

New England Solar – Traffic Management Plan



Stage 1b – 400MWac – Operations
Stage 2a – 160MWac/320MW/4hr – Construction
Stage 3b – 200MW/2hr – Operations
Stage 4a – 160MWac/280MW/4hr – Construction

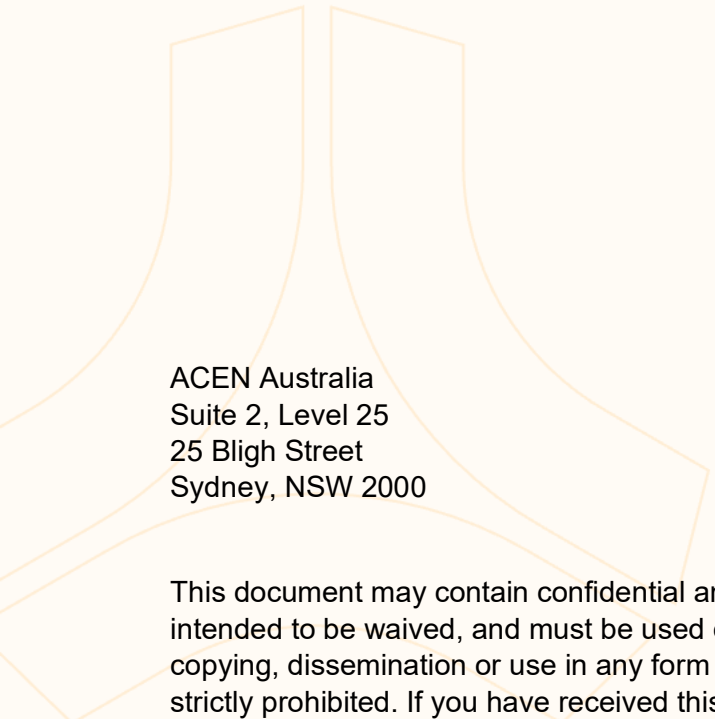
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1 Introduction

1.1 Approved Project

New England Solar Project (NES) was granted Development Consent from the Department of Planning, Infrastructure and Environment (DPIE) (now the Department of Planning, Housing and Infrastructure [DPHI]) on 9 March 2020 (SSD 9255). The Development Consent was most recently modified on 26 May 2023 (Modification 2), after receiving approval for Modification 1 on 9 Feb 2021.

1.1.1 General project description

ACEN Australia Pty Ltd (ACEN Australia) (formerly named UPC Renewables Australia Pty Ltd) has approval to develop the New England Solar and Battery Project; a significant grid-connected solar and battery energy storage system (BESS) project along with associated infrastructure (the Project), approximately 6 kilometres (km) east of the township of Uralla, which lies approximately 19 km south of Armidale, in the Uralla Shire local government area (LGA) (hereafter referred to as NES). NES is within the New England Renewable Energy Zone (REZ). NES was approved, subject to conditions, by the New South Wales (NSW) Independent Planning Commission (IPC) on 9 March 2020 (SSD 9255).

NES will be constructed in the following stages:

- Stage 1a: Construction of a 400 megawatt (MW) solar PV plant within the Northern Array, which has been completed
- Stage 1b: Operations of 400MW solar PV plant
- Stage 2a: Construction of a 160MW solar PV and 320MW/4hr BESS hybrid plant within the Central Array and the approved substation/ BESS area
- Stage 2b: Operations of 160MW solar PV and 320MW/4hr BESS hybrid plant
- Stage 3a: Construction of 200MW/2hr BESS within the approved substation/BESS area, which has been completed
- Stage 3b: Operations of 200MW/2hr BESS
- Stage 4a: Construction of 160MW solar PV and 280MW/4hr BESS hybrid plant within the balance of the Northern Array and the approved substation/BESS area
- Stage 4b: Operations of 160MW solar PV and 280MW/4hr BESS hybrid plant
- Stage 5: Decommissioning

Key components of NES development are summarised below in Table 1-1.

Table 1-1 Key components of NES

Aspect	Description
NES project summary	The NES project includes: • A generating capacity of approximately 720 (MWac), including about 560 MWac generated by the northern arrays (Stage 1 & Stage 4) and 160 MWac from the central arrays (Stage 2). • Approximately 1.4 million single-axis tracking solar panels (up to 4.3 metres (m) high) and 150 power conversion units (PCU) (up to 2.7 m high). • A grid substation in the northern array area and connection to TransGrid's 330 kilovolt (kV) transmission line. • A lithium-ion battery storage facility (1,400 MW/2,800 MWh) located adjacent to the substation and within a number of small enclosures (up to 2.9 m high) or larger battery buildings (up to 5.5 m high) (Stage 3 & 4). • Internal access tracks, staff amenities, maintenance buildings (up to 8 m high), offices, laydown areas, car parking and security fencing. • Subdivision of land within the site for the TransGrid switchyard.
Project area	Project boundary: 3,646 hectares (ha). Total NES development footprint: 2,188 ha • Stage 1b footprint: 1,210 ha • Stage 2a footprint: 493 ha • Stage 3b footprint: 10.2 ha • Stage 4a footprint: 470 ha
Access route	All vehicles will access the site via the New England Highway, Barleyfields Road (North) and Big Ridge Road.
Site entry and road upgrades	Two new site entry points are constructed on Big Ridge Road with a rural property access type. Upgrades to the intersection of: • The New England Highway and Barleyfields Road (North), including a Channelised Right Turn (CHR) treatment. • Barleyfields Road (North) and Big Ridge Road, including a Basic Left Turn (BAL) treatment. Upgrades have been made to: • Barleyfields Road (North) between the New England Highway and Big Ridge Road, including sealing to a width of 7.2 m and 1 m gravel shoulders.

	Big Ridge Road including sealing sections to a width of 7.2 m and 1 m gravel shoulders, and upgrading a section with a gravel surface to a width of 8.7 m.
Rail transport	Construction materials may be transported to the site via a combination of road and rail (average of 2 trains per week). A train unloading area and materials storage area may be constructed adjacent to the Main Northern Railway. Materials will be stored in shipping containers (up to 2.9 m high) until required on-site.
Construction	Construction materials may be transported to the site via a combination of road and rail (average of 2 trains per week). Construction hours limited to Monday to Friday 7 am to 6 pm, and Saturday 8 am to 1 pm.
Operation	The expected operational life of NES is approximately 30 years. However, this may involve infrastructure upgrades that could extend the operational life.
Decommissioning and rehabilitation	The NES project also includes decommissioning at the end of the NES project life, which will involve removing all infrastructure.
Hours of operation	Once commissioned, NES will be operational 24 hours a day, 7 days a week. Routine operations and maintenance will be undertaken Monday to Friday 7 am to 6 pm, with staff on call during weekends and public holidays for emergencies and necessary maintenance.
Subdivision	Subdivision of the lots on which the approved TransGrid Switchyard is located has been completed.
Employment	Approximately 700 construction jobs and up to 15 full-time operational jobs.
Capital investment value	\$1.268 billion.

1.2 Working Hours

1.2.1 Construction

Unless approval has been obtained from the Secretary, construction, upgrading and decommissioning activities on site can only be undertaken between the following hours:

- 7 am to 6 pm Monday to Friday;
- 8 am to 1 pm Saturdays; and
- at no time on Sundays and NSW public holidays.

The following construction, upgrading or decommissioning activities may be undertaken outside these hours without the approval of the Secretary;

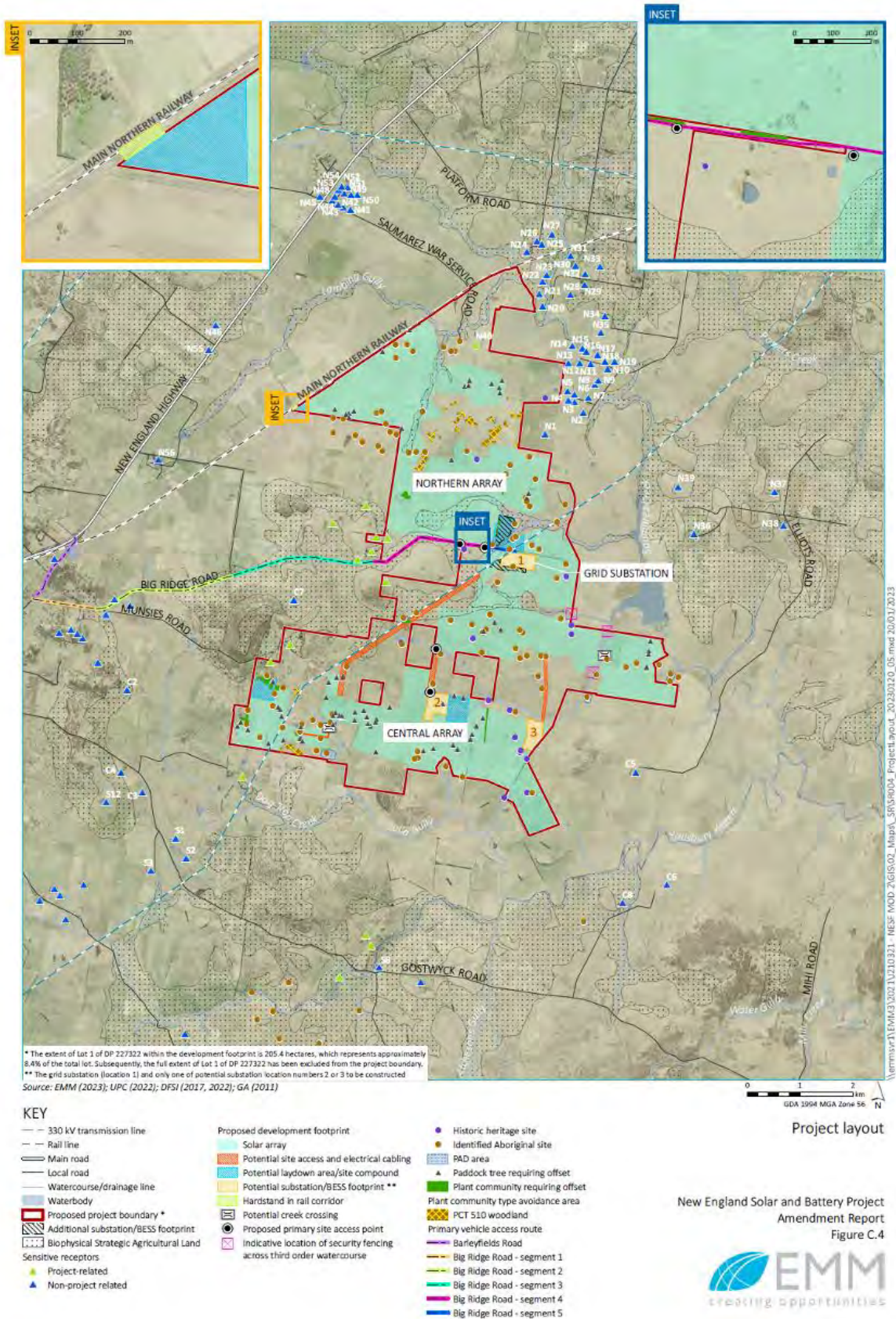
- the delivery of materials as requested by the NSW Police Force or other authorities for safety reasons; or
- emergency work to avoid the loss of life, property and/or material harm to the environment.

1.2.2 Operations

Once commissioned, NES will operate 24 hours a day. The facility will be staffed during daylight hours, generally from:

- 7 am to 6 pm Monday to Friday (staff on-call during weekends and public holidays for emergencies and necessary maintenance).

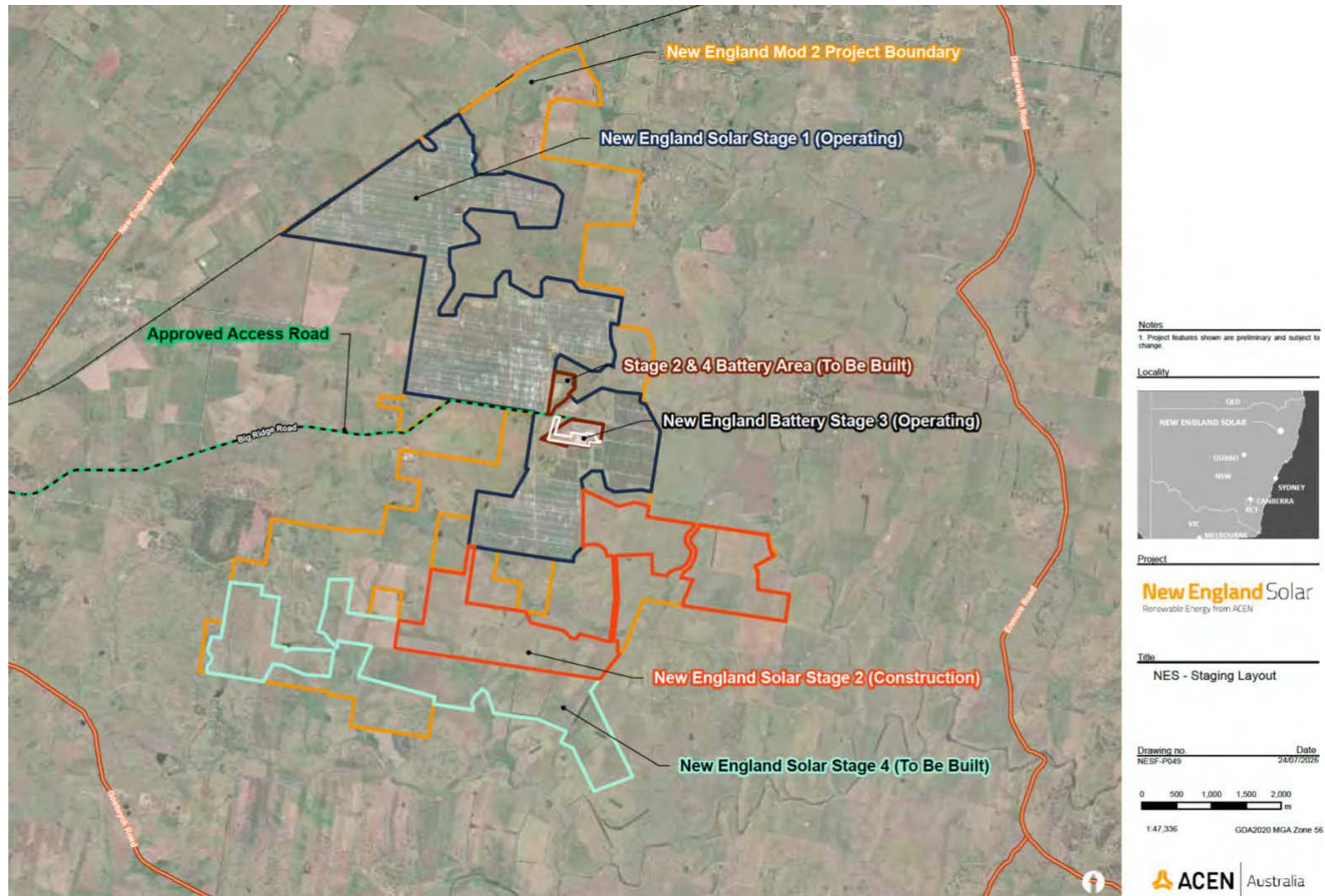
Figure 1-1 New England Solar Locality Plan



New England Solar

Renewable Energy from ACEN

Figure 1-2 Staging Plan NES



1.2.3 Purpose of the Traffic Management Plan

The purpose of the Traffic Management Plan (TMP) is to meet the requirements stipulated in Condition 6 of Schedule 3 of the Consolidated Development Consent for New England Solar, hereafter referred to as 'the Project'. Further details of requirements relating to consent conditions are contained in Section 1.4.

1.3 Objectives of the Traffic Management Plan

The principle objectives of the TMP include the following:

- Preserve public safety
- Minimise public inconvenience
- Minimise adverse changes to the efficiency and accessibility of the road network
- Minimise impact on road users and asset operation
- Maintain the integrity of the public road network
- Engage with the community and other key stakeholders where changes to normal traffic conditions occur
- Minimise traffic interactions and appropriately manage traffic interfaces during the Project
- Management of heavy vehicles used for the delivery of solar farm components, equipment and materials to/ from the Project site, as well as the management of light vehicles associated with personnel working on the Project site.

1.4 Consent Conditions

Table 1-2 details the elements to be included in this TMP as required by Condition 6 of Schedule 3 of the Development Consent and reference to the specific sections of this TMP where each of the requirements are addressed.

Table 1-2 Traffic Management Plan Development Consent Requirements

TMP REQUIREMENTS	REFERENCE TO SCHEDULE 3 DEVELOPMENT CONSENT	WHERE ADRESSED IN TMP
Details of the transport route to be used for all development-related traffic	6 (a)	Section 2.3
A protocol for undertaking independent dilapidation surveys to assess the: • existing condition of Barleyfields Road and Big Ridge Road on the access route, prior to	6 (b)	Section 3.8

construction, upgrading or decommissioning activities; and condition of Barley fields Road and Big Ridge Road on the access route, following construction, upgrading or decommissioning activities		
A protocol for the repair of Barleyfields Road and Big Ridge Road on the access route, if dilapidation surveys identify these roads to be damaged during construction, upgrading or decommissioning works	6 (c)	Section 3.8
Details of the road works required by Condition 4 of Schedule 3 of the Development Consent	6 (d)	Section 2.4
A protocol for the maintenance of segments 4 and 5 of Big Ridge Road required by Condition 5(f) of Schedule 3 of the Development Consent	6 (e)	Section 3.11
<i>Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:</i>	6 (f)	
Temporary traffic controls, including detours and signage		Section 3.12
Notifying the local community about project-related traffic impacts		Section 3.6
Procedure for receiving and addressing complaints from the community about development-related traffic		Section 3.25
Minimising potential for conflict with school buses, other motorists, road users and rail services as far as practicable		Section 3.13
Implement measures to minimise dirt tracked onto the public road network from development-related traffic		Section 3.14
Details of the employee shuttle bus service and measures to encourage employee use of this service		Section 3.15

Scheduling of haulage vehicle movements to minimise convoy length or platoons		Section 3.16
Responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding		Section 3.17
Responding to any emergency repair or maintenance requirements		Section 3.19
A traffic management system for managing over-dimensional vehicles		Section 3.18
A driver's code of conduct that addresses: - Travelling speed - Driver fatigue - Procedures to ensure that drivers adhere to the designated transport route - Procedures to ensure that drivers implement safe driving practice, including consideration of other road users	6 (g)	Section 3.7
A program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligation under the Traffic Management Plan	6 (h)	Section 3.5
Following the Secretary's approval, the Applicant must implement the Traffic Management Plan.	-	APPENDIX A

It is to be noted that relevant roads authorities, including TfNSW and Uralla Shire Council have been consulted and relevant sections of the Traffic Management Plan (TMP) have been updated based on feedback/comments received during consultation.

1.5 Duty of Care

The TMP together with other project level safety management plans addresses the duty of care on the part of ACEN Australia and its contractors who have an influence on the potential hazards associated with the Project to take reasonable care to protect the health and safety of others, including road users who may be at potential risk of harm.

1.6 Site Visit

In preparing the TMP a site visit was undertaken by a qualified person at the time of the dilapidation inspection on 25th of August 2020 to assist with identification of site-specific conditions. This enabled full appreciation and consideration of TMP requirements.

1.7 Structure of the Plan

This section of the Plan describes the Project and requirements of the TMP, the purpose of the TMP update, as well as reference to the relevant section of the Plan where each of the requirements are addressed.

Section 2 provides review of development related traffic generation and vehicle routes to be used by the heavy vehicles to transport construction materials to the project site.

Section 3 provides information on TMP administration, induction, consultation/ notification requirements, detailed traffic management measures to be implemented during construction of NES to manage heavy vehicle movements and to minimise adverse impacts on the road network, TMP review, as well as auditing and disciplinary procedures.

Section 4 provides a summary of the TMP.

This Plan sits within the broader Environmental Management Strategy framework, as shown in Figure 1-3.

Figure 1-3 Environmental Management Strategy Structure

Environmental Management Strategy (EMS) – Covers all Stages of works.							
CEMP Stage 1a – V3 dated 14 April '23	OEMP Stage 1b – Approved Plan in Place	CEMP Stage 2a – Approved Plan in Place – TO BE UPDATED	OEMP Stage 2b – Future Plan	CEMP Stage 3a – Rev 3 dated 1 April '26	OEMP Stage 3b – Approved Plan in Place - Rev 1 dated 5 Feb '26	CEMP Stage 4a – Future Plan	OEMP Stage 4b – Future Plan
Aboriginal Heritage Management Plan (AHMP) - V8.	Aboriginal Heritage Management Plan (AHMP) – From V9						
Traffic Management plan (TMP) - Rev7. 23 Dec '22							
Fire and Emergency Response Plan (FERP)	Fire and Emergency Response Plan (FERP)	BESS = Fire Safety Study and Fire and Emergency Response Plan (FERP)	Fire and Emergency Response Plan (FERP)	BESS = Fire Safety Study and Fire and Emergency Response Plan (FERP)	Fire and Emergency Response Plan (FERP)	BESS = Fire Safety Study and Fire and Emergency Response Plan (FERP)	Fire and Emergency Response Plan (FERP)
Historical Heritage Management Plan (HHMP) - Ver5. 25 Nov '22	Historical Heritage Management Plan (HHMP) – From V6						
Accommodation and Employment Strategy - Ver3, 19							
Biodiversity Management Plan – Rev8. 19 Dec '22							
Water Supply Strategy – Rev 3 19 Feb '21							
Soil and Water Management Plan - Rev 4. 4 Feb 2022		Soil and Water Management Plan		Soil and Water Management Plan		Soil and Water Management Plan	
Erosion and Sediment Control plan - Rev 1. 15 Oct 2021		Erosion and Sediment Control Plan		Erosion and Sediment Control Plan		Erosion and Sediment Control Plan	
Waste Management Plan – Rev 4 approved by USC 22 March '22		Waste Management Plan		Waste Management Plan		Waste Management Plan	
Noise and Vibration Management Plan – Rev 5		Noise and Vibration Management Plan		Noise and Vibration Management Plan		Noise and Vibration Management Plan	

Blue text = This plan. Orange boxes = Site wide plans. Grey boxes = Inactive plans.

2 Review of Development Traffic and Routes

2.1 Construction Period

Construction of New England Solar (NES), including the northern array (Stage 1) and central array (Stage 2) is anticipated to take approximately 40 months from start to completion.

The Stage 1 area, including the TransGrid substation, commenced construction in February 2022 and concluded in Q4 2023, after which it moved into operations (Stage 1b).

Stage 2a construction includes substation works which began in Q4 2023.

The construction works for the remaining infrastructure associated with New England Solar will be carried out in accordance with the approved staging.

2.2 Traffic Generation

2.2.1 Construction and Operations Phases

Traffic generated for the Construction and Operational phases of the project are to comply with Condition 1 of Schedule 3 of the NES Development Consent, which states:

Over – dimensional and Heavy Vehicle Restrictions

The Applicant must ensure that the:

- a) development does not generate more than:*
 - 84 heavy vehicle movements a day during construction, upgrading and decommissioning;*
 - 30 over-dimensional vehicle movements during construction, upgrading and decommissioning; and*
 - 5 heavy vehicle movements a day during operations; on the public road network;*
- b) length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres,*

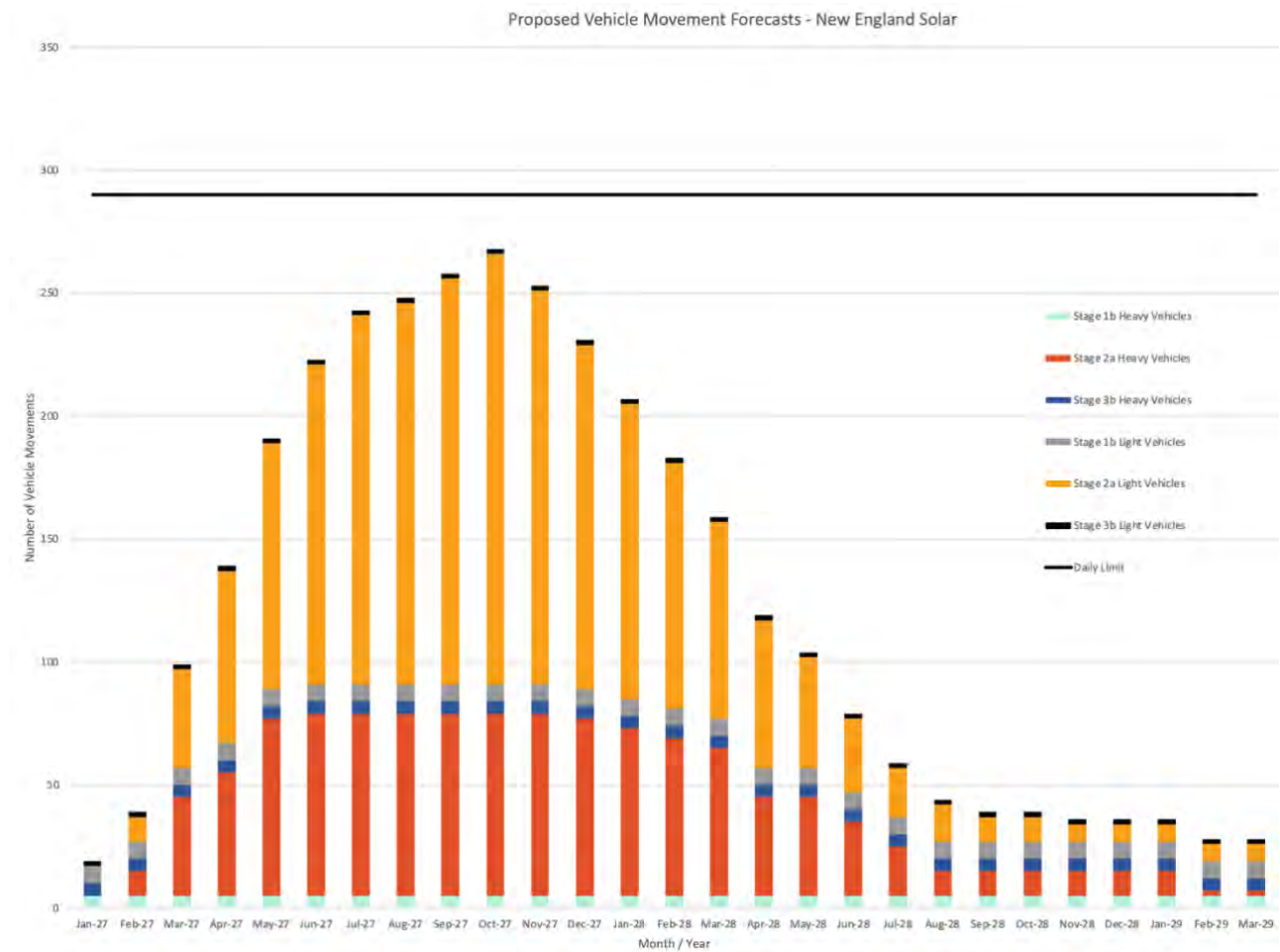
unless the Secretary agrees otherwise.

A total of 290 vehicles per day are permitted to travel for the purpose of the Project along the access road. Subject to the cap of 290 vehicles not being exceeded, 84 heavy vehicles are to be shared should construction of any stage of works overlap, with an additional 5 heavy vehicle movements for operational stages. The length of any vehicles (excluding over-dimensional vehicles) used for the development will not exceed 26 metres.

The remaining vehicle numbers will consist of light vehicles which are to be shared between all stages of the Project. The procedure of how the traffic numbers are managed is in Section 3.9.

Figure 2-1 shows the proposed vehicle movement forecast for all stages of work over the upcoming two years. With the construction Stage 1a now complete, the transition into operations Stage 1b subsequently reduced in vehicle traffic.

Figure 2-1 Proposed vehicle movement forecast



2.2.2 Decommissioning and Upgrading Phases

The project generated daily and peak hourly traffic movements have not been calculated and assessed for potential upgrade works required and decommissioning works. These movements are unlikely to exceed the daily and peak hourly project-related light vehicle and truck traffic movements generated during the construction stage, accounting for anticipated mechanical decommissioning processes and associated significantly reduced labour force.

2.3 Access Routes

The key components of the Project, including the solar panels, will be delivered to site via the Port of Brisbane. In this regard, heavy vehicle movements would travel from the north via New England Highway by-passing the township of Armidale.

Some construction materials may be sourced from other areas, including Port of Sydney, Port of Newcastle and/ or Port Adelaide and associated heavy vehicles movements to the site may occur via routes approaching from the south through the township of Uralla.

All heavy vehicles associated with the Project must travel to and from NES via the New England Highway, Barleyfields Road (North) and Big Ridge Road as stipulated in Condition 3 of

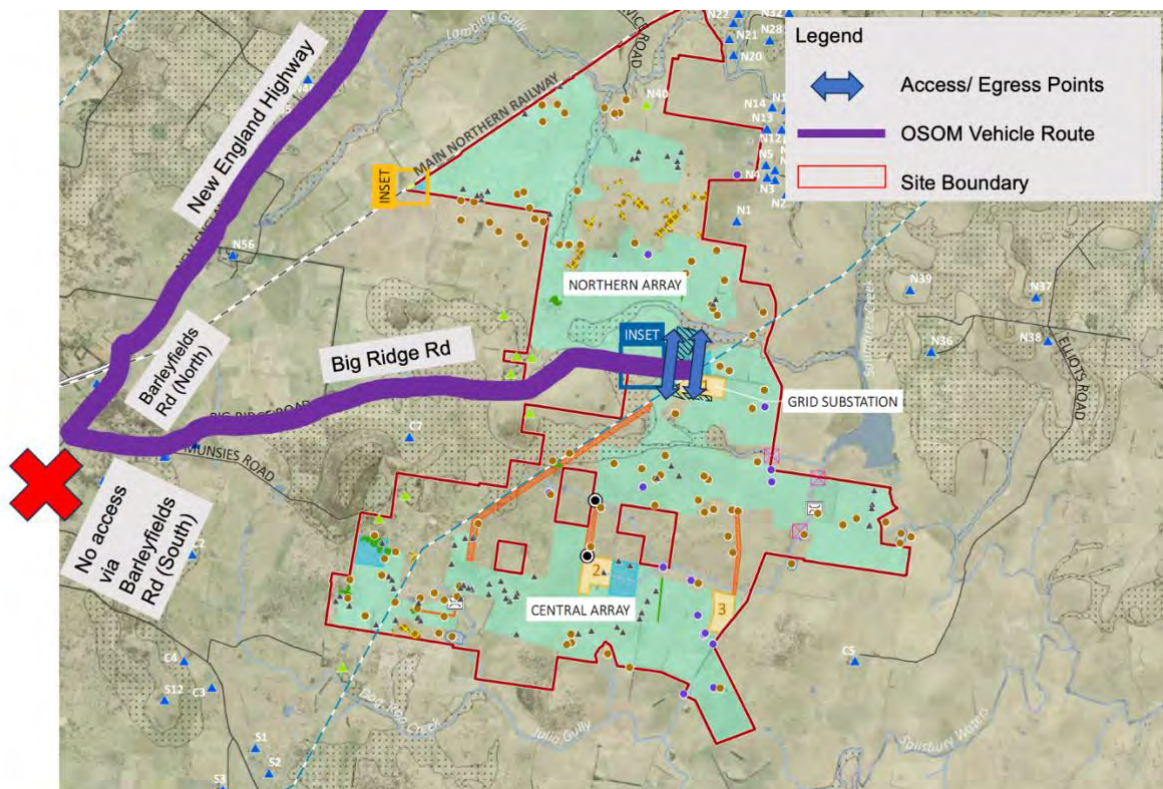
Schedule 3 the Development Consent. All construction related vehicles must cross the level crossing located on Barleyfields Road approximately 130m south-east of New England Highway/Barleyfields Road intersection. This railway crossing has been upgraded, including road widening, to accommodate construction related vehicle movements. Design of this level crossing upgrade has been undertaken in accordance with the Development Consent and relevant standards.

2.3.1 Over Size Over Mass (OSOM) Vehicle Route

There will be a maximum of 30 OSOM vehicle movements that occur during construction, upgrading and decommissioning. OSOM vehicles travelling from the north will turn left from New England Highway into Barleyfields Road to access the site (**Error! Reference source not found.**). OSOM vehicles coming from the south will turn right at the New England Highway/Barleyfields Road intersection to access the site. The New England Highway is a designated OSOM vehicle route and, as such, the geometry of this road is adequate to accommodate OSOM vehicle movements.

Whilst the New England Highway is a designated OSOM vehicle route, Barleyfields Road and Big Ridge Road are not designated OSOM routes. Conditions and loading capacities of these roads have been assessed during the design phase of the access road and these roads were used during Stage 1a. Additionally, all OSOM movements will need to be approved by the National Heavy Vehicle Regulator (NHVR) which will examine road suitability before approving and permitting the use of OSOM vehicles on the haulage route. Refer to Section 3.17 for further details on the permitting requirements of OSOM vehicles.

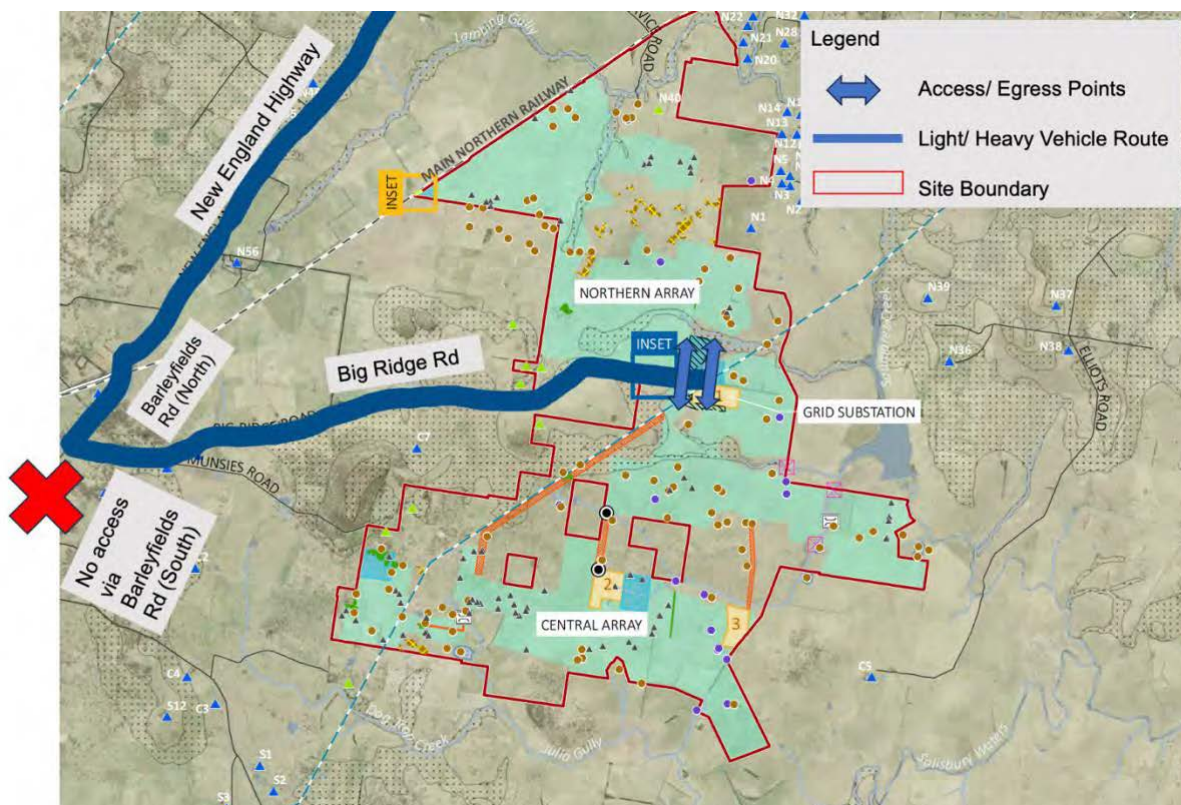
Figure 2-2 Over-Size Over Mass Vehicle Route to NES Site



2.3.2 Other Traffic Routes (Light and Heavy)

Figure 2-3 shows the heavy and light vehicle routes to access the site. All heavy and light vehicles associated with the development must travel to and from the site via the New England Highway, Barleyfields Road (North) and Big Ridge Road, as shown below in Figure 2-3.

Figure 2-3 Light and Heavy Vehicle Access Routes to NES Site



2.4 Infrastructure Upgrades

Table 2-1 shows the road upgrade/repair works undertaken on the access road prior to the commencement of Stage 1a construction of the NES project, as stipulated in Appendix 4 of Development Consent. This same access road will be used by all future stages of NES.

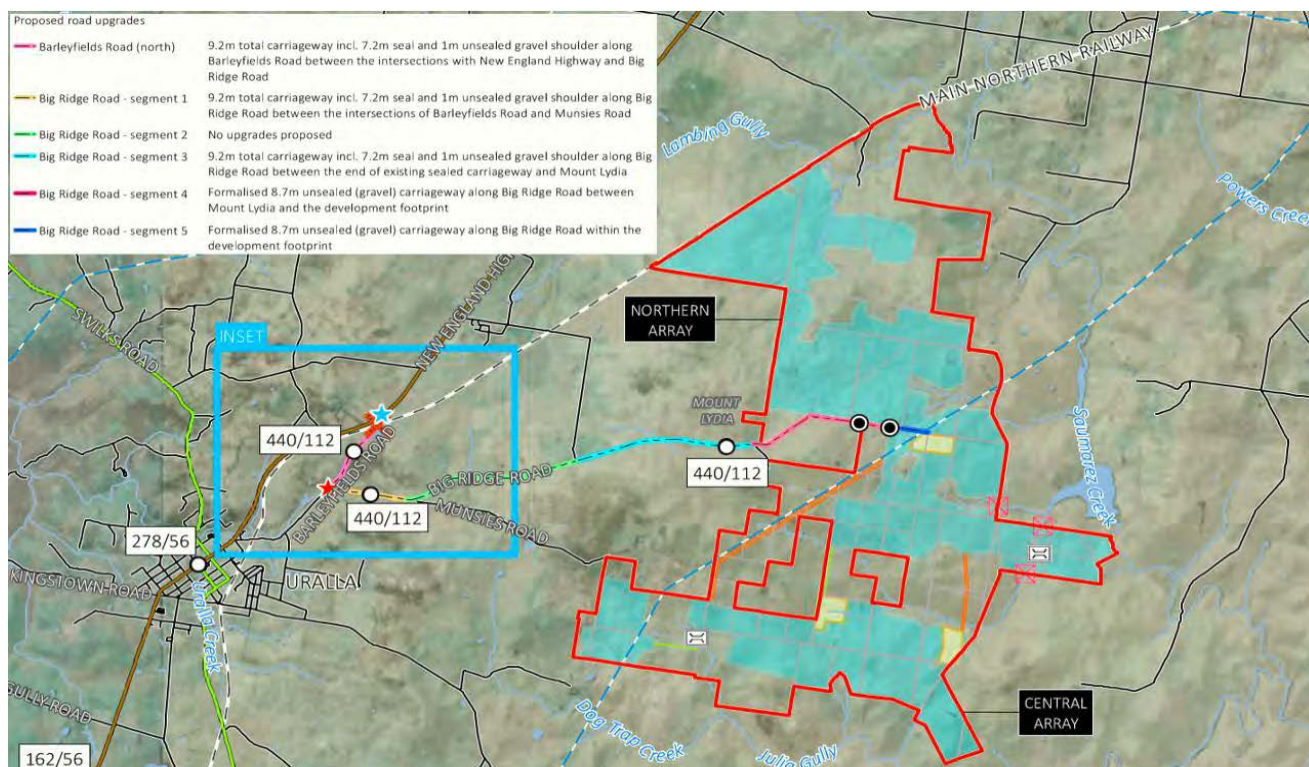
Table 2-1 Road Upgrades completed on New England Highway, Barleyfields Road (North) and Big Ridge Road

ROAD	LOCATION	REQUIRED UPGRADE
New England Highway and Barleyfields Road	Intersection	Channelised Right Turn with a short turn slot [CHR(S)] treatment for the largest vehicle accessing the site (excluding over-dimensional vehicles)
Barleyfields Road	Between New England Highway and	Seal to a width of 7.2 m with 1 m unsealed shoulders (total carriageway 9.2 m)

	Big Ridge Road	
Barleyfields Road and Big Ridge Road	Intersection	Basic Left Turn (BAL) treatment to cater for the largest vehicle accessing the site (excluding over-dimensional vehicles)
Big Ridge Road	Segment 1	Seal to a width of 7.2 m with 1 m unsealed shoulders (total carriageway of 9.2 m)
	Segment 3	
	Segment 4	Gravel (unsealed) carriageway to a width of 8.7 m
	Segment 5	
	Site access points	Rural property access type

Figure 2-4 shows the location of Barleyfields Road and Big Ridge Road segments where the abovementioned road upgrade works were undertaken.

Figure 2-4 Location of Barleyfields Road and Big Ridge Road Segments (Source: Appendix 4, NES Development Consent)



All road upgrades were undertaken in accordance with the Austroads Guide to Road Design and in consultation with and to the satisfaction of the relevant road authorities, including TfNSW

and Uralla Shire Council. Special consideration was also given to ensure that the capacity of the roadside drainage network relating to the abovementioned roads was not reduced.

A shortening of the conditioned Austroads treatment from a Channelised Right Turn (CHR) to a shortened Channelised Right Turn (CHR-S) was implemented at the New England Highway intersection with Barleyfields Road. A CHR-S treatment, in comparison to a CHR treatment reduces the storage capacity for vehicles waiting to turn right from the highway during peak project construction periods. The shortened storage lane introduces an increased risk of overflow of the right turn bay. In the event of overflow of the right turn bay, waiting vehicles would be placed in the northbound lane of the highway in a 100k/h speed environment.

The following management measures have been implemented to mitigate the risk associated with the Shortened Channelised Right Turn (CHR-S) treatment at the New England Highway intersection:

- Implementation of a traffic forecasting and scheduling regime, which aims to meet the key objective of construction traffic not exceeding the capacity of the CHR-S's storage lane.
- Implementation of a "drive-by" measure for northbound project-related vehicles on New England Highway. Such vehicles, who intend to turn right into Barleyfields Road but encounter insufficient space in the right-turn storage lane due to other vehicles already being present in the storage lane, must continue straight towards Armidale. The vehicle must then drive 14km north to the New England Highway/Uralla Road roundabout located on the New England Highway, prior to Armidale. At this roundabout, the vehicle will be able to perform the equivalent of a U-turn manoeuvre by navigating around the large roundabout. Upon exiting the roundabout, the vehicle will then travel in a southbound direction on the New England Highway and turn left at the intersection with Barleyfields Road, then continue to site via the approved access route.

In addition, weekly monitoring of the New England Highway/ Barleyfields Road (North) intersection will also be conducted during peak times to confirm the current measures are adequate during the proposed period of increased heavy vehicle movements. If warranted, ACEN Australia could implement further measures, such as scheduling to minimise heavy vehicles (travelling north) from leaving site during the peak afternoon period, and/or implementing Traffic Guidance Scheme's (TGS) to prevent vehicles stopping on the rail crossing.

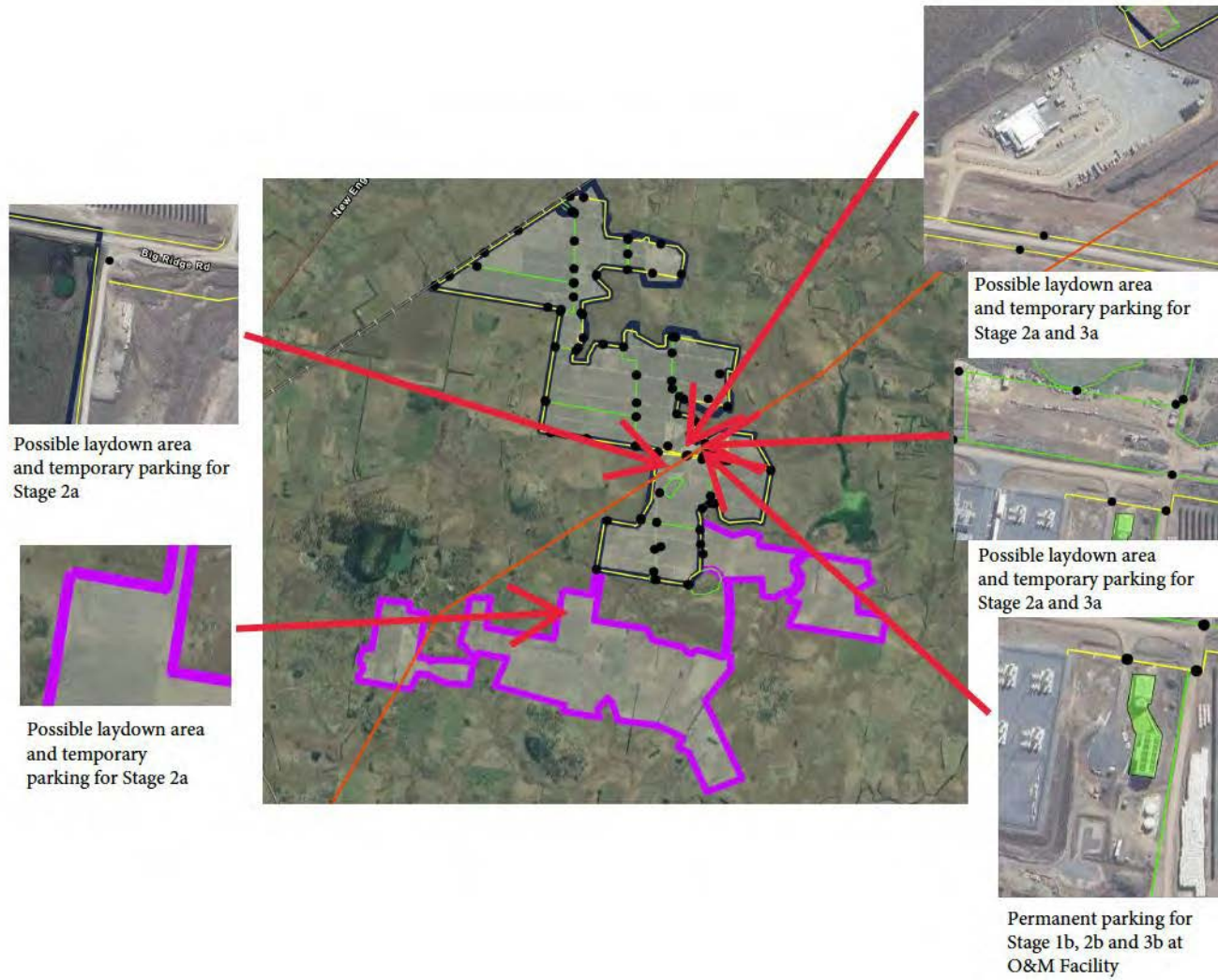
2.5 Internal Roads and On-site Parking Facilities

All internal roads will be designed as all-weather roads and will be constructed in accordance with the Austroads Guide to Road Design.

A temporary laydown area will be provided to load and unload vehicles on site. All construction related heavy vehicles will enter and leave the site in a forward direction.

Sufficient number of temporary on-site parking facilities will be provided near the temporary lay down area during the construction stage of the Project. Permanent on-site parking facilities will be provided for staff vehicles and other vehicles near the Operation and Maintenance Building.

Figure 2-5 Indicative parking facilities and laydown areas



3 Traffic Management Plan

3.1 Introduction

This section provides information on TMP registers, administration, induction, consultation/ notification requirements, detailed traffic management measures to be implemented during construction of NES to manage heavy vehicle movements and to minimise adverse impacts on the road network, TMP review and improvement, as well as auditing and disciplinary procedures.

3.2 TMP Registers

Registers to allow for implementation and effective maintenance of the TMP throughout the duration of construction will be prepared by all contractors and reported to ACEN Australia. The registers are detailed in Table 3-1.

Table 3-1 TMP Registers

REGISTER TYPE	DESCRIPTION
Key personnel register	This register will identify all key personnel and provide contact details for ACEN Australia's and each contractors; Project Manager, Site Supervisor, key subcontractors, as well as contact details for relevant roads authorities.
NES Incident register	The NES incident register will record all incidents that occur on site, including date and time of the incident, date-stamped photographs of signs and devices in the vicinity of the incident.
NES Variations register	The purpose of the NES variations register will be to record any modifications to approved traffic management measures, including reason for the modification, date and time of modification and residual risk.
NES Maintenance Log/Register	The purpose of the NES maintenance log/register is to record findings of periodic road inspections and road conditions in order to identify required maintenance/repair works
NES Complaints register	The NES complaints register will record any complaints received including party making the complaint, contact details, nature of the complaint, and any follow up actions that have been identified and subsequently taken.
NES Vehicle register	The NES vehicle register will keep accurate records of the number of OSOM and heavy vehicles entering or leaving the site each day for

the duration of the Project to ensure compliance with Condition 2 of Schedule 3 of the Development Consent.

3.3 Roles and Responsibilities

A summary of key personnel on the project, including roles, responsibilities and contact details is provided in Table 3-2.

Table 3-2 TMP Roles and Responsibilities

ROLE	RESPONSIBILITIES
Stage 2a – Contractor Site Supervisor	The Stage 2a Site Supervisor is responsible for overseeing day-to-day activities and has responsibility for practical application of the TMP. The Site Supervisor's responsibilities include: – Facilitate induction of all project staff, including construction personnel and sub-contractors – Responsible for providing daily required HV and LV movements to ACEN Australia's New England Solar Site Manager – Instruct workers on the relevant safety standards, including the correct wearing of high visibility safety vests – Ensure traffic control measures are implemented and maintained in accordance with the TMP – Render assistance to road users and stakeholders when incidences arise as a result of the Project affect network performance or the safety of road users and workers – Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP.
ACEN Australia's New England Solar Operations Manager	The Stage 3a and Stage 1b Project Managers are responsible for providing daily required HV and LV movements to the ACEN Australia's New England Solar Site Manager for approval for the following day. Once approved, the Project Manager is responsible for ensuring this number is not exceeded. Additional responsibilities include: – Facilitate induction of all project staff, including construction personnel and sub-contractors – Instruct workers on the relevant safety standards, including the correct wearing of high visibility safety vests – Ensure traffic control measures are implemented and maintained in accordance with the TMP – Render assistance to road users and stakeholders when incidences arising as a result of the Project affect network performance or the safety of road users and workers – Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP.

ACEN Australia's New England Solar Site Manager	– Implement the TMP – Ensure daily HV and LV movements do not exceed permissible amounts. – Amend the TMP, if required – Manage variations and contingencies and take overall responsibility for traffic management. – Recording and actioning of complaints during construction and operations.
ACEN Australia Project Manager	– Responsible for incident and non-compliance notification to relevant agencies. – Recording and actioning of complaints during construction and operations.
ACEN Australia HSE Manager	– Manage emergency situations
All staff	– Correctly wear high visibility vests, in addition to other protective equipment required (e.g. footwear, eye protection, helmet sun protection). – Comply with the requirements of the TMP and ensure no activity is undertaken that will endanger the safety of other workers or the general public – Enter and leave the site by approved routes and in accordance with safe work practices. – Schedule travel in advance in agreement with ACEN Australia's New England Solar Site Manager for heavy vehicles and OSOM

3.4 Work Health and Safety and Occupational Health and Safety Arrangements

The NES construction site is to be managed under the Contractor's Workplace Health and Safety (WH&S) Management System.

Road maintenance is to be managed under the Contractor's Workplace Health and Safety (OH&S) Management System and related safety management plans prepared by relevant sub-contractors.

Reporting, tracking and corrective action implementation associated with hazards, near-misses and incidents will take place in accordance with the Contractor's Workplace Health and Safety Management system.

3.5 Induction for Vehicle Operators and Regular Toolbox Meetings

Induction to the Traffic Management Plan will be undertaken by all project staff, including construction personnel and sub-contractors and will be a condition of engagement.

The purpose of the induction is to provide general awareness of the requirements of the Traffic Management Plan in order that the Plan may be implemented prior to commencement of works and to ensure that employees and sub-contractors are aware of the need to comply with the Plan.

All project staff will be required to complete the online component prior to accessing site. The on-site component will be completed by project staff upon their arrival to site.

Key actions and requirements of staff depending on work to be undertaken will be detailed and an opportunity provided for clarifications to be made, should this be necessary.

The aim of the online induction is to provide project staff the necessary information required to safely access the site as well as ensuring site access occurs in conformance with the conditions of the development consent. The online induction will include:

- Inform the participants of the “drive-by” measure to be executed where the CHR-S storage lane is occupied. Site-wide communications such as pre-start and toolbox talks will include reinforcement of the “drive-by” measure to be undertaken when the CHR-S storage lane occupied
- The permitted access routes to and from the construction site for site staff and delivery vehicles
- The need to adhere to local speed limits
- Standard environmental, WH&S, driver protocols and emergency procedures

Daily toolbox talks will highlight specific measures for activities being undertaken, which will include site-specific briefings for relevant personnel and are ongoing. The toolbox talks will also include daily weather forecasts and procedures to be followed during any adverse weather conditions as well as reinforcement of the “drive-by” measure to be undertaken at the New England Highway intersection when the CHR-S storage lane occupied.

A point of contact will be provided for any queries that workers may have, and the change management procedure explained so that workers know how changes to the Plan over time will be disseminated.

An audit process will be implemented to ensure driver compliance with the requirements of the Plan and details of enforcement protocols provided should drivers breach restrictions applied.

3.6 Consultation/ Notification Requirements

3.6.1 Notification

ACEN Australia will consult with local community representatives, landowners and statutory consultees, as required, before and throughout the construction and upgrading works.

The local community, sensitive receptors to the project along the access road and other relevant stakeholders will be provided information about proposed and ongoing activities and impacts, in particular, those which could have potential to cause disruption, such as abnormal load deliveries. This will be undertaken by way of direct communication with relevant stakeholders, as well as through regular Facebook updates led by ACEN Australia’s New England Solar Site manager and the New England Site Project Manager.

In addition, the project phone line (1800 844 889) is available for the general public to call if they have a query regarding traffic movements.

3.6.2 Consultation

Consultation was completed for Version 7 of the TMP with TfNSW and Council, which was approved by the Planning Secretary on 23rd December 2022.

More recently, ACEN Australia conducted consultation with Uralla Shire Council regarding the version 8 of the TMP which reflects the inclusion of Stage 2a and 3a works. This includes a meeting with the Interim General Manager, Acting Executive Director Infrastructure & Development, executive Manager Civil Infrastructure, Manager Civil Infrastructure and Manager Development & Planning on 23 August 2023, as well as a meeting with Acting Executive Director Infrastructure & Development, Manager Development & Planning, Councillors and the Mayor on 20 September 2023. Council did not raise any concerns during this meeting and a copy of Version 8 of the TMP has been submitted for review and comment which will be noted in APPENDIX B.

ACEN Australia contacted TfNSW on the 16th of September 2023 requesting a review of Version 8 of the TMP as per APPENDIX B. TfNSW raised a number of comments, but no amendments were made to the TMP as a result of this consultation.

TfNSW and Uralla Shire Council were consulted in 2025 and 2026 regarding an OSOM delivery from Port Adelaide to site. Evidence of the consultation is provided in APPENDIX B. A copy of the OSOM route assessment which addresses TfNSW's feedback is provided in APPENDIX E.

3.7 A Driver's Code of Conduct

All staff of NES must:

- Undertake a visitor induction carried out by an approved member of project staff, or suitably qualified person under the direction of NES management, which is discussed in Section 3.5.
- Hold a valid driver's licence for the relevant class of vehicle
- 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
- Comply with any specific traffic control measures implemented for NES on the internal and external road networks. This includes any traffic control measures which ensures the safe and efficient operation of the CHR(s) treatment for the New England Highway and Barleyfields Road intersection. These measures will be outlined in the Traffic Guidance Scheme.
- Review a map of the local haulage route which shows any constraints or conditions along the roads.

The designated heavy vehicle routes will be discussed with all vehicle operators during the induction process as discussed in Section 3.5. Regular toolbox talks will emphasise the importance of safe driving and adherence to local posted speed limits and penalties for any

valid complaints including speeding and inappropriate driving behaviour as per the Drivers Code of Conduct.

3.7.1 Vehicle Speeds

Increased speed means an increase in the risk of a crash, as well as an increase in severity if an accident occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty accident.

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 posted speed limits are to be strictly adhered to at all times. The existing speed limit on Barleyfields Road and Big Ridge Road is 80 km/h. A temporary speed limit reduction will be implemented on these roads for the duration of construction of the solar farm to enhance and ensure appropriate road safety. The details of the reduced speed limit and other safety measures have been discussed with TfNSW and Uralla Shire Council as part of the Traffic Guidance Scheme and will be revised if necessary.

Vehicle speed on public roads is enforced by the NSW Police Service. There are three types of penalties established under Heavy Vehicle National Law and Regulations (HVNL):

- Infringeable offences – an offence which results in the issue of an infringement notice. It gives the person issued the notice the option of either paying the penalty set out in the notice or electing to have the matter dealt with by a court.
- Court imposed penalties – some offences are not infringeable and must be dealt with by a court. The HVNL sets out the maximum penalty level that the court may apply.
- Demerit points – are managed through each state and territories' road traffic law (NHVR, Penalties and infringements, 2017).

All vehicle drivers operating out of NES project site are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the NSW Road Rules & Heavy Vehicle National Law. Vehicle speeds must be appropriate to ensure the safe movement of vehicles based on vehicle configuration.

3.7.2 Heavy Vehicle Driver Fatigue

Driver fatigue or drowsy driving is a safety hazard for the road transport industry. The main causes of fatigue are not enough sleep, driving at night (during sleeping hours) and working or being awake for a long time (NHVR, 2017). It is one of the biggest causes of accidents for heavy vehicle drivers. National heavy vehicle driver fatigue laws apply to fatigue-regulated heavy vehicles, which are:

- A vehicle with a Gross Vehicle Mass (GVM) of over 12t
- A combination when the total of the GVM is over 12t

- A truck or a combination including a truck, with a GVM of over 12t with a machine or implement attached.

Under the law, working hour options for fatigue management are:

- Standard hours
- Basic fatigue management
- Advanced fatigue management

All heavy vehicle drivers operating out of the NES project site are to be aware of their adopted Fatigue Management Scheme and operate within its requirements. By law, all drivers have a duty to not drive a fatigue-regulated heavy vehicle on a road while impaired by fatigue.

3.7.3 Procedures

All drivers are to adhere to the designated access route and ensure safe driving practices are being implemented.

The designated access route is as per Section 2.3 for both OSOM vehicles and heavy and light vehicles. Drivers travelling to or from the site must do so safely, in full compliance with the law, including in respect of speed limits, following distances, forward sight when overtaking, being able to stop within the length of road visible (or half the length on roads without centrelines), and not driving carelessly or dangerously.

All drivers must follow the following requirements at all times.

- Do not drive whilst under the influence of alcohol, drugs, nor any medication which may affect ability to drive.
- Be medically fit to drive and must inform site coordinators if they have any medical condition which may affect their ability to drive.
- Drive in a considerate manner and respect the rights of others to use and share the road space.
- Report all vehicle defects to their employer. Serious defects (e.g. e.g. brakes, steering) must be corrected immediately, or an alternative vehicle supplied.
- Any vehicle incident resulting in injury or significant damage to property must be reported to the police.
- Report any near misses.
- Always adhere to the site working hours
- Securely fasten and cover load with the appropriate use of ratchets straps, tarpaulins or covers (loose material), chains and load binders, for example. Relevant vehicular load limits are not to be exceeded and all loads are to be suitably balanced. The maximum rear overhang shall not exceed limits under by relevant road rules for respective vehicle types.
- Keep their vehicle clean, including suitable vision through all windows and mirrors and ensuring that their numberplate is always visible.
- In good mechanical condition.
- Extra care should be taken when driving at dawn or dusk, being particularly watchful for wildlife and/or livestock.
- Vehicles must give way to pedestrians, cranes, forklifts, mobile plant, emergency vehicles and livestock.

- Drivers must adhere to the required access route outlined within Section 2.3 which follows Barleyfields Road (north) and Big Ridge Road.

The following provides further guidance as the required safety procedures for specific incidences:

- Timing of deliveries are to be coordinated by the contractor in order to prevent heavy vehicles travelling through school zones during peak times;
- When aware of any emergency vehicles, approaching from in front or behind, drivers must pull over well in advance to provide unimpeded movement;
- Drivers must reduce their speed and or stop in accordance with the law when passing a school bus which is slowing down, stopped, or accelerating in relation to picking up or setting down children;
- Drivers must reduce their speed in accordance with the law when:
 - Passing children walking, cycling or waiting on the side of the road;
 - Passing an oncoming school bus;
 - Passing someone riding or leading a horse along the road;
 - Approaching an area where a stock shift is known to be occurring.
- Heavy vehicles must not use engine brakes in built up areas, except where the load being carried and the grade of the road make use of such braking absolutely necessary for safe driving;
- Heavy vehicles are to let traffic behind them pass at regular locations including those opportunities that occur at intersections, wide driveways, sections of road with adequate forward sight distance, gravel pits etc; and
- Dedicated rest stops are to be established and utilised by drivers to reduce driver fatigue.

These procedures will be reiterated during pre-start discussions and form part of site inductions. Failure to comply with the above procedures will result in the Disciplinary Procedure (Section 3.24) being implemented.

3.8 Dilapidation Survey

The purpose of undertaking dilapidation surveys is to document the condition of Barleyfields Road (North) and Big Ridge Road prior to and following construction, upgrading or decommissioning of NES.

During construction, road condition inspections of Barleyfields Road (North) and Big Ridge Road will be carried out weekly during peak times as identified in Figure 2-1, by the ACEN Australia New England Solar Site Manager. The road condition inspections will identify and categorise defects and describe the proposed management measure and implementation timeframe. The access road condition inspection checklist is provided in APPENDIX C.

During operations these inspections will be completed every 6 months as per APPENDIX C.

Uralla Shire Council will be notified of any repairs identified during the road condition inspections.

3.8.1 Dilapidation Methodology

The dilapidation survey will be undertaken by a qualified person. The survey will be conducted during daylight hours in clear weather and will include both sealed and unsealed roads. To

gather sufficient evidence for the dilapidation survey, GoPro cameras, or similar should be used and attached to the survey vehicle. Cameras should be used to capture the road pavement, as well as the left and right side of the road surrounds, including GPS encoding. The GPS must be overlaid onto images to provide a deliverable that can be viewed on any standard PC.

Videos require to be reviewed by trained technical inspectors and any visible defects logged with a still image from the video, location and description all entered into a register. This serves as a record of the condition at a specific point in time.

3.8.2 Dilapidation Protocol

3.8.2.1 Reporting

A suitably qualified civil engineer with road design and construction experience will review any defects recorded in the register prepared during the dilapidation survey.

A pre-assessment survey of Barleyfields Road (North) and Big Ridge Road conditions has been undertaken by a qualified person and the findings of are summarised in the 'Road Dilapidation Survey' report (dated: 30 September 2020).

A dilapidation report has been prepared after the access road upgrades works, which specifies any requisite road repair works, including details of the rehabilitation works.

Utilizing a similar template, a dilapidation survey will be performed at the following milestones:

- At the completion of Stage 1 construction.
- At the completion of Stage 2 construction.
- Prior to any upgrading activities.
- At the completion of any upgrading activities.
- Prior to any decommissioning activities.
- At the completion of decommissioning activities.

The dilapidation report will be submitted to Uralla Shire Council for its concurrence.

3.8.2.2 Consultation

Uralla Shire Council is responsible for the operation and maintenance of Barleyfields Road and Big Ridge Road. A representative from Uralla Shire Council will be invited to participate in the future dilapidation inspections, as appropriate.

3.9 Protocol for monitoring daily traffic movements

During peak periods as identified in Figure 2-1, weekly forecasting will be completed by all contractors for the following week's predicted daily traffic movements. These numbers are reported to ACEN Australia's New England Solar Site Manager to ensure compliance is achieved with the development consent. These numbers will be verified the day prior to vehicle movements occurring to confirm the total cap per contractor.

If a contractor is close to exceeding their allocated daily cap, they will be notified by ACEN Australia's New England Solar Site Manager, and it will be the Contractor's Project Managers (or delegate) responsibility to ensure the cap is not being exceeded. If the cap is exceeded, this

will be reported to ACEN Australia who will discuss with the contractor next steps. Failure to comply with the development consent may result in dismissal of the contractor.

3.10 Protocol for Barleyfields Road (North) and Big Ridge Road Repair Works

A dilapidation survey will be undertaken as per Section 3.8.2.1.

The condition of Barleyfields Road (North) and Big Ridge Road after each stage is constructed will be compared to their condition prior to the commencement of construction.

Any degradation in the condition of the road, as identified through differences evident in the pre and post construction dilapidation surveys, will effectively become the road repair works required.

ACEN Australia or its contractor will then lodge a road opening permit application to undertake the works with the Uralla Shire Council, with the 'extent of proposed works' cross referenced back to the Dilapidation Report.

3.11 Protocol for Operational Maintenance of Segment 4 and 5 of Big Ridge Road

Prior to sealing segment 4 and 5 of Big Ridge Road, the following maintenance will be undertaken during the operational stage of the Project following the general principles provided in Chapter 8 of the Austroads Guide to Pavement Technology (AGPT) Part 6. In particular:

- A visual inspection of the road shall be carried out every 2 years by an inspector with a minimum of 5 years' experience in road maintenance.
- The South African Approach (Section 8.5.1) shall be used to classify the road condition. A copy of the Draft TMH12 is provided in APPENDIX D.
- The Type, degree and extent of distress shall determine the intervention to be followed - see Table 3-3 below as a guide.
- Interventions shall be undertaken on road segments that are classified as poor and very poor

Table 3-3 Road Distress Type and Potential Interventions

DISTRESS TYPE	PATROL GRADING	RIP AND RESHAPING	REGRAVELLING	DUST SUPPRESSION	RECONSTRUCTION
Loss of gravel			X		X
Potholes		X			
Rutting		X	X		

Erosion		X	X		
Corrugations	X	X			
Loose material	X				
Stoniness		X	X		
Dust	X			X	
Cracking		X	X		X

Segment 4 and 5 of Big Ridge Road will be maintained to the standard identified in Appendix 4 of the Development Consent and Section 2.4 of this TMP for the life of the development.

3.12 Temporary Traffic Controls, including Signage

Stage 1a prepared a Traffic Guidance Scheme (TGS) for signage and traffic control along the access road for NES. Subsequently this plan shows the type and location of temporary signage on Barleyfields Road and Big Ridge Road along the construction vehicle route. This temporary signage includes a reduction in the posted speed limit as described in Section 3.7.1 of this Plan. The signs have been installed and it is the intention to maintain signage as is to reduce confusion for returning workers.

Flagging and temporary signage has also been installed to ensure drivers are aware of the location of the gatekeepers' residence in the vicinity of the rail crossing on Barleyfields Road, given its close proximity to the road and potential accidental damage.

The Stage 2a EPC contractor will review and amend the Traffic Guidance Scheme (TGS) if required. TfNSW and Uralla Shire Council will be consulted of any amendments (if required) to the TGS prior to its implementation.

The Stage 2a EPC contractor will seek formal direction from relevant roads authorities for installation of any temporary signage, including restoring the existing speed limit on completion of the Project.

3.13 Safety Initiatives for Transport through Residential Areas and/or School Zones

Before construction starts, local and regional schools will be consulted, where appropriate, for current bus timetables on relevant construction traffic routes. Suitable windows of inactivity (curfew times) will be arranged in agreement with the relevant schools and local Councils, which will apply to both heavy vehicles and OSOM deliveries. School bus routes will be reviewed at the beginning of each school term in consultation with the local and regional schools and Uralla Shire Council and, if required, updated windows of inactivity (curfew times) will be arranged.

The local road network is used by school buses during typical school pick up and drop off times. Staff vehicles are unlikely to conflict with school bus services, as they will be accessing and egressing the site prior to and after school hours.

Heavy vehicles will be scheduled to minimise any potential conflict with local school buses by confirming typical times buses run through the area and scheduling heavy vehicle deliveries outside of these times.

UGL/TfNSW have been consulted for information relating to rail services and frequencies. This information will be used to assist in scheduling of construction materials to the site in order to minimise any impacts on roads and potential queuing on Barleyfields Road (North).

During Stage 1a, minimal consideration was required for potential interference with local school buses or rail services as it was found these services had limited impact on traffic.

3.14 Management of Dirt Tracked onto the Public Road Network

In order to minimise the impact of dirt tracked onto the public road network, wheel cleaning facilities will be put in place at the site for the duration of construction work. In addition, each contractor will carry out inspections and deploy where necessary a road sweeper on routes affected by construction traffic and at construction access points prior to commencement of construction and subject to regular review.

During Stage 1a works, a main rumble grid and wheel wash bays were installed. The rumble grid was positioned in a central location near the access road. Wheel wash bays were located strategically at key areas near the construction boundary. With internal access roads now constructed, Stage 1b vehicles will rarely leave the roads and are not susceptible to mud and seeds. One wheel wash bay will remain during operations and all others have been removed.

It is expected that a similar approach will be undertaken for Stage 2a.

3.15 Management of Employee Shuttle Bus Service

Each company involved in the project will supply and operate their own minibuses. These minibuses will be used for transport to and from site and also for transport within the site. Each company will organise their own pick-ups and drop-offs. Prior to implementing a shuttle bus service, approval will be sought from Uralla Shire Council and TfNSW.

Further, there will be clauses in contracts to ensure private vehicles accessing site are minimised. A permitting process to bring a private vehicle to site may be implemented.

For Stage 1a, the minibus usage was successfully implemented by most subcontractors. Some subcontractors required specialised equipment from their 4WDs and vans so were unable to arrange minibuses.

3.16 Scheduling of Haulage Vehicle Movements to Minimise Convoy Lengths or Platoons

Each Contractor will prepare a schedule for delivery of construction equipment and materials to site upon completion and finalisation of the construction program based on the total/daily number of constructions related heavy vehicle movements. In particular, scheduling for delivery

of solar farm components from the Port will be undertaken to avoid convoy lengths or platooning on roads, including New England Highway, Barleyfields Road (North) and Big Ridge Road.

3.17 Responding to Local Climate Conditions

Each contractor will liaise with construction personnel, sub-contractors and suppliers and develop a response to local climate conditions that may affect road safety, such as fog, dust, wind, wet weather and flooding, which will be communicated to relevant parties, as appropriate.

This will include, but is not limited to the following:

- Monitoring of daily weather forecast and provision of a report to staff and heavy vehicle operators
- Inclusion of any adverse weather forecast in prestart meetings and toolbox talk topics
- Watering of roads during dry conditions to ensure appropriate mitigation of dust from traffic and construction activities
- Monitoring bush fire forecasts and conditions during the dry season and conveyance of relevant information, as appropriate
- monitoring of all flood ways on external access and egress roads
- monitoring of forested areas that may present additional hazards in the case of bushfire or damaging wind.

3.18 Over-Size and Over Mass Vehicles (OSOM)

The site will generate up to a maximum of 30 OSOM vehicle movements associated with the delivery of substation components. The delivery may occur from Port of Brisbane (from north) or from Sydney/Newcastle/Adelaide (from south). The routes from Brisbane (from north) and Sydney/Newcastle/Adelaide (from south) up to the New England Highway/Barleyfields Road intersection is an approved OSOM vehicle route and will be able to adequately cater for the OSOM movements generated as shown in **Error! Reference source not found..**

Barleyfields Road and Big Ridge Road are not approved OSOM routes and permission will be sought from relevant roads authorities for use these roads for OSOM vehicles.

Under the Heavy Vehicle National Law, when a heavy vehicle exceeds the general access class weights and/or dimensions a Permit for Heavy Vehicle Access must be obtained.

It will be the responsibility of the heavy vehicle operators involved in the project to obtain and manage their Permit for Heavy Vehicle Access in case it is required. To get the permit, the HV operators will need to lodge a permit application via the NHVR Portal and the NHVR will seek the relevant road manager's consent.

The impact of OSOM deliveries will be managed under the use of pilot/escort vehicles as per TfNSW guidelines.

3.19 Exceptional use of Barleyfields Road (south)

In case of emergency closure of Barleyfields Road (North) during the construction of NES, emergency vehicles will access the site using Barleyfields Road (South) via Wood Street, Uralla.

All construction related vehicles are not permitted to use Barleyfields Road (South) via Wood Street, Uralla to access the site. Therefore, all construction related heavy vehicle movements to the site will be halted during emergency closure of Barleyfields Road (North) and will recommence following reopening of the road.

Emergency arrangements for the wider Project are addressed in the Fire and Emergency Management Plan.

3.20 Coordination of Construction Traffic with Seasonal Agricultural Haulage

Due to the nature of agricultural activities in the area primarily consisting of livestock grazing, the agricultural haulage along Big Ridge Road is not heavily seasonally dependent, but rather sporadic in nature and irregular in frequency and volumes.

There are currently no property access arrangements that need to be maintained during the upgrade of Big Ridge Road so that farming activities are not compromised, but regular contact is held with neighbours along the access road.

3.21 Variation from Approved Traffic Management Plan

Revisions to the Traffic Management Plan will be in accordance with relevant requirements and will be made in consultation with TfNSW and other key stakeholders to ensure they remain relevant to the work being undertaken.

The Traffic Management Plan will be updated in response to the identification of hazards, near misses, incidents, accidents, or other processes and procedures that require clarification, or where deficiencies and improvement opportunities have been identified.

Any changes to the TMP will comply with the requirements of Condition 2 of Schedule 4 of the Development Consent.

Amendments will be submitted by ACEN Australia to all relevant authorities and all necessary approvals sought, as required.

When amendments are made the entire document will be updated. The revision number will be updated, and amendments recorded on a revisions sheet. The latest up to date version of the TMP will be available on the New England Solar website (www.newenglandsolar.com.au).

3.22 Traffic Management Plan Review

This plan will be reviewed (and updated if necessary) in the following circumstances:

- Prior to the commencement of a future Stage
- Prior to carrying out any upgrading or decommissioning activities on site (in accordance with Schedule 4, Condition 2a of the development consent).

- Within 1 month of the following (in accordance with Schedule 4, Condition 1 of the development consent):
 - Submission of an incident report under Schedule 4, Condition 7;
 - Submission of an audit report under Schedule 4, Condition 9; or
- Prior to carrying out works associated with any modification to the conditions of the development consent (in accordance with Schedule 4, Condition 2c of the development consent).

Any updates to the Traffic Management Plan are to be to the satisfaction of the Secretary.

3.23 Traffic Management Plan Auditing

Independent environmental audits will be undertaken as per the requirements set out in the development consent to review the performance and progress of the Traffic Management Plan.

Auditing will report on compliance with processes, procedures and directions provided in the Traffic Management Plan. Any non-conformances will be identified, and corrective measures recommended and actioned to prevent the occurrences.

In addition, bi-monthly auditing will be conducted during construction, which will include:

- A review of traffic management and control measures on site and on the access route.
- Ensuring dirt being tracked onto the sealed public road network is being minimised (i.e. development-related vehicles leaving the site are in suitably clean condition).
- Ensuring that development-related vehicles are using the approved access route and not travelling on Barleyfields Road (south).
- Bi-monthly auditing reports are to be maintained so as to provide evidence of conformity to the Traffic Management Plan.

3.24 Disciplinary Procedure

All contractors will be required to adhere to the TMP. ACEN Australia will stipulate that all contractors disseminate requirements of the TMP to their sub-contractors by means of a toolbox talk or similar type meeting prior to commencement of construction. Follow-up /refresher talks will be held if found to be necessary.

Failure to follow the procedures outlined in this TMP will lead to disciplinary/ enforcement as follows:

- First offence: Representative receives a yellow card, and the supplier receives a warning letter.
- Second offence:
 - If by the same representative, then the representative receives a red card and is banned from site and the supplier receives a warning letter.

- If by a different representative, then the second representative receives a yellow card, and the supplier receives a warning letter.
- Second red card: Supplier will be removed from the applicant's approved supplier list.

3.25 Complaints

The local community and other relevant stakeholders will be provided information about proposed and ongoing activities and impacts, in particular, those which could have potential to cause disruption, such as abnormal load deliveries.

A Facebook page has been set up to ensure pro-active notification of all transport issues and impacts, proposed management and mitigation.

The following contact details are available for the community to make a complaint or send an enquiry:

- A 24-hour telephone number (1800 844 889)
- An email address to which electronic complaints may be transmitted (info@newenglandsolar.com.au).
- A Facebook page has been established (<https://www.facebook.com/newenglandsolarfarm>).

These details are provided on the NES website.

3.26 Notifiable Incidents

3.26.1 Incident Procedures

Incidents that occur within an area subject to the Traffic Management Plan and/ or Traffic Guidance Scheme will immediately be reported to ACEN Australia and TfNSW.

If a traffic incident occurs within a construction works zone or any other location affected by the works, this will be recorded and reported in accordance with the TfNSW Traffic Control at Work Sites Technical Manual.

Reporting will include recording traffic controls in place at the accident site, including traffic control devices and location, as well as photographic evidence of the signage and incident. The record will be maintained and provided to ACEN Australia immediately and TfNSW within 2 days of the incident.

Actions arising from the investigation of the incident will be actioned through the report and immediately corrected for prevention of further incidents.

3.26.2 Material Harm incidents

The Development Consent defines an incident as:

An occurrence or set of circumstances that causes or threatens to cause material harm.

The Development Consent defines material harm as harm that:

- *involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial; or*

- *results in actual or potential loss of property damage of an amount, or amounts in aggregate, exceeding \$10,000 (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).*

This definition of 'material harm' is consistent with the definition in Section 147 of the *Protection of the Environment Operations Act 1997* and the associated legal obligations to notify the EPA where a 'pollution' incident occurs such that material harm to the environment is caused or threatened.

3.26.2.1 Immediate Response

Any incident that occurs that causes or threatens to cause material harm will be reported immediately to ACEN Australia's Project Manager (during construction and operations).

Upon receiving notification of an incident, ACEN Australia's Project Manager (or their nominee if off-site at the time of the incident) will immediately attend the incident and:

- Isolate the area affected by the incident
- Stop works around the area
- Implement containment measures to prevent the impact of the incident spreading
- Decide as to whether the incident has caused or threatens to cause material harm.

3.26.2.2 External Notifications

3.26.2.2.1 Duty to Report

If ACEN Australia's Project Manager (or their nominee if off-site at the time of the incident) has determined the incident has caused or threatens to cause material harm, he/she will, pursuant to requirements under Section 148 of the *Protection of the Environment Operations Act 1997* immediately notify the relevant authority by verbal means.

These authorities will be notified (verbally) and provided the following relevant information:

- The time, date, nature, duration and location of the incident
- The location of the place where pollution is occurring or is likely to occur
- The nature, the estimated quantity or volume and the concentration of any pollutants involved, if known
- The circumstances in which the incident occurred (including the cause of the incident, if known)
- The action taken or proposed to be taken to deal with the incident and any resulting pollution or threatened pollution, if known.

The EPA may direct ACEN Australia to notify such other persons of the incident as the EPA requires.

3.26.2.2.2 Notifications

All Agencies including DPHI, are to be notified immediately after becoming aware of an incident, ACEN Australia will immediately notify DPHI in writing. Consistent with Schedule 4 Condition 7 of

the Development Consent, notification to DPHI will be in writing via the Major Projects website portal, including the following information:

- Identify the development (i.e. the NES) and the application number (SSD 9255)
- Set out the location and nature of the incident.

Seven days after the incident, ACEN Australia will prepare a report as per Appendix 7 of the Development Consent.

3.27 Non-Compliance

3.27.1 Commitment

A failure to comply with a Condition of Development Consent or statutory approval will constitute a non-compliance.

3.27.2 Response

In the event of a non-compliance, ACEN Australia and its contractor (where relevant) will undertake the five steps as outlined within Table 3-4 below, consistent with the guidance advice for ISO 14001 – Environmental management systems.

Table 3-4 Non-compliance Response

Step	Action
React	React to the non-compliance and, as applicable: 1. Act to control and correct it 2. Notify and communicate to relevant parties where required 3. Deal with the consequences, including mitigating adverse environmental impacts.
Evaluate	Evaluate the need for action to eliminate the cause of the non-compliance in order that it does not recur or occur elsewhere by: 1. Reviewing the non-compliances 2. Determining the cause of the non-compliances 3. Determining if similar non-compliances exist or could potentially occur.
Act	Implement any action required.
Review	Review the effectiveness of any corrective action taken.
Change	Make changes to the environmental management plans, if necessary

3.27.3 Corrective Action

Any non-compliance will trigger a Corrective Action appropriate to the significance of the effect of the non-compliance. ACEN Australia and its Contractor (where relevant) will retain documented information as evidence of the nature of the non-compliance and any subsequent actions taken, and the results of the Corrective Action.

3.27.4 Notification

Consistent with Schedule 4 Conditions 8-10 of the Development Consent, DPHI will be notified in writing via the Major Projects website portal within seven days after ACEN Australia and its Contractor becomes aware of any non-compliance. A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

The notification will:

- Identify the development (i.e. as NES) and the application number (SSD 9255)
- Set out the Condition/s of Development Consent that the NES is non-compliant with
- The way in which it does not comply
- The reasons for non-compliance (if known)
- What actions have been done, or will be, undertaken to address the non-compliance.

DPHI can also be contacted via [the Major Projects Portal](#).

4 Summary

This TMP has been prepared to satisfy Condition 6 of Schedule 3 of the Development Consent, which requires a TMP along with other management plans to be provided.

The TMP sets out proposed traffic management and contingency planning measures to enhance road safety and limit the adverse effects of construction traffic on the surrounding road network.

ACEN Australia, each contractor and their sub-contractors will adhere to the proposed traffic management measures contained in this TMP. Any material deviation from the proposed measures will be agreed in writing with the relevant road's authorities prior to implementation.