

# **Traffic Management Plan**

## **Limondale Solar Farm**

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Prepared for RWE Pty Ltd

September 2024

# Traffic Management Plan

## Limondale Solar Farm

RWE Pty Ltd

E230809 RP4

September 2024

Version	Date	Prepared by	Approved by	Comments
V1.0	9 May 2018	Tim Brooker, Kate Cox	Kate Cox	Final for review
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V3.0	09 July 2019	Tim Brooker, Kate Cox	Kate Cox	Final addressing comments and MOD 1 update
V4.0	30 July 2019	Tim Brooker, Kate Cox	Kate Cox	Final for submission following MOD 1
V5.0	6 February 2024	David Bone, Candace Lim	David Bone	Final for Mod 2 minor updates
V6.0	18 March 2024	David Bone, Candace Lim	David Bone	Final incorporating TfNSW comments
V7.0	30 July 2024	David Bone, Jenny Summersby	David Bone	Final incorporating DPHI and BSC consultation
V7.1	26 August 2024	David Bone, Samantha Hayes	David Bone	Final incorporating DPHI comments
V7.2	16 September 2024	David Bone, Samantha Hayes	David Bone	Final incorporating additional DPHI comments

Approved by



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16 September 2024

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# 1 Introduction

## 1.1 Project background

The Limondale Solar Farm is a large-scale solar photovoltaic (PV) generation facility in south-western New South Wales (NSW). The Limondale Solar Farm has been developed on a site within the Balranald Shire local government area (LGA), approximately 14 kilometres (km) south of the township of Balranald, as shown in Figure 2.1.

The Limondale Solar Farm is a State significant development (SSD) under the State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP). Development consent (SSD 8025) under Section 89E of the *NSW Environmental Planning and Assessment Act 1979* (EP&A Act) was granted on 31 August 2017. The development currently has two modifications approved.

MOD 1 (SSD-8025-Mod-1) was approved on 27 July 2018 to modify the development consent including landscape changes, relocation of substation and other minor administrative changes.

MOD 2 (SSD-8025-Mod-2) was approved on 7 October 2022 to modify the development consent for the construction of a battery energy storage system (BESS) (the project) that does not exceed a total delivery capacity of 200 MW.

Following the Planning Secretary's approval of this plan, RWE will implement this TMP for the project.

## 1.2 Approved Project

Limondale Solar Farm consists of the following:

- Approximately 872,000 solar panels mounted on single axis-tracker frames, with a height of 4 metres (m)
- Up to 114 inverter stations (up to 2.3m in height), each containing an inverter and a 22 or 33 kilovolt (kV) transformer, and an onsite switchyard containing a transformer and associated switchgear
- Internal access tracks, staff amenities, offices, car parking, laydown areas, security fencing
- A 220 kV underground power line connecting to the existing Balranald Substation that is situated 500 m to the east of the Project.

The Limondale Solar Farm BESS, as Modification 2 of the Project, consists of the following:

- A lithium ion battery storage facility, with a 50MW battery discharging over two hours
- Overhead and underground lines (as per approved Option 1) connecting the onsite substation to the Limondale Substation.

The BESS will be constructed on the eastern side of the solar farm, as shown in Appendix A of the Development Consent, with cabling via overhead lines. No vegetation clearing is required.

The solar farm has been constructed and full commercial operation began in 2021. The BESS will be constructed as a stand-alone project. No staging is proposed.

## 1.3 Scope and objectives

This Traffic Management Plan (TMP) has been prepared to manage traffic safety on the public road network during construction, operation and decommissioning of the project. The purpose of the TMP is to maximise traffic safety for all road users and project personnel and minimise disruption to local road users during construction. It

identifies management practices, mitigation measures, monitoring procedures and protocols that will be implemented to:

- manage and control risks associated with traffic from the project
- address the requirements of applicable legislation and the conditions of consent (CoC) issued for the project.

### 1.3.1 Conditions of consent

Schedule 3, Condition 7 of the CoC requires the preparation of a TMP prior to the commencement of construction. Table 1.1 details the relevant CoC and where they are addressed in this TMP.

**Table 1.1 Conditions of Consent**

No.	Condition	Section in TMP where addressed
7.	Prior to the commencement of any road upgrades required under this consent, the Applicant must prepare a Traffic Management Plan for the development to the satisfaction of the Secretary. This plan must be prepared in consultation with the RMS, Council and Western Local Land Services, and include:	This document
(a)	details of the entire transport route to be used for development-related traffic;	Section 3.1
(b)	the origin, destination, number, loads, weights and lengths, frequency, including peak and daily traffic volumes and destination of vehicles accessing/exiting the site;	Section 3.1
(c)	details of the measures that will be implemented to minimise traffic safety issues and disruption to local users of the transport route/s during construction, upgrading or decommissioning works, including:	Section 4.0
	• consideration of potential interaction with Sunraysia Solar Farm in consultation with the applicant of that project;	Table 1.2
	• temporary traffic controls, including detours and signage;	Section 4.1
	• notifying the local community about project-related traffic impacts;	Section 4.1
	• procedures for receiving and addressing complaints from the community about development-related traffic;	Section 4.1
	• minimising potential for conflict with school buses, rail services and other motorists as far as practicable;	Section 4.1
	• scheduling of haulage vehicle movements to minimise convoy length or platoons;	Section 4.1
	• responding to local climate conditions that will affect road safety such as fog, dust, wet weather;	Section 4.1
	• responding to any emergency repair or maintenance requirements;	Section 4.1
	• a traffic management system for managing over-dimensional vehicles; and	Section 4.1
	• consideration of potential impacts to stock movement on the Travelling Stock Reserve (Lots 7306 and 7307 DP 1158277), including options for fencing the site access track; and	Section 4.1
(d)	a driver's code of conduct that addresses:	
	• travelling speeds;	Appendix A
	• procedures to ensure that providers adhere to the designated transport routes; and	Appendix A

**Table 1.1 Conditions of Consent**

No.	Condition	Section in TMP where addressed
	<ul style="list-style-type: none"> <li>procedures to ensure that drivers implement safety driving practices and manage driver fatigue, particularly if using roads through Balranald.</li> </ul>	Appendix A
	If the construction and/or decommissioning of the development is to be staged, the obligations in this condition apply to each stage of construction, upgrading and/or decommissioning.	Section 1.1
	Following the Planning Secretary's approval, the Applicant must implement the plan.	Section 1.1

### 1.3.2 Stakeholder consultation

Stakeholder engagement has been undertaken during preparation of the various versions of the TMP as required by the CoC. Outcomes are detailed in Table 1.2.

Consultation on the project was undertaken as part of the modification report. The approved assessments for the project did not identify any impacts to environmental values or require updates to most management plans. Where updates were required, as identified in the assessment report, this consultation has been conducted. In particular consultation with Balranald Shire Council and Western Local Land Services was not conducted as the reason for consultation in the original conditions (not changed by modification 1 or 2) was related entirely to the new access road and intersection with Yanga Way (Mallee Highway State Road 0000694). As this intersection has already been constructed and signed off by Council and WLLS, and no changes to the access road or intersection are required for construction of the BESS, operation of the Solar farm or decommissioning, no further consultation is deemed to be required.

**Table 1.2 Stakeholder consultation**

Stakeholder	Date	Matters discussed
Balranald Shire Council (BSC)	23 May 2018 Phone call to Allan Lodge, BSC	BSC advised that a draft TMP will be submitted to Council for review and comments will be provided.
	6 June 2018 phone calls and emails	A copy of the TMP was issued to Council on 6 June. No response has been received. Attempts to follow up included phone calls on 13, 18, 20 June and emails on 13, 20, 25 and 26 June.
	23 June 2021 Modification report	A meeting with the Director of Infrastructure and Development was held to provide an outline of the modification report. A response was received on 12 July 2021 expressing support for the project.
	19, 22,23 July 2024 Phone calls to Ray Mitchell, email to BSC	Update on the project and detail of the transport changes associated with the BESS modification and requesting any comments. The email notes that no changes to the intersection are proposed and OSOM movements origin port has changed from the solar farm origin port which now includes Sydney. The email notes that TfNSW have reviewed and approved the plan. No response received as of 26 August 2024.
	16 September 2024	Update on the project and detail of the transport changes associated with the BESS modification and requesting any comments as a result of changes during DPHI consultation.
	9 May 2018	RMS advised that a draft TMP will be submitted to RMS for review.



**Table 1.2 Stakeholder consultation**

Stakeholder	Date	Matters discussed
Transport for NSW (TfNSW) formerly Roads and Maritime Services (RMS)	Phone call to Manager, Land Use for RMS, Maurice Morgan	Require that TMP addresses final estimated traffic volumes, routes and origin of heavy vehicles travelling to the site, and how these will be managed.
	6 June 2018 TMP issued to RMS	A copy of the TMP was issued to RMS on 6 June. No response has been received. Attempts to follow up included phone calls on 13, 18, 20 June and emails on 13, 20, 25 and 26 June.
	25 June 2021 Modification report	A phone call to the Team Leader (Development Services South Regional and Outer Metropolitan) of TfNSW was made on 25 June 2021 to provide a brief outline of the Modification, in particular the traffic assessment
	30 June 2021, 24 November 2021 Modification report	The proponent emailed the Team Leader (Development Services South Regional and Outer Metropolitan) of TfNSW on 30 June 2021 to encapsulate the phone call and to provide a factsheet on BESS. A subsequent round of consultation was undertaken, and an information letter sent via email on 24 November 2021.  A response was received on 15 July 2021. No issues were raised, and the Proponent was informed that TfNSW will assess the development application and supporting documentation upon its submission to DPE.
	February 2024	Email to Team Leader (Development Services South Regional and Outer Metropolitan) providing update TMP for comment and providing an update on the project's proposed delivery route and timing for the project
	March 14, 2024	Email from Team Leader Community and Place Regional and Outer Metropolitan – South Region (wagga Wagga). Noting TfNSW review of the TMP V5. TfNSW noted ‘...that the BESS is relies on the access point to Yanga Way constructed for the Solar Farm and represents similar transport related issues. “TfNSW requested that the plan for the BESS is consistent with the TMP for the solar farm and that all issues raised on the original plan in 2018 were addressed in this update. All matters have been addressed in this TMP.
DPE Crown Lands formerly Western Local Land Services (WLLS)	7 May 2018 Email correspondence received from WLLS Senior Land Services Officer – TSR, Kerryn Hart	Advised that WLLS had no objection to the access road through The Travelling Stock Reserve (TSR) subject to the WLLS Standard Conditions. WLLS advised that:  Lot7306/DP1158277 (TSR21939) – WLLS have no current permits in place for use of the TSR by bona fide travelling stock, although there is a history of permits in this area. Western LLS do not have any objections to road construction, subject to satisfying the WLLS Standard Conditions.  Lot7307/DP1158277 (TSR40639 SWP1022-10 (Ten) Mile) – WLLS have care, control and management – it has no current lease on the area, nor a history of licence lease agreements. WLLS does not have any objections to road construction, subject to satisfying the WLLS Standard Conditions and the following Special Conditions:  <ul style="list-style-type: none"> <li>• road construction must not impact beyond the existing road footprint, with the exception of the planned new entrance (in accordance with Roads and Maritime Services direction); and</li> <li>• no further encroachment is made upon the SWP.</li> </ul>
	August 2021 Modification report	Consultation undertaken since 2018 until August 2021. Crown lands indicated that as there is no impacts to Crown Land there is no requirement for further consultation.
Sunraysia Solar Farm	24 May 2018 Phone call with project representatives	Limondale Sun Farm has consulted with the proponent for the Sunraysia Solar Farm regarding the construction schedules for the two developments and concurrent impacts. Representatives for Sunraysia Solar Farm confirmed the construction is planned to commence in July 2018 with full construction from September 2018 to

**Table 1.2 Stakeholder consultation**

Stakeholder	Date	Matters discussed
		August 2019. No foreseeable conflicts with regards to traffic impacts were identified.
	2021 Modification Report	Ongoing consultation with Sunraysia has occurred as part of the existing development and as part of this modification, no specific feedback in relation to traffic was noted in the modification report.5.0
	1 February 2024 Email to Sunraysia Solar Farm	Consultation with Sunraysia on traffic increase predictions around the times of construction. Clean-up and site establishment is expected to occur in Q2 2024, with construction beginning Q3 2024 through to late Q4 2025 (Appendix B).

### 1.3.3 Guidelines and standards

Relevant environmental standards, policies and guidelines relating to traffic and access are:

- Australian Standard AS 1742.1 2014, Manual of uniform traffic control devices, Part 1: General introduction and index of signs
- Australian Standard AS 1742.3-2009, Manual of uniform traffic control devices, Part 3: Traffic control for works on roads
- Roads and Maritime Services Traffic control at worksites technical manual, version 5.0 (July 2018)
- Austroads Guide to Road Design
- Road Transport (Vehicle Registration) Regulation 2017
- National Heavy Vehicle Mass and Dimension Limits, NVHR January 2024
- Australian Code for the Transport of Dangerous Goods by Road and Rail, edition 7.5 (2017).

### 1.3.4 Document control

**Table 1.3 Document control**

Version	Date	Prepared by	Reviewed by
1.0	9 May 2018	A. Meng, T. Brooker	K. Cox
1.0	5 June 2018	T. Brooker	K. Cox
3.0	26 July 2018	E. Thackray, T. Brooker	K. Cox
4.0	26 July 2019 MOD 1	K. Weekes, T. Brooker	K. Cox
5.0	6 February 2024 MOD 2	C. Lim, D. Bone	D. Bone
6.0	18 March 2024 (TfNSW consultation)	C. Lim, D. Bone	D. Bone
7.0	18 July 2024 (DPHI initial consultation)	J. Summersby, D. Bone	D. Bone

**Table 1.3**      **Document control**

Version	Date	Prepared by	Reviewed by
7.1	26 August 2024 (DPHI detailed comments)	S. Hayes, J. Mai, D. Bone	D. Bone
7.2	16 September 2024 (DPHI additional minor changes to references and typos)	D. Bone	D. Bone

## 2 Construction of Limondale Solar Farm

### 2.1 Overview

The project comprises the following key components:

- a network of PV solar panel arrays
- electrical collection systems, switchyard and control room
- an operation and maintenance building (offices, amenities and equipment sheds)
- parking and internal access roads
- a 50MW BESS
- connection infrastructure to the Balranald Substation.

### 2.2 Construction method

Site establishment works and preparation for construction of the BESS includes:

- the establishment of a fenced off area within the development footprint including a site office, containers for storage and parking areas
- use of the site access intersection and access road from Yanga Way
- construction of adjusted boundary fencing
- site survey to confirm infrastructure positioning and placement
- delivery of BESS Li-ion units
- connection of units to the existing electrical infrastructure using approved Option 1 overhead and underground connections.

Upon completion of the site establishment and pre-construction activities described above, construction typically involves:

- foundations for BESS units will be prepared
- installation of BESS units
- permanent fencing and security will be constructed
- connection to existing electrical infrastructure.

### 2.3 Delivery of construction materials and infrastructure

Construction materials and infrastructure will be transported to the site via road. Consistent with the vehicle length allowances of the designated B-Double route for Yanga Way, heavy vehicles up to 36.5m in length will require access to the site. Construction materials and infrastructure delivered to the site will include:

- BESS Units, transformers, inverters, switch room and control room buildings, fire protection system

- electrical cabling and infrastructure for the AC coupled zone in the existing Balranald Substation and TransGrid 220kV electricity distribution network
- concrete foundations and building slabs
- earthworks and lifting machinery and equipment.

The transportation of materials is further discussed in Section 3. The local road network is presented in Figure 2.1.

## 2.4 Construction schedule

The construction period is expected to take approximately 18 months, and is anticipated to commence in January 2025, with completion by mid-2026. Typical scheduling of activities and deliveries during construction is outlined in Table 2.1.

**Table 2.1** Typical activities during construction

Construction month	Typical activities
1-2	<ul style="list-style-type: none"> <li>• Contractor mobilisation</li> <li>• Delivery of consumables</li> <li>• Site access intersection and access road construction</li> </ul>
3-5	<ul style="list-style-type: none"> <li>• Delivery and installation of BESS module components</li> <li>• Delivery of cabling, communication and earthing components</li> <li>• Construction of foundations for new buildings</li> </ul>
6 - 11	<ul style="list-style-type: none"> <li>• Installation of BESS module components (ongoing)</li> <li>• Construction of AC coupled zone and connections in the existing Balranald HV substation (ongoing)</li> <li>• Delivery of inverter-transformer stations</li> <li>• Construction of additional O&amp;M building</li> </ul>
12 – 16	<ul style="list-style-type: none"> <li>• Delivery and installation of BESS module components (ongoing)</li> <li>• Construction of AC coupled zone and connections in the existing Balranald HV substation (ongoing)</li> </ul>
17-18	<ul style="list-style-type: none"> <li>• Commissioning</li> <li>• Contractor demobilisation</li> </ul>

## 2.5 Hours of construction

In accordance with approval SSD 8025 Mod 2, construction activities will be in accordance with Schedule 3, Condition 12 of the CoC to the following hours:

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

Exceptions to these hours will only occur with further agreement from the Planning Secretary, or in accordance with Schedule 3, Condition 12 of the CoC which permits the following construction, upgrading or decommissioning activities to be undertaken outside these hours without the approval of the Planning Secretary, for:

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

## 2.6 Site access

Access to the site is via a new intersection that has been constructed approximately 150 m south of the intersection of Balranald Road and Yanga Way. A new access road has been constructed from the new intersection to the existing site (see Figure 2.1 and Figure 2.2).

No road/intersection upgrade works to the site access are required prior to the commencement of BESS construction. The works required in accordance with Schedule 3, Condition 5 of the CoC have been completed.

Figure 2.1 shows the local road network, Figure 2.2 shows the completed new access way. Intersection detail is shown in Figure 2.2.

All vehicles entering and exiting the site will be required to use the new site access intersection and road.

## 2.7 Internal access roads and parking

Internal all weather access roads of approximately 4–6 m width has been constructed to accommodate construction and operational traffic movements throughout the site. Parking is provided within the site management hubs for all construction, operation and decommissioning vehicles. No parking on the public road network is permitted.

Whilst on site, all vehicles are loaded and unloaded within the project boundaries and enter and/or leave the site only in a forward direction.

All vehicles leaving the site are required to be in a clean condition to avoid tracking dirt onto the public road network. Roads are constructed as all weather and have a gravel seal reducing the amount of material tracked out of the site, a rumble grid is installed at the site entry to further reduce the tracking of materials out of the site. The monitoring of materials tracked out of the project is included as part of the daily and weekly site inspection checklists undertaken by the site supervisor, see Table 4.2.

These requirements are contained within the site induction and TCP's for the project.

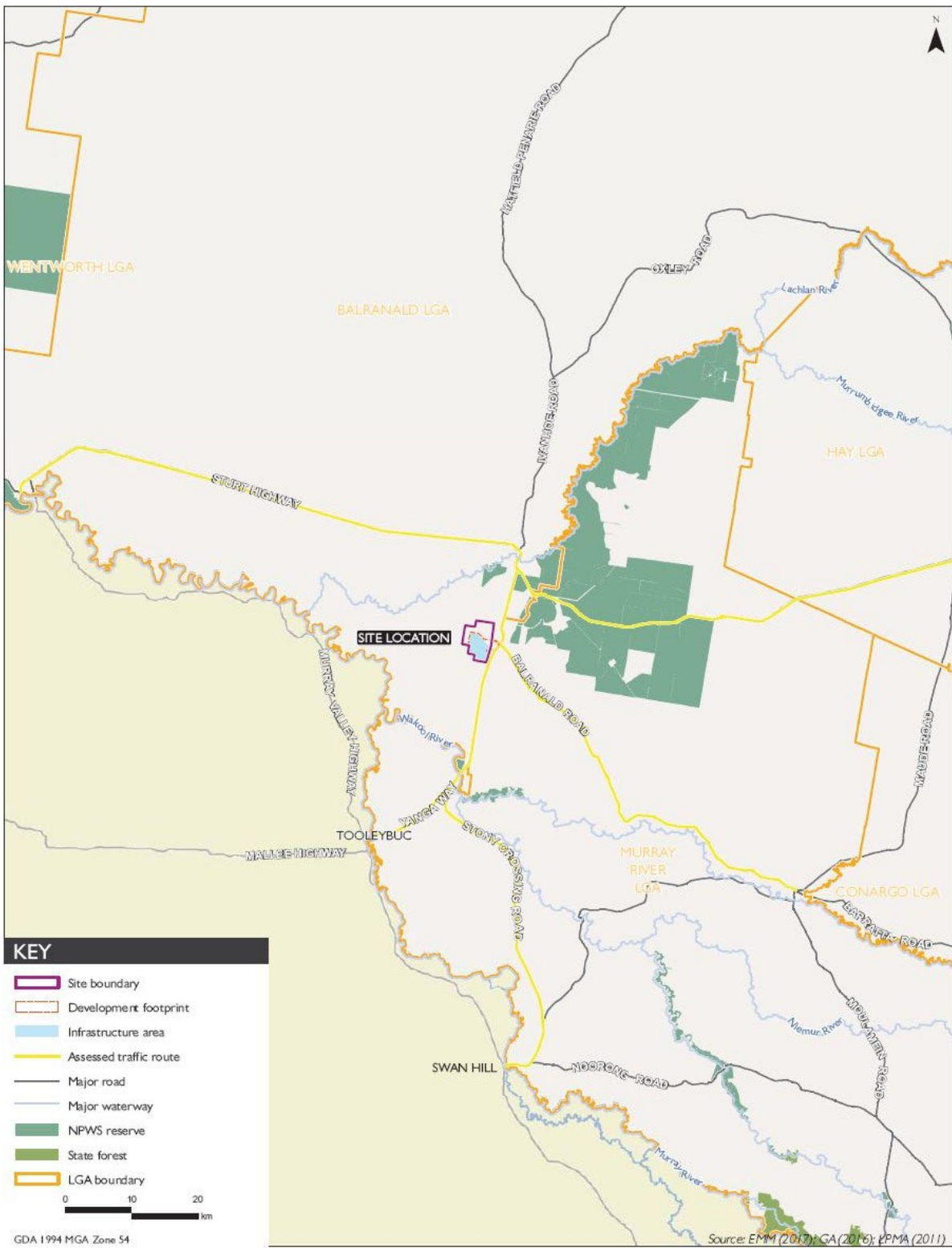


Figure 2.1 Site location and local road network



Figure 2.2 Site access intersection location



## 3 Traffic generation and site access

### 3.1 Construction traffic generation – heavy vehicles

#### 3.1.1 Transport routes and ports of entry

During construction and decommissioning the majority of heavy vehicles movements will be generated by deliveries and removal of BESS modules and components. Delivery during construction which will be predominately from Port Melbourne or Port Botany. Other options for ports of entry included in this plan are Adelaide. The main origin of deliveries is expected to be Melbourne and Sydney. Decommissioning routes are unknown at this stage of the project.

Vehicles leaving the site are generally expected to return in the same direction from which they travelled to site. A summary of the route is provided here with a detailed assessment included as

For project infrastructure shipped from the Port of Melbourne:

- once shipments have been released, they will be shipped to the trucking company's yards for loading onto A-Double trucks for road transport
- This travel route will be along the M1 to the M80 and onto the M79 to Ravenswood.
- From here the transport will change to the A790 and then the A79 to Bridgewater.
- From Bridgewater there are several routes available with the most likely being via the C274 to the B260 and B400 to the Tooleybuc Bridge and up Stony Crossing Road and Yanga Way to site.
- In the event that the Tooleybuc bridge is closed vehicles will use the Swan Hill Bridge.
- Permits are required from TfNSW for routes via the Swan Hill Bridge and for the Tooleybuc bridge due to a mass limit and a 3.7m width limit in place at Tooleybuc and no oversize over mass (OSOM) route approved from Swan Hill to Yanga Way at the time of writing (NHVR maps February 2024).

For project infrastructure shipped from Sydney (Port Botany):

- once shipments have been released, they will be shipped to the trucking company's yards for loading onto A-Double trucks for road transport
- the approved route is along Botany Road to Gardeners Road, Ricketty Street and Canal Road to the Princes Highway. The Princes Highway is followed until King Georges Road to M5
- the M5 is followed to the M31 and generally south to the A20 and then generally west to Yanga Way (Mallee Highway) intersection and then south and into the project via the new site access intersection in Figure 2.1
- once fully unloaded, empty containers will be transported back to the laydown area via the same route via Yanga Way and trucks will return to Adelaide to pick up further loads.

For project infrastructure shipped from the port of Adelaide:

- once shipments have been released, they will be shipped to the trucking company's yards for loading onto A-Double trucks for road transport

- the approved route is the M20/A20 from Adelaide via Mildura to Balranald NSW which is a gazetted road train route.
- an additional route approved by the National Heavy Vehicle Regulator (NHVR) is the M20/A20 from Adelaide via Annandale to the Qube Logistics Depot at Murray Bridge. From here the heavy vehicles would travel via Pinnaroo, Ouyen and Tooleybuc to the site at Yanga Way. The relevant permits and approval to use this alternative route have been obtained
- vehicles will access the site from Yanga Way via the new site access intersection in Figure 2.1
- once fully unloaded, empty containers will be transported back to the laydown area via the same route via Yanga Way and trucks will return to Adelaide to pick up further loads.

All routes are subject to change over time and as a result of road and bridge closures. The routes provided above are the most likely routes available which meet current restrictions under the HVNR mapping. Routes should be confirmed prior to transport and permits obtained from relevant authorities as required by the HVNL in force at the time of transport.

For OSOM vehicles originating from Port of Melbourne, a bridge assessment will be required at West Gate Bridge, Kororoit Creek Bridge and Tooleybuc Bridge prior to obtaining NHVR approval. If Tooleybuc Bridge cannot be used for OSOM vehicles and Swan Hill Bridge needs to be used to cross from Victoria to NSW, then a route assessment will need to be conducted from Swan Hill to Yanga Way.

### 3.1.2 Traffic volumes and frequency

Heavy vehicle traffic generation is primarily associated with the delivery of infrastructure, equipment and materials to site. Forecasted traffic volumes for construction and operation are presented in Table 3.1. These are estimates based on the current construction schedule. These tables include peak daily traffic approved in SDD 8025 Mod2. The volumes have been assessed (ERM 2020) will not exceed the maximum daily vehicle movements permitted under the CoC Schedule 3 condition 2 of 54 heavy vehicle movements a day during construction.

**Table 3.1 Construction / Operation phase traffic generation (AC-coupled)**

Factor	Average construction		Peak construction		Project operations	
	Daily traffic	Peak hour traffic	Daily traffic	Peak hour traffic	Daily traffic	Peak hour traffic
Workforce (car) traffic movements	20	10	25	15	7	2
Delivery (truck) traffic movements	20	4	26	6	0-2	1
Total site traffic movements	40	14	51	21	7-10	3

### 3.1.3 Loads, weights and lengths of heavy vehicles

Subcontractors will be responsible for complying with the Heavy Vehicle National Law (HVNL). Loads weights and lengths of heavy vehicles will be in accordance with the TfNSW network maps and approved roads lists for road freight transport vehicles, special purpose vehicles and load carrying vehicles of approved transport routes (<https://maps.nhvr.gov.au/>).

Infrastructure arriving at designated ports is expected to be in standard ISO 20 ft or 40 ft containers. Transportation to the site will occur via road, or a combination of road and rail. Depending on the logistic subcontractor company, the vehicle length will be <25 m. The transportation setup is shown in Figure 3.1.

Heavy delivery vehicles from ports or logistic hubs are to start transportation as soon as container loads are safely secured, resulting in single vehicle movements rather than convoy traffic to avoid conflicts with other motorists.

The maximum resulting load to be carried by heavy vehicles will be 36.8 t. With an average tare weight of 5.8 t per axle and no more than 18.5 t for truck and trailer axle loads, the total weight of loaded heavy vehicles will be 66.3 t. Transport will be Class 1 Heavy Vehicles as defined in the HVNL.

Most deliveries will require the use of overmass or heavy-load vehicles. The necessary licenses and traffic controls for those deliveries will be obtained prior to commencement of the deliveries. Traffic controls for oversized and heavy-load vehicles are discussed in Section 4.1.

### 3.2 Oversize over mass vehicles (OSOM)

There will be OSOM deliveries to the site. OSOM deliveries will be managed by external logistics companies, who will lodge the relevant applications to [NVHR](#) for obtaining the required road permits.

OSOM vehicles are defined as Class 1 vehicles under the Heavy Vehicle National Law. A vehicle or vehicle combination is considered to be OSOM if it exceeds any general access mass or dimension limits<sup>1</sup>. An example is a vehicle combination specifically built to carry large indivisible items.

The project's vehicle is considered to be an OSOM vehicle as it is a low loader specifically designed to carry a large indivisible item<sup>2</sup>.

The project's OSOM vehicle consists of a prime mover with a 2 x 4 dolly and 4 x 4 low loader trailer in the following configuration:

- total length of 24.7 metres (m)
- total width of 2.5 m
- total height of 3.8 m
- gross load of 66.24 tonnes (t) (OSOM vehicle with payload), consisting of:
  - 6 t load on prime mover front steering wheels
  - 18.5 t load on prime mover rear drive wheels
  - 18.5 t load on 2 x 4 dolly
  - 5.81 t load per axle on the 4 x 4 low loader trailer.

The OSOM vehicle that will be used for the project is shown in Figure 3.1.

<sup>1</sup> <https://www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/heavy-vehicles/road-access/restricted-access-1>

<sup>2</sup> <https://www.nhvr.gov.au/files/201708-0672-classes-of-heavy-vehicles-in-hvnl.pdf>

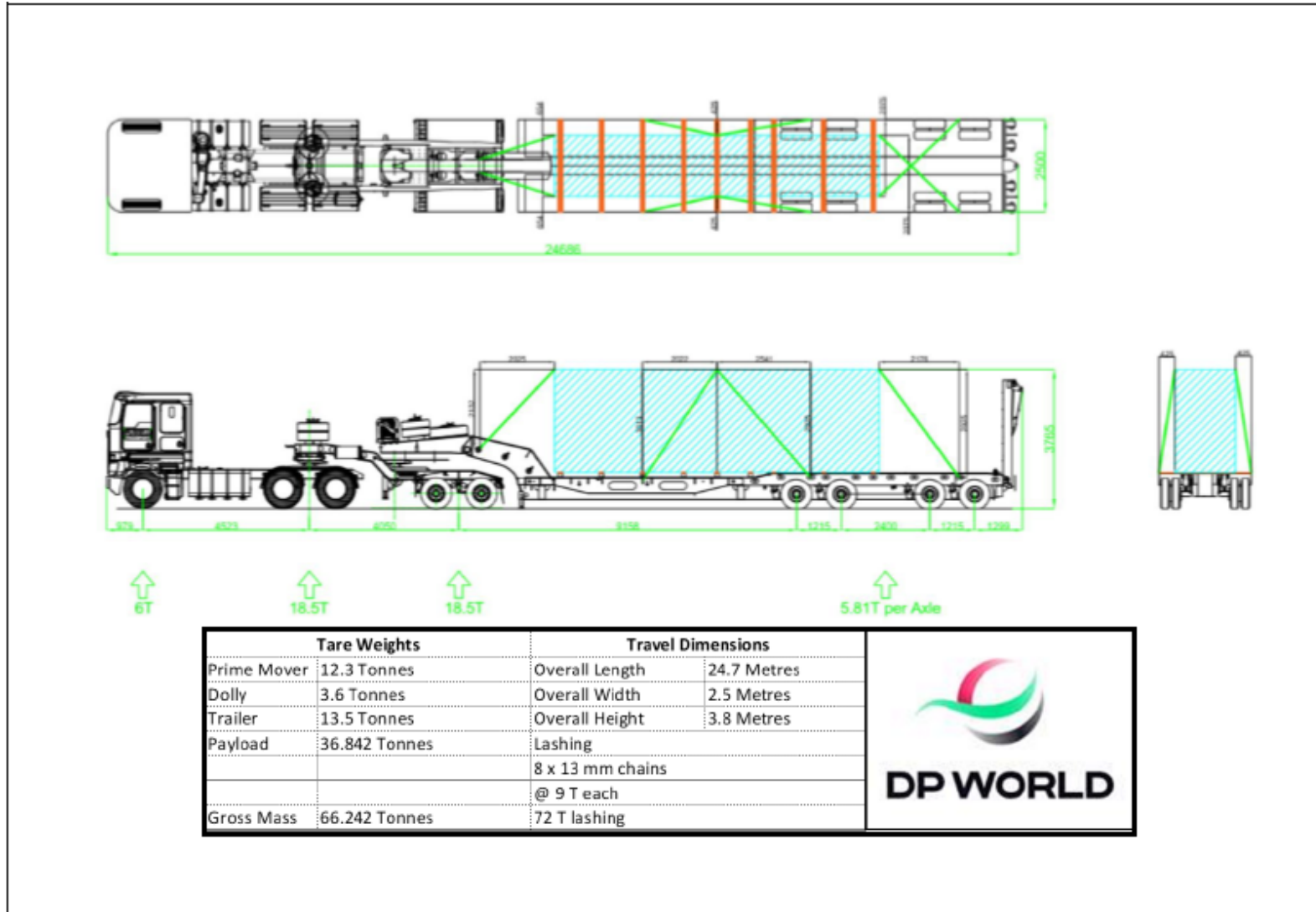


Figure 3.1 Typical transport setup for BESS units

### 3.3 Construction traffic – light vehicles

#### 3.3.1 Transport routes

The primary transport routes that will be used by light vehicles accessing the site are:

- Yanga Way, which connects to the Sturt Highway to the north, and the Sturt Highway (A20), Murray Valley Highway (B400) and Mallee Highway (B12) in Victoria, via the Tooleybuc bridge
- Sturt Highway, which connects from the Balranald area to the Hume Highway (M31) to the east and Buronga/Mildura and the Silver City Highway in the west
- Stony Crossing Road, a local road, which connects Yanga Way, approximately 20 km south of the site, to Swan Hill in Victoria. This route will be used by project traffic which is travelling to and from the direction of Swan Hill.

#### 3.3.2 Origin and destination of workforce vehicles

The origin of workforce related traffic will depend on the location of workforce accommodation and the number of people employed from the region (who will commute daily from their permanent place of residence to and from the site). The majority of daily light vehicle workforce related traffic will travel from towns in the region, or from Mildura if flying into the region for work shifts. Estimated vehicle origins for light vehicles travelling to the site and the likely route to the site are detailed in Table 3.2.

**Table 3.2** Origin of workforce related light vehicles

Origin (town)	Route to Project site
Balranald	<ul style="list-style-type: none"><li>• Sturt Highway travelling east</li></ul> Yanga Way travelling south
Euston	<ul style="list-style-type: none"><li>• Stuart Highway travelling east</li></ul> Yanga Way travelling south
Tooleybuc	Yanga Way travelling north
Hay	<ul style="list-style-type: none"><li>• Stuart Highway travelling west</li></ul> Yanga Way travelling south
Swan Hill	<ul style="list-style-type: none"><li>• Murray Valley Highway (Victoria) travelling north</li><li>• Yanga Way travelling north</li><li>• Swan Hill Road travelling north</li><li>• Stony Crossing Road travelling north</li></ul> Yanga Way travelling north
Mildura (unlikely that many workers would make a daily commute from Mildura; however, fly-in-fly-out workers may use this route regularly)	<ul style="list-style-type: none"><li>• Sturt Highway travelling east</li><li>• Yanga Way travelling south</li></ul>

### 3.3.3 Traffic volumes and frequency

Light vehicles will primarily comprise workforce travelling to and from the site. Average daily workforce estimates are up to 40 personnel per day (ERM 2020). Approximately 50 percent of the workforce is planned to be local hire which would mitigate traffic impacts on the broader road network.

## 3.4 Interaction with Sunraysia Solar Farm

The consent requires consideration of potential interactions with Sunraysia Solar Farm via consultation with the applicant of that project. The Sunraysia Solar Farm is located on the western side of Yanga Way, immediately south of the Limondale Project.

As detailed in Table 1.2, Limondale has consulted with Sunraysia Solar Farm regarding the construction schedules for the two developments and concurrent impacts. The Sunraysia Solar Farm is operational and construction periods for both projects overlap for most of their construction durations, no significant conflicts with regards to traffic impacts were identified by either party during this time and ongoing communication continues between the projects.

The Limondale Sun Farm EIS (EMM 2017) and modification report (ERM 2020) assessed the combined (cumulative) construction traffic for both projects, on the basis that construction for the two projects could occur simultaneously. The traffic assessments concluded that traffic generated by Limondale for BESS construction (including cumulative impacts with the Sunraysia Solar Farm) will not cause the future daily traffic volumes on either the Sturt Highway, Yanga Way or Stony Crossing Road, to increase above the relevant design levels that will trigger road widening improvements.

The BESS project has a worst-case prediction of 51 total site traffic movements at Peak Construction. This is lower than the approved 54 movements.

Due to the location of the Sunraysia Solar Farm to the south of Limondale and the proposed transport routes, there is little overlap in transport routes, and it is not anticipated that there will be significant overlap in terms of causing additional wear and tear on the road.

Depending on the status of other renewables projects in the Balranald Shire, currently not approved, consultation may be required with other parties predominately to the south of the development during OSOM transports.

## 4 Traffic management and controls

### 4.1 Traffic safety management

General measures that will be implemented to minimise traffic safety issues and disruption to local users of transport routes during construction are detailed in Table 4.1. Once detailed design and procurement of contractors is complete, a Traffic Control Plan (TCP) will be prepared with input from the relevant subcontractors and included as an attachment to the TMP prior to construction. The TCP will describe:

- traffic safety controls such as signage to notify road users, speed limits, UHF frequencies and other project related information during construction
- specific control measures to be implemented during local climatic events such as extreme wet weather events, fog and dust storms
- transport routes for heavy vehicles (and over-dimension vehicles)
- location of school bus routes and bus stops in the vicinity of the site.

The TCP will illustrate the signs and traffic control devices that will be installed on the public road network. The TCP will be consistent with the measures contained in the TMP and will comply with the requirements of:

- Australian Standard AS 1742.3 2009 Manual of uniform traffic control devices, Part 3: Traffic control for works on roads
- Traffic control at work sites technical manual, version 6.1 (TfNSW 2022).

**Table 4.1 Traffic management and controls**

Aspect	Management or control measure	Responsibility	When does this apply
General	All personnel engaged in managing project-related traffic in the vicinity of the site shall have appropriate training in accordance with RMS requirements.	Site Manager	Prior to construction, operation and decommissioning
	Traffic management and controls will comply with the RMS Traffic control at work sites technical manual (TfNSW 2022) and Austroads Guide to Road Design where necessary.	Site Manager	During construction, operation and decommissioning
	All vehicles entering and leaving the project site will be required to travel via the purpose-built site access intersection with Yanga Way.	Site Manager	During construction, operation and decommissioning
	All vehicles will enter and leave the site in a forward direction.	Site Manager	During construction, operation and decommissioning
	Drivers entering the site will give way to passing vehicles and wait in the designated turning lane until there is a safe distance between the any approaching vehicles and the site access road before making a turn.	Site Manager	During construction, operation and decommissioning
	The TCP will identify traffic controls to be implemented.	Site Manager	During construction, operation and decommissioning
	If detours that will impact public access along the public road network are required, the detour route, duration that the detour will be in place for, and procedures to notify local road users will be submitted to BSC and TfNSW prior to implementation.	Site Manager	During construction, operation and decommissioning
Notifying the community of project-related traffic impacts	Balranald Shire Council will be notified two weeks prior to commencement of construction. A strategy for communicating information about the project, during construction, including traffic related impacts, will be developed in consultation with Balranald Shire Council. This will include use of Balranald Shire Council’s website, the Limondale website, and/or installation of signage in the vicinity of the site prior to construction.	Site Manager	Prior to and during construction
	All community notifications will include contact details for the Site Manager.	Site Manager	During construction, operation and decommissioning
	•		



**Table 4.1 Traffic management and controls**

Aspect	Management or control measure	Responsibility	When does this apply
Potential for conflict with other road users including school buses	The TCP will identify: the location of school bus routes and bus stops in the vicinity of the site in consultation with school bus operators; and details of safety signage to inform heavy vehicle drivers, bus drivers and motorists of construction traffic activity and the location of bus stops.	Site Manager	During construction, operation and decommissioning
Scheduling of haulage vehicle movements	The real-time management of deliveries to the site will be managed by the Site Manager to ensure that no queuing of trucks occurs outside the site entrance or along Yanga Way, and that convoys/platoons of vehicles are avoided.	Site Manager	During construction, operation and decommissioning
	Heavy delivery vehicles from ports or logistic hubs are to start transportation as soon as container loads are safely secured, resulting in single vehicle movements rather than convoy traffic to avoid conflicts with other motorists.	Site Manager	During construction, operation and decommissioning
	The Site Manager will work closely with the logistics providers to co-ordinate the arrival of trucks to allow for minimal vehicle standing time onsite. Drivers will be aware of their required arrival time slots and will be instructed to arrive within their allocated timeslot. Drivers will be expected to coordinate their rests and travel times to meet their allocated timeslots.	Site Manager	During construction, operation and decommissioning
Local climate conditions	Specific control measures will be implemented during local climatic events such as extreme wet weather events, flooding, fog and dust storms. Measures will include: <ul style="list-style-type: none"> <li>reduced speed limits that apply in certain conditions, such as reduced visibility due to dust or fog</li> <li>temporary suspension of heavy vehicle movements to and from, or within the site to suit weather conditions</li> <li>additional dust suppression in the event of dust storms or high winds.</li> </ul>	Site Manager	During construction, operation and decommissioning
	Real time management of deliveries will be managed by the Site Manager through the use of UHF radio, mobile phone and signage, where appropriate within the site and when travelling to and from the site, will be used to notify drivers when specific control measures are in force, or when there are any changes to road conditions.	Site Manager	During construction, operation and decommissioning
	Where specific control measures need to be implemented over an extended period, such as during an extended wet weather event, appropriate signage shall be installed to notify drivers.	Site Manager	During construction, operation and decommissioning
Emergency repair or maintenance	Clear access to and within the project site to be maintained for emergency services vehicles 24/7.	Site Manager	During construction, operation and decommissioning
	Yanga Way between the Sturt Highway and the site will be utilised by heavy vehicles accessing the site. Any damage to the road pavement on this section of Yanga Way will be reported immediately to BSC.	Site Manager	During construction, operation and decommissioning

**Table 4.1 Traffic management and controls**

Aspect	Management or control measure	Responsibility	When does this apply
	If emergency repairs or maintenance are required to road infrastructure, Limondale will consult with BSC regarding apportionment of costs if emergency repairs are determined to be substantially attributable to construction of the project.	Site Manager	During construction, operation and decommissioning
	If necessary, construction vehicle movements will be suspended for the duration of the emergency repairs or appropriate alternative haulage routes identified. Relevant road authorities will be notified immediately regarding the use of alternative haulage routes.	Site Manager	During construction, operation and decommissioning
Over-dimensional vehicles	The length of heavy vehicles will not exceed 36.5 m as agreed with DPE (approval date 19 October 2018, see Appendix C). Prior to over-dimensional vehicles accessing the site, an over-dimensional TCP will be prepared for managing over-dimensional vehicle movements.	Site Manager	During construction and decommissioning
Travelling stock Reserve (TSR)	The site access road traverses a TSR. Consultation with Crown Lands formerly Western Local Land Services (WLLS) is ongoing. Concurrence was issued by WLLS on 7 May 2018 for the access road construction. The WLLS Standard Conditions accompanying the licence will be adhered to and where necessary, included in the TCP. There is no impact on Crown land for the BESS component of the project as the access road is already in place.	Site Manager	During construction, operation and decommissioning
Driver code of conduct	A driver code of conduct for construction is included as Appendix A. Copies of the driver code of conduct will be provided to all drivers accessing the site.	Site Manager	During construction, operation and decommissioning
Heavy vehicle restrictions	Daily heavy vehicle movements will not exceed 54 heavy vehicle movements <sup>1</sup> per day during construction of the BESS and operation of the project. (See Table 3.1).	Site Manager	During construction, operation and decommissioning
	Subcontractors will be responsible for complying with the Heavy Vehicle National Law (HVNL). Loads weights and lengths of heavy vehicles will be in accordance with the TfNSW network maps and approved roads lists for road freight transport vehicles, special purpose vehicles and load carrying vehicles of approved transport routes ( <a href="http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/index.html">http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/index.html</a> )	Site Manager	During construction, operation and decommissioning
Condition of public roads	Water trucks will be used for dust suppression along internal roads and the site access road from Yanga Way. Vehicles will be hosed down prior to exiting the site if required to avoid tracking dirt onto the public road network.	Site Manager	During construction

Notes: 1. A vehicle movement is defined in the CoC as 'one vehicle entering and leaving the site'.

## 4.2 Inspection and monitoring

A daily inspection and monitoring program will be implemented during construction of the project detailed in Table 4.2.

**Table 4.2** Inspection and monitoring

Requirement	Responsibility	Frequency
Check signage installed for the project in accordance with the TCP.	Site Manager	Weekly
Maintain a daily record of the number of heavy vehicle movements accessing the site during construction, operation and decommissioning.	Site Manager	Daily
Inspect condition of site access intersection and Yanga Way in the vicinity of the site to observe whether tracking of dirt and dust is occurring from construction.	Site Manager	Daily
Monitor weather forecasts and apply condition-specific safety measures where required.	Site Manager	Daily
Review the TMP in accordance with Section 5.2 of the TMP.	Site Manager	Biannually

## 4.3 Driver's code of conduct

A Driver's Code of Conduct has been prepared for construction. The Driver's Code of Conduct is included as Appendix A.

# 5 Implementation of the TMP

## 5.1 Roles and responsibilities

The roles and responsibilities for implementation of environmental management are detailed in the Environmental Management Strategy (EMS). The Project Managers (see Table 5.1) are responsible for implementation of the TMP, including undertaking all consultation with key stakeholders and ensuring that the relevant subcontractors prepare the TCP in accordance with this TMP and the EMS.

**Table 5.1 Roles and responsibilities**

Site	Position	Contact
Limondale BESS	Site Supervisor	1800 844 007
Limondale BESS	Environment & Community Manager	1800 844 007

## 5.2 Review and continuous improvement

During construction, operation and decommissioning, the TMP will be reviewed internally every six months to:

- assess the continuing suitability of the TMP in relation to construction progress, changing conditions and information, and will include review of matters such as:
  - requirements to utilize heavy load vehicles exceeding the weights or dimensions for unrestricted road access, specified by the NHVR
  - actual traffic volumes compared to predicted volumes in the TMP, and any required amendments to traffic control measures
  - interaction with the Sunraysia Solar Farm
  - interaction with other developments in the region approved for construction
- incorporate feedback from external stakeholders, including BSC, road authorities and the general community.

Regular review of the TMP will allow opportunities for improvement to be identified and implemented, achieving the overall aim of continual improvement.

Where the review process identified material changes to the TMP, relevant stakeholders will be consulted regarding the changes. Following consultation and incorporation of mutually agreed changes, the TMP will be resubmitted to DPHI for approval where material changes are required.

Prior to upgrading or decommissioning activities, this plan will be reviewed and updated as required. Where material changes are required as a result of upgrading or decommissioning activities, and following consultation and incorporation of mutually agreed changes, the TMP will be resubmitted to DPHI for approval.

This TMP will also be reviewed and where necessary revised, as per the above process, within one (1) month of the:

- submission of an incident report; or
- any modification to the conditions of consent.

### 5.3 Complaints handling

The RWE Renewables Australia Community and Stakeholder Engagement Framework is available on the Limondale BESS website (<https://au.rwe.com/projects/limondale-bess/>) and provides a 24 hour contact number 1800 844 007 and an email contact.

The Site Manager will respond to community complaints relating to traffic incidents or issues. All complaints received will be documented in a Complaints Register, which will record the nature of the complaint, any corrective / mitigative actions undertaken in response, and response times. All complaints will be responded to within 24 hours.

The following details will be recorded:

- date and time of the complaint
- method by which the complaint was made
- personal details of the complainant (if provided)
- nature of the complaint
- action taken in relation to the complaint
- follow-up actions required.

All complaints will be investigated by the Environment and Community Manager (ECM), who will also be responsible for:

- ensuring adequate mitigative actions are implemented to prevent reoccurrence
- liaising and following-up with complaints
- review of the complaints register to monitor the effectiveness of mitigation measures and identify any recurring themes of complaints that indicate a need to amend management approach.

The complaints procedure and contact details for the public to make complaints will be included on the project website and provided to Balranald Shire Council. Contact methods will include a phone number and email address.

### 5.4 Incident and non-compliance management

The Site Manager and Environmental and Community Manager will be notified immediately of all traffic-related incidents and non-compliances. In the case of an incident, vehicles will not be moved and/or removed from the scene until the incident has been investigated. Drivers of any vehicle involved in a traffic-related incident will undertake a standard drug and alcohol testing.

All traffic-related incidents on the public road network will be recorded and investigated in consultation with the relevant road authority and emergency services.

In addition to the above process, incidents and near misses and non-compliances will be investigated and documented in accordance with the Limondale Solar Farm Environmental Management Strategy to:

- establish root cause and identify contributing factors
- identify preventative and corrective actions to be implemented to prevent reoccurrence

- share learnings amongst the project team and other stakeholders as appropriate.

For incidents, and in accordance with the CoC Schedule 4, Condition 3 of the CoC, Limondale will:

- immediately notify the Secretary and any other relevant agencies of any incident on site or related to site vehicles
- 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 A of the EMS.

As part of incident investigation, corrective and preventative actions will be identified, assigned to an appropriate person and closed out according to set timeframes. Corrective actions will include reference to the relevant incident report to track closeout.

As part of a non-compliance review, the notification will be in accordance with CoC Schedule 4, Condition 4A, Limondale will:

- Notify the Planning Secretary in writing via the Major Projects website within seven days after the Applicant becomes aware of any non-compliance
- The notification must:
  - identify the development and the application number
  - set out the condition of consent that the development is non-compliant with,
  - the way in which it does not comply
  - the reasons for the non-compliance (if known) and
  - what actions have been, or will be, undertaken to address the non-compliance

A non-compliance which has been notified as an incident does not need to also be notified as a noncompliance.

## References

Austrroads Guide to Road Design.

Australian Standard AS 1742.1 2014, Manual of uniform traffic control devices, Part 1: General introduction and index of signs.

Australian Standard AS 1742.3-2009, Manual of uniform traffic control devices, Part 3: Traffic control for works on roads.

EMM Consulting 2017, Limondale Sun Farm Environmental Impact Statement.

ISO 2013, International Standard ISO 668. Series 1 freight containers —Classification, dimensions and ratings

NGH environmental 2017, Environmental Impact Statement Sunraysia Solar Farm, Balranald.

Transport for NSW (TfNSW) 2022, Traffic Control at Work Sites Technical Manual, version 6.1.

NHVR Mapping maps.nhvr.gov.au – February 2024

## Abbreviations

CoC	Conditions of Consent
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
HVNR	Heavy Vehicle National Regulator
HVNL	Heavy Vehicle National Law
LGA	Local Government Area
NSW	New South Wales
TfNSW	Transport for NSW, formerly Roads and Maritime Service
TCP	Traffic Control Plan
TMP	Traffic Management Plan



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# Appendix A

## Driver's code of conduct

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## A.1 Driver's Code of Conduct

This Driver's Code of Conduct (COC) will be read, understood and signed by all personnel associated with Limondale Solar Farm ("Limondale"). The COC address the conditions required in the Development Consent (Schedule 3, Condition 7(d)):

- travelling speeds
- procedures to ensure that drivers adhere to the designated transport routes
- procedures to ensure that drivers implement safe driving practices and manage driver fatigue, particularly if using roads through Balranald.

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

### A.1.1 Travelling speeds

While travelling on road, vehicles must not exceed the maximum default speed limit in an area. Driving above the speed limit is illegal and creates unacceptable safety risks to the driver and other road users.

Heavy vehicles must strictly travel within the speed limit, or sometimes in a lower speed than the speed limit in tough road conditions for safety purposes.

### A.1.2 Designated transport routes

Drivers must adhere to the designated transport routes only. If the designated transport routes change, the Site Manager will inform the drivers of alternate transport route(s). Should the designated transport routes change under any circumstances (e.g. road closure, give way to emergency vehicle and etc.), drivers must report to the Site Manager immediately.

### A.1.3 Safe driving practice

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

- obey all NSW road laws and regulations
- do not drive under the influence of drug, alcohol and medication that may influence the ability to drive, seek professional medical advice if in doubt
- respect other road users
- maintain a high level of conduct
- maintain awareness of required road and traffic controls
- drive with care under tough weather conditions
- rest at least every 2 hours or when required to avoid fatigue
- report any near misses
- report any vehicle accident to the Site Manager

- report any vehicle defect to the Site Manager
- only drive to the site during approved construction hours
- keep wheels of vehicles clean and in good condition to minimise environmental and road surface impacts.

Drivers will be assessed their performance regularly and provided refresher training programs when required.

#### i **Fatigue management**

Drivers must avoid driving while tired and manage fatigue. To lower the risk of driving tired drivers should plan their journey to include regular and adequate length breaks. Drivers are responsible for getting a good night's rest the night before and understand early warning signs of fatigue, which can include, yawning, restlessness, difficulty concentrating.

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The National Heavy Vehicle Accreditation Scheme (<https://www.nhvr.gov.au/safety-accreditation-compliance/national-heavy-vehicle-accreditation-scheme>) allows heavy vehicle operators the choice of operating under three fatigue management schemes: Standard Hours of Operation; Basic Fatigue Management (BFM); and Advanced Fatigue Management (AFM). All heavy vehicle drivers operating in relation to the site are to be aware of their adopted fatigue management scheme and operate within its requirements.

#### A.1.4 **Vehicle driver requirements**

All heavy vehicles hauling construction materials to and from the BESS construction worksites must:

- have undertaken a site induction
- have comprehension of the relevant requirements of the TfNSW Heavy Vehicle Driver Handbook
- hold a valid driver's licence for the class of vehicle that they operate
- operate the vehicle in a safe manner within and external to the construction worksites, including adherence to drug and alcohol and mobile phone use policies.
- comply with all directions of authorised site personnel when within the site.

A single page document detailing the Site Access Traffic Routes and summarising other key aspects of light and heavy vehicle related compliance will be issued to contractors prior to commencement of works. This document is to be read and signed by all contractors. Where there is a failure to comply with this document, disciplinary action may be considered.

---

# Appendix B

## Record of consultation

---

Subject: FW: Limondale BESS: Project overview

From: Quach, Nam Ha  
Sent: Thursday, February 1, 2024 4:53 PM  
To: Jennifer Lao <jennifer.lao@res-group.com>  
Cc: Greenham, Ross <ross.greenham@rwe.com>; Sherrington, Malcolm <ma.sherrington@rwe.com>;  
Radford, William <william.radford@rwe.com>  
Subject: Limondale BESS: Project overview

Hi Jennifer,

Thanks for your time earlier today.

As a summary of our meeting, RWE Renewables Australia are currently progressing towards handover from Development to Construction for a BESS on the Limondale Solar Farm site. The BESS project details can be found here:

[Limondale BESS project | RWE in Australia](#)

In short, we will be building a 50MW/400MWh battery and on the Limondale Solar Farm site, specifically where the previous solar farm construction hard stand is located.

The battery itself will not have any impact on the operations of the Sunraysia Solar Farm, however there will be some increased traffic movement during the peak of construction, albeit, well under that of the construction of the Limondale Solar farm.

Preliminary works such as basic site clean-up and site establishment is expected to occur in Q2 2024, with construction beginning more earnestly in Q3 2024 through to late Q4 2025.

Please feel free to forward this email along with my contact details as needed. If you have any questions or queries, please reach out.

Kind regards

Nam Ha Quach  
Development Officer  
RWE Renewables Australia

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W: [www.rwe.com](http://www.rwe.com)

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

<https://www.mailguard.com.au/mg>

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## David Bone

---

**From:** Quach, Nam Ha <NamHa.Quach@rwe.com>  
**Sent:** Monday, 16 September 2024 3:31 PM  
**To:** rmittchell@balranald.nsw.gov.au  
**Cc:** Radford, William; Sherrington, Malcolm; David Bone  
**Subject:** RE: Limondale BESS: SSD-8025-MOD2 Update  
**Attachments:** E230809\_LimondaleAES\_v5.1\_clean.pdf; E230809\_TMP\_V7.1\_clean.pdf

CAUTION: This email originated outside of the Organisation.

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Hi Ray,

Following up on the emails below.

Just wondering if you have any comments on the Traffic Management Plan and Accommodation and Employment Strategy as per below?

I have attached the final drafts for your information following review from DPHI.

Please feel free to reach out as needed.

Kind regards

**Nam Ha Quach**  
**Construction Project Manager**  
**RWE Renewables Australia**

**RWE**

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---

**From:** Quach, Nam Ha  
**Sent:** Friday, July 26, 2024 2:51 PM  
**To:** rmittchell@balranald.nsw.gov.au  
**Cc:** Radford, William <william.radford@rwe.com>; Sherrington, Malcolm <ma.sherrington@rwe.com>;  
dbone@emmconsulting.com.au  
**Subject:** RE: Limondale BESS: SSD-8025-MOD2 Update

Hi Ray,

Further to my email below, please also note that approved Accommodation and Employment Strategy for SSD-8025, with the addition of the our project memo as previous stated below will be the strategy we will be implementing for the BESS project. Please note that the workforce numbers for the BESS project will be well below the numbers in the current approved strategy.

Please note that we will forward a link to the approved plan following DPHI approval and feel free to contact me as needed.

Kind regards

**Nam Ha Quach**  
**Development Officer**  
**RWE Renewables Australia**



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E: [namha.quach@rwe.com](mailto:namha.quach@rwe.com)

---

**From:** Quach, Nam Ha  
**Sent:** Tuesday, July 23, 2024 4:36 PM  
**To:** [rmitchell@balranald.nsw.gov.au](mailto:rmitchell@balranald.nsw.gov.au)  
**Cc:** Radford, William <[william.radford@rwe.com](mailto:william.radford@rwe.com)>; Sherrington, Malcolm <[ma.sherrington@rwe.com](mailto:ma.sherrington@rwe.com)>;  
[dbone@emmconsulting.com.au](mailto:dbone@emmconsulting.com.au)  
**Subject:** Limondale BESS: SSD-8025-MOD2 Update

Hi Ray,

I have tried to call a couple of times, but have just missed you, so thought I would send an email to provide a quick update to the Limondale BESS (battery energy storage system) project. RWE Renewables Australia are getting closer to beginning construction works of our BESS out at our Limondale Solar Farm site as per SSD-8025-MOD2.

Noting that the BESS will be built on the existing footprint of the solar farm, we have reviewed approved management plans and strategies and made updates to the project descriptions where required, to include the BESS as part of the overall project description under SSD-8025-MOD2. As part of the reviews and revisions, we have made some updates to the Traffic Management Plan, which include the following:

- Adding an additional transport route option out of Sydney to Balranald, including a high level route description,
- Addition of over-size, over-mass requirements
- We have noted that the Yanga Way upgrade has been completed as part of the original development
- TMP approval by TfNSW

Although consultation with Balranald Shire Council was not specifically required as part of the conditions of consent in SSD-8025-MOD2, we are providing this to council as well as a project update for your information.

Attached is the memo that we have included in the other management plans and strategies, noting that no further updates have been made to the originally approved management plans and strategies.

Please note that we will forward a link to the approved plan following DPFI approval.

Please feel free to reach out as needed.

Kind regards

**Nam Ha Quach**  
**Development Officer**  
**RWE Renewables Australia**



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<https://www.mailguard.com.au/mg>

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## David Bone

---

**From:** Quach, Nam Ha <NamHa.Quach@rwe.com>  
**Sent:** Tuesday, 23 July 2024 4:36 PM  
**To:** rmitchell@balranald.nsw.gov.au  
**Cc:** Radford, William; Sherrington, Malcolm; David Bone  
**Subject:** Limondale BESS: SSD-8025-MOD2 Update  
**Attachments:** E230809\_Limondale\_Memorandum\_Updated Conditions for Mod 2 - BESS\_v2.pdf

CAUTION: This email originated outside of the Organisation.

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Hi Ray,

I have tried to call a couple of times, but have just missed you, so thought I would send an email to provide a quick update to the Limondale BESS (battery energy storage system) project. RWE Renewables Australia are getting closer to beginning construction works of our BESS out at our Limondale Solar Farm site as per SSD-8025-MOD2.

Noting that the BESS will be built on the existing footprint of the solar farm, we have reviewed approved management plans and strategies and made updates to the project descriptions where required, to include the BESS as part of the overall project description under SSD-8025-MOD2. As part of the reviews and revisions, we have made some updates to the Traffic Management Plan, which include the following:

- Adding an additional transport route option out of Sydney to Balranald, including a high level route description,
- Addition of over-size, over-mass requirements
- We have noted that the Yanga Way upgrade has been completed as part of the original development
- TMP approval by TfNSW

Although consultation with Balranald Shire Council was not specifically required as part of the conditions of consent in SSD-8025-MOD2, we are providing this to council as well as a project update for your information.

Attached is the memo that we have included in the other management plans and strategies, noting that no further updates have been made to the originally approved management plans and strategies.

Please note that we will forward a link to the approved plan following DPHI approval.

Please feel free to reach out as needed.

Kind regards

**Nam Ha Quach**  
**Development Officer**  
**RWE Renewables Australia**

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# Appendix C

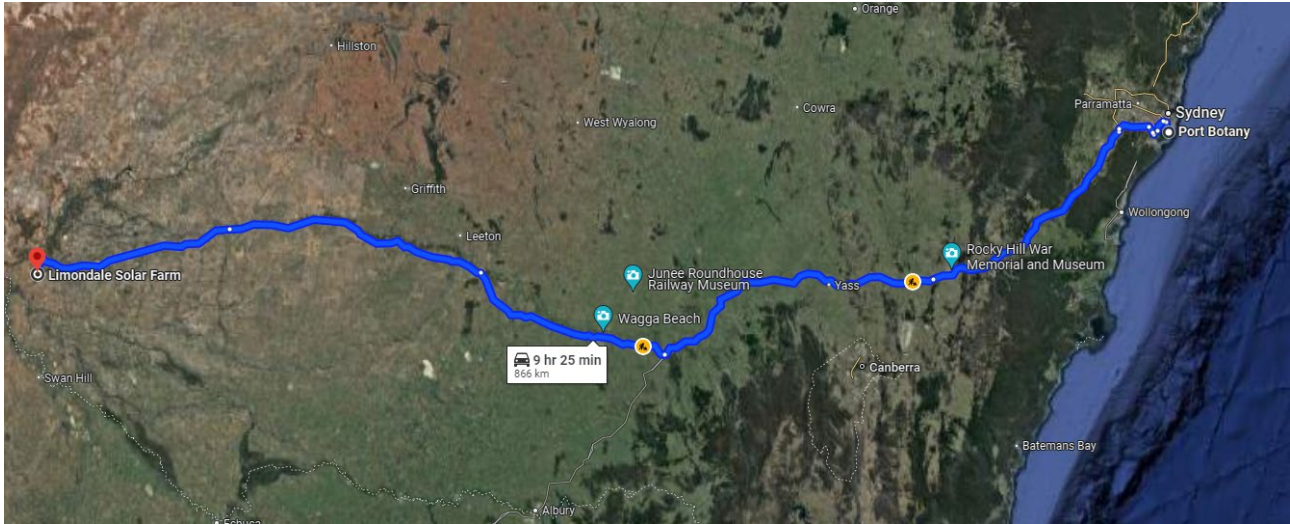
## OSOM Route assessment

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## C.1 OSOM Route Assessment

### C.1.1 Route from Port Botany

If the project's OSOM vehicle were to originate from Port Botany, the vehicle would take the following [route](#)<sup>3</sup>, as shown in Figure C.1.



**Figure C.1** Route from Port Botany to the site (total distance approximately 866 km)

Source: Google Maps

The entire route from Port Botany to the site is an approved OSOM route<sup>4</sup>. The following condition needs to be considered when timing the OSOM vehicle movements:

- Travel is not permitted after 4 pm on Sundays or state-wide public holidays between the M5/M7 interchange at Prestons and Picton Road at Wilton.

In NSW, an OSOM vehicle consisting of prime mover towing a dolly and low loader in a certain configuration can use approved roads on the OSOM road network. The OSOM vehicle from the National Heavy Vehicle Regulator (NHVR) website that has been assessed and can travel on the NSW OSOM approved road network consists of the following dimensions:

- a length of up to 30 m
- a width of up to 5.0 m
- a height of up to 4.3 m
- a rear overhang of up to 7.5 m.

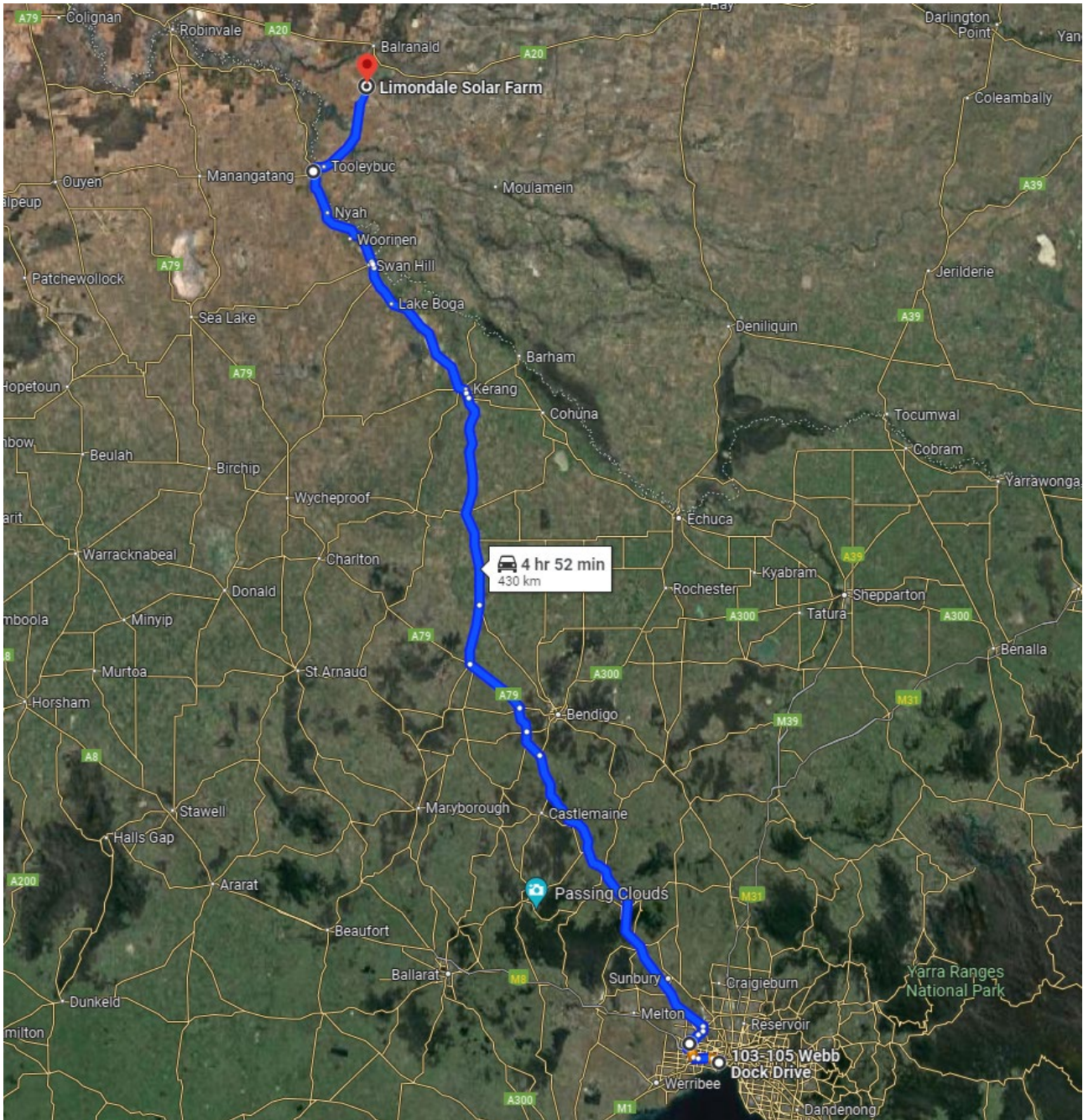
The OSOM vehicle that is to be used for this project is consistent with the above configuration and can therefore be used on the NSW OSOM approved road network.

<sup>3</sup> <https://maps.app.goo.gl/SsgDWVhsPcZmPW2B8>

<sup>4</sup> [https://maps.nhvr.gov.au/?networkLayerContext=NATIONAL\\_MAP&view=Category&exemptionSetId=-2&networkIds=%5B2157%5D](https://maps.nhvr.gov.au/?networkLayerContext=NATIONAL_MAP&view=Category&exemptionSetId=-2&networkIds=%5B2157%5D)

### C.1.2 Route from Port of Melbourne

If the project's OSOM vehicle were to originate from Port of Melbourne, the vehicle would take the following [route](#)<sup>5</sup>, as shown in Figure C.2.



**Figure C.2** Route from Port of Melbourne to the site (total distance approximately 430 km)

Source: Google Maps

<sup>5</sup> <https://maps.app.goo.gl/SmQzf8oeVchKnw1z6>

In Victoria, a Class 1 low loader can use approved roads on the OSOM road network. The OSOM vehicle from the NHVR website that has been assessed and can travel on Victoria's OSOM approved road network consists of the following dimensions:

- up to 30 m long
- up to 3.5 m ground contact width
- up to 5.0 m wide
- up to 5.0 m high
- up to 7.6 m rear overhang
- up to 77 t gross combined weight.

The OSOM vehicle that is to be used for this project is consistent with the above configuration and can therefore be used on Victoria's OSOM approved road network.

Most of the route is an approved OSOM route. The following conditions need to be considered along the route:

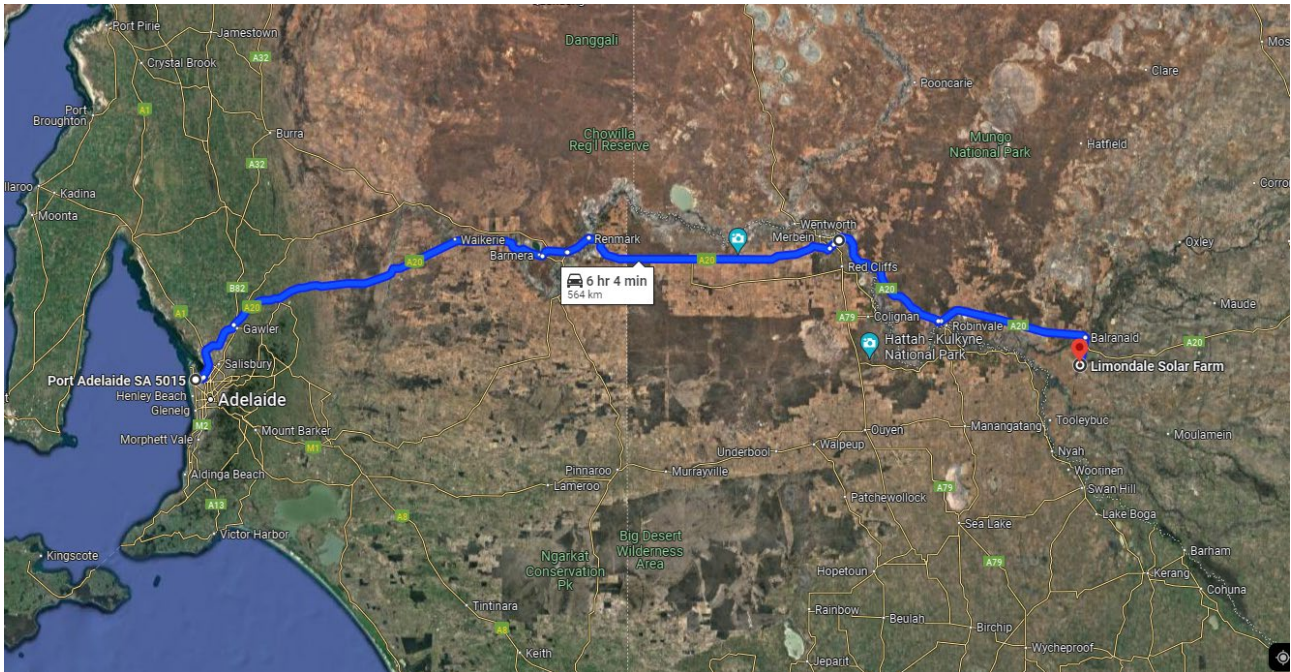
- West Gate Bridge is restricted to vehicle combinations up to 49.5 t. OSOM vehicles in excess of 49.5 t require a bridge assessment to facilitate a permit from NHVR.
- OSOM vehicles travelling on the bridge on West Gate Freeway over Kororoit Creek (west of Grieve Parade) require a bridge assessment to facilitate a permit from NHVR.
- On West Gate Freeway, west of the West Gate Bridge, nightly lane width reductions occur between 8 pm to 5 am due to ongoing works with the West Gate Tunnel Project. If OSOM movements occur during this time, West Gate Tunnel Project will need to be contacted at least 48 hours prior to travel at [cpbjh@wgtp.com.au](mailto:cpbjh@wgtp.com.au) or by calling 1800 105 105.
- Tooleybuc Bridge has a 3.7 m width limit. While Tooleybuc bridge has no overall load limit, all types of vehicles carrying the normal legal axle load limit under the general mass limit (GML) standard can cross without a permit<sup>6</sup>. Vehicles that do not meet GML requirements, including OSOM vehicles, require NVHR approval prior to travel. After Tooleybuc Bridge, the rest of the OSOM route within NSW to the project site access is part of the NSW OSOM approved road network as described in Section C1.1.

While no route assessment is required by taking the designated OSOM route from Port of Melbourne to the project site, bridge assessments will be required at West Gate Bridge, Kororoit Creek Bridge and Tooleybuc Bridge prior to obtaining NHVR approval. If Tooleybuc Bridge cannot be used for OSOM vehicles and Swan Hill Bridge needs to be used to cross from Victoria to NSW, then a route assessment will need to be conducted from Swan Hill to Yanga Way due to the lack of an OSOM approved route (within NSW) between Swan Hill and Yanga Way.

<sup>6</sup> <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-5285%2120190227T001331.340%20GMT>

### C.1.3 Route from Port Adelaide

If the project's OSOM vehicle were to originate from Port of Adelaide, the vehicle would take the following [route](#)<sup>7</sup>, as shown in Figure C.3.



**Figure C.3** Route from Port Adelaide to the site (total distance approximately 564 km)

In South Australia, an OSOM vehicle that can carry 4.0-m-wide loads can use approved roads on the OSOM road network. The OSOM vehicle from the NHVR website that has been assessed and can travel on South Australia's OSOM approved road network consists of the following dimensions:

- up to 30 m long
- up to 4.0 m wide
- up to 5.0 m high
- up to 100 t gross mass
- up to 7.6 m rear overhang.

The OSOM vehicle that is to be used for this project is consistent with the above configuration and can therefore be used on South Australia's OSOM approved road network.

The route also passes through NSW and Victoria using the approved OSOM road networks described in Section C.1.1 and Section C.1.2 respectively.

<sup>7</sup> <https://maps.app.goo.gl/XQgLAQasWC5DJEDk9>



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