



# Griffith Solar Farm

# Traffic Management

# Plan

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Shaping a **Better Life**

TABLE OF Contents

**INTRODUCTION ..... 3**

*Purpose..... 3*

*Document Responsibilities..... 3*

*Document Amendment and Distribution ..... 3*

Revision Status ..... 4

*Discipline Specific Plans ..... 4*

**PROJECT DESCRIPTION ..... 5**

*Project Overview..... 5*

**DEFINITIONS ..... 7**

**ORGANISATION ..... 8**

*Organisational Chart..... 8*

*Responsibilities and Authorities..... 9*

**SPECIFIC PROJECT ISSUES AND RISKS ..... 9**

*Issues 9*

*1.1. Use water truck to spread water on access road to minimized dust production..... 9*

*1.2. Monitor road dryness to adjust water spreading to weather conditions. .... 9*

*Risks 10*

**TRAFFIC MANAGEMENT AND CONTROL..... 11**

*Route to and from Site: ..... 12*

*Public Roads..... 13*

*Within the Worksite ..... 14*

*Pedestrian Traffic..... 15*

*Site Construction Traffic ..... 15*

*Access Roads and Site Movement ..... 16*

*Parking ..... 16*

**MONITORING, MEASUREMENT AND REVIEW ..... 16**

*Dilapidation and repair protocols ..... 17*

*Inspection and Auditing of Traffic Control Plans (TCPs)..... 18*

**LIST OF ATTACHMENTS ..... 19**

*Appendix 1 Traffic Control Layout – During Road upgrade..... 20*

*Appendix 2 Traffic Control Layout – After Access Road upgrade..... 24*

*Appendix 3 Vehicle Movement Strategy..... 27*

**LIST OF TABLES**

Table 1—Issues ..... 9

**LIST OF FIGURES**

[No table of figures enries found.](#)

## INTRODUCTION

### **Purpose**

Bouygues Constructions Australia Pty Ltd (BYCA) has established this Traffic Management Plan (TMP) as a part of its Integrated Management System. It shall be noted that this document covers the Neoen / Bouygues Constructions Australia Solar Farm only.

The Traffic Management Plan (TMP) addresses the overarching vehicle movement planning requirements in accordance with the contract, relevant standards and Management Procedures. This plan will ensure vehicular and pedestrian traffic is not exposed to any additional hazards as a result of access road upgrades, construction works and associated construction traffic. It will also ensure that construction workers are not exposed to hazards associated with construction traffic and public vehicular traffic.

The objectives of the Traffic Management Plan are:

- Ensuring construction activities do not interfere with other operations on the site
- Ensuring construction traffic complies with contract requirements
- Ensure that traffic management complies with local and state road authority requirements
- Ensure that access road upgrades and Griffith Solar Farm construction can be safely carried out in parallel and do not adversely impact nearby residents and/or businesses
- Ensuring construction traffic management considers local road peak-hour volume and road works
- Ensuring the safety of construction works, neighbours all other road users

### **Document Responsibilities**

This Traffic Management Plan (TMP) must be in place and operational prior to commencement of construction work.

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

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

### **Document Amendment and Distribution**

This document shall be reviewed as follows:

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

Document amendments and distribution will be conducted as per detailed in the *PL-CO-01 Project Management Plan* and the *PL-QA-02 Records Management Plan*.

New and amended documentation issued after the initial approval and distribution of this plan to controlled copy holders shall be identified in the *FS-QA-RG-06 Document Control Register*. Revision details shall be recorded in the Section 1.3.1 *Revision Status* of this plan.

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

## Revision Status

Revision	Revision Date	Issued Date	Nature of modification
0	12/01/2017	13/01/2017	Contract Award Revision
1	06/02/2017	06/02/2017	Early works review
2	10/02/2017	10/02/2017	Early works review
3	02/03/2017	03/03/2017	Review after Griffith Council comments
4	07/03/2017	07/03/2017	Review after Griffith Council comments
5	10/03/2017	12/03/2017	Review after meeting with Griffith Council
6	15/03/2017	15/03/2017	Review of site dust management
7	25/04/2017	03/05/2017	Modification of construction phases
8	15/05/2017	18/05/2017	Review after RMS and Council comments
<b>9</b>	<b>04/07/2017</b>	<b>04/07/2017</b>	<b>Update of Access Road upgrade schedule</b>

## Discipline Specific Plans

The TMP is to be read in conjunction with the below mentioned Management Plans.

- |   |   |
|---|---|
| PL-CO-01 Project Management Plan                    | PL-HR-03 Industrial Relations Management Plan |
| PL-CO-02 Project Execution Plan                     | PL-HS-01 Safety Management Plan               |
| PL-CO-03 Pre-Launch Management Plan                 | PL-HS-03 Office Emergency Management Plan     |
| PL-CO-04 Risk Management Plan                       | PL-EV-01 Environmental Management Plan        |
| PL-CO-05 Emergency Management Plan                  | PL-EV-02 Flora and Fauna Management Plan      |
| PL-CO-06 Training Management Plan                   | PL-EV-03 Weed Management Plan                 |
| PL-CO-07 BYCA Objectives and Targets                | PL-EV-04 Soil and Water Management Plan       |
| PL-CO-08 Contract Management Plan                   | PL-EV-05 Air Quality Plan                     |
| PL-CO-09 Cost Control Management Plan               | PL-EV-06 Noise and Vibration Management Plan  |
| PL-CO-10 Stakeholder Management Plan                | PL-EV-07 Cultural Heritage Plan               |
| PL-CO-11 Construction Methodology Plan              | PL-EV-08 Waste and Energy Management Plan     |
| PL-CO-12 Site Management Plan                       | PL-EV-09 Fire Management Plan                 |
| PL-CO-13 Site Establishment Management Plan         | PL-EV-10 Visual Amenity Management Plan       |
| PL-CO-15 Commissioning and Handover Management Plan | PL-QA-01 Quality Management Plan              |
| PL-HR-01 Resources Management Plan                  | PL-QA-02 Records Management Plan              |
| PL-HR-02 Aboriginal Participation Plan              | PL-DE-01 Design Management Plan               |
|   | PL-PC-01 Procurement Management Plan          |

## PROJECT DESCRIPTION

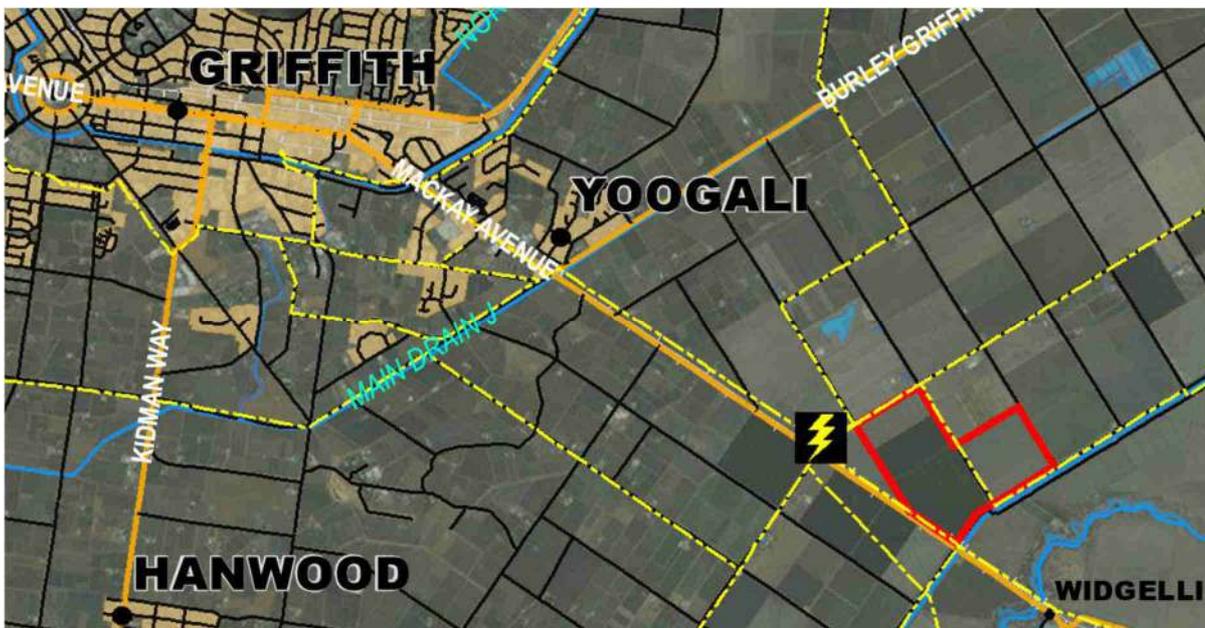
### *Project Overview*

#### The Solar Farm

This site is located approximately 7 kilometres south-east of Griffith NSW and within the Griffith Local Government Area and Murrumbidgee Irrigation Area. It is currently being used for cropping and is 10m from the main road and 300m from the 33kV Griffith/Yoogali TransGrid substation. The site has exceptionally favourable topographic features as the land has previously been laser formed for artificial irrigation. There is less than one meter difference in height from one side to the other, so land is essentially flat.



During the Access Road upgrade (approximately 8 weeks) construction traffic will access to the site via Irrigation way. Once the upgrade completed, access to the site will be via Burley Griffin Way and Ross Road. The solar farm will be connected to the existing 33kV Griffith/Yoogali TransGrid substation located on Hamilton Road west of the site. Approximately 36MWdc worth of solar modules, single axis tracking systems and inverters will be installed on the site which is 125ha in area.



*Solar Farm location Map*

### **The Access Road upgrade:**

In parallel with the construction of the Solar Farm as stated above the intersection of Burley Griffin Way and Ross Road is to be upgraded to the satisfaction of RMS and Council, including as a BAR / AUL(s) on Burley Griffin Way / Ross Road intersection, Ross Road is to be upgraded to the satisfaction of the Council to allow for two-way construction traffic from Burley Griffin Way to Hamilton Road, approximately 2km long.

The Construction will last approximately 8 weeks. This documents also covers the access road upgrade (as described above) construction stage.

**Construction will be completed by no later than the 15th August 2017. This documents also covers the access road upgrade (as described above) construction stage.**



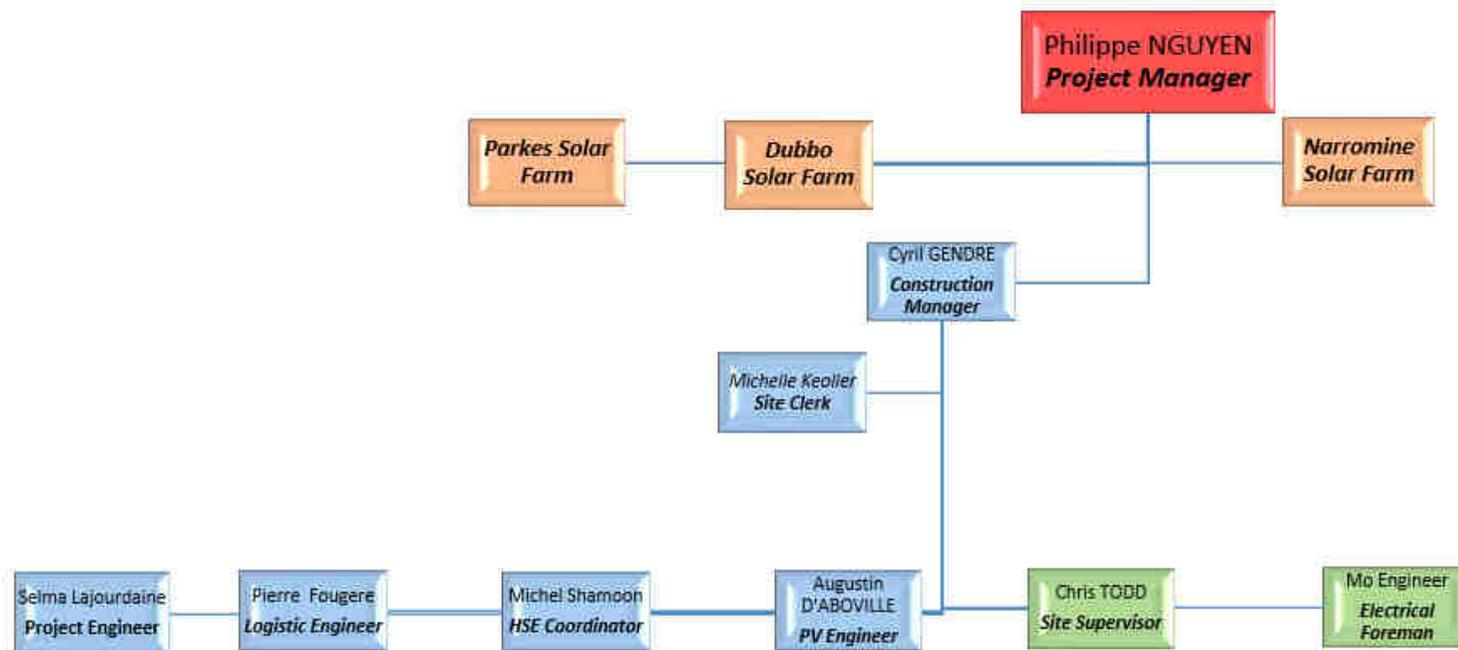
*Access Road upgrade location Map*

## DEFINITIONS

BYCA	<b>Bouygues Construction Australia Pty Ltd.</b>
<b>Site Compound</b>	The area within the Site where the Site Offices are located.
<b>Public Traffic</b>	Pedestrians, cyclists and vehicular traffic within public roads, footpaths, tracks and other access ways accessible to the public.
<b>Construction Traffic</b>	<p>Movement of vehicular, plant and workers within the site construction area.</p> <p>Movement of construction plant, vehicles, delivery trucks and pedestrians at roads located adjacent to or within the vicinity of the construction site's main entry / exit points.</p>
<b>Works</b>	The total Scope of Works as defined in the Contract.
<b>Access Road upgrade</b>	The total Scope of access road upgrades as defined in the Early Works Contract; for the upgrade of the intersection of Burley Griffin Way & Ross Road + Ross Road & Hamilton Road and Ross Road upgrade and widening.

## ORGANISATION

### Organisational Chart



### **Responsibilities and Authorities**

The Project Team responsibilities and authorities, please refer to *FS-CO-RR-03 BYCA Project Responsibilities & Authorities*.

## **SPECIFIC PROJECT ISSUES AND RISKS**

### **Issues**

In relation to traffic management, the following project specific issues must be considered:

**Table 1—Issues**

<b>Issue</b>	<b>Impact</b>	<b>Management Strategy</b>
Construction vehicle movement on the access roads	1. Dust Generation  2. Traffic flow affected	1.1. Use water truck to spread water on access road to minimized dust production. 1.2. Monitor road dryness to adjust water spreading to weather conditions. 2.1. Speed limits will be enforced according to TCP to minimize impact of neighbours
Movement of construction vehicles within the site.	Noise and vibration	Notification of surrounding residents of construction activities.  Adherence to approved BYCA working hours to minimise complaints.
Occupying part of the Burley Griffin Way and Ross Road	Traffic speed and flow is affected	Qualified traffic control manager to create and implement approved Traffic Control Plans
Construction vehicles occupy part of the road, or road is under construction	Residents cannot access Ross Road/Burley Griffin Way  Residents and/or businesses are affected by the addition of solar farm construction activities to the access road upgrade.	Provisions to ensure that residents will always have access to their properties e.g. minimise times driveways are cut out, and communicate to residents via traffic control. At least one way traffic to be maintained at all times  To protect Residents and/or businesses from additional activities, the site access will be done by Irrigation Way during the access road upgrade.

## **Risks**

Risks associated with the construction methodology for the project must be documented in the *Project Risk Register*, *Project HS Risk Assessment* and the *Project Environmental Risk Assessment* in accordance with the *PL-CO-04 Risk Management Plan* and the *PR-CO-03 Risk Management Procedure*.

## TRAFFIC MANAGEMENT AND CONTROL

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

BYCA will:

- Ensure traffic management controls are established, maintained and monitored to underpin the safety of workers, other personnel and the general public.
- Establish traffic management controls in consultation with relevant stakeholders.
- Ensure traffic management controls comply with regulatory and legislative requirements.
- Ensure traffic management controls comply with the contract.
- Ensure traffic management controls (monitor by an accredited Protection Officer) maintain the flow of traffic on Irrigation way and Hamilton Road, during the Access Road upgrade.
- Ensure traffic management controls maintain the flow of traffic within the site and on surrounding public roads.
- Reinstate any areas affected by the temporary construction access requirements to their original condition.
- Notify neighbours of the access' road upgrade by organizing a specific site information meeting
- Notify the local community about project-related traffic impacts by organizing a Community Engagement evening prior to any construction activity.

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

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

BYCA has developed a Traffic Control Layout (**Appendix 1** Traffic Control Layout), and a method statement for Irrigation Way / Hamilton Road intersection (attachment II – Method Statement), BYCA will update this Layout in consultation with stakeholders during Site establishment, Road upgrade, and solar farm construction. The Traffic Control Layout include specific traffic management controls to mitigate risks; and will respect Road Traffic Authority requirements.

The Traffic Control Plan has been developed and submitted to RMS and Griffith City Council for comments, updated, and then approved by concerned authorities.

Traffic Control Plan will be implemented, audited and inspected in accordance with section:

Inspection and Auditing of Traffic Control Plans (TCPs)

Traffic management controls will be communicated to appropriate stakeholders.

***Route to and from Site:***

a) During Road upgrade:

All traffic accessing the site will enter by the main gate on Hamilton Road. During this phase most and major material deliveries will arrive from Sydney and Melbourne, as detailed in the Attachment II – Method Statement. Some minor materials and the work force may also arrive from Griffith’s city (For the access road mapping purpose the main road access to Griffith’s city; Macedone Road has been chosen to represent the traffic of light vehicles coming from Griffith). The traffic coming from Sydney or Melbourne will arrive according to the traffic control layout shown. Then traffic will access to the solar farm site depending of their origin (See Appendix 1):

- ✓ From Sydney: by Burley Griffin Way to Irrigation Way to Hamilton Road to the Solar Farm.
- ✓ From Melbourne: By Kidman Way to Oakes Road to Irrigation Way to Hamilton Road to the Solar Farm.

Traffic leaving site will use the following way to their destination:

- ✓ To Sydney: From the Solar Farm to Hamilton Road to Irrigation way to Melbourne.
- ✓ To Melbourne: From the Solar Farm to Hamilton Road to Irrigation way to Whitton Stock Route Road to Burley Griffin Way.

b) When Road upgrade completed:

All traffic accessing the site will enter by the main gate on Hamilton Road. During the construction phase most and major material deliveries will arrive from Sydney and Melbourne. Some minor materials and the work force may also arrive from Griffith’s city (For the access road mapping purpose the main road access to Griffith’s city; Macedone Road has been chosen to represent the traffic of light vehicles coming from Griffith). The traffic coming from Sydney or Melbourne will arrive according to the traffic control layout shown in appendix 2. Then traffic will access to site along Ross Road up to Hamilton Road to enter the solar farm site.

Traffic leaving site will use the same access route in the reverse order.

It shall be noted that no deliveries have been planned to be transported by freight trains.

Refer to appendix 3 for specifics of vehicle movement restrictions on Burley Griffin Way and Ross Road.

## Public Roads

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

- Any significant deposit of dirt and other materials caused by construction traffic and other operations (in relation to the works) will be promptly removed from existing public roadways.
- Traffic control precautions are implemented to ensure safe traffic movement on Irrigation Way during the road upgrade and monitored by an accredited Protection Officer to ensure a safe access to Hamilton Road.
- Suitable precautions are taken to ensure no rock is dislodged onto any roadway or railway track from construction or procurement vehicles.
- Construction plant and equipment do not park on or within the pavement or shoulders of any existing trafficked roadway.
- Construction vehicles will comply with the mass, loading, speed limit and access requirements of the road traffic authority (refer to appendix 3).
- Construction traffic will cause the least possible obstruction to public and other traffic, in particular during the Access Road upgrade construction phase, the sequence will allow for a minimum an alternative one way traffic with two-way traffic being reinstated at the end of each day. It is noted that School bus route 944 and 943, works will be timed to avoid traffic disruption during the peak hours as much as practicable.
- Directional signage will be installed (in consultation with road traffic authority) to direct construction traffic, and warn other motorists of construction traffic. This signage is positioned in accordance with the approved Traffic Control Plans.
- Warning / information signage (in consultation with road traffic authority) to notify the local community about the project-related traffic impacts will be implemented and installed as per the requirements set out in the approved Traffic Control Plans and Road Occupancy License.
- 2 dilapidation surveys to assess the existing condition of the transport route/s prior to construction has been done in February 2017 for Ross Road and in May 2017 for Poletta Road. (*Annex VI*)
- Dilapidation surveys to assess the condition of the transport route/s following construction, upgrading, decommissioning activities will be done.
- A daily monitoring of road conditions will be done at the end of working hours.
- The numbers of daily water tank will be adjusted based on the daily monitoring of road conditions. During dry season, a minimum of 2 passes of water truck will be used daily to minimize dust and protect neighbors from dust impact.
- Should any damage to the existing road occur during the construction phase as a result of the upgrade works, or project's construction, the damaged will be assessed / reported to the appropriate authority / repaired following the repair protocol specified in section.
- Once any damages reported to the appropriate authority, the repair of any roads identified in the dilapidation surveys to have been damaged during construction, upgrading or decommissioning works will be done in accordance with RMS and Griffith City Council standards.
- A Vehicle Movement Strategy shall be developed to reduce the impact on local roads arising from additional construction traffic (e.g. road base delivery vehicles). The Vehicle Movement

- Strategy will implement measures to minimise the impact through restricting the direction of flow and/or time of day movements, refer to appendix 3.
- BYCA will comply with any client or Road Traffic Authority signage requirements for traffic control. Where construction work is to be undertaken either on or adjacent to a public roadway that is open to traffic, the work must be undertaken in accordance with all regulatory and legislative requirements that govern the movement of vehicles and pedestrians on any public roadway.
- A driver code of conduct will be given to all staff members of the Griffith's Solar Farm during the site induction.
- The driver code of conduct will specify:
  - ✓ travelling speeds,
  - ✓ procedures to adhere to the designated transport routes; and
  - ✓ Rules of safe driving practices, particularly if using local roads through Griffith.

### ***Within the Worksite***

All employees, subcontractors, suppliers and any other persons connected with the project must adhere to all such Statutory Requirements and comply with all lawful directions. Any breach of such requirements may result in disciplinary action of the persons concerned.

All employees, subcontractors, suppliers are to enter the site and report to the gate officer prior driven any further. No parking will be allowed outside the site boundaries, as such a construction parking and laydown area have been designed for this mater (Annex IV: NEOEN-GR-BY-GDW-LA-1500).

The maximum speed limits within the Worksite are:

- ***40 kph on formed roads***
- ***20 kph during foggy/dusty conditions with headlights on***
- ***10 kph when passing work parties***

BYCA shall obtain any necessary approvals for the transport of any earthworks and road building materials; this includes regular consultation with stakeholders to coordinate deliveries in advance.

BYCA must manage access to and from the site by all employees, subcontractors, suppliers and any other persons connected with its activities and the works; and all occupants within the worksite and through each area of the site. BYCA shall provide for safe and continuous operation of normal pedestrian and vehicular traffic along all roads, pedestrian paths and vehicular access to the worksite and must provide and maintain all necessary watchmen, lights, barriers, notices and signs.

BYCA will not unnecessarily obstruct any side road, branch track, drain or watercourse and will not break down or remove any fences or gates without prior notification to the client. If unavoidable, BYCA will remove such obstruction or repair such breakage as soon as possible, or as directed by the Client.

Traffic within the work site that need to enter the Eastern side of the site across Polleta Road, will access this working area by entering the main site access gate on Hamilton Road (following the dedicated route as described in section 0), driving across the Western side of the site and then crossing Polleta Road through the site gate (see corresponding TCP in Appendix I) just north of Mirrool Branch Canal Road (Annex IV: NEOEN-GR-BY-GDW-LA-1500).

A Vehicle and Traffic Management Procedures briefing will be included in the FS-CO-CT-07 Project Site Induction. This will have been developed in consultation with the stakeholders.

### ***Pedestrian Traffic***

BYCA may encounter pedestrian traffic at and near to the site. BYCA will ensure that sites are appropriately isolated and secured from unauthorised entry; and that the Site is appropriately sign-posted and controlled.

### ***Site Construction Traffic***

Traffic within the Site will be managed in accordance with PL-CO-12 Site Management Plan. The Sites Layout Plans will indicate site access and egress points and detail any required separation of construction plant and personnel. These plans will be communicated during Tool Box Meetings and/or Daily Pre-start Meetings.

The approved site working hours as per the Development Consent are:

- 7am to 6pm Monday to Sunday
- At no time on NSW public holidays

The Site Layout Plan will incorporate details of parking arrangements for the site construction workers, speed limits within the construction works or through access roads established for vehicular and plant construction traffic.

The Sites' Layout Plan will detail traffic management controls that are appropriate within each site.

If required BYCA will establish a Site Office and Designated Parking Area in accordance with the PL-CO-12 Site Management Plan.

Traffic controls shall be regularly reviewed for effectiveness and will be amended to maintain or improve safe work environment. Traffic management controls established for sites will be inspected at ***weekly intervals*** to verify that a safe work environment is being maintained. Records of inspections shall be maintained.

Refer to Attachment IV, for details on load limits and vehicle dimensions. It shall be noted that site access is limited by Murrumbidgee Irrigation bridge for which HML are prohibited.

## ***Access Roads and Site Movement***

Unless sign-posted otherwise, load limits on public roads adjoining the sites apply within them.

If required BYCA shall request approval from the client in writing **at least seven (7) days** prior to any over-dimensional load, or load in excess of load limits entering the site, or using the roads within the site.

### **Drivers code of conduct for site workers:**

All workers must travel to and from the site via the nominated access roads as per Figure 1, 2, and 3; depending their origin.

BYCA will provide to its supplier, subcontractor, and transport contractor the site haul roads as per Figure 1 and Figure 2 and through the site induction. Should any misconduct of BYCA contractor be noticed whilst accessing the site, disciplinary action will be undertaken as part per BYCA policies.

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

## ***Parking***

All workers must park in the Designated Parking Areas as specified in the PL-CO-12 Site Management Plan. BYCA shall ensure no persons (in connection with its activities) parks in any other area of the site or in any other area without the prior written consent (UNLESS VEHICLE IS BEING USED AS A TOOL OF TRADE FOR WORK PURPOSES).

## **MONITORING, MEASUREMENT AND REVIEW**

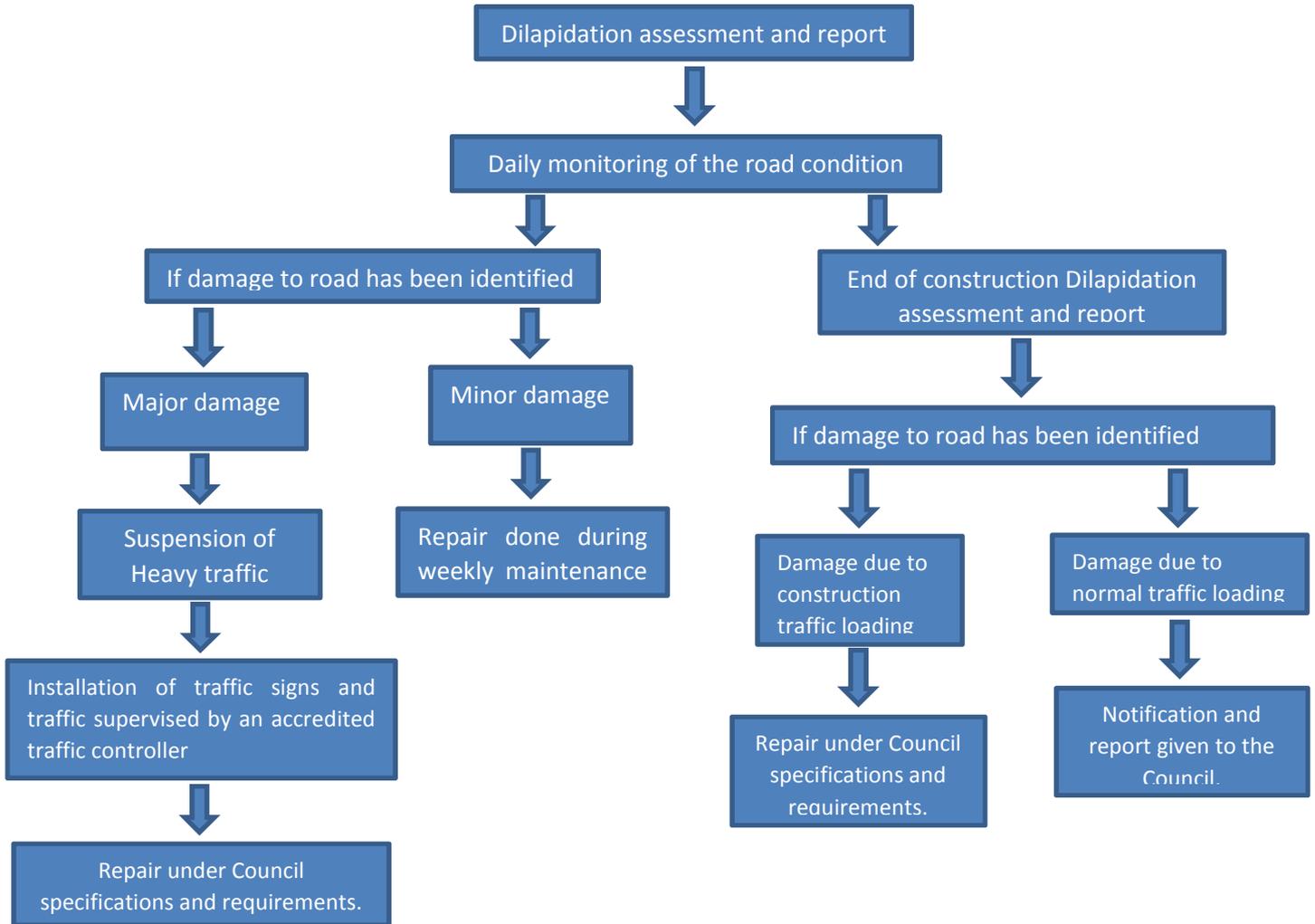
The purpose of Monitoring and Measurement is to ensure that all construction works, including subcontracted activities, are being performed in accordance with the contract requirements, statutory requirement and in a controlled and safe environment. Ongoing monitoring and audit of Traffic Management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

Audits of the Traffic Control measures under differing operating conditions are to be carried out including during overcast and rainy weather, at night or at any other restrictive times where conditions may change in accordance with the requirements of AS1742.3.

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

**Dilapidation and repair protocols**

A dilapidation assessment of the main roads leading to the solar farm site has been undertaken in February 2017 for Ross Road (including Murrumbidgee Irrigation Bridge), and in May 2017 for Poletta Road (see Appendix VI) and which will be used as a base line for assessing any future damage to the site access.



### ***Inspection and Auditing of Traffic Control Plans (TCPs)***

Regular Site Inspections by designated supervisory and field staff of worksite protection are to be arranged on a ***daily or increased frequency*** depending on the complexity of traffic control on the site.

Site Inspections will be carried and the following Traffic Management Forms completed:

- FS-HS-AT-11 Traffic Control Daily Checklist
- FS-HS-AT-12 Traffic Control Weekly Checklist

A daily record of the inspections should be kept. This should include:

When traffic controls were erected

- When changes to controls occurred and why the changes were undertaken
- Any significant incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties
- Where significant changes to the work or traffic environment or adverse impacts are observed, the controls should be reviewed as a matter of urgency.

The monitoring program should generally incorporate daily monitoring:

- Before the start of work activities on site
- During the hours of work
- Closing down at the end of the shift period

The inspection program shall be adjusted to suit changing circumstances and/or risk environment such as during times of increased traffic flows or speeds, contra-flow arrangements or when changed controls are introduced.

The FS-QA-AT-08 Traffic Control Audit Tool shall be used to perform Audits of the implemented Traffic Management features following setup in accordance with the TCP and prior to the TCP being put into service.

## LIST OF ATTACHMENTS

I -Traffic Control Plans (TCPs)

II – Method Statement – Irrigation Way / Hamilton Intersection

III – Burley Griffin Way and Ross Road intersection layout design

IV – MJM design report including construction traffic assessment

V – Solar Farm layout, showing Site Control Layout: temporary site compound, internal access roads

VI – Dilapidation Report - Proposed Solar Farm Access

VII – Traffic Schedule

**Appendix 1 Traffic Control Layout – During Road upgrade**

Figure 1 – Entry to Site from Sydney

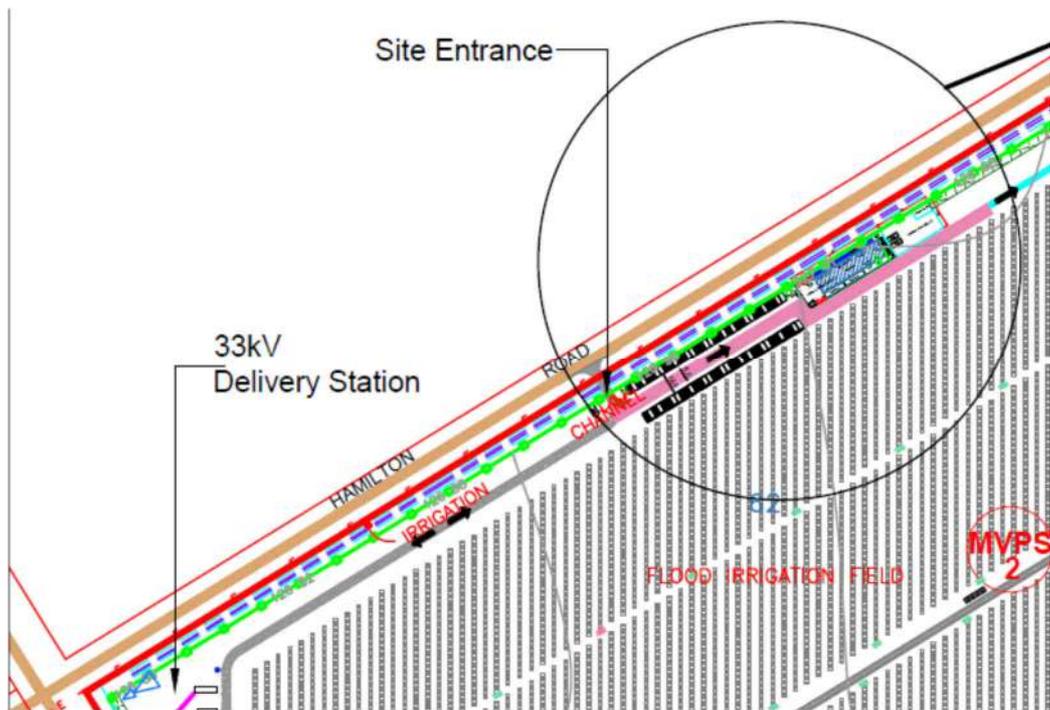
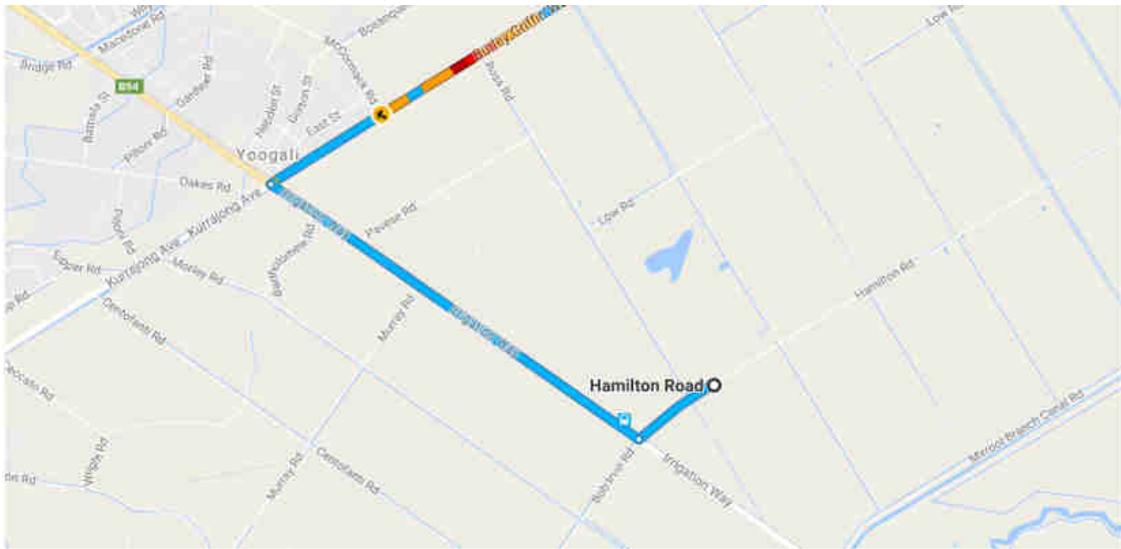


Figure 2 – Exit from Site to Sydney

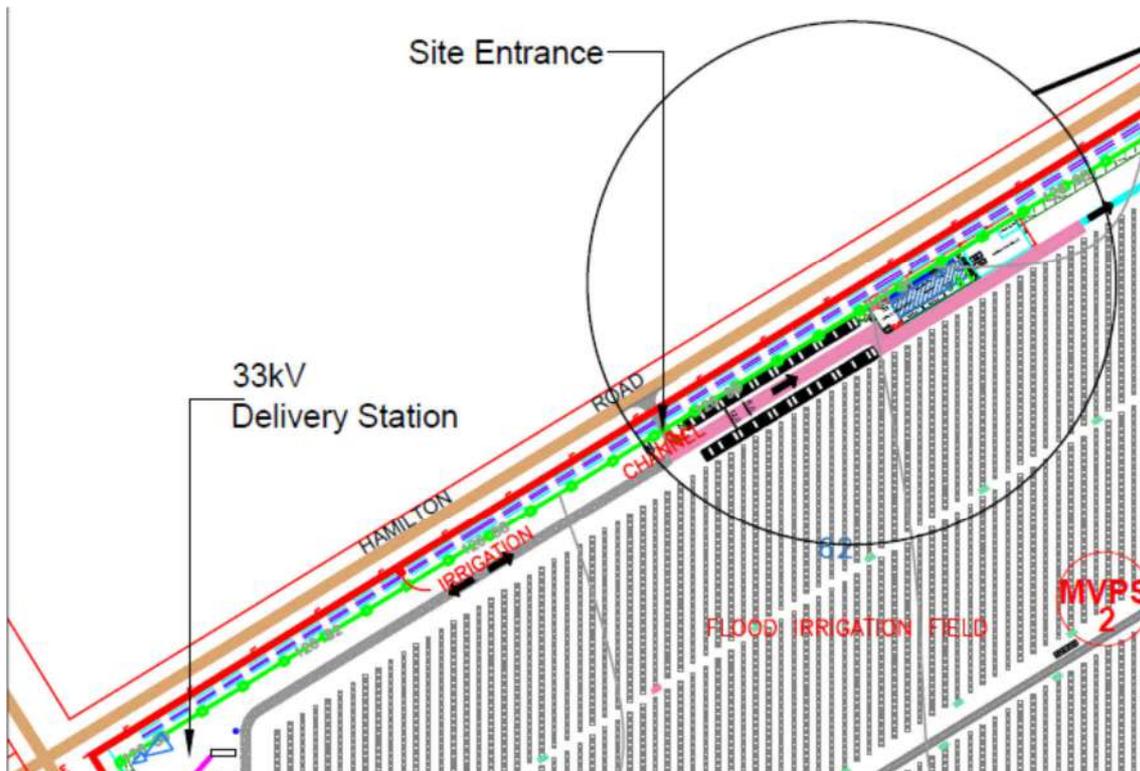
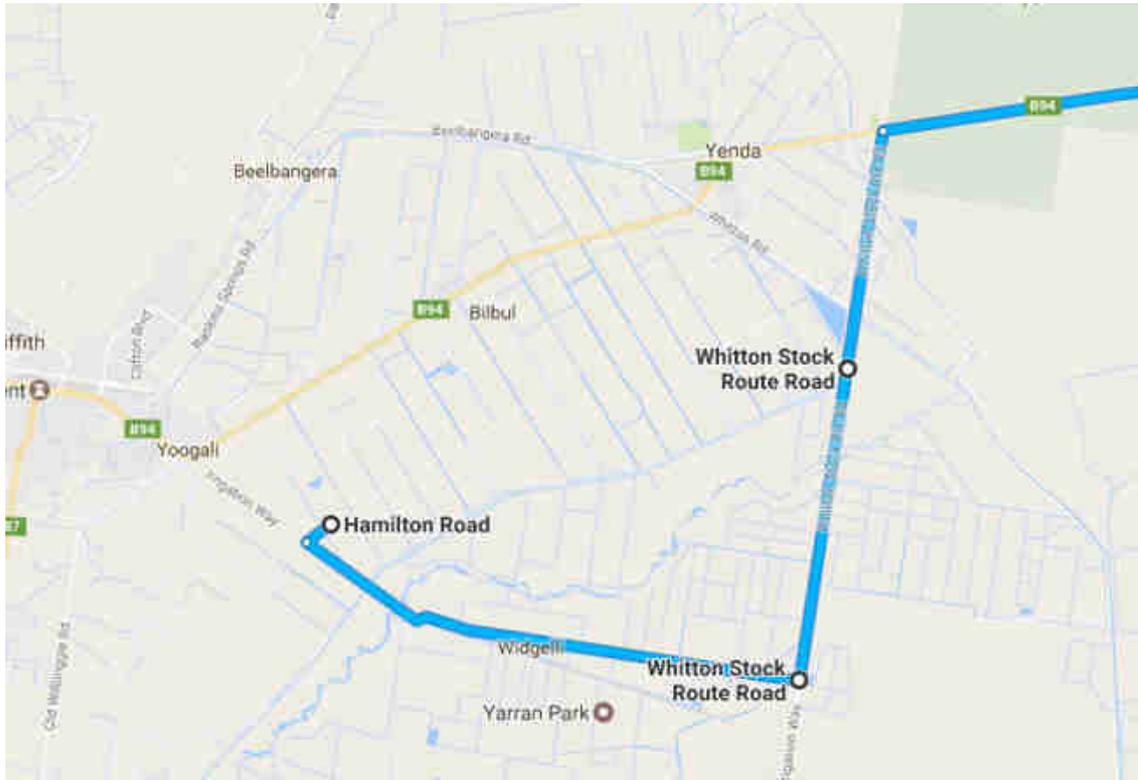


Figure 3 – Entry to Site from Melbourne

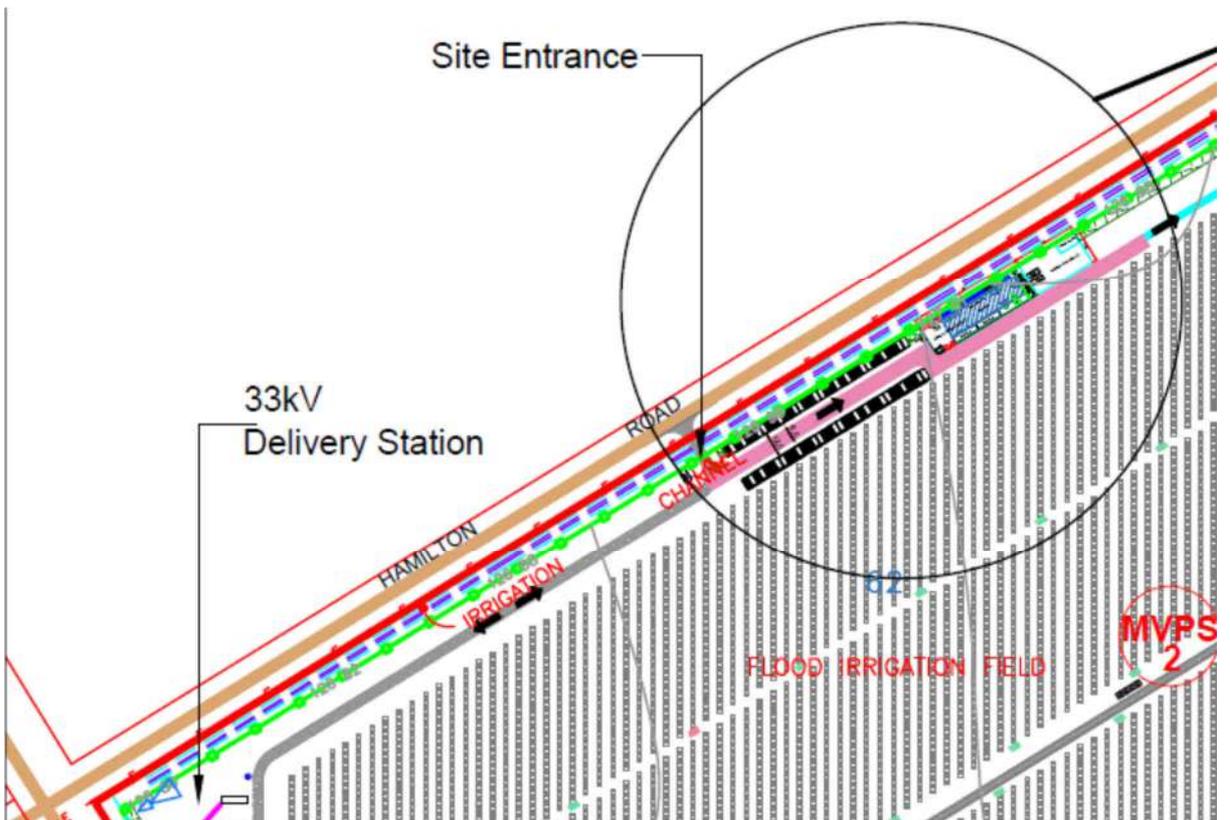
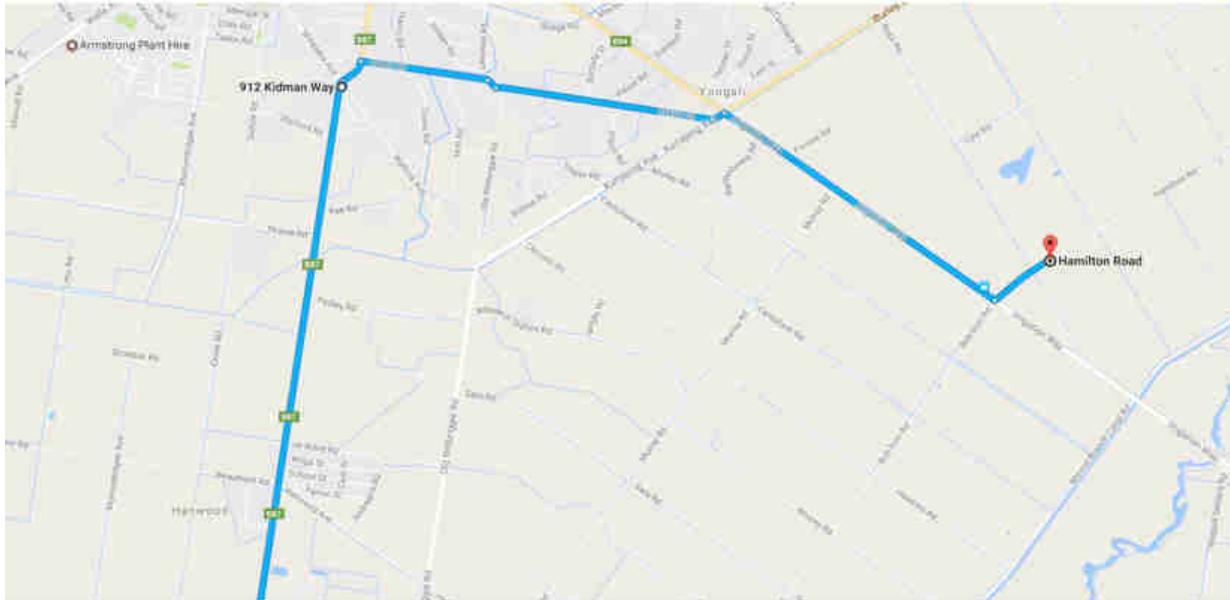
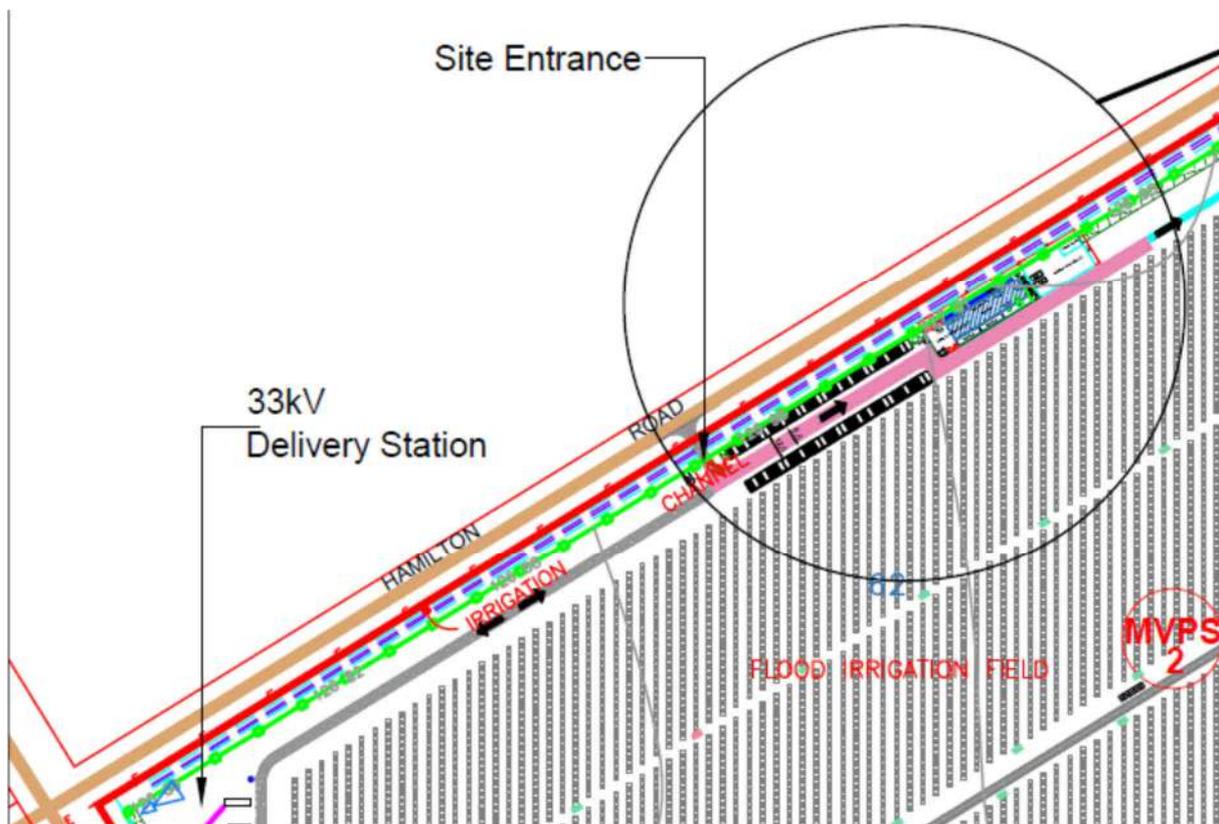
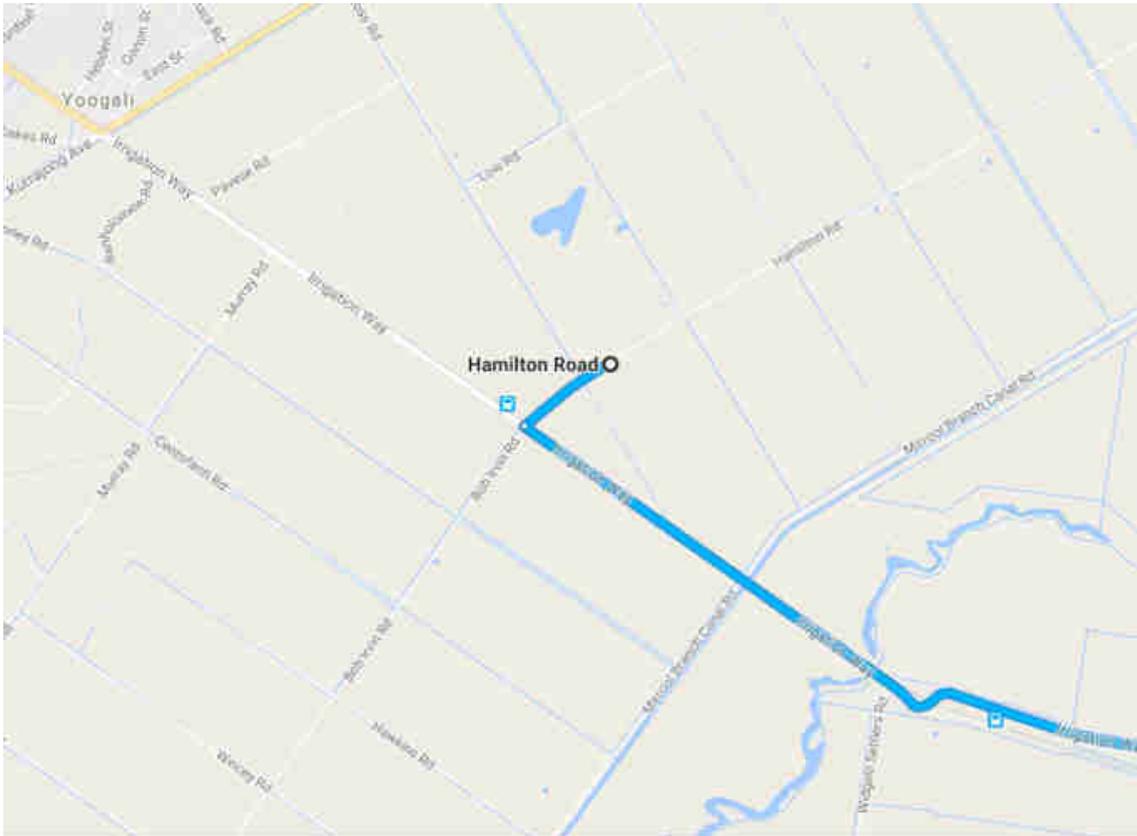


Figure 4 – Exit from Site to Melbourne:



**Appendix 2 Traffic Control Layout – After Access Road upgrade**

Figure 1 — Entry to Site:

To / From Sydney:

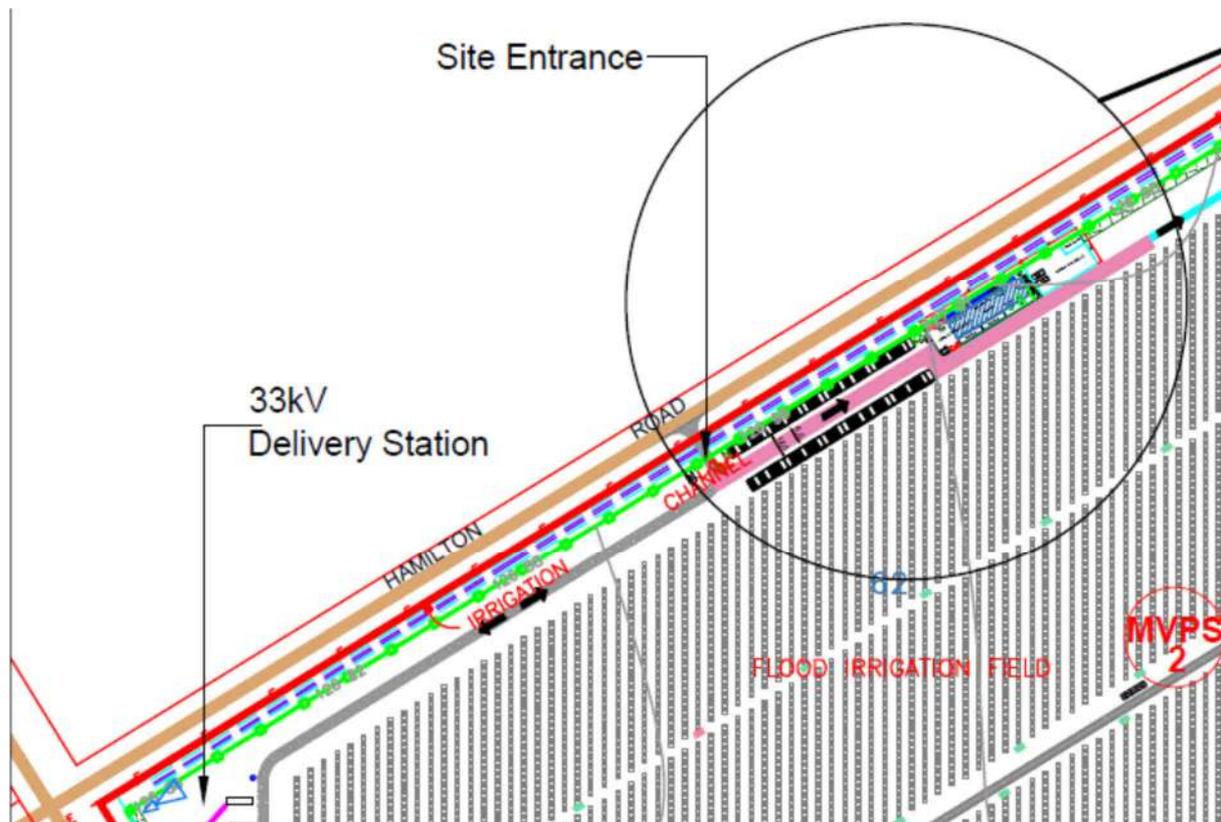
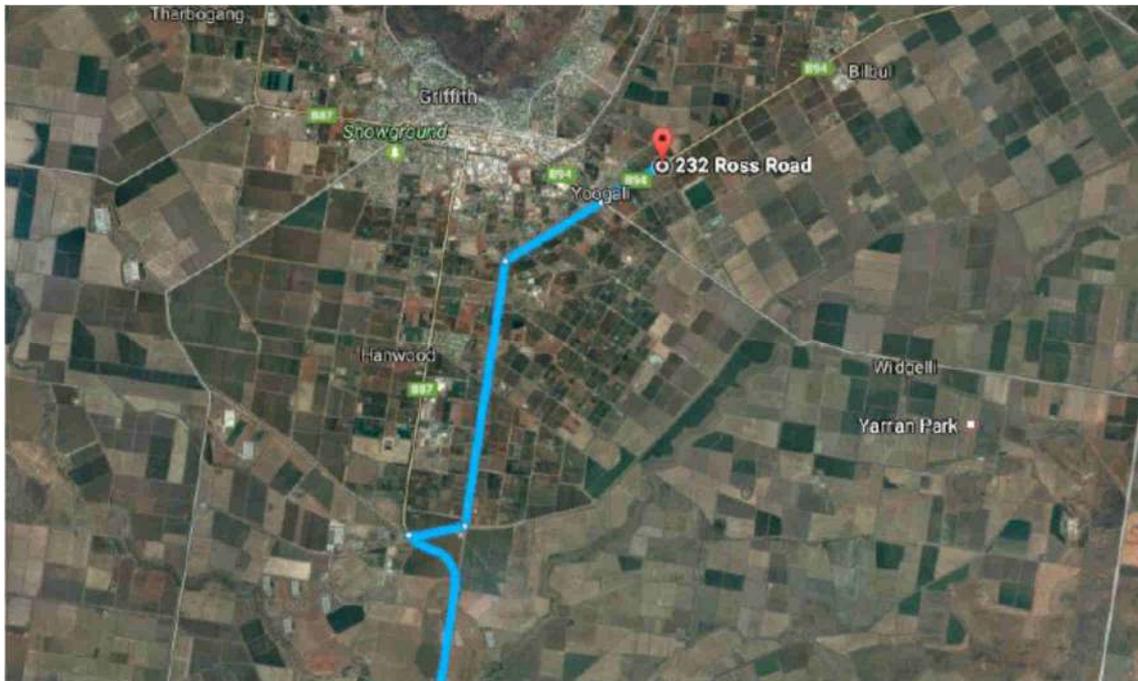
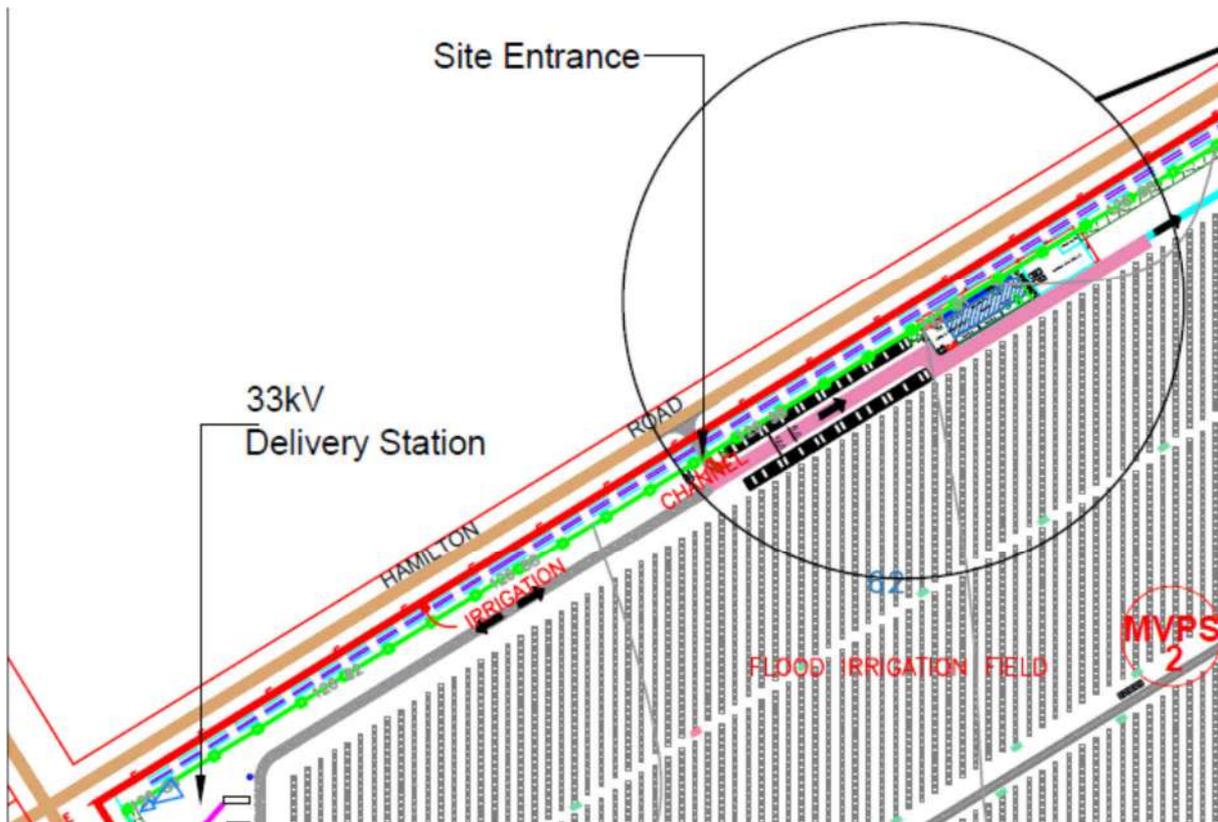
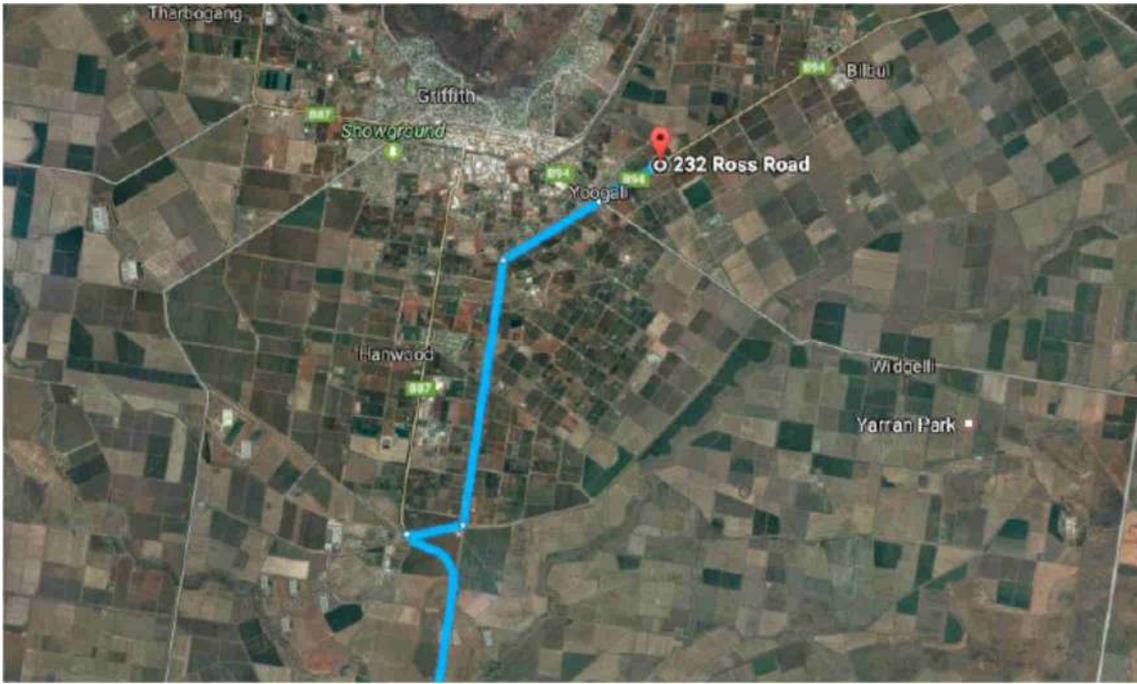


Figure 2 — Entry to Site:

To / From Melbourne:





**Appendix 3 Vehicle Movement Strategy**

Issue	Management Strategy
<p><b>Volume and impact of construction traffic for the Access Road upgrade execution.</b></p>	<p>Construction traffic will move from site at the solar farm and to the intersection via Ross Road only once traffic control is set up. Traffic control will be implemented according to the TCP, and reviewed/updated regularly. Volume of construction traffic for the road upgrade will include approximately 10-15 workers accessing and egressing daily between 7am-6pm, with construction vehicles consisting of rollers, graders, bogeys, watercarts and excavators moving in between. There will be road material delivery trucks which will only enter the site under traffic control.</p>
<p><b>Volume and impact of construction traffic for the Solar Farm construction on Irrigation Way during the Access Road upgrade</b></p>	<p>Construction traffic (see Traffic Schedule in appendix VII) will move from site at the solar farm and to the Irrigation way intersection via Hamilton only once traffic control is set up. Traffic control will be implemented according to the TCP, controlled and monitored by accredited traffic controllers, and reviewed/updated regularly. Volume of construction traffic for the solar Farm construction include approximately 30-80 workers accessing and egressing daily between 7am-6pm; minimized by use of buses to limit numbers of light vehicles; with construction vehicles moving in between. There will be road material delivery trucks which will only enter the site under traffic control.</p>
<p><b>Volume and impact of construction traffic on Ross Road after Access Road upgrade</b></p>	<p>Construction traffic will enter site via Ross Road only once traffic control is set up. Traffic control will be implemented according to the TCP, and reviewed/updated regularly. Volume of construction traffic for the project has been estimated as shown in the traffic intersection design Report. Daily access and egress to site will be between 7am-6pm. Within this working hours, Ross Road's speed limit will be of 60 kph in accordance with TCP and Speed Zone Authorisation.</p>
<p><b>Impact of construction traffic on Burley Griffin Way during commuter peak-hour periods</b></p>	<p>During peak hours there will be no construction traffic moving to site access as access is at 7am and egress is at 6pm. There will be movements of delivery material however traffic control will be in place to ensure safe and efficient movement of traffic. Deliveries and required vehicle movements will be made outside of peak hour periods where possible</p>
<p><b>Volume and impact of construction traffic within the site.</b></p>	<p>Vehicle and personnel safe working distances to be adhered to, and speed limits to be enforced within construction site.</p>

<p><b>Vehicle Breakdowns</b></p>	<p>Construction works is planned to be in the exclusion zone that will be delineated, thus any unlikely plant breakdown will not affect traffic flow on site. All plant is to be pre verified and inspected to minimise risk of breaking down. If broken down, traffic control will be made available to control the flow of traffic around the plant if needed until plant is moved into a safe position.</p>
<p><b>Restricted Movement with the site</b></p>	<p>There will be an exclusion zone in the site where no plant is allowed so that workers can congregate for meals, first aid and meetings.</p>
<p><b>Fauna</b></p>	<p>Speed limits to be enforced and movement only on roads to minimise harm to fauna.</p>
<p><b>Load Limits and vehicle Dimensions</b></p>	<p>Burley Griffin Way is approved for GML 25m B-double however Ross Road is not approved for B-double and access is limited by Murrumbidgee Irrigation bridge for which HML are prohibited. It is noted that the intersection upgrade has been designed for truck that are no more than 19m long. Any vehicles and plant that are not approved and pre verified will not be allowed on site. Vehicles will be assessed prior to works commencing to ensure that they can fit in the narrowest part of the site i.e. Ross Road Bridge.</p>