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# Calala Battery Energy Storage System

## Traffic Management Plan

Prepared for: The Trustee for Equis Energy (Australia) Ngumi 4 Holding Trust

Ref: 300305589 | Date: 20 May 2026



# Revision

Revision	Date	Comment	Prepared By	Approved By
A-Dr	19 August 2024	Draft for project team review	Patrick Obmasca William Xie Chris White	Brett Maynard
A-Dr2	04 November 2024	Draft for further project team review	William Xie Chris White	Brett Maynard
A-Dr3	06 December 2024	Draft for agency consultation	Chris White	Brett Maynard
A-Dr4	07 April 2025	Revised draft addressing TfNSW and Council feedback	Darren Cheng	Brett Maynard
A-Dr5	22 April 2025	Final draft addressing further TfNSW feedback	Darren Cheng	Brett Maynard
A	11 June 2025	Final report incorporating DPHI comments	Darren Cheng	Brett Maynard
B	12 June 2025	Final report addressing further DPHI comments	Darren Cheng	Brett Maynard
C-Dr	16 March 2026	Draft updated TMP incorporating Stage 1d (OSOM vehicle movements) for agency consultation	Darren Cheng	Brett Maynard
C-Dr2	31 March 2026	Final draft updated TMP addressing agency consultation comments	Darren Cheng	Brett Maynard
C-Dr3	13 April 2026	Final draft updated TMP addressing agency consultation comments	Darren Cheng	Brett Maynard
C	20 April 2026	Final updated TMP addressing agency consultation & DPHI comments	Darren Cheng	Brett Maynard
C	12 May 2026	Final updated TMP addressing further DPHI comments (no change to revision)	Equis	Equis
C	20 May 2026	Final updated TMP addressing further DPHI comments (no change to revision)	Darren Cheng	Brett Maynard

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## Brett Maynard

For and on behalf of

### Stantec Australia Pty Ltd

**Level 9, 203 Pacific Highway, St Leonards NSW 2065**

## Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea, and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

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# Calala Battery Energy Storage System

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# 1. Introduction

## 1.1 Background

The Trustee for Equis Energy (Australia) Ngumi 4 Holding Trust has received State Significant Development (SSD) approval for the construction and operation of a large-scale Battery Energy Storage System (BESS) located at 474 Calala Lane, Calala (the Project).

Stantec was commissioned by Equis Energy to prepare a Traffic Management Plan (TMP) in response to the SSD Conditions of Consent issued by the Department of Planning, Housing and Infrastructure (DPHI).

The Calala BESS TMP Revision B prepared by Stantec dated 12 June 2025 was approved prior to the commencement of construction in June 2025 (Approved TMP). This TMP incorporates the management and associated requirements for heavy vehicle requiring escort (Oversize, Over-mass [OSOM] vehicles) during construction.

This TMP follows the OSOM Vehicle Route Transport Impact Statement (TIS) prepared by Stantec dated 22 January 2026 and the subsequent approval of the alternate OSOM vehicle route by DPHI under the provisions of Condition B4 of the SSD Conditions of Consent.

This report has been prepared by qualified transport engineers who hold the SafeWork NSW Traffic Control Work Training Card. Details of the accredited personnel is provided below:

- Brett Maynard – Authorisation No. TCT0010575.

## 1.2 Key Principles

The overall principles of traffic management during the construction activity include:

- Manage construction vehicle activity, including the loading/ unloading of trucks within the work site.
- Manage and control construction vehicle activity in the vicinity of the site.
- Minimise impacts to general traffic in the vicinity of the site.
- Provide an appropriate and convenient environment for all road users.
- Minimise any potential impact on public transport services.
- Restrict construction vehicle movements to designated routes to/ from the site and manage the manoeuvring of large construction heavy vehicles on the broader road network.
- Coordinate heavy vehicle movements with any other relevant construction works or road works in the region.
- Have an appropriate framework for consultation and complaints handling.

## 1.3 Consent Condition Requirements

Specifically, this TMP seeks to address Condition B10 of the Project approval for SSD-52786213 issued on 28 June 2024. The condition requirements and the location where the requirements have been addressed in this report are outlined in Table 1.1.

**Table 1.1 – Consent condition requirements**

Condition	Condition Requirements	Report Reference
<b>A1</b>	In meeting the specific environmental performance criteria established under this consent, the Applicant must implement all reasonable and feasible measures to prevent and/or minimise any material harm to the environment that may result from the construction, operation, upgrading or decommissioning of the development.	Section 1.6
<b>A2</b>	The development may only be carried out: (a) in compliance with the conditions of this consent; (b) in accordance with all written directions of the Planning Secretary; (c) generally in accordance with the EIS; and (d) generally in accordance with the Development Layout in Appendix 1	Section 1.6
<b>A13</b>	Where conditions of this consent require consultation with an identified party, the Applicant must: (a) consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and (b) provide details of the consultation undertaken including:	Section 1.8 Appendix C TMP prepared to the satisfaction of TfNSW

Condition	Condition Requirements	Report Reference
	<ul style="list-style-type: none"> <li>(i) the outcome of that consultation, matters resolved and unresolved</li> <li>(ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.</li> </ul>	and Tamworth Regional Council
<b>B1</b>	<p>The Applicant must ensure that the:</p> <p>(a) development does not generate more than:</p> <ul style="list-style-type: none"> <li>(i) 120 heavy vehicle movements a day (a maximum of 22 heavy vehicles movements per hour) during construction, upgrading or decommissioning;</li> <li>(ii) 100 light vehicle movements a day during construction, upgrading, or decommissioning; and</li> <li>(iii) 7 movements of a heavy vehicle requiring escort during construction, upgrading, or decommissioning; and</li> </ul> <p>(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.</p>	<p>Section 3.6 for general heavy and light vehicle movements</p> <p>Section 3.6 and 3.8 for heavy (OSOM) vehicles requiring an escort</p> <p>Section 3.5 for vehicle length</p> <p>Section 4.7 and Section 6 for monitoring</p>
<b>B2</b>	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.	<p>Section 3.6</p> <p>Section 4.7</p> <p>Table 6.1</p>
<b>B3</b>	Unless the Planning Secretary agrees otherwise, all heavy vehicles associated with the development must travel to and from the site via New England Highway, Nundle Road, O'Briens Lane and Calala Lane as identified in Appendix 3.	Section 3.7.1
<b>B4</b>	Unless the Planning Secretary agrees otherwise, all heavy vehicles requiring escort and light vehicles associated with the development must travel to and from the site via the New England Highway, Goonoo Goonoo Road and Calala Lane as identified in Appendix 3.	Section 3.7.1
<b>B5</b>	All vehicles associated with the development must enter and exit the site via the site access point off Calala Lane, as identified in Appendix 1.	<p>Section 3.4</p> <p>Section 3.7.1</p>
<b>B6</b>	<p>Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must:</p> <p>(a) construct the site access point off Calala Lane, as shown in Appendix 4, to cater for the largest vehicle accessing the site; and</p> <p>(b) ensure the upgrades comply with the current Austroads Guidelines, Australian Standards (as amended by TfNSW supplements) and are carried out to the satisfaction of Council.</p>	<p>Section 3.4</p> <p>Table 4.1</p>
<b>B7</b>	Prior to the use of heavy vehicles requiring escort on the public road network, all relevant approvals must be obtained and implemented (including for any road upgrades that may be required), from the point of origin to the New England Highway / Calala Lane intersection.	<p>Section 3.8</p> <p>Appendix D</p> <p>Appendix E</p>
<b>B8</b>	<p>The Applicant must:</p> <p>(a) undertake an independent dilapidation survey to assess the:</p> <ul style="list-style-type: none"> <li>(i) existing condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, prior to construction, upgrading and decommissioning activities; and</li> <li>(ii) condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, following the completion of construction, upgrading and decommissioning activities;</li> </ul> <p>(b) on completion of the dilapidation reports undertaken in B8(a)(i) and (ii) provide a copy to the relevant roads' authorities; and</p> <p>(c) repair the roads identified in condition B8(a)(i) and (ii) if dilapidation surveys identify that the roads have been damaged due to development-related traffic during construction, upgrading or decommissioning works in consultation with the relevant road authority.</p> <p>If there is a dispute between the Applicant and the relevant roads authority about repairs required under this condition then either party may refer the matter to the Planning Secretary for resolution.</p>	<p>Section 3.7.2</p> <p>Table 4.1</p>



Condition	Condition Requirements	Report Reference
<b>B9</b>	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 public road network.	Section 3.3 – parking Section 3.4 – access, internal roads and drainage
B10 Prior to commencing construction, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Planning Secretary. This plan must include:		
<b>B10(a)</b>	Details of the transport route to be used for all development-related traffic	Section 3.7
<b>B10(b)</b>	A reconciliation table to demonstrate all traffic-related management measures and recommendation measures identified in the EIS have been included in the plan	Section 4.6
<b>B10(c)(i)</b>	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 B8 of this consent	Section 4.6
<b>B10(c)(ii)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Temporary traffic controls, including detours and signage	Section 4.1 Appendix B
<b>B10(c)(iii)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Notifying the local community about development-related traffic impacts	Section 4.6
<b>B10(c)(iv)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Procedures for receiving and addressing complaints from the community about development-related traffic	Section 5.1.6
<b>B10(c)(v)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network	Section 4.6 Section 5.1.2
<b>B10(c)(vi)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Minimising potential cumulative traffic impacts with other projects in the area during construction, upgrading or decommissioning works	Section 3.7.3 Section 4.6 Section 4.5
<b>B10(c)(vii)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Minimising dirt tracked onto the public road network from development-related traffic	Section 4.6
<b>B10(c)(viii)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Measures for managing light vehicle peak numbers, including carpooling or ride sharing by employees	Section 3.3 Section 4.3
<b>B10(c)(ix)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Scheduling of heavy vehicle movements to minimise convoy length or platoons, and to minimise conflicts with light vehicles	Section 3.7
<b>B10(c)(x)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding	Section 4.6
<b>B10(c)(xi)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: Responding to any emergency repair or maintenance requirements	Section 4.4 Section 5.1.5
<b>B10(c)(xii)</b>	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: A traffic management system for managing heavy vehicles requiring escort	Section 5.2
<b>B10(d)(i)</b>	A driver's code of conduct that addresses: Driver fatigue	Section 5.1.4

Condition	Condition Requirements	Report Reference
<b>B10(d)(ii)</b>	A driver's code of conduct that addresses: Procedures to ensure drivers adhere to the designated transport routes and speed limits	Section 5.1.1 Section 5.1.2
<b>B10(d)(iii)</b>	A driver's code of conduct that addresses: Procedures to ensure that drivers implement safe driving practices	Section 5.1.3
<b>B10(e)</b>	A program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan	Section 4.6 Section 4.8
<b>B10(f)</b>	A flood response plan detailing procedures and options for emergency access to and from site in the event of flooding.	Section 3.7.2
<b>B17</b>	Unless the Planning Secretary agrees otherwise, the Applicant may only undertake road upgrades, construction, commissioning, demolition, upgrading or decommissioning activities on site between: (a) 7am to 6pm Monday to Friday; (b) 8am to 1pm Saturdays; and (c) at no time on Sundays and NSW public holidays.	Section 3.2
<b>B18</b>	The following activities may be carried outside the hours specified in condition B17 above: (a) commissioning activities that are inaudible at non-associated residences; (b) the delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons; and (c) emergency work to avoid the loss of life, property or prevent material harm to the environment.	Section 3.2
<b>C2</b>	The Applicant must: (a) update the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary prior to carrying out any upgrading or decommissioning activities on site; and (b) review and, if necessary, revise the strategies, plans or programs required under this consent to the satisfaction of the Planning Secretary within 1 month of the: (i) submission of an incident report under condition C10 of Schedule 2; (ii) submission of an audit report under condition C14 of Schedule 2; or (iii) any modification to the conditions of this consent.	(a) Section 1.5 (b) Table 6.1
<b>C3 (a)</b>	With the approval of the Planning Secretary, the development may be staged and the Applicant may: (a) prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program);	Section 1.5
<b>C10</b>	The Department must be notified in writing via the Major Projects website immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 6.	Section 7
<b>C11</b>	The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance.	Section 7
<b>C12</b>	A non-compliance notification must identify the development and the application number for it, 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. C13.	Section 7
<b>C13</b>	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance	Section 7



## 1.4 Purpose of this Report

The purpose of this report is to address OSOM vehicle movements, in addition to managing the impacts that the construction works will have on the existing traffic and transport conditions.

The primary objective of this report is to ensure that the construction impacts on the existing traffic and transport network are minimised. To achieve this objective, this TMP will:

- Provide a summary of the size of construction vehicles to be used during the different stages of construction and estimate the volume of construction vehicle trips during the construction period
- Identify the safest and most efficient construction vehicle routes
- Identify and outline appropriate controls to minimise construction impact to the existing conditions of the road network and overall safety of all road users
- Detail the required heavy vehicle movements requiring escort (OSOM vehicles) and associated traffic management system that will be implemented.

## 1.5 Staged Submission of this Plan

In accordance with the letter received from DPHI on 10 June 2025, the Project will be staged as follows:

- **Stage 1a:** commence road upgrades or maintenance works to the public road network, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying
- **Stage 1b:** commence construction including but not limited to, the carrying out of any earthworks on site and installation of any ancillary infrastructure (excluding the battery storage as defined the development consent)
- **Stage 1c:** continue construction including works associated with the BESS
- **Stage 1d:** continuation of BESS construction including movement of heavy vehicles requiring escort during construction as described in Condition B1(a)(iii) of Schedule 2 of Consent
- **Stage 2:** BESS Operation
- **Stage 3:** BESS Decommissioning.

In accordance with Condition C3 (a-c) of the consent (SSD 52786213), the Applicant has elected to stage the submission of the TMP. Staging was approved on 4 March 2025.

The TMP will be staged as follows:

- **Stage 1a-c:** Construction of the Project
- **Stage 1d:** Movement of heavy vehicles requiring escort (OSOM vehicle movements)
- **Stage 2:** Operations
- **Stage 3:** Decommissioning of the Project at end of life

This TMP addresses Stage 1a-d inclusively.

The TMP will be updated as necessary prior to the commencement of operations, decommissioning or upgrading. Consultation with the relevant stakeholders was conducted for Stage 1a-c and 2 prior to the commencement of construction, and subsequently Stage 1d to incorporate OSOM vehicle movements into this TMP. All later stages of the TMP will also include necessary consultation with the relevant stakeholders. Each staged revision of the TMP will be provided to the Secretary, prior to the commencement of each stage.

## 1.6 Administrative Conditions of Consent

In compliance with Condition A1 and as relevant to construction traffic management, the principal and primary contractor will implement all reasonable and feasible measures (including this TMP) to prevent and/or minimise any material harm to the environment that may result from the construction of the Project.

In compliance with Condition A2 and as relevant to construction traffic management, the principal and primary contractor will ensure that development is carried out generally in accordance with the EIS and conditions of the consent.

An Environmental Management Strategy (EMS) has been prepared for the project Environmental Management Strategy: Calala Battery Energy Storage System (GHD 2025) in response to Condition C1 of the Development Consent (SSD 52786213) issued by the NSW Government Minister for Planning and Public Spaces under the NSW Environmental Planning and Assessment Act 1979 (EP&A Act). The EMS provides the framework for environmental management of the



site construction and operations. The EMS identifies and documents the key environmental risks and mitigation measures implemented to ensure that the environmental objectives and legal obligations are met throughout the project.

The EMS provides an overarching framework which this TMP sits beneath within the administrative hierarchy. The TMP is consistent with reporting, compliance and project commitments prescribed by the EMS, and is bound by reporting, compliance and review mechanisms contained therein. If there is inconsistency between the documents, administrative controls of the EMS supersede the TMP. Prescribed management actions, procedures, targets and monitoring actions of the TMP may not be reduced by the EMS.

## 1.7 References

In preparing this report, reference has been made to the following:

- 57 Burgess Lane, Calala also known as 474 Calala Lane, Calala, Transport Impact Assessment, Prepared by Stantec, 2 November 2023 (TIA)
- Calala Battery Energy Storage System, Response to Submissions, Prepared by Stantec, 23 May 2024 (RTS)
- Traffic Control at Work Sites Technical Manual, TfNSW, February 2022
- Australian Standard AS1742.3:2019 'Manual of Uniform Traffic Control Devices – Traffic control for works on roads
- Austroads Guide to Temporary Traffic Management series (2021)
- Goonoo Goonoo Road (New England Highway) duplication – Tamworth, Submissions Report, Transport for NSW, June 2022.

## 1.8 Consultation

In accordance with the consultation requirements of Condition B10, draft copies of this TMP were provided to Council and TfNSW for comment, with follow up meetings and/or phone calls as required to elicit and clarify feedback. The TMP Revision A was updated in response to the comments received, as detailed in Table 1.2 and Table 1.3.

**Table 1.2 – TfNSW Comments**

TfNSW Comment	TMP Response
<p>Condition B10 (c)(viii) is not satisfied suitably. Limited detail is provided regarding pick up/ drop off locations and further information is required.</p> <p>Further feedback 17/04: Section 4.1 of Calala BESS Traffic Response Letter prepared by Stantec Australia, dated 23 May 2024 states, “up to 25 construction workers (30 per cent of staff) would be required to carpool with another construction worker to travel to site”. The TTMP has not provided any information on the enforcement, monitoring and accountability to ensure the project complies with this commitment that was made within the traffic assessment and assumptions within the TIA (which forms part of the EIS).</p>	<p>Section 3.3 of the TMP will be expanded to include the following text: Sufficient dedicated on-site worker parking will be provided, including formal on-site worker parking for 60 vehicles, with capacity for additional informal worker parking, as required. Equis Energy is committed to encouraging workers to carpool at all times to limit both vehicle movements and on-site parking demand where practical. No construction related vehicles will be permitted to park on public roads at any time. A drop-off and storage laydown area will be provided on-site for larger tools and equipment. As such, the parking impacts associated with construction workers will be negligible.</p> <p><b>Carpooling</b> Site workers with company utility vehicles will be requested as part of employment and/or site induction arrangements to transport other workers residing/ accommodated in the same or similar location (locations to be identified by the primary contractor upon commencement of construction), maximizing vehicle occupancy to transport up to four employees per vehicle between accommodation and the site. Subcontractors will be requested as part of subcontract arrangements to consolidate vehicles travelling between their business premises and the site. Carpooling will be a regular topic at daily pre-start meetings and operations meetings (SIMOPS). The transport assessment for the project requires carpooling for the peak construction period (estimated to be around 2 months) where the number of construction workers exceeds the 60 car spaces provided on-site. At any time that the construction workforce on-site exceeds 60 workers, the primary contractor will be responsible for monitoring the extent of carpooling to ensure that the on-site car parking demand does not exceed 60 vehicles, with feedback and reminders provided to subcontractors and workers at pre-start meetings and operations meetings.</p> <p><b>Public Transport</b> No public transport services are available on Calala Lane near the site access. As no footpaths are available on Calala Lane, it is not considered safe to encourage workers to walk from the nearest bus services. If there are any changes to public transport services during the construction period, the primary contractor will reassess this.</p>
<p>Condition B10 (c)(x) is not satisfied suitably in Section 4.5 Mitigation and Management Measures of the TMP. Further information is required on how impacts of local climate conditions that may affect road safety such as fog, dust, wet</p>	<p>TMP Table 4.1 – Mitigation and management measures, updated to include the following text under a new factor “Specific local climate conditions”: The primary contractor will monitor local weather forecasts and conditions, <a href="https://www.livetraffic.com/">https://www.livetraffic.com/</a> and where necessary communicate with Council regarding any potential road closures due to flooding. In the event of adverse weather conditions such as fog, dust (e.g. dust storm), wet weather and/or flooding:</p>

TfNSW Comment	TMP Response
<p>weather and flooding will be addressed during construction.</p> <p>Further feedback 17/04: Further detail is required on communication methods to notify drivers of conditions and any monitoring technology equipment installed in vehicles to assist with notifying drivers.</p>	<ul style="list-style-type: none"> <li>Primary contractor will issue notifications via phone, text and/or email (by the Site Manager/Supervisor) to site personnel, Equis Energy, subcontractors and/or suppliers upon becoming aware of any adverse weather conditions that require site closure or the need to temporarily halt, delay, or reroute vehicle movements (with any rerouting still in accordance with the approved routes and intersections).</li> <li>Drivers are to be advised to adhere to any Council announcements on flooding and comply with any road closure and rerouting procedures.</li> <li>Drivers are to be advised to cease all travel to and from the site during any unexpected extreme weather conditions.</li> <li>Drivers are to be advised to reduce speed and use headlights and/or hazard lights when necessary to improve visibility during any times of reduced visibility.</li> <li>Drivers are to be advised to maintain a safe following distance between vehicles to allow for clear visibility and reaction time.</li> </ul> <p>Drivers are to be advised to exercise extra caution when driving at dawn, dusk, or during poor weather, remaining vigilant for surroundings, people, wildlife, and livestock.</p>
<p>Condition B10 (c)(xi) is not satisfied suitably. Further information is required on how any emergency repair or maintenance requirements will be addressed during construction.</p>	<p>TMP Table 4.1 – Mitigation and management measures, updated to include the following text under the factor “Road repair and maintenance” in addition to the existing text on the road dilapidation survey process:</p> <ul style="list-style-type: none"> <li>Emergency road infrastructure repair or maintenance requirements during construction will be addressed as follows: <ul style="list-style-type: none"> <li>The primary contractor will complete a drive-through inspection of the heavy vehicle route for hazards or damage between the New England Highway and the Calala Lane site access on a weekly basis. This inspection will confirm that the route remains suitable for construction traffic use and identify any issues.</li> <li>Drivers will be instructed to inform the primary contractor of any identified hazards or damage.</li> <li>The primary contractor will be responsible for advising workers and drivers of the need to use caution at specific location(s) or temporarily halt, delay, or reroute vehicle movements, subject to approval.</li> <li>Any issues on or in the vicinity of the New England Highway will be notified to TfNSW via the 131 700 phone number or web report form (<a href="https://www.nsw.gov.au/departments-and-agencies/transport-for-nsw/contact-roads-and-waterways/online?enquiry=issue&amp;issue=roads&amp;subIssue=maintenance">https://www.nsw.gov.au/departments-and-agencies/transport-for-nsw/contact-roads-and-waterways/online?enquiry=issue&amp;issue=roads&amp;subIssue=maintenance</a>)</li> </ul> </li> </ul> <p>Any issues on Council roads will be reported via Council’s issue reporting phone number (02 6767 5555) or any other reporting mechanism agreed with Council as part of ongoing consultation/ communication.</p>

**Table 1.3 – Council Comments**

Council Comment	TMP Response
<p>It is noted that B-double vehicles will be impeded from entering the site if there is a vehicle holding in the outbound side of the access waiting to leave the site. We support this approach on the basis that the driver code of conduct and other associated site management plans will include two-way communication between drivers and site management. Adherence to this element of the overall management plan will be important.</p>	<p>TMP Table 4.1 – Mitigation and management measures, updated to include the following additional dot point under the factor “Access point requirements”:</p> <ul style="list-style-type: none"> <li>All inbound truck drivers are to contact site management on approach to the site access. Site management will hold any outgoing vehicles inside the site when large trucks (semi-trailers and B-doubles) are entering as these vehicles require the full driveway width.</li> </ul> <p>The above text has also been added to Section 5.1.2 Haulage Routes and Timing of Transport.</p>
<p>The only comment we would offer in terms of the detail is that the access should be sealed. This seal should extend for at least the length of a b-double. The TP’s on the pavement layout look like a logical termination point for the seal. We would also ask that you incorporate shaker bars at the inboard side of the seal, with flows directed to the creek line (with appropriate settling ponds to capture any mobilised silt and clay etc.).</p>	<p>TMP Table 4.1 – Mitigation and management measures, updated to include the following additional dot points under the factor “Access point requirements”:</p> <ul style="list-style-type: none"> <li>The access driveway will be sealed for a minimum distance of 26 metres, equal to the longest general construction vehicle accessing the site.</li> <li>Shaker bars will be installed on the inboard side of the sealed driveway to clean construction vehicle tyres before leaving the site. Any waste water flows will be directed to the creek line (with appropriate settling ponds to capture any mobilised silt and clay etc.)</li> </ul> <p>The Appendix A site access driveway plan has been updated to reflect the above.</p>
<p>Management of pavement dilapidation and repair triggers the requirement for a performance bond. We usually base this on \$4,000 per kilometre of nominated access road. In this case, the majority of the proposed route is robust sealed pavement. A nominal kilometre length will need to be agreed as the basis of the bond.</p>	<p>TMP Table 4.1 – Mitigation and management measures, updated to include the following additional dot points under the factor “Road repair and maintenance”:</p> <ul style="list-style-type: none"> <li>A performance bond will be agreed with Council as part of the management of pavement dilapidation and repair.</li> </ul>

Following consultation with TfNSW and Council, and subsequent acceptance of the TMP from both agencies, additional commentary was received from DPHI on 26 May 2025. The TMP Revision B was updated to address these comments. Responses to these comments were included in the supplementary comments register provided by DPHI.

TfNSW, Council and DPHI were consulted again between November 2025 and March 2026 with respect to OSOM vehicle movements for the project, with comments received as follows:

- Various meetings held with TRC throughout November and December 2025 identified concerns with the approved oversize, over-mass (OSOM) vehicle route via Calala Lane following Council's load assessment of Goonoo Goonoo Bridge No. 1 and No. 2 on Calala lane, which deemed both bridges structurally unsuitable for over-mass vehicle movements. In response, TRC provided its express direction that OSOM vehicles must travel using an alternative route via Kia Ora Lane, Ascot-Calala Road, Burgmanns Lane, Burgess Lane and Calala Lane.
- TfNSW sought advice regarding the TfNSW assets team, as the swept paths for the right turn from the New England Highway into Kia Ora Lane were tracking close to TfNSW drainage infrastructure on the western side of the intersection. The assets division have noted the drain is able to be traversed, however, where possible it is to be avoided by the swept path of the vehicle.
- DPHI provided editorial commentary/ mark-ups on 27 March 2026 which have been incorporated into the TMP.
- TRC confirmed via email on 13 April 2026 that there were no additional comments on the TMP.
- TfNSW provided conditional approval of the TMP via letter dated 13 April 2026, excluding the transformer deliveries. TfNSW comments are addressed in Table 1.4.
- DPHI requested minor editorial changes on 12 May to confirm that no physical road works were required for the OSOM vehicle movements.
- DPHI sent a letter dated 19 May 2026 requesting several updates to the OSOM TMP. These are addressed in Table 1.5.

Key consultation correspondence for the current revision (Revision C) is included in Appendix C.

**Table 1.4 – TfNSW OSOM Comments**

TfNSW Comment	TMP Response
<p>TfNSW also notes that the [Switchroom haulage contractor] TMP includes references to pilots escorting the load, stopping or managing traffic. Pilots escorting the OSOM load are not authorised to manage traffic. Accordingly, the TMP is to be reviewed and updated to remove these references and to identify appropriate alternative measures to manage traffic and safety risks, for example, the following protocols are to be considered:</p> <ul style="list-style-type: none"> <li>• Signage to improve visibility and alert drivers of the movement in the form of advanced warning signage;</li> <li>• Clear communication strategies and protocols regarding any road works along the route from Croydon Park to Calala;</li> <li>• Notification procedures for OSOM movements (inclusive of weekly schedule). Notification by operators can be emailed to <a href="mailto:roadmanager@transport.nsw.gov.au">roadmanager@transport.nsw.gov.au</a></li> </ul>	<p>The Switchroom haulage contractor TMP has been updated and additional protocols are included in Section 5.2. The haulage contractor TMPs are now included as Appendix D and NHVR Permits received to-date are included as Appendix E.</p>
<p>TfNSW recommends that the differing OSOM routes (Adelaide and Melbourne) be discussed with the Department of Planning, Housing, and Infrastructure.</p>	<p>The differing routes are necessary due to different origins of equipment. This has been discussed with DPHI and is addressed in Section 3.8.</p>
<p>TfNSW requests that the Calala BESS TMP be conditionally approved, on the basis that references to the transformer deliveries and the Transport Management Plan are removed and is subject to further consultation and an update with TfNSW, and approval by DPHI in advance of deliveries.</p>	<p>Noted. This TMP needs to outline all required OSOM deliveries for the project, however Stantec and Equis will continue to consult with TfNSW regarding the transformer deliveries and arrange for an updated transformer haulage contractor TMP if required.</p>



**Table 1.5 – DPHI OSOM Comments**

DPHI Comment	TMP Response
<p>Please address the following feedback and make the appropriate amendments and additions to the Traffic Management Plan as follows:</p> <ul style="list-style-type: none"> <li>include a commitment to maintain compliance with Development Consent (SSD- 52786213) for the routes from Adelaide and Melbourne;</li> </ul>	<p>Commitment added to Section 3.8 and compliance requirement added to Table 6.1.</p>
<ul style="list-style-type: none"> <li>include summary of proposed Adelaide and Melbourne routes for each of the six OSOM movements;</li> </ul>	<p>Summary of the two routes added to added to Section 3.8, with Table 3.5 updated to include the origin for each OSOM movement.</p>
<ul style="list-style-type: none"> <li>include a commitment to adhere to both Adelaide and Melbourne haulage contractor's TMPs and NHVR permit (as approved or updated) for each OSOM movement;</li> </ul>	<p>Commitment added to Section 3.8.</p>
<ul style="list-style-type: none"> <li>include both Adelaide and Melbourne haulage contractor's TMPs as appendices</li> </ul>	<p>Haulage contractor TMPs included in Appendix D and NHVR permits included in Appendix E.</p>
<ul style="list-style-type: none"> <li>include a commitment that no physical works or upgrades are required for either Adelaide or Melbourne routes within NSW; and</li> </ul>	<p>Commitment added to Section 3.8.</p>
<ul style="list-style-type: none"> <li>include a commitment to provide sufficient advance notification to the road authorities of the movements, noting that the movements may be managed via pilot escort or police escort (as agreed by TfNSW).</li> </ul>	<p>Commitment added to Section 3.8.</p>



## 2. Existing Conditions

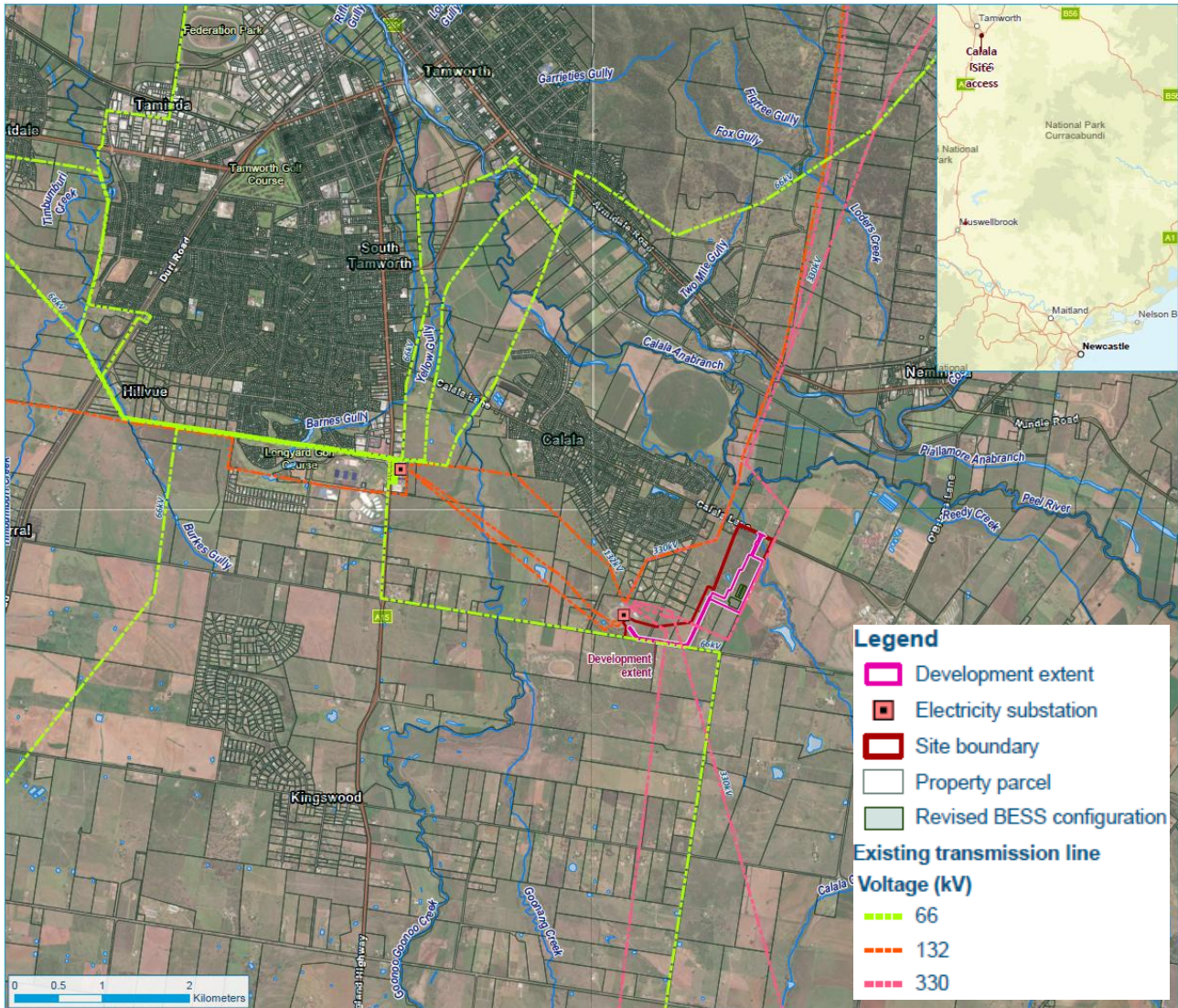
### 2.1 Location

The site is located at 474 Calala Lane, Calala, and identified as Lot 17 DP629969, around five kilometres south-east of South Tamworth and one kilometre from the Calala town centre. The site covers 36.24 hectares and has a single site frontage to Calala Lane. It is about one kilometre north-east of the Transgrid Tamworth Substation.

Vehicular access to/ from Tamworth is provided via Calala Lane along the northern boundary of the site.

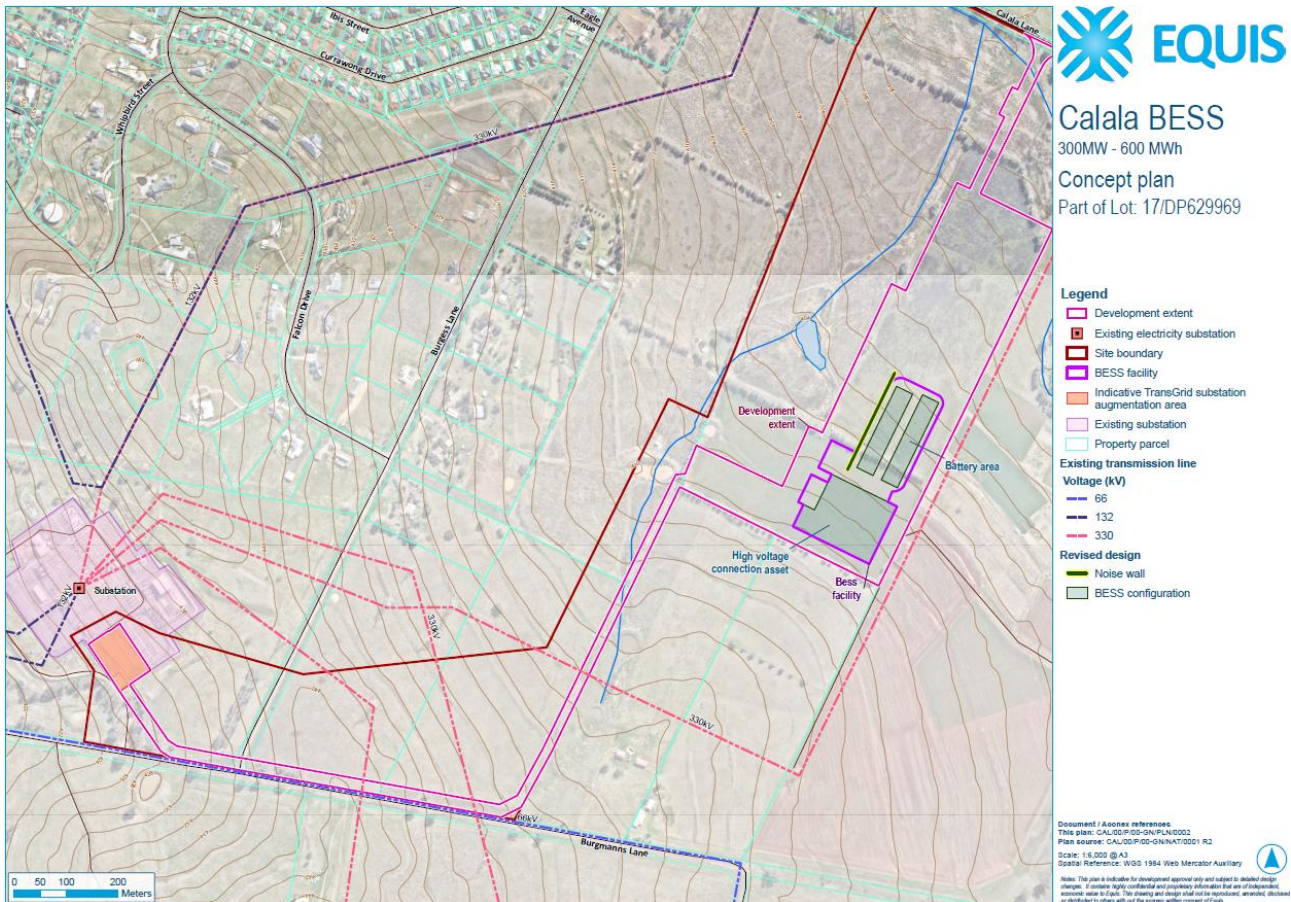
The location of the site and its surrounding environs is shown in Figure 2.1, with the site layout illustrated in Figure 2.2.

**Figure 2.1 – Site location and surrounding environs**



Source: Tamworth NSW BESS Regional Context, Equis Energy, 10 June 2025

**Figure 2.2 –Site Layout**



Source: Calala BESS Concept Plan, Equis, exported 10 June 2025

## 2.2 Road Network

### 2.2.1 Adjoining Roads

#### Calala Lane

Calala Lane is classified as a Local Road and generally aligned in an east-west direction. Near the site, it is a two-way road configured with one traffic lane in each direction, set within an approximate 7-metre-wide carriageway with no road shoulders. Calala Lane has a posted speed limit of 100 kilometres per hour near the site.

Traffic volume data collected in February 2023 indicated that the average daily traffic volume is around 3,300 vehicles per day (two-way) over a seven-day period with approximately 1,700 vehicles eastbound and 1,600 vehicles westbound.

The peak weekday traffic volumes occur between 8:00am to 9:00am and 3:00pm to 4:00pm. Around 370 (200 eastbound and 170 westbound) and 340 (155 eastbound and 185 westbound) vehicles travel along Calala Lane during the weekday AM and PM peak hours, respectively.

#### Goonoo Goonoo Road

Goonoo Goonoo Road is classified as a State Road and aligned in a north-south direction west of the site. North of where Goonoo Goonoo Road intersects with Calala Lane, it is a divided carriageway configured with two traffic lanes in each direction, with each side of the road measuring approximately 12-metres-wide. Dedicated on-street cycle lanes are provided on both sides of the road. South of where Goonoo Goonoo Road intersects with Calala Lane, the road is an undivided carriageway configured with one traffic lane in each direction. The width of the sealed carriageway measures approximately 8 metres wide, however there are also informal, unsealed parking areas on both sides of the road.

The Australian and NSW Governments are investing \$40 million into the Goonoo Goonoo Road (New England Highway) duplication between Jack Smyth Drive and Calala Lane at the southern end of Tamworth. The duplication will address existing congestion, provide for future traffic growth, and improve road safety. Key features of the proposal as they relate to the site include:

- Calala Lane intersection upgraded from roundabout to signals.





### 3. Overview of Construction Activities

#### 3.1 Description of Construction Activities

##### 3.1.1 Construction Program and Site Layout

The expected duration of the works is approximately 18 months commencing approximately in Q2 2025 and concluding approximately in Q4 2026, subject to the necessary construction approvals. The indicative key milestones for the Project are shown in Table 3.1, with details of the main activities and duration of each stage. Some overlap of stages is expected.

**Table 3.1 – Indicative construction stages**

Phase	Month																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Construction of site access point off Calala Lane	█																	
Site mobilisation		█																
Clearing of surface vegetation and installing security fences		█																
Benching of site		█	█	█	█													
Delivery of components and equipment		█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Installation of components and commissioning														█	█	█	█	█
Site rehabilitation, landscaping and vegetation works																		█
Site demobilization																		█

##### 3.1.2 Roles and Responsibilities

Key roles and associated traffic management responsibilities are outlined in Table 3.2. Specific responsibilities for traffic management and mitigation measures are detailed in Table 4.1, with responsibilities for monitoring and reporting of TMP measures detailed in Table 6.1.

**Table 3.2 – TMP Roles and Responsibilities**

Role	Responsibilities
Principal (Equis Energy) <ul style="list-style-type: none"> <li>• Director Project Delivery</li> <li>• Community Engagement Manager</li> </ul>	The Principal is responsible for the overall implementation of the TMP and traffic management on site. Key responsibilities include: <ul style="list-style-type: none"> <li>• Reviewing and endorsing the TMP as required.</li> <li>• Maintaining compliance with relevant legislation, conditions of approval and any licences.</li> <li>• Reporting any incidents or non-compliances to the relevant authorities within the required timeframes.</li> <li>• Responding to community complaints and enquiries.</li> <li>• Liaison with stakeholder agencies, proponents of other nearby construction projects, and community groups where required.</li> <li>• Providing sufficient resources to meet the requirements of this TMP.</li> </ul>
Contractor <ul style="list-style-type: none"> <li>• Site Manager</li> <li>• Site Management Personnel</li> </ul>	The contractor’s site manager is responsible for day-to-day implementation of the TMP and traffic management on site, with specific responsibilities delegated to other site management personnel where required during periods of significant site activity. Key responsibilities include: <ul style="list-style-type: none"> <li>• Managing the day-to-day site issues with respect to the movement of authorised vehicles within the construction area and ensuring all vehicles enter/ exit the site in a forward direction</li> <li>• Adherence to maximum hourly and daily construction vehicle movements (recording all entering and exiting heavy vehicles on a daily basis), vehicle routes and scheduling deliveries to avoid convoys as well as school zones during school zone hours</li> </ul>

Role	Responsibilities
	<ul style="list-style-type: none"> <li>• Adherence to on-site parking requirements</li> <li>• Monitoring site access roads and the site access for condition, covering of loads, dirt or loose material being tracked onto the public road network, any associated impacts on roadside drainage and maintenance of internal access roads (including shaker bars etc.)</li> <li>• Logging complaints from the public in relation to traffic management.</li> <li>• Communicating and continued reinforcement of the requirements of this TMP and through toolbox talks, Purchase Orders, Project Directions and Delivery Requirements</li> <li>• Emergency site access management as a result of internal or external issues, including extreme weather/ flood response</li> <li>• Maintaining records associated with the implementation of this TMP and monthly reporting to the principal.</li> </ul>
Traffic management subcontractor and/or accredited traffic management personnel	Traffic management subcontractor (where appointed) and/or accredited traffic management personnel are responsible for the implementation, checking and maintenance of temporary traffic management signage on the public road network, as well as instructing accredited traffic controllers if in use.
Haulage contractor	<p>The haulage contractor will be responsible for the transport of OSOM components to the site, including</p> <ul style="list-style-type: none"> <li>• Compliance with NHVR requirements at all times</li> <li>• Compliance with the requirements of the development consent</li> <li>• Compliance with the requirements of this TMP, travel routes and the Heavy Vehicles Requiring Escort Protocols</li> <li>• Adherence to any directions given by the principal, site manager, site management personnel and traffic controllers with respect to traffic management and site access</li> <li>• Provision of site induction for all drivers and support staff including drivers code of conduct, driver behaviour, approved route</li> <li>• Planning the transport of OSOM loads, including any mitigation measures required.</li> </ul>
Construction workers and vehicle/ machine operators	<p>Construction workers and vehicle/ machine operators on-site and/or travelling to/from site (including subcontractors and delivery drivers) are responsible for:</p> <ul style="list-style-type: none"> <li>• Compliance with the NSW Road Rules at all times</li> <li>• Compliance with the requirements of this TMP, travel routes and the drivers' code of conduct</li> <li>• Using the contractor's electronic booking system for any heavy vehicle movements, adhering to allocated timeslots and contacting designated site management personnel on approach to the site</li> <li>• Adherence to any directions given by the principal, site manager, site management personnel and traffic controllers with respect to traffic management and site access.</li> <li>• Reporting to a line manager or the site manager when an incident occurs and taking measures to respond to the incident.</li> </ul>

## 3.2 Work Hours

In accordance with Condition B17, construction work will be completed in accordance with the development consent conditions, with the typical work hours as follows:

- Monday to Friday: 7:00am to 6:00pm
- Saturdays: 8:00am to 1:00pm
- Sundays/ public holiday: No work.

The head contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval from the Planning Secretary.

It is noted that Condition B18 notes that the following activities may be carried outside the hours specified above:

- Commissioning activities that are inaudible at non-associated residences
- The delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons
- Emergency work to avoid the loss of life, property or prevent material harm to the environment.

### 3.3 Construction Worker Parking

The anticipated number of construction workers on site for each month is detailed in Table 3.3. For the majority of the construction program, between three and 37 construction workers are expected on site each day. Peak activity is expected to occur over a four-month period, with between 68 and 85 construction workers expected on site each day.

**Table 3.3 – Indicative number of on-site construction workers**

	Month																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Daily Construction Workers	3	4	68	71	81	85	37	36	27	27	27	27	27	27	13	13	6	7

Construction workers are expected to use accommodation available within Tamworth and the surrounds.

Sufficient dedicated on-site worker parking will be provided, including formal on-site worker parking for 60 vehicles, inclusive of the principal’s staff where required, with capacity for additional informal worker parking as required. Informal parking will be utilised on-site while car parking is being constructed at the commencement of construction. Equis Energy is committed to encouraging workers to carpool at all times to limit both vehicle movements and on-site parking demand where practical. In compliance with Condition B9(b), the site manager will be responsible for providing sufficient parking on site for all vehicles and no construction related vehicles will be permitted to park on public roads at any time. A drop-off and storage laydown area will be provided on-site for larger tools and equipment. As such, the parking impacts associated with construction workers will be negligible. No formal parking is provided for larger vehicles. Any larger vehicles required for specific trades or tasks will be accommodated at the specific work location on-site. Negligible visitors are expected.

#### **Carpooling**

Site workers with company utility vehicles will be requested as part of employment and/or site induction arrangements to transport other workers residing/ accommodated in the same or similar location (locations to be identified by the primary contractor upon commencement of construction), maximizing vehicle occupancy to transport up to four employees per vehicle between accommodation and the site. Subcontractors will be requested as part of subcontract arrangements to consolidate vehicles travelling between their business premises and the site. Carpooling will be a regular topic at daily pre-start meetings and operations (SIMOPS) meetings.

The transport assessment for the project requires carpooling for the peak construction period (estimated to be around 2 months) where the number of construction workers exceeds the 60 car spaces provided on-site. At any time that the construction workforce on-site exceeds 60 workers, the primary contractor will be responsible for monitoring the extent of carpooling to ensure that the on-site car parking demand does not exceed 60 vehicles, with feedback and reminders provided to subcontractors and workers at pre-start meetings and operations meetings.

#### **Public Transport**

No public transport services are available on Calala Lane near the site access. As no footpaths are available on Calala Lane, it is not considered safe to encourage workers to walk from the nearest bus services. If there are any changes to public transport services during the construction period, the primary contractor will reassess this.

### 3.4 Construction Site Access

Vehicle access is via a new access driveway on Calala Lane in the north-east corner of the site. In accordance with Condition B5, all vehicles associated with the development will enter and exit the site via this site access point. In accordance with Condition B6, the vehicle access has been designed and constructed in accordance with the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS2890.2:2018), to accommodate the largest vehicles accessing the site. The proposed site access driveway is in a good location with respect to road safety, with Calala Lane sight lines in both directions that exceed all relevant Austroads and Australian Standard requirements.

In compliance with Condition B9(a) the internal roads have been constructed as all-weather roads, with dust suppression as required during dry weather conditions.

Details of the proposed site access dimensions and proposed extents are highlighted in Appendix A. Section 138 approval was granted by Council to undertake works within the road reserve prior to the site access being constructed. Roadside drainage will not be impacted by the driveway, with drainage swales provided in the driveway design approved by Council, and therefore complies with Condition B9(d).

Construction vehicle access to the site will be subject to a range of light and heavy vehicle types, with larger vehicles including Over Size Over Mass (OSOM) vehicles up to approximately 36 metres long (refer to Table 3.5). In compliance with Condition B4, OSOM vehicles will approach and depart the site to the west under traffic management control. Unrestricted heavy vehicles (up to a 26 metre B-Double) will approach and depart the site to the east, with no traffic control required to stop through traffic on Calala Lane.

In compliance with Condition B4, light vehicles will approach and depart the site to/from the west on Calala Lane.

In accordance with Condition B9(d), loading and unloading will only take place on site and all vehicles will enter and exit in a forward direction.

Given there are no existing footpaths on Calala Lane near the proposed site access location, accredited traffic controllers will not be required to manage pedestrian movements when construction vehicles are entering/ exiting the site.

Queuing or marshalling of construction vehicles will not be permitted on the road network, with call-up procedures to be put in place to manage arrivals.

## 3.5 Construction Vehicle Types

Construction of the Project involves a combination of OSOM vehicles, heavy vehicles and light vehicles. Construction traffic will be generated by the delivery of equipment and materials, as well as construction workers travelling to and from the site daily, using a combination of heavy and light vehicles as detailed below.

### Over Size and Over Mass (OSOM) Vehicles

Construction of the Project also requires OSOM vehicles to transport six large indivisible items to the site using prime movers with various specialist trailer combinations of up to approximately 36 metres total length. These are addressed further in Section 3.8.

### Heavy Vehicles

The site will have various types of heavy construction vehicles accessing the site. Typical heavy vehicles likely to be generated by construction activities include:

- 6.4 metre small rigid vehicles (SRV)
- 8.8 metre medium rigid vehicles (MRV)
- 12.5 metre heavy rigid vehicles (HRV)
- 19 metre side loader
- 20 metre semi-trailers
- 26 metre B-Doubles.

The largest heavy vehicle required for general construction activity is a 26 metre B-Double. In accordance with Condition B1(b), the length of any vehicles (excluding heavy vehicles requiring escort) used for construction will not exceed 26 metres.

Other construction vehicles to be used internally within the site during certain activities, including access road construction, cable trench digging and benching include, though not limited to the following:

- articulated dump trucks (Moxy's)
- medium wheel loaders
- crawler dozers (bulldozers)
- graders
- ditch witch (trenchers).

### Light Vehicles

Most vehicle trips will typically be light vehicle movements (attributed to the Project personnel and workers) comprising all cars, vans, 4WD's and utility vehicles.



## 3.6 Construction Traffic Volumes

In accordance with Condition B1, general construction traffic activity for the project is limited to:

- 120 heavy vehicle movements a day (a maximum of 22 heavy vehicles movements per hour)
- 100 light vehicle movements a day

In addition, there will be a maximum of 7 movements of a heavy vehicle requiring escort during construction, upgrading, or decommissioning.

For the majority of the construction program (10-12 of the planned 18 months), the site is expected to generate around 150 vehicles (one-way) per day, comprising around 70 light vehicles and 80 trucks. For the peak minimum period of two months (which will occur within the initial 10-12 month period), the site is expected to generate peak traffic movements of around 220 vehicles (one-way) per day, comprising 100 light vehicles and 120 trucks. The remaining duration of the Project is expected to generate an average of 120 vehicles, comprising of 70 light vehicles and 50 trucks.

Deliveries will go directly to the required location on-site or to the storage laydown area, with no formal delivery vehicle parking required or provided. Adequate vehicle turning areas will be available at all times.

A breakdown of the anticipated traffic generation estimates by type of vehicle is provided in Table 3.4.

**Table 3.4 – Daily construction traffic volumes**

Type of Vehicle	Average traffic generation (vehicles per day)	Peak Traffic Generation (vehicles per day)	Average traffic generation (vehicles per day)
	Initial 10 to 12 month period (Civil Works)	2 month+ period (during Civil Works)	Remaining duration of the Project (around 4 to 6 months)
<b>Light Vehicles</b>	70	100	70
<b>Heavy Vehicles</b>	80	120	50
<b>Total Vehicles</b>	<b>150</b>	<b>220</b>	<b>120</b>

The site manager will ensure that the development does not generate more vehicles than identified in Table 3.4. The site manager will implement an electronic vehicle booking system to manage planned daily vehicle movements and hourly heavy vehicle movements, as well as avoid convoys/ platoons. Monitoring will be the responsibility of site management personnel and will occur via a manually recorded vehicle register or an automatic vehicle detection camera at the site access. Site management personnel will make adjustments to scheduling to ensure exceedances do not occur and/or address deviation from times during toolbox talks or directly with individual subcontractors, workers or drivers as appropriate. Any exceedance of the traffic volume limits will be included in the monthly report to the principal for the duration of construction.

## 3.7 Construction Vehicle Routes

### 3.7.1 Overview

Heavy vehicle movements will be restricted to designated routes and confined to the State and Regional Roads. Truck drivers will be advised of the designated heavy vehicle routes to and from the site. The directional distribution and assignment of traffic will be influenced by several factors, most notably the origin/ destination of materials, configuration of the arterial road network and the approved NSW B-Double road network.

Heavy vehicle routes to/ from the construction site, as shown in Figure 3.1 have been identified with the aim of minimising the impact of construction traffic on the surrounding road network. This route begins from the State road network at New England Highway north of the site, and then consists of Nundle Road, O'Briens Lane and Calala Lane (all local roads).

In accordance with Condition B3, all heavy vehicles associated with the development will travel to and from the site via New England Highway, Nundle Road, O'Briens Lane and Calala Lane.

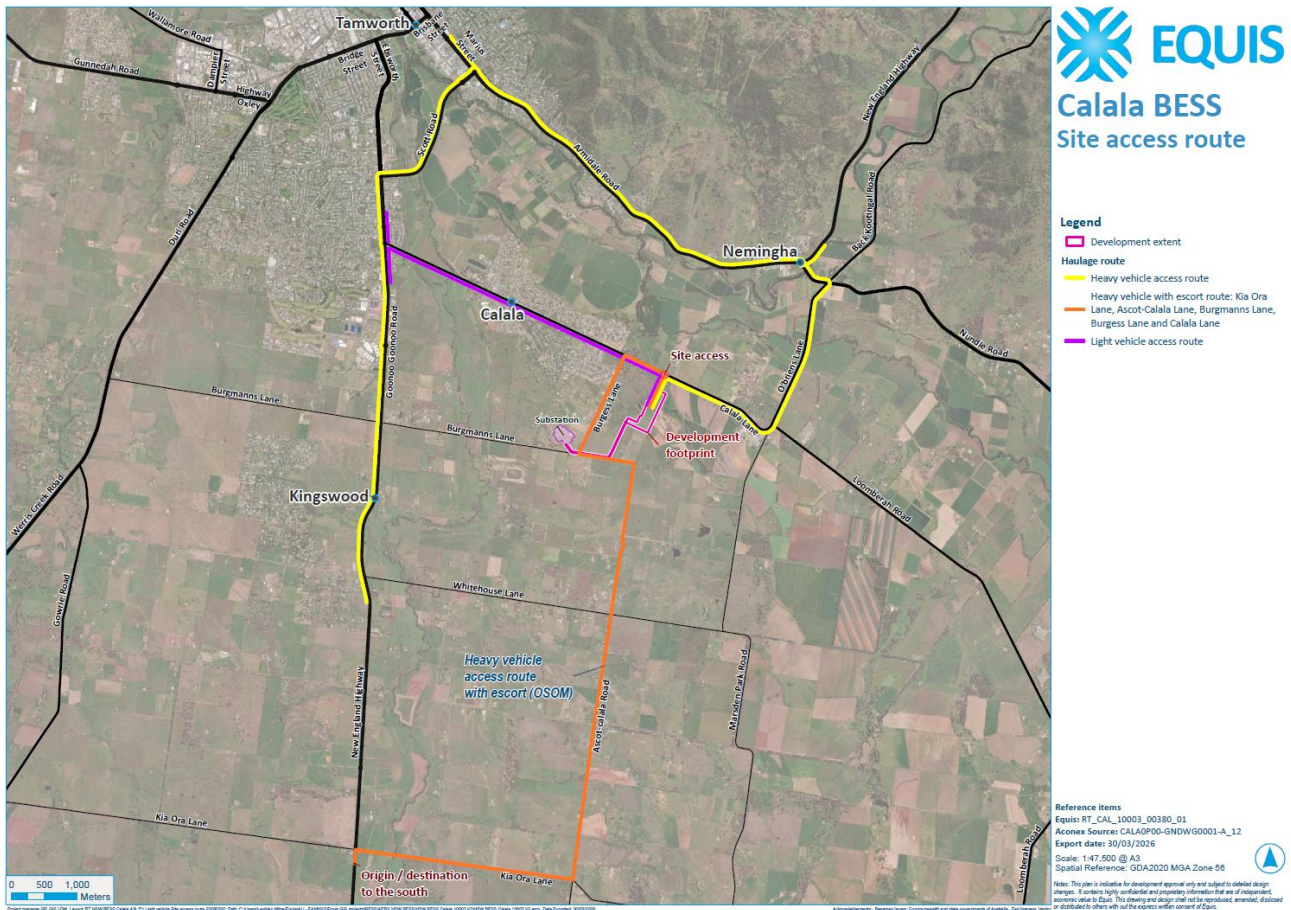
In compliance with Condition B4, heavy (OSOM) vehicles requiring escort will approach and depart the Calala Lane site access via Kia Ora Lane from Goonoo Goonoo Road (New England Highway), then Ascot-Calala Road, Burgmanns Lane, Burgess Lane and Calala Lane to the site access, as shown in Figure 3.1.

In compliance with Condition B4, light vehicles will approach and depart the site to/from the west on Calala Lane, as shown in Figure 3.1. Further, all vehicles associated with the development will enter and exit the site via the site access

point off Calala Lane, in accordance with Condition B5. The site manager will be responsible for ensuring details of approved access routes are provided to all workers and reinforced through toolbox talks.

The site manager will be responsible for conducting weekly spot checks of vehicle turning movements at the site access driveway noting that heavy vehicles using the above approved route will only be turning left-in and right-out of the site access, and light vehicles will only be turning right-in and left-out of the site access. The site manager is to check that all loads are covered as part of these spot checks. The site manager will be responsible for addressing any non-compliance with the individual worker, supplier or subcontractor, with potential site exclusion as detailed in Section 6.

**Figure 3.1 – Heavy vehicle approach and departure routes**



Source: Equis, 2026

It has been identified that there is community concern over the number of heavy vehicles and associated noise that may be created by heavy vehicles travelling through the Calala township. Consequently, heavy vehicles up to 26 metre B-Doubles will use Nundle Road, O'Briens Lane and Calala Lane (shown in yellow in Figure 3.2) in order to avoid the Calala township.

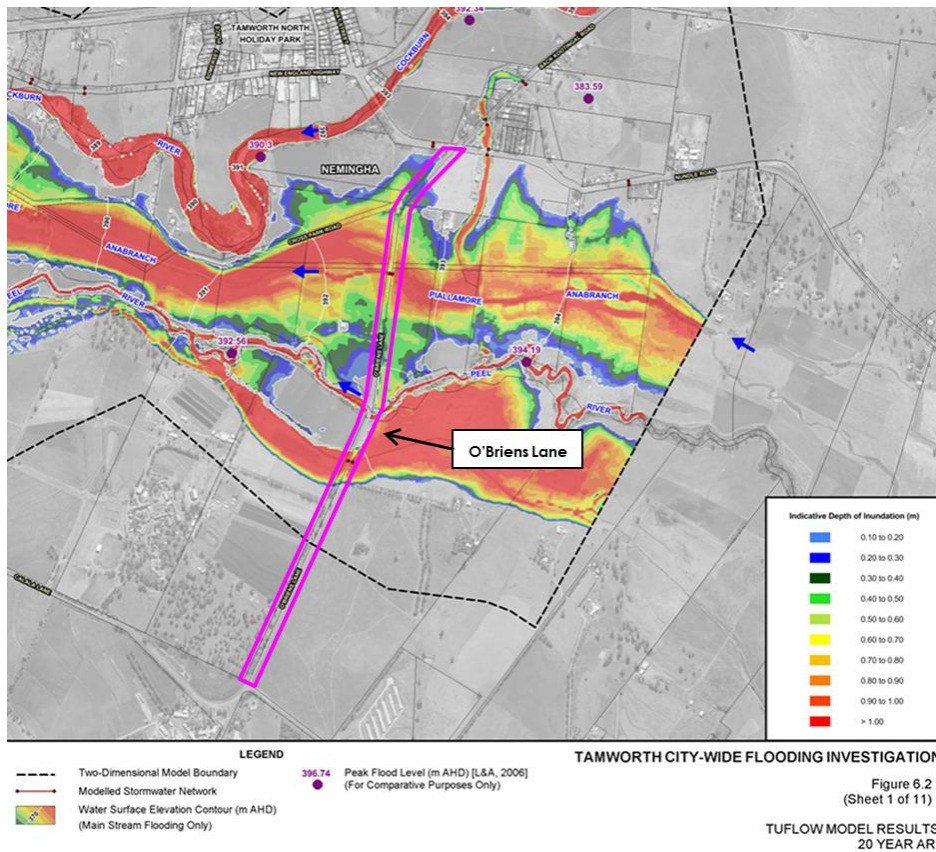
The use of a dedicated heavy vehicle construction route to the north assists in minimising the traffic impact of the development to the Calala township, noting that light vehicles associated with construction (including staff) will continue to be permitted to travel along Calala Lane directly to/from Goonoo Goonoo Road.

### 3.7.2 Heavy Vehicle Travel Permit

A travel permit is required from Tamworth Council for heavy vehicles with loads over 25 tonnes to travel on O'Briens Lane. Following consultation with Council, it is understood that this road may be subject to flooding during periods of heavy rainfall. Figure 3.2 shows the extent of a 1-in-20-year flooding event in relation to the proposed heavy vehicle route along O'Briens Lane.

As Tamworth is located near the top of the catchment area, the duration of inundation is anticipated to be less than one day, or between 1-2 days during a major rain event. If any of the heavy vehicle access route is impacted by flooding of the Peel River, it is likely that Goonoo Goonoo Creek would also flood and prevent travel along Calala Lane and Whitehouse Lane. Therefore, if flooding occurred on any of the heavy vehicle route roads, heavy vehicle access will be postponed until the roads become useable again.

**Figure 3.2 – Tamworth city-wide flooding investigation 20-year ARI (Lyll & Associates, 2019)**



Base image source: The Tamworth City-wide flood Investigation Volume 2 May 2019

As referred to in the Response to Submissions letter dated 23 May 2024, Council has confirmed in-principle that heavy vehicles with loads over 25 tonnes will be permitted on O'Briens Lane, subject to dry weather, dilapidation assessment and any necessary corrective works during the BESS establishment phase.

The dilapidation assessment has been addressed separately to this TMP in accordance with Condition B8 and was completed prior to construction commencement. All requirements of Council will be met.

A dilapidation assessment in accordance with Condition B8 will also be prepared for the OSOM vehicle transport route via Kia Ora Lane, prior to use.

### 3.7.3 Heavy Vehicle Impacts

Based on the approximated construction volume estimates during the absolute peak construction traffic conditions, around nine to 22 heavy vehicle movements per hour are expected to travel along the heavy vehicle route. This is equivalent to one heavy vehicle every three to seven minutes. These values are modest and not expected to impact the operation of the proposed heavy vehicle route.

It is noted that these volumes are estimated to only occur during the peak two months of construction and throughout the remainder of the construction program, would be expected to be much lower than the peak.

In addition, a channelised right turn lane and short auxiliary left turn lane are provided on New England Highway at the Nundle Road intersection, minimising the interference of heavy vehicle turning movements with through traffic on New England Highway.

## 3.8 Heavy (OSOM) Vehicles Requiring Escort

Construction of the Project also requires OSOM vehicles to transport several large indivisible items to the site. Six OSOM vehicles will access the site via Calala Lane, comprising:

- two Power Transformers
- two Switchroom/ Control Buildings
- one O&M Building
- one ASB Building.

The maximum associated dimensions are a loaded vehicle height of 5.35 metres (Power Transformer) and a load width of 4.5 metres (Switchroom/ Control Buildings).

In accordance with Condition B10(c)(xii), a traffic management system for managing heavy (OSOM) vehicles requiring escort will be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:

- Preparation of a TMP by the haulage contractor applicable to each OSOM vehicle load above
- The haulage contractor obtaining an OSOM permit from the NHVR
- Implementation of Heavy Vehicles Requiring Escort Protocols (described further in Section 5.2)
- The haulage contractor notifying the site manager of intended OSOM travel dates and itinerary
- The site manager notifying TfNSW of intended OSOM travel dates and itinerary via email to [roadmanager@transport.nsw.gov.au](mailto:roadmanager@transport.nsw.gov.au)
- The site manager restricting vehicle movements at the site access during OSOM deliveries such that there are no conflicts.

The primary contractor will be responsible for using an appropriately accredited and compliant haulage contractor for haulage of any items to site. The haulage contractor will have experience in transporting similar loads and be responsible for obtaining all required approvals and permits from Transport for NSW or National Heavy Vehicle Regulator and Councils and for complying with conditions specified in the approvals.

In accordance with Condition B7, prior to the use of heavy vehicles requiring escort on the public road network, all relevant approvals must be obtained and implemented (including for any road upgrades that may be required, however no such road upgrades have been identified and no road upgrade works are proposed), from the point of origin to the New England Highway/ Kia Ora Lane intersection (as approved by DPHI). Only the approved route between this intersection and the Calala Lane site access will be used (as shown in Figure 3.1).

It is noted that the origin(s) of OSOM deliveries have changed since the preparation of the EIS, as equipment suppliers were not known at that time. The EIS stated that *“For the purposes of SSDA approval, an OSOM vehicle route has been reviewed in detail to better understand the impact of OSOM vehicle movements on the road network and to confirm an appropriate route is available for OSOM travel. The OSOM route would be subject to further review and finalisation following engagement of a contractor and subsequent preparation of the Transport Management Plan (and following SSDA approval). All relevant requirements relating to OSOM vehicle movements will be detailed in the TMP, to be prepared as a required by the development consent conditions prior to construction and approved by the Secretary of the NSW Department of Planning, Industry and Environment.”* Accordingly, Condition B7 is worded as “the point of origin” in recognition that the OSOM vehicle route was subject to change.

The site manager, in conjunction with the haulage contractor, is responsible for maintaining compliance with the Development Consent (SSD- 52786213) with respect to the OSOM haulage routes from Adelaide and Melbourne.

The appointed haulage contractors have prepared TMPs addressing the specific OSOM vehicle movements between the point of origin and site in accordance with Condition B7, to accompany an OSOM permit application to the National Heavy Vehicle Regulator. These TMPs are included in Appendix D as follows:

- Appendix D.1 - HiSpec Haulage TMP for Switchroom Buildings, O&M Building and ASB Building (followed by supplementary vehicle swept path analysis prepared by Stantec)
- Appendix D.2 - Ares Transport TMP for Power Transformers

The NHVR Permits received to-date are included in Appendix E.

The site manager, in conjunction with the haulage contractor, is responsible for ensuring that each OSOM vehicle movement complies with the relevant TMP above and associated NHVR permit (as approved or updated).



The haulage contractors have confirmed that no physical works or upgrades are required for either Adelaide or Melbourne routes within NSW, as demonstrated through the TMPs and associated vehicle swept path analysis. The project manager will be responsible for ensuring that no physical road works are required or undertaken for the OSOM haulage routes.

The appointed haulage contractors will be responsible for assessing anticipated weather conditions for each proposed trip between the point of origin and the site, including the need to suspend travel during and/or immediately after periods of prolonged rainfall, in order prevent road pavement damage and manage road safety risks.

The OSOM vehicle access has been considered for the delivery vehicles nominated by the transport contractor, as summarised in Table 3.5.

**Table 3.5 – Proposed OSOM Vehicle Specifications**

Load	Vehicle/ Description	Dimensions (m) (length x width)	Number of Vehicles	Point of Origin
Switchroom/ Control Building	Prime Mover with 6-axle trailer	35.99 m x 4.5 m	2	Croydon Park, South Australia
Power Transformer	Prime Mover with 12-axle dolly trailer	32.794 m x 4.3 m	2	Glen Waverley, Victoria
O&M Building	Prime Mover with 6-axle trailer	30 m x 4.5 m (TBC)	1	Croydon Park, South Australia
ASB Building	Prime Mover with 3-axle trailer	26.666 m x 4.15 m	1	Croydon Park, South Australia
<b>Total</b>			<b>6</b>	

The routes being used for the OSOM vehicle movements are as follows (see Appendix D for further details):

- **Glen Waverley to Calala** via Springvale Road, Ferntree Gully Road, M3 Eastlink, Canterbury Road, Springvale Road, Mitcham Road/Doncaster Road, Williamsons Road, Lower Heidelberg Road, Hume Hwy, Broadford-Kilmore Road, Seymour Road, Murray Valley Hwy, Goulburn Valley Hwy, Dean Street, Jerilderie Street, Newell Hwy, Whitton Street, Showground Road, Compton Road, Newell Hwy, Dowling Street, Newell Hwy, Victoria Street, Tompson Street, Bourke Street, Castlereagh Hwy, Dalgarno Street, Newell Hwy, Oxley Hwy, Kamilaroi Hwy, New England Hwy, Kia Ora Lane, Ascot-Calala Road, Burgmanns Lane, Burgess Lane, Calala Lane.
- **Croydon Park to Calala** via Regency Road, Rickaby Street, Regency Road, South Road, North South Motorway, Northern Connector, Northern Expressway, Sturt Highway, Horrocks Highway, Barrier Highway, Copperhouse Road, Copperhouse Street, West Street, Barrier Highway, Rakow Street, Creedon Street, Gaffney Street, South Road, Crystal Street, Menindee Road, Argent Street, Barrier Highway, Mitchell Highway, Oxley Highway, Industrial Access Road, Oxley Highway, Warren Road, Hargraves Lane, Newell Highway, Edwards Street, Namoi Street, Saleyard Road, Gardener Street, Newell Highway, Oxley Highway, Warrabungle Street, Bloomfield Street, Oxley Highway, Kamilaroi Highway, New England Highway, Kia Ora Lane, Ascot-Calala Road, Burgmanns Lane, Burgess Lane, Calala Lane.

## 4. Construction Traffic Management

### 4.1 Traffic Guidance Schemes

Detailed information for work site operations is contained in the Traffic Control at Work Sites Technical Manual (TfNSW, 2022). The control of traffic at work sites must be undertaken while working on public roads with reference to SafeWork requirements and any other Workplace Health and Safety manuals.

An overview Traffic Guidance Scheme (TGS) plan is provided in Appendix B, which generally includes the following considerations:

- Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site.
- All passing vehicles to maintain priority where possible.
- Clear definition of the work site boundary to be provided by erection of A Class hoardings around the site boundaries.
- All signage will be clean, clearly visible and not obscured.
- All construction vehicle activity will be minimised during peak periods, where possible.

While the TGS has been prepared showing traffic controllers stopping traffic to manage construction vehicle movements in and out of the site, it is expected that this will only be required for semi-trailers and B-Doubles. The relevant signs applicable for traffic controllers will be covered when the driveway is operating under standard priority arrangements.

There is no pedestrian and cyclist infrastructure along the site frontage, hence these movements are not expected to be impacted.

### 4.2 Construction of the Site Access

The Site Access point has been constructed generally in accordance with the Site Access concept plan shown in DA Appendix 4.

Construction of the Site Access point was the first element of works to commence, consistent with Table 3.1 above.

All vehicles associated with the development must enter and exit the site via the site access point off Calala Lane, in a forward-in, forward-out direction.

All road works will comply with all relevant guidelines and standards and be carried out to satisfaction of relevant road authority.

### 4.3 Public Transport

Consultation with the following bus operators is expected to be initiated by the head contractor and transport haulage contractor and will continue as necessary throughout the construction period.

- Tamworth Buslines (Bus routes S102, S108, S109, S110, S113, S129, S148, S149, S152, S160, S163, S168, 435, 436 and 444)
- Hannafords Coaches (Bus route S212)
- Macphersons Tamworth (Bus routes S229 and S232)
- BusBiz (Bus routes S236, S239 and S240).

The bus routes identified above all travel along the heavy vehicle haulage route on local roads (Nundle Road, O'Briens Lane and/or Calala Lane to the east of the Site) between the state road network and the Site. Most of these routes traverse at least one of the 40km/h School Zones for Farrer Memorial Agricultural High School on O'Briens Lane and Calala Lane. Heavy vehicle movements during School Zone hours (8:00am – 9:30am and 2:30pm – 4:00pm) will be avoided where possible to minimise the safety risk for school children. The electronic booking system used for heavy vehicle deliveries will not allow deliveries to be scheduled during school zone hours unless time-critical (e.g. concrete pours, earthworks). The site manager will be responsible for checking that the booking system is set up correctly and reviewing records of vehicle arrivals to ensure this is complied with.

For Timbumburi Public School located at the intersection of New England Highway/ Kia Ora Lane, no impact is expected given OSOM vehicles turn right into Kia Ora Lane from New England Highway south approach and avoid the school. No active frontage or School Zone is present on the New England Highway.



The approved heavy vehicle route (to/from the east of the Site) does not impact school or public bus services which travel west of the Site on Calala Lane.

Moreover, with reference to the bus network (refer to Figure 2.3), there are no bus routes expected to impact the OSOM vehicle route via Kia Ora Lane, Ascot-Calala Road, Burgmanns Lane, Burgess Lane and Calala Lane. Bus route 436 travels along Calala Lane and loops around Burgess Lane but is not expected to impact the OSOM route given the frequency of the OSOM deliveries.

During construction, the following mitigation measures shall be implemented to avoid impacts on bus operations:

- Information collected on bus routes and times (public buses and school buses) will be included in the site induction and form part of the Driver's Code of Conduct.
- Regular drivers will be instructed to be aware of the potential for passengers waiting at bus stops and buses stopping to pick-up/ drop-off passengers during these times.
- If complaints are received from bus operators or passengers then the procedures in Section 5.1.6 will be implemented, including reviewing which vehicles were in the vicinity at the time of the complaint. Additional traffic management controls may be implemented where required.
- Heavy vehicles requiring escort will not travel through School Zones during operating hours (generally 8:00am – 9:30am and 2:30pm – 4:00pm)

## 4.4 Emergency Vehicle Access

Access to the subject site by emergency vehicles would not be affected by the works as road and footpath frontages would be unaffected. Clear access within the site will be maintained for emergency services vehicles at all times. Emergency protocols on the site will include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Consequently, any potential impacts on emergency access will be effectively managed throughout the works.

Liaison will be maintained with the police and emergency services agencies throughout the construction period and a 24-hour contact will be made available for 'out-of-hours' emergencies and access. Immediate notification will be given to relevant authorities, and traffic management personnel will implement necessary detours or lane closures. Temporary traffic control measures, such as signage and manual traffic control, will be deployed to ensure safety and minimise disruptions. Coordination with emergency services and utility providers will ensure a swift response, with all stakeholders informed of procedures in advance.

All site-inducted vehicles will be equipped with basic tools for emergency repair/maintenance and response, and tool kits will be available on-site at all times

Available roadside assistance services and/or local repair shops will be communicated to workers and drivers as appropriate, as part of site induction processes and toolbox talks.

## 4.5 Cumulative Traffic Impacts

There are no known construction projects using the approved construction heavy vehicle route between the New England Highway and site. Other known projects with similar timing in the area that will be using the New England Highway include:

- Kingswood BESS (access via Burgmanns Lane)
- Tamworth BESS (access via Burgmanns Lane).

Construction traffic associated with other projects that is travelling on the New England Highway is a common occurrence and not expected to result in additional traffic impacts.

The Equis Energy community engagement manager will be responsible for liaising with Council on a monthly basis to identify any project approvals, construction commencing and/or road works that could result in cumulative traffic impacts. Mitigation measures will be identified by the site manager to directly address any specific issues identified.



## 4.6 Mitigation and Management Measures

Table 4.1 outlines all proposed construction traffic mitigation and management measures, with references to the relevant section of this TMP if they are discussed in more detail. For each measure, the responsible party and stage of the Project is listed.

**Table 4.1 – Mitigation and management measures**

Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
<b>Permits/ Consent/ Licences</b> (this table and Section 3.8)	<ul style="list-style-type: none"> <li>Contractors, including the haulage contractor, will abide by this TMP and the SSD Consent.</li> <li>All construction will comply with requirements of Section 138 of the Roads Act 1993 'Works and Structures'.</li> <li>The contractor will ensure that all approvals for traffic management along local roads associated with OSOM movements are obtained from the relevant Council prior to any OSOM transport commencing (Section 3.8).</li> <li>The contractor will be responsible for obtaining all permits and approvals under the National Heavy Vehicle Law and Regulations (Section 3.8).</li> </ul>	Contractor – site manager	Throughout construction
<b>Haulage</b> (Section 3.8 and Section 5)	<ul style="list-style-type: none"> <li>The contractor will use an appropriately accredited and compliant haulage contractor for haulage of any OSOM items to site. The haulage contractor will have experience in transporting similar loads and be responsible for obtaining all required approvals and permits from Transport for NSW or National Heavy Vehicle Regulator and Councils and for complying with conditions specified in the approvals (Section 3.8).</li> <li>All loaded vehicles entering or leaving site will have their loads covered (see also Section 5) or contained to minimise the possibility of dirt being tracked onto the road. Site management personnel will conduct checks of Calala Lane when leaving the site. Cleaning will be arranged by site management personnel if required.</li> <li>The canopy heights of trees on Calala Lane shall be inspected prior to OSOM vehicle travel on Calala Lane (between Goonoo Goonoo Road and Burgess Lane). Loads with high travel heights are to be covered to allow brushing by tree branches. Skid rails to be installed to lift branches without damage if the load height is higher than the tree canopies.</li> <li>The haulage contractor will assess anticipated weather conditions and plan each proposed trip, in order prevent road pavement damage and manage road safety risks (see Section 3.8).</li> </ul>	Contractor – site manager, haulage contractor	During construction
<b>Access point requirements</b> (Section 3.4, Appendix A, Appendix C and Section 5))	<ul style="list-style-type: none"> <li>The site access has been designed and will be constructed in accordance with the relevant Australian Standard requirements (see Section 3.4). Sight distance requirements will meet Austroads Guidance.</li> <li>The access driveway will be sealed for a minimum distance of 26 metres, equal to the longest general construction vehicle accessing the site.</li> <li>Shaker bars will be installed on the inboard side of the sealed driveway to clean construction vehicle tyres before leaving the site (as per Appendix A). The shaker bars will be cleaned regularly as required to maintain effectiveness, with weekly checks. Any wastewater flows will be directed to the creek line (with appropriate settling ponds to capture any mobilised silt and clay etc.)</li> <li>Drag-out of loose material by vehicles exiting the site onto the public road will be monitored by site management personnel (see Haulage above).</li> <li>the site access point and existing roadside swale drain will be monitored and maintained to ensure it remains free of obstruction and its capacity is not reduced.</li> <li>Internal unsealed access roads and the site access point will be maintained as appropriate for the weather conditions (including watering regularly during dry weather to reduce dust and repairs/ drainage clearing during wet weather)</li> <li>Temporary trucks turning signage will be installed and maintained throughout the construction period (as per Appendix B).</li> <li>All inbound truck drivers are to contact site management on approach to the site access. Site management will hold any outgoing vehicles inside the site when large trucks (semi-trailers and B-doubles) are entering as these vehicles require the full driveway width (see Section 5).</li> </ul>	Contractor - site manager	Throughout construction

Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
<b>Consultation</b> (this table and EMS)	<ul style="list-style-type: none"> <li>Liaison activities will occur with the community prior to and throughout construction. This could include newspaper articles, monthly project newsletters distributed via email, email and phone discussions and website updates (see EMS).</li> <li>Community consultation for OSOM vehicle movements (minimum letter drop no less than 48 hours before each movement) will be undertaken along the Kia Ora Lane access route prior to each heavy (OSOM) vehicle movement requiring escort. Any concerns or issues raised by the community will be reported to the Department as soon as practicable.</li> <li>Contractors for other proposed works in the area will be consulted to manage cumulative construction traffic impacts and ensure appropriate coordination of OSOM vehicle movements, especially through any active roadworks areas along Goonoo Goonoo Road and Calala Lane.</li> </ul>	Principal (community engagement manager) in conjunction with the contractor	Prior to, throughout and post construction
<b>Traffic Guidance Schemes</b> (Section 4.1 and Appendix C)	<ul style="list-style-type: none"> <li>Temporary truck signage will be installed while working on public roads as per the TGS Plan in Appendix B.</li> <li>Any further TGS plans required or updates to the current TGS plan will be developed by personnel duly qualified and certified by training in accordance with Traffic Control at Work Sites and prepared in consultation with Transport for NSW and local councils, as required. Changes to the TGS plan may be required if there are changes to the site access, changes in road conditions etc.</li> </ul>	Contractor – traffic management subcontractor	Pre-construction and as required during construction
<b>Delays to traffic</b> (Section 5, Section 3.6)	<ul style="list-style-type: none"> <li>Construction vehicles are to follow approved routes at all times, reinforced through electronic communication, toolbox talks, Purchase Orders, Project Directions and Delivery Requirements.</li> <li>Light vehicles to always drive responsibly and consider other road users. This will be incorporated in the site induction.</li> <li>Construction trucks' arrival and departure are to be planned with consideration to minimising effect to other road users during peak traffic periods. This will be managed through the electronic booking system (Section 3.6)</li> </ul>	Contractor – site manager	During construction
<b>Safety of road users and construction staff</b> (Section 4, Section 5)	<ul style="list-style-type: none"> <li>See Section 4.1 for TGS discussion.</li> <li>Work is to be arranged so workers can undertake work safely, and where possible road users and workers are kept separated.</li> <li>Place signs and devices before proceeding with works.</li> <li>Ensure signs are not obscured by vegetation, vehicles, plant or other traffic control signs/ devices and that signs are placed in the correct order.</li> <li>Where traffic controllers are required, they must be suitably qualified having passed Transport for NSW approved training courses.</li> <li>Traffic controllers (or portable traffic signals if directing traffic to cross barrier lines) shall be used if road users are to be directed to disobey a traffic regulation.</li> <li>All traffic controllers are to wear high visibility external clothing.</li> <li>Signs, devices and TGSs shall be used to warn, inform and guide road users safely around, through or past work areas.</li> <li>Signs, devices and TGSs are to be removed from the site upon completion of the work.</li> <li>Specific TGS' will be prepared for all work which involves any form of traffic control or restriction while working on public roads.</li> <li>An increased risk of rear end collisions arises in any location where road traffic is stopped for a period of time. Ensuring that there is sufficient warning to road users before encountering the queue is essential.</li> <li>Depending on the situation this may require extending the length of a sign posted roadwork speed zone in the development of the TGS, using oversized signs, flashing light signs and variable message signs.</li> <li>All drivers must hold a valid license for the vehicle they are operating (see Section 5).</li> <li>All vehicles must be roadworthy and maintained in good working condition (see Section 5).</li> <li>Drivers must comply with all road rules and regulations on public roads when travelling to/from the site (see Section 5).</li> <li>Windows must remain up at all times for safety during travel (see Section 5).</li> <li>Off-road driving is not permitted except in emergencies or if no roads have been established (see Section 5).</li> </ul>	Contractor – traffic management subcontractor, site manager	During construction



Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
<p><b>Road repair and maintenance</b> (Section 3 and this table)</p>	<ul style="list-style-type: none"> <li>• A dilapidation survey (see Section 3.7.2) of existing public roads along the transportation route will be completed as per Development Consent Condition B8 by using an ARRB 'laser car' survey before (now completed) and after construction, with any roadworks required at the completion of construction agreed with the relevant authorities.</li> <li>• The dilapidation survey will assess the: <ul style="list-style-type: none"> <li>– existing condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, prior to construction (complete), upgrading and decommissioning activities</li> <li>– condition of Nundle Road, O'Briens Lane and Calala Lane on the transport route, following the completion of construction, upgrading and decommissioning activities</li> <li>– condition of the OSOM vehicle route via Kia Ora Lane, Ascot-Calala Road, Burgmanns Lane, Burgess Lane and Calala Lane prior to and following completion of OSOM vehicle movements</li> </ul> </li> <li>• On completion of the dilapidation reports, a copy will be provided to the relevant road authorities by the principal.</li> <li>• The identified roads will be repaired if dilapidation surveys identify that the roads have been damaged due to development-related traffic during construction, upgrading or decommissioning works in consultation with the relevant road authority.</li> <li>• A performance bond will be agreed with Council as part of the management of pavement dilapidation and repair.</li> <li>• Emergency road infrastructure repair or maintenance requirements during construction will be addressed as follows: <ul style="list-style-type: none"> <li>– The primary contractor will complete a drive-through inspection of the heavy vehicle route for hazards or damage between the New England Highway and the Calala Lane site access on a weekly basis. This inspection will confirm that the route remains suitable for construction traffic use and identify any issues. An appropriate checklist will be developed, with a summary included in monthly reporting and records kept for the duration of construction.</li> <li>– Drivers will be instructed to inform the primary contractor of any identified hazards or damage.</li> <li>– The primary contractor will be responsible for advising workers and drivers of the need to use caution at specific location(s) or temporarily halt, delay, or reroute vehicle movements, subject to approval.</li> <li>– Any issues on or in the vicinity of the New England Highway will be notified to TfNSW via the 131 700 phone number or web report form (<a href="https://www.nsw.gov.au/departments-and-agencies/transport-for-nsw/contact-roads-and-waterways/online?enquiry=issue&amp;issue=roads&amp;subissue=maintenance">https://www.nsw.gov.au/departments-and-agencies/transport-for-nsw/contact-roads-and-waterways/online?enquiry=issue&amp;issue=roads&amp;subissue=maintenance</a>)</li> <li>– Any issues on Council roads will be reported via Council's issue reporting phone number (02 6767 5555) or any other reporting mechanism agreed with Council as part of ongoing consultation/ communication.</li> </ul> </li> </ul>	<p>Contractor – site manager</p>	<p>During construction</p>
<p><b>Specific local climate conditions</b> (this table, Section 5)</p>	<p>The primary contractor will monitor local weather forecasts and conditions, <a href="https://www.livetraffic.com/">https://www.livetraffic.com/</a> and where necessary communicate with Council regarding any potential road closures due to flooding. Adequate flood warning is available in the area as rivers rise progressively from upstream flows.</p> <p>In the event of adverse weather conditions such as fog, dust (e.g. dust storm), wet weather and/or flooding:</p> <ul style="list-style-type: none"> <li>• Primary contractor will issue notifications via phone, text and/or email (by the Site Manager/Supervisor) to site personnel, Equis Energy, subcontractors and/or suppliers upon becoming aware of any adverse weather conditions that require site closure or the need to temporarily halt, delay, or reroute vehicle movements (with any rerouting still in accordance with the approved routes and intersections).</li> <li>• Site manager to close and evacuate site if necessary.</li> <li>• Emergency access to/from the site to be arranged by high-clearance vehicle or helicopter if necessary in the event of flooding (unlikely to be required).</li> <li>• Drivers are to be advised to adhere to any Council announcements on flooding and comply with any road closure and rerouting procedures.</li> <li>• Drivers are to be advised to cease all travel to and from the site during any unexpected extreme weather conditions.</li> </ul>	<p>Contractor – site manager</p>	<p>During construction</p>

Factor and Section reference	Mitigation and/or management measure	Responsibility	When does this apply?
	<ul style="list-style-type: none"> <li>Drivers are to be advised to reduce speed and use headlights and/or hazard lights when necessary to improve visibility during any times of reduced visibility.</li> <li>Drivers are to be advised to maintain a safe following distance between vehicles to allow for clear visibility and reaction time.</li> <li>Drivers are to be advised to exercise extra caution when driving at dawn, dusk, or during poor weather, remaining vigilant for surroundings, people, wildlife, and livestock.</li> </ul>		
<b>Driver's Code of Conduct</b> (Section 5, Section 3)	<ul style="list-style-type: none"> <li>An overview Driver's Code of Conduct has been provided in Section 5.</li> <li>The Driver's Code of Conduct will be revised by Equis Energy in conjunction with the contractor prior to commencement of on-site works for the Project.</li> <li>It is Equis Energy's expectation that the Driver's Code of Conduct will be implemented for all traffic and transport construction activities associated with construction.</li> <li>Carpooling to be managed in accordance with Section 3.3.</li> </ul>	Principal in conjunction with the primary contractor	During construction
<b>School Bus Routes</b> (Section 4.8, Section 5, Section 4.3)	<ul style="list-style-type: none"> <li>Details and times of school bus routes will form part of the site induction (see Section 4.8 and Section 5.1.2), so all drivers will be aware.</li> <li>Consultation will occur and be ongoing with bus operators.</li> <li>Minimise heavy vehicle movements during school zone hours (Section 4.3)</li> </ul>	Principal (community engagement manager) in conjunction with primary contractor (site manager)	During construction
<b>Cumulative Construction Traffic Impacts</b> (Section 4.5)	<ul style="list-style-type: none"> <li>Liaise with Council on a monthly basis to identify any project approvals, construction commencing and/or road works that could result in cumulative traffic impacts (see Section 4.5).</li> <li>Liaise with other contractors working in the area (see consultation above)</li> <li>Mitigation measures will be identified to directly address any specific issues identified.</li> </ul>	Principal (community engagement manager) in conjunction with primary contractor (site manager)	During construction

## 4.7 Site Inspections and Record Keeping

The construction work will be monitored to ensure that it proceeds as set out in the Construction Program provided by the nominated contractor. The head contractor will be responsible for preparing and communicating a short term works program on a weekly basis, with monthly reporting by the site manager identifying any variances and proposed corrective actions.

A daily inspection of the site access and vehicle areas within the work site before the start of the construction activity will take place to ensure that conditions accord with those stipulated in the plan and there are no potential hazards. A records of this inspection will be maintained by the site manager and any possible adverse impacts will be specifically detailed and dealt with if they arise.

The site manager will keep accurate records of the number, heavy vehicles and light vehicles entering or leaving the site each day for the duration of the Project (as per Section 3.6, to ensure compliance with Consent Condition B1(a)).

All responsibilities assigned to the site manager will the responsibility of the site manager unless otherwise delegated. The site manager will maintain records of any responsibilities delegated to specific the site manager and the dates/ periods for which such delegations apply. This information must be made available to the principal and authorities upon request.

## 4.8 Site Induction

All staff employed on the site (including sub-contractors) will be required to undergo a site induction, managed by the head contractor. the site manager will be responsible for maintaining induction records, kept for the duration of construction.

The induction will include permitted access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, workplace health and safety, driver protocols (code of conduct provided to all drivers), details and times of school bus routes, and emergency procedures. The approved work hours must be included as part of this induction.



A separate specific induction will be conducted for the haulage contractor and all staff involved with OSOM vehicle movements, with all relevant details above including drivers' code of conduct, approved routes and approved work hours for deliveries.

## 5. Overview Construction Vehicle Code of Conduct

The following overview Code of Conduct will form part of Equis Energy requirements of the head contractor, where the contractor is expected to comply with the Code of Conduct in full (and cascade to sub-contractors). The Code of Conduct will be implemented for all traffic and transport activities associated with construction (including OSOM vehicle movements). The Code of Conduct will be revised by Equis Energy in conjunction with the head contractor (once appointed) prior to commencement of on-site works for the Project and when required during construction works.

### 5.1 Driver's Code of Conduct

This overview Code of Conduct will be communicated to all site workers during the site induction process, with a copy provided to all drivers and induction records kept for the duration of construction. Workers will be reminded of the requirements of the Code of Conduct regularly in toolbox meetings.

#### 5.1.1 Travelling Speeds

All vehicles associated with the site are required to travel within the posted speed limits on public roads. In situations where driver's visibility and traffic safety on public roads is affected by weather related conditions such as heavy rainfall or fog, construction vehicles shall reduce their speed limit until visibility and traffic safety has improved.

#### 5.1.2 Haulage Routes and Timing of Transport

All vehicles associated with the site will follow the designated light, heavy and OSOM vehicle routes in the surrounding area. A map of the travel routes highlighting critical locations will be attached to the transport Code of Conduct. Any school zones and school bus routes corresponding to the transport routes will be marked on the route maps.

The contractor will complete the following measures to minimise impact on school bus routes:

- Details and times of school bus routes will form part of the site induction.
- Consultation will be ongoing with bus operators.
- OSOM deliveries are subject to the contractor obtaining relevant approvals from stakeholders, including Transport for NSW, various Councils, Port Authority and National Heavy Vehicle Regulator (separate TMP).

All inbound truck drivers are to contact site management on approach to the site access. A contact number will be provided to drivers during induction and on any Purchase Orders to suppliers. Site management will hold any outgoing vehicles inside the site when large trucks (semi-trailers and B-doubles) are entering as these vehicles require the full driveway width.

In addition, the following OSOM vehicle site protocols will be adhered to:

- vehicle will radio the Gate House to notify arrival
- vehicle will drive into site upon arrival via Calala Lane site access
- vehicle will travel to final installation location within the site
- a crane will unload the OSOM delivery into its final position
- vehicle will collapse/ contract the trailer (as relevant to the specific OSOM vehicle used) and exit the site.

OSOM vehicles will enter the site during construction hours except as allowed for under Condition B18 (exceptions to construction hours such as for the delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons).

#### 5.1.3 Safe Driving Practices

The operators of all vehicles associated with the site shall maintain a high level of awareness and respect for all other road users. All on-site staff will receive a site induction, which will include details regarding the TMP and associated Code of Conduct. Regular toolbox meetings will be held to maintain awareness of required controls. Details of the traffic and access training and induction will focus on:

- Objectives of the TMP.
- Performance goals.



- Mitigation measures required to be implemented.
- Traffic and access monitoring and reporting requirements (as per Section 6).
- Incident investigation and response protocols.

This training is to be provided prior to the start-up of any traffic and access related management tasks. If any tasks, equipment or procedures are expected to change (or have already changed), staff will be informed in a toolbox meeting.

The following requirements will be adhered to at all times:

- Obey all laws and regulations.
- Do not drive whilst under the influence of alcohol, drugs, nor any medication which may affect ability to drive.
- Be medically fit to drive at all times and must inform site coordinators if they have any medical condition which may affect their ability to drive.
- Drive in a considerate manner at all times and respect the rights of others to use and share the road space.
- Maintain an appropriate distance between other construction vehicles and do not drive in convoy.
- Report all vehicle defects to their employer. Serious defects must be corrected immediately, or an alternative vehicle supplied.
- Any vehicle crash or 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.
- Only drive the construction vehicle when conducting works related to the Project.
- Securely fasten and cover loads, as appropriate.
- Keep their vehicle clean and in good mechanical condition to reduce the environmental impact.
- Cover loads at all times on the public road network.
- Extra care shall be taken when driving at dawn or dusk, being particularly watchful for wildlife.
- Vehicles must give way to pedestrians, public and school buses and emergency vehicles.

#### 5.1.4 Heavy Vehicle Driver Fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission and approved by Ministers from all States and Territories in February 2007. The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne gross vehicle mass (however there are Ministerial Exemption Notices that can apply). Under the law, industry has the choice of operating under three fatigue management schemes:

- Standard hours of operation.
- Basic fatigue management.
- Advanced fatigue management.

Equis Energy and the contractor will be responsible to ensure all heavy vehicle drivers operating out of the site are to be aware of and understand the adopted fatigue management scheme and operate within its requirements.

#### 5.1.5 Maintenance Requirements

The operators of all vehicles associated with the site shall maintain a high level of maintenance. The following requirements will be adhered to at all times:

- Ensure their vehicle complies with relevant State legislation in relation to roadworthiness and modifications.
- Undergo regular vehicle checks and maintenance.
- Keep records of vehicle checks and maintenance.

During the construction stage, emergency and breakdown requirements will be managed through a structured response plan to ensure safety and minimise disruptions. A designated emergency response team will be on standby, with clear communication protocols in place to coordinate with site managers, local authorities, and emergency services.

For emergency repairs in the event of a roadside breakdown, the following steps will be undertaken:

- The vehicle operator is to make the vehicle safe by pulling the vehicle off the road (if practicable). If the vehicle is unable to pull off the road, the vehicles hazard lights are to be turned on and the police are to be contacted immediately to establish a protective detour around the vehicle



- The vehicle operator is to check themselves for injury and, if required, contact emergency services to gain immediate assistance
- The vehicle operator is to contact emergency services if there is any other threat to life or property (e.g. vehicle fire, spillage etc.)
- Contact the site manager to inform them of what has occurred and advise if there are any safety-related risks from the breakdown
- Organise for a roadside assist provider to attend
- If required, have the vehicle towed to a suitable location where repairs may be made to the vehicle
- Meet with the site manager and SQE manager to debrief on the incident and fill out an incident report. This is to be submitted to the senior project manager of CPP and Client for review as to whether further action is needed. If the incident involved a breach of Development Approval conditions, the incident shall also be reported Transport for NSW, DPE and any other authorities as required.

### 5.1.6 Complaint Resolution and Disciplinary Procedure

All traffic related complaints will be managed in accordance with the Equis Energy Complaints Handling Procedure.

A brief overview is described as follows, and all complaints will be collated via the following means and be responded to promptly:

- Toll free phone: 1800 161 249
- Email: [AUProjects@equis.com](mailto:AUProjects@equis.com)
- Feedback form: <https://equis.engagementhub.com.au/calala-bess>

Failure to comply with these procedures for safe transport may trigger a management response. Equis Energy will investigate and follow up on complaints lodged.

## 5.2 Heavy Vehicles Requiring Escort Protocols

### 5.2.1 General

Management of vehicular access to and from the site is essential in order to maintain the safety of the general public as well as construction workers. Exemplar driver protocols for OSOM deliveries will be implemented, including the following:

- The arrangements for the delivery of large loads that require escort to the site will be scheduled to minimise, as far as practicable, disruption and disturbance to local residents (noting that only six heavy vehicles requiring escort are required over the project), and will comply with any travel restrictions identified in the New South Wales Class 1 Load Carrying Vehicle Operator's Guide.
- All heavy vehicles requiring escort are to be recorded by the site manager such that the maximum number of heavy vehicles requiring escort is not exceeded.
- The haulage contractor is required to provide the relevant road authorities with advance notification of each OSOM vehicle movement, noting that the movements may be managed via pilot escort or police escort (as agreed via NHVR applications). Notification by operators can be emailed to [roadmanager@transport.nsw.gov.au](mailto:roadmanager@transport.nsw.gov.au).
- The haulage contractor is required to have pull-over protocols in place to identify appropriate pull-over locations (where possible) to minimise delays to other traffic along the route, including where traffic management is required to navigate an intersection or route constraint.
- The haulage contractor is required to identify any road works (by others) along the haulage route via <https://www.livetraffic.com/> for NSW and the relevant website for travel in any other states. The haulage contractor is to brief all members of the OSOM transport crew regarding any relevant identified road works (by others) and response measures.
- Pilot vehicles shall be in radio contact with other trucks to ensure passing occurs at safe and convenient locations. Pilot vehicles and associated signage are to be positioned to improve visibility, alert drivers and provide advanced warning of the OSOM vehicle movement.
- In the event of a breakdown, accident or road failure, the OSOM transport crew shall do the following:
  - Park the pilot vehicles in locations where they maximise safety, considering overhanging components, and blind bends on approaches
  - Contact emergency services (including Police) as is appropriate in the case of an accident
  - Contact the site manager to advise all other project traffic and the principal of the issue
  - Contact the relevant road authority, as identified in Table 4.1, in the event of a road failure



- Follow all instructions from Police and the road controlling authority.
- Utilise only the approved and designated transport routes.
- All deliveries using heavy vehicles requiring escort will have approved permits prior to starting their journey

## 5.2.2 Approvals

Transport permits will be obtained from the National Heavy Vehicle Regulator (NHVR) prior to travel. The permit process includes getting feedback from state transport authorities as well as any local councils along the route. In general, a travel height below approximately 5.5 metres does not present issues with respect to power lines. Loads above 4.6m travel height will require a high load permit from the power authorities prior to travel.

## 5.2.3 Verification of Competency

All drivers will be in possession of a valid driver's license, which will be checked prior to commencement of transport operations. All drivers are to comply with fatigue management legislation and will be regularly audited by the haulage contractor manager.

## 5.2.4 Communication

All selected radio channels will be documented in the SWMS and all Project personnel will be advised of the selected channels prior to the commencement of work, via the SWMS, Tool Box Meeting and/or the Operations Manager. Communication between all parties in the Oversize vehicles and pilots will be on UHF Channel 40 and it will be used to keep in positive contact at all times.



## 6. Monitoring, Reporting and Compliance

Monitoring and reporting of the effectiveness of the measures outlined in this TMP will occur in accordance with Table 6.1.

**Table 6.1 – Monitoring and reporting of TMP measures**

Action	Frequency	Responsibility
<b>Implement TMP</b>	Prior to commencement of construction	Principal – Director Project Delivery Contractor – site manager Haulage contractor
<b>Confirm OSOM load-specific TMP prepared, haulage in compliance with SSD Consent and NHVR Permit obtained</b>	Prior to each OSOM vehicle delivery	Contractor – site manager Haulage contractor
<b>Review of Drivers Code of Conduct</b>	Review every 6 months or after a complaint or incident that requires amendment	Contractor – site manager
<b>Review of site induction to ensure it includes relevant traffic related information</b>	Monthly during construction	Contractor – site manager Included in monthly reporting to principal
<b>Review training records to ensure all site staff have completed the site induction and reviewed the Code of Conduct</b>	Monthly during construction	Contractor – site manager Included in monthly reporting to principal
<b>Review that driver behaviour is in accordance with this TMP and Code of Conduct</b>	Remain vigilant to any non-compliance by any site staff during construction. Undertake monthly safety audits including spot checks on compliance with the TMP, evidence of truck and trailer safety inspections and driver's Code of Conduct	Contractor – site manager Included in monthly reporting to principal Repeated non-compliance will result in driver/ worker exclusion from site.
<b>Review of complaints relating to traffic</b>	Any complaints will be handled in accordance with the Complaints Handling Procedure to be prepared by Equis Energy, with records of complaints and actions taken maintained. Any traffic related complaints will be discussed promptly with any relevant contractors. During monthly project meetings, traffic related complaints will be discussed as an agenda item.	Principal (community engagement manager) in conjunction with contractor (site manager) Included in monthly reporting to principal
<b>Monitor conditions of access roads to site</b>	Weekly drive-through inspection of the heavy vehicle route as per Table 4.1	Contractor – site manager Included in monthly reporting to principal
<b>Review any road pavement, drainage structure or tree issues resulting from OSOM vehicle movements</b>	Following each OSOM vehicle delivery	Contractor – site manager, in conjunction with haulage contractor
<b>Monitor loose material on public road at site entrance, condition of the site access point and the capacity of the existing roadside drainage network</b>	Daily as per Table 4.1	Contractor – site manager
<b>Monitor compliance with approved vehicle routes and covering of loads</b>	Spot checks of vehicle turning movements at site access as per Section 3.7.1. Checking that loads are covered at the same time.	Contractor – site manager Included in monthly reporting Repeated non-compliance will result in driver/ worker exclusion from site.
<b>Monitor compliance with maximum hourly and daily vehicle numbers</b> <b>Monitor minimising of heavy vehicle movements during school zone hours</b>	Ongoing through electronic booking system and records of vehicle arrivals and departures, as per Section 3.6 and Section 4.3 (school zones)	Contractor – site manager Included in monthly reporting Repeated non-compliance will result in subcontractor/ driver/ worker exclusion from site.



<b>Action</b>	<b>Frequency</b>	<b>Responsibility</b>
<b>Review Traffic Guidance Scheme Implementation</b>	Daily where traffic controllers on-site, weekly for long-term signage when no traffic controllers on-site	Contractor – site manager Accredited traffic management contractor
<b>Monitor potential cumulative traffic impacts of other construction activity in area</b>	Liaise with other known contractors in the area (upon commencement and any change in activities) Liaise with Council on a monthly basis	Principal (community engagement manager) in conjunction with contractor (site manager) Included in monthly reporting to principal
<b>Revise TMP</b>	Periodically to address any changes to construction activities or timing Within one month of: <ul style="list-style-type: none"> <li>• submission of an incident report under condition C10 of Schedule 2</li> <li>• submission of an audit report under condition C14 of Schedule 2</li> <li>• any modification to the conditions of this consent.</li> </ul>	Principal – Director Project Delivery
<b>Incident and/or non-compliance reporting</b>	Within the required timeframe (immediately for an incident, within 7 days for non-compliance)	Principal – Director Project Delivery



## 7. Notification Requirements

In accordance with Condition C10, DPHI will be notified in writing via the Major Projects website immediately after Equis Energy and/or the primary contractor become aware of an incident. The notification will identify the development (including the development application number and the name of the development) and set out the location and nature of the incident. Subsequent notification requirements will be given, and reports submitted in accordance with the requirements set out in Appendix 6 of the consent, as addressed in the EMS.

In accordance with Condition C11, the Planning Secretary will be notified in writing via the Major Projects website within seven days after the Equis Energy and/or the primary contractor becomes aware of any non-compliance.

In accordance with Condition C12, non-compliance notification will identify the development and the application number for it, 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.

In accordance with Condition C13, a non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.



# Appendix A. Site Access Driveway

# Appendix B. TGS Plan

# Appendix C. TfNSW and Council Consultation



# Appendix D. Haulage Contractor TMPs

# Appendix E. NHVR Permits





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