivers implement safe driving practices;
   (e) a program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan.

   Following the **Planning Secretary**'s approval, the Applicant must implement the Traffic Management Plan.

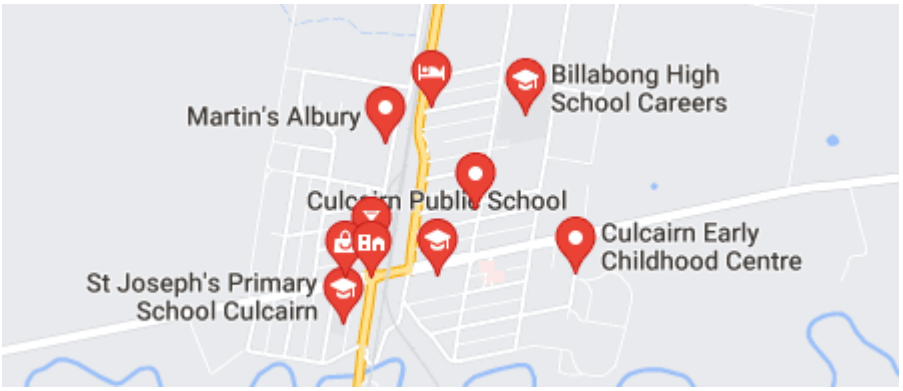
31. The Applicant must:
    (a) minimise the fire risks of the development, including managing vegetation fuel loads on-site;
    (b) ensure that the development:
        - includes at least a 10 metre defendable space around the perimeter of the solar array area that permits unobstructed vehicle access;
        - manages the defendable space and solar array areas as an Asset Protection Zone;
        - complies with the relevant asset protection requirements in the RFS's *Planning for Bushfire Protection 2019 (or equivalent)* and *Standards for Asset Protection Zones*;
        - is suitably equipped to respond to any fires on site including provision of a 40,000 litre water supply tank fitted with a 65 mm Storz fitting and a FRNSW compatible suction connection located adjacent to an internal access road;
    (c) assist the RFS and emergency services as much as practicable if there is a fire in the vicinity of the site; and
    (d) notify the relevant local emergency management committee and RFS following construction of the development, and prior to commencing operations.

For all the other conditions of the DA please refer to the Government Planning web Site

Appendix 4: Schools near Solar Farm

Walla Walla

Gerogery



Culcairn

PROTOCOL FOR INTERACTION WITH SCHOOL BUSES

The hours of school bus operation are approximately between 07:30am – 8:30am and 03:00pm - 04:30pm. All drivers are instructed to be aware of possible school bus movements during these periods. 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 school children. This speed limit is for all traffic travelling in the same direction as the bus, whether the bus is stationary or moving.

Motorists are advised to:

- 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.

Travel times for heavy vehicle trucks will be timed to predominantly avoid the school bus drop off and pick up time frames.

Appendix 5: Approval from the Authorities

From: David Tullis <dtullis@gransolar.com>
Sent: Tuesday, 13 September 2022 11:14 AM
To: Development South <development.south@transport.nsw.gov.au>

1

Cc: Sergio Sánchez Artime <ssanchez@gransolar.com>
Subject: RE: WAL - Site Management Plans

You don't often get email from dtullis@gransolar.com. Learn why this is important

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Good morning Maurice
Thank you for your time Yesterday,

On August 16th, 2022 GRS approached TFNSW (Maurice Morgan) for a discussion around the Traffic management Plan (TMP) & the Olympic Highway as per the DA requests for the Walla Walla Solar Farm. Feedback received from Maurice was no objection at this stage for the draft TMP,

Could you please respond to this email with an acceptance reply

Regards

David Tullis
Project Manager – Walla Walla Solar Farm

Head office:
307 Queen Street, Level 4
Brisbane QLD 4000, Australia

dtullis@gransolar.com

+61 (0) 429 420 038

David Tullis

From: Maurice Morgan <Maurice.MORGAN@transport.nsw.gov.au>
Sent: Wednesday, 14 September 2022 5:15 PM
To: David Tullis
Cc: Development South
Subject: WAL - Site Management Plans

You don't often get email from maurice.morgan@transport.nsw.gov.au. Learn why this is important

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David

TfNSW have now had a chance to review the Traffic Management Plan for the Walla Walla Solar Farm dated July 2022.

TfNSW notes that the access to the site is from Benambra Road which classed as a local road.

TfNSW considers that the Traffic Management Plan addresses the matters relevant to the classified road network and the intersection of Benambra Road intersection with the Olympic Highway.

Regards

Maurice Morgan
Team Leader
Community and Place
Regional and Outer Metropolitan – South Region (Wagga Wagga)
Transport for NSW

T (02) 6923 6611 **E** maurice.morgan@transport.nsw.gov.au

transport.nsw.gov.au

Level 3, 193-195 Morgan Street
Wagga Wagga NSW 2650

Transport for NSW

David Tullis

From: Ian Forrest <Ian.Forrest@boral.com.au>
Sent: Wednesday, 24 August 2022 3:31 PM
To: David Tullis
Cc: Sergio Sánchez Artime
Subject: Re: WAL - Boral Quarry Culcairn consultation

CYBERSECURITY WARNING: El correo electrónico se originó fuera de la organización. No haga clic en los enlaces o abra los archivos adjuntos a menos que reconozca al remitente y sepa que el contenido es seguro.Reporte el correo si duda de la autenticidad del mismo.

Hi David,

Confirming receipt of the email.

IAN FORREST

Quarry Manager - Quarries (Culcairn)

Telephone: (02) 60298 600
Mobile: 0408609206
Fax: (02) 60297 501

Emai: ian.forrest@boral.com.au

Boral Quarries

PO Box 93 Culcairn NSW 2660

www.boral.com.au

From: David Tullis <dtullis@gransolar.com>
Sent: Wednesday, August 24, 2022 2:06 PM
To: Ian Forrest <ian.forrest@boral.com.au>
Cc: Sergio Sánchez Artime <ssanchez@gransolar.com>
Subject: WAL - Boral Quarry Culcairn consultation

Good afternoon Ian

Thank you for allowing you to visit you today,

On August 24th, 2022 GRS approached Boral Quarry located in Weeameera Rd Culcairn for a discussion around the TMP & Shared Benambra roadway leading into the Solar Farm at Walla Walla.
Feedback received from Ian Forrest Quarry Manager at Culcairn was no objection for the TMP & Shared Roadway, also Amongst other discussion points of services offered was to set up a Joint Monthly meeting between the two companies to discuss any concerns raised & also to provide Ian with a project look ahead.

Could you please respond to this email with an acceptance reply

Regards

David Tullis
Project Manager – Walla Walla Solar Farm

Head office:
307 Queen Street, Level 4
Brisbane QLD 4000, Australia

dtullis@gransolar.com

+61 (0) 429 420 038

gransolar.com

David Tullis

From: Greg Blackie <GBlackie@greaterhume.nsw.gov.au>
Sent: Tuesday, 27 September 2022 3:24 PM
To: David Tullis
Cc: Colin Kane
Subject: RE: Walla Walla Solar Farm - Project Consultation

David

I can confirm the traffic management plan as received by Council for the Walla Walla Solar Farm is satisfactory, and can be forwarded to DPIE for approval.

Regards

Greg

From: David Tullis [mailto:dtullis@gransolar.com]
Sent: Tuesday, 27 September 2022 2:59 PM
To: Greg Blackie <GBlackie@greaterhume.nsw.gov.au>
Cc: Colin Kane <CKane@greaterhume.nsw.gov.au>
Subject: RE: Walla Walla Solar Farm - Project Consultation
Importance: High

Good afternoon Greg
Can you please confirm that the following document,
Traffic Management Plan (TMP), sent to the Greater Hume Council "Greg Blackie", has no objections
to this document, & are satisfied, and are happy for GRS to submit the draft document to the DPIE for approval

Regards

David Tullis
Project Manager – Walla Walla Solar Farm

Head office:
307 Queen Street, Level 4
Brisbane QLD 4000, Australia

dtullis@gransolar.com

+61 (0) 429 420 038

gransolar.com

Appendix 5a: Further Consultation from Boral

David Tullis

From: Ian Forrest <Ian.Forrest@boral.com.au>
Sent: Thursday, 10 November 2022 12:35 PM
To: David Tullis
Subject: Re: WAL- Boral Benambra Rd

Will do.

IAN FORREST

Quarry Manager - Quarries (Culcairn)

Telephone: (02) 60298 600
Mobile: 0408609206
Fax: (02) 60297 501

Emai: ian.forrest@boral.com.au

Boral Quarries

PO Box 93 Culcairn NSW 2660

www.boral.com.au

From: David Tullis <dtullis@gransolar.com>
Sent: Thursday, November 10, 2022 12:19 PM
To: Ian Forrest <Ian.Forrest@boral.com.au>
Cc: Sergio Sánchez Artime <ssanchez@gransolar.com>
Subject: RE: WAL- Boral Benambra Rd

Thank you, Ian,
Our plan is to begin as soon as the council gives us approval for the tree removal,
Once we receive this then the traffic controllers will start to set up the areas along Benambra Rd,
Can you please notify your Truck Drivers this could begin on Monday of Next week.

1

Regards

David Tullis
Project Manager – Walla Walla Solar Farm

Head office:
307 Queen Street, Level 4
Brisbane QLD 4000, Australia

dtullis@gransolar.com

+61 (0) 429 420 038

gransolar.com

From: Ian Forrest <Ian.Forrest@boral.com.au>
Sent: Thursday, 10 November 2022 12:14 PM
To: David Tullis <dtullis@gransolar.com>
Cc: Sergio Sánchez Artime <ssanchez@gransolar.com>
Subject: Re: WAL- Boral Benambra Rd

Thanks David,

Confirming no objections to the traffic management plan at this time.

Regards

IAN FORREST

Quarry Manager - Quarries (Culcairn)

Telephone: (02) 60298 600
Mobile: 0408609206
Fax: (02) 60297 501

Emai: ian.forrest@boral.com.au

From: David Tullis <dtullis@gransolar.com>
Sent: Thursday, November 10, 2022 12:03 PM
To: Ian Forrest <Ian.Forrest@boral.com.au>
Cc: Sergio Sánchez Artime <ssanchez@gransolar.com>
Subject: RE: WAL- Boral Benambra Rd

Hi Ian
See below in ***Green***

Regards

David Tullis
Project Manager – Walla Walla Solar Farm

Head office:
307 Queen Street, Level 4
Brisbane QLD 4000, Australia

dtullis@gransolar.com

+61 (0) 429 420 038

gransolar.com

From: Ian Forrest <Ian.Forrest@boral.com.au>
Sent: Thursday, 10 November 2022 11:41 AM
To: David Tullis <dtullis@gransolar.com>
Cc: Sergio Sánchez Artime <ssanchez@gransolar.com>
Subject: Re: WAL- Boral Benambra Rd

Hi David,

Couple of questions.

3

There was no discussion involving traffic lights, *[GRS] The Traffic control company felt it would be better & safer for all personnel working in close proximity of the site.*

What will be the impact to Boral deliveries? *[GRS] The impact will be minimal & GRS will be monitoring it closely*

How long will these restrictions be in place for? *[GRS] The traffic conditions will be in place for a total of 6Wks in 2 places as discussed previously for the main site access & the Substation access.*

Hendersons Rd & Serpintine Creek. *[GRS] It's a mistake by them apologies*

Where is this?

regards

IAN FORREST

Quarry Manager - Quarries (Culcairn)

Telephone: (02) 60298 600
Mobile: 0408609206
Fax: (02) 60297 501

Emai: ian.forrest@boral.com.au

Boral Quarries

PO Box 93 Culcairn NSW 2660

www.boral.com.au

From: David Tullis <dtullis@gransolar.com>
Sent: Thursday, November 10, 2022 9:11 AM
To: Ian Forrest <ian.forrest@boral.com.au>
Cc: Sergio Sánchez Artime <ssanchez@gransolar.com>
Subject: WAL- Boral Benambra Rd

Good morning Ian
DPIE has requested further consultation with Boral Quarry regarding the proposed attached TGS,
Can you please review the TGS approved by the council and provide a further return email from Boral confirming there are

4

no objections to the proposed traffic management measures in the TGS.

Regards

David Tullis
Project Manager – Walla Walla Solar Farm

Head office:
307 Queen Street, Level 4
Brisbane QLD 4000, Australia

dtullis@gransolar.com

+61 (0) 429 420 038

gransolar.com

Appendix 6: DRIVERS CODE OF CONDUCT

DRIVERS CODE OF CONDUCT

This driver code of conduct applies to all personnel and any other person conducting business for the Walla Walla Solar Farm (WAL) Project, whether a direct employee of GRS or employed by some other organisation providing a service or product to the Walla Walla Solar Farm (WAL) Project.

The Code of Conduct will be read and understood by all personnel associated with Walla Walla Solar Farm ("WAL"). The Code of Conduct address the conditions required in the Development Consent (Schedule 3, Condition 7(e)):

- travelling speeds;
- driver fatigue;
- procedures to ensure that drivers adhere to the designated transport routes; and
- procedures to ensure that drivers implement safe driving practices, particularly if using local roads through & adjacent to the Solar Farm.

All personnel associated with this project will conduct an induction/training prior to driving activity.

We are all members of the general community, so you are expected to comply with all the relevant legal requirements and accepted community standards whilst conducting your business. Whether you are an employee of Walla Walla Solar Farm (WAL) Project or operate any service to the company, your behavior on the road reflects upon the community reputation of the project and in this regard your full compliance with this Driver Code of Conduct is required.

Safe driving practice

Drivers must strictly follow these safe driving practices at all times:

- obey all NSW road laws and regulations;
- do not drive under the influence of drug, alcohol and medication that may influence the ability to drive, seek professional medical advice if in doubt;
- respect other road users;
- maintain a high level of conduct;
- maintain awareness of required road and traffic controls;
- drive with care under tough weather conditions;
- must follow GRS fatigue Management procedure;
- report any near misses;
- report any vehicle accident to the Site Manager;

PENALTIES AND DISCIPLINARY ACTION

Failure to comply with this Driver Code of Conduct will lead to either the issue of a "warning notice" or "disciplinary action" if the offender is an employee of GRS. If the offending party represents another company then "disciplinary action" may be treated as suspension or cancellation of a service contract or arrangement with that company.

A warning notice may be issued for a number of reasons, which may include (but not limited to) if, you:

- Drive at excessive speed
- Abuse of other road users or customers
- Do not wear a designated seat belt
- Do not carry out instructions as advised
- Do not observe the site speed restrictions
- Do not report incidents, accidents or near misses
- Use of mobile phones and/or handheld devices

MOTOR TRAFFIC ACT

As a driver you are required to know and comply with all NSW road rules pertaining to your vehicle (whether standard passenger car, utility or heavy transport vehicle).

DRIVING LICENCE

You must hold a current and valid driving license for the class of vehicle that you operate. Additionally, you must always carry your current driver's license with you while you are on duty. If your license is cancelled or suspended, you must inform your supervisor immediately who will in turn inform project management immediately.

VEHICLE MINIMUM MAINTENANCE AND OPERATING CONDITION

All vehicles must be maintained and operated in accordance with the vehicle manufacturers recommended standards (refer to vehicle manufacturer's handbook).

OCCUPATIONAL HEALTH AND SAFETY

The health and safety of all people employed by (or working for) Walla Walla Solar Farm (WAL) Project, and those visiting the project site, is of the utmost importance. As an employee, supplier, Subcontractor or to the project, you are required to adhere to the occupational health and safety legislation.

Generally this means that you must:

- Carry out your duties in a way which does not adversely affect your own health and safety or that of others;
- Cooperate with measures introduced in the interest of workplace health and safety

Attend all Health, Safety & Environmental training provided;

- Immediately report all matters which may affect workplace health & safety to your supervisor;
- Correctly use any information, training, personal protective equipment and safety devices provided;
- Not intentionally misuse or recklessly interfere with anything that has been provided for health and safety reasons;
- Only do tasks for which you have authorisation and/or have the necessary training, and for which all necessary safety arrangements are in place.

ENVIRONMENT

Walla Walla Solar Farm (WAL) Project is committed to protecting the environment and preventing air, water and noise pollution. As the operator of your vehicle, you are subject to environmental regulations relating to vehicle emission and product spill. You must understand and appreciate the seriousness of polluting the environment and the consequences of such events. If you are careless or neglect of your responsibilities, you can cause personal injury, loss of life, property damage, damage to the environment, and cause adverse publicity for the Project.

NOISE CONTROL

Using engine brakes can be extremely noisy. If possible, you should not use engine brakes near residences and built-up areas. Generating excessive noise is an offence governed by relevant legislation.

HIGHWAY COURTESY

The on-going reputation of the project depends very much on the way you drive your vehicle and courtesy that you extend to the community. The road is there to share and therefore, it is a project requirement that you display courtesy and restraint towards other road users.

SPEED RESTRICTIONS

As a competent driver, you must always adjust your driving to the existing conditions. Speeding is the leading behavioural factor in deaths and serious injury on NSW roads. Speeding is not just driving faster than the posted speed limit, it includes driving too fast for the weather conditions, light, traffic and road conditions.

Always follow posted signs as they provide vital clues to road conditions and characteristics. You should always apply the following rules:

- Always reduce your speed in wet conditions;
- Drive cautiously in low visibility;
- Descend hills in the lowest gear to suit the conditions;
- Always observe the special limits that apply for road works etc.;
- **DO NOT** exceed the posted maximum speed;

Always comply with school zone time speed limits and reduce speed when approaching a bus stopping/stopped.

Reduce speed from dusk to dawn in areas where nocturnal wildlife may be present. Do not use bright headlights as blinded animals cannot see the vehicle and do not move away from the road.

SITE SPEED LIMITS

The Walla Walla Solar Farm (WAL) project site has a general speed limit of 20km/h in all areas. These limits are to ensure the interaction between personnel and vehicles are managed to minimise the risk of injury to all personnel.

Drivers are required to observe the posted speed limits and other traffic signage at all times. All incidents where drivers do not observe speed limits and other traffic instructions will be logged and investigated and where appropriate, disciplinary action will be taken.

DEFENSIVE DRIVING

You should always drive in a manner that will help you to avoid an accident, despite incorrect/inappropriate actions of others or poor driving conditions. Defensive driving requires a high degree of anticipation.

VEHICLE BRAKING

One of the most important single skills that a professional and competent driver possesses is bringing a loaded vehicle to a controlled stop both in the city and in open road conditions. You may need to brake heavily but you must also be aware of the possible consequences. As a rule, you should always be aware of traffic conditions 1 to 2 km in front of you. In doing so, you are adjusting your own driving conditions to avoid the need for heavy braking.

Always brake with care, remembering that the truck will react differently according to the weight of the load, weight distribution of the load and road surface condition. You should never, under any conditions, drive a vehicle with faulty or suspect brakes. You must always immediately report the fault to your supervisor to be repaired.

Engine brakes are auxiliary to the main service brakes. In general, the following should be observed regarding engine brakes:

DO NOT use the engine brake on slippery or wet surfaces

DO NOT use engine brakes in or near residences and built-up areas, as this causes excessive noise and is a public disturbance.

TAILGATING

By law, you are required to maintain a gap between yourself and the vehicle directly in front of you, so that heavy braking will not be required. The gap is based on several factors including speed, vehicle weight, traffic congestion and road condition. During wet weather or other adverse conditions, the gap distance should be doubled

- The legal distance for heavy vehicles in areas with limited streetlights is 60 metres
- A gap of 60 metres is approximately the same as:
- The length of four (4) semi-trailer combinations;
- Twelve (12) car lengths;
- Four (4) seconds.

Always remember, appropriate gap distance between other road users is a key defensive driving tool.

OVERTAKING/PASSING

Overtaking and passing should be done so only when necessary and in a careful and safe manner. There is to be no overtaking or passing within residential areas.

MOBILE PHONES

Mobile phone is strictly prohibited for all drivers operating a motor or heavy haulage vehicle unless a blue tooth hands-free kit is installed and utilized in the vehicles. This will be enforced to all site personnel and delivery partners during the site-specific induction process prior to commencing on the project.

ROAD HAZARDS

During most journeys that you take, there will be hazards on and near roadways. Always be alert for these hazards and make your adjustments as necessary.

Examples of hazards are:

- Rough/slippery surfaces;
- Road works;
- Break down trucks/vehicles
- Flooded roads;
- High winds;
- Fog and smoke haze;
- Sunset and sunrise;
- Narrow or winding roads;
- Low wires or awnings;
- Low bridges, tunnels etc.;
- Crossings, rail/people;
- Animals, pedestrians & cyclists
- Underpasses and trees.

Be aware that your vehicle itself may become a road hazard when it is parked on a roadway, broken down or otherwise. In this circumstance, use portable warning signals, placing them 50-150 metres in front of and behind the vehicle, as well as at the side.

If your vehicle becomes bogged on site, make contact with your supervisor or site contact and do not attempt to retrieve your vehicle without approval and appropriate risk controls including a SWMS.

PARKING

Avoid parking on or within one metre of the roadway. If this is not possible, make sure that you use the portable warning signs referred to above.

Always park your vehicle in a safe position. Make sure it can be seen and that it is as far away from the moving traffic as possible. If in doubt, leave your hazard lights on!

If you are transporting dangerous goods there are additional restrictions that affect you. Refer to the "Parking with Dangerous Goods" section of your manual.

REVERSING

While on the project work site try to avoid reversing whenever possible. If you cannot avoid it, use extreme caution. If you need to reverse while on the project site:

- Always use a spotter.
- Maintain visual contact with the spotter
- Maintain clear communications with the spotter
- If you need to reverse when not on the project site:
- Get out of your vehicle and check the rear surrounding area;
- Check clearances at sides, top and bottom;
- Constantly monitor mirrors for pedestrians or other traffic when reversing.

MATERIAL TRANSPORT

Drivers are responsible for ensuring that all tail and side gates are properly secured and that there is no likelihood ropes, straps or chains dangling from the trailer.

Drivers of trucks hauling materials to and from the project site will ensure adequate separation between vehicles. No tailgating or formation of rolling convoys is permitted.

Drivers are responsible for ensuring that all loads are properly secured and/or covered and that there is no spillage or leakage of the load from the vehicle to the road surface.

Drivers are responsible to ensure the cleanliness of their vehicle and must inspect for the following:

- Loose material, including but not limited to packing material, gravel, dirt, dust etc., may be likely to spill from the trailer platform and become a hazard to other drivers on the road.
- Loose material (gravel, dirt or caked mud) likely to become dislodged from the underside of the vehicle, including wheel arches, and become a hazard to other drivers on the road.

Appendix 7: Vehicle Management Plan

Objective:

The objective of the Vehicle Management Plan (VMP) is to ensure that all the activities are to be undertaken in a manner that protects traffic safety and minimizes any disruption to local users of the road network.

Site Access:

Prior to commencement of the construction the property access will be constructed to provide for a swept path of a semi-trailer with the access sufficiently set back to ensure heavy vehicles are completely off Kidman way Highway when parked at the entrance gate.

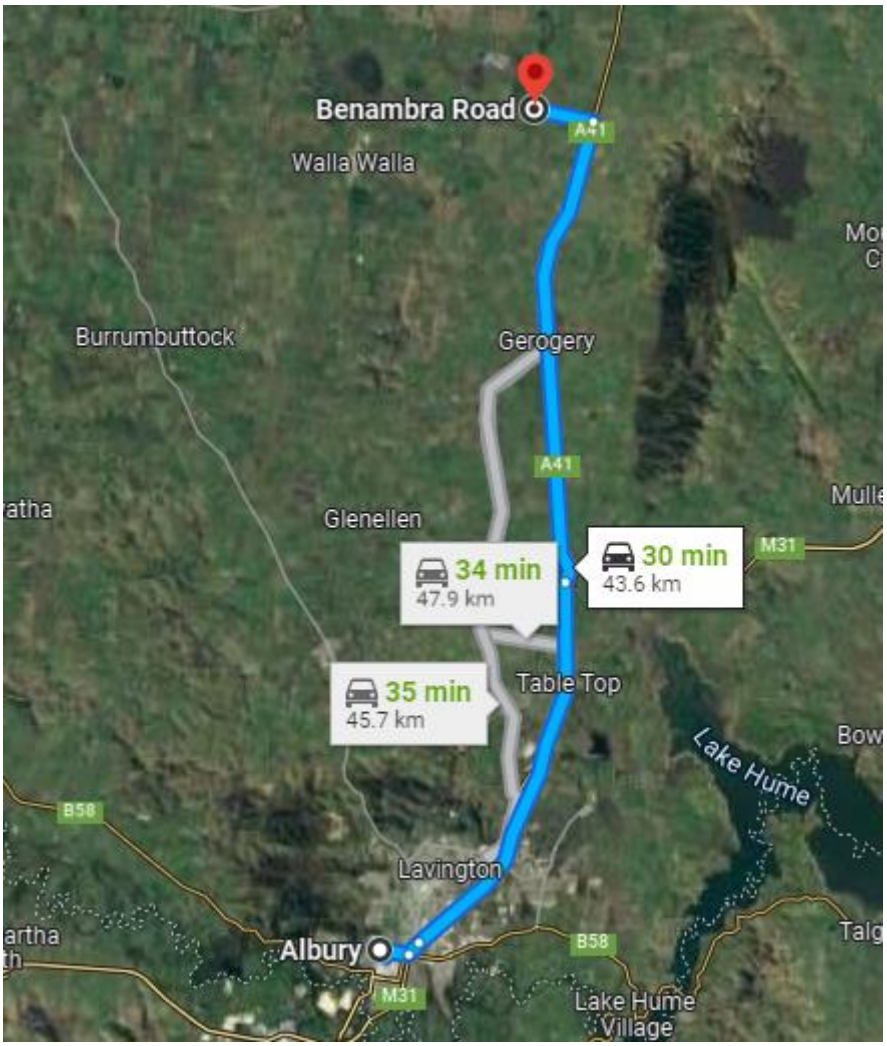
Road Dilapidation Report

A dilapidation report, pre and post construction of the road is to be done to make good any damage to the road attributable to the solar farm construction, will ensure Council's road assets are not degraded, and the efficiency and safety of public road network is maintained for motorists.

Haulage Routes

All heavy vehicles construction traffic will approach from the south along Olympic Highway from Albury with a left turn into site.

The bulk of light vehicles associated with construction will approach from North & South direction along Olympic Highway.



Map showing major route from Albury

Parking

No parking vehicles will be undertaken on the public road network in the vicinity of the Site as per the DA.

Traffic Management Measures:

The following measures will be implemented:

- Signage will be installed on Benambra Rd and in consultation with council & local government authorities, advising for construction traffic.
- Securing Oversize Over mass Permit for the delivery of over mass / Size material.
- Scheduling of haulage vehicle movements to minimize convoy lengths or platoons.
- Ensuring all vehicles are loaded and unloaded on site and enter and leave the site in forward direction.
- Ensuring there is sufficient parking on site for all vehicles and no parking occurs on the public road network in the vicinity of the site.
- Procedures for maintaining accurate records of the number of heavy vehicles entering or leaving every day.
- The sole access to the works site will be off Benambra Rd. Security will be provided at the access gates and prevent unauthorized vehicle access. The works site will not be subject to through traffic or pedestrian movement.
- Only inducted workers and contractors will have access to the construction site.

Appendix 8: Guide to Traffic Management Part 3: Traffic Studies and Analysis

Table 4.5: LOS criteria for basic freeway segments

Criteria	LOS				
	A	B	C	D	E
FFS = 120 km/h					
Maximum density (pc/km/ln)	7	11	16	22	28
Minimum speed (km/h)	120.0	120.0	114.6	99.6	85.7
Maximum (v/c)	0.35	0.55	0.77	0.92	1.00
Maximum service flow rate (pc/h/ln)	840	1320	1840	2200	2400
FFS = 110 km/h					
Maximum density (pc/km/ln)	7	11	16	22	28
Minimum speed (km/h)	110.0	110.0	108.5	97.2	83.9
Maximum (v/c)	0.33	0.51	0.74	0.91	1.00
Maximum service flow rate (pc/h/ln)	770	1210	1740	2135	2350
FFS = 100 km/h					
Maximum density (pc/km/ln)	7	11	16	22	28
Minimum speed (km/h)	100.0	100.0	100.0	93.8	82.1
Maximum (v/c)	0.30	0.48	0.70	0.90	1.00
Maximum service flow rate (pc/h/ln)	700	1100	1600	2065	2300
FFS = 90 km/h					
Maximum density (pc/km/ln)	7	11	16	22	28
Minimum speed (km/h)	90.0	90.0	90.0	89.1	80.4
Maximum (v/c)	0.28	0.44	0.64	0.87	1.00
Maximum service flow rate (pc/h/ln)	630	990	1440	1955	2250

Source: Adapted from Exhibit 23-2 in HCM 2000 and updated from Exhibit 12-15 in HCM 2016 (TRB 2016).

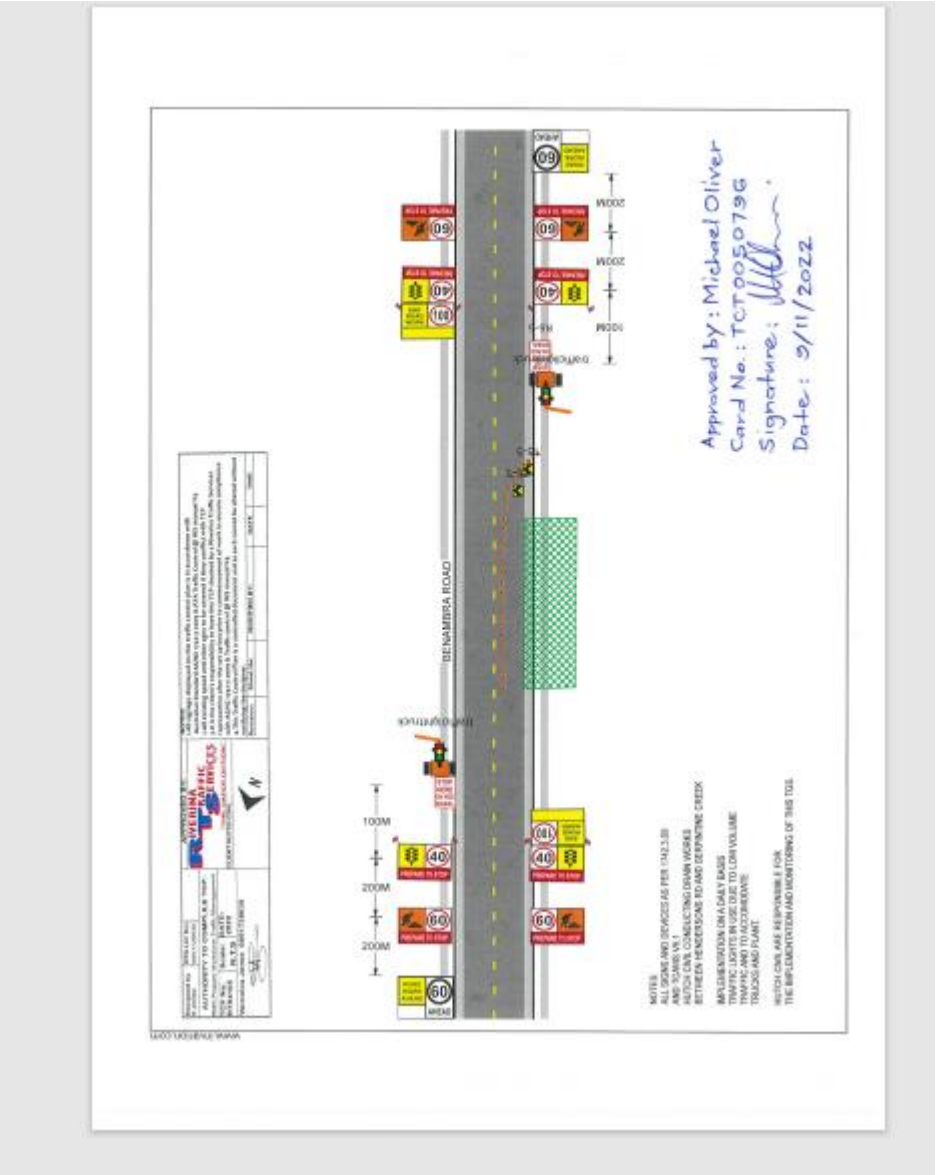
Engineering judgement is necessary in applying the above table for local practices. The maximum (service) flow rate at a LOS E is a geometric or physical capacity suitable for strategic planning purposes when the future demand would operate at a design LOS. If the design LOS for the future year is C, then the maximum VCR is 0.70 at an FFS of 100 km/h and this VCR determines the number of lanes required for the future based on a capacity of 2300 pc/h/lane. As mentioned in Section 4.1.1, the maximum flow rates on a freeway could fall below the geometric capacity due to flow breakdowns during peak-flow periods. VicRoads (2013) reported that the maximum flow per lane at an FFS of 100 km/h could fall from 2000 veh/h to 1700 veh/h (or from 2200 pc/h to 1870 pc/h at 10% HV with 1 HV = 2 pc), and that a maximum flow of 2100 pc/h could be maintained with ramp metering.

On basic freeway segments, the LOS definitions from HCM 2016 are also applicable to multi-lane highways as follows:

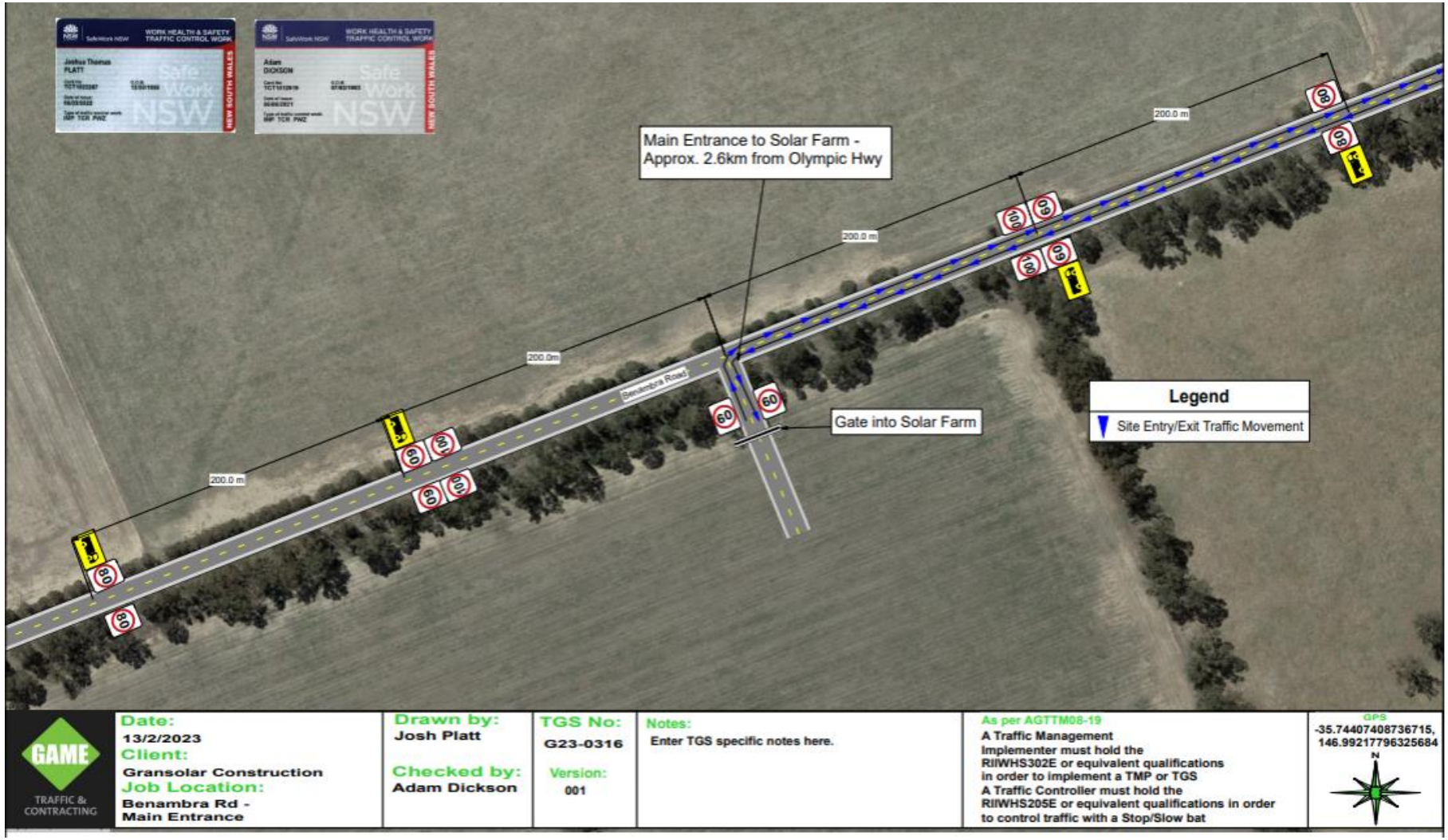
- LOS A describes free-flow operations. FFS prevail on the freeway or multi-lane highway, and vehicles are almost completely unimpeded in their ability to manoeuvre within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
- LOS B represents reasonably free-flow operations, and FFS on the freeway or multi-lane highway is maintained. The ability to manoeuvre within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents are still easily absorbed.
- LOS C provides the flow conditions with speeds near the FFS of the freeway or multi-lane highway. Freedom to manoeuvre within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.
- LOS D is the level at which speeds begin to decline slightly with increasing flows, with density increasing more quickly. Freedom to manoeuvre within the traffic stream is seriously limited, and the drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
- LOS E describes operation at or near capacity. Operations on the freeway or multi-lane highway at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to manoeuvre within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or an access point or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic stream. Towards the upper boundary of LOS E, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded drivers is poor.
- LOS F describes unstable flow. Such conditions exist within queues forming behind bottlenecks. Breakdowns occur for a number of reasons as follows: – traffic incidents can temporarily reduce the capacity of a short segment, so that the number of vehicles arriving at a point is greater than the number of vehicles that can move through it – points of recurring congestion, such as merge or weaving segments and lane drops, experience very high demand in which the number of vehicles arriving is greater than the number of vehicles that can be discharged – in analyses using forecast volumes, the projected flow rate can exceed the estimated capacity of a given location.

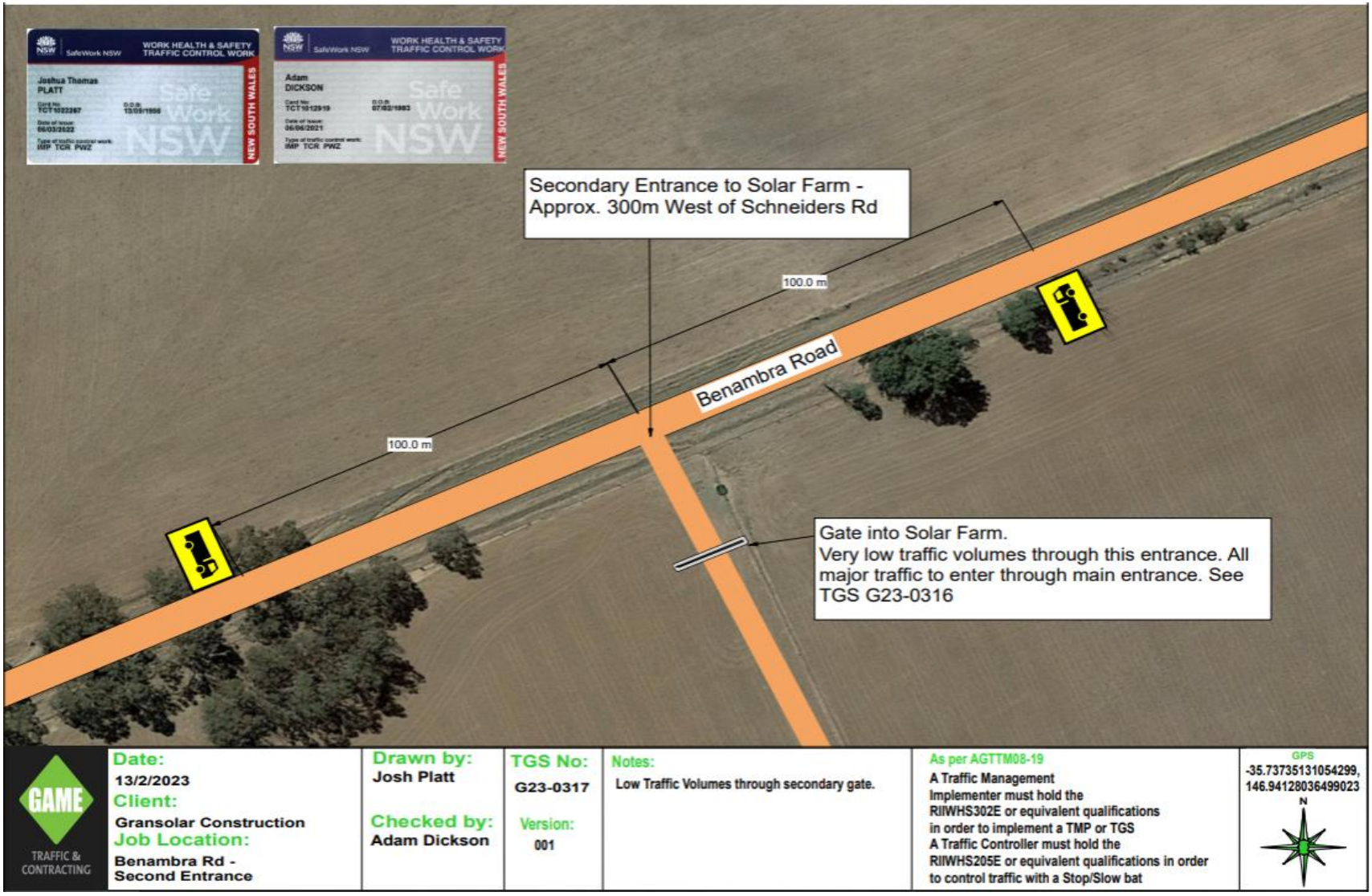
Note that in all cases, breakdown occurs when the ratio of existing demand to actual capacity, or of forecast demand to estimated capacity, exceeds 1.0. LOS F operations within a queue are the result of a breakdown or bottleneck at a downstream point

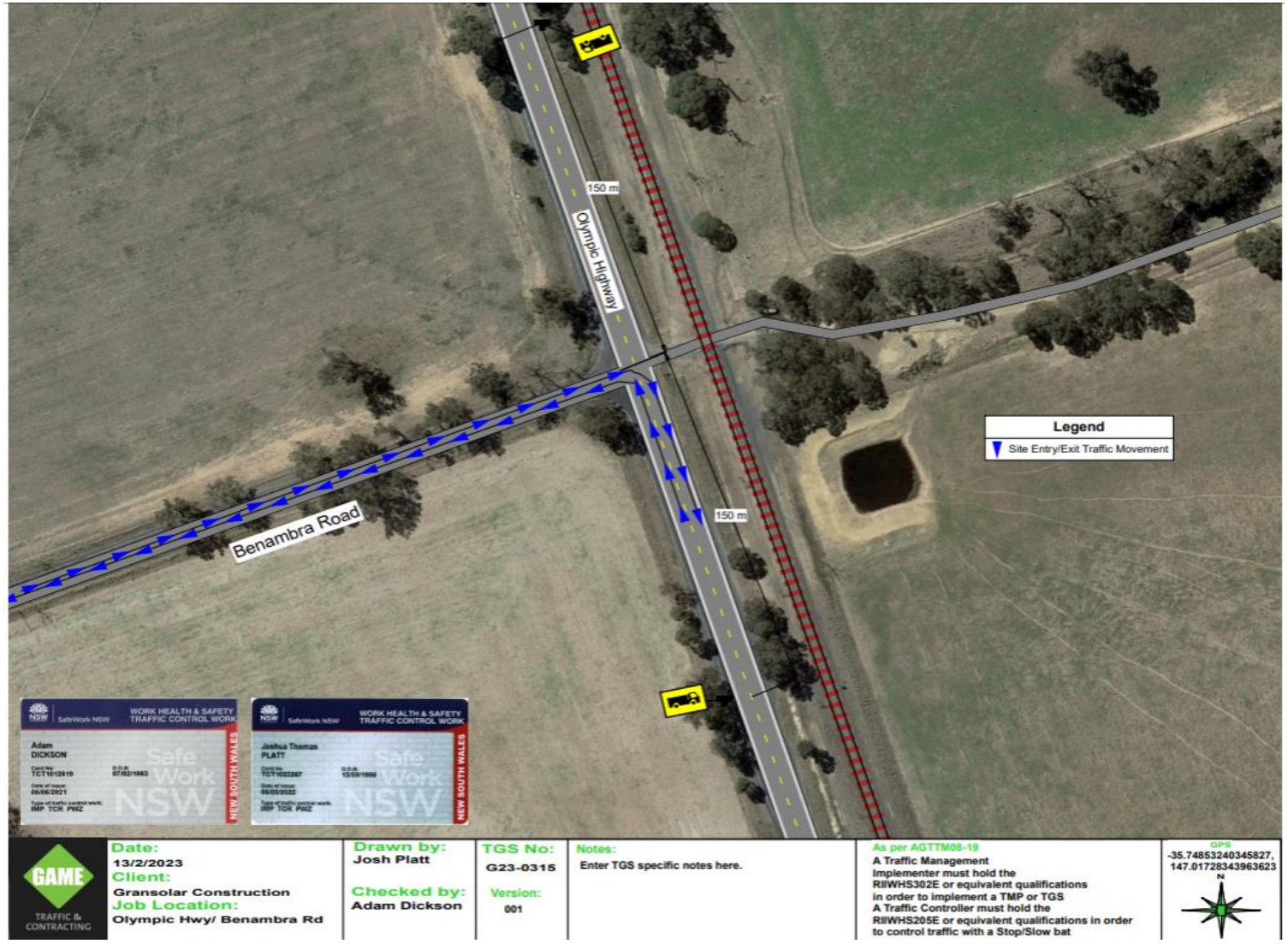
Appendix 9: Traffic Control Layout



Appendix 10: Traffic Guidance Schemes




WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK
Joshua Thomas
PLATT
WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK
Adam
DICKSON
Secondary Entrance to Solar Farm -
Approx. 300m West of Schneiders Rd
100.0 m
100.0 m
Benambra Road
Gate into Solar Farm.
Very low traffic volumes through this entrance. All major traffic to enter through main entrance. See TGS G23-0316
GAME
TRAFFIC & CONTRACTING
Date:
13/2/2023
Client:
Gransolar Construction
Job Location:
Benambra Rd -
Second Entrance
Drawn by:
Josh Platt
Checked by:
Adam Dickson
TGS No:
G23-0317
Version:
001
Notes:
Low Traffic Volumes through secondary gate.
As per AGTTM08-19
A Traffic Management Implementer must hold the RIIWHS302E or equivalent qualifications in order to implement a TMP or TGS
A Traffic Controller must hold the RIIWHS205E or equivalent qualifications in order to control traffic with a Stop/Slow bat
GPS
-35.73735131054299,
146.94128036499023
N


150 m
Olympic Highway
150 m
Benambra Road
Legend
Site Entry/Exit Traffic Movement
WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Adam DICKSON
WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Joshua Thomas PLATT
Date:
13/2/2023
Client:
Gransolar Construction
Job Location:
Olympic Hwy/ Benambra Rd
Drawn by:
Josh Platt
Checked by:
Adam Dickson
TGS No:
G23-0315
Version:
001
Notes:
Enter TGS specific notes here.
As per AGTTM08-19
A Traffic Management Implementer must hold the RIIWHS302E or equivalent qualifications in order to implement a TMP or TGS
A Traffic Controller must hold the RIIWHS205E or equivalent qualifications in order to control traffic with a Stop/Slow bat
GPS
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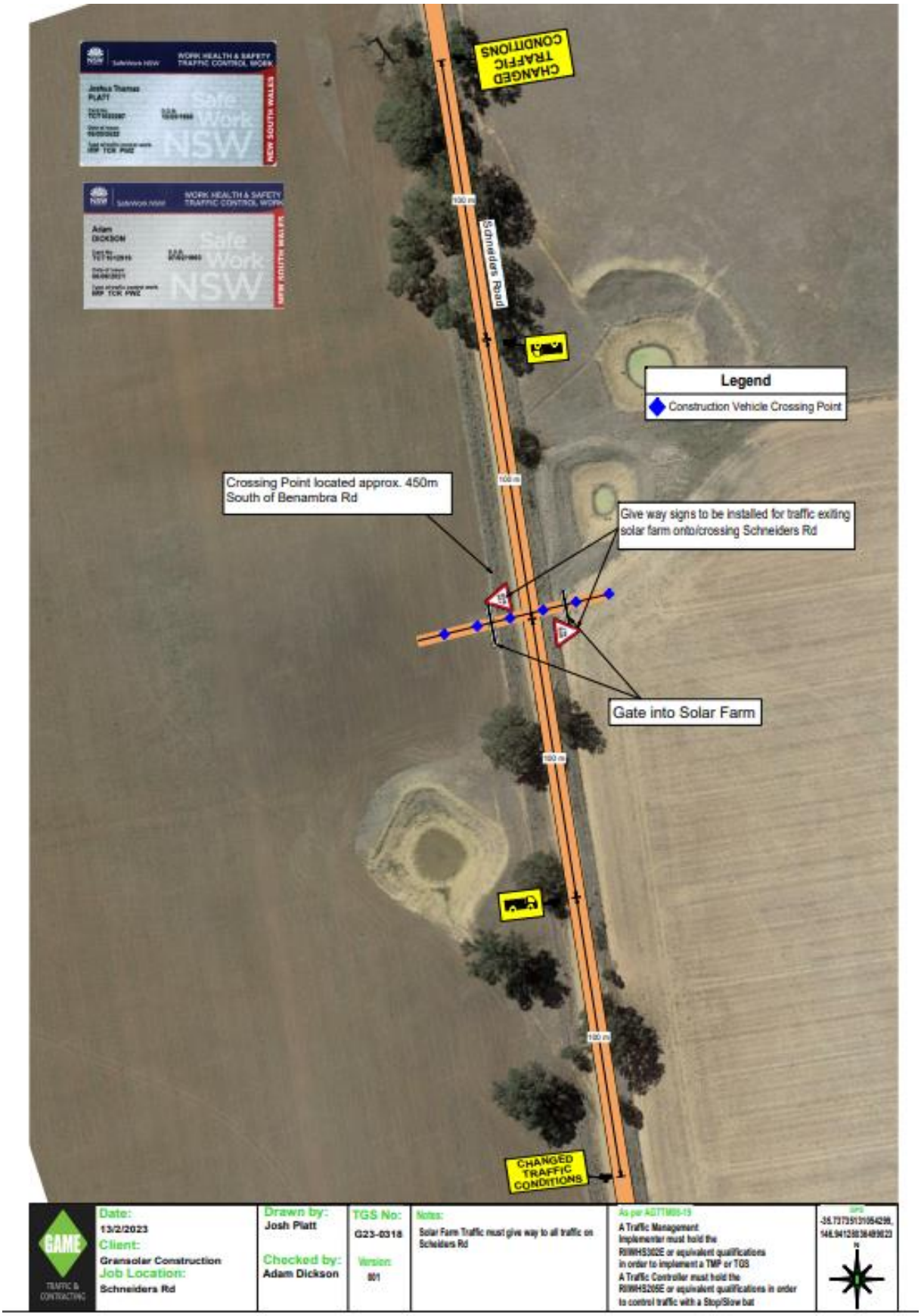
N


CHANGED TRAFFIC CONDITIONS
Schneiders Road
Legend
Construction Vehicle Crossing Point
Crossing Point located approx. 450m South of Benambra Rd
Give way signs to be installed for traffic exiting solar farm onto/crossing Schneiders Rd
Gate into Solar Farm
CHANGED TRAFFIC CONDITIONS
Date: 13/2/2023
Client: Gransolar Construction
Job Location: Schneiders Rd
Drawn by: Josh Platt
Checked by: Adam Dickson
TGS No: G23-0318
Version: 001
Notes: Solar Farm Traffic must give way to all traffic on Schneiders Rd
As per AGTTM06-19
A Traffic Management Implementer must hold the RIIWHS302E or equivalent qualifications in order to implement a TMP or TGS
A Traffic Controller must hold the RIIWHS205E or equivalent qualifications in order to control traffic with a Stop/Slow bat