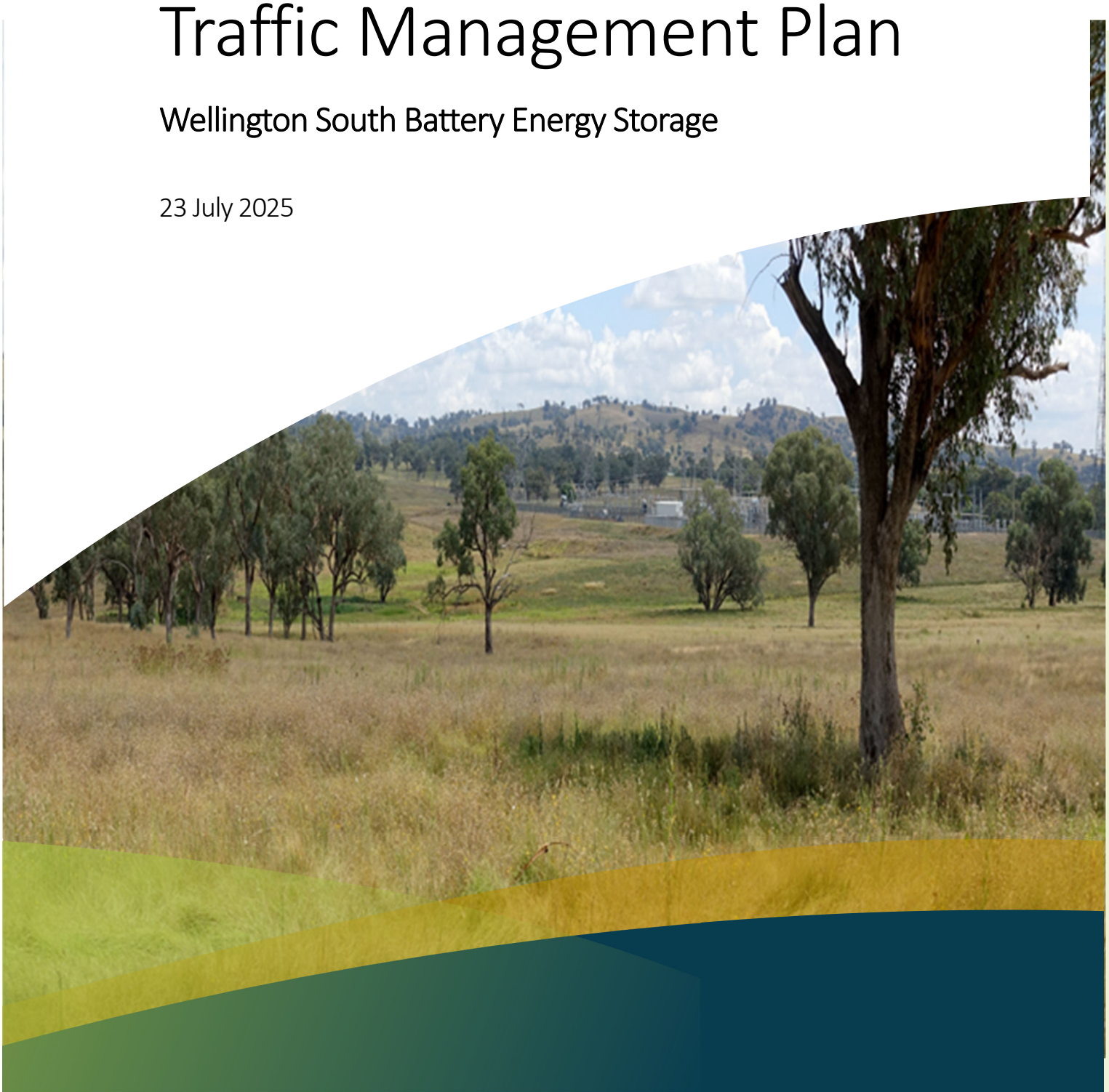
Traffic Management Plan

Wellington South Battery Energy Storage

23 July 2025



Traffic Management Plan
Wellington South Battery Energy Storage

AE1229

July 2025

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Abbreviations

ACHMP	Aboriginal Cultural Heritage Management plan
AES	Accommodation and Employment Strategy
AMPYR	AMPYR Australia Pty Ltd
BESS	battery energy storage system
BMP	Biodiversity Management Plan
BoP	balance of plant
CoC	condition of consent
DC	development consent
DECC	Department of Environment and Climate Change
DGs	dangerous goods
DPE	Department of Planning and Environment
DPIE	Department of Planning, Industry and Environment (now and formerly DPE)
DPHI	Department of Planning, Housing and Infrastructure (Formerly DPIE)
DRC	Dubbo Regional Council
EIS	environmental impact statement
EMP	environmental management plan
EMS	environment management strategy
EPA	Environment Protection Authority
EPC	engineering, procurement and construction
FRNSW	Fire and Rescue NSW
HSE	health, safety and environment
HSEMP	health, safety and environmental management plan
km	Kilometre
kV	Kilovolt
LGA	local government area
MW	Megawatt
NEM	National Energy Market
NSW	New South Wales
NSW RFS	NSW Rural Fire Service
POEO Act	*Protection of the Environment Operations Act 1997*
RAP	registered aboriginal party
RtS	response to submissions
SEPP	state environmental planning policy

SSD	State Significant Development
TBD	to be determined
TfNSW	Transport for NSW
TG	TransGrid
TMP	traffic management plan
WSBESS	Wellington South Battery Energy Storage System

1 Introduction

AMPYR Australia Pty Ltd (AMPYR) (the Principal) have received approval to develop, construct and operate the Stage 1 Wellington South Battery Energy Storage System (WSBESS or the project) SSD 27014706 dated 22 December 2023. The project is located approximately 2.2 km north-east of the township of Wellington in the Dubbo Regional Council local government area (LGA) adjacent to the Wellington Substation. The facility will connect to the Wellington Substation, operated by Transgrid, by way of an overhead or underground 330 kilovolt transmission line. Excess energy will be taken by the battery during periods of excess supply and injected back into the electrical grid during periods of peak demand. The battery will operate 24/7 and will have a design life of 20 years.

The Project is located within the Central-West Orana Renewable Energy Zone (CWO REZ) a declared REZ by the New South Wales (NSW) Government. The regional setting and local context are shown in Figure 1 and Figure 2.

The project incorporates a large-scale battery energy storage system (BESS) with a discharge capacity of 500 megawatts (MW) and a storage capacity of 1,000 megawatt hours (MWh), along with connection to the Wellington substation (and associated upgrade works) and associated ancillary infrastructure to facilitate transfer of energy to and from the electrical grid. The Secretary for Planning approved a staged approach for the Project on 03/07/2024. The project will be constructed in two separate stages as follows:

The Secretary for Planning approved a staged approach for the Project on 01/07/2025. The project will be constructed in two separate stages, with each stage broken into sub-stages. This TMP only covers Stage 1 of the project. Stage 1 of the project is broken down as follows:

Stage 1: will include 300 MW installed discharge capacity, civil and enabling works including the road upgrade and site access, installation of batteries, one transformer and switchgear and

associated structural, mechanical and electrical works, and connection to the TransGrid substation.

- 1a: construction of the 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;
- 1b: commence construction of a 300 MW BESS including site access way, civil works, installation of batteries, associated structural mechanical and electrical works (excluding the delivery/installation of the batteries and high-risk heavy vehicles requiring escort);
- 1c: continuation of the construction of a 300 MW BESS including the delivery/installation of the batteries (excluding high risk heavy vehicles requiring escort)
  1d: continuation of the construction of a 300 MW BESS, including high risk heavy vehicle requiring escort movements associated with Stage 1; and
- 1e: operation of the 300 MW BESS.

Approval of the TMP staging as detailed by Department of Planning, Housing and Infrastructure letter dated 1st July 2025 with reference ref: SSD-27014706_PA-12 can be found in Appendix M.

This TMP does not currently address OSOM traffic management that will commence with Stage 1d of the project. The Applicant will obtain approval for a revised TMP addressing OSOM traffic management prior to commencement of Stage 1d. This approach to staging of the TMP has been agreed with TfNSW.

AMPYR are the project owners (The Principal) and have engaged Fluence as the Engineering, Procurement and Construction (EPC) contractor to manage the works for the WSBESS, substation, ancillary operational facilities and earthworks bench for the battery storage for Stage 1 only. Fluence Energy will manage ongoing operation and maintenance services of only Stage 1 of the Development for the first twenty years of operations. This TMP covers Stage 1 of the Project.

Stage 2 is still under development and responsible parties associated with the construction and development shall be nominated separately at a later date. Stage 2 TMP will be submitted for approval at a later date.

The Principal have engaged Transgrid to connect the Project to the transmission network used by Transgrid to provide transmission services, which includes certain works that need to be completed by Transgrid to enable Transgrid to connect the Project to the transmission network.

The Development Consent (DC) – Application Number: SSD-27014706 Condition C1 requires the preparation, approval and implementation of an environmental management strategy (EMS) and a number of management plans for both the construction and operation phases of the project. The DC is attached as Appendix A. Commitments were also made by AMPYR in the environmental impact statement (EIS), the response to submissions (RtS) report and the Amendment report for inclusion in the management plans.

Fluence Energy has been engaged by the Principal to prepare this Traffic Management Plan (TMP) in accordance with Condition B 10 of the consent.

1.1 Purpose and Scope of this Document

The purpose of this TMP is to provide detail on how traffic generated externally by the project will be managed during the construction and operation of Stage 1 of the WSBESS project. The relationship between this Plan, the Environmental Management Strategy (EMS) and the environmental management plans and subplans required for the construction and operation of the project are shown diagrammatically in Figure 1.3.

This Plan covers the construction works to be undertaken by Fluence and Transgrid as described in Section 3.1.

Table 1.1 below provides a reference to specific sections of the TMP in relation to Condition B10.

Table 1.1 Condition B10 TMP References

SSD 27014706 CoC Requirements		TMP Reference
Heavy Vehicles Requiring Escort and Heavy Vehicle Restrictions		
B1	The Applicant must ensure that the:	
	a) Development does not generate more than:	
	i) 60 heavy vehicle movements a day during construction, upgrading or decommissioning;	Section 6.2, Section 6.4
	ii) 80 light vehicle movements and 30 heavy vehicle movements during the AM (6 - 7 am) or PM (5 - 6 pm) project peak hour during construction, upgrading or decommissioning; and	Section 6.3, Section 6.4
	iii) 20 movements of heavy vehicles requiring escort during construction, upgrading or decommissioning; and	Section 8.3
	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.	Section 8.3
B2	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.	Section 8.3
Access Route		
B3	All heavy vehicles and heavy vehicles requiring escort associated with the development must travel to and from the site via:	Section 3.5
	a) Castlereagh Highway, Goolma Road and Twelve Mile Road; or	
	b) Mitchell Highway, Goolma Road and Twelve Mile Road,	
	as shown in Appendix D. Note: The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of heavy vehicles requiring escort on the road network.	

Site Access		
B4	Unless the Planning Secretary agrees otherwise, all vehicles associated with the development must enter and exit the site via the site access point off Twelve Mile Road as identified in Appendix A identified in Condition B7.	Section 3.4
B5	The existing site access off Twelve Mile Road must be closed by the applicant prior to the commencement of any construction activities	Section 3.4
Road Upgrades		
B6	Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Goolma Road / Twelve Mile Road intersection and realignment must be completed as per the scope and conditions of the Uungula Wind Farm SSD-6687.	Section 2.2 Section 3.4 Section 9
B7	Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must design and construct the new access road intersection on Twelve Mile Road with Basic Left Turn (BAL) and Short Channelised Right-turn (CHR(s) treatments as shown in Appendix E.	Section 3.4
	Unless the relevant road authority agrees otherwise, these upgrades must comply with the current Austroads Guidelines, Australian Standards and TfNSW supplements, and be carried out to the satisfaction of the relevant roads authority.	Section 3.4
Road Maintenance		
B8	The Applicant must, in consultation with Council:	Section 8.4
	a) undertake an independent dilapidation survey to assess the:	
	i) existing condition of Twelve Mile Road on the transport route, prior to construction, upgrading or decommissioning works; and	
	ii) condition of Twelve Mile Road on the transport route, following construction, upgrading or decommissioning works;	

	b) repair Twelve Mile Road on the transport route if dilapidation surveys identify that the road has been damaged during construction, upgrading or decommissioning works.	
	If there is a dispute between the Applicant and Council about the repair of Twelve Mile Road, then either party may refer the matter to the Planning Secretary for resolution.	
Operating Conditions		
B9	The Applicant must ensure:	Section 8.3
	a) any new internal roads are constructed and maintained as all-weather roads;	
	b) any existing internal roads are maintained as all-weather roads;	
	c) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;	
	d) the capacity of the existing roadside drainage network is not reduced;	
	e) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and	
	f) development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the public road network.	
Traffic Management Plan		
B10	Prior to commencing road upgrades identified in Condition B6 and B7, 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:	
	a) details of the transport route to be used for all development-related traffic;	Section 3.5

	b) details of the road upgrade works required by condition B6 and B7;	Section 2.2 Section 3.4 Section 9
	c) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:	
	i) details of the dilapidation surveys required by condition B8;	Section 8.4.2
	ii) temporary traffic controls, including detours and signage;	Section 8.2 Section 9
	iii) notifying the local community about development-related traffic impacts;	Section 11.4 (Para 2)
	iv) procedures for receiving and addressing complaints from the community about development-related traffic;	Section 11
	v) minimising potential cumulative traffic impacts with other State significant development projects in the area;	Section 6.5 Section 6.7
	vi) minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network;	Section 5 Section 6.7
	vii) minimising dirt tracked onto the public road network from development-related traffic;	Section 8.3
	viii) details of employee shuttle service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service as described in the EIS;	Section 5.1.1
	ix) facilitate car-pooling or ride sharing by employees;	Section 5.1.1

	x) scheduling of heavy vehicle movements to minimise convoy length or platoons, and to minimise conflict with light vehicles;	Section 5.1.2
	xi) responding to local climate conditions that may affect road safety such as fog, dust, wet weather, and flooding;	Section 10.2.4
	xii) responding to any emergency repair or maintenance requirements; and	Section 10.3
	xiii) a traffic management system for managing heavy vehicles requiring escort.	Section 3.5.2
	d) a driver's code of conduct that addresses:	Section 8.5
	i) driver fatigue;	
	ii) procedures to ensure that drivers adhere to the designated transport routes and speed limits; and	
	iii) procedures to ensure that drivers implement safe driving practices.	
	e) a program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan.	
	Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan.	
Updated Mitigation Measures		
Traffic and Transport		
T01	A BAL will be installed for left turning traffic from Twelve Mile Road westbound to site access road and a CHR(S) will be required for right turning traffic from Twelve Mile Road southbound to site access road.	Section 3.4.2

T02	A detailed construction traffic management plan (CTMP) will be developed by the construction contractor in consultation with Dubbo Regional Council prior to the commencement of works.	
T03	Obtain a permit (from NHVR) to allow OSOM vehicles to use the road network as part of construction.	
T04	Consider removal of tree hence allowing visibility to a greater distance. Construction stage traffic management measures such as warning signs for trucks entering (sign no. t2-25, to be confirmed in the CTMP).	

Figure 1.1 Regional context

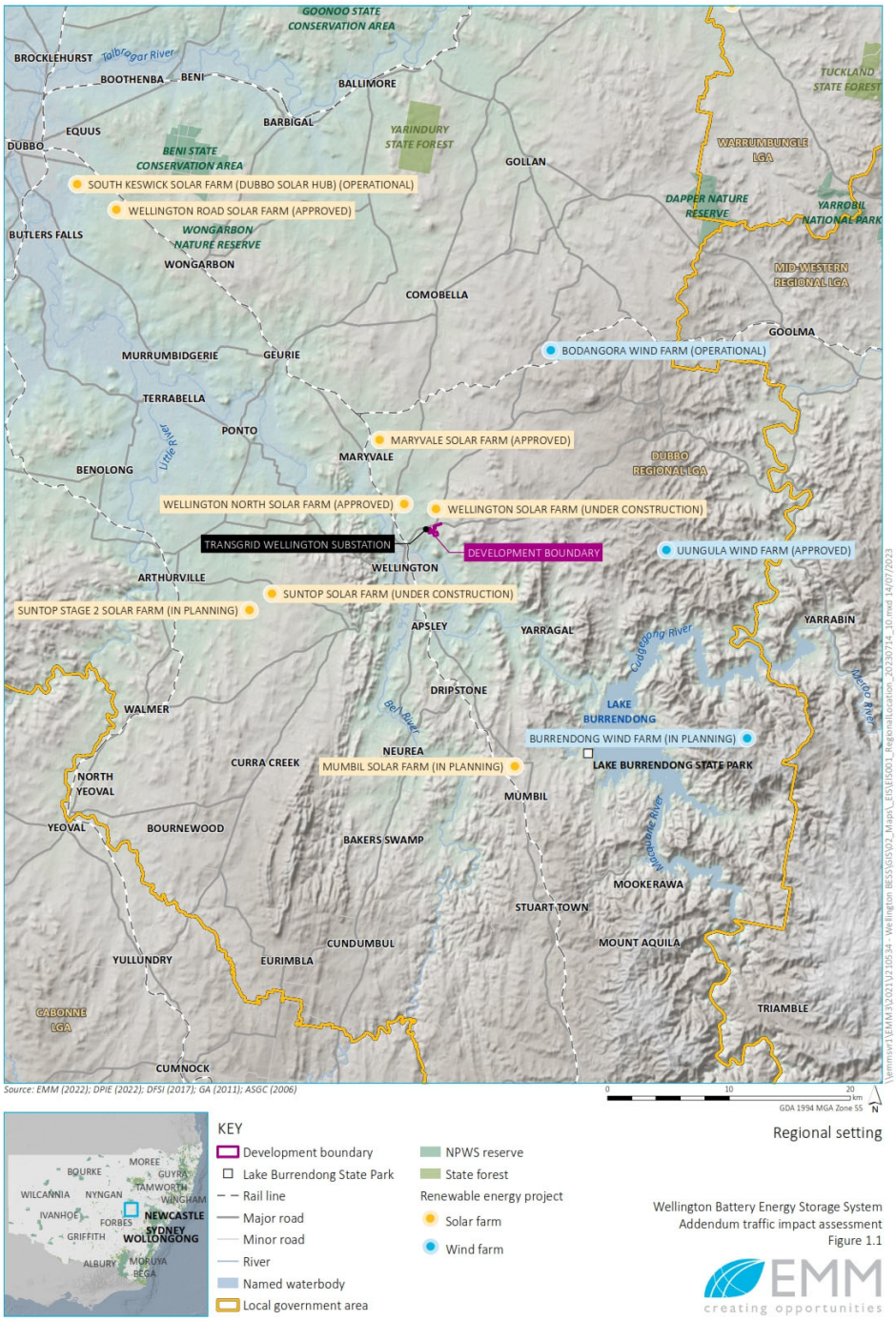


Figure 1.2 Local context

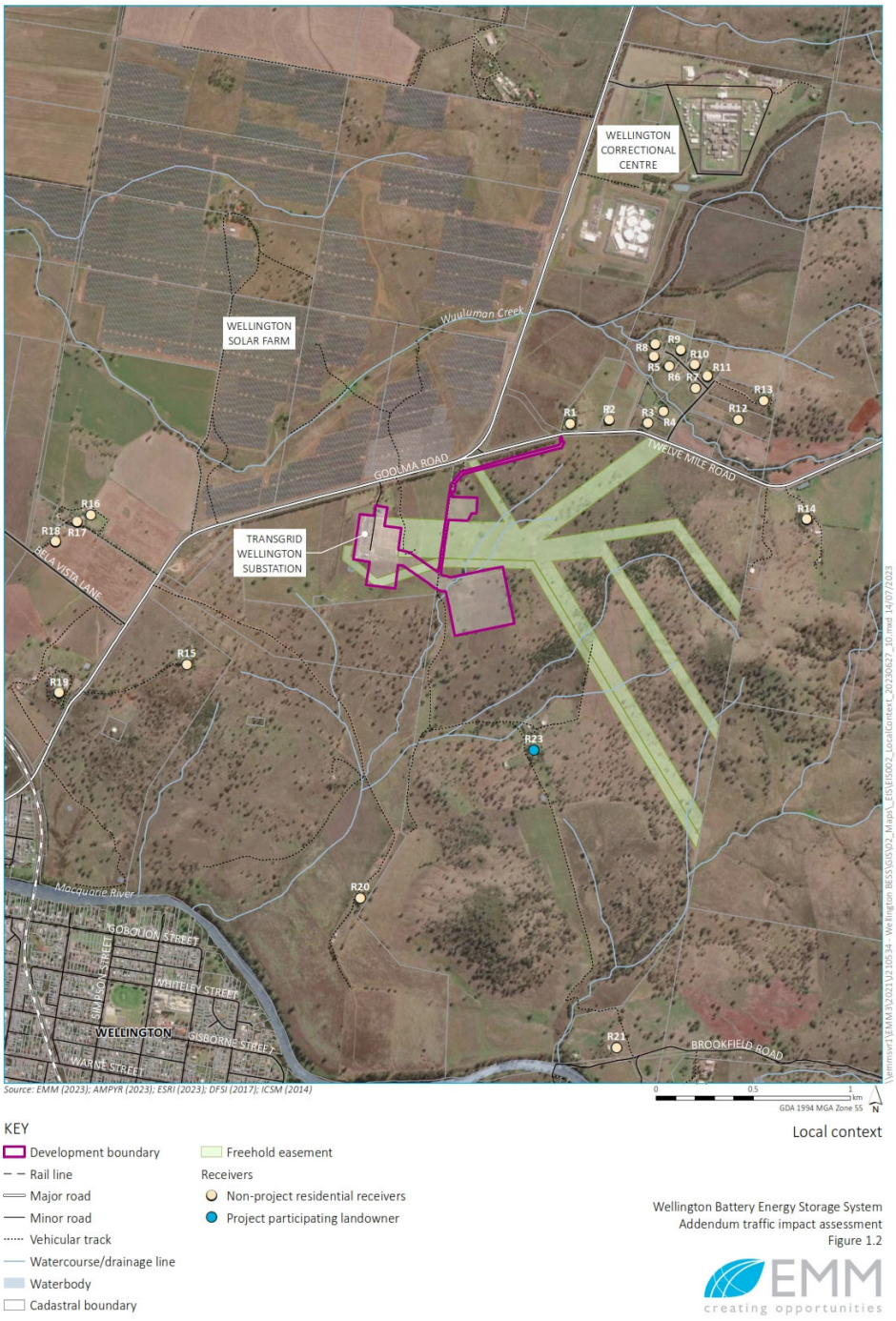
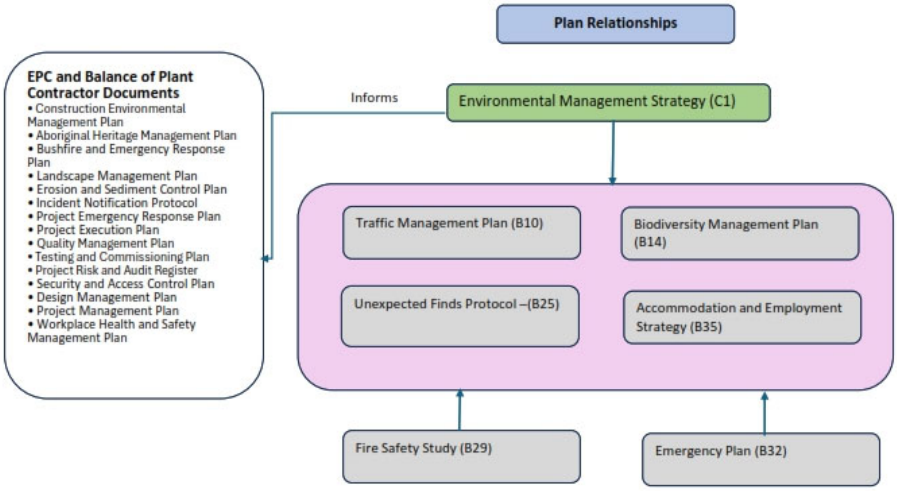


Figure 1.3 Schematic of environmental management documentation



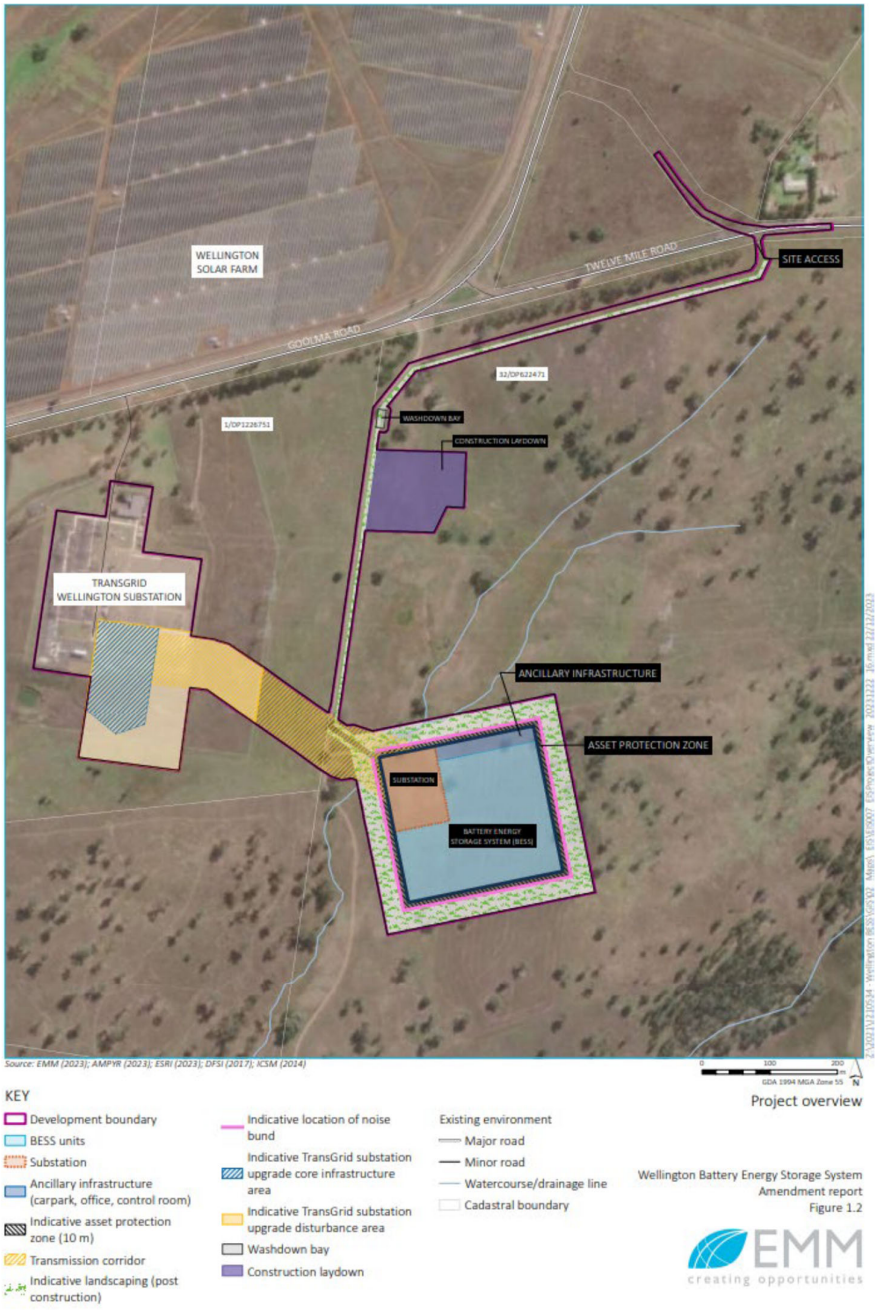
1.2 Project Overview

The project will comprise the following components:

- Construction, operation and decommissioning of electrical infrastructure, including:
  - lithium-ion (Li-ion) batteries inside battery enclosures;
  - power conversion systems (PCS) incorporating inverters and transformers;
  - an aboveground or underground transmission line and connection to the switchyard of the Wellington Substation and associated easement;
  - an on-site substation comprising two 330 kilovolt (kV) transformer bays and ancillary infrastructure; and
  - cabling and collector units.
- Upgrade of the Transgrid Wellington Substation, which may include installation of an additional 330 kV switch bay with power transformers, including switchyard bench extension to the south of the existing bench and relocation of security fencing.
- Construction/upgrade and maintenance of ancillary infrastructure and mitigative features, including:
  - an upgrade to the existing site access (currently at the intersection of Goolma Road and Twelve Mile Road) to facilitate safer connection to roadway network and to facilitate the entry of larger construction vehicles;
  - upgrades to existing access tracks;
  - control and office building and associated parking;
  - drainage and stormwater management;
  - security fencing, lighting and closed-circuit television;
  - connection to utilities (telecom, sewerage, etc);
  - an Asset Protection Zone (APZ); and
  - planted landscaping around the BESS facility.
- Decommissioning may include:
  - removal lithium-ion (Li-ion) batteries inside battery enclosures;
  - removal of conversion systems (PCS) incorporating inverters and transformers;
  - removal of any aboveground or underground transmission line and connection to the switchyard of the Wellington Substation and associated easement;
  - removal of any access tracks;
  - removal of control and office building and associated parking;
  - review of drainage and stormwater infrastructure ;
  - removal of security fencing, lighting and closed-circuit television;
  - removal of connection to utilities (telecom, sewerage, etc);
  - removal of planted landscaping around the BESS facility
  - reshaping of the BESS pad to original landform
  - sowing of appropriate pasture species to ensure pre-construction land use of grazing is achieved.

The project layout showing these components is presented in Figure 1.4.

Figure 1.4 Site Configuration



1.3 Project Objectives

The Principal have established a number of objectives for the project which take into account factors such as contribution to community, the environment and safety. These objectives include the following of particular relevance to this TMP and the environmental management plans that sit below it:

- zero injuries or environmental harm during construction and operation of the works
- design for the safety of people, livestock, fauna and flora, and the environment throughout the life of the project in accordance with good industry practices
- mutually beneficial relationships with host communities, First Nations and other stakeholders are in place throughout the life of the project
- the local community and First Nations peoples including Traditional Owners are provided with opportunities to actively participate in and benefit from the project through employment, training, procurement and social investment
- minimise adverse social and environmental impacts on the local community and environment
- contribute to Australia's transition to a clean energy future.

In accordance with CoC A1 (Schedule 2) of the DC, in meeting the specific environmental performance criteria established under the DC, Fluence and Transgrid will 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 (as relevant).

1.4 Strategic Framework for Traffic Management

The TMP provides the means by which Fluence and Transgrid can manage project-related transport risks. It achieves this by outlining the framework for:

- clearly setting out Fluence and Transgrid's transport management obligations and the means by which they will be managed, implemented, monitored and reviewed
- systematically tracking and documenting compliance with DC Conditions of Consent (CoCs), EIS commitments, RtS report commitments, Amendment report commitments, external regulatory requirements and internal policy obligations
- effectively communicating with external and internal stakeholders, including The Principal, regulators, government, Traditional Owners, the community, subcontractors and company personnel to achieve a high level of transport management and ongoing, continuous improvement.

The requirements of this plan are detailed in Condition B10 of SSD-27014706.

2 Statutory Requirements

Condition of Consent A2 (Schedule 2) of the DC states:

The Applicant must carry out the development:

(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 A (of Conditions of Consent).

Condition of Consent A3 (Schedule 2) states:

The Applicant must comply with any requirement/s of the Planning Secretary arising from the Department's assessment of:

(a) any strategies, plans or correspondence that are submitted in accordance with this consent;
(b) any reports, reviews or audits commissioned by the Department regarding compliance with this consent; and
(c) the implementation of any actions or measures contained in these documents.

Condition of Consent A4 states:

The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c) or A2(d). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A2(c) or A2(d), the most recent document prevails to the extent of the inconsistency, ambiguity or conflict.

2.1 Conditions of Consent

The CoCs from Schedule 2 of the DC are listed in Table A1 in Appendix A. A cross-reference is provided to the documentation in which they are addressed.

Condition of Consent B10 (Schedule 2) requires an TMP to be developed to the satisfaction of the NSW Planning Secretary. This TMP has been prepared in accordance with this requirement.

Condition B10 details the requirements for the preparation of the TMP. Specifically:

Prior to commencing road upgrades identified in Condition B6 and B7, 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:

(a) details of the transport route to be used for all development-related traffic;
(b) details of the road upgrade works required by condition B6 and B7;
(c) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:
    I. details of the dilapidation surveys required by condition B8;
    II. temporary traffic controls, including detours and signage;
    III. notifying the local community about development-related traffic impacts;

IV. *procedures for receiving and addressing complaints from the community about development related traffic;*
V. *minimising potential cumulative traffic impacts with other State significant development projects in the area;*
VI. *) minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network;*
VII. *minimising dirt tracked onto the public road network from development-related traffic;*
VIII. *details of employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service as described in the EIS;*
IX. *facilitate car-pooling or ride sharing by employees;*
X. *scheduling of heavy vehicle movements to minimise convoy length or platoons, and to minimise conflict with light vehicles;*
XI. *responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;*
XII. *responding to any emergency repair or maintenance requirements; and*
XIII. *a traffic management system for managing heavy vehicles requiring escort;*

(d) *driver's code of conduct that addresses:*
   a. *driver fatigue*
   b. *procedures to ensure that drivers adhere to the designated transport routes and speed limits; and*
   c. *procedures to ensure that drivers implement safe driving practices; and*

(e) *a program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan.*

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

2.2 Changes to Planning Conditions

The WSBESS (SSD 27014706) which was granted planning consent on 22 December 2023. Throughout 2024, there were discussions with the Department, TfNSW and DRC regarding conditions B6 and B7 of the WSBESS Conditions of Consent.

Squadron Energy (Squadron) are the proponents of Uungala Wind Farm (SSD 6687) and their works are integral to the completion of conditions B6 and B7. Throughout 2024, it became apparent that Squadron were experiencing significant delays in progressing their works. The extended delays, new information and Squadron's evolving approach to addressing these delays meant it was extremely challenging for the Proponents to progress any preparations relating to conditions B6 and B7. Correspondence received from the Department on 13 September 2024 referenced these challenges when they noted that the previous correspondence had lacked clarity, consistency and detail. As such a request for Planning Secretary's discretion in relation to conditions B6 and B7 of the Conditions of Consent was sent on 15 November 2024 and found in Appendix F. The request for discretion proposed the WSBESS project implement temporary traffic management and other risk management controls such that construction can safely be commenced. Section 2.2 below highlights the Conditions B6 and B7 as part of the Instrument of Consent dated 22 December 2023.

2.2.1 Condition B6 and B7

As part of the Instrument of Consent granted by the Minister for Planning and Public Spaces under Section 4.38 of the Environmental Planning & Assessment Act 1979, Environmental Controls under Schedule 2 Part B highlights conditions required to be satisfied for the WSBESS project to commence. Conditions B6 and B7 stipulate the required road upgrades required prior to construction commencing. These conditions are as follows:

B6. Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Goolma Road / Twelve Mile Road intersection and realignment must be completed as per the scope and conditions of the Uungula Wind Farm SSD-6687.

B7. Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must design and construct the new access road intersection on Twelve Mile Road with Basic Left Turn (BAL) and Short Channelised Right-turn (CHR(s) treatments as shown in Appendix E.

Unless the relevant road authority agrees otherwise, these upgrades must comply with the current Austroads Guidelines, Australian Standards and TfNSW supplements, and be carried out to the satisfaction of the relevant roads authority.

However as described above in Section 2.2 discretion was sought to enable construction to begin prior to Conditions B6 and B7 being satisfied. As such consultation with both TfNSW and DRC commenced and sought a change in timing to enable construction works to commence prior to the completions of the upgrading works to the Goolma Road / Twelve Mile Road intersection. Sections 2.2.2 and 2.2.3 provides the responses from TfNSW and DRC and conditions imposed which would enable construction works to commence prior to conditions B6 and B7 being satisfied.

It is noted that as at the date of preparation of this TMP (2 July 2025) the proponent of Uungala Wind Farm SSD-6687 has commenced works on the Goolma Rd / Twelve Mile Road intersection (but has not completed these works). Temporary Traffic Management (TTM) and Traffic Guidance Systems (TGS) that have been discussed and agreed with TfNSW and DRC are appropriate for this stage of progress by the proponent of Uungala Wind Farm. Once these works have been completed, the Applicant will submit a revised TMP for approval outlining updated TTM and TGS appropriate for that phase of progress. The Applicant has already discussed TTM and TGS for this later phase of progress with DRC and TfNSW.

2.2.2 Annexure 1 – Transport for New South Wales

The below response and conditions were supplied by TfNSW with reference: WST24/00261 | SF2024/124010 dated 24 October 2024.

Reference is made to the request made to Transport for New South Wales (TfNSW) sent September 21, 2024 regarding the Wellington South Battery Energy Storage System (BESS) SSD-27014706 (issued 22/12/2023). The nature of the request was to change the timing of commencement and allow for the use of the existing Twelve Mile Road/Goolma Road intersection prior to the commencement and completion of the intersection realignment by the proponents of Uungala Wind Farm (SSD 6687).

The current conditions B6 and B7 require the completion of the road realignment of Goolma Road/Twelve Mile Road to be completed prior to commencing construction of the project. TfNSW have reviewed the request and are willing to support the request, subject to the implementation of Temporary Traffic Management in accordance with Austroads at this intersection and the implementation of the Traffic Management Plan as required by Condition B10 of the Wellington South BESS Consent.

Satisfaction on the requirement to provide temporary traffic management in accordance with Austroads Standards is provided within Section 8 of this report. The full responses from TfNSW can be found within Appendix G.

2.2.3 Annexure 2 – Dubbo Regional Council

The below response and conditions were supplied by DRC with reference: ED24/205214 dated 5 November 2024.

CONDITIONS

1) *Prior to completion of the upgrades to the Goolma Road/Twelve Mile Road intersection bySquadron Energy, access to the Wellington South BESS site will be by the existing GoolmaRoad/Twelve Mile Road intersection and a short section of Twelve Mile Road between theintersection and the Wellington BESS Access Point:*
    a) *AMPYR Energy will consult with Squadron Energy to avoid or reduce conflict of activities and to avoid or reduce interruptions to local traffic.*
    b) *AMPYR Energy will construct a temporary crossover on the southern side of Twelve Mile Road to allow vehicles to safely enter the Wellington South BESS site.*
    c) *The temporary crossover will be in the same location as the permanent site entry point consistent with SSD approval.*
    d) *The temporary crossover will be consistent with the design and standards applicable to the permanent crossover under the existing SSD approval and Section 138 approval by Council.*

2) At the existing Goolma Road/Twelve Mile Road intersection, AMPYR Energy shall implement a traffic management plan that has been approved by TfNSW.

3) For access and for works on the Twelve Mile Road, AMPYR Energy shall implement a traffic management plan that has approval from Council under Section 138 of the NSW Roads Act 1993.

4) Following completion of the realignment of the Goolma Road/Twelve Mile Road intersection and if not already done, AMPYR Energy shall construct the new access road intersection on Twelve Mile Road with Basic Left Turn (BAL) and Short Channelised Right-turn (CHR(s) at the Wellington South BESS site entrance as required under condition B7 of the SSD consent.

Satisfaction on the requirement to provide temporary traffic management and the provision of a temporary crossover is provided within Section 8 of this report. The full responses from DRC can be found within Appendix H with approval for the temporary traffic management..

2.3 Commitments in EIS and Associated Documentation

The EIS was prepared by EMM (2022). The commitments in the EIS include the relevant management and mitigation measures set out in Appendix D of the EIS report and Appendix C of the Amendment Report (EMM 2023 b)

The combined commitments in the EIS and the Amendment report are listed in Appendix B.

2.4 Legislation and Planning Documents

Relevant legislation and planning documents relevant to the Wellington South Battery Energy Storage System are described in Appendix C.

Fluence and Transgrid and their sub-contractors will maintain a register of relevant environmental laws, both state and federal, and ensure that the register is kept up to date.

3 Project Description

3.1 Project Works

3.1.1 Fluence Works

The works to be managed by Fluence for the Stage 1 construction will include:

- Construction and operation of electrical infrastructure, including:
  - lithium-ion (Li-ion) batteries inside battery enclosures;
  - power conversion systems (PCS) incorporating inverters and transformers;
  - an aboveground or underground transmission line and connection to the switchyard of the Wellington Substation and associated easement;
  - an on-site substation comprising two 330 kilovolt (kV) transformer bays and ancillary infrastructure; and
  - cabling and collector units.
- Construction/upgrade and maintenance of ancillary infrastructure and mitigative features, including:
  - an upgrade to the existing site access (currently at the intersection of Goolma Road and Twelve Mile Road) to facilitate safer connection to roadway network and to facilitate the entry of larger construction vehicles;
  - upgrades to existing access tracks;
  - control and office building and associated parking;
  - drainage and stormwater management;
  - security fencing, lighting and closed-circuit television;
  - connection to utilities (telecom, sewerage, etc);
  - an Asset Protection Zone (APZ); and
  - planted landscaping around the BESS facility.

External road upgrade works were required in support of the project. These External Road Upgrades are detailed in Conditions B6 and B7 (Schedule 2) of the CoC. Which state:

> *"B6. Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Goolma Road / Twelve Mile Road intersection and realignment must be completed as per the scope and conditions of the Uungula Wind Farm SSD-6687.*
>
> *B7. Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must design and construct the new access road intersection on Twelve Mile Road with Basic Left Turn (BAL) and Short Channelised Right-turn (CHR(s) treatments as shown in Appendix A (of Conditions of Consent).*
>
> *Unless the relevant road authority agrees otherwise, these upgrades must comply with the current Austroads Guidelines, Australian Standards and TfNSW supplements, and be carried out to the satisfaction of the relevant roads authority."*

The Goolma Road / Twelve Mile Road intersection upgrade is being undertaken by external contractors associated with the Uungula Wind Farm Project and is outside the scope of this TMP.

3.1.2 Transgrid Works

The Principal has engaged Transgrid to connect the Project to the transmission network used by Transgrid to provide transmission services, which includes certain works that need to be completed by Transgrid to enable Transgrid to connect the Project to its transmission network.

- Upgrade of the TransGrid Wellington Substation, which may include installation of an additional 330 kV switch bay with power transformers, including switchyard bench extension to the south of the existing bench and relocation of security fencing.
- Construction of a 330kV transmission line to connect the Wellington BESS substation to the Wellington Substation

3.2 Project Schedule

The proposed construction schedule for the Project can be broken down into six (6) distinct phases. These phases, indicative timelines and task breakdown can be observed below in Table 3.1.

Table 3.1 Construction Schedule

Construction Phase	Detailed Task	Timeline
Site Establishment & Mobilisation	Initial Mobilisation and Site Survey & Set out	Aug-25
	Environmental management activities	Aug-25
	Installation of Biosecurity inspection facility – temporary facilities	Aug-25
	Mobilisation of Heavy Plant	Aug-25
	Stripping of topsoil and tree clearing of access track and BESS Site	Aug-25
	BESS Site Bulk Earthworks	Aug-25 - Nov-25
	Access Track Construction	Aug-25 - Nov-25
	Mobilisation of temporary fencing for the BESS site	Aug-25
	Installation of temporary security fencing to laydown area	Aug-25
	Preparation of laydown area (clearing and grubbing, geotextile and geogrid, imported rubble, pavement material) – temporary facilities	Sep-25

Construction Phase	Detailed Task	Timeline
	Installation of temporary offices and welfare facilities within laydown area, with temporary power – temporary facilities	Sep-25
Civil Construction Works	Earth Grid Installation	Dec-25 - Jan-26
	Slab Excavation & Preparation	Dec-25 - Jan-26
	BESS Deliveries & Blue Metal 120 x 40'B-Double (5-8 x Daily) and 3 x Franna to unload	Feb-26 - Apr-26
	Fire water tanks	Aug-25 - Jan-26
Component Deliveries	BESS Deliveries & Blue Metal 120 x 40'B-Double (5-8 x Daily) and 3 x Franna to unload	Feb-26 - Apr-26
Electrical Construction Works	Install Battery cubes, Core TXs, CRTs, Terminate CRTs, Install OCTEs	Mar-26 - Jul-26
	Substation TX Transformer landing, Anchor & Grout, Assemble, Surge arrestors, bus structures, Post insulators, lightning arrestors, Oil water separator, Hot Commissioning Substation	Feb-26 - Jun-26
	Install cable ladders, supports install, install 415V Cable, Terminate, Control Buildings terminations, Fence earth bonding, 33KV Cable pulling, terminations at SWRMS	Mar-26 - Aug-26
Transgrid Works	All works associated to Transgrid	Dec-25 - Aug-26
Commissioning & Handover	Commissioning	Apr-26 - Jan-27
	Closing Punchlists & Handover	Nov-26 - Apr-27

As part of the project closeout period, Fluence will manage the defects liability period which extends over the first two years of operations. Fluence hold a contract with the Principal to operate the facility for a period of twenty years following Practical Completion.

3.3 Construction Hours

In accordance with CoC B15 (Schedule 2) of the DC, unless The Principal and the applicable authority agree otherwise, Fluence and Transgrid and their sub-contractors will comply with the hours outlined in Table 3.2.

As per CoC B16, the following construction, upgrading or decommissioning activities may be undertaken outside these hours without the approval of the Planning Secretary:

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; or

c) emergency work to avoid the loss of life, property or prevent material harm to the environment.

Table 3.2 Hours of construction

Day	Normal working hours
Monday to Friday	7:00 am - 6:00 pm
Saturday	8:00 am - 1:00 pm
Sundays	at no time on Sundays
NSW public holidays	at no time on NSW public holidays

Condition of Consent B17 (Schedule 2) allows for variations to construction hours under specific conditions and states:

The hours of construction activities specified in condition B15 of this approval may be varied with the prior written approval of the Planning Secretary. Any request to alter the hours of construction must be:

(a) considered on a case-by-case or activity-specific basis;
(b) accompanied by details of the nature and justification for activities to be conducted during the varied construction hours;
(c) accompanied by written evidence that appropriate consultation with potentially affected sensitive receivers and notification of Councils (and other relevant agencies) has been or will be undertaken;
(d) accompanied by evidence that all feasible and reasonable noise mitigation measures have been put in place; and
(e) accompanied by a noise impact assessment consistent with the requirements of the Interim Construction Noise Guideline (DECC, 2009), or latest version.

At the time of preparation of this TMP there are no intentions of varying the Construction Hours, however, The Principal in conjunction with Fluence and TransGrid will continually review the situation and if necessary, apply to the Planning Secretary for a variation.

3.4 Proposed Access Arrangements

As part of the WSBESS project there is a requirement to construct one (1) access point from Twelve Mile Road to the project site. An overview of the proposed site access location is shown below in Figure 3.1.

However, through discretion of the Planning Secretary and shown in Annexure 2, Conditions 1 and 3 and in Appendix F, a temporary crossover can be provided should the realignment works of Twelve Mile Road by Squadron not be completed. Further details relating to these measures can be found below and also in Section 8.

It is noted that Condition B4 of the Development Consent requires all project traffic to enter and leave via the approved site access point. This condition was not altered by the Planning Secretary when the discretion was exercise.

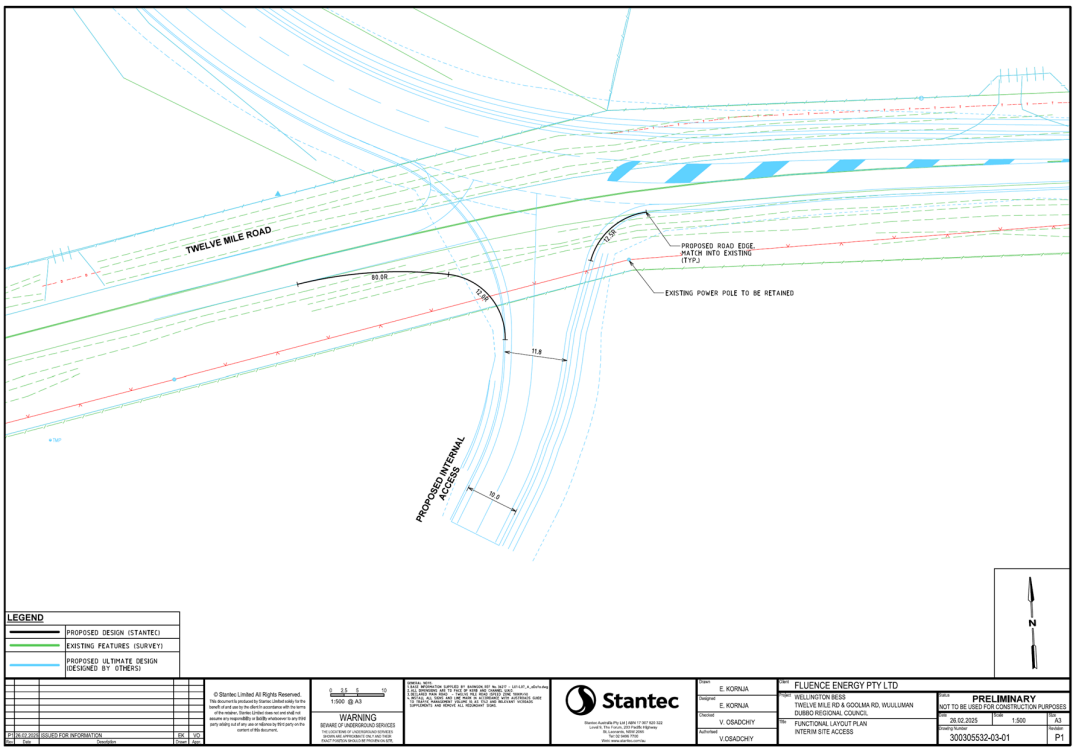
Figure 3.1 Site Access Location

Source: NearMaps

3.4.1 Temporary Crossover

To satisfy Annexure 2, Conditions 1 and 3, the Proponent is required to construct a temporary crossover on the southern side of Twelve Mile Road to allow vehicles to safely enter the Wellington South BESS site. The temporary crossover must be consistent with the design and standards applicable to the permanent crossover under the existing SSD approval and Section 138 approval by Council. The temporary crossover must also be in the same location the permanent crossover is to be located as part of Condition B7 of the Instrument of Consent. As such Figure 3.2 below shows the temporary crossover design and location.

Figure 3.2 Temporary Access Layout



3.4.2 Permanent Site Access

The permanent site access is to form part of the realigned Twelve Mile Road at the southern end into the site. The current proposed layout prepared by EMM Consulting is shown in Figure 3.3 and will be completed once the Twelve Mile Road realignment has been completed by Squadron.

Figure 3.3 Permanent Access Layout

It is noted that Condition B5 of the Development Consent requires that the existing site access point be closed off prior to the commencement of “construction” (as that term is defined in the development consent). Upon mobilisation to the site for initial “pre-construction” activities, the Applicant will ensure that the existing driveway gate will be removed and permanent fencing installed to close this existing access point.

3.4.3 Commitment TS04

In the EIS, the Applicant proposed that a tree on a non-involved neighbouring property be removed to improve site lines in the vicinity of the proposed site access point. The tree is located approximately 15m away from the site entry point that was proposed in the EIS. In response to feedback from TfNSW, in the RTS submission the Applicant proposed the relocate the site entry point to a new location approximately 500m to the east of the original location. This location became the approved site entry location. Given that the tree in question is approximately 500m away from the approved site entry point, the removal of this tree is no longer considered relevant and is not proposed to be actioned.

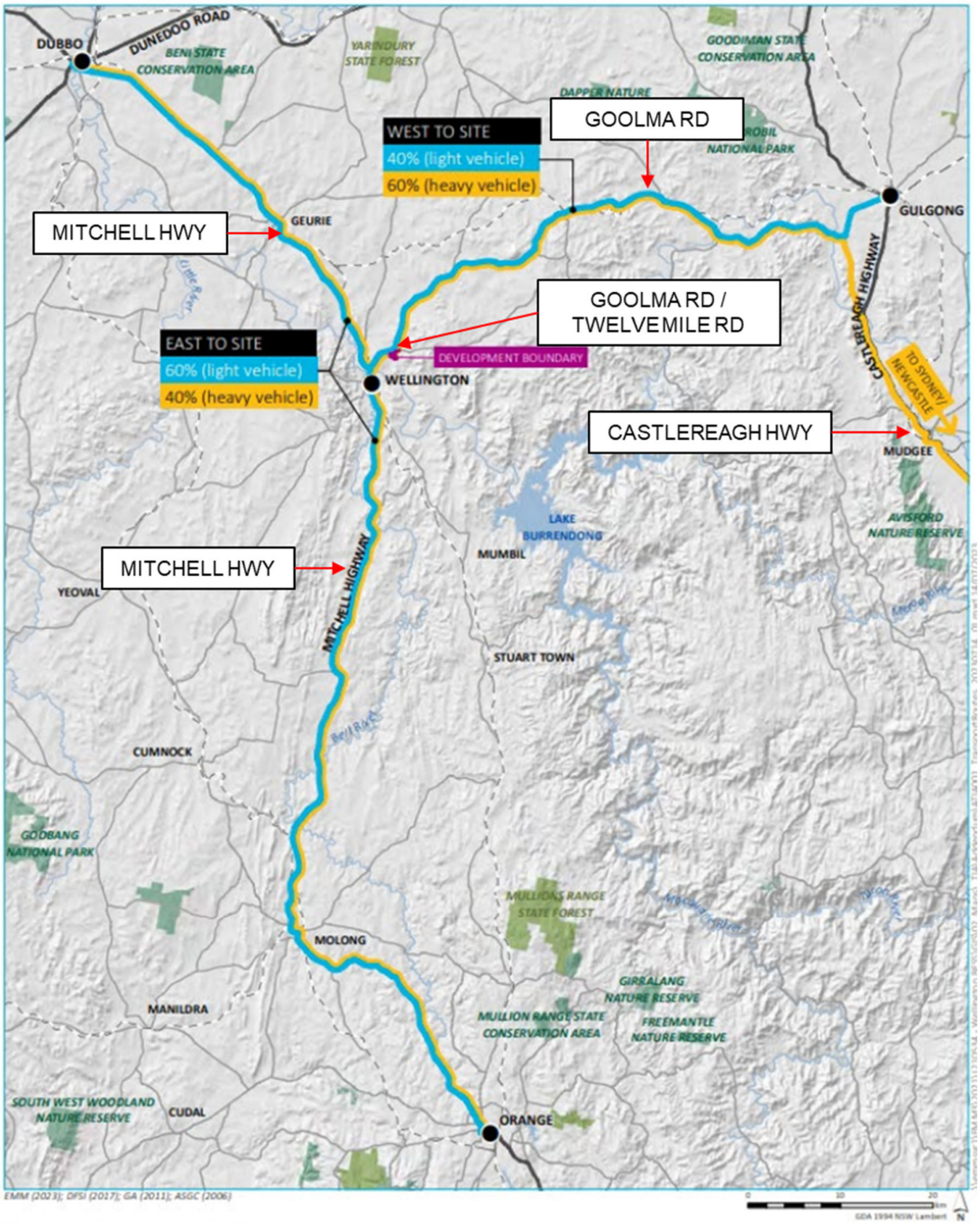
3.5 Anticipated Haul Movement Routes

The following light vehicle, heavy vehicle and oversize overmass (OSOM) haul routes have been provided by Fluence Energy. It should be noted that the light and heavy vehicle routes are subject to change once a final supplier has been appointed for the Project.

3.5.1 Light & Heavy Vehicle Routes

The routes outlined below in Figure 3.4 have been extracted from Appendix 4 within the SSD 27014706. They were originally published within the EMM Consulting *Wellington South Battery Energy Storage System Traffic Impact Assessment Addendum*, dated December 2023.

Figure 3.4 Light & Heavy Vehicle Routes



Source: EMM Consulting Wellington South Battery Energy Storage System Traffic Impact Assessment Addendum

3.5.2 OSOM Haul Routes

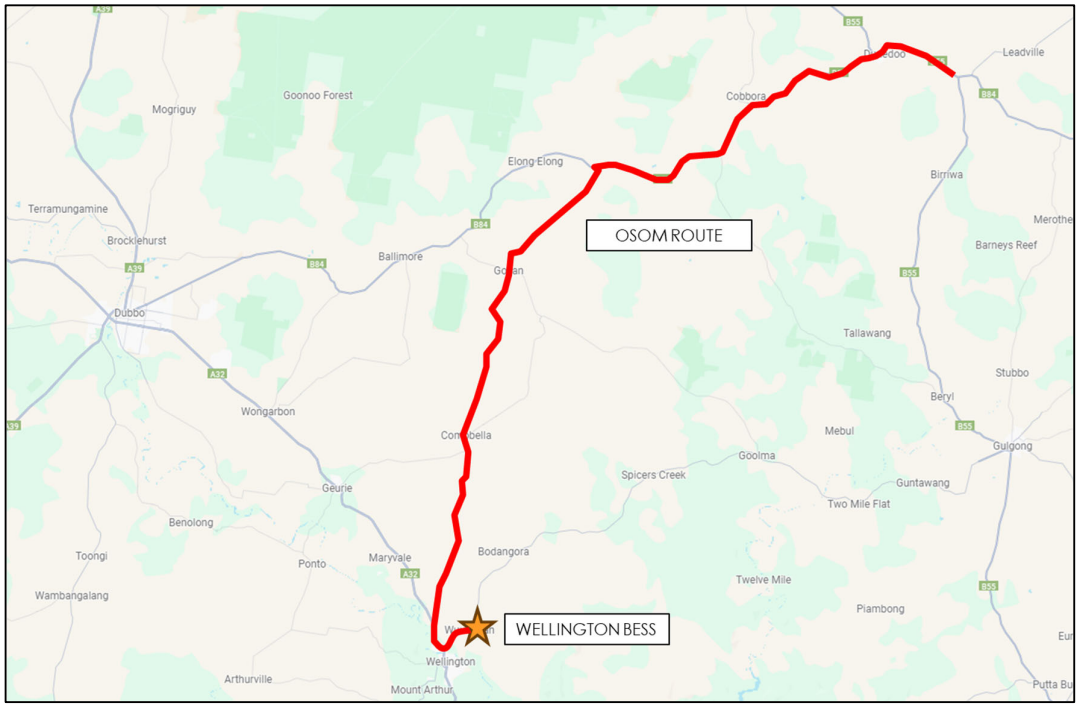
Similarly to the light and heavy vehicle routes, the nominated OSOM route has been extracted from the EMM Consulting *Wellington South Battery Energy Storage System Traffic Impact Assessment Addendum*, dated December 2023. Figure 3.5 below details the proposed OSOM route.

In relation to the detailed OSOM route, The Proponent has discussed this requirement with TfNSW on 20 May 2025, and it has been agreed that this information will be provided as an Addenda to the TMP subsequent to the TMP's approval. The proponent anticipates providing this addenda in [September 2025]. The Proponent acknowledges that until this Addenda is approved by TfNSW and DPHI, it will not be able to conduct any OSOM deliveries to the project site.

As per Condition B3 of the development consent all heavy vehicles and heavy vehicles requiring escort associated with the development must travel to and from the site via the Castlereagh Highway, Goolma Road and Twelve Mile Road; or Mitchell Highway, Goolma Road and Twelve Mile Road, as shown in Appendix 4 of the development consent. As per above the OSOM route assessment will be conducted and provided within an addenda.

The Secretary for Planning approved a staged approach for the Project on 01/07/2025. The project will be constructed in two separate stages, with each stage broken into sub-stages. Staging is detailed in section 1 of this TMP. This TMP does not currently address OSOM traffic management that will commence with Stage 1d of the project. The Applicant will obtain approval for a revised TMP addressing OSOM traffic management prior to commencement of Stage 1d. This approach to staging of the TMP has been agreed with TfNSW.

Figure 3.5 OSOM Routes



Source: EMM Consulting Wellington South Battery Energy Storage System Traffic Impact Assessment Addendum

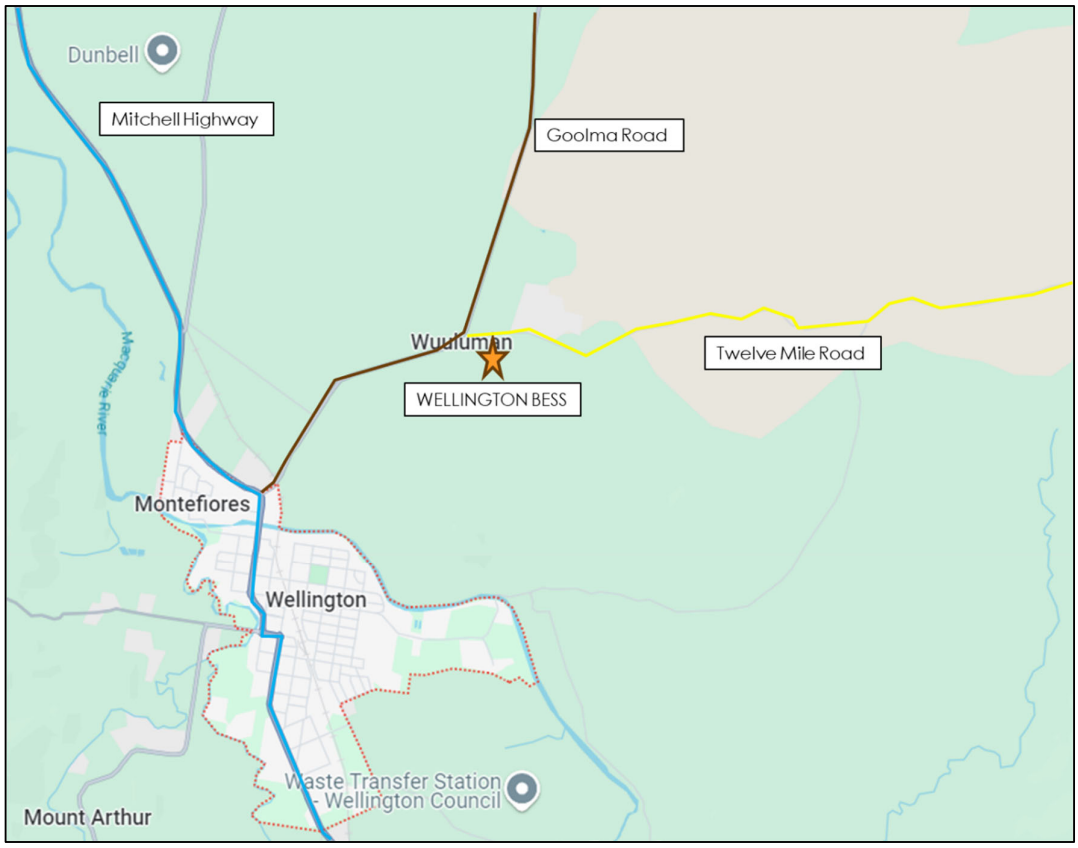
4 Existing Conditions

4.1 Road Network

The major transport routes in the vicinity of the Wellington BESS will be the Mitchell Highway (A32) which connects Sydney to Adelaide and Goolma Road which connects Wellington to Gulgong. From Goolma Road, vehicles have direct site access utilising Twelve Mile Road to reach the entrance of the Wellington BESS. This is approximately 3.7km from the junction of Goolma Road and Mitchell Highways and 38km from Gulgong.

Figure 4.1 and Figure 4.2 below detail the location of Twelve Mile Road, and a typical road cross section within the Project Area vicinity.

Figure 4.1 External Road Network



Source: www.google.com/maps

Figure 4.2 Twelve Mile Road

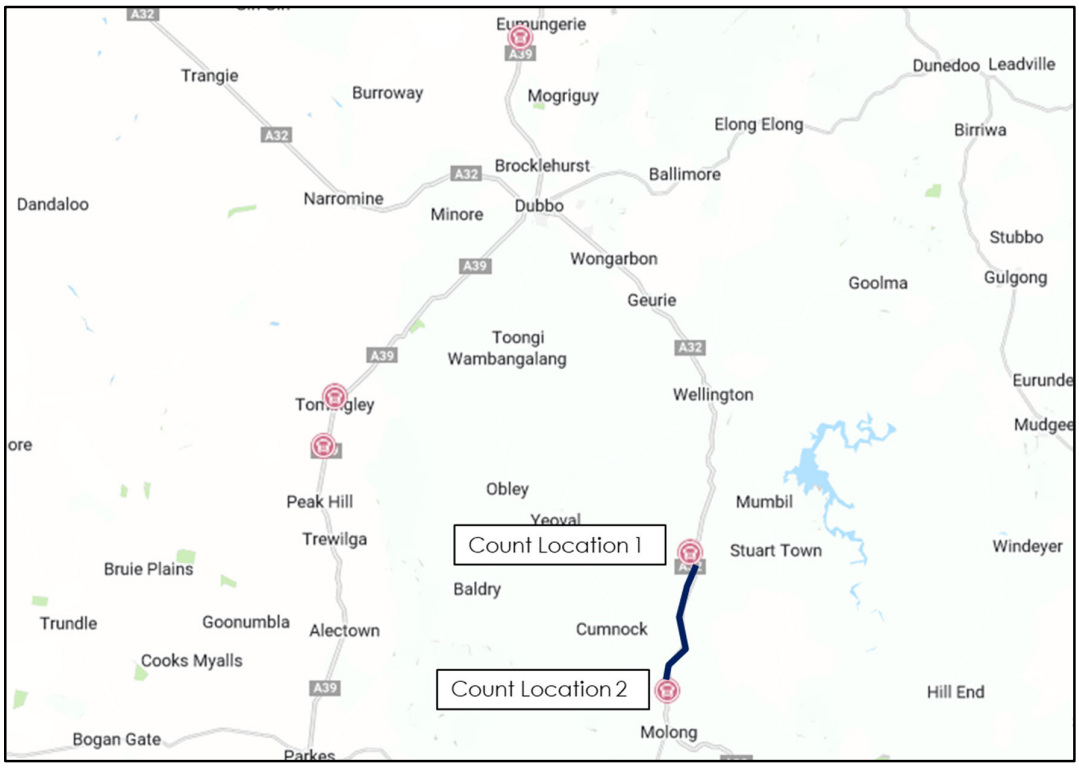
Source: www.google.com/maps

4.2 Baseline Traffic Volumes & Growth

4.2.1 State-Controlled Roads

The annual average daily traffic (AADT) volumes on the state-controlled roads along the proposed haulage routes identified in Section 3.5 for the Wellington BESS have been sourced from the New South Wales Department of Transport Traffic Volume Viewer, using traffic census data from 2024. As there is minimal data available on the Mitchell Highway, with no data available between Dubbo and Wellington, an average of the AADT's between Cundumbul and Molong will be utilised as the baseline traffic volumes. The count locations have been highlighted in Figure 4.3, with the corresponding traffic volumes summarised in Table 4.1.

Figure 4.3 External Road Network



Source: New South Wales Department of Transport Traffic Volume Viewer

Table 4.1 Annual Average Daily Traffic (AADT) – State Roads

Count Location	Road Name	2024 AADT	Traffic Route
1	Mitchell Highway	2230 vpd (28% heavy vehicles)	Wellington via south
2	Mitchell Highway	2382 vpd (26% heavy vehicles)	Wellington via south
Average	Mitchell Highway	2256 vpd (27% heavy vehicles)	Wellington via south

NOTE: AADT values stated above represent bi-directional traffic.

As a conservative measure, a traffic growth factor of 3% per annum has been applied for the analysis purposes of this assessment. All peak hourly volumes have been taken as the highest peak volume traffic which occurred in the AM and PM peak hours via the NSW Government Traffic Volume Viewer to ensure all analysis was conservative in nature. For this assessment Stantec utilised the AM peak hour 7am – 8am and 5pm - 6pm to align with peak project traffic.

Table 4.2 Calculated 2025 AADT Volume – State Roads

Count Location	Road Name	2025 AADT	Traffic Route
Average	Mitchell Highway	2324 vpd (27% heavy vehicles)	Wellington via south

NOTE: Growth factor of 3% per annum for heavy and light vehicles has been applied over 1 year, 2024 to 2025.

4.2.2 Council Roads

The annual average daily traffic (AADT) volumes on Goolma Road and Twelve Mile Road have been sourced from the Wellington South Battery Energy Storage System Traffic Impact Assessment Addendum (Dec 2023) prepared by EMM. The traffic counts were undertaken in 2020. A summary of the AADT volumes are shown below in Table 4.3.

Table 4.3 Annual Average Daily Traffic (AADT) – State Roads

Count Location	Road Name	2020 AADT	Traffic Route
15m South Twelve Mile Road	Goolma Road	1939 vpd (25% heavy vehicles)	From Nth and Sth
30m East of Twelve Mile Road	Twelve Mile Road	189 vpd (46% heavy vehicles)	From Nth and Sth

As a conservative measure, a traffic growth factor of 3% per annum has been applied for the analysis purposes of this assessment.

A summary of the calculated 2025 AADT volume is shown below in Table 4.4.

Table 4.4 Calculated 2025 Annual Average Daily Traffic (AADT) – State Roads

Count Location	Road Name	2025 AADT	Traffic Route
15m South Twelve Mile Road	Goolma Road	2247 vpd (25% heavy vehicles)	From Nth and Sth
30m East of Twelve Mile Road	Twelve Mile Road	219 vpd (46% heavy vehicles)	From Nth and Sth

NOTE: Growth factor of 3% per annum applied over 5 years for heavy and light vehicles, 2020 to 2025.

5 Project Traffic

5.1 Traffic Assumptions

Fluence Energy have provided estimates of the external traffic generated during the construction of the Project. Assumptions have been made regarding the workforce traffic, construction-related traffic and Transgrid traffic. These assumptions have been developed in consultation with Fluence Energy and have been derived based on the best available knowledge of the Project at the time of preparing this report.

The following assumptions will form part of the traffic analysis:

- 26 working days per month;
- All concrete materials will be sourced externally and transported to site;
- All engineered fill materials are to be sourced externally;
- Proposed construction traffic will be undertaken in two stages including:
  - Stage 1 – Prior to the upgrade of the Goolma Road / Twelve Mile Road intersection with the existing intersection under traffic management; and
  - Post upgrade of the Goolma Road / Twelve Mile Road intersection

5.1.1 Light Vehicle Traffic Assumptions

Light vehicles (LV's) accessing the Project Area will largely consist of the workforce associated with the civil construction works and Transgrid. There is however a proportion of light vehicles consisting of local trades and pilot vehicles which will access the Project area on an as needed basis such that their working hours will vary significantly from the majority of the construction workforce.

The following assumptions have been made regarding the workforce-generated light vehicle traffic for the Wellington BESS during the peak construction phase.

- Workforce locations / trip origins:
  - 50% from Molong / Wellington
  - 50% from Dubbo
- Workforce vehicle occupancy and mode of travel:
  - RJE will facilitate carpooling with one car each house transporting 3-4 personnel to and from site. RJE will commit to notifying employees at regular meetings to carpool to reduce vehicle impacts on the road network. RJE provides accommodation for an average of three personnel per house, with one vehicle allocated to each house for transport to and from site on rostered days. Each vehicle is used to transport all three occupants while carpooling. RJE will keep records of carpooling by the site manager;
  - Record keeping of carpooling will be provided for proof of enforcement of carpooling measures;
  - RJE will provide shuttle bus services where required. If required, RJE will provide TfNSW with a copy of the Shuttle Bus Protocol for record keeping purposes. In addition to

monitoring daily and peak vehicle volumes, if the peak hour vehicle numbers has reached the maximum allowed cap, mini van will be utilised to ease the number of vehicles on site ; and
  - For this assessment it has been conservatively assumed vehicles will contain an average occupancy of 2 people per vehicle.

- Workforce arrival and departure times:
  - Estimated arrival on site to occur from 5:30am to 6:30am;
  - Estimated departure from site to occur from 4:00pm to 6:00pm.

For the purposes of this assessment, it has been conservatively assumed that 80% of the peak daily light vehicle traffic will arrive at / depart from the Project area, coinciding with the external network peak hour. This accounts for the proportion of light vehicles such as local trades and pilot vehicles accessing the Project area sporadically throughout the course of the working day.

RJE staff will carpool from all accommodation in Wellington, Dubbo and the surrounding townships to the project site.

5.1.2 Heavy Vehicle & OSOM Traffic Assumptions

The following assumptions have been made regarding the construction traffic generated by the Wellington BESS during the peak construction phase:

ALL HEAVY VEHICLES

- Construction-generated trips have been determined for the various construction phases within the specified timeline noted in section 3.2 above;
- Peak construction traffic cases within the specified timelines have been nominated by Fluence Energy and will be considered across the timeframe as a conservative measure;
- Based on the nominated heavy vehicle routes provided by Fluence Energy, it has been conservatively assumed that heavy vehicle arrival and departures will be evenly split identically to the LV traffic;
  - 50% from Molong / Wellington
  - 50% from Dubbo
- All OSOM vehicles will utilise the nominated OSOM routes as outlined section 4.2.2.
  - There are no OSOM movement associated with Transgrid traffic.

For the purposes of this assessment, it has been assumed that 50% of the peak daily heavy vehicle traffic will arrive at / depart from Project area, coinciding with the external network peak hour. This is a conservative assessment given the arrival / departure patterns of the heavy vehicle traffic is not likely to align with typical external peak periods. The 50% factor also accounts for the intended scheduling of heavy vehicle movements to minimise convoy lengths / platooning of heavy vehicle traffic. RJE will manage site scheduling of HV on a weekly basis while Construction Managers will keep the HV transport under compliance limits. Fluence will advise RJE on free issue equipment delivery management and representative managing this.

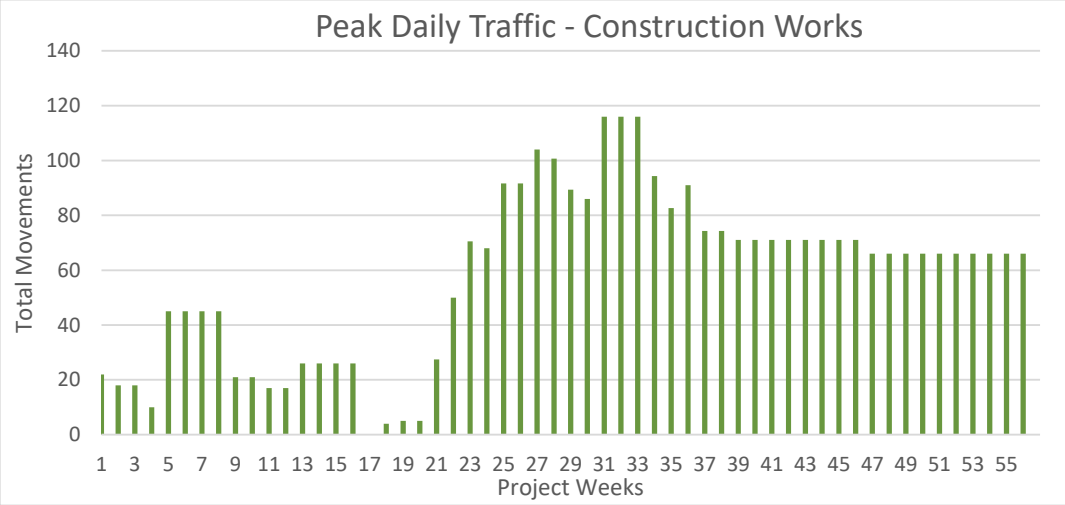
5.2 External Traffic Generation

The Project construction traffic will be generated over a 56-week period between August 2025 to September 2027. The construction works will be undertaken in two stages, the first stage utilising the existing Goolma Road / Twelve Mile Road intersection under traffic management, and the second stage to utilise the realigned Twelve Mile Road and the upgraded Twelve Mile Road / Goolma Road intersection.

In addition to the Project construction traffic, works undertaken in parallel by Transgrid will generate additional traffic over a 36-week period starting December 2025.

Based on information provided by Fluence Energy, Figure 5.2 below provides a summary of the anticipated external vehicle movements generated during the Project construction, inclusive of all Transgrid traffic.

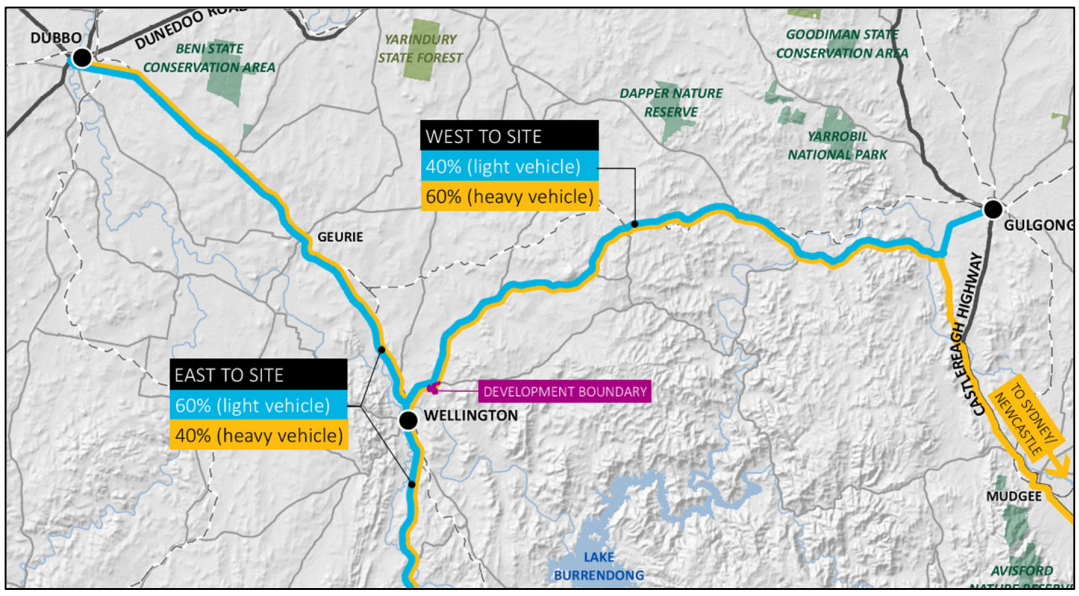
Figure 5.1 Total External Traffic Generation



5.3 External Traffic Distribution

With reference to the haulage routes outlined above in Section 3.5 and the assumptions outlined in Section 5.1, the majority of external traffic generated by the Project for the BESS will be distributed on the external road network using the summary provided below in Figure 5.3. The project traffic of other roads not shown in these figures will be infrequent and insignificant.

Figure 5.2 External Traffic Distribution



Source: EMM Consulting Wellington South Battery Energy Storage System Traffic Impact Assessment Addendum

5.4 Uungula Wind Farm Traffic Generation

In reviewing the data provided in Samsa Consulting's *TMR_Traffic_Assessment*, dated 6 February 2025, information regarding traffic generation can be sourced from *Table A2: Future Traffic Volumes*. Peak daily and hourly volumes detailed within the report associated with the UWF development are summarised below in Table 5.1.

Table 5.1 UWF External Traffic Generation

Vehicle Class	Peak Daily Vehicles	Peak Hourly Vehicles
Total Light Vehicles	150 vehicles per day (vpd)	60 vehicles per hour (vph)
Total Heavy & OSOM Vehicles	24 vpd	4 vph
Total	**174 vpd *(14% HV)***	**64 vph *(6.2% HV)***

6 Traffic Impacts

6.1 Planning Condition Overview

As stated within the SSD 27014706, dated 22 December 2023, Condition B1 states that:

"The Applicant must ensure that the:

a. development does not generate more than:

i) 60 heavy vehicle movements a day during construction, upgrading or decommissioning;

ii) 80 light vehicle movements and 30 heavy vehicle movements during the AM (6 - 7 am) or PM (5 - 6 pm) project peak hour during construction, upgrading or decommissioning; and

iii) 20 movements of heavy vehicles requiring escort during construction, upgrading or decommissioning; and

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

unless the Planning Secretary agrees otherwise."

In interpreting the above Conditions, Stantec notes the previously denoted daily traffic estimates from the EMM Consulting *Wellington South Battery Energy Storage System Traffic Impact Assessment Addendum*. Within the Addendum, the term trips per day was used to describe the anticipated external traffic generated by the development. This term considered both the movements 'in' and 'out' of the WSBESS facility, such that 60 heavy vehicle movements per day accounted for 60 in and 60 out movements. As such, the term vehicles per day (vpd) will refer to the one-way 'in' and 'out' movements in the subsequent sections of this report (i.e 60 heavy vehicles per day accounts for 60 in and 60 out).

Import material trucks will be spread over the entire operation duration for the early mornings without exceeding the daily cap or breaching into the TMP. As detailed in Figure 5.1 HV will contribute to 60% of the traffic for the first 15 weeks, and 50% from week 20 onwards. All traffic will be spread across the day, and not all occur within a single hour or peak hour period to reduce the impacts on the existing road network. Platoons and convoys will be prevented with these vehicle movements.

The Principal contractors confirms it will not exceed the approved daily heavy-vehicle movement limits. For example, under the DC the cap is 60 heavy vehicles per day.

The Construction Manager will schedule and monitor all truck movements each day to ensure these limits are strictly observed; any need for additional movements will require prior approval.

RJE will utilise the Sign in app to log each vehicle entering the project during the course of construction. Each vehicle category will be registered at entry. RJE carpools each car with 3-4 employees and the movement of 30 vehicles during peak hours will be monitored and

maximise carpool if required. Site manager will monitor the vehicle movements and ensure carpooling efficiency.

The following sections detail the cumulative peak daily and hourly WSBESS project traffic, the isolated peak light and heavy vehicle scenarios, and also considers the traffic associated with the nearby Uungula Wind Farm development.

6.2 Peak Daily Traffic – WSBESS Only

As shown above in Section 5.2, the peak daily traffic scenario can be determined to occur during Project weeks 31-33 (approx. Mar-26).

Table 6.1 below summarises the breakdown of the external traffic generated during the peak daily scenario.

Table 6.1 Peak Daily Traffic – WSBESS Only

Vehicle Class	Peak Daily Vehicles
Total Light Vehicles	70 vpd
Total Heavy & OSOM Vehicles	46 vpd
Peak Daily Project Traffic	**116 vpd *(39.7% HV)***

Given the above, the upper limit of 60 heavy vehicles per day is not breached in this scenario and thus *Condition B1.a.i* is satisfied.

6.3 Peak Hourly Traffic – WSBESS Only

In adopting the assumptions detailed above in Section 5.1 regarding peak hourly traffic generation, the total peak hourly volumes can be determined and are summarised below in Table 6.2.

Table 6.2 Peak Hourly Traffic – WSBESS Only

Vehicle Class	Peak Hourly Vehicles
Total Light Vehicles	56 vph
Total Heavy & OSOM Vehicles	23 vph
Peak Hourly Project Traffic	**79 vph *(29.1% HV)***

Given the above, the upper limit of 80 light vehicles and 30 heavy vehicles during the peak hour is not breached in this scenario and thus *Condition B1.a.ii* is satisfied.

6.4 Isolated Peak Light & Heavy Vehicles

Whilst the peak daily / hourly volumes represent the maximum traffic generated by the project during construction, these do not often align with the individual peak cases for light and heavy vehicles. From the analysis, it can be determined the isolated peak light vehicle case occurs during project weeks 31-33, whilst the isolated peak heavy vehicle case occurs during project weeks 25-26. These results are summarised below in Table 6.3. It should be noted only traffic associated with the WSBESS is considered as part of this assessment.

Table 6.3 Isolated Peak Traffic – WSBESS Only

Vehicle Class	Isolated Peak Daily Vehicles	Isolated Peak Hourly Vehicles
Light Vehicles (Week 31-33)	70 vpd	56 vph
Heavy & OSOM Vehicles (Week 25-26)	55 vpd	28 vph

Given the above, *Condition B1.a.i* and *Condition B1.a.ii* are both satisfied when considering the peaks of light and heavy vehicles in isolation.

6.5 Peak Daily & Hourly Traffic – WSBESS & UWF

When considering the traffic generated by both the WSBESS and UWF, the cumulative impact on the external road network can be quantified. Using information provided in Table 5.1, Table 6.1 and Table 6.2, both the cumulative peak daily and hourly volumes can be determined. The results are summarised in Table 6.4.

Table 6.4 Combined WSBESS & UWF Peak Traffic

Project	Vehicle Class	Peak Daily Vehicles	Peak Hourly Vehicles
Wellington BESS	Light Vehicles	70 vpd	56 vph
	Heavy & OSOM Vehicles	46 vpd	23 vph
Uungula Wind Farm	Light Vehicles	150 vpd	60 vph
	Heavy & OSOM Vehicles	24 vpd	4 vph
Subtotals	Total Light Vehicles	220 vpd	116 vph
	Total Heavy & OSOM Vehicles	70 vpd	27 vph
	Total	**290 vpd *(24.1% HV)***	**143 vph *(18.9% HV)***

6.6 External Road Network

The peak daily and peak hourly traffic generated on the external state-controlled network can be determined using the information provided in Figure 5.2, Table 6.1 and Table 6.2 respectively. All results are summarised below in Table 6.5.

Table 6.5 Peak Daily & Hourly Project Traffic on the External Network

Road Segment	Peak Daily Vehicles *(HV%)*	Peak Hourly Vehicles *(HV%)*
Mitchell Highway (south Wellington)	30 vpd *(30.5%)*	21 vph *(21.5%)*
Mitchell Highway (north Wellington)	30 vpd *(30.5%)*	21 vph *(21.5%)*
Goolma Road (west)	60 vpd *(30.5%)*	43 vph *(21.5%)*
Goolma Road (east)	56 vpd *(49.6%)*	36 vph *(38.1%)*

6.7 Turn Warrant Assessment

6.7.1 Assessment Methodology

Turn warrant assessments of the key intersections expected to be used by the Project have been undertaken in accordance with the methodology provided in the *Austroads' Guide to Road Design, Part 4A*. The turn warrant assessment provides information on the minimum turn treatments required on the major road to satisfy traffic operation, road safety, and physical conditions at the site. The notations for each of the turn treatments are as follows:

- BAL / BAR: Basic left turn / Basic right turn
- AUL(s): auxiliary left-turn (short lane)
- AUL: auxiliary left-turn
- AUR: auxiliary right-turn
- CHR(s): channelised right turn (short lane)
- CHR: channelised right turn.

6.7.2 Turn Warrant Assessments

In adopting the calculated 2025 peak hour volumes and anticipated peak hour traffic generated by WSBESS as outlined in Section 4.2 and Table 6.2, turn warrant assessments are

able to be undertaken at key intersections along all haulage routes shown in Section 3.5. Note given the methodology provided in the *Austroads' Guide to Road Design, Part 4A,* only turn warrants for the major road (state route) have been considered during this assessment.

Turn warrant assessments have been undertaken in accordance with the methodology stated above, with detailed results found attached as Appendix E. A summary of the results can be observed below in Table 6.6.

Table 6.6 Turn Warrant Findings

Intersection	Required Treatments
Mitchell Highway / Goolma Road	BAR – on southern approach from Mitchell Highway (see note 1). BAL – on northern approach from Mitchell Highway (see note 2). BAL / BAR - on eastern approach from Goolma Road (see note 2).
Goolma Road / Twelve Mile Road	N/A – under temporary traffic management / permanent intersection upgrade.

1. Existing BAR on Mitchell Highway (south approach) suitable.
2. Existing traffic lane alignments on Mitchell Highway and Goolma Road suitable.

Given the existing intersection treatments and proposed temporary traffic management, no proposed turn lane upgrades are required to support the WSBESS during construction. Figure 6.1 below outlines the existing intersection layouts.

Figure 6.1 Existing Mitchell Highway / Goolma Road Intersection

Source: NearMaps

From the Goolma Road approach, there is a significant offset between the southbound lane on Mitchell Highway and the marked Give-Way line on Goolma Road. This allows for vehicles queuing to turn left/right from Goolma Road onto Mitchell Highway to operate independently prior to turning (i.e left-turning vehicles are not required until a right-turning vehicle in front of them departs). This alignment negates the need for additional turn lane treatments to the be developed.

7 Road Link Assessment

7.1 Context of Road Assessment

The following section has been prepared to assess anticipated Project impacts on the road network with due consideration of forecast traffic volumes “with” and “without” the Project.

As such, the following has been considered as part of this assessment:

- Anticipated AADT for 2025 on each of the state-controlled roads as summarised Table 4.2; and
- The traffic impact as discussed in Section 6.

7.2 External Road Network

Table 7.1 summarises the comparison of baseline traffic to WSBESS Project traffic.

Table 7.1 Road Link Assessment – WSBESS Only

Road Segment	Calculated 2025 AADT *(HV%)*	Peak Daily project Traffic *(HV%)*	% Increase
Mitchell Highway (south Wellington)	2,324 vpd *(27%)*	30 vpd *(30.5%)*	1%
Mitchell Highway (north Wellington)	2,324 vpd *(27%)*	30 vpd *(30.5%)*	1%
Goolma Road (west)	2,247 vpd *(25%)*	60 vpd *(30.5%)*	3%
Goolma Road (east)	2,247 vpd *(25%)*	56 vpd *(49.6%)*	2%

From the above, the overall impact on the external road network as a result of the WSBESS traffic can be deemed insignificant given the minimal increase in daily traffic observed along all road links (maximum 3% increase).

Table 7.2 below summarises the cumulative impact on the external road network in order to account for the traffic generated externally by nearby projects in conjunction with the WSBESS works (i.e UWF).

Table 7.2 Road Link Assessment – Cumulative Impact

Road Segment	Calculated 2025 AADT *(HV%)*	Peak Daily project Traffic *(HV%)*	% Increase
Mitchell Highway (south Wellington)	2,324 vpd *(27%)*	80 vpd *(17.5%)*	3%
Mitchell Highway (north Wellington)	2,324 vpd *(27%)*	80 vpd *(17.5%)*	3%
Goolma Road (west)	2,247 vpd *(25%)*	130 vpd *(17.5%)*	7%
Goolma Road (east)	2,247 vpd *(25%)*	160 vpd *(32.3%)*	5%

The above reinforces the ability for the external network to accommodate the traffic generated externally by projects being completed in parallel in the area. Moreover, the implementation of temporary traffic management followed by a permanent intersection upgrade along Goolma Road will only further reduce the impact of the externally generated traffic.

8 Safety Mitigation Measures

To address the planning permit conditions, this section outlines the proposed strategies to mitigate the impacts of the proposal on the safety, efficiency and condition of the local roads, including contributions to road works/maintenance, summarising key road-use management strategies and developing community and stakeholder consultation plans, where appropriate. Where mitigation works are required, Council will be consulted.

8.1 Speed Limits

All construction traffic will be instructed to adhere to the statutory speed limits when travelling on public roads. The site speed limits will be as follows:

- On council roads – dictated by temporary traffic management, refer to Section 9.
- Within the project boundary – 40km/h
- Within the site compound – 10km/h

Reduced speed limits are an economical mitigation to reduce the amount of dust lifted, and also a safety measure to ensure motorist safety. Alternatively, dust suppression via a water cart could be provided, however it would be costly considering the lengthy project duration. In the event that residents directly adjacent to a public road complain about the level of airborn dust, implementing a reduced speed limit is recommended to be temporarily adopted.

8.2 Signage

During the construction period, there will be increased traffic across the local road network. It is recommended that temporary warning signage on Shire managed roads be displayed to alert local road users of the increase of construction traffic. Signage such as Trucks (T2-25A) may be appropriate. There is potential to display project specific 'Truck Prohibited' signage (R6-10-2A) on a number of local roads to ensure that truck access to and from the site are restricted to the roads as outlined in this TMP report.

8.3 Vehicle Access Measures

The Principal and EPC will manage site access to vehicles such that:

- There will be no more than 20 vehicles requiring escort to the site;
- In consultation with sub-contractors and suppliers, no vehicle length (aside from vehicles being escorted) will exceed 26m.
- A log of all heavy vehicles accessing the site will be maintained throughout the duration of the project.
- All internal roads will be constructed and maintained such that all weather access is provided.
- Radio communication between construction vehicles is available at all times;
- All loads to be correctly restrained;

- Warning signage to be provided at critical areas/intersection points;
- All vehicles departing the site will exit via a washdown/grated section to limit the amount of residue being tracked onto the public road network; and
- A security personnel at entry will register the vehicle category for each vehicle entering project site on the Sign in app.

It is also noted that on-site parking will be provided within the construction compound, to provide a dedicated safe area where personnel can access their vehicles. It is anticipated that there will be 50 light vehicle car parking spaces, and 20 heavy vehicle parking spaces provided on-site with no parking to be located on the public road network in the vicinity of the site. Should all parking be occupied on-site, there is approximately two hectares of available on-site parking for overflow within the project sites boundary to cater for any overflow vehicles. On-site parking will be managed by RJE Construction Manager daily.

All vehicles will enter the site via the site access in a forward in / forward out manoeuvre with all vehicles being unloaded on site and be the responsibility of the Site Safety officer to enforce requirement onsite.

All development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the public road network and be inspected by security personnel via a visual inspection in wet seasons and rumble grid installed on the access road.

To ensure existing internal roads are constructed and maintained as all-weather roads, roads will be inspected during the monthly project joint safety walks and inspected by the Site HSE, Site Manager and Project manager and be responsible for road maintenance.

Internal roads will be inspected during the monthly project joint safety walks and inspected by the Site HSE, Site Manager and Project manager to ensure the capacity of the existing roadside drainage network is not reduced.

Following a rain event where the site weather station measures 50mm of rainfall within a 24 hour duration, a mandatory drainage inspection will be carried out by the construction manager to check that the drainage network is not reduced.

Following a rain event tyre rumbler grid will need to be assessed to make sure it is clear and not blocked with sediment that may reduce the efficiency of the rumbler.

8.4 TMP Monitoring, Inspection & Auditing

8.4.1 Monitoring & Inspection

In order to ensure the effectiveness of the TMP, the plan must be monitored and traffic management works inspected regularly. The aim of the TMP is to reduce the impact of the construction traffic on the surrounding road network. Hence it is important to monitor that this is being achieved to reflect any physical or operational changes to the road network.

As such, it is recommended that the TMP is reviewed one month after construction has commenced and halfway through the construction phase to ensure that the TMP is still

relevant. Consultation will be required with Dubbo Regional Council and/or other parties to ensure the latest information from stakeholders is reflected in the TMP.

The TMP should also be updated, in consultation with Dubbo Regional Council, if any notable changes affecting the expected or actual traffic volumes generated by site works occur, delivery scheduling or other factors of consequence affecting site traffic and transport are proposed. Any identified deficiencies should be reported immediately to the site supervisor/works manager, and rectification carried out immediately to maintain safety and integrity of the TMP.

8.4.2 Auditing

Audits of the TMP will be undertaken to achieve worksite safety both within and outside of the works site. The audits may include:

1. Compliance Audits: to verify compliance with the TMP, typically undertaken as follows:
    a) At the commencement of works (and at times of erecting any traffic control devices).
    b) At any changes to the TMP (maybe due to unforeseen hazards).
    c) During both day / night operations for long term works (not considered applicable in this case but should be mindful).
    d) If the TMP results in significant disruptions to traffic (considered to be minimal in this case).
    e) If requested by health and safety representative, employees or local community.
2. Road Safety Audits: This needs to be considered if significant construction works occur on the local road network.
3. Dilapidation Surveys of Twelve Mile Road (between Goolma Road and the project site entry).

The Proponent will conduct dilapidation surveys consistent with the requirements of the Development Consent for any sections of road that are open to road users (to the satisfaction of DRC) in July-August 2025, prior to commencing any activity on the site. Noting that sections of the road that will be surveyed are not yet constructed or open to road users and are still under the possession of Squadron / Uungula WF, the Proponent will liaise with DRC on the timing of dilapidation surveys for these sections of road and will conduct the dilapidation surveys on these sections of road at a time to be agreed with DRC. Records of all audits will be kept by the nominated independent auditor and be provided to Council.

8.4.3 Independent Audits required under the Development Consent

The Applicant has employed an Approvals and Compliance Manager as part of its construction management team. The Approvals and Compliance Manager will track all conditions of consent requiring satisfaction after commencement of construction, including Condition C14 and the associated conditions C15 to C19. The Applicant has already sought proposals from several potential Independent Auditors who have recently performed this role on other major projects in NSW, and will present the preferred auditor to the Department for approval well prior to the timeframe required. The Approvals and Compliance Manager will be responsible

for overseeing the initial audit required under condition C14, as well as any follow up work, re-audits, investigations or other matters required under conditions C16, C17, C18 and C19. The Approvals and Compliance Manager will report to the Project Construction Manager who has overall responsibility for ensuring the Applicant remains compliant with the development consent.

8.5 Transport Management Plan and Code of Conduct

The management of RJE Global recognises that their obligation to provide a safe working environment for employees includes their responsibilities to manage, as far as is reasonably practicable, driver and vehicle safety.

Traffic management involves the safe movement of vehicles, powered mobile plant and pedestrians within, through and around a project site. Public interaction due to any portion of a project being within a public area must also be considered during the development of a project TMP, this would include cyclists, pedestrians, and motor vehicles.

RJE has under its control multi & single combination vehicles. Trailing equipment used in the business drop deck; floats are accredited under the NHVAS maintenance accreditation module.

RJE is expected to manage all equipment & personnel in accordance to the standards of the National Heavy Vehicle Accreditation Scheme Modules.

RJE's drivers are not permitted, encouraged, or expected to breach any Australian Road Law including fatigue / driving hours, mass, over dimension, speed, or load restraint.

It is the intention of this business to ensure the drivers have the ability and the required training to know their responsibilities towards; daily checks, fault recording, making management aware of general repairs and servicing to be carried out etc.

RJE's policy Motor Vehicle Policy is in place to ensure that all RJE employees / contractors understand their responsibilities when operating RJE Company provided vehicles.

The management of RJE Global recognises that their obligation to provide a safe working environment for employees includes their responsibilities to manage, as far as is reasonably practicable, driver and vehicle safety. This is highlighted in RJE's driver safety procedure.

All personnel inducted to site will be familiarised with the drivers code of conduct during the onsite face to face induction. The code of conduct applies to both light and heavy vehicle drivers, and all personnel on site. The code of conduct will include all approved access routes, including route maps.

Copies of the above policies can be found in Appendix J.

8.6 School Bus Routes

Through obtaining school bus routes from the NSW Government website, it was found that there is one (1) school bus which utilises Goolma Road and Twelve Mile Road in the AM and PM with no additional school buses throughout the day. Additionally, when comparing the School Bus routes (Figure 8.1 and Figure 8.2) against the nominated heavy vehicle routes (Figure 3.4), the only conflict occurs along the Goolma Road and Twelve Mile Road respectively. Given the operating nature of these roadways, it is expected the increase in external traffic generated by Wellington BESS will not directly impact upon the operation of these routes or pose a risk to the safety of students alighting / departing the bus at local stops. This small increase in traffic generated by the project will have negligible impact on the existing school buses with school bus operators notified of construction works. Furthermore there are no bus stops in the direct vicinity of the proposed site access location. Nothwithstanding, RJE will, at the time of site mobilisation and periodically through construction, consult with the school bus operator, Ogden Coaches, to understand any changes to the school bus routes, including any informal bus stops.

Figure 8.1 Goolma Road School Bus Route

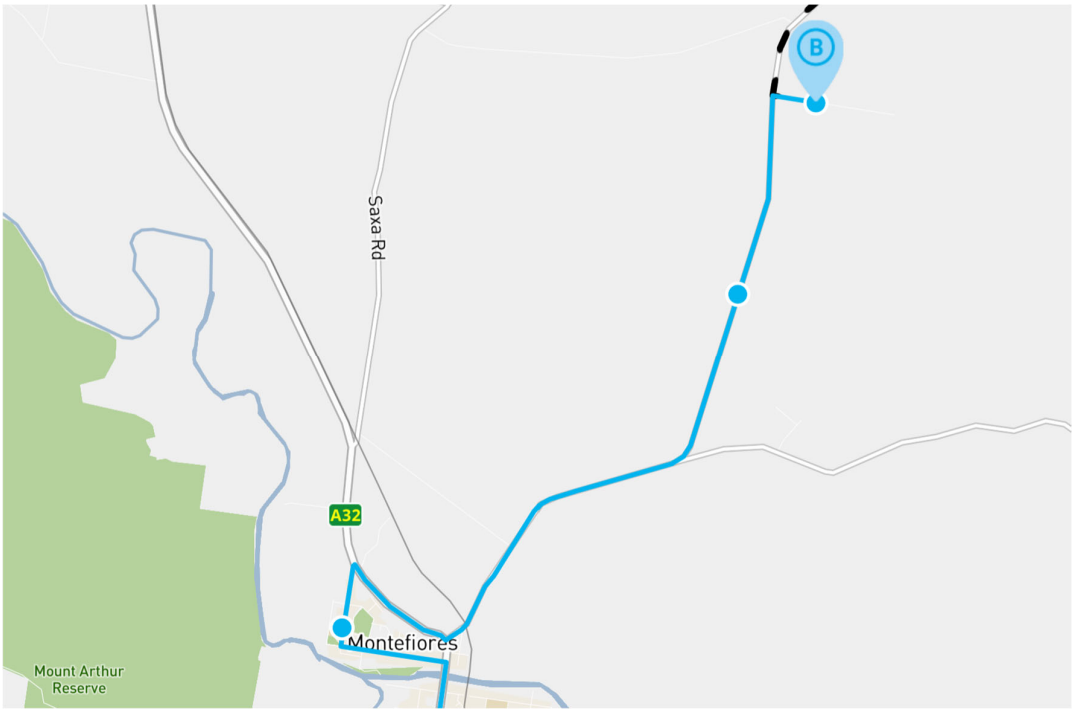
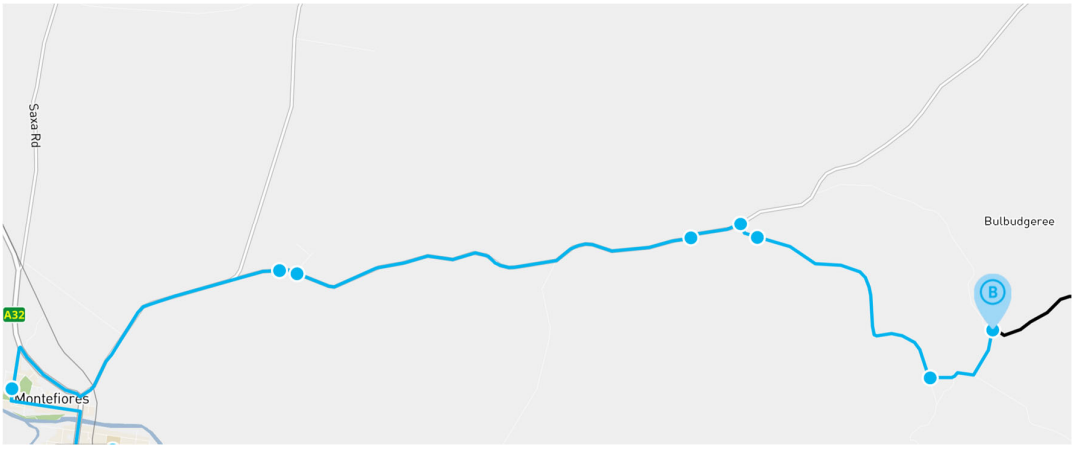


Figure 8.2 Twelve Mile Road Bus Route



9 Temporary Traffic Management

The nature of the Traffic Guidance System (TGS) to allow the construction of the temporary crossover and/or the permanent crossover will be dependent on the status of the Squadron works on Twelve Mile Road at the time Ampyr establishes its site access; in particular whether Squadron has completed the new Goolma Road/Twelve Mile Road intersection and the new alignment is in use, or if these works are not yet complete and the original Twelve Mile Road alignment and Goolma Road intersection is in use.

Ampyr has sought to develop a range of different TGS' considering plausible and feasible scenarios, with the intent of adopting the appropriate TGS at the time of the WSBESS Site Access works. Whilst these TGS were acceptable to Council, TfNSW raised concerns about the complexity of multiple proposed TGS and pre-emptive timing of the Ampyr works relative to the status of the Squadron works.

TfNSW has therefore requested Ampyr does not include TGS within this TMP but instead defer this to the Road Occupancy Licence (ROL) application. This ensures certainty on the status and timing of the Twelve Mile Road upgrade works at the ROL application such that an appropriate TGS can be implemented. TfNSW has advised it will provide conditional approval of the TMP now, with approval of the TGS to follow.

In the meantime, Ampyr will continue to engage with each of TfNSW, Dubbo Regional Council and Squadron to keep abreast of developments and evolve its thinking on the TGS options with a view to streamlining the subsequent ROL application.

10 Monitoring, auditing, reporting and review

During construction there will be continuous monitoring, auditing, reporting and review by Fluence and Transgrid of their construction areas and construction activities. This includes monitoring site daily vehicle movements which will be captured at the point of entry by security personnel on the site access road. Individuals and work crews will be required to demonstrate that the requirements of this Plan, the EMS and other management plans and subplans are being adhered to.

Monitoring, auditing, reporting and review of site activities will also be undertaken during the operation and decommissioning of the project.

All reports, reviews, and audits will be maintained by the Fluence and Transgrid Project Managers (and equivalent manager during operation/decommissioning) and will be made be available on request to the appropriate managers (The Principal and subcontractors). Audit results will be used to review management techniques to ensure compliance with the DC.

10.1 Monitoring

Monitoring of environmental impacts is an essential component of effective environmental management. Specific monitoring requirements for individual environmental aspects during the construction works by Fluence and Transgrid and during operation and decommissioning are set out in the management plans and subplans shown in Figure 1.2.

10.2 Incidents and non-compliances

10.2.1 Incident notification and response

Any incident or accident that results in harm to the environment and/or off-site receptors is to be regarded as an environmental incident.

As defined in the DC an incident is a set of circumstances that causes or threatens to cause material harm to the environment. Material harm is defined in the DC as harm that:

- involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial; or
- results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding $10,000 (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or makegood harm to the environment.

In accordance with CoC C10, the Planning Secretary via the Major Projects website within seven days after the Applicant becomes aware of an incident. Notification is required to be given under this condition even if the Applicant fails to give the notification required under condition C7 of Schedule 2 or, having given such notification, subsequently forms the view that an incident has not occurred. Accordingly, Fluence and Transgrid will notify the Principal immediately after an incident occurs to enable prompt reporting by the Principal to the Planning Secretary.

The incident notification to the Principal must 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 8 (of Conditions of Consent).

The written notification of an incident must:

(a) identify the development and application number;
(b) provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident);
(c) identify how the incident was detected;
(d) identify when the applicant became aware of the incident;
(e) identify any actual or potential non-compliance with conditions of consent;
(f) describe what immediate steps were taken in relation to the incident;
(g) identify further action(s) that will be taken in relation to the incident; and
(h) identify a project contact for further communication regarding the incident.

Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Applicant must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.

The Incident Report must include:

(a) a summary of the incident;
(b) outcomes of an incident investigation, including identification of the cause of the incident;
(c) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and
(d) details of any communication with other stakeholders regarding the incident.

Response agencies need to be informed of pollution incidents quickly, so action can be coordinated to prevent or limit harm to the environment and human health generally. These are listed in Table 7.12

Incidents will be recorded in an Incident Register, as outlined in Section 6.4.

Table 10.1 Response agency contact details

Response agency	Contact details
Environment Protection Authority NSW (EPA NSW)	131 555 or (02) 9995 5555
Ministry of Health NSW	(02) 9391 9000
SafeWork NSW	131 050
Dubbo Regional Council	(02) 6801 4000
Fire and Rescue NSW	000 or, for Mobiles only, 112
Rural Fire Service Orana Region	https://www.facebook.com/NswRfsOranaTeam

Response agency	Contact details
Heritage NSW (for Aboriginal finds, as per HMP)	(02) 9873 8500
NSW Police (for human remains, as per HMP)	131 444

10.2.2 Non-compliance notification and response

A project non-compliance is defined in the DC as an occurrence, set of circumstances or development that is a breach of the consent but is not an incident.

Environmental non-compliances will be reported and actioned through the incident management procedures detailed in Section 7.2.1, above.

In accordance with CoC C11 of the DC, The Principal is required to notify the Department in writing via the Major Projects website within 7 days after the Principal becomes aware of any non-compliance with the conditions of this consent. Accordingly, Fluence and Transgrid will notify the Principal immediately after a non-compliance is identified to enable prompt reporting by the Principal to the Planning Secretary.

In accordance with CoCs C12 and C13 of the DC the non-compliance notification to the Principal will 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. A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

10.2.3 Corrective actions

Once an environmental incident or non-conformance has been reported to the Principal's Project Manager, a set of appropriate corrective actions will be raised by Fluence and Transgrid. Measures already implemented, additional measures to be implemented as a result and any corrective actions will be reported to the Principal's Project Manager. Actions will be implemented to the satisfaction of the Principal's Project Manager and their effectiveness confirmed to demonstrate appropriate measures have been implemented to acceptably minimise the risk of reoccurrence.

10.2.4 Response to Local Climate Conditions

Site management will ensure that they remain informed of driving conditions on the heavy vehicle and OSOM routes and on local roads used by project traffic. To the extent that site management become aware of any conditions that may impact road user safety on the routes (severe weather, flooding, bushfire, dust storms, road blockages etc) then they will make temporary adjustments to delivery schedules or other transport activities to reflect these conditions. Any adjustments made would at all times be consistent with the approved TMP or in the event of material incidents that may impact the route for an extended period of time would be subject to consultation and approval with TfNSW, DRC and DPHI or other authorities as required. Drivers will be notified of the temporary adjustments via phone call to ensure all personnel remain informed of the changed traffic conditions.

10.3 Auditing

In accordance with CoC C14, the Principal is obliged to commission independent environmental audits of the development in accordance with the *Independent Audit Post Approval Requirements* (2020) within 3 months of commencing construction and within 3 months of commencement of operations.

Fluence and Transgrid will provide support to the independent environmental auditing process by making documents and site personnel available as required and by helping host the independent auditors while on site. Fluence and Transgrid will also assist the Principal in implementing the recommendations of the audits.

The site manager will contact DRC or TfNSW representatives (where applicable) to notify of any emergency road repairs that may be identified and adhere to any agreed control measures where applicable.

10.4 Record keeping

Fluence and Transgrid will maintain an Incident Register for the project and will make this available to the Principal upon request. The Incident Register will document, record, track, manage and report all environmental (and safety) incidents and observations.

Fluence and Transgrid will also maintain a Complaints Register for the project and will make this available to the Principal upon request. The Complaints Register will document, record, track, manage and report all complaints.

10.5 Review and update

Fluence and Transgrid will undertake ongoing review and improvement of existing systems and controls.

In accordance with CoC C2, this Plan (and any strategy, plan or program required under the DC) will be reviewed to the satisfaction of the Secretary of DPHI. The EMS will be:

(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.

When revised, the revision status of this Plan will be indicated on the title page of this document. This Plan will be made publicly available on the project website in accordance with CoC C20 of the DC. A hard copy of this Plan will also be kept at the site project office during construction.

Review is a critical element of environmental management systems and involves a formal evaluation of the adequacy of the environmental management plans and documents – taking into account any new environmental issues, legislation, changing circumstances and continual improvement.

To ensure a rigorous, all-encompassing review process, Fluence and Transgrid will conduct quarterly management review meetings with the Principal. These meetings should be attended by individuals with either executive or specialist responsibility. At this stage of the development this may include:

- the Principal's Project Manager
- the Fluence /Transgrid Project Manager
- the Fluence /Transgrid HSE Manager
- the Fleuence /Transgrid Construction Manager
- the Fluence /Transgrid Site Manager
- the subcontractor management representatives, as appropriate.

Fluence and Transgrid commit to complying with CoC A3 and will comply with any requirement/s of the Secretary arising from the Department's assessment of:

a. any strategies, plans or correspondence that are submitted in accordance with this consent
c. any reports, reviews or audits commissioned by the Department regarding compliance with this consent; and
d. the implementation of any actions or measures contained in these documents

Fluence and Transgrid commit to complying with CoC A3 in full.

10.6 Continuous improvement of environmental performance

Areas for improvement identified during daily inspections will be addressed by the Fluence and Transgrid environment teams at daily pre-start (Toolbox) meetings with the appropriate construction supervisor and crew.

At the discretion of the environment team, identified areas of improvement may also form the basis for more formalised weekly project meeting. Addressing non-conformance and areas for improvement with the construction crews in this forum is aimed at continuously improving the environmental performance of the project and driving environmental awareness on site.

Audits also play an important part in the continuous improvement process and the results of the audits should be considered when updating the EMS.

10.7 Emergency Road Repairs

In the event of emergency road repairs, it may be necessary to suspend deliveries and construction activities if approved transport routes are rendered inaccessible. Such disruptions can arise from unforeseen incidents including road collapses, flooding, utility failures, or other hazards that compromise safety and access.

To ensure a coordinated response, the responsibility for monitoring and identifying route closures lies with the Site Supervisor in collaboration with the Local Traffic Management Authority (DRC). Upon confirmation of a closure, the Supervisor must immediately notify all relevant stakeholders, including delivery contractors, project managers, and council representatives. Notification should be issued via email and SMS alerts, with follow-up confirmation to ensure receipt.

Arrangements for alternative routing or temporary suspension of works must be made in consultation with the Project Manager and approved by the relevant authority. Where feasible, contingency routes should be pre-identified and documented for access to all staff.

All emergency responses must be logged, including time of incident, actions taken, communications issued, and resolution status. This documentation supports accountability and continuous improvement in emergency preparedness.

11 Complaints management

To facilitate open communication and active complaint resolution, it is important that local stakeholders are able to raise issues and complaints in a formal way.

Concerns and issues raised are recorded and responded to in a timely and consistent manner, and in accordance with regulatory standards and company policies. The following are key principles adhered to by Fluence and the project in responding to issues or concerns raised by local stakeholders:

- timeliness – complaints will be dealt with in a timely and efficient manner.
- sensitivity – ensure that both parties' feelings and perspectives are respected.
- fairness and impartiality – both parties will be afforded substantive and procedural fairness in the resolution process; and
- confidentiality – only parties directly involved in the complaint or those involved in decision making about outcomes will have access to information about the complaint.

In the event that a complaint is received from the community, the Fluence and Transgrid Project Managers (or their representative) will ensure the complaint is recorded, reported to the Principal and that further investigation is undertaken.

The process for managing complaints is described below.

11.1 Complaints Management Procedure

The details of the complaint will be recorded by Fluence and Transgrid in Complaints Registers, which will include the following:

- the date and time, where relevant, of the complaint
- the means by which the complaint was made (telephone, mail, email or in person)
- who received the complaint
- any personal details of the complainant that were provided, or if no details were provided, a note to that effect
- the nature of the complaint
- any actions taken in relation to the complaint, including timeframes for initial and ongoing responses and implementing the action
- if no action was taken in relation to the complaint, the reason(s) why no action was taken
- the status of the complaint (i.e. open/closed)
- measures to avoid reoccurrence (if any).

The Complaints Registers will be managed and maintained by the Fluence and Transgrid Project Managers or their representative during construction. They will be responsible for:

- notifying the Principal of the complaint

- confirming that the Principal provides a response to the person complaining within a reasonable time frame of the complaint being made
- logging all details of the complaint and supporting documentation in the Complaints Register while meeting privacy requirements; and
- notifying the relevant management staff as appropriate

The Principal will ensure the Complaints Register is made available on the Project website and updated regularly, in accordance with CoC B10 (iv), C1 and C20, with personal details kept private.

11.2 Contact details for complainants

The following avenues are available for complaints and enquiries to be lodged by the community and other stakeholders:

Email: Community@ampyrenergy.com

Online contact form: up to date version can be downloaded from http://www.wellingtonbess.com

11.3 Dispute Resolution

In the event that the actions taken to address a complaint, including the measures for avoiding a recurrence, are not sufficient to satisfy the complainant and a dispute arises, the Principal will do the following:

- advise DPHI that there is a dispute
- provide DPHI with copies of the relevant complaint history
- if determined necessary by DPHI, engage a specialist with expertise relevant to the issue at hand to investigate the dispute and provide recommendations for resolution
- advise the third party in dispute (the complainant) and DPHI in writing, as to when the dispute investigation will be completed
- provide the third party and DPHI a copy of the dispute investigation report, inclusive of the Principal's intentions with regards to the implementation of the recommendations for resolution.

Fluence and Transgrid will support the Principal, where appropriate, in the reporting, understanding and resolution of disputes.

11.4 Community Consultation

In the written application by the Proponent to DPHI in relation to conditions B6 and B7 (dated 15 November 2024) the Proponent noted a significant amount of engagement fatigue in relation to road upgrade issues, particularly in the context of the very minor nature of our proposed works compared with more substantive works being undertaken by nearby projects.

The Proponent will have an On-Site Representative based in Wellington for the duration of construction and commits to providing updated information to relevant road users and stakeholders once the TMP (and the associated TGS) is approved. These updates will occur periodically throughout construction and will include reference to the status of the Squadron / Uungula works and TGS as it is known at that time, as well as general updates on upcoming construction activities that may impact road users. Information will be provided to the management team of the correction facilities located to the north of the project, the operator (Ogden Coaches) of the school bus route that passes through the TGS, residents who live along Twelve Mile Rd in the vicinity of the project, and general updates to the broader community via usual community engagement channels. The Proponent will continue to liaise regularly with Squadron on this matter.

The Applicant will ensure that the project website is kept up to date with information about relating to traffic management for the project. This will include: i) details on heavy vehicle routes and periods when escorted movements will occur, ii) information related to road upgrades, and changes to traffic conditions, iii) contact details for project representatives and details of the enquires or complaints process.

12 References

EMM (2022) Wellington South Battery Energy Storage System Environmental Impact Statement, prepared for AMPYR Australia Pty Ltd by EMM Australia Pty Ltd. October 2022

EMM (2023a) Wellington South Battery Energy Storage System: Response to Submissions Report, for AMPYR Australia Pty Ltd by EMM Australia Pty Ltd. July 2023

EMM (2023b) Wellington South Battery Energy Storage System: Amendment Report, for AMPYR Australia Pty Ltd by EMM Australia Pty Ltd. July 2023

Appendix A: Conditions of Consent SSD 27014706

Condition No.	Condition Description	Reference
Schedule 2 Administrative Conditions		
Obligations to minimise harm to the environments		
A1	*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.*	EMS Section 1.3/ CEMP/OEMP
Terms of Consent		
A2	*The Applicant must carry out the development:* *(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 (of Conditions of Consent)*	EMS Section 2/ CEMP/OEMP
A3	*If there is any inconsistency between the above documents, the most recent document must prevail to the extent of the inconsistency. However, the conditions of this consent must prevail to the extent of any inconsistency.*	EMS Section 2/ CEMP/OEMP
A4	*The Applicant must comply with any requirement/s of the Planning Secretary arising from the Department's assessment of:* *(a) any strategies, plans or correspondence that are submitted in accordance with this consent;* *(b) any reports, reviews or audits commissioned by the Department regarding compliance with this consent; and*	EMS Section 5.10.1

Condition No.	Condition Description	Reference
	(c) the implementation of any actions or measures contained in these documents.	
Battery Storage Restriction		
A5	*Unless the Planning Secretary agrees otherwise in writing, the battery storage associated with the development must not exceed a total delivery capacity of 500 MW.* *Note: This condition does not prevent the Applicant from seeking to lodge a separate development application or modify this consent to increase the capacity of the battery storage in the future*	
Upgrading of Battery Storage and Ancillary Infrastructure		
A6	*The Applicant may upgrade the battery storage and ancillary infrastructure on site provided these upgrades remain within the approved development footprint of the site. Prior to carrying out any such upgrades, the Applicant must provide revised layout plans and project details of the development to the Planning Secretary incorporating the proposed upgrades.*	EMS Section 5.10.2
Structural Adequacy		
A7	*The Applicant must ensure that all new buildings and structures, and any alterations or additions to existing buildings and structures, are constructed in accordance with the relevant requirements of the Building Code of Australia.* *Notes:* • *Under Part 6 of the EP&A Act, the Applicant is required to obtain construction and occupation certificates for the development.* • *Part 8 of the EP&A Regulation sets out the requirements for the certification of the development.*	EMS Section 5.10.3

Condition No.	Condition Description	Reference
Demolition		
A8	*The Applicant must ensure that all demolition work on site is carried out in accordance with Australian Standard AS 2601-2001: The Demolition of Structures, or its latest version.*	EMS Section 5.10.4
Protection of Public Infrastructure		
A9	*Unless the Applicant and the applicable authority agree otherwise, the Applicant must:* *(a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by the development; and* *(b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development.* *This condition does not apply to the upgrade and maintenance of the road network, which is expressly provided for in the conditions of this consent.*	EMS Section 5.10.5
Operation of Plant and Equipment		
A10	*The Applicant must ensure that all plant and equipment used on site, or in connection with the development, is:* (a) *maintained in a proper and efficient condition; and* (b) *operated in a proper and efficient manner.*	EMS Section 5.10.6
Subdivision		

Condition No.	Condition Description	Reference
A11	*The Applicant may subdivide land comprising the site for the purposes of carrying out the development as identified in Appendix 3 (of Conditions of Consent) and in accordance with the requirements of the EP&A Act, EP&A Regulation and the Conveyancing Act 1919 (NSW).* *Notes:* • *Under Part 6 of EP&A Act, the Applicant is required to obtain a subdivision certificate for a plan of subdivision.* • *Division 6.4 of Part 6 of the EP&A Act sets out the application requirements for subdivision certificates.*	Outside scope of EMS/EMPs
Applicability Of Guidelines		
A12	*References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this consent.* *However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.*	
Compliance		
A13	*The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.*	
Evidence of Consultation		

Condition No.	Condition Description	Reference
A14	*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:* *(i) the outcome of that consultation, matters resolved and unresolved; and* *(ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.*	
Community Enhancement		
A15	*Prior to commencement of construction, unless otherwise agreed by the Planning Secretary, the Applicant must enter into a VPA with Council in accordance with:* *(a) Division 7.1 of Part 7 of the EP&A Act; and* *(b) the terms of the letter of offer dated 8 November 2023, which are summarised in Appendix 5* (of Conditions of Consent).	Outside scope of EMS/EMPs
Part B Environmental Conditions - General		
Transport: Heavy Vehicles Requiring Escort and Heavy Vehicle Restrictions		
B1	*The Applicant must ensure that the:* *(a) development does not generate more than:* *I. 60 heavy vehicle movements a day during construction, upgrading and decommissioning;*	Traffic Management Plan (TMP)

Condition No.	Condition Description	Reference
	II. 80 Light movements and 30 heavy vehicle movements during the AM (6 - 7 am) or PM (5 - 6 pm) project peak hour during construction, upgrading or decommissioning; and *III. 20 over-dimensional vehicle movements during construction, upgrading and decommissioning; and* *(b) length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres, unless the Planning Secretary agrees otherwise.*	
B2	*The Applicant must keep accurate records of the number of over-dimensional and heavy vehicles entering or leaving the site each day for the duration of the project.*	TMP
Transport: Access Route		
B3	*All heavy vehicles and heavy vehicles requiring escort associated with the development must travel to and from the site via:* *(a) Castlereagh Highway, Goolma Road and Twelve Mile Road; or* *(b) Mitchell Highway, Goolma Road and Twelve Mile Road,* *as shown in Appendix 4 (of Conditions of Consent).* *Note: The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of heavy vehicles requiring escort on the road network.*	TMP
Transport: Site Access		
B4	*Unless the Planning Secretary agrees otherwise, all vehicles associated with the development must enter and exit the site via the site access point off Twelve Mile Road as identified in Appendix 1(of Conditions of Consent) identified in Condition B7.*	TMP

Condition No.	Condition Description	Reference
B5	*The existing site access off Twelve Mile Road must be closed by the applicant prior to the commencement of any construction activities.*	TMP
Transport: Road upgrades		
B6	*Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Goolma Road / Twelve Mile Road intersection and realignment must be completed as per the scope and conditions of the Uungula Wind Farm SSD-6687*	Outside scope of EMS/EMPs
B7	*Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must design and construct the new access road intersection on Twelve Mile Road with Basic Left Turn (BAL) and Short Channelised Right-turn (CHR(s) treatments as shown in Appendix 6 (of Conditions of Consent).* *Unless the relevant road authority agrees otherwise, these upgrades must comply with the current Austroads Guidelines, Australian Standards and TfNSW supplements, and be carried out to the satisfaction of the relevant roads authority.*	
Transport: Road Maintenance		
B8	*The Applicant must, in consultation with Council:* *(a) undertake an independent dilapidation survey to assess the:* *I. existing condition of Twelve Mile Road on the transport route, prior to construction, upgrading or decommissioning works; and* *II. condition of Twelve Mile Road on the transport route, following construction, upgrading or decommissioning works;*	TMP

Condition No.	Condition Description	Reference
	(b) repair Twelve Mile Road on the transport route if dilapidation surveys identify that the road has been damaged during construction, upgrading or decommissioning works. *If there is a dispute between the Applicant and Council about the repair of Twelve Mile Road, then either party may refer the matter to the Planning Secretary for resolution.*	
Transport: Operating Conditions		
B9	*The Applicant must ensure:* *(a) the internal roads are constructed and maintained as all-weather roads;* *(b) Any existing internal roads are maintained as all weather roads;* *(c) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;* *(d) the capacity of the existing roadside drainage network is not reduced;* *(e) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and* *(f) vehicles leaving the site are in a clean condition, with loads appropriately covered or contained, to minimise dirt being tracked onto the sealed public road network*	TMP
Transport: Traffic Management Plan		
B10	*Prior to commencing road upgrades identified in Condition B6 and B7, 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:details of the transport route to be used for all development-related traffic.* *(f) details of the transport route to be used for all development-related traffic;* *(g) details of the road upgrade works required by condition B6 and B7;*	TMP

Condition No.	Condition Description	Reference
	(h) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including: *XIV. details of the dilapidation surveys required by condition B8;* *XV. temporary traffic controls, including detours and signage;* *XVI. notifying the local community about development-related traffic impacts;* *XVII. procedures for receiving and addressing complaints from the community about development related traffic;* *XVIII. minimising potential cumulative traffic impacts with other State significant development projects in the area;* *XIX.) minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network;* *XX. minimising dirt tracked onto the public road network from development-related traffic;* *XXI. details of employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service as described in the EIS;* *XXII. facilitate car-pooling or ride sharing by employees;* *XXIII. scheduling of heavy vehicle movements to minimise convoy length or platoons, and to minimise conflict with light vehicles;* *XXIV. responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;* *XXV. responding to any emergency repair or maintenance requirements; and* *XXVI. a traffic management system for managing heavy vehicles requiring escort;* *(i) driver's code of conduct that addresses:* *a. driver fatigue* *b. procedures to ensure that drivers adhere to the designated transport routes and speed limits; and* *c. procedures to ensure that drivers implement safe driving practices; and*	

Condition No.	Condition Description	Reference
	(j) a program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan. *Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan*	
Biodiversity: Vegetation Clearance		
B11	*The Applicant must:* *(a) not clear any native vegetation or fauna habitat located outside the approved disturbance areas described in the EIS.*	Biodiversity Management Plan (BMP)
Biodiversity: Biodiversity Offsets		
14	*Prior to carrying out any development that could directly or indirectly impact on biodiversity values requiring NSE Government Offset, the Applicant must retire biodiversity credits of a number and class specified in Table 1 and Table 2 below, unless the Planning Secretary agrees otherwise.* *The retirement of these credits must be carried out in accordance with the NSW Biodiversity Offsets Scheme and can be achieved by:* *(a) acquiring or retiring 'biodiversity credits' within the meaning of the Biodiversity Conservation Act 2016;* *(b) making payments into an offset fund that has been developed by the NSW Government; or* *(c) funding a biodiversity conservation action that benefits the entity impacted and is listed in the ancillary rules of the biodiversity offset scheme.* ***Table 1: Ecosystem Credit Requirements***	BMP

<table>
<tr><th>Condition No.</th><th>Condition Description</th><th>Reference</th></tr>
<tr><td></td><td>
<table>
<tr><th>Ecosystem Credits</th><th>Credits Required</th></tr>
<tr><td>PCT266 – White Box grassy woodland in the upper slopes sub-region of the NSW South Western Slopes Bioregion</td><td>41</td></tr>
</table>
Table 2 Species Credit Requirements
<table>
<tr><th>Ecosystem Credits</th><th>Credits Required</th></tr>
<tr><td>Superb Parrot</td><td>56</td></tr>
<tr><td>Pink – tailed Legless Lizard</td><td>26</td></tr>
</table>
</td><td></td></tr>
<tr><td>B13</td><td>Prior to carrying out any development that could directly or indirectly impact the biodiversity values requiring offset, the Applicant must provide evidence to the Planning Secretary that biodiversity credits have been retired.</td><td></td></tr>
<tr><td colspan="3">Biodiversity: Biodiversity Management Plan</td></tr>
<tr><td>15</td><td>Prior to commencing construction road upgrades, tthe Applicant must prepare a Biodiversity Management Plan for the development in consultation with BCS, and to the satisfaction of the Planning Secretary. This plan must:
(a) be prepared in accordance with the revised Biodiversity Development Assessment Report (dated 13 September 2023);
(b) include a description of the measures and timeframes that would be implemented for:
I. protecting vegetation and fauna habitat outside the approved disturbance areas;
II. managing the remnant vegetation and fauna habitat on site;</td><td>BMP</td></tr>
</table>

Condition No.	Condition Description	Reference
	III. minimising clearing and avoiding unnecessary disturbance of vegetation that is associated with the construction and operation of the development; *IV. minimising the impacts to fauna on site and implementing fauna management protocols;* *V. maximising the salvage of vegetative and soil resources within the approved disturbance area for beneficial reuse in the enhancement or the rehabilitation of the site; and* *VI. controlling weeds, feral pests and pathogens.* *(c) include a program to monitor and report on the effectiveness of mitigation measures;* *(d) include an incidental threatened species finds protocol to identify the avoid and/or minimise and/or offset options to be implemented if additional threatened species are discovered on site; and* *(e) include details of who would be responsible for monitoring, reviewing and implementing the plan.* *Following the Planning Secretary's approval, the Applicant must implement the Biodiversity Management Plan.* *Note: If the biodiversity credits are retired via a Biodiversity Stewardship Agreement, then the Biodiversity Management Plan does not need to include any of the matters that are covered under the Biodiversity Stewardship Agreement*	
Amenity: Construction Hours		
B15	*Road upgrades, construction, Commissioning, demolition, upgrading or decommissioning activities (excluding blasting) may be only undertaken between:* *(a) 7 am to 6 pm Monday to Friday;* *(b) 8 am to 1 pm Saturdays; and* (c) *at no time on Sundays and NSW public holidays.*	EMS Section 3.3 /CEMP/OEMP

Condition No.	Condition Description	Reference
Amenity: Exceptions to Construction Hours		
B16	The following activities may be carried outside the hours specified in condition B15 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; or* (c) *emergency work to avoid the loss of life, property or prevent material harm to the environment.*	
Amenity: Variation of Construction Hours		
B17	The hours of construction activities specified in condition B15 of this approval may be varied with the prior written approval of the Planning Secretary. Any request to alter the hours of construction must be: (a) considered on a case-by-case or activity-specific basis; (b) accompanied by details of the nature and justification for activities to be conducted during the varied construction hours; (c) accompanied by written evidence that appropriate consultation with potentially affected sensitive receivers and notification of Councils (and other relevant agencies) has been or will be undertaken; (d) accompanied by evidence that all feasible and reasonable noise mitigation measures have been put in place; and (e) accompanied by a noise impact assessment consistent with the requirements of the Interim Construction Noise Guideline (DECC, 2009), or latest version.	
Amenity: Noise		
B18	*The Applicant must:*	CEMP/OEMP

<table>
<tr><th>Condition No.</th><th>Condition Description</th><th>Reference</th></tr>
<tr><td></td><td>
a) minimise the noise generated by any construction, upgrading or decommissioning activities on site in accordance with the best practice requirements outlined in the Interim Construction Noise Guideline (DECC, 2009), or its latest version; and
b) take all reasonable and feasible steps to minimise operational noise and ensure that the noise generated by the operation of the development does not exceed the noise limits in Table 3 below to be determined in accordance with the procedures in the NSW Noise Policy for Industry (EPA, 2017) at any non-associated residences unless the Planning Secretary agrees otherwise;
Table 3 Operational Noise Limit Requirements
<table>
<tr><td rowspan="3">Location</td><td colspan="4">Noise Limits in dB(A)</td></tr>
<tr><td>Day</td><td>Evening</td><td>Night</td><td>Night</td></tr>
<tr><td>L Aeq (15min)</td><td>L Aeq (15min)</td><td>L Aeq (15min)</td><td>L AF max</td></tr>
<tr><td>Non – Associated Residences</td><td>40</td><td>35</td><td>35</td><td>52</td></tr>
</table>
</td><td></td></tr>
<tr><td>B19</td><td>
Unless the Planning Secretary agrees otherwise, within 3 months of the commencement of operation, the Applicant must prepare and submit a Noise Monitoring Report for the development to the satisfaction of the Planning Secretary. The Noise Monitoring Report must:
(a) be prepared by a suitably qualified, experienced and independent acoustic consultant;
(b) demonstrate that noise monitoring:
I. has been carried out in accordance with the procedures in the Noise Policy for Industry (EPA, 2017); and
</td><td></td></tr>
</table>

Condition No.	Condition Description	Reference
	II. *includes monitoring during the day, evening and night periods during operational, temperature and meteorological conditions that would represent typical worst-case scenarios where reasonable and feasible; and* *(c) include:* I. *1/3 octave data and calculated sound power levels along with a discussion of any excessive annoying characteristics and directionality;* II. *an analysis of compliance with the noise limits specified in condition B18 at R15;* III. *an outline of implemented at-source and transmission pathway mitigation measures and their effectiveness at reducing operational noise; and* IV. *a description of contingency measures in the event implemented mitigation measures are not effective at reducing noise levels to comply with limits specified in condition B18 at R15 at all times.* *The Applicant must undertake further noise monitoring of the development if required by the Planning Secretary.*	
Amenity: Dust		
B20	*The Applicant must minimise the dust generated by the development.*	CEMP/OEMP
Amenity: Visual		
B21	*The Applicant must:* *a) minimise the off-site visual impacts of the development, including the potential for any glare or reflection;* *b) ensure the visual appearance of all ancillary infrastructure (including paint colours) blends in as far as possible with the surrounding landscape; and*	CEMP/OEMP

Condition No.	Condition Description	Reference
	c) not mount any advertising signs or logos on site, except where this is required for identification or safety purposes.	
Amenity: Vegetation Buffer		
B22	*Unless the Planning Secretary agrees otherwise, the Applicant must establish and maintain a vegetation buffer (landscape screening), at the locations identified in the landscape plan in Appendix 7 of this consent and as described in the EIS. The landscape screening must:* *(a) be planted prior to commencing operation;* *(b) be comprised of species that are endemic to the area;* *(c) be designed and maintained in accordance with RFS's Planning for Bushfire Protection 2019 (or equivalent); and* *(d) be properly maintained with appropriate weed management.*	
Amenity: Lighting		
B23	*The Applicant must:* *(a) minimise the off-site lighting impacts of the development; and* *(b) ensure that any external lighting associated with the development:* *I. is installed as low intensity lighting (except where required for safety or emergency purposes);* *II. does not shine above the horizontal; and* *III. complies with Australian/New Zealand Standard AS/NZS 4282:2019 – Control of Obtrusive Effects of Outdoor Lighting, and the Dark Sky Planning Guidelines (DPE 2018) or its latest versions.*	CEMP/OEMP

Condition No.	Condition Description	Reference
Heritage: Protection of Heritage Items		
B24	*The Applicant must ensure the development does not cause any direct or indirect impacts on the Aboriginal heritage items located outside the approved development footprint.*	Heritage Management Plan (HMP)
Heritage: Unexpected Finds Protocol – Aboriginal Heritage		
B25	*Prior to the commencement of construction, the Applicant must prepare a Chance Finds Protocol for the development in consultation with the Aboriginal Stakeholders, and to the satisfaction of heritage NSW. Following approval, the Applicant must implement the Chance Finds Protocol.*	
Soil and Water: Water Supply		
B26	*The Applicant must ensure that it has sufficient water for all stages of the development, and if necessary, adjust the scale of the development to match its available water supply.* *Note: Under the Water Act 1912 and/or the Water Management Act 2000, the Applicant is required to obtain the necessary water licences for the development*	Soil and Water Management Plan (SWMP)
Soil and Water: Water Pollution		
B27	*The Applicant must ensure that the development does not cause any water pollution, as defined under Section 120 of the POEO Act.*	ESCP
Soil and Water: Operation Conditions		

Condition No.	Condition Description	Reference
B28	*The Applicant must:* *a) minimise erosion and control sediment generation;* *b) ensure that construction, upgrading or decommissioning of the development have appropriate drainage and erosion and sediment controls designed, installed and maintained in accordance with Managing Urban Stormwater: Soils and Construction (Landcom, 2004) manual, or its latest version;* *c) ensure the battery and ancillary infrastructure (including security fencing) are designed, constructed and maintained to reduce impacts on surface water, localised flooding and groundwater at the site;* *d) ensure the battery and ancillary infrastructure (including security are designed, constructed and maintained to avoid any erosion on site:*	ESCP
Hazards: Fire Safety Study		
B29	*Prior to commencing construction of the battery storage facility, the Applicant must prepare a Fire Safety Study for the development, to the satisfaction of FRNSW and the Planning Secretary. The study must:* *a) be consistent with the Department's Hazardous Industry Planning Advisory Paper No. 2 'Fire Safety Study' guideline;* *b) describe the final design of the battery storage facility.* *c) include reasonable worst-case fire scenario to and from the battery storage and the associated fire management; and* *d) identify measures to eliminate the expansion of any fire incident including:* *I. adequate fire safety systems and appropriate water supply;* *II. separation and / or compartmentalisation of battery units; and* *III. strategies and incident control measures specific to the battery storage design.*	Fire Safety Study (FSS)

Condition No.	Condition Description	Reference
	Following approval by the Planning Secretary, the Applicant must implement the measures described in the Fire Safety Study. *Note: 'to the satisfaction of FRNSW' above means confirmation in writing from FRNSW that the study meets the requirements of FRNSW as required by the Department's Hazardous Industry Planning Advisory Paper No. 2 'Fire Safety Study' guideline.*	
Hazards: Storage and Handling of Dangerous Goods		
B30	*The Applicant must store and handle all chemicals, fuels and oils used on-site in accordance with:* *a) the requirements of all relevant Australian Standards; and* *b) the NSW EPA's Storing and Handling of Liquids: Environmental Protection – Participants Handbook if the chemicals are liquids* *In the event of an inconsistency between the requirements (a) and (b) above, the most stringent requirement must prevail to the extent of the inconsistency.*	SWMP
Hazards: Operating Conditions		
B31	*The Applicant must:* *a) minimise the fire risks of the development, including managing vegetation fuel loads on-site;* *b) ensure that the development:* *I. complies with the relevant asset protection requirements in the RFS's Planning for Bushfire Protection 2019 (or equivalent) and Standards for Asset Protection Zones; and* *II. is suitably equipped to respond to any fires on site, including provision of a 10,000 litre water supply tank fitted with a 65 mm Storz fitting and a FRNSW compatible suction connection;*	Emergency Plan (EP)/Bushfire Management Plan

Condition No.	Condition Description	Reference
	c) ensure that the battery storage area: *I. includes a 10 metre defendable space between the vegetation hazard and the infrastructure that permits unobstructed vehicle access; and* *II. is managed as an asset protection zone (including the defendable space);* *d) assist the RFS and emergency services as much as practicable if there is a fire in the vicinity of the site; and* *e) notify the relevant Local Emergency Management Committee following construction of the development, and prior to commencing operations.*	
Hazards: Emergency Plan		
B32	*Prior to commencing commissioning, the Applicant must develop and implement a comprehensive Emergency Plan (including an emergency responders induction plan) and detailed emergency procedures for the development, and provide a copy of the plan to the relevant NSW RFS Fire Control Centre and FRNSW. The plan must:* *a) be prepared in accordance with the findings of the Fire Safety Study required under Condition B29 of Schedule 2;* *b) be consistent with the Department's Hazardous Industry Planning Advisory Paper No. 1, 'Emergency Planning' and RFS's Planning for Bushfire Protection 2019 (or equivalent);* *c) include details on how the battery storage and sub-systems can be safely isolated in an emergency;* *d) include bushfire emergency management planning, including:* *I. details of the location, management and maintenance of the Asset Protection Zone;* *II. a list of works that should not be carried out during a total fire ban;* *III. iii) details of how RFS would be notified, and procedures that would be implemented, in the event that:* *i. there is a fire on-site or in the vicinity of the site;*	EP

Condition No.	Condition Description	Reference
	ii. there are any activities on site that would have the potential to ignite surrounding vegetation; or *iii. there are any proposed activities to be carried out during a bushfire danger period; and* *e) include an Emergency Services Information Package in accordance with Emergency services information and tactical fire plan (FRNSW, 2019), to the satisfaction of FRNSW and RFS..*	
B33	*The Applicant must:* *a) implement the Emergency Plan and the Emergency Services Information Package for the duration of the development; and* *b) following commencement of commissioning of the battery storage, keep a copy of the Emergency Services Information Package on-site in a prominent position adjacent to the site entry points at all times.*	
Waste		
B34	*The Applicant must:* *a) minimise the waste generated by the development;* *b) classify all waste generated on site in accordance with the EPA's Waste Classification Guidelines 2014 (or its latest version);* *c) store and handle all waste on site in accordance with its classification;* *d) not receive or dispose of any waste on site; and* *e) remove all waste from the site as soon as practicable, and ensure it is reused, recycled or sent to an appropriately licensed waste facility for disposal.*	Waste and Resource Management Plan
Accommodation and Employment Strategy		

<table>
<tr><th>Condition No.</th><th>Condition Description</th><th>Reference</th></tr>
<tr><td>B35</td><td>Prior to commencing construction, the Applicant must prepare an Accommodation and Employment Strategy for the development in consultation with Council, and to the satisfaction of the Planning Secretary. This strategy must:

a) propose measures to ensure there is sufficient accommodation for the workforce associated with the development;
b) consider the cumulative impacts associated with other State significant development projects in the area and tourism activity;
c) investigate options for prioritising the employment of local workers for the construction and operation of the development, where feasible; and
d) include a program to monitor and review the effectiveness of the strategy over the life of the development, including regular monitoring and review during construction.

Following the Planning Secretary’s approval, the Applicant must implement the Accommodation and Employment Strategy.</td><td>Accommodation and Employment Strategy (AES)</td></tr>
<tr><td colspan="3">Decommissioning and Rehabilitation</td></tr>
<tr><td>B36</td><td>Within 18 months of the cessation of operations, unless the Planning Secretary agrees otherwise, the Applicant must rehabilitate the site to comply with the objectives in Table 4.

Table 4: Rehabilitation Objectives
<table><tr><th>Feature</th><th>Objective</th></tr><tr><td>Site</td><td>•Safe, stable and non-polluting</td></tr></table></td><td>Decommissioning Plan (see OEMP)</td></tr>
</table>

<table>
<tr><th>Condition No.</th><th>Condition Description</th><th>Reference</th></tr>
<tr><td></td><td><table>
<tr><td>Battery Storage infrastructure</td><td>•To be decommissioned and removed, unless the Planning Secretary agrees otherwise, with the exception if assets held by the Network Service Provider</td></tr>
<tr><td>Land use</td><td>•Restore land to pre-existing use</td></tr>
<tr><td>Community</td><td>•Ensure public safety at all times</td></tr>
</table></td><td></td></tr>
<tr><td colspan="3">Part C Environmental Management, Reporting and Auditing</td></tr>
<tr><td colspan="3">Environmental Management: Environmental Management Strategy</td></tr>
<tr><td>C1</td><td>Prior to commencing construction, the Applicant must prepare an Environmental Management Strategy for the development to the satisfaction of the Planning Secretary. This strategy must:
a) provide the strategic framework for environmental management of the development;
b) identify the statutory approvals that apply to the development;
c) describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development;
d) set out the procedures that would be implemented to:
I. keep the local community and relevant agencies informed about the operation and environmental performance of the development
II. receive, handle, respond to, and record complaints
III. resolve any disputes that may arise
IV. respond to any non-compliance
V. respond to emergencies; and
e) include:</td><td>Environmental Management Strategy (EMS)</td></tr>
</table>

Condition No.	Condition Description	Reference
	I. references to any plans approved under the conditions of this consent; and *II. a clear plan depicting all the monitoring to be carried out in relation to the development* Following the Planning Secretary's approval, the Applicant must implement the Environmental Management Strategy.	
Environmental Management: Revision of Strategies, Plans and Programs		
C2	*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.*	CEMP/OEMP
Environmental Management: Updating and Staging of Strategies, Plans or Programs		
C3	*With the approval of the Planning Secretary, the Applicant may stage the development and 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);* *(b) combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and*	CEMP/OEMP

Condition No.	Condition Description	Reference
	(c) *update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).*	
C4	*If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent*	
C5	*If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program*	
C6	*If the Planning Secretary agrees, a strategy, plan or program may be staged without addressing particular requirements of the relevant condition of this consent if those requirements are not applicable to the particular stage.*	
Notification: Notification of Department		
C7	*Prior to commencing the construction, operations, upgrading or decommissioning of the development or the cessation of operations, the Applicant must notify the Department in writing via the Major Projects website portal of the date of commencement, or cessation, of the relevant phase.* *If any of these phases of the development are to be staged, then the Applicant must notify the Department in writing prior to commencing the relevant stage, and clearly identify the development that would be carried out during the relevant stage.*	CEMP/OEMP

Condition No.	Condition Description	Reference
Notification: Final Layout Plans		
C8	*Prior to commencing construction, the Applicant must submit detailed plans of the final layout of the development to the Department via the Major Projects website and to Council, showing comparison to the approved layout and including details on the siting of battery storage and ancillary infrastructure.* *The Applicant must ensure that the development is constructed in accordance with the Final Layout Plans.*	CEMP
Notification: Work as Executed Plans		
C9	*Prior to commencing operations or following the upgrades of any battery storage components or ancillary infrastructure, the Applicant must submit work as executed plans of the development showing comparison to the final layout plans to the Department via the Major Projects website and also to Council and NSW Subsidence Advisory.*	CEMP/OEMP
Notification: Incident Notification		
C10	*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 8* (of Conditions of Consent).	CEMP/OEMP
Notification: Non-Compliance Notification		

Condition No.	Condition Description	Reference
C11	*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*	CEMP/OEMP
C12	*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.*	CEMP/OEMP
C13	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	CEMP/OEMP
Independent Environmental Audit		
C14	*Independent Audits of the development must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (2020) to the following frequency:* *(a) within 3 months of commencing construction; and* *(b) within 3 months of commencement of operations.*	CEMP/OEMP
C15	*Proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the commencement of an Independent Audit.*	CEMP/OEMP
C16	*The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified in condition C14 of Schedule 2 upon giving at least 4 weeks' notice to the Applicant of the date upon which the audit must be commenced.*	CEMP/OEMP

Condition No.	Condition Description	Reference
C17	*In accordance with the specific requirements in the Independent Audit Post Approval Requirements (2020), the Applicant must:* *a) review and respond to each Independent Audit Report prepared under condition C14 of Schedule 2 of this consent, or condition C16 of Schedule 2 where notice is given by the Planning Secretary;* *b) submit the response to the Planning Secretary; and* *c) make each Independent Audit Report, and response to it, publicly available within 60 days of submission to the Planning Secretary. unless otherwise agreed by the Planning Secretary.*	CEMP/OEMP
C18	*Independent Audit Reports and the Applicant's response to audit findings must be submitted to the Planning Secretary within 2 months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approvals Requirements (2020) unless otherwise agreed by the Planning Secretary.*	CEMP/OEMP
C19	*Notwithstanding the requirements of the Independent Audit Post Approvals Requirements (2020), the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.*	OEMP
Access to Information		
C20	*The Applicant must:* *a) make the following information publicly available on its website as relevant to the stage of the development:* *I. the EIS;* *II. the final layout plans for the development;* *III. current statutory approvals for the development;*	EMS Section 7.4/CEP

Condition No.	Condition Description	Reference
	IV. approved strategies, plans or programs required under the conditions of this consent (other than the Fire Safety Study and Emergency Plan); *V. the proposed staging plans for the development if the construction, operation and/or decommissioning of the development is to be staged;* *VI. a comprehensive summary of the monitoring results of the development, which have been reported in accordance with the various plans and programs approved under the conditions of this consent;* *VII. how complaints about the development can be made;* *VIII. any independent environmental audit, and the Applicant's response to the recommendations in any audit; and* *IX. any other matter required by the Planning Secretary; and* *b) keep this information up to date.*	

Appendix B:
EIS and Amendment report commitments

Table C1 Consolidated EIS and Amendment report commitments

Impact/risk	ID	Measure	Timing
Biodiversity			
Removal of Box Gum Woodland and derived native grassland	BIO01	Retain vegetation where possible within the transmission line connection. Limit the removal of vegetation to necessary trees and trimming of branches.	Construction; post-construction
Removal of Box Gum Woodland and derived native grassland	BIO02	Locate the access of the BESS on most of the existing access track within the project boundary.	Design
Removal of Box Gum Woodland and derived native grassland	BIO03	Following construction, include species consistent with PCT 266 into landscaping and vegetation screens.	Post-construction
Removal of hollow-bearing trees	BIO04	Minimise removal of hollow-bearing trees which occur within the project boundary, where possible. A visual screening area is included in the project boundary, where efforts to retain the 7 remaining trees will be made. Although this is the aim of AMPYR, impacts to hollow-bearing trees include the removal of the 7 trees within the subject land for the purpose of this assessment	Design
Removal of hollow-bearing trees	BIO05	Install 7 nest boxes or equivalent within the cadastral boundary of the site in remnant woodland. As a priority, the removed hollows should be retained to be re-installed on remnant trees within the site. Where this is not possible, nest boxes can be used.	Construction
Removal of potential habitat fauna (hollow-bearing trees) (for all species including the Superb Parrot)	BIO06	Pre-clearance surveys to be conducted prior to removal of hollow-bearing trees (at the locations specified in the BDAR).	Pre-construction
Removal of potential habitat fauna (hollow-bearing trees) (for all species including the Superb Parrot)	BIO07	If the Superb Parrot is found to be utilising a hollow, a hollow inspection will be undertaken using an elevated work platform, tree climber and/or inspection camera. If eggs are present in the hollow, these eggs will be collected and provided to a wildlife carer for raising, prior to release. If hatchlings are present, removal of the hollow-bearing tree must be	Pre-construction

		postponed until birds have fledged and left the hollow for the breeding season (September to December).	
Removal of logs and debris from the subject land	BIO08	Retain hollow logs, all rocks and debris to be used post construction in remnant woodland. These will be relocated outside of the subject land (within the cadastral boundary) in the remnant woodland to the east, south and west to retain species habitat and connectivity. Avoid relocation of rocks during Pink-tailed Legless Lizard breeding season (December to late March).	Post-construction
Removal of logs and debris from the subject land	BIO09	Pre-clearance surveys to be conducted immediately prior to removal of logs, rocks and debris.	Pre-construction
Indirect impacts on White Box woodland to be retained	BIO10	Retained trees will be marked for their protection during construction, where required. Markings will be monitored and reapplied where necessary during construction.	Pre-construction
Indirect impacts on White Box woodland to be retained	BIO11	All workers to be made aware of ecologically sensitive areas and the need to avoid impacts. This includes adjacent native vegetation.	Pre-construction
Erosion and sedimentation to the indirect impact area	BIO12	Sediment controls, including fencing and sediments traps, should be installed in any areas where works will occur in proximity to low lying vegetation. This includes along the boundary of the unnamed watercourse. avoid the spread of seed and other propagules.	Pre-construction
Weed introduction and spread	BIO13	Remove weeds prior to clearing. Weeds are to be stockpiled appropriately prior to removal from the subject land to avoid the spread of seed and other propagules.	Construction
Weed introduction and spread	BIO14	Weed hygiene protocols are in place prior to entering the subject land. This includes wash-down procedures to all plant and machinery.	Construction
Disturbance	BIO15	Monitor dust levels and implement suppression strategies where required such as wetting down dirt roads or reducing vehicle speeds.	Construction
Threatened species finds	BIO16	Have a threatened species protocol; for managing threatened species which may be found on site during construction.	Pre-construction Construction
Ground disturbance			

Ground disturbance	ACH01	All site personnel should be made aware that there are registered Aboriginal sites within the vicinity of the project area and therefore must not undertake ground disturbance outside of approved areas. Appropriate signage and temporary fencing should be erected around AHIMS 36-4-0203 to ensure no inadvertent impacts occur to this site.	Prior to ground disturbance
Impact to known heritage items	ACH02	Appropriate signage and temporary fencing should be erected around AHIMS 36-4-0203 to ensure no inadvertent impacts occur to this site.	Pre-construction
Reporting and record keeping	ACH03	Prior to ground disturbance an Aboriginal cultural heritage management plan (ACHMP) must be developed by a heritage specialist in consultation with the Aboriginal stakeholders and consent authority to provide the post-approval framework for managing Aboriginal heritage within the project area. The ACHMP should include the following aspects: • • A workshop between the archaeologists and the RAPs prior to undertaking the ACHMP to develop the approach to the document as requested by WVWAC during the ACHA review period. • Liaise with the RAPs in developing suitable visual strategies to minimise impacts of the project to the broader cultural landscape (eg cultural plantings, screening, paint styles, etc). • Process, timing, and communication methods for maintaining Aboriginal community consultation and participation through the remainder of the project. • Description and methods for undertaking further Aboriginal heritage assessment, investigation and mitigation of any areas of the project area that have changed following completion of the Aboriginal heritage assessment and/or during the final design and construction phases of the project.	Pre-construction

		• Procedures for managing the unexpected discovery of Aboriginal objects, sites and/or human remains during the project and delivered through an Aboriginal Cultural Heritage Induction Program developed and delivered by the RAPs onsite to ensure culture, heritage and artefactual materials are identified and managed appropriately • Procedures for the curation and long-term management of cultural materials if recovered as part of unexpected finds. • Processes for reviewing, monitoring, and updating the AHMP as the project progresses.	
Reporting and record keeping	ACH04	The Construction Environment Management Plan (CEMP), or equivalent, should reinforce how the cultural landscape is considered throughout the project and detail the rehabilitation of the project area. This should be undertaken in consultation with the RAPs. The CEMP should be distributed to the RAPs for their records.	Pre-construction
Consultation	ACH05	Consultation should be maintained with the RAPs during the finalisation of the assessment process and throughout the construction phase of the project. Details for how this consultation should be undertaken will be outlined in the ACHMP.	Pre-construction
Consultation	ACH06	A copy of the ACHA should be lodged with AHIMS and provided to each of the RAPs.	Pre-construction
Information management	ACH07	Where the heritage consultant changes through the project, suitable hand over should occur to minimise loss or mistranslation of the intent of the information, findings and future steps in heritage management.	Pre-construction
Noise and vibration			
Construction noise and vibration	NV01	Regular reinforcement (such as at toolbox talks) of the need to minimise noise and vibration amongst construction personnel.	Construction
Construction noise and vibration	NV02	Use of portable radios, public address systems or other methods of site	Construction

		communication that may unnecessarily impact upon nearby residents will be avoided.	
Construction noise and vibration	NV03	Routes for the delivery of materials and parking of vehicles to minimise noise will be developed.	Construction
Construction noise and vibration	NV04	Where possible, use of equipment that generates impulsive noise will be avoided.	Construction
Construction noise and vibration	NV05	Nearby residents will be notified prior to the commencement of intensive works.	Construction
Plant and equipment noise and vibration	NV06	Where possible, quieter plant and equipment based on the optimal power and size to most efficiently perform the required tasks will be selected.	Design and construction
Plant and equipment noise and vibration	NV07	Plant and equipment to be operated in the quietest and most efficient manner.	Design and construction
Plant and equipment noise and vibration	NV08	Plant and equipment will be regularly inspected and maintained to minimise noise and vibration level increases and to ensure that all noise and vibration reduction devices are operating effectively.	Construction and operation
Operational noise and vibration	NV09	To address the residual noise exceedance at R1 negotiations have commenced between the applicant and the landholder for treatment to the dwelling (upgraded glazing and where necessary alternative ventilation) to ensure equivalent internal noise levels are achieved (-10dB or more) below the relevant external PNTL and will be documented in the form of a negotiated agreement. It is recommended that the treatment to the dwelling contained in the agreement be implemented during the early stages of Phase 1 construction in order to further mitigate construction noise impacts.	Construction and operation
Operational noise and vibration	NV10	During the detailed design phase of the project all plant and equipment will be reviewed to ensure noise levels predicted in the NVIA can be achieved through: • selection of plant and equipment; • site layout and orientation of equipment; • provision of acoustic barrier (wall/retaining wall and batter or	Design

		earth mounds) four metres in height to the north, east, south and west with site access provision provided in north-west corner; • utilisation and operational procedures consistent with the assumptions in this NVIA; • consideration of additional earth mound to the north-east three metres in height adjacent the Twelve Mile Road site boundary; or • a combination of the above measures.	
Operational noise and vibration	NV11	An EMP will be prepared to manage environmental impacts during the operational phase of the project. For operations, the EMP will address noise management and mitigation options (where required) prior to commencement of operations. The EMP will outline a procedure to: • Measure operational noise levels at early stages during commissioning or within 3 months of operation to validate • the predicted operational noise levels. • Re-evaluate the predicted operational noise levels at assessment locations, and where required review noise • management, mitigation measures and site management to reduce levels where required. This may include (but is • not limited to): – equipment noise controls; – provision of additional or amended acoustic barriers; – at receiver noise treatment; – negotiated agreement; and – measuring operational noise levels at assessment locations, especially during the evening and night-time period, if relevant, and implementing further noise management and mitigation	Pre-construction

		measures where an exceedance of approved noise levels is identified.	
Historic Heritage			
Unexpected finds	HER01	If unexpected finds of historical nature are discovered during work, work within 5 m of the find must cease and the any following steps taken: • an archaeologist will be contacted to assess the find, where relic moderate to high potential to be a relic (this may require additional); • if the find is determined to be a relic, a s146 (of the *Heritage Act*) is to be forwarded to the Heritage Council who will be consulted on the appropriate management measure; and • if the find is assessed and is not a relic, work inside the area that was made a no-go area can re-commence."	Construction and operation
Human remains	HER02	In the event that known or suspected human remains (generally in skeletal form) are encountered during the activity, the following procedure will be followed immediately upon discovery: • all work in the immediate vicinity will cease and the find will be immediately reported to the work supervisor who will advise the Environment Manager or other nominated senior staff member; • the Environment Manager or other nominated senior staff member will promptly notify the police (as required for all human remains discoveries); • the Environment Manager or other nominated senior staff member will contact Heritage NSW for advice on identification of the human remains; • if it is determined that the human remains are Aboriginal ancestral remains, the Local Aboriginal Land Council will be contacted, and consultative arrangements	Construction and operation

		will be made to discuss ongoing care of the remains; and • if it is determined that the human remains are not Aboriginal ancestral remains, further investigation will be conducted to determine if the remains represent a historical grave or if police involvement is required.	
Hazards and Risks			
Offsite safety incidents	HAZ01	AMPYR to consult with Fire and Rescue NSW (FRNSW) during detailed design of the facility to ensure that the relevant aspects of fire protection measures have been included. These may include: 1. type of firefighting or control medium; and 2. demand, storage and containment measures for the medium. The above aspects will form an input to the Fire Safety Study which may be required as part of the development consent conditions, for review and approval by FRNSW.	Design
Offsite safety incidents	HAZ02	AMPYR to review the investigation reports on the Victorian Big Battery Fire (occurred on 31 July 2021) and implement relevant findings for the project. The publicly available investigation reports include: • Energy Safe Victoria: Statement of Technical Findings on fire at the Victorian Big Battery. • Fisher Engineering and Energy Safety Response Group: Report of Technical Findings on Victorian Big Battery Fire.	Design
Land Resources			
Impacts to land and soil capability	LR01	As part of the CEMP, soil management measures are recommended to ensure the preservation of soil resources, including: • assessment of topsoil depths to be stripped prior to stripping to minimise the mixing of topsoil and subsoil; • attempt to strip and manage different soils types separately;	Design

		• avoid mixing topsoil with subsoil during stripping operations; • avoid stripping topsoil following heavy rain periods that leaves the soil structure saturated; • avoid compaction of topsoil during stripping and stockpiling operations; • amelioration of topsoil and, where necessary, subsoil during stripping operations in accordance with a soil scientists recommendations. Ameliorants should be applied prior to stripping of their respective layers, to maximise mixing of the ameliorants during the stripping process; • stockpile topsoil separately from subsoil (if it is necessary to strip subsoil); • where practical and possible, the subsoils and topsoils should be located so that stockpiled material is placed on the same underlying soil unit; protection of stockpiles from erosion using soil stabilising polymers, cover crops or other forms of stabilisation; • revegetation of long-term topsoil stockpiles with native plant community types to minimise stockpile water logging, the generation of anaerobic conditions, help maintain topsoil biological viability and to create a seed store; and • test stockpiled subsoil and topsoil to determine amelioration requirements prior to reinstatement.	
Erosion and sedimentation	LR02	Drainage and landform design to: • avoid concentration of flow and maintain sheet flow conditions where practicable; • avoid excavating drains in dispersive soils and locate roads, hardstands and pads to utilise the	Design

		natural slope so that water drains away as required • maintain the velocity of flows below 0.3m/s; • avoid the use of structures that pond water and can cause tunnel erosion such as check dams and channel banks in concentrated flows and benches on cut and fill batters; • use back-push diversion in lieu of channel banks if it is necessary to divert flow; • ameliorate dispersive soils particularly in cable trenches and fill embankments where there is a high risk of tunnel erosion; and • use high efficiency sediment basins (Type B) with flow activated dosing systems to treat turbid runoff to protect downstream receivers.	
Land disturbance extent and duration	LR03	As part of the CEMP, land disturbance processes will be developed to ensure unnecessary land disturbance does not occur, including provision for site inspection by the site Environmental Manager or delegate prior to disturbance to identify any necessary environmental, cultural, drainage and erosion and sediment controls are planned and implemented as required.	Design
Land disturbance extent and duration	LR04	Initial earthworks and major land disturbing activities to avoid high rainfall erosivity period (summer storm season) November through to March where practical to minimise erosion. Where major land disturbing works need to occur in high rainfall erosivity periods then a commensurate level of erosion and sediment control will be adopted.	Design
Land disturbance extent and duration	LR05	The timing of stabilisation and rehabilitation works are to consider: • proximity to sensitive receptors • soil erosivity; • slope gradient and length; • time of year (rainfall risk); and • site access.	Design

Water movement through the site	LR06	Clean upslope run-on should be diverted around areas of ground disturbance to minimise the erosion potential and volume of turbid runoff that needs to be treated.	Design
Water movement through the site	LR07	Access tracks should be designed and constructed to avoid the concentration of flow where possible. The roads should have a crowned profile in most instances with a minimum cross fall of 4% to minimise the formation of corrugations, with infall and outfall drainage only where necessary.	Design
Water movement through the site	LR08	Track drainage should be turned out using back push diversion banks or trapezoidal mitre drains where possible. Drains will need to be lined (generally rock) where flow velocities exceed the maximum permissible velocity of the soil.	Design
Water movement through the site	LR09	Track surfaces should be stabilised using a soil stabilising polymer emulsion design to minimise erosion, turbid runoff, dust emissions, watering and maintenance.	Design
Water movement through the site	LR10	The waterway crossings should be a low-level concrete causeway with low flow culverts and a stilling pond type energy dissipator to minimise erosion of the watercourse downstream of the crossing.	Design
Water movement through the site	LR11	Early installation of the causeway should be a priority during track construction to allow the safe passage of clean run- on water.	Construction
Water movement through the site	LR12	Rainfall falling onto the roofs of offices and workshop facilities is clean water and should be captured using gutters and stored in tanks for re-use and overflows directed away from active construction areas.	Operation
Water movement through the site	LR13	Turbid water runoff from the substation/BESS, laydown and where practicable, access tracks should be diverted to Type B sediment basins for treatment.	Design
Water movement through the site	LR14	Sediment Basins should be constructed as a priority before any other land disturbances to maximise the capture of sediment and turbid runoff.	Construction

Water movement through the site	LR15	Fuel storages should be self-bunded and other hydrocarbon and chemical storages bunded in accordance with AS1940.	Design
Stabilisation	LR16	Progressive stabilisation and rehabilitation of disturbed areas should be undertaken to minimise erosion and the generation of sediment and turbid runoff. Due to the gentle slope gradients on site and presence of suitable quality topsoil, bonded fibre matrix hydro-mulches (BFM) are considered appropriate for site rehabilitation purposes. For slopes steeper than 1:2 a hydraulically applied growth medium (HGM) is recommended.	Construction
Stabilisation	LR17	Ensure that non-water soluble, mineral based, biologically inoculated fertilisers are used in any revegetation works to not impact on background landowners participating in organic or carbon farming initiatives.	Construction
Sediment retention	LR18	Type B high efficiency sediment basins with flow activated dosing systems are recommended where calculated soil loss exceeds 150 t/ha/y (Substation/BESS and Laydown Area) or control of turbidity is required to protect creek systems.	Design
Sediment retention	LR19	In-stream sediment controls should be avoided where possible by scheduling works in creeks to avoid the summer storm season.	Construction
Sediment retention	LR20	As part of the CEMP, water movement processes will be developed to minimise the potential for accidental turbid water discharge during pumping and dewatering activities on site.	Design
Erosion and sedimentation	LR21	Drainage, erosion and sediment control measures at all times until their function is no longer required.	Construction and operation
Erosion and sedimentation	LR22	Inspections of control measures need to be undertaken following rainfall that causes run-off or monthly during dry conditions.	Construction and operation
Erosion and sedimentation	LR23	Inspections should be undertaken by the site Environmental Manager or delegate. That person shall have the following knowledge: • an understanding of site environmental values that could	Construction and operation

		be impacted by site construction and operation; • an understanding of the requirements of the Ministers Conditions of Approval and Environmental Protection Licence that are relevant to drainage, erosion and sediment control; • a good working knowledge of drainage, erosion and sediment control fundamentals and the project specific application thereof; • ability to provide advice and guidance on appropriate measures and procedures to maintain the site at all times in a condition representative of regionally specific best practice, and that is reasonably likely to achieve the required standards; and • a good working knowledge of the correct installation, operation and maintenance procedures for the full range of drainage, erosion and sediment control measures used on the project.	
Erosion and sedimentation	LR24	Control measures to be maintained to the maximum practicable extent so that control measures: • will best achieve the sites required environmental protection including achieving the water quality criteria specified in the Environmental Protection Licence in the nominated design storm event; • are in accordance with the specified operational standard for each drainage, erosion and sediment control measure; and • prevents or minimises safety risks.	Construction and operation
Erosion and sedimentation	LR25	All water, debris and sediment removed from control measures shall be disposed of in a manner that will not create an erosion or pollution hazard.	Construction and operation

Erosion and sedimentation	LR26	It is recommended that a hierarchical ESC planning system be adopted for construction and operation of the project consisting of an overarching project wide ESCP with Progressive ESCP's for all disturbance areas to ensure that the projects ESCP's are living documents that can and will be modified as site conditions change, or if the adopted control measures fail to achieve the desired treatment standard.	Design
Erosion and sedimentation	LR27	The ESCP's are recommended to be prepared and certified by a suitably qualified and experienced Certified Professional in Erosion and Sediment Control.	Design
Erosion and sedimentation	LR28	If a site inspection or environmental monitoring identifies a significant failure of the adopted drainage, erosion and sediment control measures, a critical evaluation of the failure should be undertaken to determine the cause and appropriate modifications made to the control measures on site and ESCP's amended.	Construction and operation
Erosion and sedimentation	LR29	All project personnel including contractors are recommended to have an appropriate level of drainage, erosion and sediment training. Three levels of competency training for personnel are recommended: Level 1 – basic awareness level training and provided during the site induction. Level 2 – half day training for foreman, engineers, project managers etc on the legal aspects of drainage, erosion and sediment control, fundaments and site-specific strategies, techniques and requirements. Level 3 – detailed one day training course where drainage, erosion and sediment control is a regular component of their daily activities and competence is required.	Construction and operation
Social			
Amenity related to traffic noise	SOC01	Implement ongoing community engagement mechanism (i.e. dedicated project phone number and email), which provides the opportunity for stakeholders	Construction and operation

		to raise complaints, grievances, and provide feedback.	
Community related to community investment, social cohesion, and resilience	SOC02	Develop funding and grant opportunities within the local and regional area where need is determined.	Pre-construction and operation
Community related to community investment, social cohesion, and resilience	SOC03	Develop a strategy for the enhanced identification and implementation of shared value opportunities within the local area.	Pre-construction and operation
Community related to community investment, social cohesion, and resilience	SOC04	Utilise a community and stakeholder engagement strategy to facilitate funding decisions that are informed by the local community, including regular meetings with local MP's, Dubbo Regional Council, local community groups, and local community members.	Pre-construction and operation
Public safety related to increased traffic on Goolma Road and through Goolma Road and Twelve Mile Road intersection	SOC05	Action the recommendations of the TIA to improve road safety objectives along the Goolma Road.	Pre-construction and operation
Public safety related to increased traffic on Goolma Road and through Goolma Road and Twelve Mile Road intersection	SOC06	Liaise with Dubbo Regional Council and TfNSW to explore the potential and utility of a reduction in the speed limit along Pre-construction and Goolma Road as well as for an increase in road maintenance. AMPYR should look to implement a corporate policy that construction restricts its heavy vehicle fleet to travelling a maximum of 80 km/h along Goolma Road.	Pre-construction and operation
Public safety related to increased traffic on Goolma Road and through Goolma Road and Twelve Mile Road intersection	SOC07	Implement driver inductions, including a driver code of conduct, requiring compliance with road safety procedures and prohibiting unsafe driving practices such as tailgating, convoying, and speeding. Explore carpooling and utilisation of a bus service as a way to mitigate public safety impacts and manage driver fatigue.	Pre-construction and operation
Public safety related to increased traffic on Goolma Road and through Goolma Road	SOC08	Continue community engagement to monitor compliance with road safety measures and encourage local residents to report any instances of unsafe driving	Pre-construction and operation

and Twelve Mile Road intersection		of construction vehicles using community engagement grievance mechanisms.	
Public safety related to increased traffic on Goolma Road and through Goolma Road and Twelve Mile Road intersection	SOC09	Implementing a risk prevention strategy to limit heavy vehicle traffic occurring along the school bus route during school commuting times. The school bus route occurs between 7.52 am – 8.47 am and 3.07 pm – 4.18 pm and it is recommended that heavy vehicles are restricted from travelling during these times. As a precaution, AMPYR should ensure that there is a reduction in heavy vehicle speed along the school bus route on Goolma Road during school commuting hours.	Pre-construction and operation
Public safety related to increased traffic on Goolma Road and through Goolma Road and Twelve Mile Road intersection	SOC10	Liaison between the proponent, TfNSW, local Council and the bus operator is recommended to establish safe rural bus stops to enable the bus to draw fully off the road in conjunction with school bus zone signage.	Pre-construction and operation
Public safety related to increased traffic on Goolma Road and through Goolma Road and Twelve Mile Road intersection	SOC11	Implementation a Driver's Code of Conduct which would manage AMPYR's contribution to these safety issues. The Driver's Code of Conduct should include a requirement for all truck drivers to give way to school bus movements.	Pre-construction and operation
Public safety related to increased traffic on Goolma Road and through Goolma Road and Twelve Mile Road intersection	SOC12	AMPYR to be involved in consultation with other developments in the area, namely the proponents of Wellington North Pre-construction and Solar Farm and Uungula Wind Farm as well as Dubbo Regional Council, Wellington schools and bus service operator to construction establish community meetings if required to serve as a consistent means of monitoring the safety of school bus route during construction.	Pre-construction and operation
Public safety related to fire	SOC14	Action the recommendations stated in the PHA to mitigate any potential public safety risks stemming from fire hazards.	Pre-construction and construction
hazards	SOC15	Consult with Fire and Rescue NSW (FRNSW) during detailed design of the facility to ensure that the relevant aspects of fire protection measures have been included.	Pre-construction and construction

Public safety related to fire	SOC16	Consult with the local Wellington Fire Service and the Rural Fire Service to implement a Fire Management Plan.	Pre-construction and construction
Livelihood related to increased local employment opportunities	SOC17	Seek to appoint a construction contractor(s) who adopts a preferential approach to hiring which prioritises employment of workers with relevant skills residing within the local area, then the regional area, followed by hiring outside of these areas.	Pre-construction and construction
Livelihood related to increased local employment opportunities	SOC018	The proponent and/or its construction contractor(s) to work with local employment, apprenticeship and training agencies to enhance the potential of hiring of local and regional workers thereby minimising the need to hire workers from outside of the local and regional areas.	Pre-construction and construction
Livelihood related to increased local employment opportunities	SOC19	Partnership with local employment and training agencies could create specific benefits for at-risk youth and people struggling to find employment by providing direct employment opportunities.	Pre-construction and construction
Livelihood related to increased local employment opportunities	SOC20	Provision of apprenticeship and training opportunities.	Pre-construction and construction
Livelihood related to training and apprenticeship opportunities	SOC21	To maximise potential benefits, it is recommended that AMPYR and/or its construction contractor(s) partner with local employment training agencies to provision for apprenticeships and training programs that are tailored to the local community and promote skilled employment pathways for the project.	Pre-construction and construction
Livelihood related to training and apprenticeship opportunities	SOC22	It is recommended that AMPYR and/or its construction contractor(s) explore the opportunity to sponsor the licenses required for employment in the construction industry, which would enable youth, particularly in the regional area, to gain meaningful employment as well as increase their employability.	Pre-construction and construction
Livelihood related to training and apprenticeship opportunities	SOC23	Apprenticeship and employment opportunities can be further enhanced through the implementation of vocational education and training (VET) programs and work experience for	Pre-construction and construction

		schools in the local and regional area. This could encourage pathways to local employment, thereby encouraging youth retention.	
Traffic safety			
Traffic safety	T01	A BAL will be installed for left turning traffic from Twelve Mile Road westbound to site access road and a CHR(S) will be required for right turning traffic from Twelve Mile Road southbound to site access road.	Pre-construction
Traffic safety	T02	A detailed construction traffic management plan (CTMP) will be developed by the construction contractor in consultation with Dubbo Regional Council prior to the commencement of works.	Pre-construction
Traffic safety	T03	Obtain a permit (from NHVR) to allow OSOM vehicles to use the road network as part of construction.	Pre-construction
Traffic safety	T04	Consider removal of tree hence allowing visibility to a greater distance. Construction stage traffic management measures such as warning signs for trucks entering (sign no. t2-25, to be confirmed in the CTMP).	Pre-construction
Visual			
Visual impacts	VIS01	Development of the project design has included and will continue to include general measures to reduce the degree of contrast between project infrastructure and the surrounding rural landscape, having regard to the form, scale, height, colour and texture of materials incorporated as part of the project.	Design
Visual impacts	VIS02	Where possible, suitable colours and finishes will be chosen for project infrastructure to minimise visual impacts (including glare/reflectivity), including the O&M buildings/facilities and the acoustic wall surrounding the BESS area. These buildings and materials will be designed to blend in with the local rural/farming landscape. If practicable, the wall may be painted in a neutral colour (eg khaki, beige, green or similar) rather than white, so as to better blend in with the local rural landscape.	Design

Visual impacts	VIS03	Landscaping to be installed along all boundaries of the BESS compound in accordance with the conceptual landscape plan, including use of suitable vegetation species identified in the VIA. The final location and extent of landscaping will be determined during detailed design and following subsequent discussions with the property owners of R23 and local suppliers as part of preparation of the environmental management plan (EMP).	Design
Surface water			
Impacts to watercourses and riparian corridors	SW01	Final project layout to be adjusted, where possible, during detailed design to avoid encroachment into the inner 50% of the vegetated riparian zone along Watercourse A. This should apply to permanent works as well as any temporary works required during construction.	Design
Impacts to watercourses and riparian corridors	SW02	Detailed design to develop a bed level or culvert waterway crossing design for Watercourse A that is consistent with guidance in DoPI (2012).	Design
Impacts to water quality	SW03	Implementation of erosion and sediment control measures and site rehabilitation and revegetation in accordance with best practice. The LSEA (EMM 2020) describes a range of proposed measures for adoption. Proposed measures will be considered further and formalised as part of detailed design and documented in the CEMP. Access tracks to incorporate appropriate water quality treatment measures such as vegetated swales to minimise the opportunity of dirty water leaving the site and entering waterways. Implementation of procedures for hazardous material storage and spill management to be prepared and documented within the CEMP.	Design and pre-construction
Flood impacts	SW04	Construction site planning at detailed design stage to: • consider flood risk and locate temporary site works, compounds, storage areas and plant/equipment away from	Design and pre-construction

		flood prone areas where practicable; • ensure connectivity of temporary drainage to Watercourse A and retention of overland flow paths from the site; and • maintain riparian corridor setbacks along watercourses.	
Water security	SW05	A water supply work approval is to be obtained to convert the existing landholder bore to a water supply bore and a WAL is to be obtained for the required construction water take, should onsite groundwater sources be utilised to supplement other water sources.	Pre-construction
Impacts to watercourses and riparian corridors	SW06	Monitoring of watercourse and riparian corridor condition for Watercourse A immediately adjacent to the project will be undertaken at an appropriate frequency, with maintenance undertaken as required to minimise scouring and erosion in particular in the vicinity of the new watercourse crossing.	Construction and operation
Impacts to water quality	SW07	Continuation of erosion and sediment control and site rehabilitation and revegetation measures as appropriate, and monitoring and maintenance of ground cover vegetation and other stabilised surfaces throughout operation to limit erosion and transport of sediment to watercourses. The LSEA (EMM 2020) describes a range of proposed measures for adoption. Proposed measures will be considered further and formalised as part of detailed design and documented in the OEMP. Implementation of procedures for hazardous material storage and spill management to be prepared and documented within the OEMP.	Construction and operation
Flood impacts	SW08	Detailed design of project to minimise potential for offsite flooding impacts up to and including 1% AEP event by: • ensuring finished ground levels are constructed at-grade and not materially higher than existing levels, in particular along potential hydraulic controls that	Design

		could be formed by the proposed internal access roads; • maintaining connectivity of internal stormwater drainage to Watercourse A and retention of overland flow paths from the site; • incorporation of a detention function for the site water management basin, to maintain predeveloped storm flows to existing conditions up to the 1% AEP event; and • maintaining riparian corridor setbacks along watercourses. Flood emergency management protocols and procedures to be developed and documented in a FERP (or equivalent).	
Water security	SW09	The WAL obtained for the required construction water take, will also be required to cover nominal water use for potential irrigation of the visual screening during operation.	Pre-operation
Air Quality			
Reporting and record keeping	AQ01	Develop appropriate communications to notify the potentially impacted residences of the project (duration, types of works, etc), relevant contact details for environmental complaints reporting.	Pre-construction
Reporting and record keeping	AQ02	A complaints logbook will be maintained throughout the construction phase which should include any complaints related to dust; where a dust complaint is received, the response actions should be detailed in the logbook.	Construction
Reporting and record keeping	AQ03	Record any exceptional incidents that cause dust and/or air emissions, either on or off site, and the action taken to resolve the situation in the logbook.	Construction
Reporting and record keeping	AQ04	Carry out regular site inspections, record inspection results, and make the logbook available for review as requested.	Construction
Dust	AQ05	Erect shade cloth barriers to site fences around potentially dusty activities such as trench excavations and material stockpiles where practicable.	Construction
Dust	AQ06	Keep site fencing and barriers clean using wet methods.	Construction

Dust	AQ07	Deploy water carts to ensure that exposed areas and topsoils/subsoil are kept moist.	Construction
Dust	AQ08	Provide an adequate water supply on the construction site for effective dust/particulate matter suppression/mitigation.	Construction
Dust	AQ09	Modify working practices by limiting activity during periods of adverse weather (hot, dry and windy conditions) and when dust is seen leaving the site.	Construction
Dust	AQ10	Minimise drop heights from loading or handling equipment.	Construction
Site inspections – dust monitoring	AQ11	Undertaking daily on-site and off-site inspections, where receptors are nearby, to monitor dust. The inspection results should be recorded in a specific log. Inspection should include regular dust soiling checks of surfaces such as street furniture and cars.	Construction
Site inspections – dust monitoring	AQ12	At the commencement of each day's activities, the local meteorological forecast should be reviewed, including the timing of notable increases in wind speed and/or temperature. Appropriate increased intensity or additional mitigation measures should be planned for the day based on this forecast review. The likely meteorological conditions and implications for dust emissions and impacts should be discussed at the morning toolbox meeting.	Construction
Site inspections – dust monitoring	AQ13	Increasing the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. Should notable visual dust emissions be observed leaving the site boundary, increased intensity or additional mitigation measures should be deployed.	Construction
Site inspections – dust monitoring	AQ14	Undertaking daily on-site and off-site inspections, where receptors are nearby, to monitor dust. The inspection results should be recorded in a specific log. Inspection should include regular dust soiling checks of surfaces such as street furniture and cars.	Construction

Site inspections – dust monitoring	AQ15	At the commencement of each day's activities, the local meteorological forecast should be reviewed, including the timing of notable increases in wind speed and/or temperature. Appropriate increased intensity or additional mitigation measures should be planned for the day based on this forecast review. The likely meteorological conditions and implications for dust emissions and impacts should be discussed at the morning toolbox meeting.	Construction
Site inspections – dust monitoring	AQ16	Increasing the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. Should notable visual dust emissions be observed leaving the site boundary, increased intensity or additional mitigation measures should be deployed.	Construction
Speed limit	AQ17	Impose a maximum-speed-limit of 20 km/h on all internal roads and work areas during construction.	Construction
Vehicle fuel combustion emissions	AQ18	Ensure proper maintenance and tuning of all equipment engines.	Construction
Clearing	AQ19	Limit the extent of clearing of vegetation and topsoil to the designated footprint required for construction and appropriate staging of any clearing.	Construction
Exposed soils	AQ20	Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable.	Construction
Materials handling	AQ21	Minimise drop heights from loading or handling equipment.	Construction
Track out from vehicles	AQ22	Access gates to be located at least 10 m from receptors where possible.	Construction
Track out from vehicles	AQ23	Use water-assisted dust sweeper(s), to remove, as necessary, any material tracked out of the site onto public roads.	Construction
Track out from vehicles	AQ24	Avoid dry sweeping of large areas.	Construction
Track out from vehicles	AQ25	Ensure vehicle loads entering and leaving sites are covered to prevent escape of materials during transport.	Construction
Track out from vehicles	AQ26	Trips and trip distances should be controlled and reduced where possible, for example by coordinating delivery and	Construction

		removal of materials to avoid unnecessary trips.	
Contamination			
Contamination	CON01	An unexpected finds protocol will be developed and contained within the CEMP to include procedures to identify potentially contaminated land, such as: • the observation of discolouration or staining of soils; • visible signs of plant stress, presence of drums or other waste material; • stockpiles or fill material, or odours. Where signs of contamination are identified, whether from known or unexpected sources, construction work within the affected areas would cease until a contamination assessment was undertaken to advise the need for further investigation or remediation.	
Handling and storing waste	CON02	Procedures for handling and storing waste be developed and implemented and contained within the CEMP, including detail on the handling of potentially or known contaminated material and protocols for waste classification and disposal.	Duration of project
Waste			
Waste classification	W01	All waste will be assessed, classified, managed, and disposed of in accordance with the Waste Classification Guidelines (NSW EPA 2014).	Construction
Reporting and recordkeeping	W02	a construction waste and resource management plan will be developed and contained within the CEMP to outline appropriate management procedures and include, but not be limited to: • identify waste types and volumes that are likely to be generated by the project; • adherence to the waste minimisation hierarchy principles of avoid / reduce / reuse / recycle / dispose; • waste management procedures to manage the handling and disposal of waste, including	

		unsuitable material or unexpected waste volumes; and • identification of reporting requirements and procedures for tracking of waste types and quantities.	

Appendix C: Legislation and planning documents

Table E1 Key legislation, regulations and planning instruments

Statutory reference	Description (from EMM 2022)
State legislation and regulations	
Environmental Planning and Assessment Act 1979	The NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) and EP&A Regulation provide the framework for environmental planning and assessment in NSW. Environmental planning instruments (EPIs) are established under the EP&A Act to regulate land use and development. EPIs determine the relevant part of the EP&A Act under which a development project must be assessed and therefore determine the need or otherwise for development consent. EPIs consist of SEPPs, regional environmental plans (REPs), and local environmental plans (LEPs).
Roads Act 1993	The NSW *Roads Act 1993* (Roads Act) is administered by Transport for NSW (previously Roads and Maritime Services (RMS)), local government or the Minister as delegated under the NSW Crown Land Management Act 2016 (CL Act). Transport for NSW has jurisdiction over major roads, local government over minor roads and the Minister over Crown roads. The Roads Act sets out the rights of the public in regard to access to public roads.
Biodiversity Conservation Act 2016	The NSW *Biodiversity Conservation Act 2016* (BC Act) establishes the regulatory framework for assessing and offsetting biodiversity impacts for proposed developments. The BC Act is also supported by the *Biodiversity Conservation Regulation 2017* (BC Regulation) and the *Biodiversity Conservation (Savings and Transitional) Regulation 2017*, which outline the methods to be used in applying the Biodiversity Assessment Methodology (BAM).
Fisheries Management Act 1994	The NSW *Fisheries Management Act 1994* (FM Act) governs the management of fish and their habitat within NSW and is administered by the Department of Primary Industries (DPI). The FM Act aims to conserve 'key fish habitats' (KFH) which includes aquatic habitats that are important to the maintenance of fish populations, the survival and recovery of threatened aquatic species and the sustainability of the recreational and commercial fishing industries.
Biosecurity Act 2015	The objective of the NSW *Biosecurity Act 2015* (BSA Act) is to provide a framework for the prevention, elimination and minimisation of biosecurity risks within NSW. The BSA Act outlines priority weeds that pose a risk to reducing the diversity of native plant and animal species. Under Schedule 1 of the Act all private landowners, occupiers, public authorities and Councils are required to control weeds on their land. Mid-Western Regional Council is the Local Control Authority responsible for administering the BSA Act in the region that applies to the study area.
National Parks and Wildlife Act 1974	The NSW *National Parks and Wildlife Act 1974* (NP&W Act) governs the management of national parks, historic sites, nature reserves, reserves, Aboriginal areas and state game reserves in NSW. The NP&W Act also provides for the protection of native flora and fauna.

Statutory reference	Description (from EMM 2022)
	The study area is not located within 10 kilometres of any nature reserve or forest protected under the NP&W Act.
Heritage Act 1977	The NSW *Heritage Act 1977* (Heritage Act) aims to protect and conserve the natural and cultural history of NSW, including scheduled heritage items, sites and relics. The Act defines 'environmental heritage' as those places, buildings, works, relics, moveable objects and precincts listed in the Local or State Heritage Significance register. A property is a heritage item if it is listed in the heritage schedule of the local Council's LEP or listed on the State Heritage Register (SHR), a register of places and items of particular importance to the people of NSW.
Water Management Act 2000	The NSW *Water Management Act 2000* (WM Act) regulates the use and interference of surface and groundwater in NSW where a water sharing plan has been implemented. The WM Act is progressively being implemented throughout NSW to manage water resources, superseding the Water Act 1912.
CrownLands Management Act 2016	The NSW *Crown Lands Management Act 2016* sets out how Crown land is to be managed. In particular, specific use of Crown land generally needs to be authorised by a lease, licence or permit. Under Part 3 of the Act, the Minister for Lands must be satisfied that the land has been assessed in accordance with the principles of Crown land management by (amongst other matters) including an assessment of the capabilities of Crown land and the identification of suitable land uses.
Protection of the Environment Operations Act 1997	The NSW *Protection of the Environment Operations Act 1997* (POEO Act) is the principal NSW environmental protection legislation and is administered by the NSW Environment Protection Authority (EPA). Section 48 of the POEO Act requires an environment protection licence (EPL) to undertake scheduled activities at a premise.
Rural Fires Act 1997	The NSW *Rural Fires Act 1997* (RF Act) aims to prevent, mitigate, and suppress bush and other fires. Section 63(2) of the RF Act requires the owners of land to prevent the ignition and spread of bushfires on their land. Under Section 4.41 of the EP&A Act, a bush fire safety authority under Section 100B of the RF Act is not required for SSD that is authorised by a development consent
Local Land Services Act 2013	The NSW *Local Land Services Act 2013* (LLS Act) provides framework for the management of local land services and includes the requirement to obtain approval under Part 5A of the LLS Act to remove native vegetation in a regulated rural area. Pursuant to Section 60O of the LLS Act, clearing of native vegetation in a regulated rural area is authorised under Part 4 of the EP&A Act and an authorisation for clearing of native vegetation is not required for the project under the LLS Act.
Conveyancing Act 1919	The development footprint extends over many adjoining properties, each of which require a separate lease from the owners of the affected land. Lease of BESS site is treated as a lease of premises, regardless of whether the lease will be for more or less than 25 years. The plan defining 'premises' (being the development footprint) will not

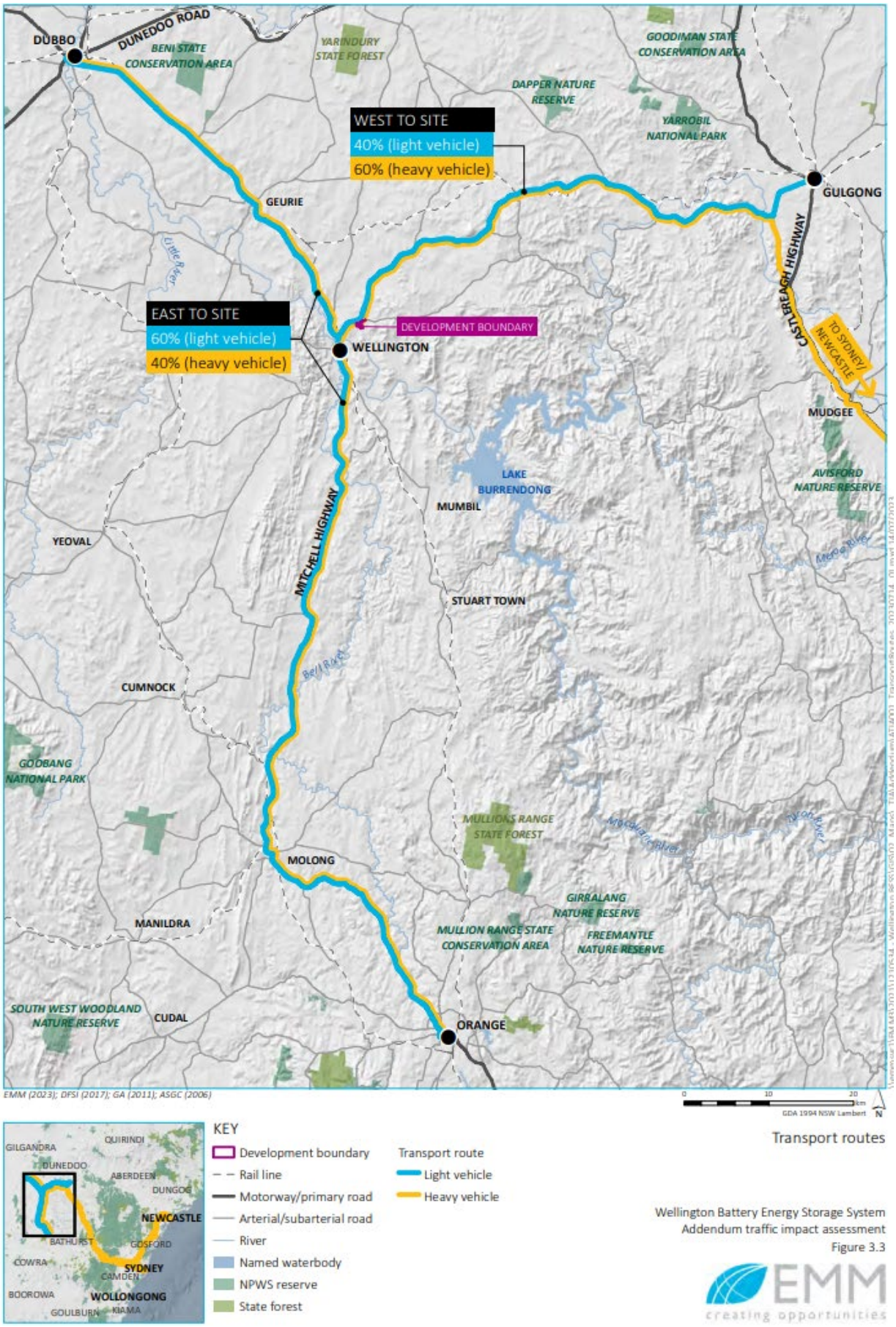
Statutory reference	Description (from EMM 2022)
	constitute a 'current plan' within the meaning of Section 7A *Conveyancing Act 1919* (Conveyancing Act) and therefore will not require subdivision consent under Section 23G Conveyancing Act.
Mining Act 1992	The main objective of the NSW *Mining Act 1992* (Mining Act) is to encourage and facilitate the discovery and development of mineral resources in NSW, having regard to the need to encourage ecologically sustainable development.
Waste Avoidance and Resource Recovery Act 2001	The NSW *Waste Avoidance and Resource Recovery Act 2001* (WARR Act) includes resource management hierarchy principles to encourage the most efficient use of resources and to reduce environmental harm.
Commonwealth legislation	
Environment Protection and Biodiversity Conservation Act 1999	The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the core piece of legislation protecting Matters of National Environmental Significance (MNES) and Commonwealth land.
Native Title Act 1993	The *Native Title Act 1993* (Native Title Act) was enacted to formally recognise and protect native title rights in Australia. The Native Title Act establishes processes to determine where native title exists, how future activity affecting upon native title may be undertaken, and to provide compensation where native title is impaired or extinguished. Where a native title claimant application is made with the National Native Title Tribunal (NNTT), the Federal Court or High Court of Australia make a determination of whether native title does or does not exist in relation to the claim.
Environmental planning instruments	
State Environmental Planning Policy (State and Regional Development) 2011	The State Environmental Planning Policy (SEPP) (State and Regional Development) 2011 determines that the project is classified as an SSD.
State Environmental Planning Policy (Infrastructure) 2007	The SEPP (Infrastructure) 2007 allows for the development of energy projects with consent even on land prescribed for primary production.
State Environment Planning Policy No. 33 (Hazardous and Offensive Development)	State Environmental Planning Policy No 33 – Hazardous and Offensive Development (SEPP 33) requires that a preliminary hazard assessment (PHA) be prepared in accordance with the current circulars or guidelines for potentially hazardous or offensive development.
State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55)	State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) provides a State-wide planning approach to the remediation of contaminated land and aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human and environmental health. Clause 7 of SEPP 55 requires that a

Statutory reference	Description (from EMM 2022)
	consent authority take into consideration whether the land is contaminated prior to issuing development consent.
State Environmental Planning Policy (Primary Production and Rural Development) 2019	The State Environmental Planning Policy (Primary Production and Rural Development) 2019 (SEPP PP&RD) aims to facilitate the orderly and economic use and development of rural lands for primary production related purposes and reduce land use conflict and sterilisation of rural lands.
State Environmental Planning Policy – Koala Habitat Protection 2019 (now – Koala Habitat Protection 2020 and 2021)	The State Environmental Planning Policy (Koala Habitat Protection) 2019 (SEPP Koala Habitat) aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas. It applies to land to which an approved koala plan of management applies or land identified on the Koala Development Application Map and with an area of greater than 1 ha (including adjoining land within the same ownership), and in LGAs listed in Schedule 1 of SEPP Koala Habitat.
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	The State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 (SEPP Mining) is designed to provide for the proper management and development of mineral, petroleum and extractive material resources and establish appropriate planning controls to encourage ecologically sustainable development through environmental assessment and management.
Mid-Western Regional Local Environmental Plan 2012	The project is located entirely within the Mid-Western Regional Council LGA and is subject to the Mid-Western Regional Local Environmental Plan 2012 (LEP). The study area is zoned as 'Primary Production (RU1)' under the LEP.
Development control plans	
Mid-Western Regional Development Control Plan 2013	The Mid-Western Regional Development Control Plan 2013 (the DCP) compliments the Mid-Western Regional Local Environmental Plan 2012 (the LEP) and provides detailed requirements to guide development in the Mid-Western Regional Council LGA. The DCP was adopted by Mid-Western Regional Council on 6 February 2013 and commenced operation on 11 February 2013. Amendment 4 to the plan was adopted on the 19 June 2019 and commenced operation on 21June 2019.

Appendix D:
Over Size Overmass Vehicle Routes

OSOM Routes to follow in subsequent revision, as suggested by TfNSW.

APPENDIX 4:
HEAVY VEHICLE ACCESS ROUTE

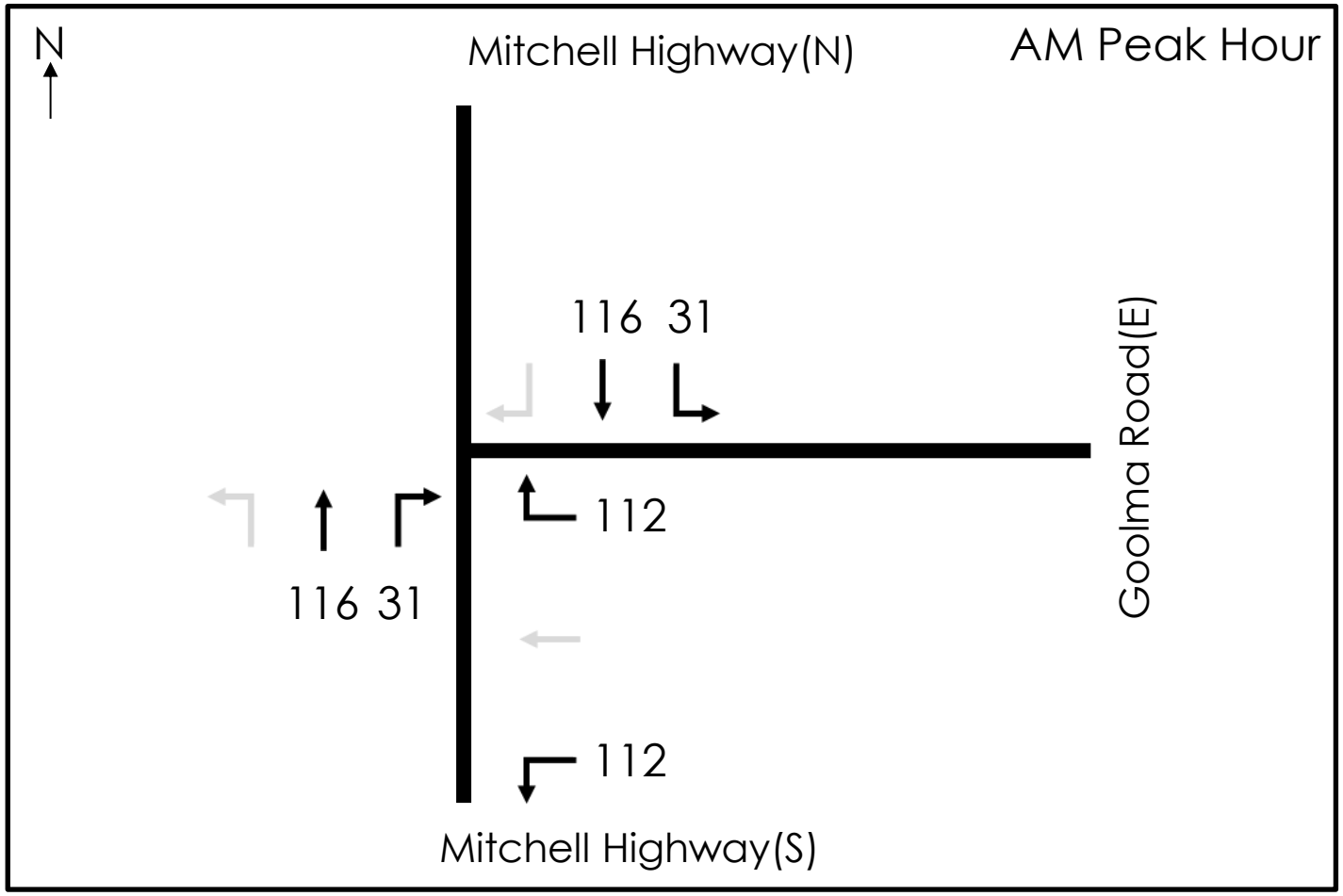


Transport routes

Wellington Battery Energy Storage System
Addendum traffic impact assessment
Figure 3.3

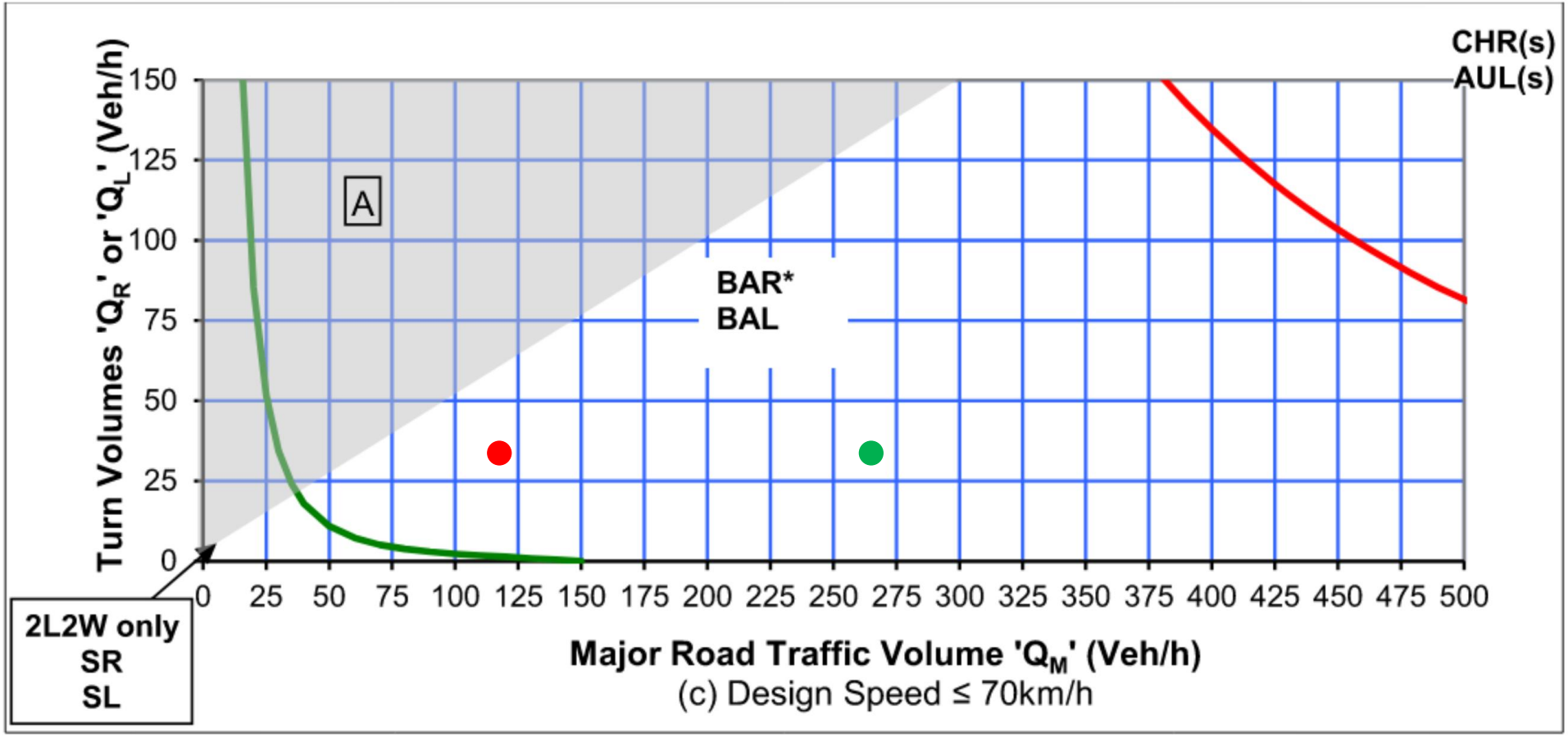
Appendix E:
Turn Warrant Assessments

Mitchell Highway/ Goolma Road – AM PEAK

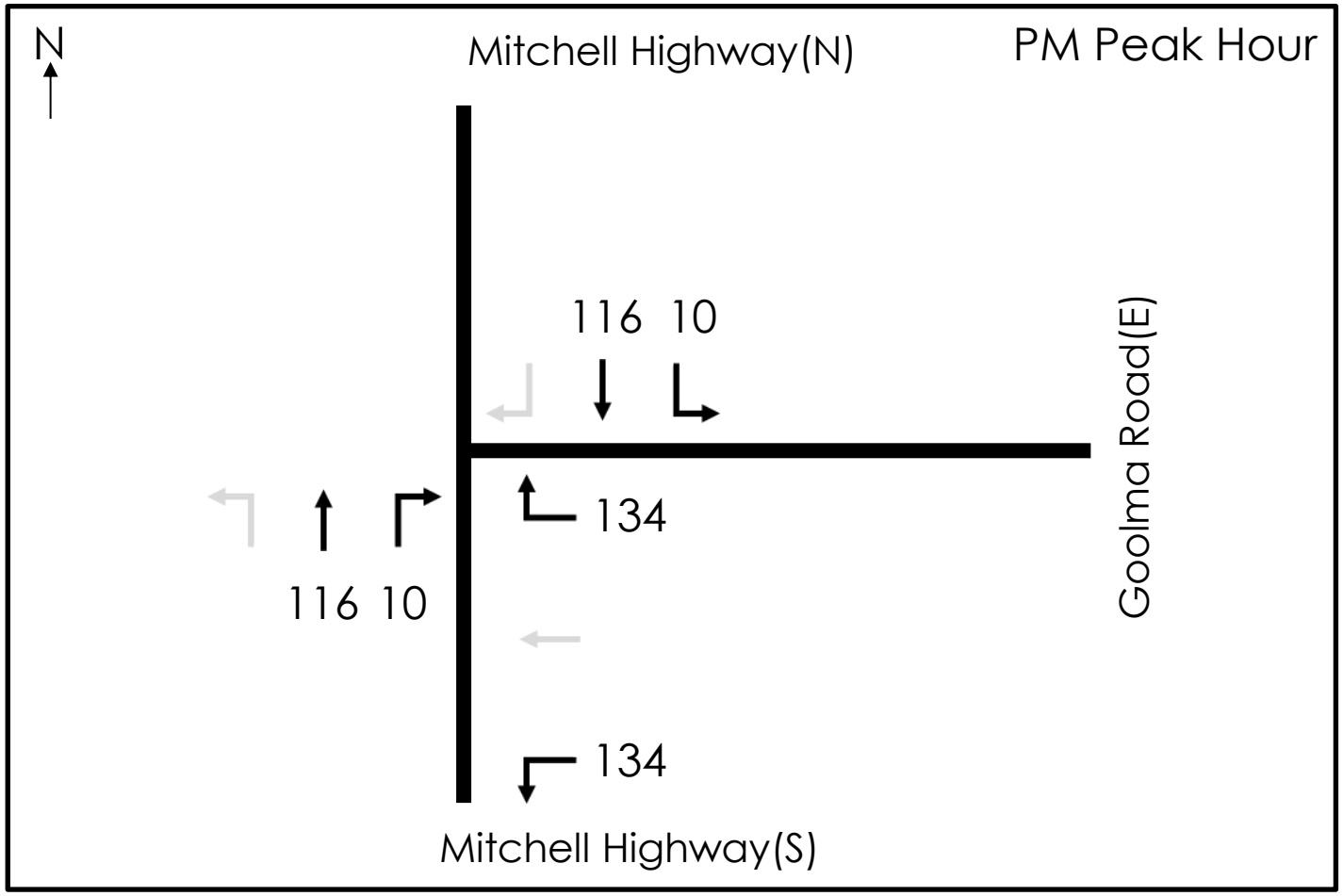


Mitchell Highway/ Goolma Road – AM PEAK

AM PEAK HOUR		
TWA		
	LEFT	RIGHT
Q l/r	31	31
Qm	116	264
TREATMENT	BAL	BAR

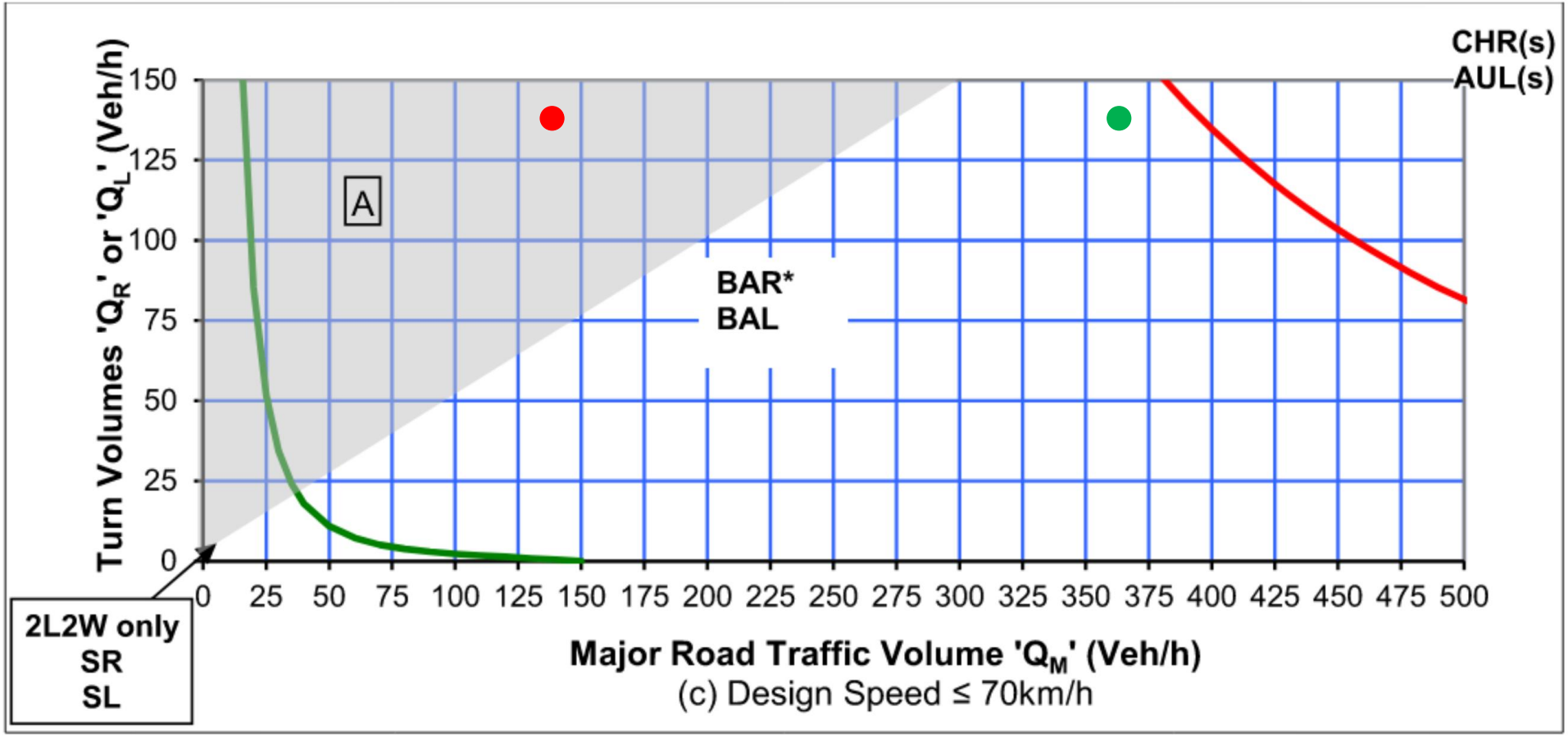


Mitchell Highway/ Goolma Road – PM PEAK



Mitchell Highway/ Goolma Road – PM PEAK

PM PEAK HOUR		
TWA		
	LEFT	RIGHT
Q l/r	134	134
Qm	134	366
TREATMENT	BAL	BAR



Appendix F: Planning Secretary's Discretion Documents

15 November 2024

Andrew McIntyre
Principal Planning Officer
Energy Assessments
Department of Planning, Housing and Infrastructure

RE: Wellington South BESS (SSD 27014706)
Request for Planning Secretary's discretion in relation to conditions B6 and B7 of the Conditions of Consent.

Dear Andrew,

Ampyr and Shell are the proponents (the **Proponents**) of the Wellington South BESS (**WS BESS**) (SSD 27014706) which was granted planning consent on 22 December 2023. Throughout 2024, we have been in discussions with the Department of Planning, Housing and Infrastructure (the **Department**), Transport for NSW (**TfNSW**) and Dubbo Regional Council (**DRC**) regarding conditions B6 and B7 of the WS BESS Conditions of Consent.

Squadron Energy (**Squadron**) are the proponents of Uungala Wind Farm (SSD 6687) and their works are integral to the completion of conditions B6 and B7. Throughout 2024, it has become apparent that Squadron are experiencing significant delays in progressing their works. The extended delays, new information and Squadron's evolving approach to addressing these delays has meant it has been extremely challenging for the Proponents to progress any preparations relating to conditions B6 and B7. Correspondence received from the Department on 13 September 2024 referenced these challenges when they noted that our previous correspondence had lacked clarity, consistency and detail.

This letter sets out a request for the Planning Secretary's discretion in relation to conditions B6 and B7. This request is intended to replace and supersede all previous requests made by the Proponents. The measures proposed have the support of TfNSW and DRC.

1. Background

Conditions B6 and B7 relate to public road upgrades in the immediate vicinity of the WS BESS and provide as follows:

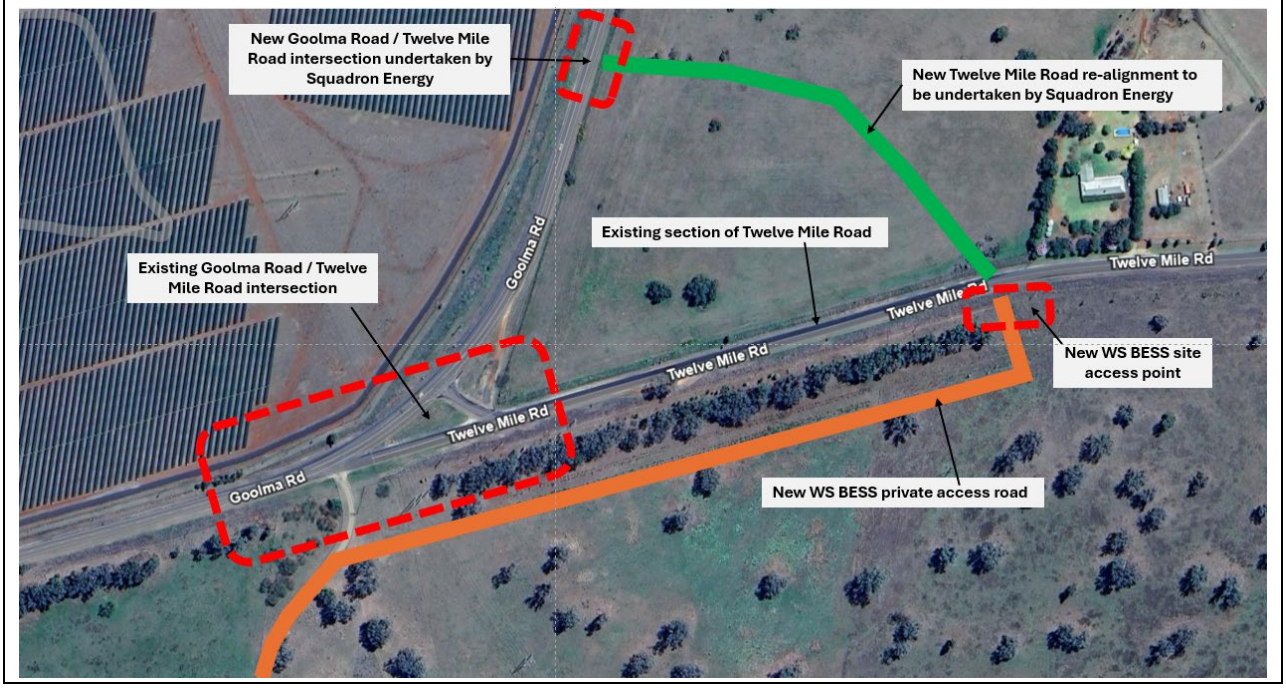
> B6. Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Goolma Road / Twelve Mile Road intersection and realignment must be completed as per the scope and conditions of the Uungula Wind Farm SSD-6687.
>
> B7. Unless the Planning Secretary agrees otherwise, prior to commencing construction, the Applicant must design and construct the new access road intersection on Twelve Mile Road with Basic Left Turn (BAL) and Short Channelised Right-turn (CHR(s) treatments as shown in Appendix 6.
>
> Unless the relevant road authority agrees otherwise, these upgrades must comply with the current Austroads Guidelines, Australian Standards and TfNSW supplements, and be carried out to the satisfaction of the relevant roads authority.

Road upgrades required by condition B6 relate to the establishment of a new Goolma Road / Twelve Mile Road intersection and Twelve Mile Road realignment. The planning consent granted to WS BESS does not permit the proponents of the WS BESS to undertake the public road upgrades required to satisfy condition B6. These upgrades are approved under SSD-6687 and are to be undertaken by Squadron who are the proponents of the Uungala Wind Farm.

Road upgrades required by condition B7 relate to the establishment of turn in lanes to facilitate entry to our site. These turn in lanes will constructed by the Proponents on the new section of Twelve Mile Road, once this new section of road is completed by Squadron under condition B6.

Figure 1 below shows the various roads and intersections that are relevant to these conditions.

Figure 1:



Whilst a Works Authorisation Deed has already been executed and Squadron have already taken possession of the relevant land and commenced some initial construction works for the new Goolma Road / Twelve Mile Road intersection and Twelve Mile Road realignment, they are significantly delayed in progressing these upgrades. Ongoing delays and uncertainty around the timing of these upgrades continues to delay our project from progressing.

2. Request for Planning Secretary's discretion.

Under the WS BESS conditions of consent, both of B6 and B7 need to be satisfied prior to commencing construction unless the Planning Secretary agrees otherwise. This letter seeks the discretion of the Planning Secretary to allow the WS BESS project to commence construction prior to conditions B6 and B7 being satisfied.

The proponents propose that the Planning Secretary's discretion is granted subject to the WS BESS project implementing the temporary traffic management and other risk management controls set out in section 3 of this letter, such that construction can safely be commenced. We have consulted with TfNSW and DRC, and have their support for our proposed approach, as described in letters we have received from them in relation to this matter and which we have included in Annexure 1 and Annexure 2 to this letter.

The proponents of WS BESS emphasise their commitment to ensure the satisfaction of condition B7 as soon as reasonably practicable once circumstances allow, ie completion by Squadron of condition B6.

3. Temporary traffic management and other risk management controls

<u>Commitments that are relevant from commencement of construction until the satisfaction by Squadron of Condition B6:</u>

a) Use of the existing Goolma Road / Twelve Mile Road intersection: Vehicles travelling to or from our site will use the existing Goolma Road / Twelve Mile Road intersection If Squadron have not implemented temporary traffic management (**TTM)** at this intersection then the proponents of WS BESS would implement this TTM.

b) Use of the existing Twelve Mile Road: Vehicles travelling to or from our site will use the initial section of the existing Twelve Mile Road between the Existing Intersection to the new WS BESS entry point. If Squadron have not implemented TTM along this short section of the existing Twelve Mile Road then the proponents of WS BESS would implement this TTM.

c) Temporary crossover to be established at the WS BESS site entry point: The proponents of WS BESS would establish a temporary crossover on the southern side of Twelve Mile Road to facilitate entry and exit of vehicles to the site. This temporary crossover will be located at the same location as the permanent site entry point so will be consistent with the project approval received from the Department. This temporary crossover will utilise the same standards and specifications as those contained in the s138 approval that has been received from DRC for the permanent site entry point.

<u>Commitments that are relevant after the satisfaction of Condition B6 but prior to satisfaction of Condition B7:</u>

d) Use of the upgraded and realigned Twelve Mile Road: Vehicles travelling to or from WS BESS site will use the upgraded intersection and realigned section of Twelve Mile Road to enter and leave the site. If Squadron have ceased the implementation of TTM along this section of Twelve Mile Road then the proponents of WS BESS would implement this TTM.

<u>Commitments that are relevant should condition B6 not be satisfied by the completion of the construction phase of WS BESS:</u>

e) In the event that Squadron has not completed the upgrades required for the satisfaction of condition B6 by the completion of the construction phase of WS BESS then the Proponents commit to working with the Planning Secretary to implement appropriate measures to ensure the timely completion of these upgrades, which may include procuring or facilitating the completion of the relevant upgrades.

The TTM referenced above would be consistent with Austroads standards and would be agreed in consultation with TfNSW and DRC. If Squadron have implemented TTM prior to the commencement of construction of WS BESS, the proponents of WS BESS will coordinate with Squadron to ensure such arrangements are suitable for WS BESS construction.

Condition B10 of WS BESS conditions of consent requires that preparation of a Traffic Management Plan (**TMP**) for the project in consultation with TfNSW and DRC, and to the satisfaction of the Planning Secretary. This condition must be satisfied prior to commencing construction. We propose that TTM referenced above would be finalised in consultation with TfNSW and DRC and documented in the TMP.

We are aware of a level of community and stakeholder fatigue around consultation on these matters. Given the extensive amount of temporary traffic control already applicable to the roads and intersection relevant for this request and given this background level of fatigue, we have not undertaken any additional community consultation on these specific matters.

4. Otherwise consistent with our existing conditions of consent.

The Proponents are not otherwise seeking to vary or amend any of the other relevant conditions of consent via this request. We are not seeking to amend or vary conditions B4, B5, B8, B9 or B10. The location of the temporary site crossover will be in the location specified in our Conditions of Consent. Project traffic will still travel to and from site via the access routes outlined in the projects Traffic Impact Assessment included with the EIS.

5. Chronology of consultation with the Department, TfNSW and DRC on the WS BESS access point.

The Proponents have consulted extensively with the Department, TfNSW and DRC on the matter of access to the WS BESS site. This consultation began back in 2022 as part of the preparation of the EIS.

The Proponents did not originally intend for WS BESS project site access to be subject to completion of works undertaken by another project proponent. In the project EIS (November 2022) it was initially proposed to establish the project access point at the location of the existing farm driveway adjacent to the existing intersection of Goolma Road and Twelve Mile Road.

a. Ampyr Energy will consult with Squadron Energy to avoid or reduce conflict of activities and to avoid or reduce interruptions to local traffic.
b. Ampyr Energy will construct a temporary crossover on the southern side of Twelve Mile Road to allow vehicles to safely enter the Wellington South BESS site.
c. The temporary crossover will be in the same location as the permanent site entry point consistent with SSD approval.
d. The temporary crossover will be consistent with the design and standards applicable to the permanent crossover under the existing SSD approval and Section 138 approval by Council.

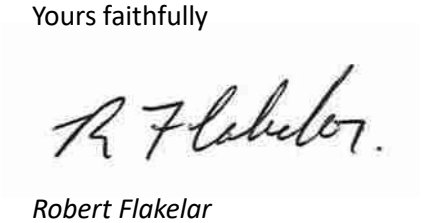
2) At the existing Goolma Road/Twelve Mile Road intersection, Ampyr Energy shall implement a traffic management plan that has been approved by TfNSW.

3) For access and for works on the Twelve Mile Road, Ampyr Energy shall implement a traffic management plan that has approval from Council under Section 138 of the NSW Roads Act 1993.

4) Following completion of the realignment of the Goolma Road/Twelve Mile Road intersection and if not already done, Ampyr Energy shall construct the new access road intersection on Twelve Mile Road with Basic Left Turn (BAL) and Short Channelised Right-turn (CHR(s) at the Wellington South BESS site entrance as required under condition B7 of the SSD consent.

If you have any questions, please contact Council's Senior Transport Asset Specialist, Peter James, on 02 6840 6409 or email: peter.james@dubbo.nsw.gov.au

Yours faithfully



Robert Flakelar
Manager Infrastructure Delivery

Appendix G:
TfNSW Annexure

ANNEXURE 1

Transport for NSW

24 October 2024

TfNSW reference: WST24/00261 | SF2024/124010
Your reference: SSD-27014706

Anthony Yeates
Ampyr Energy
Level 17, 167 Macquarie Street,
Sydney NSW, 2000

SSD-27014706 – Response to Wellington South Battery Energy Storage System request to change the timing for commencement of construction and use of Twelve Mile Road/Goolma Road intersection

Dear Anthony,

Reference is made to the request made to Transport for New South Wales (TfNSW) sent September 21, 2024 regarding the Wellington South Battery Energy Storage System (BESS) SSD-27014706 (issued 22/12/2023). The nature of the request was to change the timing of commencement and allow for the use of the existing Twelve Mile Road/Goolma Road intersection prior to the commencement and completion of the intersection realignment by the proponents of Uungala Wind Farm (SSD 6687).

The current conditions B6 and B7 require the completion of the road realignment of Goolma Road/Twelve Mile Road to be completed prior to commencing construction of the project. TfNSW have reviewed the request and are willing to support the request, subject to the implementation of Temporary Traffic Management in accordance with Austroads at this intersection and the implementation of the Traffic Management Plan as required by Condition B10 of the Wellington South BESS Consent. If you have any questions, please contact Alexandra Power on 1300 019 680 or email development.renewables@transport.nsw.gov.au.

Yours faithfully,

Damien Pfieffer
Director Development Services - Land Use
Transport Planning
Planning, Integration and Passenger

Cc. Energy Assessments, Department of Planning, Housing and Infrastructure

A 51-55 Currajong Street, PARKES NSW 2870 | PO Box 334 PARKES NSW 2870 | DX20256
E development.renewables@transport.nsw.gov.au | ABN 18 804 239 602
P 1300 207 783
transport.nsw.gov.au

Transport for NSW

18 June 2025

TfNSW reference: REN25/00042/005
Your reference: SSD-27014706

Andy Winter
AMPYR Australia Pty Ltd
By Email: andy.winter@ampyrenergy.com

Review of Traffic Management Plan for Wellington South Battery Energy Storage System (BESS)

Dear Andy,

Reference is made to the Traffic Management Plan (TMP) submitted to Transport for NSW (TfNSW) for consideration, as per Consent Condition B10 of the Notice of Determination SSD-27014706, issued on 22 December 2023.

TfNSW has reviewed the TMP prepared by Stantec Australia, dated 2 June 2025 (Reference AE1229 -V1), and advises that no further consultation is required for the Wellington South BESS TMP, subject to the following conditions:

1. Preparation and submission to TfNSW of the Oversize Overmass (OSOM) TMP for Wellington South BESS at least six months before any OSOM movements.
2. Before commencing construction work that impacts traffic on the State Road network, the proponent must contact the TfNSW Road Access Unit at road.access@transport.nsw.gov.au to determine if a Road Occupancy Licence (ROL) is required. If an ROL is required, the proponent must provide the consent number in the ROL application. Please note that up to 10 working days are needed for ROL applications to be assessed and processed. For more information about ROL see: https://roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html.
3. A Traffic Guidance Scheme (TGS) must be submitted to TfNSW for approval with any ROL applications.

If you have any questions, please contact Emily Lu, Development Services Case Officer, on 1300 019 680 or email development.renewables@transport.nsw.gov.au
Yours sincerely,

Alexandra Power
Development Services Team Leader- Renewables
Transport Planning
Planning, Integration and Passenger

From:	Road Access
To:	Anthony Yeates; Road Access
Cc:	Alexandra Power; Emily Lu; Kate Lindsay
Subject:	RE: SSD-27014706: Wellington South BESS - request for confirmation that no RoL is required
Date:	Thursday, 26 June 2025 2:30:05 PM
Attachments:	image002.png image003.png

Good afternoon Anthony

If your temporary traffic management for these works will not impact the state road (Goolma Rd in this instance) including a shoulder closure or have any signage or speed reductions on the state road, then a ROL from Transport for NSW will not be required.

Concurrence must be gained from the Local Government Authority for access to their road.

Thank you
Donna

Donna Marshall
Road Network Access Coordinator
Operations Management
Coordinator–General Division
Transport for NSW

E road.access@transport.nsw.gov.au

NSW GOVERNMENT
Transport for NSW

OFFICIAL

From: Anthony Yeates <anthony.yeates@ampyrenergy.com>
Sent: Thursday, 26 June 2025 2:14 PM
To: Road Access <Road.Access@transport.nsw.gov.au>
Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Emily Lu <Emily.Lu@transport.nsw.gov.au>; Kate Lindsay <kate.lindsay@ampyrenergy.com>
Subject: SSD-27014706: Wellington South BESS - request for confirmation that no RoL is required

I refer to the draft TMP that is currently under review by DPHI, following extensive consultation with TfNSW and Dubbo Regional Council (DRC). The draft TMP and TfNSW correspondence is attached. Condition 2 of TfNSW's approval of our TMP requires us to contact the TfNSW Road Access Unit to determine if an RoL is required.

Attached for reference (in the .zip file) is the proposed TGS that would be implemented along Twelve Mile Rd.

It is the view of our transport consultants Stantech that no RoL is required to implement this TGS.

We have consulted extensively with DRC on the TGS. They are supportive of this approach, and are also of the view that no RoL should be required. I expect to have a letter from DRC confirming this and will make this available as soon as it is received.

I would appreciate it if you could confirm ASAP whether you consider that an RoL is required, or whether you have any questions or comments in relation to this matter.

Kind regards
Anthony

Anthony Yeates | Projects Director
mobile +61 (0) 488 666 168
email anthony.yeates@ampyrenergy.com
AMPYR Australia Pty Ltd
Level 17, 167 Macquarie Street, Sydney
NSW, 2000, Australia
www.ampyrenergy.com

Appendix H:
Dubbo Regional Council Annexure

ANNEXURE 2

CD24/8387
ED24/205214
PJ:LAW

5 November 2024

DUBBO REGIONAL COUNCIL

Anthony Yeates
Ampyr Energy
Level 17 167 Macquarie Street
SYDNEY NSW 2000
Anthony.yeates@ampyrenergy.com

Dear Anthony

SSD-27014706 – WELLINGTON SOUTH BESS REQUEST FOR SUPPORT TO CHANGE THE TIMING FOR COMMENCEMENT OF CONSTRUCTION AND USE OF TWELVE MILE ROAD/GOOLMA ROAD INTERSECTION

In reference to the Ampyr Energy request for Dubbo Regional Council (Council) to support the change of timing for the commencement of works, and to allow the use of the existing Twelve Mile Road/Goolma Road intersection, prior to the completion of the intersection realignment by the proponents of Uungala Wind Farm (SSD 6687) it is advised that:

The current SSD-270014706 conditions B6 and B7 require the completion of the road realignment of Goolma Road/Twelve Mile Road intersection prior to commencing construction of the Wellington South Battery Energy Storage System (BESS) project.

Council acknowledges that there are existing delays in the intersection upgrade works, and that there will be additional delays created by the conflict between the Uungula Wind Farm and the Wellington South BESS activities on the Twelve Mile Road, also that these delays will negatively impact the commencement date of your works.

Council has reviewed your request and acknowledges the response provided by Transport for NSW (TfNSW) to Ampyr Energy on this matter.

Council advises that subject to compliance with the TfNSW conditions and the additional conditions listed below, that Council will support your request for a change in timing for the commencement of works and for the use of the existing Goolma Road/Twelve Mile Road intersection and the Twelve Mile Road.

CONDITIONS

1) Prior to completion of the upgrades to the Goolma Road/Twelve Mile Road intersection by Squadron Energy, access to the Wellington South BESS site will be by the existing Goolma Road/Twelve Mile Road intersection and a short section of Twelve Mile Road between the intersection and the Wellington BESS Access Point:

a. Ampyr Energy will consult with Squadron Energy to avoid or reduce conflict of activities and to avoid or reduce interruptions to local traffic.
b. Ampyr Energy will construct a temporary crossover on the southern side of Twelve Mile Road to allow vehicles to safely enter the Wellington South BESS site.
c. The temporary crossover will be in the same location as the permanent site entry point consistent with SSD approval.
d. The temporary crossover will be consistent with the design and standards applicable to the permanent crossover under the existing SSD approval and Section 138 approval by Council.

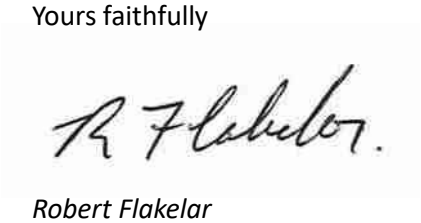
2) At the existing Goolma Road/Twelve Mile Road intersection, Ampyr Energy shall implement a traffic management plan that has been approved by TfNSW.

3) For access and for works on the Twelve Mile Road, Ampyr Energy shall implement a traffic management plan that has approval from Council under Section 138 of the NSW Roads Act 1993.

4) Following completion of the realignment of the Goolma Road/Twelve Mile Road intersection and if not already done, Ampyr Energy shall construct the new access road intersection on Twelve Mile Road with Basic Left Turn (BAL) and Short Channelised Right-turn (CHR(s) at the Wellington South BESS site entrance as required under condition B7 of the SSD consent.

If you have any questions, please contact Council's Senior Transport Asset Specialist, Peter James, on 02 6840 6409 or email: peter.james@dubbo.nsw.gov.au

Yours faithfully



Robert Flakelar
Manager Infrastructure Delivery

From: Darryll Quigley
To: Andy Winter
Subject: Wellington South Battery Energy Storage System - B10 Traffic Management Plan (SSD-27014706-PA-9)
Date: Tuesday, 13 May 2025 11:35:23 AM
Attachments: ..datacontentImagerteImageslogo1644468813661.png
ATT00001.png

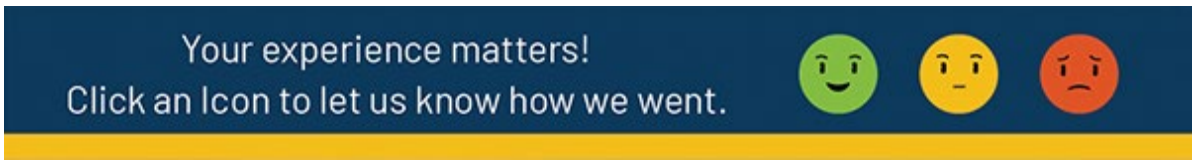
Andy,

With reference to the Traffic Management Plan, Council's Infrastructure Division raises no concerns.

Thanks

Darryll Quigley
Manager Building and Development Services
Building & Development Services
P 02 6801 4656
Darryll.Quigley@dubbo.nsw.gov.au

We acknowledge the traditional custodians of the Wiradjuri land where we work and their ongoing connections to land and community.



From: no-reply@majorprojects.planning.nsw.gov.au <no-reply@majorprojects.planning.nsw.gov.au>
Sent: Saturday, 12 April 2025 9:52 AM
To: Darryll Quigley <Darryll.Quigley@dubbo.nsw.gov.au>
Subject: Major Projects – Proponent Request for Advice - Wellington South Battery Energy Storage System - B10 Traffic Management Plan (SSD-27014706-PA-9) ()

A proponent is requesting advice in relation to a post approval matter for the Wellington South Battery Energy Storage System.

Please sign in to your account to view the details of this request and to upload your advice.

If you have any enquiries about this request, you can contact Andy Winter at andy.winter@ampyrenergy.com.

To sign in to your account click here or visit the Major Projects Website.

Please do not reply to this email.

Kind regards

The Department of Planning and Environment

Subscribe to our newsletter

Anthony Yeates
AMPYR Australia Pty Ltd
Level 17, 167 Macquarie Street, Sydney
NSW, 2000, Australia

Dear Anthony

Confirmation of Council Approval – Updated Traffic Guidance Scheme (TGS) – Twelve Mile Road

Reference is made to Andy Winter's email on 24 June 2025 and the subsequent call from Anthony Yeates on 26 June 2025, requesting council approval for to implement an updated TGS document relating to proposed works on Twelve Mile Road.

Dubbo Regional Council approval is granted to use the updated TGS plan, to be implemented on council roads, subject to:

1. The works are to be undertaken entirely within the Local Government Area (LGA) road network, specifically on Twelve Mile Road. The crossover establishment shall not encroach on Goolma Road.

2. The crossover establishment on Twelve Mile Road will proceed under existing approval granted by Council under Section 138 of the Roads Act 1993.

If you require any information, please contact during normal working hours, Council's Infrastructure Strategy Team Leader, Lachlan George on (02) 6801 4932.

Yours faithfully

Lachlan George
Infrastructure Strategy Team Leader

All communications to: Chief Executive Officer
Dubbo Regional Council
PO Box 81
Dubbo NSW 2830
T (02) 6801 4000 E council@dubbo.nsw.gov.au
ABN 53 539 070 928

W dubbo.nsw.gov.au

Appendix I:
Record of Engagement

Appendix I – Record of Engagement

This table will be utilised to record the feedback and where any changes have occurred.

Correspondence date	Comments	Changes to the report and location
4/2/2025	Meeting between Ampyr, Fluence, Stantec and Squadron to discuss the respective status of the WSBESS Project and Uungula Wind Farm, including Squadron's upgrade works to Goolma Road and Twelve Mile Road. Ampyr requested and Squadron provided CAD files of Squadron's design to align its Access Road design with Squadron's works.	No changes proposed.
11/2/2025	Meeting between Ampyr, Fluence, Stantec and TfNSW to discuss the status of the WSBESS Project, socialising concept Traffic Guidance Systems and future lodgement/consultation with TfNSW.	No changes proposed.
24/2/2025	Meeting between Ampyr, Fluence, Stantec and Dubbo Regional Council (DRC) to discuss the status of the WSBESS Project, socialising concept Traffic Guidance Systems and future lodgement/consultation with TfNSW.	No changes proposed.
6/3/2025	Copies of proposed TGS emailed to DRC ahead of meeting.	No changes proposed.
7/3/2025	Follow-up Meeting between Ampyr and DRC to further socialise updated concepts for temporary Traffic Guidance Systems.	No changes proposed.
11/3/2025	Follow-up email to Council, in response to query raised on 7 March, advising on the status of the secondary access to the Mt Namina property *(landowner upgrades, not project related).*	No changes proposed.
14/3/2025	Meeting between Ampyr and Squadron to discuss timing and status of each project's upgrade works to Twelve Mile Road.	No changes proposed.

	Squadron requested and Ampyr copies of its proposed design of the WSBESS Accessway from Twelve Mile Road.	
14/4/2025	Courtesy email from Ampyr to both TfNSW and DRC advising the TMP has been lodged on the DPHI Portal and to arrange ongoing consultation.	No changes proposed.
6/5/2025	Email correspondence with TfNSW on the status and timing of the TMP review.	No changes proposed.
13/5/2025	Confirmation email from DRC confirming no concerns with TMP	No changes proposed.
16/5/2025	Courtesy email to TfNSW confirming receipt of comments via the Portal and to arrange a meeting to discuss.	Multiple changes proposed; refer to TfNSW Portal submission.
20/5/2025	Meeting with TfNSW, Fluence and Stantec to to discuss each of TfNSW's comments.	Multiple changes proposed; refer to TfNSW Portal submission.
24/5/2025	Informal meeting with Squadron at the Wellington Show to discuss status and timing of UWF and WSBESS.	No changes proposed.
29/5/2025	Meeting with TfNSW, Fluence and Stantec to page turn the proposed responses to each of TfNSW's comments.	Multiple changes proposed; refer to TfNSW Portal submission.
3/6/2025	Email correspondence with TfNSW to follow up on the revised TMP submitted to TfNSW by email on 2 June and to discuss next steps.	Multiple changes proposed; refer to TfNSW Portal submission.
4/6/2025	Attempted call with Squadron to discuss status of Twelve Mile Road/Goolma Road intersection.	No changes proposed.
4/6/2026	Revised TMP formally submitted to TfNSW via the Portal.	Multiple changes included; refer to TfNSW Portal submission.

Appendix J:
Code of Conduct

WELLINGTON 300MW BESS PROJECT

DRIVER CODE OF CONDUCT FOR BESS DEVELOPMENT

115 Morphett Rd, Morphettville, SA 5043 • Tel +61 8 8300 9500 • Fax +61 8 8300 9501 • www.rjeglobal.com

1	04/07/2025	Issued for Use	KN	SLH	KN	JDP	FLUENCE
0	05/06/2025	Issued for Use	KJS	KN	KN	JDP	FLUENCE
Rev	Date	Description	Prepared	Checked	Project Manager	Senior PM	Client

DOCUMENT NUMBER						
Project Number	Discipline	Doc Type	Doc Sub Type	Sequential Number	Document Number	Rev
5987	0	0	1	0001	5987-001-0001	1

Contents

1 GENERAL RESPONSIBILITIES

1.1 Drivers must operate vehicles safely, responsibly, and in compliance with all traffic laws and site-specific regulations.

1.2 All operators must hold valid licenses and relevant certifications for the type of vehicle being driven.

1.3 Zero tolerance for reckless driving, speeding, or endangering personnel on-site.

1.4 Maintain full awareness of surroundings, including pedestrians, workers, and equipment movements.

1.5 Follow all instructions from site management and traffic controllers without delay.

2 SPEED LIMITS & SITE SAFETY

2.1 Adhere to posted speed limits and adjust driving speed according to site conditions.

2.2 Slow down near construction zones, pedestrian walkways, and intersections.

2.3 Use hazard lights when manoeuvring in tight areas or reversing.

2.4 Strictly follow **designated transport routes** to reduce risk to the community, site operations, and the environment.

2.5 Drivers must not take shortcuts or unauthorised detours, unless instructed by a supervisor for safety reasons.

3 ENVIRONMENTAL CONSIDERATIONS

3.1 Minimize engine idling to reduce emissions and fuel wastage.

3.2 Follow designated routes to prevent unnecessary soil disturbance and erosion.

3.3 Carry out proper waste disposal (e.g., oils, fluids) to protect site integrity.

4 VEHICLE MAINTENANCE & INSPECTION

4.1 Conduct pre-operational safety checks on brakes, lights, and tires before each shift.

4.2 Immediately report any defects or issues to the designated site supervisor.

4.3 Ensure vehicles are clean and free from loose debris that may pose hazards.

5 EMERGENCY PROCEDURES

5.1 Familiarize yourself with emergency contacts and site evacuation plans.

5.2 Respond promptly and effectively to spills, accidents, or hazardous incidents.

5.3 Assist fellow drivers and site personnel in case of an emergency.

6 COMMUNITY & PUBLIC ROADS

6.1 Respect local communities, avoiding unnecessary noise or disruption.

6.2 Follow road regulations, yielding to emergency vehicles and public traffic.

6.3 Avoid blocking access roads and ensure safe parking at designated areas.

7 COMPLIANCE & ACCOUNTABILITY

7.1 All drivers must adhere to site-specific policies, including required PPE.

7.2 Report any violations or unsafe practices to the site management team.

7.3 Non-compliance may result in disciplinary action, including removal from the site.

8 DRIVER FATIGUE & FITNESS FOR DUTY

8.1 Drivers must report to work fit for duty, free from fatigue, alcohol, drugs, or medication that may impair driving.

8.2 If feeling tired or unwell, drivers must immediately notify their supervisor and refrain from driving.

8.3 Rest breaks must be taken as per company fatigue management procedures and legal driving hour limits.

8.4 Drivers on extended or return trips must comply with documented fatigue management plans.

8.5 All drivers should be trained to identify early signs of fatigue in themselves and others.

8.6 Fatigue risk is to be managed collaboratively by drivers, supervisors, and transport coordinators.

9 SAFE DRIVING PRACTICES

9.1 Maintain a safe following distance at all times.

9.2 Obey all traffic signage, including give-way, stop signs, and internal site signage.

9.3 Avoid distractions—no use of mobile phones or two-way radio while driving unless hands-free and permitted.

9.4 Use seat belts at all times, regardless of vehicle type or location.

9.5 Drive to suit conditions: reduce speed near pedestrians, machinery, or when visibility is poor.

9.6 Report near misses, traffic incidents, or unsafe behaviour through the site’s incident reporting system.

9.7 Avoid aggressive driving—tailgating, abrupt lane changes, or inappropriate use of horns are not tolerated.

DRIVING SAFETY PROCEDURE

115 Morphett Rd, Morphettville, SA 5043 • Tel +61 8 8300 9500 • Fax +61 8 8300 9501 • www.rjeglobal.com

Next Review Date: 31st March 2026

(Any changes to policies & procedures prior to this time are to be addressed via the change notice template 0000-099-0244)

0	23/01/2020	Approved for Construction	SLH	DLA	JNB	RAJ	NA
Rev	Date	Description	Prepared	Checked	WHS Manager	Director	Client

DOCUMENT NUMBER						
Project Number	Discipline	Doc Type	Doc Sub Type	Sequential Number	Document Number	Rev
0000	0	0	1	0025	0000-001-0025	0

AS/NZS ISO 9001:2015 Quality Certified | AS/NZS ISO 45001:2018 OH&S Certified | AS/NZS ISO 14001:2015 Environmental Certified

Contents

1 PURPOSE

The management of RJE Global recognises that their obligation to provide a safe working environment for employees includes their responsibilities to manage, as far as is reasonably practicable, driver and vehicle safety.

2 SCOPE

This procedure applies to all driving undertaken by RJE employees, despite their location.

3 DEFINITIONS

WHS: Workplace Health & Safety

4 REQUIREMENTS

4.1 Driving Safety Requirements

The project manager will develop a safety management plan for each individual project that details the driving safety requirements specific to that project. This plan may include a more detailed discussion of the following items.

4.2 General

4.2.1 Any person operating any vehicle shall hold a suitable and current license for the vehicle to be driven.

4.2.2 The project manager shall sight and retain evidence of valid driver's licenses / certificates of competency in the project quality file. All employees are required to provide their driver's license, which shall go on file within the IMS and a copy of their license retained in the employee's directory.

4.2.3 Drivers must inform RJE if a legal restriction has been placed on their drivers licence or where they have been suspended and/or is disqualified from driving. Failure to do so will result in disciplinary action

4.2.4 Drivers have a legal obligation to heed applicable road rules, including those pertaining to consumption of alcohol. Driving should always be done at safe and legal speeds.

4.2.5 All employees, contractors and visitors shall be inducted into relevant road safety and site vehicle hazards on any project site.

4.2.6 Vehicles shall be reversed parked on project sites and where parking spaces legally allow for this.

4.2.7 Employees shall comply with the conditions detailed in the Motor Vehicle Policy (0000-001-0044).

4.3 Vehicles

4.3.1 Vehicles used on project sites shall be appropriate to the terrain and have the following minimum safety specifications:

4.3.1.1 High visibility colour;

4.3.1.2 Seat belts for all occupants;

4.3.1.3 Reversing alarms where indicated;

4.3.1.4 Approved roll over protection (i.e.: four-wheel drive);

4.3.1.5 Cargo barriers and load restraints for all vehicles designed to carry loads;

4.3.1.6 First aid kit and fire suppression equipment;

4.3.1.7 Survival or emergency equipment suitable for the environment.

4.3.2 A means that enables positive communication to be made between vehicles that interact with other mobile plant on project sites shall be implemented.

4.3.3 Vehicles shall be maintained in a safe and roadworthy condition at all times, in accordance with the manufacturer's recommended service schedules by an authorised service provider. A service log shall be maintained.

4.3.4 Smoking, the use of illicit drugs or the consumption of alcohol is not permitted in any vehicle at any time.

4.3.5 A site based traffic management plan shall be included in the project safety management plan.

4.4 Driving long distances or into remote areas

4.4.1 The vehicle should be selected for the type of terrain likely to be encountered.

4.4.2 A reliable method of communication suitable and effective for the area must be in place.

4.4.3 Drivers should ensure that the following items have been attended to before setting out on the trip, including:

4.4.3.1 Drivers are to check the weather & road conditions prior to travel. (Local government has info on the websites).

4.4.3.2 Drivers are familiar with routine maintenance procedures such as checking oil, water, tyre pressure, coolant, and battery, and changing tyres;

4.4.3.3 the fuel capacity and range of the vehicle is known;

4.4.3.4 the availability of fuel/vehicle repair outlets in the area to which they intend travelling;

4.4.3.5 ensuring an ample supply of water and first aid kit is in the vehicle;

4.4.3.6 a reporting procedure is in place to acknowledge arrival at a destination and/or return;

4.4.4 In the event of a breakdown, the driver should stay with the vehicle as it is much easier to find a vehicle than a missing person. As temperatures in Australian rural areas can be in both extremes, the driver should stay in the shade or under shelter.

4.4.5 A driver should not drive for more than about 2 hours before changing over or taking a short break that incorporates some light physical activity such as walking.

4.4.5.1 A maximum journey of around 650 km per day should be planned, although greater distances may be safely covered, depending on the road, traffic and weather conditions and the number and experience of available drivers

4.4.5.2 Driving at night is more hazardous than during daytime (because of reduced visibility, biorhythms, level of stimulation) and should be minimised.

4.4.5.3 Driving on un-sealed roads is hazardous with forever changing conditions in surface. If travel becomes too hazardous the driver is to pull over in a safe area and wait for conditions to improve prior to continuing the journey.

4.4.5.4 Planning of the journey shall include the completion of a journey management plan. (0000-099-0119)

4.4.5.5 Notification to the representative detailed on the journey management form is to be attempted via phone or 2-way radio if the journey is going to be delayed for any length of time.

4.5 Vehicle Accidents

If involved in an accident the driver of the vehicle must:

4.5.1 Stop the vehicle.

4.5.2 Prevent further accidents.

4.5.3 Attend to personal safety.

4.5.4 Obtain all details of the accident.

4.5.5 Report the accident to the police within 24 hours.

4.5.6 The driver must record:

4.5.6.1 The exact location of the accident.

4.5.6.2 The time it occurred

4.5.6.3 Names and addresses of any witnesses.

4.5.6.4 Where another vehicle was involved

4.5.6.5 The name and address of the other driver and owner.

4.5.6.6 Make and registration of the other vehicle.

4.5.6.7 Names and addresses of other passengers in the other vehicle.

4.5.6.8 Details of damage sustained to vehicles or property due to the accident

4.5.7 Do not accept liability for the accident. Report the incident to your immediate supervisor as soon as possible after the accident has occurred.

MOTOR VEHICLE POLICY

115 Morphett Rd, Morphettville, SA 5043 • Tel +61 8 8300 9500 • Fax +61 8 8300 9501 • www.rjeglobal.com

Next Review Date: 31st March 2026

(Any changes to policies & procedures prior to this time are to be addressed via the change notice template 0000-099-0244)

2	26/08/2024	Approved for Construction	SLH	DLA	DGC	RAJ	N/A
1	22/06/2023	Section 4.3 Updated	KJS	SLH	DGC	RAJ	N/A
0	23/01/2020	Approved for Construction	SLH	DLA	DGC	RAJ	N/A
Rev	Date	Description	Prepared	Checked	COO	CEO	Client

DOCUMENT NUMBER						
Project Number	Discipline	Doc Type	Doc Sub Type	Sequential Number	Document Number	Rev
0000	0	0	1	0044	0000-001-0044	2

Contents

1 PURPOSE

The purpose of this policy is to ensure that all RJE employees / contractors understand their responsibilities when operating RJE Company provided vehicles.

This procedure should be read in conjunction with RJE's Driving procedure (reference 0000-001-0025).

2 SCOPE

This document is applicable to all personnel within RJE that have a company allocated vehicle or drive company vehicles.

3 DEFINITIONS

WHS – Work Place Health and Safety
IMS – RJE Integrated Management System

4 REQUIREMENTS

4.1 Overview

This procedure is a guide for employees of RJE Global in relation to company vehicles which broadly includes the following;

- Drivers of company vehicles must be authorised to do so and must hold a current driver's license for that vehicle.
- Drivers are fully responsible for that vehicle while it is in their charge. This includes keeping it clean.
- Traffic regulations and laws must be observed and followed at all times.
- All traffic violations, fines and infringements are the responsibility of the authorised driver of that vehicle.
- Vehicles must be driven at safe speeds according to the road conditions and within speed limits at all times.
- The use of seatbelts is mandatory for drivers and passengers.
- Every courtesy must be shown to other road users and pedestrians.
- No smoking in RJE company vehicles.
- Company vehicles are serviced at the manufacturers recommended intervals and maintained in a roadworthy condition. However, drivers are required to check for obvious defects and report these immediately.
- Operation of the vehicle in a manner consistent with reasonable practices that avoid abuse, theft, neglect or disrespect of the equipment.
- Attention to and practice of safe driving techniques and adherence to current and site specific safety requirements.

4.2 Legislation

Motor Vehicle Standards Act 1989 (Cth)
Motor Vehicle Standards Regulations 1889 (Cth)

These Commonwealth Acts are to be read in conjunction with any supporting legislation that has been implemented in the applicable state:

NSW:
Motor Accidents Act 1988 (NSW)
Motor Vehicles (Third Party Insurance) Act 1942 (Cth)

NT:
Motor Vehicles Act 2015 (NT)
Motor Vehicles Regulations 2013 (NT)
Motor Vehicles (Standards) Regulations 2013 (NT)
Motor Accidents (Compensation) Act (NT)

SA:
Motor Vehicles Act 1959 (SA)
Motor Vehicles Regulations 2010 (SA)

Tas:
Motor Accidents (Liabilities and Compensation) Act 1973 (TAS)
Motor Accidents (Liabilities and Compensation) Regulations 2010 (TAS)

4.3 Management and Maintenance

Vehicle allocation guidelines are established as follows:

Company vehicle used for site work. They are issued for travelling to and from work when based in a site situation and work related travel. These are not to be used for personal use without approval from a Senior Manager for a specific occurrence. Maintenance and fuel are RJE's responsibility except for occasions where personal use has been approved.

Company vehicle used for work which includes vehicles issued to Managers, Senior Employees, Engineers and Supervisors. The fuel costs are born by RJE when being used for work purposes only. In the event you are driving to and from work then these costs are bourne by the custodian of that vehicle. The maintenance associated costs are primarily the company's responsibility. Vehicle damage will be worked out on a case by case basis and is covered further under section 4.9 Insurance Requirements.

It is the responsibility of each driver to keep the inside and outside of the vehicle clean and presentable at all times. The driver of each vehicle is responsible for the basic maintenance of that vehicle. Basic maintenance should include, as a minimum, monitoring and replenishing vital fluids and lubricants:

- Fuel;
- Engine Oil;
- Coolant;
- Washer Fluids;
- Tyre pressure should also be monitored.

No alterations, additions or modifications are to be made to company vehicles without contacting the RJE mobile plant Manager or Transport Manager who will seek approval for the change from a Senior RJE Manager.

RJE allocated drivers are responsible for ensuring that vehicles are filled with fuel. RJE drivers are able to use fuel cards supplied by RJE for each specific vehicle, however if the vehicle is driven for personal use then cost of such use will be paid by the employee or will need to be reimbursed to RJE accordingly.

Regular maintenance and servicing of vehicles is overseen by RJE's Mobile Plant Manager or Transport Manager, reference of which can be located within the RJE Integrated Manual (reference RJE doc. no. 0000-001-0061). The maintenance and servicing requirements of vehicles that are part of an employee's package are to be organised by that employee and the service history provided to the Mobile Plant Manager or Transport Manager. Drivers of an allocated company vehicle are required to complete a monthly light vehicle safety inspection at the end of each calendar month on the RJE monthly light vehicle safety inspection in the RJE inspection books provided with the vehicle. More frequent inspections and reports may be required based on heavy and more frequent use.

Heavy vehicles and plant require daily inspections when being used and the more detailed monthly safety inspections are required at the end of each calendar month.

It is the driver's responsibility to immediately notify RJE of any damage or any mechanical issues to company vehicles that could render the vehicle unsafe or un-roadworthy. These issues are to be reported to the Mobile Plant Controller when acquired or noticed. Punctured tyres must be taken for immediate repair by the driver in consultation with the Mobile Plant Controller.

There is no smoking permitted in RJE company vehicles.

4.4 Traffic Offences – Fines & Infringements

Be aware that prior to receiving a company allocated vehicle or driving a company allocated vehicle that you will be responsible for paying any fines or infringements incurred. Employees will be responsible for all costs, including vehicle costs due to voided insurance, while driving an RJE vehicle without a valid driver's license or any other offence that may occur that would void RJE insurance. If you have loaned your car to another RJE employee, please ensure that you are aware of the date and time of that loan, in the event that a fine is received, otherwise it will be the custodian's responsibility to ensure the fine or infringement is paid in full.

Any traffic violation of infringement of any sort committed by an employee or contractor will remain the sole responsibility of that employee or contractor. RJE will not be liable for any fines or penalties as a result of company vehicle use by its employees/contractors at any time.

4.5 Alcohol, Drugs and the like

It should be noted that RJE's tolerance to drugs and alcohol is zero. An RJE vehicle must not be used by any driver who is affected by drugs, prescribed or social, or alcohol. No employee/contractor can drive an RJE company vehicle with a blood alcohol level above the prescribed limit (insurance becomes void), or be under the influence of medication and/or social drugs which may impair performance.

No support will be provided for any employee who suffers any consequences as a result of being in control of an RJE vehicle whilst under the influence of alcohol or drugs. An employee/contractor, who is found to be affected by alcohol and drugs, will pay for any damage to the RJE company vehicle, other vehicles, people or property as a result of an incident/accident where that employee/contractor is the driver of an RJE company vehicle.

4.6 Security of Vehicles

All vehicles shall be stored safely in out of work hours. Employees at Morphettville with company vehicles are to use the car park provided. Employees of Lonsdale are to use the car park provided. Site personnel are to use parking facilities that have been set up for that particular site or parked in line with site specific RJE requirements.

If you are using a pool vehicle, please ensure this is cleared with the Supervisor of the vehicle prior to use.

Unattended vehicles should be securely locked.

4.7 Mobile Phone Use

Mobile telephones should not be used while operating a vehicle. Using a mobile telephone while driving is an offence and leads to an increased risk of having an accident through lack of attention to driving. If you are involved in an incident/accident, whether during work hours or during personal time in a company vehicle caused by the using a mobile telephone you will be personally liable for any expenses incurred. Your obligation if in possession of a mobile phone whilst driving a company vehicle is to ensure blue tooth is enabled, allow voice mail to handle your calls and return the phone call when you are in a position that is safe to do so, if you need to place or receive a call pull off the road to a safe location, ask a passenger if they are available to make or take the call on your behalf, inform regular callers of your driving schedule and when you will be available to talk.

Please ensure you keep your hands on the wheel and your eyes and mind on the road while driving.

4.8 Accident Management

In the event of an accident, the driver is required to:

- Obtain the other drivers name, telephone numbers and license number
- Advise that your employer is the vehicle owner
- Exchange names of insurance companies
- Obtain name and contact details of witnesses (if applicable)
- Note the time, date and location of the accident on an RJE Incident Report Form (reference RJE doc. no. 0000-099-0047) which can be located from within RJE's IMS.

The driver is not to accept fault or liability, nor sign any statement which may be requested or produced at the scene of the accident.

If the accident appears to be more than $1,000 or in the event of personal injury or dispute, the driver is to call the police. A police report must be made and the incident number recorded and supplied to the direct supervisor of the employee involved in the incident or Managing Director/s of RJE.

Ensure that medical support/advice/assistance is sought for the driver and any passengers if required.

If the vehicle is no longer drivable, request instructions from the direct Supervisor / Manager by telephone on towing or other removal arrangements. Towing should be to the nearest approved repairer.

All accidents, however minor, are to be reported to the employees direct Supervisor and an incident report form (0000-099-0047) completed as soon as possible within a 24 hour period as detailed in the RJE Incident Reporting and Investigation Procedure (0000-001-0012).

If the accident has been caused at the fault of an RJE employee then the circumstances surrounding the accident will be reviewed by senior management at RJE. In general provided that the accident has occurred during work hours whilst carrying out an activity for RJE then RJE full comprehensive insurance may be utilised.

4.9 Insurance Requirements

RJE carry full comprehensive motor vehicle insurance. In the event that an RJE employee is involved in an accident that is deemed their fault and the accident occurs whilst in a company vehicle during work hours whilst carrying out an activity for RJE then in general a claim would be considered to be made with RJE insurance. Working hours are considered relevant even when employees are driving to and from the work place. This is also applicable to employees that are working away from their home base and travelling to and from their accommodation (i.e. camp accommodation) to work. For employees that are working away from their home base and are carrying out a task that is of benefit to RJE and it is deemed appropriate to carry out that task outside of 'normal' work hours then in general a claim would be made with RJE Insurance pending review and approval from a senior manager. Should an employee use a company vehicle for personal use even whilst working away to attend a social function, divert from their designated location for dinner etc. and an accident occurs then they will be deemed liable for incurring a percentage of the cost associated with this. (e.g. average cost of a vehicle valued at $30k would in general incur a personal comprehensive insurance cost of approx. $800.00 per year. If the damage that is incurred to a company vehicle is made through the fault of the RJE employee, then they may be subject to incur that cost and contribute towards the RJE vehicle excess insurance, or be asked to pay a percentage of the cost to repair the vehicle that would not exceed $800.00).

Company vehicles in general are not to be used for site seeing whilst working away and should an employee use the company vehicle rather than a personal hire car, or their own and they are in an accident, which is deemed their fault. Then costs as stated above may be incurred after review with Senior Manager.

If an employee is running errands for work and detours to make a personal errand and is in an accident that is deemed their fault then costs as stated above may be incurred by the employee.

4.10 Theft

In the event of the theft of a company vehicle, RJE employees are required to contact the police. A police report must be made, the incident number recorded and supplied on the police report as well as on the RJE incident report form (0000-099-0047), that must also be completed as detailed in the RJE Incident Reporting and Investigation Procedure (0000-001-0012), within a 24 hour period of the theft occurring. Any theft that occurs must be reported to an RJE Senior Manager.

4.11 Approved Drivers

All RJE employees can drive company vehicles provided they are licensed to do so. If there is a loss of licence for whatever reason, this information needs to be conveyed to RJE Senior Management or HR and the vehicle returned for storing or reallocation throughout the loss of licence period in the event that the vehicle has been allocated to a specific custodian.

Drivers licences will be verified prior to the allocation of any company vehicle to an employee and the employees drivers licence details will be stored within the IMS.

4.12 Fuel Charge Cards

All employees of RJE are responsible for ensuring that their allocated vehicle is filled with fuel. Most company vehicles have an allocated fuel card and this fuel card must only be used for the vehicle to which it has been assigned. Any personal usage from the company vehicle should be taken into consideration and the custodian of that vehicle is to pay for his/her own fuel in this regard.

No miscellaneous purchases are permitted on the company provided fuel cards.

4.13 Monthly Inspection Checks

Monthly vehicle inspections are required to be completed. All monthly vehicle inspection paper work is to be submitted to the RJE Mobile Plant Manager for registering within the IMS and to ensure the reliability / safety of the company vehicles provided.

4.14 Misdemeanour

Any employee/contractor who does not abide by this policy will receive a written warning on the first occasion or may be dismissed. The RJE Disciplinary Procedure (0000-001-0071) will be referenced for any Vehicle Policy non-conformance. Dismissal could also result if an employee/contractor steals from RJE or by using the fuel purchase card (if applicable) for private purchases.

If an employee/contractor cause's damage to a vehicle through his or her negligence, then that employee/contractor may be required to pay for the repair of the damage. Failure to comply with the above policy may result in the removal of vehicle usage or disciplinary action including termination of employment in serious circumstances.

5 RELATED DOCUMENTS

- Driving procedure (0000-001-0025)
- Applicable Journey Management Plans (0000-099-0119)
- Disciplinary Procedure (0000-001-0071)
- Integrated Quality, Health, Safety & Environment Manual (0000-001-0001)
- Incident Reporting and Investigation Procedure (0000-001-0012)
- Incident Report Form (0000-099-0047)

HEAVY VEHICLE TRANSPORT

ACCREDITATION, SAFETY & COMPLIANCE MANUAL

(includes requirements for NHVR and WA Accreditation)

115 Morphett Rd, Morphettville, SA 5043 • Tel +61 8 8300 9500 • Fax +61 8 8300 9501 • www.rjeglobal.com

3	01/02/2024	Updates for Compliance	BD	BD	BD	BD	RAJ
2	11/10/2021	Changes to 2.10	SC	SLH	BD	MC	RAJ
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0	05/05/2020	Issued for Use	SC	SLH	JC	MC	RAJ
Rev	Date	Description	Prepared	Checked	Transport Manager	HV Transport	Director

DOCUMENT NUMBER

Project Number	Discipline	Doc Type	Doc Sub Type	Sequential Number	Document Number	Rev
0000	0	0	1	0073	0000-001-0073	3

Contents

1 HEAVY VEHICLE TRANSPORT REQUIREMENTS - MAINTENANCE

1.1 Introduction

RJE has under its control multi & single combination vehicles. Trailing equipment used in the business drop deck; floats are accredited under the NHVAS maintenance accreditation module.

Our business is expected to manage all equipment & personnel in accordance to the standards of the National Heavy Vehicle Accreditation Scheme Modules.

Our drivers are not permitted, encouraged, or expected to breach any Australian Road Law including fatigue / driving hours, mass, over dimension, speed, or load restraint.

It is the intention of this business to ensure the drivers have the ability and the required training to know their responsibilities towards; daily checks, fault recording, making management aware of general repairs and servicing to be carried out etc.

The intended purpose of this manual is to cover the standards for the NHVAS Maintenance Module.

RJE will approve all loading and maintenance conducted by any outside organisations. These organisations if used will be suitably qualified or experienced to perform the tasks required.

RJE or persons delegated may decide in the future to computerize all record keeping and this may include the use of on-board computer systems in the vehicles.

Contacts:

Matthew Brittain	Transport Manager	matthew.brittain@rjeglobal.com	0437 416 692

1.2 Daily Check

DAILY VEHICLE INSPECTION: NAME DATE SIGN

1. ENSURE YOU ARE FIT FOR DUTY	2. Driver to carry current drivers' licence, logbook (if required)
3. Check fuel level adequate for task	4. Check for fuel/oil/water leaks
5. Check engine oil and water levels	6. Check wheels and tyres for inflation and security
7. Note any visible structure or body work faults or damage	8. Ensure spare wheel is fitted and secure
9. Note any air leaks (report if excessive)	10. Inspect and report any broken or damaged suspension components
11. Check turntables and tow couplings for visible defects	12. Ensure Turntables and ring feeders are hooked up correctly and locked
13. Check load restraints/security	14. Check all lights and reflectors are operational and not damaged
15. Check horn by sounding	16. Check Windscreen/ Mirrors are clean and clear of cracks
17. Check Windscreen Wipers and washers are operational	18. Check that instruments and gauges are working
19. Check Jack, wheel brace is present and in working order	20. Check fire extinguisher and first aid kit are present
21. Check registration label is visible and current	22. Check accreditation label and interception book are present
23. Check correct signs for configuration are displayed (i.e., Road Train)	24. Start engine and listen for loose belts.
25. On commencement of driving apply brakes at low speed soon after take-off to ensure to ensure they are operational	26. Ensure you are carrying all require/relevant paperwork for tasks (i.e.: dangerous goods paperwork, site safety cards , inductions)
27. If required, ensure Mass related paperwork has been completed	28. If required, you have correctly filled in Work diary
29. If any faults are noted these are to be reported in fault reports book or similar.	30. If major or safety related fault is identified must be reported to management ASAP for instruction.
31. Ensure all require PPE (personal protective equipment) for task is present and is in good condition.	

- Please note Daily Inspections are carried out to the limits of visual inspection only. Vehicle is deemed SAFE to operate after completion of this visual inspection.
- By signing off on the daily inspection driver is confirming he/she is FIT FOR DUTY.
- Daily Inspection MUST be carried out every day the vehicle is utilised.
- Daily inspection records must be handed in, to the office/admin. with duplicate logbook pages after each completed work period.
- Fault reports must be reported to management and returned to office ASAP.
- Any on road Breeches or interceptions must be reported to management immediately. Failure to do so may result in disciplinary action or termination.
- Drivers must always behave in a legal and professional manner.

Standard 1 – WA HVA & NHVAS Maintenance: The Maintenance Management system must include a Daily Check for each vehicle when it is in use.

The Daily check is a documented instruction of safety checks. The operator shall define when the inspection is carried out, by whom and how it is to be recorded. The individual completing the daily check shall acknowledge the vehicle to be roadworthy to the limit of the inspection.

All powered vehicles accredited in NHVAS Maintenance shall carry daily check records. This is recorded on a form Daily Check Sheet that can be located within the IMS under document reference number 0000-099-0195.

The records shall show the powered and trailing equipment used for that day; the daily check shall be completed by all drivers' prior to or during the first trip of the day.

All drivers and Sub-contractors shall carry out daily checks (as per Table 1: below) and complete in full the 0000-099-0195 form; the information to be recorded is to include but not be limited too;

a) Powered & trailing equipment;
b) Registration numbers or fleet numbers;
c) The Daily check on equipment is to be completed if the combination alters throughout the day or Journey;
d) Drivers' record the condition of the equipment on the Check List form provided;
e) Any driver or Sub-contractors who fills out the Check List shall be responsible for signing and dating the page once the inspection is completed; and
f) Drivers' or sub-contractors are signing to deem the vehicle and trailing equipment, roadworthy to the limit of the inspection only.

Any faults found through daily inspections and not immediately rectified, shall be recorded by following the procedures contained in this NHVAS Accreditation manual. (Refer section 2)

If the vehicle or trailing equipment is not used, then no pre-trip inspection needs to be carried out.

RJE shall instruct and organise repairs efficiently ensuring fault repairs have priority over all other or general maintenance.

Table 1: The checks carried are to include but not be limited too;
Wheels and Tyres Tyres for pressure (visual check) and tread integrity. Wheels security.
Lights and Reflectors All lights, including clearance lights. All reflectors and lenses.
Windows, Mirrors and Wipers Windows and Mirrors for security damage and grime. Wipers and windscreen washers ensuring clear forward vision.
Structure and Bodywork All panels and readily visible structural members secure and free from cracks Leaks of any fluid (oil, fuel, air, water, refrigerant/coolant, hydraulic fluid, brake fluid or other).
Brakes Brake failure indicators. Pressure/vacuum gauges. Drain contaminants from air tanks
On-Road Vehicle Fault Report any faults found during the daily check are to be recorded within the On-Road Vehicle Fault Report
Tow couplings and drawbars Tow couplings and drawbars to be visually inspected for security and integrity.
NHVAS label and Intercept Report Book: Fitted not obscured free of damage Intercept Report Book is kept with the vehicle
Road vehicle Fault Report. The individual(s) who carried out the check understands that they are certifying the vehicle is roadworthy to the limits of the inspection when the vehicle leaves the yard or depot.

- Table 1 (Checklist)
- 0000-099-0195
- Fault Record Book

1.3 Fault Recording & Reporting

Standard 2 – WA HVA & NHVAS Maintenance: The Maintenance Management System must ensure that provision is made to record and report vehicle faults on both the hauling and trailing equipment.

The driver should be able to record and report any recognisable fault occurring during the course of a journey so that it may be assessed and rectified.

A Fault Record Book shall always be available in each truck. Any Truck & trailing equipment faults found shall be described in the Fault Record Book.

Safety Critical faults, driver must STOP and STAY or pull over if travelling and park in a safe spot and Ref Below as found on their DVIS Book. The manager or supervisor will organise a qualified mechanic to visit the truck. In the case the mechanic cannot fix the issue, the truck may be towed to the nearest Dealer / Workshop. The truck must not be operated until the issue has been rectified.

4547 TRANSPORT FLEET

SAFETY CRITICAL SYSTEM FAULTS TO BE REPORTED/ACTIONED IMMEDIATELY

- **BRAKES**
- **STEERING**
- **SUSPENSION**

DO NOT OPERATE

ESTABLISH POSITIVE COMMS VIA PHONE / EMAIL / IN-PERSON

Danial Zwarts : 0447 632 052

Barry Dellow: 0437 037 524

Matthew Brittain: 0437 416 692

ENSURE FAULT REPORT IS COMPLETED & EMAILED TO
RJEPlantMaintenance@rjeglobal.com

All faults (not repaired immediately) shall be documented in the Fault Record Book for that piece of equipment. If the combination alters, all efforts shall be made to notify the next user and or the owner of the affected equipment.

Each record should show the;

a) Date of recorded fault.
b) Diagnosis of fault (as much detail as possible).
c) Type of vehicle affected, Trailer, Truck etc.
d) Vehicle identification e.g. registration number
e) Name of the person recording fault and.
f) The person or organisation that carried out the repairs.

Example of a fault: the truck has blown a tyre the fault is not the tyre because this is changed immediately. However, a mud flap & lights that are missing caused by the tyre blow out is a fault and is recorded.

Note: If all efforts fail to notify the next used or owner then a written description of the fault is to be left with the affected equipment in a place ie. under the light plug, in a holder provided, or similar. This is so the next user is aware of any fault that may affect roadworthiness or safety.

RJE must be notified as soon as possible, so repairs or appropriate action can be taken before the vehicle or trailing equipment, is returned to service. This applies even if the vehicle is away from base.

- 0000-099-0195
- Fault Recording Book

1.4 Faults Repairs

Standard 3 – WA HVA & NHVAS Maintenance: The Maintenance Management System provides for the identification, assessment and action on reported faults.

The Maintenance Management System has a method of identifying, assessing and taking action on reported faults from any source (i.e. driver, maintenance provider, manager, etc) and determines the priority placed on repair of the fault.

Records shall show action taken to diagnose and rectify where possible all faults recorded.

This may include:

a) Fault repaired;
b) Fault assessed as, Repairs needed, major, minor, monitoring or deferred or no repairs needed etc.

Safety Critical faults, driver must STOP and STAY or pull over if travelling and park in a safe spot and Ref Below as found on their DVIS Book. The manager or supervisor will organise a qualified mechanic to visit the truck. In the case the mechanic cannot fix the issue, the truck may be towed to the nearest Dealer / Workshop. The truck must not be operated until the issue has been rectified.

4547 TRANSPORT FLEET

SAFETY CRITICAL SYSTEM FAULTS TO BE REPORTED/ACTIONED IMMEDIATELY

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ENSURE FAULT REPORT IS COMPLETED & EMAILED TO

RJEPlantMaintenance@rjeglobal.com

All repairs must show repairer / organisation that repaired the vehicle or trailing equipment. The repairer is asked to sign or stamp the Fault Record Book to show clearly that the fault has been closed out. This could be the approved repairer, driver or owner of equipment. Additional proof of a closed-out repair request, may be an invoice of repairs etc.

Ensure all repairs where possible is tested before returning to full service; this can be done by the driver or owner as directed.

Along with all Faults founds affecting roadworthiness, requirements for fuel tax credit accreditation vehicles are to include but not be limited to,

- Increased fuel / oil consumption;
- Loss of engine power; and
- Visible smoke emissions.

These are to be recorded as per this procedure and maintenance staff is to be notified of these and all faults immediately. This is so rectification can be arranged. Management is to be notified even if the vehicle is away from home.

Where a fault has been recorded and a decision has been made that no repair is needed the person / organisation making that decision must be documented.

When faults or repairs need ongoing testing or monitoring, (an upper limit must be set for the repair, if a decision is to defer or monitor,) records must indicate what is to be tested, intervals of testing or monitoring and whom has made that decision. E.g. 1,000 km, next service, when parts are received etc.

RJE or persons acting under instructions from RJE will inspect and test all repairs where possible prior to recommencing full service with that vehicle. The person who tests faults is to sign off faults in the Fault Record Book this may be a driver or Maintenance Personnel.

Knowing that all equipment is well maintained. In the event of repairs urgently needed whilst the vehicle is away from the depot, the closest, most suitable & qualified repairer shall be used to maintain roadworthiness.

Where a fault is deferred, records must indicate the planned time frame for its repair E.g. 1,000 km, next service, when parts are received etc. The person making the decision must also be identified.

RJE shall inform the approved repairer that any faults found at the time of service or brought to the repairer's attention by RJE shall have priority over routine service and maintenance.

- Fault Record Book.

1.5 Maintenance Schedules and Methods

Standard 4 – WA HVA & NHVAS Maintenance: The Maintenance Management System must include Periodic Maintenance Schedules with identified service periods that describe the tasks to be completed.

Evidence, that the vehicles are being systematically maintained. This will be through a series of work schedules pertinent to various vehicle and system components. Within the maintenance schedules, or available to the maintenance provider, will be a description of the tasks for the inspection, service, repair or replacement of components utilised within the vehicle.

RJE & management are to make trucks and trailing equipment available for servicing as near as practical to these documented intervals.

RJE qualified mechanic follows a checklist (refer. Doc C- service & inspection sheet) for annual mechanical inspection on each truck & trailers listed in our fleet. RJE C Service is in lined with NHVR heavy vehicle Inspection Checklist. The annual inspection schedule is tracked through internal workshop scheduling system.

Heavy Vehicle Inspection Checklist

This checklist is used to complete a vehicle inspection that meets maintenance management standard 4 criteria(4). The inspection must be completed or supervised by a suitably qualified person whose name and signature must appear on the form.

*These fields are not mandatory.

Registration #		Owner's Details	
Reason for Inspection*		Inspection location*	
Inspection Date		Make*	
Inspection Time*		Model*	
Odometer		VIN or Fleet #	
Registration Expiry Date*		Vehicle Colour*	

Cross out those items not applicable.

Tick for Pass Cross for Fail ☑ ☒

Item		Pass	Fail
Identification			
1	Registration Plates Affixed and Legible	☐	☐
2	Compliance Plate Affixed	☐	☐
Lights / Electrical			
3	Park / Tail / Number Plate / Clearance	☐	☐
4	Head Lights / Auxiliary Lights	☐	☐
5	Brake Lights	☐	☐
6	Reflectors / Lenses	☐	☐
7	Warning Device / Turning Indicators	☐	☐
8	Wipers / Washers	☐	☐
Glazing			
9	Material / Visibility	☐	☐
10	Window Operation	☐	☐
Seats / Seat Belts			
11	Mountings / Construction	☐	☐
12	Fitting / Operation / Condition	☐	☐
Wheels & Tyres			
13	Wheels / Security	☐	☐
14	Wheel Bearings	☐	☐
15	Tyres Tread Depth & Condition	☐	☐
Body / Fittings/ Protrusions			
16	Corrosion / Security / Damage	☐	☐
17	Door / Bonnet / Catches	☐	☐
18	Rear Vision Mirrors	☐	☐
19	Rear Marker Plates	☐	☐
20	Body Fittings / Bumper Bars	☐	☐
Tow Couplings			
21	Auto Tow Couplings	☐	☐
22	King Pin / Skid Plate	☐	☐
23	Tow Eye / Drawbar / Safety Chains	☐	☐
24	Ball Race Turn Table	☐	☐
25	Goose Neck	☐	☐

Tick for Pass Cross for Fail ☑ ☒

Item		Pass	Fail
Braking			
26	Brake Components	☐	☐
27	Brake Operation(Refer Notes)	☐	☐
Steering			
28	Steering Box / Pitman Arm	☐	☐
29	Arms / Linkages / Wheel	☐	☐
30	King Pins	☐	☐
31	Free Play	☐	☐
Suspension			
32	Springs	☐	☐
33	Hangers / Pins / Bushes	☐	☐
34	Air Bags / Air Suspension	☐	☐
35	Shock Absorbers	☐	☐
36	Axles / Cross Members	☐	☐
Oil / Fuel Leaks			
37	Engine / Driveline	☐	☐
38	Steering / Accessories	☐	☐
Exhaust			
39	Leaks / Design / Security	☐	☐
40	Emissions	☐	☐
Mountings			
41	Engine / Transmission	☐	☐
42	Body	☐	☐
Air Systems			
43	Leaks / Low Air Warning / Contamination	☐	☐
44	Breakaway Protection	☐	☐
Under body / Chassis			
45	Cracks / Security	☐	☐
46	Corrosion	☐	☐
Mudguards / Mud Flaps			
47	Fitted as Required	☐	☐

Notes:

1. If manufacture specifications are unknown refer to the Heavy Vehicle Inspection Manual for minimum requirements.
2. For a heavy vehicle built after 1930, the service brake must bring the vehicle or combination to a stop within 16.5m from a speed of 35km/h.
3. Trailer breakaway protection must be checked for operation.

Name: _____ **Signature:** _____

Approved repairer

Approved repairers are notified by management or staff as to the required service or repairs. A record of the service or repair is to be forwarded to the equipment owner for audit record.

The approved repairers' maintenance staff at workshops or in-house repairers has a description of the tasks to be completed at each service. Refer 0000-099-0198, 0000-099-0232, 0000-099-0215. Once the service is completed using these forms as a guide the type of service is to be recorded on the Service Summary Sheet by RJE or person delegated.

Prime Mover services

Recommend services are at the intervals below;

a) A-Represents 10,000 Kms
b) B-Represents a 20,000 kms
c) C-Represents an annual or 100,000 Kms of service.

Trailing Equipment

Recommend services are at the intervals below;

a) A service; refer 0000-099-0198, 0000-099-0232, 0000-099-0215 (10,000Kms).
b) B Service refer 0000-099-0198, 0000-099-0232, 0000-099-0215 (20,000 Kms)
c) C service; refer 0000-099-0198, 0000-099-0232, 0000-099-0215 form (12 months or 100,000 Kms) (refer ESS -02)

All faults found during routine service must only be repaired after consultation with RJE (If using outside organisations)

Service schedules are based on manufacturer recommendations, years of experience by the delegated service coordinator and on the recommendation from the approved repairer.

All internal and external maintenance repairs are only to be conducted by persons having suitable qualifications or experience to competently complete any maintenance tasks, or to do so under suitable supervision.

RJE shall be informed by the approved repairer & any faults found at the time of service. The approved repairer is to be made aware that any repairs required are to have priority over routine service and maintenance.

- 0000-099-0198, 0000-099-0232, 0000-099-0215 Truck Service Sheets
- 0000-099-0198, 0000-099-0231, 0000-099-0217 for Trailing Equipment Service Sheets
- Service Summary sheet.

1.6 Records & Documentation

Standard 3 – WA HVA & NHVAS Maintenance: Documented evidence must be maintained to demonstrate the effective operation of the Maintenance Management Standards.

Essential to the maintenance system is the keeping and preservation of pertinent records.

RJE management shall establish and maintain documents & procedures to control maintenance, in accordance with standards set and this section of the manual.

RJE is to maintain a current vehicle list and notify NHVAS accreditation team of any changes to that list. ie bought or sold vehicles, as well as the introduction of sub-contractors. This vehicle list will be checked at least quarterly.

RJE also maintains a register for any notice issued against a vehicle for contravening a vehicle standards regulation. The register includes:

the registration and VIN number of the vehicle for which the notice was issued
the date, time and place the notice was issued
the nature of the contravention (description of the defect)
the deadline for the defect to be repaired
the name of the party who conducted the repairs
the date the repair was completed. the authorised entity that cleared the notice.

RJE management must conduct an internal review on quarterly basis to ensure the documentation and procedures are being followed:

The document ensures the following is maintained:

- Fleet Register
- Daily Checks
- Faults recording & reporting.
- Faults & Repair
- Scheduled & Maintenance
- Authorities & responsibilities

HEAVY VEHICLE – QUARTERLY COMPLIANCE STATEMENT
Applicable to Lonsdale ONLY

Quarter Covered:	From:			To:
Number of Vehicles		**Total**		**Check Vehicle List**
Trucks				
Trailers				
Dollies				
Personnel Training		**Total**		**Check Employees Records Train 01**
Done				
Missed				
Daily Checks		**Total**		**Review & Count Daily Check Forms**
Done				
Truck Missed				
Trailers Missed				
No of trips/loads with No D&L recorded				
Corrective Actions		**Total**		**Check CAR's Raised Last Quarter**
Done				
Not Closed Out				
Interception Reports		**Total**		**Check Interception Report Book in Vehicles**
In Breach				
Not in Breach				
Fault Recording		**Total**		**Check Faults Recorded**
Closed Out				
Not Closed Out				
Services Truck		**Done**	**Missed**	**Refer to Templates:** 0000-099-0198, 0000-099-0232, 0000-099-0215
A Servicing				
B Servicing				
C 12 Month Roadworthy				
Total				
Services Trailing Equip		**Done**	**Missed**	**Refer to Templates:** 0000-099-0198, 0000-099-0231, 0000-099-0217
A Servicing				
C 12 Month Roadworthy				
Total				
Medical		**Total**		**Road Train Medical Required**
Attended				
Missed				
Restrictions				
Failed				
Driving Hours		**Total**		**OPTIONAL – Refer yellow Copies**
Drivers Compliant				
Drivers Non-Compliant				
Speed & General Compliance		**Total**		**Comments**
Vehicle Checks				
Driver Checks				
No of Cautions/Infringements/Court Matters				
Date:				

	Name	Signature	Date
Reviewed & Approved:			

Any corrective actions raised are to be recorded on the corrective action report form provided in the manual.

To add a vehicle & label

Labels are obtained by notifying NHVAS Accreditation Team and producing the Roadworthy certificate for that class of vehicle ie, Single, B Double, MAD, Road Train, along with a copy of the registration papers. The Inspection Notice is not permitted to be more than 6 months old. Operator is to complete form MR 1185.

To remove a vehicle & label

If a vehicle has been sold or made obsolete from the system, RJE is to remove the label and return it to the NHVAS accreditation team along with the completed form MR 1180. If the label has been destroyed a statuary declaration will have to be made stating the label number and the reason for removal i.e., label damaged, vehicle sold etc.

Each individual Truck shall carry with it a method of recording faults found on a journey.

Other documents such as, quarterly compliance statements, repairers' lists, health records (If applicable), license details, copies of invoices, yellow copies from drivers work diary etc. shall be stored to prevent damage and deterioration and kept for a minimum of 3 years.

All drivers and Sub contractors shall complete a Daily sheet. This daily sheet is called a 0000-099-0195 form and is to be completed as combination alters. The driver's signature and date when checked shows that the driver is stating the equipment is Roadworthiness to the limit of inspection only.

Due to the nature of the Vehicles used in the NHVAS maintenance module, RJE may decide to record all maintenance performed in a 'Maintenance book' or on computer, to build a service and repair history.

To Change this manual,

Any changes to this manual are to;

a) Be reflected in the amendment pages provided;
b) Include a new issue date at the base of each page affected;
c) Show the reasons why changes were made;
d) Be accompanied with a signature or initial if a pen is used to amend any sections;
e) Changed pages are to be kept for a minimum of 3 years.

This manual is a controlled copy and RJE management is responsible for this and any other Policy / Procedures manuals used in the organisation. A current copy or sections relevant to their employment / responsibilities is to be available.

- Amendments sheet,
- Annex; Documentation section of this manual.
- MR 1185. (add)
- MR 1180. (remove)

The following table of in-service tolerances and wear limits is to be considered when determining the roadworthiness of the vehicle.

Any significant changes to operational requirements, or purchase of additional or replacement vehicles will require a review to be conducted at that time.

Any other relevant tolerances are found in the maintenance manual at the approved repairers.

Component	Limit/Spec
Air brake system: pressure lost when engine stopped	15 kpa /min
Air brake system: pressure when service brakes on	20 kpa
Push rod travel	80%
Brake linings: thickness above shoe	1.5 mm
Steering wheel play (over 450 mm diameter.)	100 mm
Slip joint splines (free play)	1.5 mm
Power steering leaks	0 drops / min
Ball joints free play	manufacturers specs
Kingpins free play	13mm at rim
Shackle pins (over 25 mm wear)	3mm
Shackle pins (under 25 mm wear)	2mm

Cross tube bushings - wear	6mm
Air bag leaks	0 kpa / min
Tyre pressures steer	Makers spec +/-50kpa
Tyre pressures drive	Makers spec+/- 50kpa
Tyre pressures trailer Steer tyre tread depth Drive tyres tread depth	makers spec +/- 50kpa wear bars wear bars
Turntable slack in jaws (horizontal)	2mm
Turntable slack in jaws (vertical)	2mm
Engine and drive line oil leaks	1 drops / min
Fuel system leaks	0 drops / min
Ring feeder or vbg	AS PER GAUGE
Eye of draw bar.	AS PER GAUGE
Trailer king pin	AS PER GAUGE

: AS PER GAUGE EG. MANUFACTURER:

1.7 Responsibilities

Standard 6 – WA HVA & NHVAS Maintenance: The authorities, responsibilities and duties of all positions involved in the management, operation, administration, participation and verification of the Maintenance Management System are current clearly defined and documented.

Responsibility for each operation of the Maintenance Management System is to rest with appropriate people within the road transport operation as nominated by the operator. For operators using accreditation to gain a fuel tax credit, specific reference has to be made to the qualifications of the person responsible for the maintenance of the oil and oil filters, air filters, fuel filters, injectors, injector pumps and valves.

The management of RJE is the main representative for the operation and is responsible for all accreditation schemes including the NHVAS maintenance management module. This module requires all vehicles; captive sub- contractors, outside organised involved in loading, heavy vehicle operators, documentation, the roadworthiness of all vehicles and records generated by the organisation under the maintenance management module be maintained to the standards set out by the governing bodies.

RJE management are responsible for;

a) Ensuring labels are attached to all equipment in a Road Train configuration South of Pt Augusta on Highway 1 including the Northern Suburbs and depots of Adelaide;
b) Ensuring an un-roadworthy vehicle is not used until suitably repaired;
c) Maintaining all records of repairs and maintenance to vehicle/s and towing equipment;
d) Ensuring vehicles and towing equipment are made available for servicing and routine maintenance as close as practical to the documented intervals as per the maintenance program & perform an annual roadworthy on all equipment on the vehicle list;
e) Ensure powered vehicles / engines > 4,500kgs manufactured Before 1st January 06 are under one of the 4 criteria set out in the guidelines for ‘Fuel Tax credits’ found in section 9 or the disc at the rear of the manual;
f) Ensuring compliance with all procedures within this manual;
g) Ensuring the training of any employees, sub-contractors and customers, in the requirements of this manual prior to the commencement of work;
h) Conducting Internal Reviews in conjunction with Quarterly Compliance Statements;
i) Maintaining a current Vehicle List at least quarterly and all other records as required by this manual;
j) Informing State governing bodies of any changes to the Vehicle List;
k) Ensuring at the return of any equipment by sub-contractors and drivers to RJE management shall check for ‘any Faults Recorded’ and close out all faults before returning equipment to service.
l) Ensuring that all route requirements are met as per the “Individual States Documentation” usually this is the Vic / SA Government Gazette notices for the vehicles used (i.e. Low Loader, B Double or Road Train etc) including the latest amendments and the Interception report Book are carried in the vehicle at all times;
m) Check and monitor as required the speed of vehicles in the fleet and;

n) Allowing any party associated with this RJE maintenance system, access to this manual.

Drivers and Subcontractors are responsible for;

a) Completing in full, daily inspections of vehicles, including towing equipment or as the combination alters;
b) Completing the Daily Check required form correctly and sign for equipment used;
c) Completing the required fault recording system if a fault is found on any equipment used including trucks & trailing equipment;
d) Management is to be notified immediately of faults so repairs can be arranged;
e) Ensuring all efforts are to be made to notify the next user and the owner of fault affected equipment;
f) Carrying in the vehicle the Interception Report Book provided by NHVAS Accreditation team and present this book on request to a Police or Transport (RTA /DTEI) Inspectors;
g) Forwarding any completed interception reports to management so they can be discussed and acted upon;
h) Ensuring labels are attached to all equipment in a Road Train configuration South of Pt Augusta on Highway 1 including the Northern Suburbs and depots of Adelaide;
i) Carrying their current medical (Road Train drivers); and license; and
j) Complying with all Australian Road Laws including speed.

Approved repairers are responsibilities for;

a) Completing all maintenance only under direction from RJE Pty. Ltd.;
b) Ensuring any faults found has priority of repair over general servicing and maintenance. Any faults found by the approved repairers are to be reported to RJE immediately;
c) Ensuring all repairs where possible is tested before returning to full service; (this may be done by the driver or owner as directed);
d) Notify RJE if repairs will take longer than first diagnosed, if the vehicle requires further repairs and inspection or if follow up work or monitoring is required;
e) Ensuring the Fault Recording System shows clearly that the fault has been closed out and;
f) Notify management immediately if any vehicle in the fleet is found to have a speed limiter that appears to in accurate or tampered with.

RJE is a medium organisation. The Directors and Managers are the responsible people for the day to day running of the business and the Transport Accreditation Modules.

Administration, Operations/Transport managers are involved in the record keeping and paper trail for the business including the Transport Accreditation Modules.

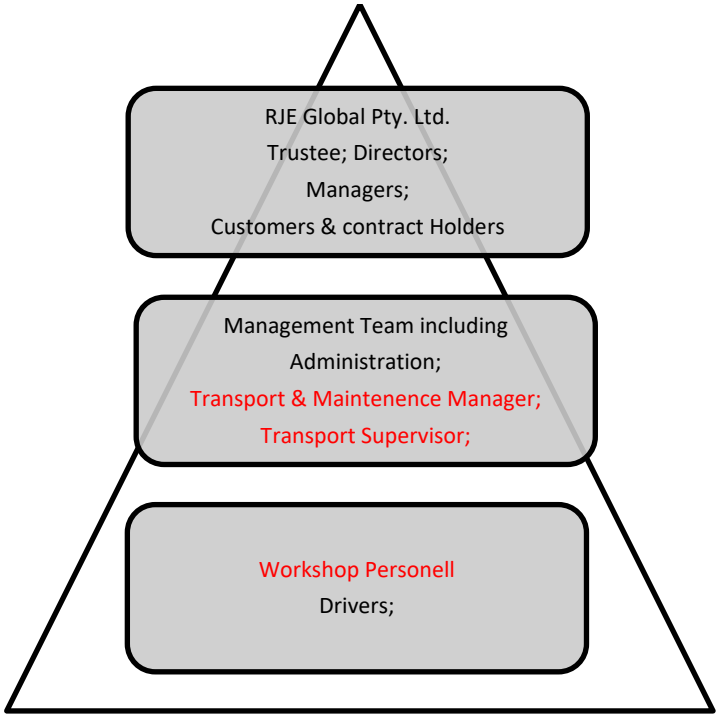
Transport Manager is responsible for reporting a major or significant occurrence and reporting to the NHVR portal.

The Transport Manager & Supervisor (the person in charge of Driver Rosters and Trip plans), is the main liaison between the Snr Management & drivers. Both are responsible for any trip changes and customer requirements including time slots for both loading and unloading are discussed at this level.

Our driver / drivers may be called upon to load / unload, drive and maintain the vehicle.

The workshop is located in house or locally and may decide with larger duties to outsource them to approved repairers.

Note: Each person involved in the organisation, may have more than one role or job description.



1.8 Internal Review

Standard 7 – WA HVA & NHVAS Maintenance: The Maintenance Management System must be subject to annual internal review to verify that all results and activities comply with the systems policies, procedures and instructions.

An internal review of the Maintenance Management System is a regular look at the system against the standards to see that it complies. An effective review will pick up problem areas in the basic requirements, show failures to comply with procedures, and identify non-compliances that should be fixed as soon as possible.

RJE management is responsible for conducting an internal review of all the records, procedures and systems covered in this manual at least annually. This review is to be conducted by using a copy of this manual as a guide and an Audit check sheet provided to ensure policy and procedure are being followed.

Note: Remember you are checking that what is written in the manuals is being done by the operators and management. If not a NCR is written and you may have to change the manual (refer section 5) or what is being done by drivers and management.

Appropriate records shall show process is being followed. The audit should also examine the relevance of procedures to the operation and be used to identify opportunities for improvement. This task should serve as a performance review of the entire operation.

The review is to cover the following critical areas;

a) Vehicle Maintenance & Mass;
b) Training;
c) Driver and Vehicle Operations / Management,
d) Interception reports received by operators and;
e) Drivers Heath. (Applicable only if operating Road Trains in SA and for the Fatigue Management scheme nationally).

A written report is to be prepared and should identify any/all non-conformance with procedures. Non-conformances are to be detailed on the non-conformance report form. (Form 0000-099-0001) This review form 0000-099-0001 is to be passed on to RJE management within 7 days of the review.

RJE management is to correct all non-conformances within 7 days and maintain a record of action taken (Form 0000-099-0001)

Copies of internal review reports and corrective actions taken are to be retained for a minimum of 3 years and for reference for external auditing purposes.

Where practicable persons delegated to perform internal reviews should be independent to the activities under review.

- Review Planner
- Internal review report
- 0000-099-0001
- Quarterly Compliance Report 0000-099-0155

1.9 Quarterly Compliance Statements

RJE management is responsible for the conducting of a quarterly review of the key compliance indicators of the operation.

Note: Remember you are checking that what is written in your manual is being done by the operators and management. If not, a Non-Conformance Report (NCR) is written and you may have to change the manual (refer section 5) or what is being done by operators and management. REFER STANDARDS rear of manual before changes are made.

This review must record statistics as detailed on 'Quarterly Compliance Statement' which include;

Maintenance Management:

a) Number of vehicles in the accredited fleet. A current vehicle list is to be maintained. Notify Accreditation Team of any changes to the list. E.g. Bought or sold vehicles, the introduction of sub-contractors etc;
b) Total number of daily vehicle checks done over the period and the number of times they were not done or that drivers have not completed correctly;
c) Total number of scheduled services completed and the number of times where they were not carried out at the required interval; this to include the vehicles manufactured before 1st January 1996 and claiming Fuel Tax Credits;
d) Total number of fault reports that were raised by drivers, staff or approved repairers and also if they were not closed out;
e) Drivers who were placed on work restrictions by doctors. (applicable only if operating Road Trains);
f) Interception reports received for the quarter.

A written report is to be prepared and should identify any/all non-conformance found. Non-conformances are to be detailed on the non-conformance report form. (Form 0000-099-0001)

RJE management is to correct all non-conformances within 7 days and maintain a record of action taken (Form 0000-099-0001)

The Quarterly Compliance Statement shall be reviewed and approved by management of RJE management this will be indicated by a signature.

The results of the Quarterly Compliance Statements will be used as a tool for continuous improvement.

All Quarterly Compliance Statement will be kept as a quality record and available on demand and at the time of audit. These records must be kept for a minimum of 3 years.

- Review Planner;
- Internal review report;
- 0000-099-0001;
- Quarterly Compliance Report 0000-099-0229

Standard 8 – WA HVA & NHVAS Maintenance: The persons who hold a position of responsibility under the Maintenance Management System are trained in and familiar with the specific policy procedure and instruction they are to carry out.

Training and education is essential to ensure all employees, including managers understand the Maintenance Management System, and have the appropriate knowledge and skills to carry out the tasks given to them.

Induction Training Requirements

RJE management is responsible for completing induction training of all staff that has responsibilities under the Transport Accreditation systems. This includes drivers both casual, full time, sub-contractors, hire staff, schedulers, rosters etc. Induction training is to be recorded on a form. RJE Management is to provide training either by personal involvement, internal or external process.

NHVAS Maintenance

This should include but not limited to:

a) Business needs and practices
b) Fault diagnosis and reporting
c) Daily vehicle condition and report
d) Business maintenance practices
e) Load restraint and weight requirements and
f) Health and Fatigue management. (If required)
g) Vehicle operation, control and use
h) Weight verification
i) Importance of the NHVAS labels;
j) Road rules and relevant legislation including the use of the Interception Report Book
k) Document handling and
l) The consequences of speeding in business vehicles.

Training records for induction can be recorded either electronically or manually depending on the situation determined by RJE management. All records shall be kept for audit purposes for a minimum of 3 years.

- 0000-099-0190
- Driver Training Handbook.

1.10 Fuel Quality (For Operators Using Accreditation To Gain A Fuel Tax Credit)

Standard 9 – NHVAS Maintenance: Fuel purchased for use in the vehicle must be obtained from a reputable supplier and when stored, the storage facilities must be properly designed and maintained to prevent fuel contamination and deterioration.

Control of the diesel fuel quality is essential to minimising the environmental damage caused by the emissions from a heavy vehicle.

All fuel purchased will be from a recognised and reputable organisation.

If fuel is stored on site, it is to be protected from contamination & deterioration.

All services conducted on equipment with engines manufactured before 1st January 1996 are to follow strict guidelines for servicing and fault recording.

1.11 Drivers Health

Standard: Legislation for BFM & Road Train operation South of Pt Augusta on Highway 1

RJE management may take on the responsibility to ensure all of his drivers undergo regular health checks to the standards of the Assessing Fitness to Drive 2003. This requirement is to be met when the NHVAS Basic Fatigue Management, Road Train access the Northern Areas (Highway 1 South of Pt. Augusta) is required & or WA Fatigue management schemes are adopted.

Transport SA requirements for Road-Train:

To meet the requirements of the SA legislation for the operation of a Road Trains travelling south of Pt Augusta, the drivers shall be complete and carry a current medical examination to the standards of the Assessing Fitness to Drive 2003. at the intervals described below;

a) Every 3 years up to the age of 49; and
b) Drivers aged 49 years and over are to have a medical at least, annually.

National BFM & AFM;

a) Every 3 years up to the age of 49; and
b) Drivers aged 49 years and over are to have a medical at least, annually.

WA requirements.

To meet the requirements of the WA legislation all drivers are to have a medical at intervals of;

a) The medical is required every 3 years and shall be conducted to the standards set out in the WA codes of practice.
- Fatigue section of this manual.
- Annex;
- Drivers Medical Certificate;
- Drivers register.

1.12 Speed Compliance Business Vehicles

Standard: Chain of Responsibility Legislation

Our business has decided that speeding is not to be tolerated in our workplace. Our trucks are speed limited to 100 kph. Our drivers are aware of the legislative requirements i.e. State limits, vehicle legislated speed limits, speed in towns and obeying the marked / sign posted speed.

Our business does not expect any driver to breach a road law including speeding to meet a time slot. If time slots cannot be made the drivers are to contact management so arrangements can be made.

Our drivers are expected to face the consequences of any speeding offence.

All speeds greater than allowed by law are a breach of Australian road law. Through the chain of responsibility Legislation even a minor breach < 3kph could attract a large fine for the driver & then our business could also be fined.

Monitoring of speed is random between vehicles however it is the intension of the business to monitor and check speed limiters of each vehicle at least 12 monthly.

Other methods for checking speed compliance could be by fuel usage checks; on board program monitoring conducted at approved repairers, Tacho-graph cards if used, trip times monitored, GPS etc.

Management is to be notified of any breach to the speed limits detected by outside organisations, ie vehicle tampering, incorrectly set speed limiters on vehicles etc.

Drivers are to notify management of any breaches raised against a vehicle so investigation can begin as to why the breach occurred.

Drivers running vehicles off hills will not be tolerated. Our business feels this extremely reckless, dangerous and potentially damaging to vehicles. This will be treated as wilful misconduct or vehicle abuse and the drivers will be places on notice (Official Written Warning)

Drivers will also be placed on written warning if the speed of their vehicle exceeds the allowed for that vehicle combination;

Maximum State (SA) speed limit for;

a) Single truck trailer / prime mover & semi-trailer 100kph;
b) B Double 100kms;
c) Road Train State limit is 90kms. (SA) Allowed 100kms on the Eyre & Stuart Highways.

Any driver tampering with any vehicle is found that increases the vehicles speed, it will be considered wilful misconduct and abused of equipment by the drive and the driver will be terminated after investigation.

There shall be a method of identifying drivers of business vehicles including business cars. Its use will depend on the number of business vehicles, drivers and the discretion of the business.

Example of a Business Vehicle register:

Vehicle ID	Driver	Date	Time out	Time in	Journey to

2 HEAVY VEHICLE TRANSPORT REQUIREMENTS - FATIGUE

2.1 Scheduling

Standard 1 Standard Hours - Scheduling (Standards hours only) and Rostering. Scheduling of trips & Rostering of drivers are to be in accordance with limits prescribed in legislation.

Standard 1 WA: Scheduling. A Fatigue management system must ensure that the drivers are not required to drive unreasonable distances in insufficient time & without sufficient notice & adequate rest. Scheduling must include Fatigue Management measures, where practical & appropriate pre-trip or forward planning to minimise fatigue. Scheduling practices must not put the delivery of the load before a driver's safety and health.

a) NHVAS BFM Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008;
b) WAHVA Occupational Safety & Health Regulations 1996 (WAOSH) or
c) The Code of Practice "Fatigue Management for Commercial Vehicle Drivers" (COPCVD).

Scheduling of trips are in accordance with the requirements of the WAOSH for Commercial Drivers & Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008.

This is done by ensuring that training is done for the scheduler and the working hours are available to the scheduler and drivers in locations required. All schedules and rosters are documented.

Drivers are not allowed to operate outside the legislated requirements for each state.

Our company reviews driver's information gathered on the trip to check the schedules are allowable and being followed. This review is to take place quarterly and include schedules and Rosters. (Refer internal review section.)

If the schedules used are assessed over time as not successful or usable, they are to be changed and the drivers notified of any changes.

The operating systems in place by this company are to be flexible enough for the drivers to effectively manage unforeseen circumstances that require changes to his or her schedules. The driver is to notify management immediately of the circumstance. Ie, road works, road damage, bad weather etc.

If a schedule or roster is altered the risk of fatigue is to be minimised this is to consider but not be limited to previous workload, time off, returning from leave, queuing, loading & unloading times, extremes of weather, returning from leave or prolonged illness etc.

The schedules, rosters, trip sheets and any other documentation generated are to be kept by management to prove an auditable trail.

Our company will ensure the same scheduling practises apply to all drivers, including casual, relief, labour hire & subcontractor drivers. This is done by ensuring all drivers regardless of position have training if required to travel to WA or use BFM.

Drivers are considered and encouraged to have a part of the decision-making process for schedules of unusual trips and local work.

All drivers' schedules / Rosters are to allow the driver to recover from the general fatigue of a trip and to ensure the trip can comply with all legislative requirements. All Rosters and schedules are also to be reasonable in expectation and are achievable under the state's legislation and jurisdictions.

Our schedulers will give the drivers sufficient advanced notice pre-trip notification to ensure drivers can comply with all state's legislation. This is done by phone, fax, SMS email or general conversation.

- Trip plans;
- Driver Rosters;
- Traffic (Heavy vehicle Driver Fatigue) Regulations 2008;
- WAHVA Occupational Safety & Health Regulations 1996 (WAOSH)
- The Code of Practice "Fatigue Management for Commercial Vehicle Drivers" (COPCVD)

2.2 Rostering

Standard 1 Standard Hours: Scheduling and Rostering. Scheduling of trips & Rostering of drivers are to be in accordance with limits prescribed in legislation.

Standard 2 WA: Rostering A fatigue management system must ensure that the rosters & workload met the commercial vehicle standard requirements of the WAOSH of commercial vehicle drivers. This will maximise the opportunity for a driver to recover from the effects or onset of fatigue.

Scheduling of trips are in accordance with the requirements of the WAOSH for Commercial Drivers & Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008;

This is done by ensuring that training is done for the scheduler and the working hours are available to the scheduler and drivers in locations required. All schedules and rosters are documented.

The schedules, rosters, trip sheets and any other documentation generated are to be kept by management to prove an auditable trail. The auditable trail also includes the driver's records including drivers trip sheets are checked regularly (quarterly). The records are checked & shall meet the Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008; WAHVA Occupational Safety & Health Regulations 1996 (WAOSH) legislation.

If discrepancies are sighted in the documentation it is investigated and reported to management. All detected breaches by drivers or schedulers are to be raised as an NCR and forwarded to management. Refer internal review section.

All drivers are requested to communicate needs to management of holidays, sick days etc, so that management can maintain rosters and schedules for transport needs of its customer base.

Rostering shall ensure that:

a) When designing company rosters the Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008; (National Driving Hours Standard or BFM) and WAHVA Occupational Safety & Health Regulations 1996 (Western Australian WHS) or revised editions. Is consulted. Refer Disc Rear of the manual
b) Driver sleep and rest time is included to accurately arrange rosters;
c) Drivers' time off & drivers' rosters are as regular as practicable;
d) Control measures are defined when compliance is not practicable; Note!! WA or AFM Only.
e) Operating procedures and policies are identified. These shall not exceed normal operating limits;
f) Schedules and rosters do not extend beyond approved limits;
g) Rostering and schedules consider relief and casual drivers; and
h) Drivers' are encouraged to have input into their schedules to ensure trip plans are achievable.
    - Trip plans;
    - Driver Rosters;
    - Traffic (Heavy vehicle Driver Fatigue) Regulations 2008;
    - WAHVA Occupational Safety & Health Regulations 1996 (WAOSH)
    - The Code of Practice "Fatigue Management for Commercial Vehicle Drivers" (COPCVD)

2.3 Rostering - WA Travel Only

The information below is to be considered when designing a roster for WA travel ONLY

Non-participating States ie WA, ACT, requires that all drivers entering WA from another state must complete their Work Diary for 7 days. This is to be done at Standard hours, BFM, or AFM, whichever the trip was started in. Once the driver has been in WA for 7 days then the driver can revert to the WA Fatigue standards if the company is accredited.

WA Basic Principles for Scheduling and Rostering review table 4.

Table 4

SCHEDULING AND ROSTERING REQUIREMENTS
(Basic Principles)

Scheduling and Rostering

- Driver must be given at least 24 hours notice to prepare for Working Time of 14 hours or more
- A solo driver should have the opportunity for at least 7 hours continuous sleep in a 24 hour period
- In night shift operations, hours of Active Work should be reduced to reflect the higher crash rate from fatigue between 1 and 6 am
- Continuous periods of Active Work must not exceed 5 hours
- Flexible schedules permitting Short Break Time or discretionary sleep
- A solo driver should have the opportunity for at least 7 hours of continuous sleep in 24 hours and preferable between the hours of 10pm and 8am
- Driver does not exceed 168 hours Working Time in 12 days
- Driver has at least one day on Non Working Time in 7 days, or two in 14 days
- Minimise irregular or unfamiliar work rosters
- Minimise schedules and rosters which depart from day time operations when drivers return from leave
- Total Non Working Time is at least 7 hours in 24 and 27 hours in 72 hours
- 24 hours of non work time between shift changes (eg. day to night shift)
- Minimum Short Break Time is 10 minutes to be taken during or after 5 hours work time

WA Countermeasures for extending times over the standard hours found below.

Countermeasures (WA) are to be introduced if the planned operating limits are to be exceeded for any reason. Acceptable reasons for work time exceeding operating limits may include but not be limited to:

a) Extremes of weather;
b) mechanical breakdown;
c) Injury; and
d) General emergency.

Counter measure 1: WA only

As a counter measure to offset fatigue, Drivers will be required to have a minimum of 10 hrs off between shifts if they work more than 14 hrs in a day.

Counter measure 2: WA only

If the driver works or drives an average of 16 hours per day for 3 days in a row, the operator is required to have a 24-hour period away from the vehicle. This is to ensure that the rosters don't plan for the maximum allowable.

Counter measure 3: WA only

Drivers are to stay in accommodation i.e. Motels, on site huts, quarters wherever possible if an average of 16 hrs or 3 days is expected. When drivers are on the road then the sleeper berth will be used. This sleeper berths are to meet ADR specifications.

- Trip plans;
- Driver Rosters;
- Traffic (Heavy vehicle Driver Fatigue) Regulations 2008;
- WAHVA Occupational Safety & Health Regulations 1996 (WAOSH)
- The Code of Practice "Fatigue Management for Commercial Vehicle Drivers" (COPCVD)

2.4 Drivers Health

Standard 2 Standard Hours: Fitness for duty: Drivers are in a fit state to safely perform required duties & meet the specified medical requirements.

Standard 3 WA: A Fatigue Management System must include requirements to ensure drivers present themselves in a fit state to safely perform their duties.

Management has the responsibility to ensure all drivers undergo regular health checks. This requirement is to be met for Standard Hours, WA Fatigue Management scheme or if the operator uses Road Trains in South Australia.

DTEI (Transport SA) & WA Fatigue Requirements:

To meet the requirements for WA Fatigue & National legislation for the operation of BFM, AFM, Dangerous Goods License and DTEI Transport SA for all Road Trains travelling south of Pt. Augusta, the drivers shall complete medical examinations at the intervals described below and carry the medical certificate in the vehicle. The medical shall be to the standard of Assessing Fitness to Drive 2003 (revised 2006) by Austroads (or equivalent document approved by the Australian Transport Council):

a) For drivers aged 49 years or under medicals are required every 3 years;
b) For drivers aged 50 years or older, medicals are required annually; and
c) WA Accreditation requires medicals to be completed every 3 years.

The Health checks must be carried out by a Medical Practitioner in accordance with the "Assessing Fitness to Drive 2003" by Austroads (or equivalent document approved by the Australian Transport Council). The medical certificate must certify the driver is fit to drive a heavy vehicle. The examination must include an assessment to detect drivers in the high-risk group for sleep disorders. Any medical certificate which contains all information from the "Assessing Fitness to Drive 2003" and the Medical Examinations certifies the drivers are fit to drive a heavy vehicle will be acceptable for this purpose.

All new or replacement drivers shall undergo medical checks before commencement of their duties. A copy of the driver's medicals will be required to be kept on site. The driver will be added to a register showing the name, age, due date of next medical etc:

All employees new and old will be required to sign the Drivers Fatigue Policy. This is to be filed and retrieved for audit purposes. Driver's signatures are a declaration stating that each "Drivers must present themselves for duty unimpaired by fatigue, alcohol or drugs" throughout their trip / shift fit for duty. This will be diligently supervised as far as practicable.

Drivers are reminded regularly of the importance of a well-balanced diet and exercise. This could be in the form of handouts or courses etc. Counselling is available through the business appointed Employee Assistance Programme & Training organisation. I.e. Corporate Health Group 10 Railway Tce Mile End. SA. 5031, Salvation Army etc.

Drivers are required to show that they are fit on a daily basis. Drivers who sign and tick for the Daily checks on equipment are stating that they are 'Fit for Duty' for that day and that they hold a current license for the vehicle used and have had the required rest breaks. Drivers are aware and will refer to the NTC Heavy Vehicle Driver Fatigue Risk Check list for Drivers. This check list is a guide only and should be used as a tool to aid in self-assessment. This is distributed to all drivers and a copy is found at the rear of manual for referral.

If drivers are not fit for duty, management is to be notified immediately so replacement drivers can be arranged. Doctors' medical certificates may be required. Refer company policy.

Two up drivers are to have medicals and training also. Careful driver recruitment is essential to the company when two up drivers are used. Refer Two up Drivers section 2.17.

If drivers don't consider him / her fit for duty, then management is to be notified ASAP so replacement drivers can be arranged.

Management is to insist that drivers remain in a fit state for duties expected. All drivers could be considered on probation for the first 3 months. At the end of this term a decision will be made as to whether drivers are to be selected for full time employment. The time spent on sick leave may play a part in this decision.

Management is to remind drivers of the company's policies on Drug, Alcohol and Fatigue on a regular basis. Management shall point out also that outside influences may affect their duties ie. recreational activities, second job, insufficient sleep, poor sleep, prescribed drugs etc. reminders may include, memos, meetings or statements placed in the workplace, etc.

2.5 Drivers Health & Readiness for Duty

Management is to notify existing drivers and all new drivers that the company has the right to insist on various random testing methods under the Fatigue code of practice.

This testing may include but not be limited too;

a) Breath testing;
b) Random drug testing; and
c) Skills testing.

Management shall check rosters quarterly for efficiency and improvements regularly. Consideration shall be given to drivers that become fatigued and sufficient time off shall be supplied for recovery.

Although management takes all steps to prevent fatigue, Management shall monitor the recovery and treatment of drivers if they become fatigued.

Management shall display the company Policy Drivers Readiness for Duty Policy in the workplace or make it available on request to all relevant staff.

Management is to arrange for all records to be checked and recorded quarterly. All records are to be stored for 3 years and retrieved for audit purposes as requested.

- Medical Assessing Fitness to Drive 2003;
- 0000-099-0236;
- Driver Fatigue Risk Check list for Drivers;
- Letter Employee Assistance Programme & Training organisation; and
- Drivers Fatigue Policy.

Note: Additional information available via www.austroads.com.au/aftd

2.5.1 Solo Drivers

Solo drivers

TIME	WORK	REST
In any period of...	A driver must not work for more than a **maximum** of...	And must have the rest of that period off work with at least a **minimum** rest break of...
5 ½ hours	5 ¼ hours work time	15 continuous minutes rest time
8 hours	7 ½ hours work time	30 minutes rest time in blocks of 15 continuous minutes
11 hours	10 hours work time	60 minutes rest time in blocks of 15 continuous minutes
24 hours	12 hours work time	7 continuous hours stationary rest time*
7 days	72 hours work time	24 continuous hours stationary rest time
14 days	144 hours work time	2 x night rest breaks# **and** 2 x night rest breaks taken on consecutive day

**Stationary rest time is the time a driver spends out of a heavy vehicle or in an approved sleeper berth of a stationary heavy vehicle. #Night rest breaks are 7 continuous hours stationary rest time taken between the hours of 10pm on a day and 8am on the next day (using the time zone of the base of the driver) or a 24 continuous hours stationary rest break.*

2.6 Fit & Not Fit for Duty

Standard 2 Standard Hours: Fitness for duty: Drivers are in a fit state to safely perform required duties & meet the specified medical requirements.

Standard 3 WA: A Fatigue Management System must include requirements to ensure drivers present themselves in a fit state to safely perform their duties.

If drivers find themselves not fit for duty, the following procedures may be invoked.

Un prescribed Drugs: May be Instant dismissal.

Alcohol:

If detected in the workplace (excluding vehicles) by a random Breath Test and he / she is not in charge of a commercial vehicle at the time of detection with BAC > 0%. This will be at the Management's discretion. This could be, but not limited to:

a) For first offence the operator could be stood down for 24 hours and a written letter of warning is presented;
b) Alcohol > 0% BAC second offence the operator could be offered counselling and yard duties may commence immediately if available.

Alcohol if detected by a random Breath Test and he / she is in charge of a commercial vehicle at the time of detection with BAC > 0%. Management could decide on Instant dismissal.

Illness:

A safe and healthy environment is a cost saving and highly productive workplace. Our company understands that illness happens. If this occurs management is to be notified and we will arrange for a replacement operator immediately.

Management is to be notified immediately of drivers whom are not fit for duty ie illness, drugs, alcohol, lifestyle, medical issues etc. This is so the office can arrange a replacement driver.

Termination Policy:

Our company reserves the right to terminate employment after investigation of any driver if their job requirements are not met and this includes fitness for duty, (sick days without doctor's certificates) drugs, alcohol, and fatigue issues.

This will also include but not be limited to: putting yourself and or others in danger, wilful misconduct, equipment abuse, vehicle tampering, theft, bullying, fighting, abusive language or behaviour, vilification, sexual abuse, sexual/harassment, fatigue, alcohol & drug related issues, continued company Legislative or road law breaches & slanderous accusations against the company either in writing, verbally or through social media.

- Drivers Fatigue Policy
- Termination Policy

Any breaches to the fitness for work requirements will follow the RJE Global Disciplinary Procedure reference 0000-001-0068.

2.7 Fatigue Knowledge & Awareness Training & Education

Standard 3 Standard Hours: Fatigue Knowledge & Awareness: All personnel involved in the management, operation, administration, participation & verification of the **Standard Driving Hours** option can demonstrate competency in fatigue knowledge and skills in fatigue management relevant to their duties.

Standard 4 WA: A Fatigue Management System must ensure that all persons associated with the management of fatigue have the appropriate knowledge and skills to undertake their required tasks & therefore practise effective fatigue management.

WA Training Requirements:

a) Induction training plus;
b) Certificate Training;
c) Certificate course available through internet. www.safetyline.wa.gov.au/fatigue or the TLIF 1007C accredited course is required as proof of certified training.

Training records for induction can be recorded either electronically or manually depending on the situation determined by RJE management. All records shall be kept for audit purposes for a minimum of 3 years.

Any new or additional staff (e.g. casual staff) Sub Contractors where used, shall have training in above areas of fatigue. The areas of training include Fatigue Codes of Practice and Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008 for fatigue, scheduling, rostering, health including readiness for duty, documentation of procedures, reporting of incidents.

WA drivers are encouraged to constantly communicate concerns of any fatigue risks.

Drivers' training records are to be checked quarterly and recorded on a Fatigue QCS -01.

- Induction Training record 0000-099-0190.
- Training register;
- Quarterly compliance statement 0000-099-0155
- Staying alert at the wheel;
- Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008; & Occupational Safety & Health Regulations 1996 (WAOSH)

2.8 Responsibilities

Standard 4 Standard Hours: Responsibilities: The authorisation, responsibilities & duties of all positions involved in the management, operation, administration, participation & verification of their operation under the **Standard Driving Hours** option are current, clearly defined & documented & carried out accordingly.

Standard 8 WA: Responsibilities: The authorisation, responsibilities & duties of all positions involved in the management, operation, administration, participation & verification are current, clearly defined & documented. Drivers, managers & schedulers must understand their responsibility in relation to the hazards & risks & how these hazards & risks may be managed & controlled.

Management is responsible for:

a) Minimising or eliminating the risks of fatigue for our drivers;
b) Ensuring that scheduling / rostering is suitable for the distance to be travelled and within the guidelines of the Fatigue Codes of Practice and Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008; Refer Disc Rear of the manual.
c) Ensuring all staff and heavy vehicle drivers are aware of their responsibilities for Readiness for duty by signing the Company Fit for Duty policy & daily on the daily sheet;
d) Reviewing all copy from the drivers work diary that is returned from the drivers within 21 days of drivers' activity;
e) Maintaining current medical examinations as scheduled;
f) Ensuring compliance with all procedures within this manual;
g) Ensuring the training of any employees, sub-contractors and customers, in the requirements of this manual prior to the commencement of work;
h) Conducting Quarterly Compliance & Internal Reviews;
i) Correcting any NCR's raised;
j) Maintaining a current register of all incidents and investigate cause to prevent reoccurrence;
k) Controlling all manuals used in the organisation. Ensuring any or all-current copies are available to all employees wishing to view procedures relevant to their employment;
l) Maintaining all other records as per the requirements of this manual; and
m) Encouraging communication with all drivers and all staff. Through meetings, memos, phone conversations, open door policy etc, all members of our staff are encouraged to communicate freely with management to achieve a safer fatigue free environment.

Drivers and sub-contractors are responsible for:

a) Communicating unforeseen fatigue risks ASAP to management;
b) Ensuring they are fit for duty to the standards of the Heavy Vehicle Driver Fatigue Risk Check list for Drivers;
c) Completing in full, all relevant paperwork as requested by management concerning fatigue management;
d) Adhering to as near as practicable, the Trip Plan, scheduling and rostering designed by the combined efforts of heavy vehicle drivers and management;
e) Completing medical examinations (to the required standards and as scheduled). Medicals are to be carried if operating a Road Train Sth of Pt Augusta ;
f) Notifying management immediately of any incidents they are involved in, if the drivers considers it to be a matter of safety to him / her or others; and
g) Returning all relevant paper work to their place of employment; in the case of Work Diary pages this is to be done within 21 days.

Schedulers are responsible for:

a) Acting upon information from management and drivers to monitor and reduce the risk of fatigue throughout the workplace;
b) Appointing persons for the purpose of scheduling and rostering drivers to work. This shall be done in accordance with the manual, the Fatigue Codes of Practice & Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008; & Occupational Safety & Health Regulations 1996 (WAOSH) or revised editions Refer Disc Rear of the manual.

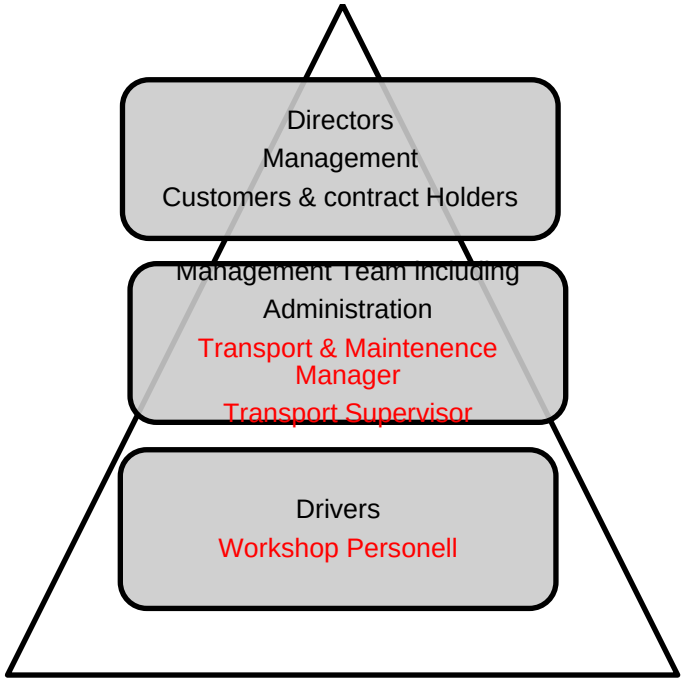
- Organisational Structure; and
- Job descriptions;
- Heavy Vehicle Driver Fatigue Risk Check list for Drivers;
- Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008; & Occupational Safety & Health Regulations 1996 (WAOSH)

2.9 Responsibilities & Organisational Structure

RJE is a medium sized organization & the Owner / Director is named as the responsible person;

a) The Maintenance Manager controls the daily operation of the business;
b) The Transport Supervisor (the person in charge of Driver Rosters and Trip plans), is part of the management team and the driver is consulted with any trip changes and customer requirements including time slots for both loading and unloading;
c) Our driver / drivers may be called upon to load / unload and drive the vehicle and
d) The workshop is located in house or locally with larger duties outsourced.

Note: Each person involved in the organisation, may have more than one role or job description.



2.10 Suitable backup when responsible persons are not available

When the Lonsdale Transport Manager is not available, RJE engage the services of the Transport Supervisor & Graduate Manager to manage this department in any absence.

RJE have 2 project schedulers that also cover each other in any absence and all transport requirements where drivers are needed are scheduled around leave that any of our 4 drivers may require.

2.11 Internal Reviews

Standard 5 Standard Hours: Internal review: An internal review system is implemented to identify non-conformances & verify that the activities comply in accordance with NHVL.

Standard 9 WA: Internal Reviews: A Fatigue Management System must be subject to annual internal review to verify that all results & activities comply with the system's policies, procedures & instruction.

Appropriate records shall show process is being followed. The audit should also examine the relevance of procedures to the operation and be used to identify opportunities for improvement. This task should serve as a performance review of the entire operation.

Persons delegated to perform internal reviews should be independent to the activities under review.

Management is responsible for the conducting or delegating people to conduct an internal review of the records, procedures and systems covered in this manual at least annually.

This review is to be conducted by using a copy of this manual as a guide and an Annual review Matrix -01 form to ensure:

a) company procedures are meeting the WA Fatigue standards required;
b) What is described in the manual is being followed;

The review is to include but not be limited to:

a) Scheduling & Rostering;
b) Fitness for Duty;
c) Fatigue Knowledge & Awareness;
d) Responsibilities;
e) Internal review;
f) Records & Documentation; and
g) Incidents & Accidents.

A written report is to be prepared and should identify any/all non-conformance with procedures. Non-conformances are to be detailed on the non-conformance report form. (Form 0000-099-0001) This review form 0000-099-0001 is to be passed on to Management within 7 days of the review. Ref 1.6

Management is to correct all non-conformances within 7 days and maintain a record of action taken. (Form 0000-099-0001)

Copies of internal review reports and corrective actions taken are to be retained for a minimum of 3 years and for reference for external auditing purposes.

- Technical report template 0000-099-0100
- form 0000-099-0001;
- 0000-099-0236

2.12 Quarterly Compliance Statements

As per the Business rules: Management is responsible for the conducting of a quarterly review of the key compliance indicators of the operation. This is to be completed by persons delegated.

This review must record statistics as detailed on ‘Quarterly Compliance Statement’ form 0000-099-0155 will include but not be limited to;

a) Total number of incidents reported; Total number of incidents investigated and closed out;
b) Total number of rostering and scheduling changes;
c) Training for new employees and renewed training for existing employees;
d) Number of medicals required for that quarter;
e) Drivers who were placed on work restrictions by doctors;
f) Driving hour checked include 100% of drivers and at least 10 % of the time per driver for the time on the road, per quarter. This includes Work Diary copies checked, pay sheets etc; and
g) The Quarterly Compliance Statement shall be reviewed and approved by Management and a signature will indicate this approval.

A written report is to be prepared and should identify any/all non-conformance found. Non-conformances are to be detailed on the non-conformance report form. (Form 0000-099-0001)

RJE management is to correct all non-conformances within 7 days and maintain a record of action taken (Form 0000-099-0001)

The Quarterly Compliance Statement shall be reviewed and approved by management of RJE management this will be indicated by a signature.

The results of the Quarterly Compliance Statements will be used as a tool for continuous improvement.

All Quarterly Compliance Statement will be kept as a quality record and available on demand and at the time of audit. These records must be kept for a minimum of 3 years.

- 0000-099-0001
- 0000-099-0155

2.13 Records & Documentation

Standard 6 Standards Hours: Records & Documentation: The operator will implement, authorise, maintain & review documented policies & procedures that ensure the management, performance & verification of the Standard hours option in accordance with the standards.

Standard 7 WA: A Fatigue Management System must contain sufficient documented evidence for an auditor to determine that all standards have been complied with.

Management shall establish and maintain documents & procedures to control fatigue, in accordance with all standards set and this manual.

Other documents such as, health records, licence details, copies of invoices, copies from Work Diary etc. shall be stored to prevent damage and deterioration and kept for a minimum of 3 years.

All drivers are required to record Work and Break times daily when operating. These records are to be legible & identifiable to the vehicle, driver & trip involved. The driver is to complete the records as the trip progresses with breaks recorded as they occur. Refer Fatigue Codes of Practice and Road Traffic (Heavy vehicle Driver Fatigue) Regulations 2008;

All-current copies of this manual are available to all employees wishing to view procedures relevant to their employment.

The following documented evidence must be retained as a minimum;

a) Documentation that records all trips;
b) Start & Finish times (trip Sheets) for trips with details of any alterations;
c) Scheduling of trips;
d) Rosters (Including name of driver & expected start finish times);
e) Confidential personnel records, including evidence of driver's medicals assessments (only the portion that the doctor has signed to show the driver is it for to drive is required to be filed)
f) The record of training; and
g) Documentation detailing any reportable accident or incidents.

<u>To change this manual:</u>

Any changes to this manual are to be reflected in the amendment pages provided in the front of this manual. This includes new issue dates at the base of each page affected including the reasons why changes were made. Pen amendments are fine as long as the change is accompanied with a signature.

This manual is a controlled copy & management is responsible for the control over this and any manuals used in the organisation. This is done by ensuring any or all-current copies are available to all employees wishing to view procedures relevant to their employment. The manuals are to be current at all times. Review issue dates and form relevance annually. If this master is altered so too are any copies of this manual.

Records are to be returned to record keepers / vehicle owners. All records are required for vehicles over 12 tonnes GVM. These records are to be returned to the record keepers / vehicle owners within 21 days.

<u>Work Diary</u>

The national work Diary is to be carried and completed by drivers if working outside a 100kms area, and travelling to WA.

Drivers are to carry and retain records of activities for 28 days. These records are to be produced if asked by on road enforcement. Drivers are to return the top copy of their Work Diary pages to management within 21 days. This must occur also when travelling to WA.

<u>Non-Participating state (ie ACT, NT or WA)</u>

Drivers will continue to complete a work diary for the first 7 days in a non-participating state. Once the driver has been in the non-participating state for 7 days records must still be kept but may be recorded on a company designed form. This form must show the start, finish time and the breaks taken.

Once returning to a participating state the driver shall complete the work diary again and be able to show authorities if asked the work rest hours including a long break of 7hrs. in the past 24 hrs.

- Amendment record;
- Yellow Work Diary sheets
- Company Work Rest hour's sheet if applicable.

2.14 Management of Accidents Incidents

Standard 5 WA Only: A Fatigue Management system must ensure comprehensive and the reporting of all accidents & incidents at work, including an internal review of this process;

Management shall document and control incidents in the workplace.

Management shall train all drivers and staff involved in the fatigue management system in the reporting of incidents in the workplace.

All incidents shall be recorded with as much detail as possible using form Incident & accident report form.

The details shall include as a minimum.

The incident in as much detail as possible including if applicable:

a) whom was involved;
b) what was the vehicle;
c) location of the incident;
d) what time of day or night;
e) what was the circumstance; and
f) Was fatigue a contributing factor.

The incidents reported and recorded shall include but not be limited to:

a) Fatigue related incidents;
b) Crashes;
c) Near misses; and
d) Mechanical hazards.

Management shall investigate all incidents reported and ensure fatigue was not a contributing factor. Management shall record the findings of the investigation and the proposed corrective action to ensure that reoccurrence of the incident is prevented.

Through the management of the accident and incidents in the workplace it is important that all steps are followed as suggested by medical practitioners. This is to aid in the recovery and rehabilitation process of any staff affected. Refer company EAP (Employee Assistance Program).

Management is to arrange or delegate for these and other records to be checked and recorded quarterly. All records are to be stored for 3 years and retrieved for audit purposes if requested.

Management is to ensure that any rehabilitation / counselling if required is conducted as per EAP (Employee Assistance Program) recommendations.

- Employee Assistance Program;
- Incident & accident report form 0000-099-0047

2.15 Workplace Conditions

Standard 6 WA: A Fatigue Management System must ensure that operator's workplaces comply with the requirements of the Occupational Safety and Health Act (Occupational Safety & Health Regulations 1996 (WAOSH) or revised editions) and the relevant Australian Design Rules.

Workplace conditions meet Australian standards for seating and sleeping accommodation particularly. It is expected that all workplace conditions assist in the prevention of fatigue.

If the following is not available a motel or similar is to be considered:

a) Vehicle cabins are well ventilated;
b) Seating suspension is adjustable to the driver's height and weight;
c) The vehicle cabin is optimized for drivers' comfort while driving;
d) Vehicles are equipped with appropriate sleeping accommodation if drivers are required to sleep in the vehicle; and
e) In particular the Australian Design Rule regarding sleeper berth, ADR 42/04, should be taken into consideration.

Our organisation's purchasing policy ensures these items are verified when equipment is purchased or modified.

Allowances are made, wherever it is reasonably practicable, for sleep and breaks to be taken. Preference is given to locations where there are adequate amenities such as toilets, showers and facilities for meals Hot and Cold Running water, ventilation

The time of day and sleep environment is considered particularly during summer when the temperature inside a truck can be excessive during heat of the day. Standard Air Condition fitted to Trucks travelling Two Up & Viesa / Icepack or similar Air conditions are to be fitted if the vehicle is expected to cross the 26th parallel consistently i.e. 6 trips a year in summer with only 1 Driver. Consideration and arrangements are given to parking so the truck is moved into a parking bay or similar area away from traffic noise and vibration caused by passing vehicles that may disturb sleep. If evaporative air conditioners are not fitted, then drivers are expected to stay in accommodation arranged and approved by Management.

Trip plans need to identify appropriate rest stops and ensure trip schedules, provide the opportunity for drivers to stop at appropriate locations. However, drivers need to have flexibility to determine where and when they stop for breaks so they can stop if they are experiencing symptoms fatigue.

Where accommodation is provided away from the truck, it needs to be assessed for suitability to ensure that the driver can have adequate sleep, i.e., away from noise and constant intrusions. The environment should not be too hot or light our business is to consider and arrange a Motel or similar.

Our organisation has developed journey plans with established rest breaks.

Our company consults with drivers to ensure routes are assessed and appropriate rest stops are identified on trip schedules. Suitable amenities and accommodation are required. Driver feedback is essential.

All vehicles in which drivers are required to sleep are fitted with sleeper cabs that meet ADR requirements. This will help optimize the drivers rest and comfort.

2.16 WA Driving Standards

WA requirements state that all drivers entering WA from another state must complete their Work Diary for 7 days and then can revert to the WA Standards for Fatigue. Our business will continue filling out the work diary while in WA regardless of trip length.

If that company is operating under standard hours in the state of origin, then that is all we can do in WA. If you are under BFM then you are allowed BFM standards.

Once we have been in WA for a total of 7 consecutive days then if accredited in WA we can operate at their standards.

WA Driving Hours Operating Standards Form DHOS -01	
Operating Standard for Solo Drivers Black **Operating Standard for Two up Drivers Blue**	
Minimum Breaks from driving every 5 hours of work time including a break of at least 10 consecutive minutes during or at the end of a 5-hour break. Minimum Breaks from driving every 5 hours of work time including a break of at least 10 consecutive minutes during or at the end of a 5-hour work period.	20 minutes 20 minutes
Maximum hours of work in any 14-day period. Average of 12hrs per day Maximum hours of work in any 14-day period.	168 hours 168 hours
Minimum number of hours of non – work time in any 72-hour period (including at least 3 periods of at least 7 hours continuous hours of non – work time.)	27 hours
Minimum number of hours of non – work time in any 24-hour period (this non – work time may be spent in a moving vehicle, in a stationary vehicle or elsewhere.)	7 hours
Maximum time between non – work periods (at least 7 continuous hours.)	17 hours
Minimum continuous hours of non – work time between shift changes if shift work is scheduled on 5 or more consecutive days. Minimum continuous hours of non – work time between shift changes if shift work is scheduled on 5 or more consecutive days.	24 hours 24 hours
Note: All of the items above & one of the options below must be complied with, as far as is practicable.	
Either	
Minimum periods of 24 continuous hours Non – Work Time in any 14-day period.	X 2 days
Minimum Continuous Non – Work Time in any 48 hour period (this Non – Work Time **Cannot** be spent in a moving vehicle – the vehicle may be stationary or the time may be spent elsewhere).	One period of 7 hours.
Or	
Minimum periods of 24 hours in any 28-day period (provided hours of work do not exceed 144 hours in any day period within the 28 days.)	X 4 days
Minimum hours of Non – Work Time in ay 7 day period, with at least 24 hours of the 48 hours being continuous and the balance being taken in minimum 7 hour periods (this Non – Work Time **Cannot** be spent in a moving vehicle – the vehicle may be stationary or the time may be spent elsewhere).	48 hours
Note: It is important to refer to the relevant sections of the Code of Practice for information and examples before checking rosters or driving records for compliance with the items in this table.	

2.17 Standard Driving Hours / WA Differences

Main Differences between Standard Hours & WA:

WA: min 10mins. rest break is required.
Standard Hours: min 15 mins. rest break is required.

WA: 5-hour drive time before 10 min break.
Standard Hours: 5 ¼ hrs before ¼ break
(Then again before 7 ½ hrs)

WA: 168 hrs over 14 days. Average 12hrs / day
Standard Hours: 2 x night rest breaks and 2 x night rest breaks taken on consecutive day.

WA: No night and long hours in standards.
Standard Hours: No night and long hours in standards.

3 TRANSPORT ACCREDITATION MODULES DIMENSION & LOADING MANAGEMENT

3.1 Introduction

RJE is an organisation located in Morphettville SA. The business has under its control a variety of vehicle combinations which usually interstate regularly. The business specialises in the transport of heavy, oversize manufactured items deliveries both locally & interstate. This is completed with late model powered trucks and trailing equipment including Drop Deck, Low Loader & Converter Dollies however any legal combination could be utilized throughout the business.

The entity names: RJE Global Pty Ltd
The Entity type: Australian Private Company
Trading name: RJE Global

For the purpose of this Transport Accreditation Policy/ Procedures Fatigue manual, the trading name of RJE Pty Ltd. has been used.

The Directors of RJE Pty Ltd. named as “Management” are the responsible people (Officer/s) for the business (PCUB).

Previsions have been made throughout this manual to suit a growing business.

The business is expected to manage all equipment & personnel in accordance to the Legislation / standards of the Western Australian Heavy Vehicle Accreditation System Dimension and Loading Management.

It is the intention of this manual to assist in covering the standards Chain of Responsibilities Regulations, Heavy Vehicle National Law & WAHVA Dimension and Loading Management.

All care will be taken by our business to follow & keep informed of any changes to Heavy Vehicle National Law, CoR, Compliance & Enforcement (C&E) and other Legislative / regulations / Laws to complete the tasks required by customers.

Our drivers and staff are not permitted, encouraged or expected to breach any Heavy Vehicle National Law and Regulations, Chain of Responsibilities (CoR), Compliance & Enforcement (C&E) or other Legislative / regulations / Laws. Which include fatigue / driving hours, mass, over dimension, speed, load restraint or maintenance.

It is the intention of this business to ensure the drivers / staff have the ability and the required training to know their responsibilities for Chain of Responsibilities (CoR), Compliance & Enforcement (C&E) which includes fatigue / driving hours, mass, over dimension, speed, load restraint or maintenance.

3.2 Responsibilities

Standard 1: The Load Management System must clearly identify what tasks are involved in loading a vehicle, each person who is involved in the loading and their responsibilities during each task. Each person must be competent to undertake the task.

Responsibility for each operation of the Load Management System is to rest with appropriate people within the road transport operation as nominated by the operator.

As the operator it is important that we clearly identify the tasks to be carried out and who is responsible for performing each task. This is done by

- Ensuring the vehicle is fit for task;
- Positioning the load appropriately;
- Restraining the load appropriately;
- Checking the vehicle and load dimensions;
- Ensuring an appropriate permit is current, if applicable; and
- Ensuring compliance with approval conditions.

Management is to clearly identify who is responsible for carrying out each task listed in the Load Management System.

Detailed Responsibility Statements /Work Instruction for each position involved in the load management tasks. All signed work instructions are to be completed and filed to assist in the loading process;

All workers are to be aware of their tasks and their responsibilities in the loading system. The person involved is to approve, after reading Responsibility Statements /Work Instructions by signing and dating for that task.

Management is to ensure all people assigned to a task are suitably trained. This can be completed internally or externally as management requires.

Management is to ensure that there is a second trained person available to replace the first if required.

All tasks requiring to be trained are to be made available to anybody who may need it in their area, and all staff / workers are to be able to check their responsibilities, work instructions on request;

Management Team:

RJE is a medium sized organisation. The Directors, Managers and Supervisors are the Officer / officers for the day to day running of the business and the Accreditation Modules;

a) The management team including Directors, Transport Manager, General Manager, Officers, Supervisors, Draftsman, Engineers, Workers & Administration; these persons are involved in the record keeping and paper trail for the business including the Accreditation Modules;
b) The Scheduler (the person in charge of Driver Rosters and Trip plans), is part of the management team and the main liaison between the management & drivers. Consulted with any trip changes and customer requirements including time slots for both loading and unloading, speed compliance, are discussed at this level;
c) Our driver / drivers may be called upon to complete daily checks and fault recording, assist in servicing if required, change tyres on road, load / unload, drive, monitor their own health and present themselves be fit for duty;
    - At the loading point the driver is to; comply with all applicable CoR regulations; including load restraint, ensure the vehicle and load size or mass dimensions don't exceed allowable limits; and
    - On route. Ensure Load restraint remains compliant, maintain a safe and legal speed at all times, and ensure rest breaks are taken when required or when tired;
d) Workshop personnel are located in house or locally. Larger high skill repairs and or maintenance may be outsourced to approved repairers and all maintenance is to be completed by suitably qualified or experienced personnel.

Note: Due to the size of the business, each person involved in the organisation, may have more than one role or job description.

ORGANIASATIONAL FLOW CHART

- Example Responsibility Statements /Work Instruction;
- Job Descriptions
- https://www.mainroads.wa.gov.au/USINGROADS/HEAVYVEHICLES/ACCREDITATION/Pages/Accreditation.aspx

3.3 Vehicle Loading – Dimension & Safety

Standard 2: The Load Management System must document the methodology used to ensure vehicles are loaded within allowable dimension limits and in a safe manner, taking into account suitable load restraint and vehicle stability.

Vehicle operators are to have the knowledge to complete the task of loading to allowable limits including axle groups and with have the ability to restrain loads to be transported.

Management is to complete a “Load Plan Document A or B or “Transport Management Plan” for each load where a possibility of a high risk of instability or over dimensional loading. (See Note) i.e. Pallets on the floor of a trailer, load height that could make the vehicle unstable, width where a permit or escort is needed, excess weight etc.

These Load Plans / Traffic management plans are to assist the loading process and shall be numbers and kept for future reference and audit purposes.

The driver of the vehicle is to have the ability and knowledge to load and transport loads following the procedures set out in the manual. The driver is to ensure the vehicle dimensions are within allowable limits prior to the vehicle travelling on the road.

Management is to ensure staff are aware of allowable dimension limits and ensure all necessary approvals; (permits, exemptions, orders etc.) are obtained before travel.

The driver is to enquire if approvals; permits, exemptions, orders are needed for that configuration / load or journey. The driver is to ensure he knows where the notice is and produce the notice if asked by on-road enforcement.

If a load is deemed by the driver to be outside allowable limits, i.e. configuration / load dimensions or permit requirements, HVNL, high stability requirements etc, the driver is to notify management immediately. Management will instruct the driver to rectify the situation and not procedure until the load is permitted or removed. Management is to follow up with the drivers and customer to ensure this does not occur again.

The Load restrain Guide is to be onsite in the office and drivers are to ensure if problems occur when loading they are to contact management who will refer to the current Load restraint guide. Drivers are to restrain and contain loads as per the current Load Restraint Guide.

Any load that may compromise stability is to be investigated before travel. (A load with a high centre of gravity). The driver is to notify management immediately if he / she believes their load could be unstable under normal road conditions.

- If a driver is concerned about vehicle stability and he / she contacts management, all efforts will be made by management to investigate and rectify;
- Any load exceeding 4.3 metres from the ground, the driver is to notify management before or during loading. (Exceptions Stock crates or Car carriers.)
- All loads are to have the heaviest items on the bottom or as close to the tray as possible. Ie Mezzanine deck taut liners are to have heaviest items on the tray and lighter items on the top deck; and
- Where ever possible check vehicle stability via the programs to prevent roll overs. https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/Pages/RolloverPrevention.aspx

The driver of the vehicle is to record all loads on the Load Summary Sheet (Reference number TBA) provided by management. A tick or cross is to be placed in all squares in the section 2 of the form for all loads. The driver indicates that the trip & load about to be carried are compliant to all CoR regulations. (Vehicle / axle Mass, vehicle / load over dimension, fatigue, speed, load restraint, daily checks for maintenance, route to be taken and vehicle stability.

All paperwork is to be completed & returned by the driver per trip or weekly and shall be stored to prevent deterioration at the business premises for a minimum of 3 years.

In addition, the Operations is to provide a unique “Load Plan Document / Traffic Management Plan”. If regular loads are undertaken a generic Load Plan Document shall be used.

Vehicle owned or used by the business are to travel on approved routes only, this may be determined by permit, approval, gazette etc. This is to be established before the vehicle is despatched to the customer & freight is loaded so the risk of suppling the wrong type of vehicles is eliminated.

Note: Some states insist on a Traffic Management Plan for all over-size loads to be produced before a permit is given out

All routes taken are to be recorded. Usually the trip plan or journey management plan will explain the route to be taken. If the driver requires clarification of the route to be taken, he / she is to contact management immediately before travel. In the event of route changes due to road works, incidents, breakdown etc the driver is to follow instructions by authorities on site of immediately contact management for an alternate route.

All drivers are to be competent with the unique type of vehicle and equipment to be utilized for the trip, load etc. Competency shall be at the management's discretion and requirements at the time. This could take any form internal / external driving assessments, new vehicle training, personnel referrals, repeat employment etc.

- Trip plans;
- Driver Rosters;
- Journey Management Plans;
- Load Summary Sheet. (Reference TBA);
- Load Plan Document (Reference TBA) A & B; and
- Trip Management Plan.

Disc

- WAHVA Occupational Safety & Health Regulations 1996 (WAOSH) or (*later editions) or*
- The Code of Practice "Fatigue Management for Commercial Vehicle Drivers" (COPCVD). (*or later editions)*
- https://www.nhvr.gov.au/resources/forms
- https://www.mainroads.wa.gov.au/USINGROADS/HEAVYVEHICLES/ACCREDITATION/Pages/Accreditation.aspx

3.4 Records & Documentation

Standard 3: A Load Management System must contain sufficient records and documentation to verify all Standards have been complied with.

Essential to the Dimension & Load Management system is the keeping and preservation of pertinent records.

This Policy/procedures manual is a controlled copy and Management will delegate who is to control the Accreditation manuals. This is usually the owner but if another person is delegated, they will ensure the changes are signed by the owner/director before implementation and in his absence a delegated senior staff or management representative shall sign for changes.

This manual is stored, current and up to-date in the main office. This manual and its contents are to be readily assessable as required.

A current copy or sections of this manual are to be available to the relevant workers/employee, so all roles/responsibilities of the organisation are available to all who require it.

RJE Operations will ensure that any policy or procedure change shall be a new issue number, date of implementation, be authorised and appear in the amendment page.

RJE is to maintain a current vehicle list and notify accreditation organisation team ie WA and or NHVAS of any changes to that accredited list. ie bought or sold vehicles, as well as the introduction of captive sub-contractors. This vehicle list will be checked at least quarterly.

All document / records to do with the Accreditation systems such as but not limited to, quarterly compliance statements, repairers lists, health records (If applicable), license details, copies of invoices, load summary sheets, yellow copies from drivers log books etc. shall be stored to prevent deterioration at the business premises for a minimum of 3 years.

Note: Any records for fuel Tax Credits shall be kept for a minimum of 5 years.

Manual & Policy change procedure.

The Policy / Procedures manual is a controlled copy and the owner is to sign for any changes. In his absence a delegated senior staff or management representative shall sign for changes.

Any changes to this manual are to;

a) Be reflected in the amendment pages provided;
b) Include a new issue date at the base of each page affected;
c) On the amendment page it is to be shown the reason changes were made;

d) Be accompanied with a signature or initial if a pen is used to amend any sections by the authorised person for document control; and
e) Any obsolete records, forms, procedures etc are to be kept for 3 years minimum is such a way that they cannot be used. Usually this is a diagonal line drawn across the page and kept in the manual behind the current issue.

RJE Global Pty Ltd. or persons delegated may decide in the future to computerise all record keeping and this may include the use of on-board computer systems in the vehicles. All records are to be kept in the manner described above.

All drivers / contractors / workshop workers are to sign the business policies for Driver / Workers Speed, Driver / Worker Fitness for Duty Policy and their individual position job description.

A copy of the signed policies is to be retained in the workers file. The policies will be reviewed annually or as required.

- Vehicle list
- Quarterly compliance statements 0000-099-0155
- Accreditation Manual,
- Amendment record,

Disc

- WAHVA Occupational Safety & Health Regulations 1996 (WAOSH) or (later editions) or
- The Code of Practice “Fatigue Management for Commercial Vehicle Drivers” (COPCVD). (or later editions)
- Operator Guidelines.
- https://www.mainroads.wa.gov.au/USINGROADS/HEAVYVEHICLES/ACCREDITATION/Pages/Accreditation.aspx

3.5 Internal Review

Standard 4: An annual internal review must be conducted to ensure loads are being adequately controlled and all activities are conducted in accordance with the Load Management System. An internal review of the Load Management System is required to confirm the ongoing relevance and appropriateness of processes and practices. An effective review will identify any non-conformance which must be actioned accordingly.

An internal review of the Maintenance Management system is a regular look at the system against the standards to see that it complies. An effective review will pick up problem areas in the basic requirements, show failures to comply with procedures, and identify non-compliances that should be fixed as soon as possible.

RJE Management is responsible for conducting an internal review of all the records, procedures covered in this manual at least annually.

All reviews are to be conducted using a copy of this manual and the appropriate standards as a guide. The delegated auditor (internally or externally suitably qualified or experienced) is checking that what is written in the manuals is being done by our business. Internal reviews are to be undertaken by persons independent of the activity being reviewed, where practical. If breaches are located at any time, including through the review process a Non-Conformance Report is to be completed. Refer table 1 this section.

Appropriate records shall show process is being followed. The audit should also examine the relevance of procedures to the operation and be used to identify opportunities for improvement. This task should serve as a performance review of the entire operation.

The review is to cover the following critical areas; Annual Compliance

Management System Overview	Internal Review, Quarterly Compliance Reports
Daily Checks, Fault Recording	Workplace Conditions
Service Schedules & Maintenance Records	Incident Management
Route compliance Gazettes etc	Training and Education
Weigh verification & checks, Weight Limits	Document & Records
Vehicle Register, Vehicle Use	Non-Compliance Management
Health & Medical Certificates	Load Restraint
Vehicle & Load over dimension.	

3.6 Internal Review Quarterly Compliance Statements

Quarterly the systems key areas are to be checked and findings reported. This review process is seen by the business as a way it can monitor and continuously improve. Quarterly compliance statements must contain a record of compliance with the key outcomes required for each module offered under the Scheme. (Maintenance, Fatigue Dimension & Loading Management.

A quarterly compliance report shall review the elements below;

- The number of vehicles in your accredited fleet;
- The number of any incidences where CoR was breached and the area in which it was breached;
- Any Interception breach against the standards shall be investigated and recorded as a NCR.

RJE Pty Ltd. Management is responsible for the conducting of a quarterly review of the key compliance indicators of the WAHVA or NHVAS Maintenance schemes.

This review is to be conducted by using a copy of this manual and the appropriate standards as a guide. The delegated auditor (internally or externally suitably qualified or experienced) is checking that what is written in the manuals is being done by the operator.

This review must record statistics as detailed on 'Quarterly Compliance Statement' (0000-099-0155) which include;

Maintenance Management:

- Number of vehicles in the accredited fleet.
- A current vehicle list is to be maintained.
- Total number of loads transported in the quarter,
- Total number of no compliant loads and the reason;
- Total number of medicals attended & Drivers who were placed on work restrictions by doctors;
- Interception reports received for the quarter.

All Quarterly Compliance Statement shall be reviewed and approved by management and this will be indicated by a senior management's signature.

3.7 Internal Review Non-Conformance & Corrective Action Process

An 0000-099-0001 Report should be raised for any breaches (Non-Conformance) to a set of standards or procedures within the system/ systems by any person, worker or officer. Refer to detailed NCR procedure reference 0000-001-0061.

A non-conformance is a breach to the standards that reflects a pattern of behaviour ie but not limited to; Defect notices, speeding offences, customer complaints, drivers behaviour, work diary breaches, miss-handling of paperwork by drivers, poor record keeping by workshop or maintenance personnel, Load restraint issues, refusal to attend CoR training etc.

If a Non-Conformance is raised after a breach of standards ie Interception where fines have been issued, and whether it is classed as a Minor or Major Non-conformance, a 0000-099-0001 is to be written and discussed with the owner within 7 days.

The corrective action to be taken to correct this Non-Conformance is to be documented thoroughly in the section provided on the 0000-099-0001 template.

Time frame for action and close out:

- Minor Non-Conformances are to be actioned and closed out within 7 days after a discussion with senior management.
- Major Non-Conformances are be closed out within 28 days after a discussion with senior management.

All NCRs raised are to appear on a Non-Conformance register available in soft or hard copy on the business site. Reference no. 0000-090-0011.

Table 1		
Compliance code	Consequence	Time frame allowable before action is completed.
NAP	Not Applicable	N/A
V	Conformance Verified	No action usually good compliance
SFI	Suggestion for Improvement	The organisation is advised to consider the advantages of implementing change. No action required but recommended
M	Minor Non-Conformance Requiring Rectification by an Agreed Date	A pattern of Non-Conforming behaviour has developed. Minor Non-Conformances are to be actioned and closed out within 7 days by senior management or persons delegated.
C	Major Non-Conformance Requiring Rectification by an Agreed Date Prior to Accreditation Being Allowed	Error to the system that may have large consequences and run the risk of fines, breaches Legislation or the potential or losing the accreditation if not rectified. Time frame allowed may vary due to the severity of the NCR but must be closed out by senior management's or auditor's satisfaction with 28days. (Refer Business rules)

- Review Planner;
- Internal review report;
- Non-Conformance Report; (0000-099-0001)
- Quarterly Compliance Report (0000-099-0155);
- Business Rules;
- Non-Conformance register – 0000-090-0011

Info:

Forms & standards:

- https://www.mainroads.wa.gov.au/.../AccreditationGuidelinesForms.aspx

3.8 Training & Education

Standard 5: A Load Management System must ensure all persons associated with the management of loads have the appropriate knowledge and skills to undertake their required tasks.

Training and education are essential to ensure all employees, including managers understand the Load Management System, and have the appropriate knowledge and skills to carry out the tasks given to them.

Refresher training may be required after investigation if a Breach is recorded. Refresher training may also be required when procedures are updated.

Induction Training Requirements:

A member of the Management Team is responsible for conducting induction training for all staff that has a responsibly under any accreditation scheme.

Training is to be provided to drivers (Including casual, full time, sub-contractors, and hire staff), Schedulers, Rosters, Workshop staff, various areas of Administration etc.

Induction training is to be recorded on a form Train 01. RJE Pty Ltd. Management is to provide training either by personal involvement, internal or externally and usually this or extracts from this manual are used as a reference for individuals training requirements. However, in the future electronic learning tools could be introduced.

Load Management training should include but not be limited to;

a) Business needs and practices;
b) Daily vehicle condition and report;
c) Fault diagnosis and reporting;
d) Business Service requirements;
e) Load restraint;
f) Health and Fatigue management;
g) Vehicle operation, control and use;
h) weight requirements;
i) Weight verification;
j) Road rules and relevant legislation CoR;
k) use of the Interception Report Book;
l) Vehicle speed and time slots,
m) Vehicle routes,
n) Load dimension & vehicle configuration and dimension;
o) Document handling
    - Train -01
    - Info: Gazettes Route access permits etc.
    - http://www.sa.gov.au/subject/Transport,%20travel%20and%20motoring/Motoring/Heavy%20vehicles
    - https://www.mainroads.wa.gov.au/.../AccreditationGuidelinesForms.aspx
    - https://www.nhvr.gov.au/resources/forms

4 BRIDGE VIDEO SUPERVISION (BVS)

4.1 Why is there a need to record bridge crossings?

To help provide more flexible access for some Special Purpose Vehicles (SPV) and Class 1 Restricted Access Vehicles (RAV) carrying heavy large indivisible items over specified structures, video supervision was implemented to allow operators to cross structures without the requirement of having the crossing physically supervised by a Main Roads officer, while still ensuring that the crossing is performed safely and the integrity of the structure is maintained.

4.2 When do I need to video record a bridge crossing?

Bridge Video Supervision may be applied as a condition of permit over one or more structures and on one or more roads in Western Australia when you are issued any of the following permits:

- A specific journey Class 1 (single trip) Extra Mass Permit,
- A Single Trip Combination Permit,
- A Special Purpose Vehicle – Motor Vehicle – Specific (Single Trip) Permit; or
- A bridge Crossing Permit

4.3 Who is responsible for BVS

For the purpose of BVS Conditions and Compliance, where the permit specifies that it is issued subject to BVS Conditions, the operator who is nominated on the permit shall be deemed as the primary operator and shall be considered the party responsible, in relation to the “Bridge Video Supervision Conditions”

4.4 What am I required to record?

At the start and prior to commencing any permitted trip where BVS is specified as a condition of permit, the driver must clearly state and record on the video recording device;

- Your (driver’s) full name
- The relevant permit number being used
- The trip start time and date
- The start location of trip
- The end location of trip

You must also record the above information on any other subsequent day where the same permit number has been used. You must video record the crossing of every bridge that is specified on the permit.

4.5 Is there anything else I am required to verbally state on the recording device?

You must clearly identify all bridges to be crossed (use either bridge number or name), as specified in any permit where you are required to conduct Bridge Video Supervision.

4.6 Where does it tell me which bridges need to be video recorded?

Your Single Trip Permit or Bridge Crossing Permit will have Operating Conditions attached or included as part of the permit. These conditions will specify what bridges require video supervision. In some cases, each structure will be specified individually in the conditions, however in other cases, a range of structures will be specified, e.g. all bridges within a specific region.

4.7 Why do I need to have two pilots?

Unless it is stated differently on the permit, all BVS require a minimum of two (2) accredited and authorised pilots to be used to ensure that operators safely manage other road users, in all directions, when crossing a specified structure.

4.8 Are there any exemptions available which allows me to operate in accordance with a permit what requires bridge video supervision, but without having to use Heavy Vehicle Pilots?

No. In all instances where you use a permit that requires video supervision conditions, a minimum of two accredited pilots must be used to escort the RAV or SPV across the specified bridge that requires BVS.

4.9 Is there a possibility of requiring more than two pilots?

Yes, if the specified structure is positioned in such a manner that does not make it possible to control approaching traffic, in all directions, using only 2 pilots, then additional pilots will be required. It is part of the

operator's responsibilities to assess the route prior to departure and identify the structures that will require additional pilots.

4.10 Where do I get the equipment that's necessary to video record a bridge crossing that meets the requirements of the permit conditions?

Video equipment that meets the requirements of the conditions (i.e. records in the correct format, has an overlay of the current time, date and vehicle speed, records audio and GPS (optional) and is mountable in the cabin of the vehicle) are available on the market place. Examples are quite easily found either via searching on the internet, from car audio/visual businesses or electronics providers.

4.11 Is handheld video camera footage of the crossing acceptable?

No. The recording device must be mounted in or on the front of the vehicle for hands-free operation, as close as practicable to the horizontal centerline of the vehicle that meets regulation 263 of the Road Traffic Code 2000 and in a manner that will enable the recording device to record a clear field of vision directly in front of the vehicle and the bridge(s) during the crossing.

4.12 Do I have to verbally identify every specified structure crossing?

No. In an effort to improve driver and road safety, if you are the driver and your recording device is in good working condition , you may not be required to verbally identify every specified bridge crossing as required in the BVS conditions, provided the following criteria is met;

- The recording device you use, must comply with all recording device and image requirements listed in the BVS Conditions, and
- You are proficient in the use of the recording equipment, and
- Provided the device can display during replay, the latitude and longitude measurement specifications of bridge locations, and
- Provided you continuously record the entire trip

Note: If you are an employee (driver) or sub-contractor you are advised to obtain clarification and approval to use this method from the operator who is nominated on the permit, before you commence your trip.

4.13 What documentation do I have to record?

If you are the primary operator, you must develop, maintain and keep the following BVS records and documentation, in electronic and/or in hard copy version:

- Procedures and Processes
- Role and Responsibilities
- Bridge Video Supervision Register
- Recorded Video Movement over Specified Bridges
- Training Record

4.14 What information do I have to record to the BVS register?

You must record and keep up to date, specific BVS related information on a Register and complete an entry in this Register for every single trip permit issued to you that stipulates BVS across specified bridges is a condition, (whether that permit is used or not)

Note: An electronic Excel version of the Bridge Video Supervision Register Template

4.15 Do I need to video record the whole journey?

No. The primary operator has the option to instruct their driver or sub-contractor to record the entire trip or just the specified bridge crossing(s). When only recording the bridge crossing(s), the recording has to be commenced from the point of approach (before the bridge is crossed) and continued until the point of exit from the bridge structure (after the vehicle is clear of the bridge).

4.16 What do I do with the video recordings once the trip is completed?

Recordings should be labelled so they readily identify the trip recorded and stored for a period of 12 months from the permit expiry date, (this could be a number of months after the trip has been completed so be careful not to count the 12 months from the trip – but from the permit expiry date) in accordance with the conditions.

4.17 How long to I have to keep records for?

Video recordings and data recorded on the BVS Register must be kept for a minimum 12 months from the permit expiry date to which that recording and date pertains.

Other records such as your BVS associated procedures and processes, roles and responsibilities and training records must be kept indefinitely and updated for the duration, while you continue to utilize permits that require bridge video supervision.

4.18 What happens if I am notified that I am going to be audited for the bridge crossing?

If an audit to check operator compliance with BVS conditions is to be conducted on an operator, the operator will be contacted by Main Roads and a date set for the audit. An audit will then be conducted at the operators premise to view footage of bridge crossings of any permits requiring BVS the operator may have used within the past 12 months. There may also be occasions when you are requested to forward the recording to Main Roads.

4.19 Is it a WA Heavy Vehicle Accreditation Audit?

No. A WA Heavy Vehicle Accreditation audit is a separate process.

4.20 What happens if it is found that I have not compliance with the BVS conditions?

If the audit assessment has identified that an operator has not complied with any of the BVS Conditions, then depending on the severity, type and number of breaches, a Corrective Action Request(s) may be issued to the operator requesting that the breach(s) be addressed by a specified date.

4.21 What happens if I fail to respond to a BVS audit or if I do not satisfactorily address?

In the case where an operator fails to respond to a BVS Audit Request then Main Roads will initiate a process where the operator could be restricted from obtaining any further permits that have BVS as a condition of that permit, until such time as the matter is resolved.

Severe detections of non-compliance with the BVS conditions (such as not taking video footage of bridge crossings or repeated breaches) may result in future applications by the operator for permits requiring bridge video supervision being refused.

This means that you will not be approved to operate your vehicle at excess mass limits where a permit specifies that BVS is a condition. If this situation occurs, you may still be approved to operate a vehicle at a lower excess mass limit.

5 INTER AUDIT PROCEDURE

RJE Transport & Maintenance Manager & or Supervisor or deligate are responsible for conducting internal audits to ensure the drivers' and others' safety on the road. The internal audit needs to be undertaken every 12 months as a minimum, RJE currently review Quarterly.

To achieve this the Internal auditor is required:

- To Conduct a one-to-one meeting with the driver.
- To check driver's logbook
- To Check DVIS
- To assess if the driver is medically fit.
- To ensure that the driver is following the RJE stop & pullover policy in case of critical breakdown.
- To discuss about Fatigue Management:
  - ✓ **Scheduling:** To ensure that the driver must not drive unreasonable distances in insufficient time and without any prior notification and adequate rest time.
  - ✓ **Rostering:** To ensure that roster and workload meet the commercial vehicle operating standard requirement of the state where truck is heading to.
  - ✓ **Training & Education:** To ensure that all persons associated with the management of fatigue have the appropriate knowledge and skills to undertake their required tasks and therefore practise effective fatigue management.

Appendix K:
Section 138 Road Acts Approval

12/1009
600-2024-82
Parcel 46301
TRLA:LW

17 June 2024

DUBBO REGIONAL COUNCIL

The Director
AMBESS01 Holdco Pty Ltd
Unit 2 55 Captain Pipers Road
VAUCLUSE NSW 2030
james.north@ampyrenergy.com

Dear Director

SECTION 138 ROADS ACT APPROVAL: WORK ON INTERSECTION AND WIDENING OF TWELVE MILE ROAD
PROPERTY: LOT 32 DP 622471, 6773 GOOLMA ROAD WUULUMAN

Thank you for payment of a Section 138 Roads Act Application fee.

In reference to the subject application, received by Council on 24 May 2024, it is advised that Council grants permission for you to undertake the works subject to the following conditions:

CONDITIONS

(1) The Applicant holding a current Public Liability Insurance Policy for a minimum amount of $20 million on which Dubbo Regional Council is specifically noted to be indemnified against any action resulting from the proposed works.

(2) That the work be undertaken by a Contractor, accredited by Council, to undertake construction work within Council's road reserve. Contractors are able to apply for accreditation at any time using the prescribed form (should the application be approved) and then sign an agreement to comply with a list of standard conditions.

(3) Prior to any construction work commencing, details of the proposed construction must be discussed with Council's Infrastructure Compliance Officer, Tulasi Lamichhane.

(4) Council's Infrastructure Subdivision Engineer Team will need to inspect any construction activities in stages. Inspections are required to be undertaken at the following stages and requests for such inspections must be made at least 24 hours in advance:

- Site inspection prior to any construction works commencing;
- Prior to backfill of pipe culverts;
- Prior to placement of (or pouring of case in-situ) headwalls; and
- Prior to bitumen sealing of the gravel pavement.

Note: Inspections will be undertaken Monday to Friday between 9 am and 1 pm.

Advanced notification for an inspection can be made by emailing in.admin@dubbo.nsw.gov.au or by telephoning Council's Infrastructure Division on 6801 4810.

(5) The accurate depth and location of all underground services within the road reserve, and within the vicinity of the excavation, should be verified prior to commencing work onsite. A 'Before You Dig Australia' (BYDA) plan must be onsite at all times.

(6) All disturbed road surface and pavement must be restored to pre-construction condition. Any works on adjacent table drains must be reinstated correctly to minimise water ponding.

(7) An approved Traffic Control Plan completed by a qualified person must be submitted to Council for approval before commencement of any road works. The approval Traffic Control Plan will then be implemented by a suitably qualified person during road works.

(8) All equipment, barrier boards, materials, rubbish etc shall be removed and the footpath left clean and tidy at the conclusion of work.

(9) It is the responsibility of the applicant/contractor completing any works around power lines to understand their safety responsibilities. Safe Work NSW (www.safework.nsw.gov.au) has publications that provide guidance when working close to electricity infrastructure. These include the Code of Practice - Work near Overhead Power Lines; and Code of Practice - Work near Underground Assets. Note: Approval may be required from Essential Energy.

(10) The roads shall be constructed following the AUS SPEC 1 Standards 242 for flexible pavements submitting all the test results to Council at full cost of the developer to Council satisfaction.

(11) The line marking shall be provided as approved by Council at full cost of the developer to Council satisfaction.

(12) The Applicant shall be responsible for all repairs, damage or rectification works to any roadway or verge, service or other Council property resulting from the issuing of this Approval. In default Council may complete any repairs, or cleaning necessary and recover the cost from the Applicant.

(13) To ensure that disruptions, issues or concerns may be addressed and kept to a minimum please liaise with adjacent property tenants that may be impacted by the planned works.

(14) Council reserves the right to revoke this approval, or amend the conditions of approval, at any time should any of the following occur:

a. Public safety issues arise;
b. The Contractor fails to comply with a condition of approval;
c. The Contractor fails to comply with a direction of Council; or
d. Under any other justifiable circumstances.

(15) Council inspections will incur a payment, aligned with the Restoration Inspection Fee outlined in the Council's Fees and Charges.

(16) Prior to the commencement of works, notification (in writing) of the name and contact details of the proponents nominated Superintendent of the works and the contractor is required.

(17) The construction work must comply with all the relevant conditions of road construction of development Consent SSD-27014706 to Council and TfNSW Satisfaction at full cost of the developer.

(18) The existing 150 mm ductile iron rising main and 200 mm PVC gravity main must be protected from damage during construction and by heavy vehicle movements at full cost of developer to Council's Satisfaction.

If you have any enquiries in relation to this matter please do not hesitate to contact Council's Infrastructure Subdivision Engineer, Tulasi Lamichhane, during normal office hours on 0436 648 883, or email: tulasi.lamichhane@dubbo.nsw.gov.au

Yours faithfully

Mark Johnston
Manager Infrastructure Strategy and Design

Appendix L:
TfNSW Comments Register

TfNSW Comment	Location within Updated TMP
Clarify the peak hours used in traffic assessments, including the turn warrant assessments. Provide peak hourly traffic volumes for the separate AM and PM peaks.	Page 31 Section 4.2.1
Clarify the design vehicle and confirm the design vehicle conforms to the maximum length of 26 metres.	Page 45 Section 8.3 Page 50 Section 9 Page 52 Section 9.2
The recording and management methods of daily heavy vehicle movement logs is to be specified.	Page 55 Section 10
The light and heavy vehicle routes are unclear in Figure 3.4 and Appendix D. Ensure road names and major intersections are labelled.	See Figure 3.4
Oversize overmass (OSOM) Route: Figure 3.5 is not sufficient in depicting the OSOM vehicle route. The entire route from the port of origin to the site must be shown and assessed. Please find further requirements in **Attachment A** of this letter. A list of the roads taken is to be provided, preferably with a Google Maps link included. Appendix D does not depict the OSOM route. Section 5.1.2 of the TMP states "All OSOM vehicles will utilise the nominated OSOM routes as outlined section 4.2.2", however, Section 4.2.2 does not mention OSOMs.	Page 26 Section 3.5.2 Additionally, as discussed OSOM route assessment to be completed prior to OSOM delivers and approved by TfNSW prior.
6. TfNSW's approval (as included in Appendix G of the TMP) of Wellington South BESS utilising the existing Goolma Road/Twelve Mile Road intersection prior to	See Section 9 and TfNSW response dated 3.6.25 which states: "*We have also received feedback from our TGS SME, and he is not content with the TGS as it is.*

completion of the upgrade by Uungala Wind Farm is subject to the implementation of Temporary Traffic Management in accordance with Austroads. The Temporary Traffic Management provided in the TMP is not approved by TfNSW: The temporary traffic management in the TMP is designed in accordance with Victoria's Codes of Practice (Road Management Act 2024), which is not recognised for use in NSW. Temporary traffic management in NSW must be designed and implemented in accordance with AS1742.3 and/or Austroads Guide to Temporary Traffic Management (AGTTM) or TfNSW Traffic Control at Worksites Manual (TCWS). The submitted traffic guidance schemes (TGS) in the TMP are not signed by the author nor approved by an endorser. The author E. Kornjia is not qualified to submit TGS in NSW. Multi-message signs are only permitted for use in NSW where the existing permanent speed limit is less than 65 km/h.	*In the interest of time, I suggest you remove the TGS from the TMP entirely, and include revisions in your Road Occupancy Licence application.* *We will thus add in our final letter a condition for ROL approval (including the TGS)*." As such will be included as part of Road Occupancy Licence.
7a. B9(c): Further detail is to be provided on the number of on-site parking spaces to be provided.	Page 46 Section 8.3
7b. B9(d): Include assurance as to how the Project will not reduce the capacity of the existing roadside drainage network.	Section 138 agreement. To be added as Appendix however DRC is responsible authority.
7c. B9(e): Include assurance that all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction.	Page 46 Section 8.3
7f. B10(c)(i) Provide details of dilapidation surveys as required by Condition B8.	Page 47 Section 8.4.2

7h. B10(c)(iii): Provide justification as to why there is no need to notify the local community about development-related traffic impacts.	Page 63 Section 11.4
7i. B10(c)(v): The TMP only considers Uungula Wind Farm in its analysis of cumulative traffic impacts. There are several other State significant development projects in the area including, but not limited to, Maryvale Solar Farm, Wellington North Solar Farm, Orana BESS, and Apsley BESS.	As discussed with TfNSW planning permit requires only consideration of Uungula WF and as agreed others are not required to be assessed.
7j. B10(c)(vi): It is noted in the TIA that a school bus route runs on Goolma Road. Measures are to be included that ensure no impact occurs as a result the activities of the Project to public transport routes, including school bus routes.	Page 48 Section 8.6
7k. B10(c)(viii): Confirm and justify the Project not requiring the use of employee shuttle buses.	Page 33 Section 5.1.1
7l. B10(c)(ix): In Section 5.1.1 of the TMP, the Light Vehicle Traffic Assumptions rely on a workforce vehicle occupancy of 2 people per vehicle. Measures to facilitate car-pooling or ride sharing by employees are to be included.	Page 33 Section 5.1.1
7m. B10(c)(x): Include a draft schedule of heavy vehicle movements, which minimises convoy length or platoons, and conflict with light vehicles.	Page 38 Section 6.1
7n. B10(c)(xi): Include measures to respond to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding.	Page 59 Section 10.2.4
7o. B10(c)(xii): Include the procedure to respond to emergency repair or maintenance requirements.	Page 60 Section 10.3

7p. B10(c)(xiii): Include a traffic management system for managing heavy vehicles requiring escort.	Page 26 Section 3.5.2 Additionally, as discussed OSOM route assessment to be completed prior to OSOM delivers and approved by TfNSW prior.
7q. B10(d) & (e): Include a driver's code of conduct, and development programs to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the TMP.	Page 47 Section 8.5 and Appendix N (attached with Email)
8. Confirm whether the Project is to be constructed in two stages, with Stage 1 including a 300 megawatt (MW) installed discharge capacity and Stage 2 including a 200 MW installed discharge capacity. If staged, confirm whether the Traffic Volume assumptions based on the worst-case scenario for the overall project, or for separate stages. Clarify whether the TMP is for Stage 1 only, or for both stages. If the current TMP is for Stage 1 only, an additional TMP must be submitted for review for Stage 2.	Page 1 Section 1 Page 2 Section 1.1 Page 19 Section 3.1.1
Attachment A	Page 26 Section 3.5.2 Additionally as discussed OSOM route assessment to be completed prior to OSOM delivers and approved by TfNSW prior.

Appendix M:
Wellington BESS Staging

Department of Planning, Housing and Infrastructure

Our ref: SSD-27014706_PA-12

Anthony Yates
Projects Director
The Trustee for AMBESS01 Hold Trust
L17, 167 Macquarie Street
Sydney, NSW, 2000

1 July 2025

Subject: Wellington South BESS – Staging Approval

Dear Mr. Yates

I refer to your submission dated 30 June 2025 requesting the Planning Secretary's approval to further stage the project, and management plans, in accordance with Schedule 2, Condition C3 of the Development Consent for Wellington South BESS (SSD-27014706).

The project was previously staged to separate the construction and operation of the BESS into Stage 1 – 300 MW and Stage 2 – 200 MW.

This request seeks to vary the construction of the BESS into two stages, the first stage excluding the delivery/installation of batteries and high-risk heavy vehicles requiring escort, the second stage including the delivery/installation of batteries, and excluding high-risk heavy vehicles requiring escort.

The Department has carefully reviewed the document and is satisfied that it meets the requirements of the relevant conditions in the Development Consent.

Accordingly, as nominee of the Planning Secretary, I approve the staging of the project including the sub-stages described below:

- Stage 1: will include 300 MW installed discharge capacity, civil and enabling works including the road upgrade and site access, installation of batteries, one transformer and switchgear and associated structural, mechanical and electrical works, and connection to the TransGrid substation.
    - 1a: construction of the 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;
    - 1b: commence construction of a 300 MW BESS including site access way, civil works, installation of batteries, associated structural mechanical and electrical works (excluding the delivery/installation of the batteries and high-risk heavy vehicles requiring escort);

- 1c: continuation of the construction of a 300 MW BESS including the delivery/installation of the batteries (excluding high risk heavy vehicles requiring escort)
- 1d: continuation of the construction of a 300 MW BESS, including high risk heavy vehicle requiring escort movements associated with Stage 1; and
- 1e: operation of the 300 MW BESS.

- Stage 2: will consist of 200 MW installed discharge capacity, civil and enabling works, including installation of a second transformer and associated switchgear and batteries, and connection to the TransGrid substation. Stage 2 will commence construction following completion of Stage 1 construction.
    - 2a: commence construction of the 200 MW BESS including civil works, installation of batteries, associated structural mechanical and electrical works; and
    - 2b: operation of the 200 MW BESS.

- Stage 3: Decommissioning

The management plans including the environmental management strategy, traffic management plan and Fire Safety Study should be revised to reflect these relevant stages of the development.

Please ensure you make the document publicly available on the project website at the earliest convenience.

If you wish to discuss the matter further, please contact Wayne Jones on (0-2) 6575 3406.

Yours sincerely

Iwan Davies
Director
Energy Assessments

As nominee of the Planning Secretary