Traffic Management Plan

Waratah Super Battery

State Significant Infrastructure (SSI-48492458)

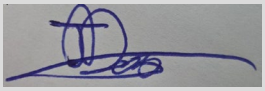
Document History					
Revision	**Name**	**Role**	**Responsibility:**	**Date:**	**Signature:**
6.0	Jordon Doss	Site Manager Akaysha Energy	Author	13/07/2026	
		Traffic Planner	Reviewer		
	Andrew Sheed	General Manager Delivery, Akaysha Energy	Approved for Issue	13/07/2026	

TABLE OF CONTENTS

1 INTRODUCTION 5
1.1 Project Objectives 5
1.2 Project Details 5
1.3 Delivery Partners 5
1.4 Project Scope 6
2 DOCUMENT SCOPE & PURPOSE 7
2.1 Staging of Traffic Management Plan 7
2.2 Document Scope 7
2.3 Purpose 8
3 PLANNING REQUIREMENTS 8
3.1 Plan Development 8
3.2 Consolidated Conditions of Approval 8
3.3 Consultation 12
3.4 Public access to information 12
3.5 Community Consultation 12
4 PROJECT OVERVIEW 13
4.1 BESS Supplier Scope of Works 13
4.2 Balance of Plant Contractor Scope of Works 13
4.3 Map of Project 15
4.4 Site Location 16
4.5 Construction Activities Zone 17
4.6 Site Traffic Signage Layout 17
5 ROLES AND RESPONSIBILITIES 18
5.1 Project Manager 18
5.2 Site Manager 18
5.3 Traffic Controller 18
5.4 Vehicle / Machine Operators 18
5.5 Employees, Subcontractors, Visitors 18
5.6 Traffic Plan Reviewer 18
6 EXISTING CONDITIONS & DILAPIDATION REPORT 19
6.1 Pre-Construction 19
6.2 Post-Construction 19
7 SITE ACCESS REQUIREMENTS 20
7.1 Vehicle & Operator Requirements 20
7.1.1 Mobile Plant/Light Vehicle Minimum Standards 21
7.2 Vehicle / Plant Unique Plant Identifier 22
7.3 Road Safety Risk Mitigation Strategies 22

7.4 Driver Behaviour 23
7.5 Access into Project 24
7.6 Construction Site Signage 25
7.7 Permits 26
7.8 Vehicle Loads 26
7.9 Weed Inspection 27
7.10 Chain of Responsibility 27
7.11 Pedestrian Access 27
7.12 Parking 27
7.13 Speed Limits 28
7.14 Communications 28
7.15 Spotters 29
7.16 Working Arrangements 29
7.17 Public Holidays 29
7.18 Exclusion Zones 29
7.19 General Traffic Rules 30
7.20 Overtaking Stationary Vehicles (Heavy or Ancillary) 31
7.21 Overtaking Moving Vehicles (Heavy, Light or Ancillary) 31
7.22 Travelling to and From Site 32
7.23 Accidents 32
7.24 Emergency Response 33
7.25 Emergency Muster Point 33
7.26 Emergency Service Vehicles 33
7.27 Flood Response Plan 33
7.28 Fatigue Management 34
7.29 Journey Management 34
7.30 Internal Road Consideration 34
7.31 Emergency Repair or Maintenance 35
7.32 School Buses and Public Buses 35
7.33 Rehabilitation 36
7.34 Managing Local Climate Conditions 36
7.35 Driving in Dust & Fog 36
8 CONSTRUCTION TRAFFIC 37
8.1 Construction Vehicles 37
8.2 Transport Routes 37
8.3 Deliveries by Transport Vehicles 38
8.4 Project Traffic Volumes & Reporting 38
8.4.1 Overview 38
8.4.2 Limiting Light Vehicle Numbers 41

8.4.3 Directional Traffic Splits from EIS 41
8.5 Cumulative Impacts 42
8.5.1 State Significant Infrastructure Projects 42
8.5.1.1 Overview 42
8.5.1.2 Key Controls 43
8.5.2 Colongra Power Station 43
8.5.2.1 Overview 43
8.5.2.2 Key Controls 44
APPENDIX A DIRECTIONS AND REQUIREMENTS 45
I1.2 INDUCTIONS 45
I1.2 MINIMUM SITE SAFETY REQUIREMENTS 45
I1.2 TRIP REQUIREMENTS 45
I1.2 LV Site Access 45
I1.2 OSOM Routes and Access 47
APPENDIX B DRIVER'S CODE OF CONDUCT 49
APPENDIX C TRAFFIC GUIDANCE SCHEME ('TGS') 56
APPENDIX D BESS EQUIPMENT TRAVEL ROUTE 57
APPENDIX E MEDIUM VOLTAGE TRANSFORMER TRAVEL ROUTE 62
APPENDIX F Transport Management Plan (350 MVA Transformers) 72
APPENDIX G Transport Management Plan (Pre-Fabricated Electrical Buildings) 73
APPENDIX H DOCUMENT REVISION TABLE 74
APPENDIX I Additional OSOM Movement (HVT-6) 75
OSOM Movement Allowance (Development Consent Compliance) 75
Relevant Development Consent Condition (B1) 75
Route Compliance 76
Permits and Approvals 76
HVT-06 – 350MVA Main Power Transformer (Spare Unit) 77
APPENDIX J HVT-06 OSOM Transport Management Plan 78

1 INTRODUCTION

1.1 Project Objectives

In anticipation of closure of the 3GW Eraring coal fired power station, the NSW Government put to tender a 700MW standby network Battery Energy Storage System ("**BESS**"), the Waratah Super Battery ("**WSB**"), dedicated to support transmission grid for NSW residents. In October 2022, Akaysha won the competitive process run by the NSW State Government's EnergyCo, for the build-out, operation, and ownership of the stand-alone, utility scale WSB.

The WSB is an 850MW / 1,680MWh BESS project, which will provide a System Integrity Support Scheme (**"SIPS**") service, with TransGrid as off-taker over the contract period.

The SIPS contract requires 700MW guaranteed active power and 1,400MWh battery storage capacity; Akaysha has oversized their WSB solution to ensure extra redundancy to deliver the SIPS service and provide an opportunity to capture incremental merchant revenues during the initial contractual term.

1.2 Project Details

Key project details for the Waratah Super Battery project are outlined in Table 1 below.

Table 1 - Project Details

Project Name	Waratah Super Battery
Project Location	301 Scenic Drive, Colongra NSW 2259
Project Proponent	Energy Corporation of NSW
SIPS Agreement Counterparty	TransGrid
Expected Construction Commencement Date	1st June 2023
Target Commercial Operation Date	26th March 2025

1.3 Delivery Partners

Akaysha Energy has engaged two key delivery partners to deliver the scope of works:

- **BESS Equipment Supply** – Powin LLC;
- **Balance of Plant Contract** – Consolidated Power Projects Pty Ltd ('CPP').

The Principal Contractor for the site will be CPP, with key details noted in Table 2 below.

Principal Contractor Name	Consolidated Power Projects Pty Ltd
Principal Contractor Address	Unit 4A, 54-62 Ferndell St, South Granville NSW 2142

Principal Contractor ABN	18 075 411 219
Principal Contractor's Representative	Stephen Brannigan, Senior Project Manager sbrannigan@conpower.com.au

1.4 Project Scope

Akaysha Energy's scope of works for the Services comprise the turnkey design, engineering, procurement, factory inspections and testing, delivery to Site, construction, commissioning testing, and performance testing, operation and maintenance of all plant and equipment for the Waratah Super Battery Facility such that the Services can be provided as per the SIPS Service Agreement throughout the Services Period.

The project will involve the design, procurement, construction, testing, commissioning, operation and maintenance of the following major items:

1. **Battery Energy Storage System ('BESS Yard'), including:**
    a. Energy segments, collection segments and power conversion systems ('PCS'), making up the Powin Stack750 Centipede BESS platform;
    b. 33kV/0.77kV Step-Up Transformers;
    c. 33kV Ring Main Units;
    d. 33kV Switchrooms;
    e. Cables across a variety of voltage levels.
2. **330kV/33kV Substation, including:**
    a. Three (3) 330kV/33kV 350MVA main power transformers
    b. 330kV circuit breakers and 33kV switchgear;
    c. Current transformers, voltage transformers, insulators and all structures typically required for an outdoor switchyard;
    d. Substation Control Building.
3. **Operations and Maintenance Building**; and
4. **330kV Transmission Line:**
    a. From the Waratah Super Battery Substation to TransGrid's Munmorah Substation, the network point of connection for the project.

2 DOCUMENT SCOPE & PURPOSE

2.1 Staging of Traffic Management Plan

In line with Condition C3 of the project Infrastructure Approval conditions, Akaysha Energy has received permission from the Department of Planning and Environment to stage the Traffic Management Plan in accordance with the below:

- **Stage 1** – This Traffic Management Plan covers all transport and traffic activities for the project with the exception of over-sized, over-mass ('OSOM') loads. The first OSOM load is not expected for the Waratah project until on or around 11th December 2023, so it is expected the Stage 1 Traffic Management Plan (this document) will cover all transport and traffic activities up to that time;
- **Stage 2** - This Traffic Management Plan includes coverage for all transport and traffic activities relating to OSOM loads, as well as the information outline in the Stage 1 Traffic Management Plan.

The Stage 1 Traffic Management Plan ('WSB -Traffic Management Plan (v4.0)') was approved by the NSW Department of Planning and Environment on 9th June 2023.

This document incorporates the Stage 2 Traffic Management Plan requirements into the approved Stage 1 Traffic Management Plan, including consideration of OSOM loads. The key additions as part of this Stage 2 Traffic Management Plan are addition of the following appendices to this Plan describing the OSOM loads and their transport management:

- Transport Management Plan for 3 x 350 MVA main power transformers (see Appendix F);
- Transport Management Plan for 3 x pre-fabricated electrical switchrooms, and 1 x electrical substation control building (see Appendix G).

An additional Appendix (Appendix I) has been included in this Plan to address further OSOM movements required for the project. These movements have arisen due to the unforeseen failure of HVT-03 in October 2025, which necessitated the procurement, transport, and installation of replacement and spare transformer units.

Appendix I outlines the transport management arrangements associated with these additional OSOM loads and is to be read in conjunction with the above appendices.

2.2 Document Scope

This Traffic Management Plan applies to the planning, construction, Upgrade and defects liability phases of all works to be undertaken as part of the Project. It applies to all workers, contractors, labour hire and suppliers working on the project.

This TMP should be read in conjunction with other project documents including:

- Project Management Plan;
- Project Risk Register;
- Project Work Health & Safety Plan;
- Construction Environmental Management Plan;
- Project Quality Management Plan; and
- Associated Sub-Plans

2.3 Purpose

The purpose of the Traffic Management Plan is to enable safe movement in relation to traffic generated by the scope of works for the project and encompasses safety, environmental and social impacts.

This plan details the minimum requirements by to:

- Minimise and control wherever possible the interaction and impact between heavy vehicles, light vehicles and public traffic; and
- To ensure a safe working environment for all personnel working at or visiting the site.

3 PLANNING REQUIREMENTS

3.1 Plan Development

This Traffic Management Plan has been developed in accordance with the requirements of:

- Road Traffic Act (SA) 1961
- Road Traffic Regulations (SA) 2013
- Road Safety Act (Vic) 1986
- Road Safety (Vehicles) Regulations (Vic) 2009
- Road Safety (Drivers) Regulations (Vic) 2009
- Road Transport Act (NSW) 2013
- Roads Regulations (NSW) 2018
- Dangerous Substances (Dangerous Goods Transport) Regulations (SA) 2008
- Dangerous Goods (Transport by Road or Rail) Regulations (Vic) 2008
- Waratah Super Battery – Munmorah Environmental Impact Statement
    - Appendix C Compilation of Mitigation Measures;
    - Appendix I Traffic Data.
- Central Coast Council Response Submission
- Transport for NSW response submission
- Infrastructure Approval SSI 48492458
- The Roads Act (1993) NSW legislation and additional Oversize Over mass (OSOM) & NHVR / HVNL
- Traffic Control at Work Sites Manual v6.1
- AS1742.3
- AustRoads Guide to temporary traffic management.

3.2 Consolidated Conditions of Approval

Details of how each relevant Condition of Approval is satisfied in this Traffic Management Plan are set out in Table 3 below.

Table 3 - Addressing Conditions of Approval

Area	Relevant Sch./Clause No.	Relevant Clause sub letter	Requirement	Reference Section in this Plan
Heavy Vehicles requiring escort and Heavy Vehicle Restrictions	Part B, B1	(a)(i)	The proponent must ensure that: Development does not generate more than: 65 heavy vehicle movements a day during construction, upgrading and decommissioning	8.4
		(a)(ii)	12 movements of heavy vehicles requiring escort during construction, upgrading and decommissioning; and	8.4
		(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	8.4
	Part B, B2	-	The Proponent 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 development	8.4
Access Route	Part B, B3	-	All heavy vehicles requiring escort and heavy vehicles associated with the development must travel to and from the site via the Pacific Highway, Scenic Drive and Station Road.	7.5 A1.1
Site Access	Part B, B4		All Vehicles associated with the development must enter and exit the site via the access point off Station Road.	7.5 A1.1
Road Maintenance	Part B, B5	(a)(i)	The Proponent must: undertake an independent dilapidation survey to assess the: existing condition of Station Road on the transport route, prior to construction, upgrading or decommissioning works; and	6.1 6.2
		(a)(ii)	condition of Station Road on the transport route, following construction, upgrading or decommissioning works;	6.1 6.2

		(b)	repair Station Road on the transport route if dilapidation surveys identify that the road has been damaged during construction, upgrading or decommissioning works; in consultation with the relevant roads authority, to the satisfaction of the Planning Secretary. If there is a dispute about the repair of Station Road between the Proponent and the relevant roads authority, then either party may refer the matter to the Planning Secretary for resolution. The Planning Secretary's decision on the matter must be final and binding on both parties	6.2
Operating Conditions	Part B, B6	(a)	The Proponent must ensure: the internal roads are all-weather roads;	7.30
		(b)	There is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;	7.3 7.12
		(c)	The capacity of the existing roadside drainage network is not reduced;	7.30
		(d)	All vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and	7.5
		(e)	Development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network.	8.1
Traffic Management Plan	Part B, B7	(a)	Prior to commencing construction, the proponent 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;	7.29 7.3 7.32 7.4 8.3
		(b)	Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:	-

		(b)(i)	Temporary traffic controls, including detours and signage;	Section 7.6 Appendix B
		(b)(ii)	Notifying the local community about development-related traffic;	3.5
		(b)(iii)	Procedures for receiving and addressing complaints from the community about development-related traffic;	3.5
		(b)(iv)	Minimising potential cumulative traffic impacts with other State significant development and State significant infrastructure projects in the area;	7.3 8.5
		(b)(v)	Minimise dirt tracked onto the public road network from development-related traffic;	8.1
		(b)(vi)	Scheduling of heavy vehicle movements to minimise convoy length or platoons;	8.4
		(b)(vii)	Measures for managing light vehicle peak numbers	7.3
		(b)(viii)	Responding to local climate conditions that may affects road safety such as fog, dust, wet weather and flooding;	7.34
		(b)(ix)	Responding to any emergency repair or maintenance requirements; and	7.31
		(b)(x)	A traffic management system for managing heavy vehicles requiring escort;	Appendix F Appendix G
		(c)	A drivers code of conduct that addresses:	Appendix B
		(c)(i)	Driver fatigue;	Appendix B
		(c)(ii)	Procedures to ensure that driver adhere to the designated transport routes and speed limits; and	Appendix B
		(c)(iii)	Procedures to ensure that drivers implement safe driving practices.	Appendix B

		(d)	A program to ensure drivers working on the project 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 proponent must implement the Traffic Management Plan.	Appendix B

3.3 Consultation

The Conditions of Approval require this plan to be developed in consultation with:

- Transport for NSW (TfNSW);
- Central Coast Council; and
- To the satisfaction of the Planning Secretary.

3.4 Public access to information

Under Schedule 2, Part C, C20 of the Consolidated Consent, this plan will be publicly available via the Energy Co. website.

Complaints in relation to construction activities can be sent to wsb@akayshaenergy.com.au

3.5 Community Consultation

Key updates and information on the status of the project, including commencement of construction and important milestones, will be available on the project website and social media page, at the link below:

https://www.akayshaenergy.com.au/projects/waratah-super-battery

The community will also be able to offer feedback on the project, in relation to construction, transport or other items, through the project's dedicated email address:

wsb@akayshaenergy.com.au

When complaints are received from the community for an incident (non-safety related) in relation to transportation activities, Akaysha Energy will undertake the following process:

1. Contact the community member to thank them for their feedback and gain any additional details needed to address the matter. For an incident, this may include specific location or time of incident, vehicle details or other items;
2. Consult with the relevant Contractor (BESS Supplier or Balance of Plant contractor) to check their vehicle records to see which vehicle may have been involved in the relevant incident;
3. Consult with the driver of the vehicle and the transportation contractor on the event, and if necessary take disciplinary action;

4. Provide a report back to the community member of what was found by Akaysha in its investigation, and the action taken. If the community member is not satisfied, Akaysha Energy will offer to meet with the community member in person to discuss what can be done to better address their concerns.

Safety-related transportation incidents will also follow the above protocol, but will include further steps to comply with any relevant WHS regulations or laws.

To notify the community of project-related traffic, Akaysha Energy will undertake the following:

- Placing an ad in local newspapers notifying the community of the expected construction commencement date, relevant contact details of the Contractor and Akaysha Energy, and other relevant information;
- Posting on social media and Akaysha Energy's website with details of the expected construction commencement date and other relevant information.

4 PROJECT OVERVIEW

4.1 BESS Supplier Scope of Works

The battery energy storage system ('BESS') supplier will be Powin LLC, a global BESS manufacturer from the US. The BESS supplier's scope includes design, manufacture, delivery and commissioning of energy segments, collection segments and power conversion systems making up the Powin Stack750 Centipede platform.

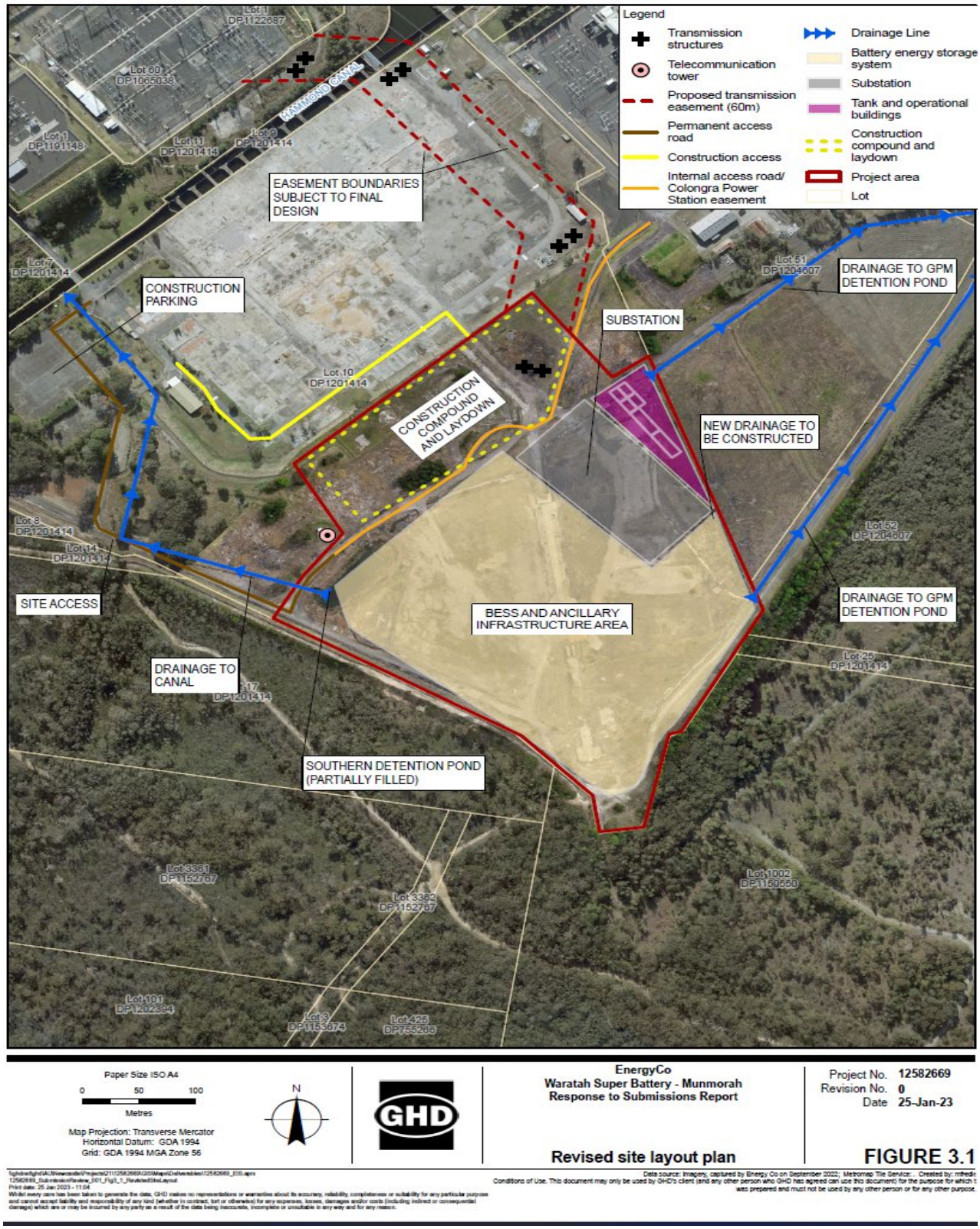
4.2 Balance of Plant Contractor Scope of Works

The Balance of Plant Contractor's ('CPP') scope of work at this project include the design, construction, and commissioning of the BESS, associated 330kV/33kV Substation and overhead connection cable to TransGrid's Munmorah Substation via a 330kV overhead circuit which include the following components:

- Civil and structural balance of plant
- Installation of Powin Batteries.
- Electrical balance of plant including:
    - MV transformers
    - Switchgear complete with all auxiliary plants
    - All AC and DC cabling including connectors & cable management systems
    - DC, UPS, emergency power system complete with auxiliary plants.
    - Earthing system
    - Lightning and surge protection system
    - Ancillary power and lighting systems
- Secondary system and SCADA interface.

4.3 Map of Project

Figure 1 - Map of Project



4.4 Site Location

The project site is located at Station Road, Colongra, NSW, 2262 and shown in the figure below.

The site coordinates are approximately -33.19950415329129, 151.54231053575836 (Google Earth).

The site will be accessed directly from, Central Coast Drive (A49).

Figure 2 - Site Location Map

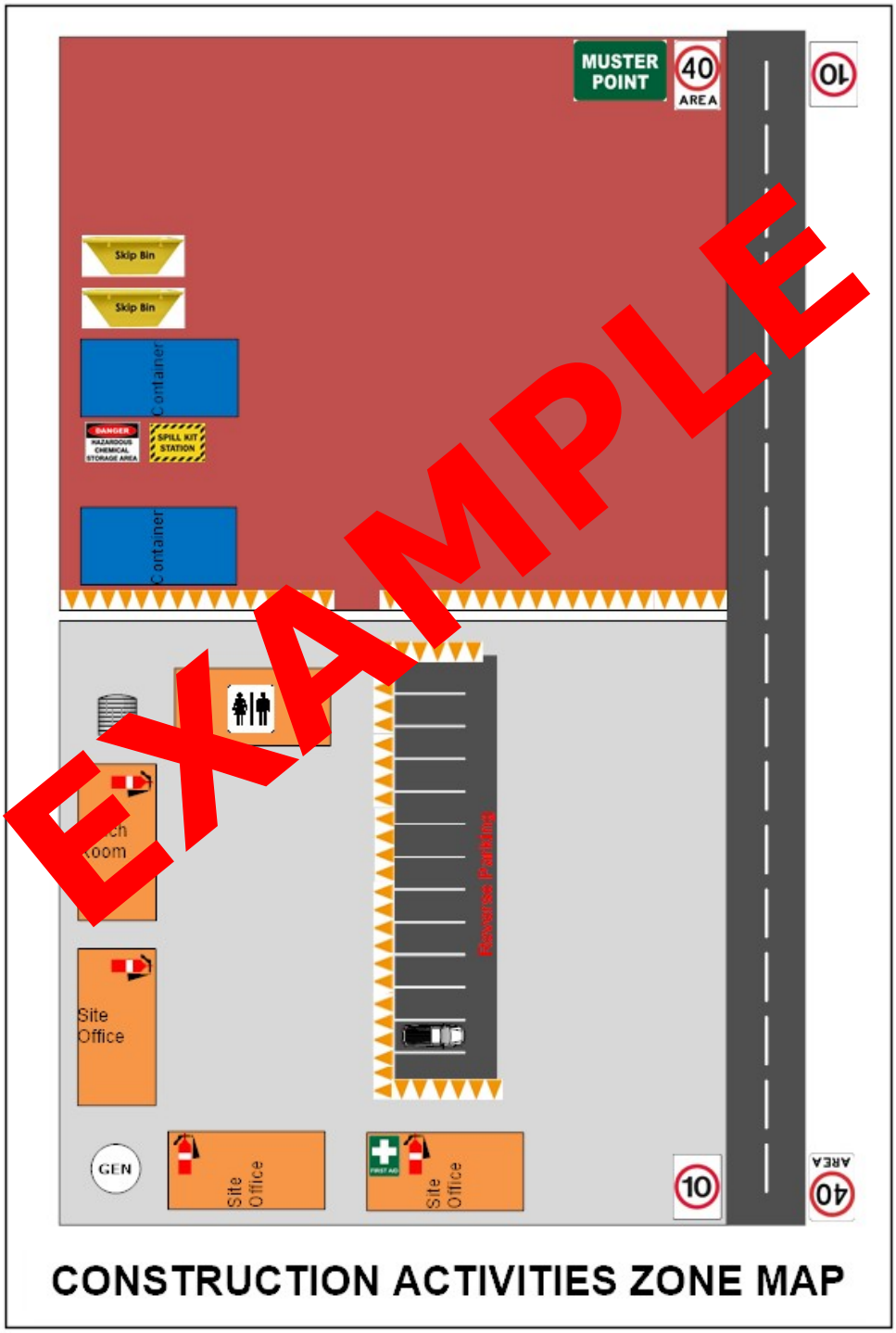


Figure 2 regional location of Waratah Super Battery

4.5 Construction Activities Zone

CAZMAP will be provided once CPP mobilises to site and will be a standalone document.

Figure 3 - Example CAZMAP



4.6 Site Traffic Signage Layout

Refer to Appendix B for a site map showing proposed traffic signage across the site.

5 ROLES AND RESPONSIBILITIES

Support roles and responsibilities specified within the procedures are explained in this Management Plan.

5.1 Project Manager

Without limiting the role of the Project Manager, he/she has responsibility for:

- The development, implementation, circulation and maintenance of this plan; and
- Providing sufficient resources to meet the requirements of this plan.

5.2 Site Manager

Without limiting the role of the Site Manager, he/she is responsible for:

- Managing the day-to-day site issues with respect to the movement of authorised vehicles within the construction area;
- Logging complaints from the public in relation to traffic management.

5.3 Traffic Controller

The Traffic Controller (where appointed) is responsible for absolute compliance with the requirements of this plan. In addition the Traffic Controller will be responsible for the implementation of Traffic Guidance Schemes (See Appendix C)

5.4 Vehicle / Machine Operators

Vehicle and Machine Operators are responsible for absolute compliance with the requirements of this plan.

5.5 Employees, Subcontractors, Visitors

Employees, Sub-contractors and visitors are responsible for absolute compliance with the requirements of this plan.

5.6 Traffic Plan Reviewer

A person with suitable knowledge of the scope of work, several years' experience in the traffic management field and appropriate training to review and approve a TMP (PWZTMP accredited).

6 EXISTING CONDITIONS & DILAPIDATION REPORT

6.1 Pre-Construction

The CPP Site Manager, prior to construction, will engage with an independent appointed party to complete a pre-construction dilapidation report documenting the following:

- Existing condition of Station Road on the transport route, prior to construction works;
- Condition of Station Road on the transport route following construction works;
- Repair Station Road on the transport route if dilapidation surveys identify that the road has been damaged during construction works; in consultation with the relevant roads authority, to the satisfaction of the Planning Secretary;
- Identifying any access constraints that exist for all construction vehicles prior to site mobilisation;
- Listing existing conditions and defects;
- Undertaking a visual road condition assessment shall be made of the roads that shall be utilised by construction vehicles;
- Documenting with photographic evidence.

The pre-construction dilapidation report shall be submitted to Council prior to commencement of construction.

6.2 Post-Construction

During and after construction, continued monitoring of the road conditions shall be made by CPP Site management team and an independent appointed party to the roads utilised by construction vehicles. If any significant damage caused by CPP or its subcontractors, the Site manager shall engage a contractor to repair the roads.

The log of photographic evidence shall be used as a reference in determining the extent of road dilapidation.

Based on this post construction assessment, the client shall determine whether or not any post-construction road upgrades are required. If repair work deems required, a contractor shall be engaged to complete the repair works prior to the demobilisation.

The post-construction dilapidation report shall be submitted to Council following completion of construction works.

Following construction completion continued monitoring of the road conditions shall be made by Akaysha Energy Operations management team. An Independent dilapidation report was completed prior to handover to Operations and will be completed post any Upgrade works performed throughout the duration of the project.

7 SITE ACCESS REQUIREMENTS

7.1 Vehicle & Operator Requirements

- During the construction period, all ‘non-authorised’ vehicles shall be parked in the ‘designated’ parking areas prior to the daily commencement of work. The figure below shows the route from the Station Road access location to the parking for non-authorized vehicles.

Figure 4 - Route from Station Road to parking



- The designated parking area shall be located within the compound.
- Vehicles and their operators needing to access the project site shall comply with the following:
  - Only ‘authorised’ vehicles and plant are permitted within the construction area;
  - Authorised vehicles are those approved and inspected by the Site Manager;
  - Authorised vehicles parked in the construction area during working hours, must have the keys left in it so that it can be moved if required;

- Vehicles must at all times keep on the designated site roads where established;
- Off road driving is not permitted other than in emergency situations, or if no roads have been established;
- Vehicles must not be parked so as to block access roads or tracks;
- Vehicles MUST come to site clean and leave site clean;
- Speed limit is 10km/h within the construction zone unless otherwise sign posted;
- All persons driving on site shall hold a current driving license for the type of vehicle they are driving;
- All operators/drivers of plant shall hold the appropriate license/competency to operate/drive the plant;
- Vehicles are required to be fully road-worthy and maintained in good working order;
- Seatbelts must be worn in vehicles and plant when being operated;
- Use of mobile phones while driving vehicles or plant is prohibited unless suitable hands-free equipment is utilised;
- Vehicles must travel at a safe distance apart with clear visibility;
- Extra care should be taken when driving at dawn or dusk, being particularly watchful for wildlife and/or livestock;
- Vehicles must give way to pedestrians, cranes, forklifts, mobile plant, emergency vehicles and livestock; and
- Handbrakes must be applied at all times whilst the vehicle is stationary. Where parked on a gradient, park across the gradient;
- All vehicles operating within the construction area must be equipped with the items listed in the following table.

7.1.1 Mobile Plant/Light Vehicle Minimum Standards

Requirement	Mobile Plant	Truck	Light Vehicle
Operating Manual or SOP	✓		
Plant Risk Assessment	✓	✓	
Daily Inspection Record	✓	✓	
Weekly Inspection Recorded			Site Vehicle only
4 Wheel Drive Vehicle	Site Risk Assessment	Site Risk Assessment	Site Vehicle only
Functioning seatbelts	As per manufacturer's recommendations	✓	✓
Rotating Beacon	✓	✓	Site Vehicle only
Reversing Beeper	✓	✓	Site Vehicle only
Fire Extinguisher	✓	✓	✓
First Aid Kit	Site Risk Assessment	Site Vehicle only	✓

Unique Plant Identifier	Wind Farm or Site Risk Assessment	Wind Farm or Site Risk Assessment	Wind Farm or Site Risk Assessment
Chocks	Site Risk Assessment	Site Risk Assessment	Site Risk Assessment
Emergency Triangle	Site Risk Assessment		
2-Way Radio	✓	✓	Site Vehicle only
Grease Gun	✓		
ROPS (to AS2294)	✓ (> 1,500kg)		
FOPS (to AS2294)	As per project/task risk assessment		

7.2 Vehicle / Plant Unique Plant Identifier

Where required due to a site based risk assessment or when operating on Mobile Plant, each vehicle must be fitted with a unique plant identifier which shall consist of the follow requirements:

- Signage providing positive ID shall be displayed on mobile plant and vehicles;
- The identification number shall be displayed on both sides and the rear;
- The signage may be a sticker, painted on or be of a magnetic type and shall display a unique equipment identification number which is clearly visible at all times;
- The pre-fix prior to the Machine ID Number shall be 3 letters and followed by three numerical numbers. E.g. CPP-100;
- Height should be no less than 150 mm high and should be either on a reflective background or reflective ID as per the below example.



7.3 Road Safety Risk Mitigation Strategies

In general, road safety risks will be minimized by:

- To minimise vehicle traffic on-site and on public infrastructure to and from site, personnel will be encouraged to carpool to and from work. All subcontractors engaged by CPP will be expected to make efforts to comply with this requirement.
- To incentivise carpooling, the following sub-strategies are considered:
    - For any CPP's self-performed works, CPP will control the number of vehicles supplied and hired vehicles.
    - Carpooling to be incorporated as one of the conditions in the Work Subcontracts.
    - Carpooling to be included in the daily pre-start risk assessment.

  - A maximum of 110 park spaces will be provided on site to not exceed the maximum number of allotted LV's. This maximum will be communicated to contractors and they will be allotted a specified number of spaces based on a workforce requirement. Once spaces are at capacity, no further LV's will be permitted to site.
  - Ten (10) further car spaces will not be made available to personnel and will be reserved for deliveries and visitors in order to maintain LV number below the permissible limits;
  - Further details around how carpooling will be incentivized is set out in Section 8.4.2.
- CPP will monitor the effectiveness of the above sub-strategies by checking and keeping a record of the number of occupied car spots.
- Scheduling the movement of over-sized vehicles so that these movements occur outside of peak road traffic periods and developing routes that ensure such vehicles do not pass through built up areas during daytime peak traffic periods;
- Scheduling of heavy vehicle deliveries and site movements to minimise convoy length and/or platoons. This will be achieved by:
  - Working with manufacturers and logistics companies to determine, based on manufacturing schedule, how deliveries can be sequenced to avoid a large number of items being delivered in a short space of time, to minimize the risk of convoys;
  - Regular planning sessions with logistics providers to assess upcoming deliveries, the numbers of items expected to be delivered per day and whether there are risks of convoys emerging from those numbers;
  - Including as a requirement with logistics and manufacturing companies that deliveries must be sequenced in a regular, staged fashion to avoid the possibility of heavy vehicle convoys;
  - Sequencing deliveries explicitly in the Construction Program or a logistics table to clearly plan for key items how deliveries will be sequenced over the life of the project to avoid convoys.
- Scheduling the movements of over-sized vehicles so that convoy length or platoons are effectively minimised;
- As much as possible, sourcing local labour and services, and local resources and materials;
- Informing the local community of any significant transport events, particularly the movement of over-dimensioned vehicles;
- Informing CPP personnel, its subcontractors and suppliers of any changes to local climate conditions that might pose road safety risks including fog, dust and wet weather conditions.
- Implementing driver behaviour policies as a condition of employment or contract;
- Ensuring drivers maintain safe speeds of narrow and / or unsealed carriageways; and
- Being courteous to other drivers.

7.4 Driver Behaviour

- Driver behaviour rules and requirements will be communicated to all personnel attending site, in detail through the compulsory site induction.
- All Project construction vehicles will drive in a manner that is consistent with the conditions of the road and terrain being negotiated.
- All drivers shall abide by the rules and regulations in place on the public roads leading to the subject site.

- Other changes to temporary rules in place for the Project site will be communicated at forums such as site inductions, toolbox meetings, start-up meetings etc.
- All drivers shall adhere to the requirements detailed with the CPP Driving Safety at all times. Key details of this operating procedure for drivers are listed below:
    - hold a current driver's license, suitable for the vehicle driven;
    - shall complete the Journey Management Plan, (JMP) which includes reporting departure and/or arrival for recorded journeys;
    - not deviate from the route of travel they have identified in the JMP without notifying the authorising manager (Site Manager / Project Manager or delegate);
    - ensure the vehicle is carrying adequate supplies of fuel and water;
    - ensure that all loose items in the cab and cargo area are both secured correctly;
    - drivers of heavy vehicles must comply with the requirements in their National Driver Work Diary;
    - follow the road rules;
    - ensure that seat belts are worn by all persons in a vehicle;
    - obey speed limits and traffic signals;
    - not drive under the influence of alcohol or drugs;
    - ensure that any medication taken does not adversely affect their capacity to drive;
    - not pick up hitchhikers;
    - ensure enough time is allocated to complete trip safely and to complete tasks associated with intended trip;
    - ensure potable water appropriate to journey is in the vehicle;
    - carryout a vehicle check using the Vehicle Check form at least once per week;
    - ensure the vehicle is maintained in a safe and roadworthy condition at all times (in accordance with the manufacturer's recommended service schedule) by a qualified provider;
    - not use mobile phones while driving a vehicle, unless using appropriate hands free facilities as described by law; and
    - never leave the keys in the car when the vehicle is unattended and lock it every time it is left.
- Akaysha Energy and CPP expect the behaviour as detailed above would be strictly followed and will endeavour to continuously monitor, assess and enforce speed limits and safe driver behaviour where possible:
    - CPP Site Manager to alert the responsible subcontractor's representative of any unsafe driving behaviours; and
    - CPP Management and/or Site team to further discuss and issue dismissal or penalties (where deems necessary) to the driver of vehicle if the matter continues to occur.
- CPP may monitor speed limits, transport routes taken and safe driving practices through utilising on-site cameras, vehicles fitted with IVMS system and/or visual monitoring.

7.5 Access into Project

Due to the progressive nature of work and tight work areas at Waratah Super Battery Project, only authorised and site inducted personnel shall be permitted to access the work area. This includes other contractors who require access to perform their duties.

All vehicles associated with the project must access the site via the access point off Station Road

All over-dimensional and heavy vehicles associated with the development must travel to and from the site via the Pacific Highway, Scenic Drive and Station Road. Further information relating to OSOM transport routes and OSOM information can be found in Appendix A (Section A.1.5), Appendix F and Appendix G.

All vehicles and deliveries loaded or unloaded, will enter and exit the project in forward motion. Turn around areas are constructed so that reversing will not be required. Parking in reverse park only.

Refer to Appendix H for civil design drawings showing swept-path access routes into and around site for all large vehicles forecast for site use.

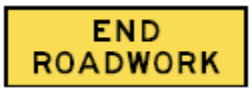
Note: Further routes will be inserted as the project progresses and further deliveries are identified. Refer to appendix E for a detailed map of main site entry points.
Note: Relevant permits must be obtained under the Heavy Vehicles National Law (NSW) for the use of heavy vehicles requiring escort on the road network.

7.6 Construction Site Signage

- Figure 5 - Typical Construction Signage Figure 5 below shows images of anticipated site signage which shall be applied where practical in or around the site.
- As part of Akaysha and CPPs pre-mobilisation phase of the project, if required Akaysha and CPP will engage a suitably qualified traffic management company (a person holding PWZTMP) to ensure the installation of any identified signage on public roads has been installed as per relevant national and or local authority requirements as approved by TfNSW or the local Council;
- No TGS or traffic management has been assessed as required on public roadways for the loads the subject of this TMP. A traffic control contractor has been engaged to develop a TGS for works on private roads within the project site.

Figure 5 - Typical Construction Signage

Typical Signs	Locations
	Typically installed on local roads prior to project site access points.
	Typically installed on local roads prior to project site access points.

	Typically installed at main project site entrance. CPP Sign/Logo (All visitors must report to site office). *Includes contact phone numbers for the Project and Site Managers, and the assigned UHF channel for site communications.*
	Typically installed at project site entrance and at intervals along site access roads.
	Typically installed at access road intersections with local roads.
	Typically installed during council road re-sheeting and other road works as required.
	Typically installed during council road re-sheeting and other road works as required.

7.7 Permits

CPP will apply for all permits for transport of all Over Size Over Mass (OSOM) vehicle transportations through the National Heavy Vehicle Regulations (NHVR). Once approved Akaysha and CPP will forward all approved permits to Akaysha Energy site management for the Waratah Super Battery Project.

A second submission of the TMP will address routes and OSOM information for loads coming to the WSB project. Should deviation from the anticipated routes identified be required, TfNSW shall be notified as soon as possible.

7.8 Vehicle Loads

All vehicles carrying, or towing loads must have the load properly restrained by suitable means, typically this includes:

- Ratchet straps – suitable rated for the load (i.e. 2500kg, 5000kg, etc.);
- Tarps or covers to be placed over loose materials;
- Chains and load binders – suitably rated.

Loads must not exceed the rated limit, unbalance, or extend more than 1.2 meters beyond the end of the vehicle under any circumstance.

7.9 Weed Inspection

- All vehicles and equipment mobilising to the Project must be cleaned offsite to remove any dirt or organic material that may contain weeds or soil borne pathogens.
- Vehicles and equipment shall be inspected by CPP at the Site Office (or other suitable agreed location) before being approved for use on Site.
- If the vehicle and/or equipment is deemed unsatisfactory it shall be removed from site and cleaned at a wash-down station.

7.10 Chain of Responsibility

- If you consign, pack, load or receive goods as part of your business, you could be held legally liable for breaches of the Heavy Vehicle National Law (HVNL) even though you have no direct role in driving or operating a heavy vehicle.
- In addition, corporate entities, directors, partners and managers are accountable for the actions of people under their control. This is the 'chain of responsibility' (COR).
- CPP and its Suppliers and Subcontractors shall abide by the HVNL and COR guidelines insofar as it is practicable for them to do so in ensuring the safe transit of any materials for the Project. This shall include:
    - Selection of reputable haulage providers and / or couriers for the transit of Project materials;
    - Make reasonable enquiries as to how loads are to be packed and delivered to site;
    - Review load restraints on arrival of deliveries to site to ensure the transport provider has adequately met their COR requirements relative to the same;
    - Provide for a suitable exclusion zone for the unloading activities to take place clear of any personnel that are not required for the unloading or material inspection tasks;
    - Supervisor review (where practicable) of all load restraints prior to any load departing site or in the case of Subcontractor's performing their own deliveries from workshops, at the workshop;
    - Where the driver of a heavy vehicle is an employee of CPP or Subcontractor, the employer of that person shall ensure they follow the HVNL guidelines relative to adequate licensing, fatigue management and all other relevant requirements.
- Particular assurance shall be sought from haulage providers as to any statutory requirements regarding traffic permits (e.g. oversize / over-weight) and assurances that such permits and associated controls (e.g. pilot vehicle, additional road signage / traffic management measures) are indeed in place for such loads.

7.11 Pedestrian Access

- Where applicable all pedestrian traffic in the work area must wear full PPE (i.e. Hi-Vis vest, hard hat etc.) and have a hand-held UHF radio CH TBC.
- Pedestrians are to use the dedicated walkways where provided and give way to all traffic;
- The above points will be highlighted in the induction for all workers on site.

7.12 Parking

- Light Vehicle parking is provided at the Waratah Operations & Maintenance Building.
- Light Vehicles and Mobile Plant parking areas should be separated where possible.

- They should be clearly defined and delineated to ensure separation is maintained.
- Mobile Plant should park up with a minimum 3 meters between equipment.
- Reverse parking shall be adhered to in all designated parking areas.
- It is expected that heavy vehicles are to drop off and turn around, and not park on site for extended periods.
- CPP commit to no parking on the public road network in the vicinity of site for all vehicles by CPP personnel and any of its clients, subcontractors and suppliers.

7.13 Speed Limits

- Adequate speed signage shall be displayed along each road to provide warning and clear direction where required.
- The speed limits are subject to change depending on daily works.
- All speed limit signage is to be adhered to at all times.
- CPP expect the speed limit as detailed above would be strictly followed and will endeavour to continuously monitor, assess and enforce speed limits.
- When noticed, CPP Site Team will alert the responsible subcontractors representative of any related overspeed violation to the speed limits; and
- CPP Management or Site team to further discuss and issue dismissal or penalties (where deems necessary) to the driver of vehicle if the matter continues to occur.
- Unless otherwise signposted, the speed limits for the project area are as follows:
  - 80km/h on unsealed public roads;
  - 40km/h on unsealed project access tracks;
  - 10km/h within project laydown / site office areas or inside facility fenced areas;
  - 10km/h when driving past work crews.

7.14 Communications

- Major deliveries that are expected to impact the normal traffic will be communicated to the head client, Akaysha, who will consequently notify any relevant stakeholders.
- All vehicles must be fitted with UHF radio tuned to channel (to be signposted on site) when operating on the Project.
- All personnel should familiarize themselves with the traffic management and key call up areas where required.
- UHF radio channel used within CPP work areas will be UHF CH (to be confirmed) unless otherwise stated.
- Signage with this information will be placed at the entry to CPP work areas.
- All changes to the traffic management plan will be communicated at pre-start meetings.

7.15 Spotters

- A TfNSW-accredited spotter when required shall be used onsite to ensure vehicles are managed in a safe manner (see Appendix C);
- All spotters must ensure they have clear line of vision and maintain positive communications with the operator and remain out of the 'line of fire' at all times.

7.16 Working Arrangements

CPP's working hours on-site will range from:

- 7:00am to 6:00pm Monday through Friday;
- 8:00am to 1:00pm Saturday;
- No working on NSW public holidays and Sundays unless approved by the Planning Secretary of the Department of Planning, Industry and Environment.

7.17 Public Holidays

Public Holidays applicable for this project are highlighted below. It is currently intended that no work will be carried out on unless absolutely required.

Table 4 - Project Public Holidays

Date	Day	Holiday
18/12/22 to 04/01/23		Christmas & New Years Break
26/01/2023	Thursday	Australia Day
07/04/2023	Friday	Good Friday
10/04/2023	Monday	Easter Monday
25/04/2023	Tuesday	ANZAC Day
12/06/2023	Monday	Queen's Birthday
02/10/2023	Monday	Labour Day
21/12/2023 to 04/01/2024		Christmas and New Years Break
26/01/2024	Friday	Australia Day
29/03/2024	Friday	Good Friday
01/04/2024	Monday	Easter Monday
25/04/2024	Thursday	Anzac Day
10/06/2024	Monday	Kings Birthday
07/10/2024	Monday	Labour Day
21/12/2024 to 05/01/2025		Christmas and New Year Break
27/01/2025	Monday	Australia Day Holiday
18/04/2025	Friday	Good Friday
21/04/2025	Monday	Easter Monday
25/04/2025	Friday	Anzac Day
09/06/2025	Monday	Kings Birthday
06/10/2025	Monday	Labour Day
20/12/2025 to 04/01/2026		Christmas and New Year Break
26/01/2026	Monday	Australia Day
03/04/2026	Friday	Good Friday
06/04/2026	Monday	Easter Monday
25/04/2026	Saturday	Anzac Day
08/06/2026	Monday	Kings Birthday
05/10/2026	Monday	Labour Day
19/12/2026 to 03/01/2027		Christmas and New Year Break

7.18 Exclusion Zones

There are four (4) standard barriers or indicators for exclusion zones that shall be used:

- **Delineation** - Woven barricading tape, bunting, danger tape & reflective signs;

- **Soft Barricading** - Red / Orange 700mm hi-visibility safety cones, mesh or webbing fencing;
- **Hard Barricading** – Windrows (must be half the height of the largest tyre on site), concrete or water filler barriers (this will be used as the primary form of delineation throughout the site);
- **Fencing** - Temporary Fencing, portable electric fencing, scaffold fencing.

In the event there is a requirement for any personnel to access hazardous areas delineated with red safety cones/ bunting, approval must be obtained from the CPP Site Manager on channel TBC prior to passing through the cones and be accompanied by an escort/spotter at all times (e.g. where cones are used to prevent access to any work area or open excavations).

7.19 General Traffic Rules

- All personnel are to be fit for work.
- Windows must be wound up at all times.
- Smoking is not permitted in any vehicle.
- Flashing beacons shall be utilised at all times when vehicle is operational.
- Positive communications shall be used at all times when interacting with other road users.
- All vehicles must maintain a minimum 40m following distance from vehicles travelling in the same direction as them (unless in the process of overtaking – described below).
- Where provided, all vehicles shall park in 'V' drains or parking humps.
- When parking in a dedicated parking area, reverse parking is mandatory.
- When operating machinery or driving all operators shall wear seat belts at all times.
- When parking on an incline ensure wheels are turned towards bund.
- Breakdowns

Should a vehicle breakdown within the work area the following must occur:

- Pull over to the side of the road in a safe location.
- Activate hazard lights and communicate location and the hazard.
- Contact the Site Manager.

Heavy Vehicle Interaction

- Positive communications need to occur at all times when interacting with heavy equipment, light vehicles and pedestrians.
- No light vehicles or heavy vehicles are permitted within a 10-metre radius of any operating heavy mobile equipment, unless the following rules are applied:
    - Radio communications between the LV/HV and the operator of the HV is established.
    - The HV operator is to be advised of the need to approach the equipment.
    - The operator of the HV must acknowledge the request
    - A light vehicle may not park directly behind or directly in front of a heavy vehicle at any time.
- No personnel are permitted within a 10-metre radius of any operating heavy mobile equipment, unless the following rules are applied:

- Radio communications between the person and the operator of the HV is established.
- A light vehicle may not park directly behind or directly in front of a heavy vehicle at any time.
- The HV operator is to be advised of the need to approach the equipment.
- The operator of the HV must acknowledge the request.
- The operator must lower all implements to the ground and ensure the safety of the unit.
- The operator must advise when it is safe to be approached by personnel.

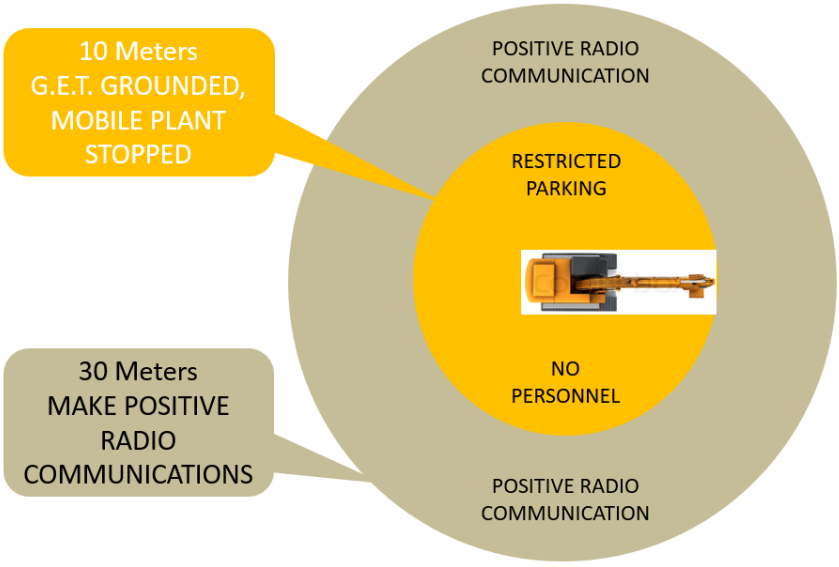


Figure 4 Positive communication

7.20 Overtaking Stationary Vehicles (Heavy or Ancillary)

Vehicles may only pass stationary heavy equipment or ancillary equipment when:

- Positive two-way radio contact has been made with the stationary vehicle's operator/driver and clearance to proceed has been given.
- The stationary vehicle's operator/driver must ensure there are no oncoming vehicles or equipment before granting clearance and ground the equipment's Ground Engaging Tools (GET); or
- The vehicle has been authorised or directed to do so by a person in control.
- When passing stationary HV's, the passing vehicle shall leave an adequate safe clearance distance between the two vehicles, the stationary HV must have its GET grounded therefore allowing the passing vehicle to safely pass within the equipment's swing radius.

7.21 Overtaking Moving Vehicles (Heavy, Light or Ancillary)

- Overtaking moving heavy equipment (HV) is prohibited at all times.
- Overtaking moving ancillary equipment or light vehicles is only permitted when:

- Positive two-way radio contact has been made with the moving vehicle's operator/driver and clearance to proceed has been given.
- The moving vehicle's operator/driver must ensure there are no oncoming vehicles or equipment before granting clearance.
- When overtaking moving mobile equipment, the speed limit should be adhered to at all times.

An accredited Spotter will be onsite to ensure safe vehicle management, and measures will be taken at all times.

7.22 Travelling to and From Site

- In the event of an emergency, contact the Manager, JMC and/or emergency services and provide the following information:
  - Inform contact that an incident has occurred and an emergency is in progress
  - Name of caller and location of incident;
  - Description of incident (breakdown, Accident, Medical, Fire, Security, etc.);
  - Type of assistance required;
  - Monitor all phones and working communication channels.

Note – If the emergency is an accident, follow process in section 7.24.

7.23 Accidents

- If involved in an accident the driver of the vehicle must:
  - Stop the vehicle;
  - Prevent further accidents;
  - Attend to personal safety and to anyone who is injured;
  - Obtain all details of the accident; and
  - Report to the police as soon as possible if someone was killed or injured, otherwise within 24 hours.
- Record:
  - The exact location of the accident;
  - The time it occurred;
  - Names and addresses of any witnesses;
  - Where another vehicle was involved;
  - The name and address of the other driver and owner;
  - Make, model and registration of the other vehicle;
  - Details of damage sustained to vehicles or property due to the accident
  - Do not accept liability for the accident
  - Report the incident to your immediate supervisor as soon as possible after the accident has occurred; and
  - Complete the event notification, and if necessary, SafeWork documentation.

7.24 Emergency Response

- All staff shall adhere to the CPP Emergency Management Plan
- The person calling up the emergency must state:
  - Emergency, Emergency, Emergency;
  - Nature of the emergency;
  - Location;
  - How many people involved;
  - What services required (ambulance, fire etc.);
  - All other personnel in the area are to maintain radio silence, cease work and await instruction on the normal operational channel.

7.25 Emergency Muster Point

- Muster Points will be at the main compound (Location in compound to be confirmed prior to when CPP mobilises to site)
- On hearing the alarm:
  - Everyone must park up in a safe location (if applicable).
  - Do not muster until instructed to do so;
  - Listen to the radio for instructions, maintain radio silence;
  - Only the person reporting the emergency shall be on the channel;
  - When instructed, report to nominated Emergency Muster Point;
  - You must remain there until directed by Emergency Services or the Site Manager.

7.26 Emergency Service Vehicles

Clear access within the project site shall be maintained for emergency services vehicles 24/7.

7.27 Flood Response Plan

- All personnel at the project (including employees) may be required to cross low water crossings in order to access and leave the project.
- It is imperative to follow the local authorities warning and ensure that “IF IT IS FLOODED, SAFETY FIRST” and “DO NOT CROSS FLOODED AREAS”.
- Weather conditions that could lead to flash flooding are monitored via the Bureau of Meteorology website and the SES website, mainly by CPP Site Management team and updated to all employees, subcontractors and site personnel.
- In the event of a flash flood warning specific to the project area, all site personnel would be alerted to exit site via the weather alert system, mainly radio, and advised, as possible, as to the safest route(s) away from site. All site personnel will be reminded not to attempt to drive through flooded areas. During the site safety induction. CPP will ensure that all evacuation orders issued by the government, state and local authorities be strictly followed.

7.28 Fatigue Management

- Fatigue management shall be managed in accordance with CPP Fatigue Management standards and policies. Key details of this guideline are listed below:
  - 10 hours or less per day is the target for productive hours when on project (this includes any applicable overtime);
  - Travel time from project sites to accommodation facilities should be located as close as possible to the project site and as a guide should aim to be approximately 30 minutes away;
- Workers shall notify the site manager if they cannot locate accommodation within a 1 hour radius from the project site;
- The workers and site manager will develop controls to manage potential fatigue risks in consultation with the SQE Manager;
- The site manager shall ensure that systems are in place to monitor fatigue levels. Monitoring can consist of, but not limited to;
  - Incident analysis with specific reference to time of day and percentage of shift worked;
  - Worker supervision;
  - Monitoring and approval of overtime hours;
  - Project induction;
  - Encouraging self-reporting of fatigue;
  - In some instances, workers may be asked to document the previous nights' hours of sleep prior to starting their shifts.

7.29 Journey Management

- Journey management shall be managed in accordance with a Journey Management Plan (completed on CPP QEST Safety Software). A Journey Management Plan MUST be completed for all vehicle trips that are:
  - Longer than 5 hours duration, regardless of road conditions and passenger numbers;
  - Travelling greater than 3 hours but less than 5 hours if travelling in a single occupancy vehicle and on unsealed, or low traffic volume roads.
  - Longer than 1 hour that follow any shift 12 hours or more and are outside metropolitan areas;
  - LV and HV drivers to assess traffic conditions prior to travel using the Live Traffic NSW Website.

7.30 Internal Road Consideration

- All internal roads (within the Waratah Super Battery Energy Storage System footprint) shall be designed and constructed as all-weather road
- The capacity of the existing roadside drainage network will not be reduced by the construction of the internal roads (within the Waratah Super Battery Energy Storage System footprint). A new pit and pipe network will be installed to capture interior storm water, with discharge locations to match the pre-developed outlet locations.

7.31 Emergency Repair or Maintenance

- It is recommended that all vehicles should be equipped with a basic tool kit for emergency repair and/or maintenance.
- Basic tool kits (socket sets, wrenches, etc.) will be available on-site for emergency use.
- Alternatively, the driver of the vehicle can contact the subscribed roadside assistance service or local repair shops.
- In the event of emergency repair contact the Waratah site manager and/or SQE adviser
- For emergency road repair and maintenance, the following measures shall be applied:
  - For minor repair or maintenance, CPP to utilise internal resources to complete cold bitumen repair with the presence of traffic control.
  - For major repair or maintenance, CPP to engage a local roadwork subcontractor to perform the roadworks with the presence of traffic control.
  - If there is an imminent safety risk, CPP to implement a traffic control plan to manage the repair or maintenance.

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

1. The vehicle operator is to make the vehicle safe for other motorists and members of the public by pulling the vehicle off the road where practical to a place of safety and turning on the vehicle's hazard lights. If the vehicle has not been able to be pulled off the road for any reason and remains a threat to the public, the vehicle's hazard lights are to be turned on and the police are to be contacted immediately to establish a protective detour around the vehicle;
2. The vehicle operator is to check themselves for injury and, if required, contact emergency services and where practical the Waratah Site Manager to gain immediate assistance;
3. Contact the Waratah Site Manager to inform them of what has occurred and advise if there are any safety-related risks from the breakdown;
4. Contact the logistic contractor's roadside assistance provider or, if not available, notify the Waratah Site Manager who will organize for a roadside assistance provider to attend;
5. If required, have the vehicle towed to a suitable location where repairs may be made to the vehicle. This may be either to the logistic provider's yard or to a suitable mechanic;
6. Meet with the Site Manager and HSE Manager to debrief on the incident and fill out an Incident Report. This is to be submitted to the Senior Project Manager of CPP and Akaysha Energy for review as to whether further action is needed. If the incident involved a breach of Development Approval conditions, this incident is also to be reported to Transport for NSW, DPE and any other authorities as required, including SafeWork;
7. The Site Manager and HSE Manager are to conduct a review of the vehicle's maintenance records to determine whether the vehicle had been properly maintained prior to the emergency breakdown. If the vehicle had not been adequately maintained, depending on the severity of the breach, Akaysha and CPP may take steps from issuing a written final warning to the contractor through to terminating the logistics provider's contract.

7.32 School Buses and Public Buses

- The majority of Light Vehicle movement to and from site will be before 7am in the morning and after 5pm in the afternoon which will alleviate any risk to School Bus Routes as the approved working hours

- No access for during school bus times for heavy vehicles. Speed limits including any temporary speed restrictions for all vehicles may be enforced. This information will be delivered in the form of toolbox, pre-start or other means seen necessary.
- Safe driving habits and road rules will be discussed at Pre-Start meetings and toolbox meetings regularly.
- Revoking of site inductions will be enforced for any unsafe driving observed.
- The 40 km/h speed limit when passing a bus will be enforced and communicated to all workers. By law, a driver must not overtake or pass a bus with flashing lights at more than 40km/h.
- After sweeping the area for possible interference of school traffic along the project access leading up to Station Road, no impact to school traffic is anticipated.

7.33 Rehabilitation

- All upgrades works along road sections and intersections are to be rehabilitated back to an agreed arrangement upon the conclusion of the construction phase of the project.
- This includes all shoulder works.
- The site access will be kept as general site accesses.

7.34 Managing Local Climate Conditions

During each morning pre-start meeting the forecast for the local area is reviewed with work crews. Planning of work sequences to align with forecast is required to minimize the possibility of dirt be tracked onto a public roadway. The BOM (Bureau of Meteorology) is the data source for weather information and a weather station will be on site. Should the forecast include heavy rain or risk of floods, transportation and emergency action plans to be reviewed for the safety of all parties. If a risk of floods are present, work crews are to make the site safe and depart before the road of travel are affected by flood waters.

In the event of adverse weather, CPP will:

- Immediately notify transportation partners and drivers of roads and access closures, if applicable;
- Assess road conditions on an ongoing basis during adverse weather conditions to ensure safe passage is able to be maintained, closing roads and diverting traffic should the road become hazardous or closed;
- Only permit travel for LV's on all-weather or sealed roads within the project location;
- CPP Site Manager to consistently monitor the Hazards Near Me NSW App, for updates on potential severe events that could impact our project;
- Suspend all operations when lightning is within a 10 km radius of the project until storm has left the radius and it has been deemed safe to return to work. (LighteningMaps.org or lightning tracker App);
- Monitor Live Traffic NSW website or App to ensure that roads are passable, suspending travel if an incident or hazard is noted on the system that could impact the safe passage of the vehicle.

7.35 Driving in Dust & Fog

When driving in dusty conditions the following safe driving practices shall be adhered to:

- If the ability to drive safely is impaired by poor visibility, reduce speed;

- Be prepared to pull off the road if visibility deteriorates to less than 100m;
- If the vehicle is air-conditioned, reduce the amount of dust entering the vehicle by switching the air intake to 'recirculate'.

When driving in foggy conditions the following safe driving practices shall be adhered to:

- Keep headlights on low beam. High beam decreases visibility due to water droplet reflection;
- Visually follow the lines on the road to ensure you stay in your lane;
- Slow down
- Increase the distance between your vehicle and the vehicle in front
- If the fog becomes too dense, pull safely off the road, put on the hazard lights and keep the low beam headlights on.

8 CONSTRUCTION TRAFFIC

8.1 Construction Vehicles

- Heavy Vehicles (non-OSOM) will be required to transport larger items including the substation components and step up transformers.
- A number of construction vehicles will be required that incorporates the general construction activities on site other than deliveries.
- Construction vehicles will transport goods such as steel, road construction materials, concreting supplies and water.
- The vehicle classes relating to the construction vehicles will be larger than personnel vehicles (such as cars and utilities) but have a maximum size of a B-Double.
- The last remaining vehicle category encompasses Light Vehicles (LV). Personnel movement incorporates construction personnel, subcontractors and escort vehicles and will only include cars and light commercial vehicles (LCVs).
- To minimise dirt being tracked onto the public road network CPP and Akaysha will do the following:
  - CPP will minimise on-site vehicle activity when the site is muddy and restrict access to stable parts of the site; and
  - Ensure on-site vehicles remain on the all-weather tracks and roads where possible;
  - Internal LV access road will be up graded to all weather access tracks/roads
  - Rumble grids or rumble mats will be available on site and will be installed at the entry points of the work site if / when needed
  - A road sweeper will be available for internal sealed roads if / when needed.

8.2 Transport Routes

Proposed routes for key deliveries to the project site are listed in Table 5 below.

Table 5 - Overview of Transport Routes to Site

Appendix	Transport Routes (From)	Transport Routes (To)	Purpose/Delivery
A	Local (within 50km radius of site)	Site	Travel between accommodation and project. Also for local materials.
A	Newcastle	Site	Travel between accommodation and project. Also for local materials.
D	Newcastle	Site	BESS Equipment
E	Albury/Wodonga	Site	Medium Voltage Transformers
F	Glen Waverley (Melbourne)	Site	Main Power Transformers (350 MVA)
G	Ferryden Park (South Australia)	Site	Pre-Fabricated Electrical Buildings
K	Newcastle Port	Site	Main Power Transformers (350MVA)

Only the key LV routes have been identified here. Should site personnel be required to travel from their premises/homes to site the most logical trafficable route shall be taken and access the project via the Scenic Drive and Station Road access point..

It is assumed that the majority of light vehicle traffic will be from/to Newcastle township and the Waratah Project site in Colongra. There may be instances where deliveries and/or workers may drive from their home or place of business outside of the indicated routes. In this instance the most logical route of transport will be used.

8.3 Deliveries by Transport Vehicles

- During the construction period all deliveries will be received by the CPP Site Manager (or their delegate) in a controlled fashion.
- A suitable designated holding area within the compound will be identified during site mobilisation.
- Transport and delivery vehicles shall initially park in the designated holding area.
- Drivers shall then contact the CPP Site Manager (by mobile phone/UHF radio) for instruction.
- Depending on the specific delivery point and material type, the vehicle may require an escort through the construction area.
- Goods and materials delivered must be laid down in the allocated lay down area, unless needing to be off-loaded directly within the construction area.

8.4 Project Traffic Volumes & Reporting

8.4.1 Overview

Estimated traffic volumes associated with the project are shown below.

- As per Part B, B1 of the development Consent Conditions, the development will not generate more than:
  - 65 heavy vehicle movements a day during construction, upgrading and decommissioning;
  - 12 movements of heavy vehicles requiring escort during construction, upgrading and decommissioning; and
- Length of any vehicles (excluding heavy vehicles requiring escort) used for the development does not exceed 26 metres;

  Unless the Planning Secretary agrees otherwise

Akaysha and CPP commit to keeping 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 development;

- The CPP Site manager will track all HV and OSOM movements within the Weekly Project Report and submit to Akaysha Energy.
- All deliveries are required to be inducted and sign in / out each time the project is accessed, this will provide accurate reporting numbers of HV movements daily;
- To maintain accuracy of the deliveries and heavy vehicles counts, all deliveries are required to be inducted and sign in / out each time the project is accessed, this will provide accurate reporting numbers of HV movements daily. This number will be verified, counted and then recorded on the daily report;
- At the end of each day, the Site Manager to assess and ensure CPP is not in breach of maximum movements allotted;

- If there is a breach in daily HV volumes by one of CPP's subcontractors, the following process will be followed:
  - The subcontractor will be contacted to determine the reason for the breach;
  - The Planning Secretary will be notified of a non-compliance with the DA conditions on heavy vehicle numbers per day (as required by condition C11 and C12);
  - The subcontractor will have their daily HV allowance for the following day reduced by the amount of the breach on the day in question;
  - The subcontractor will be served written warning that a further breach may lead to contract cancellation for jeopardizing CPP and Akaysha's compliance with its DA conditions;
  - Should a further breach occur by the same subcontractor, Akaysha and CPP will also meet to determine if the contract of the subcontractor should be cancelled in light of multiple breaches of DA conditions.

Table 6 – Project Traffic Volumes

Load Type	Load Vehicle	Dimensions/ Weight	No. of Trips	NVHR Permit Required	National (Exempt) Notice	Construction Phase
Work Crew/Visitors	Light Vehicles	NA	120/day max	No	Not required	Earth Works
Concrete	Agitator Truck	NA	2000	No	Not required	Civil Works
Plant Mob/Demob	Low Loader / Semi Trailer (26m long or less)	NA	200	No	Not required	Civil Works
Steel (Reinforcing)	Semi-Trailer	NA	50	No	Not required	Civil Works
Road Base and Blue Metal	30t Tandem-Tipper	NA	2000	No	Not required	Civil Works

Load Type	Load Vehicle	Dimensions/ Weight	No. of Trips	NVHR Permit Required	National (Exempt) Notice	Construction Phase
Plant Mob/Demob	Low Loader / Semi Trailer (26m long or less)	NA	80	No	Not required	Substation/BESS Construction
Steel (structural)	Semi-Trailer	NA	200	No	Not required	Substation/BESS Construction
Equipment & Materials	Semi-Trailer	NA	250	No	Not required	Substation/BESS Construction
Transmission Poles	Low Loader/ Semi-Trailer (<26m)	12m x 1.8m (longest section) 12,000kg	30	No	Not required	Substation/BESS Construction
Medium Voltage Transformers	Low Loader/ Semi-Trailer (<26m)	1.4m (W) x 3.1m (L) x 2.8m (H) 17,235 kg	144	No	Not required	Substation/BESS Construction
Control Building Delivery	OSOM	35.0m (L) x 5.49m (W) x 5.3m (H)	4	Yes	Yes	Substation/BESS Construction
Main Power Transformer Delivery	OSOM	8.5m (L) x 3.92m (W) x 4.65m (H) 170,100kg	3 +2 Additional as per Appendix I	Yes	Yes	Substation/BESS Construction
Energy Segment Deliveries	Low Loader (26m long or less)	2.44m (W) x 1.57m (L) x 3.43m (H) 9,072kg	1300	No	Not required	Substation/BESS Construction
Collection Segment Deliveries	Low Loader (26m long or less)	2.44m (W) x 2.23m (L) x 3.43m (H) 4,990kg	150	No	Not required	Substation/BESS Construction
Power Conversion Systems	Low Loader/Semi Trailer	5.22m (W) x 1.65m (L) x 2.46m (H)	144	No	Not required	Substation/BESS Construction

It is noted that the number of OSOM trips has been reduced from the potential for up to twelve (12) trips noted in the Waratah Super Battery Response to Submissions document, to seven (7) in this Traffic Management Plan. The reason for the reduction is that it now appears clear that transmission tower components can be shipped and transported sufficiently modularly to not be classified as OSOM loads, and so this has reduced the number of OSOM loads the project needs to account for.

Note: Additional OSOM movements have been used for Upgrade works noted in Appendix I. Following upgrade works a total of nine (9) movements have occurred out of the twelve (12) approved movements assigned to this project.

8.4.2 Limiting Light Vehicle Numbers

To reduce the construction trips generated by the project, Akaysha will work with the construction contractor to implement initiatives to promote carpooling or non-vehicle alternatives to accessing site.

The aim of these initiatives will be to reduce the environmental, traffic and economic impact of travel to/from and in association with the operation of work places. The initiatives will encourage the reduced use of motor vehicles as well as using alternatives to the single occupant motor cars. This will aid in mitigating the effect of the development on the local and state classified road network, particularly during peak travel times.

The initiatives included to further these objectives will include:

- Produce a map showing safe walking/cycling routes to and from the site with times and distances to local facilities including bus stops and include the maps in the induction information pack for workers;
- Provide workers with timetables of bus services and provide free Opal Cards to workers;
- Promote carpooling amongst workers, including:
    - Prepare a data base of workers home residents;
    - Inform workers that live in close proximity to each other;
    - Provide a potential reward system to workers for carpooling (i.e. movie tickets to workers that car pool).

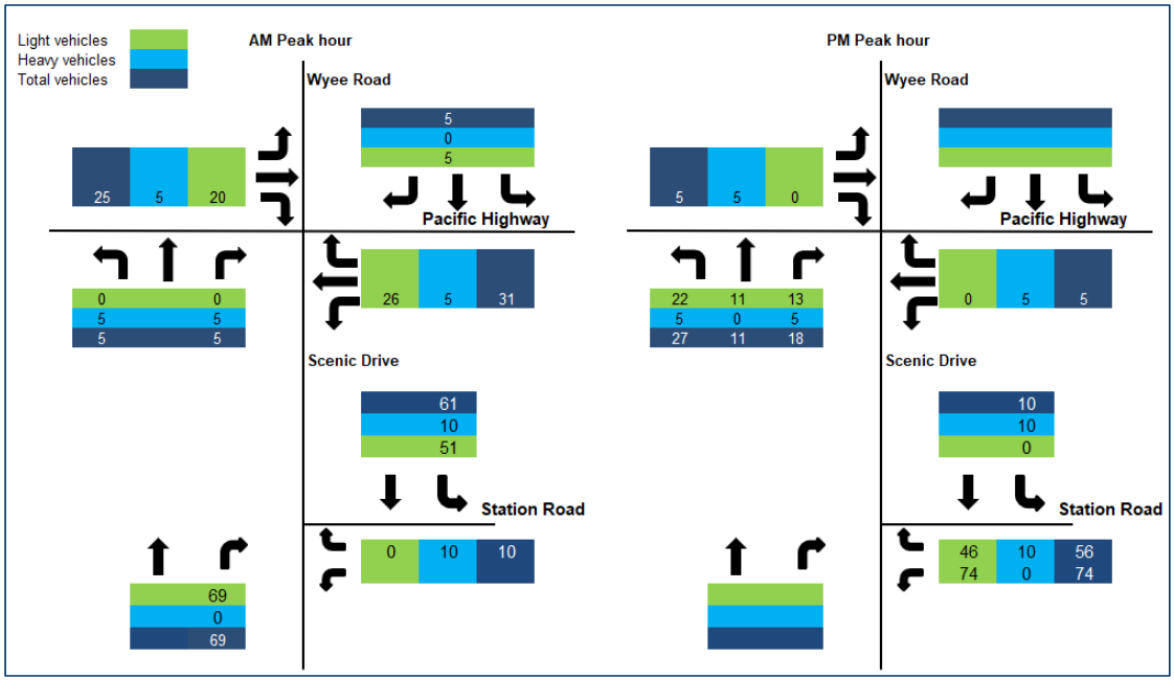
The success of these initiatives will be monitored and managed through the following actions:

1. Including when signing in each day a requirement for workers to nominate how they travelled to site (e.g. vehicle, cycling, walking, carpooling etc.). This data will be collected electronically through the sign-in process;
2. The WSB Site Manager or Project Manager will review each month the statistics of how workers are travelling to site, to determine whether the initiatives above are working to incentivize workers to carpool or find alternative means of transportation to site;
3. If carpooling and non-vehicle means of accessing site are not increasing, the Project team will put in place additional incentive measures to promote these objectives, including but not limited to:
    a. Having a competition amongst workers for who can carpool or use non-vehicle means of accessing site within a month, with meaningful prizes;
    b. Offering a free lunch and BBQ for all workers on site if workforce targets for the month are met in relation to carpooling and non-vehicle means of access to the site.
4. The success of this initiatives will be continually monitored over the life of the project, and may be shifted to a fortnightly review during periods where there are anticipated to be high volumes of workers attending site.

8.4.3 Directional Traffic Splits from EIS

It is noted that Figure 6.21 of the project's Environmental Impact Statement (extracted below) shows during peak hours 38.3-42.5% of LV traffic travelling Station Road from the Pacific Highway direction, while 57.5%-61.7% travelling Station Road via the southern direction of Scenic Road. These splits will be communicated to contractors through the workplace travel plan (outlined in Section 8.4) and the required LV routes entering the site from each direction will also be communicated through this travel plan.

Figure 6 - Peak Hour Construction Vehicle Trips (from Environmental Impact Statement)



Note that all construction, upgrading and decommissioning activities, per Condition B12 of the Infrastructure Approval, must be undertaken between the following hours:

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

The peak hours of traffic are expected to be in the hour before commencement and after finishing on each day, being:

- 6am to 7am (AM) and 6pm to 7pm (PM) Monday to Friday;
- 7am to 8am (AM) and 1pm to 2pm (PM) Saturdays.

8.5 Cumulative Impacts

8.5.1 State Significant Infrastructure Projects

8.5.1.1 Overview

Condition B3(b)(iv) of the Project Infrastructure Approval requires that potential cumulative traffic impacts with other State significant developments, State significant infrastructure projects and community events in the area are minimized.

The Environmental Impact Statement and a search of the DPE Major Projects' database shows the following state significant projects in general proximity to the project site which could contribute to cumulative traffic impacts over and above background traffic growth.

Figure 7 - State Significant Projects in Nearby Area

Project	Assessment Stage	Relevance
St Philip's Christian College Charmhaven (SSD-4082938)	Prepare EIS	The St Philip's Christian College project is about 5.6 kilometres southwest of the project site and proposes the construction of a new school for 1,500 students. There is potential for the two projects to be constructed concurrently.
Chain Valley Colliery Consolidation Project (SSD-17017460)	Prepare EIS	The Chain Valley Colliery Consolidation Project is about 5.6 kilometres north of the project site and proposes to consolidate the Chain Valley Colliery (CVC) and Mannering Colliery (MC) consents, align extraction and production rates and extend the approved mining area. There is potential for the two projects to be constructed concurrently

SIDRA Modelling conducted as part of the EIS (Appendix I) found that:

- There would be an increase in average delay of about 14 second in the AM peak and 23 seconds in the PM peak;
- The intersection of Scenic Drive/Station Road would operate with an acceptable LoS for both the 'build' and 'no-build' scenario with an increase in delay of up to 14 seconds in the AM and 12 seconds in the PM peak. Vehicles turning into Scenic Drive from Station Road would be subject to longer delays. However, the analysis indicates that these would be within acceptable limits.

8.5.1.2 Key Controls

To mitigate the impacts of Waratah-related traffic combined with traffic from these state significant infrastructure projects, Akaysha Energy commits to:

- Following the traffic routes set out in the EIS for HV and LV vehicles. This will ensure that the outputs of the SIDRA model, showing an acceptable level of impact to traffic wait times provided these routes are followed, continue to be accurate;
- Auditing relevant contractors on their routes to site and timing of deliveries, to ensure the directions of this Traffic Management Plan and the requirements of the Infrastructure Approval conditions are being followed;
- Regularly consulting the NSW Major Projects website and/or the Central Coast Council on further expected State significant development and State Significant Infrastructure Projects taking place in the Central Coast Council area, including expected traffic flow during construction. During periods of expected high cumulative traffic, Akaysha and CPP will work with Transport for NSW and local Council to determine whether temporary practical alternate routes are available to site to ease traffic impacts.

8.5.2 Colongra Power Station

8.5.2.1 Overview

Colongra Power Station is an open-cycle gas-fired power station located adjacent to the Waratah Super Battery project. Colongra operates as a 'peaking plant' meaning that it is only operational at short notice during periods of peak demand or emergency situations. Gas is supplied to this site via pipeline, with diesel being used as a backup fuel supplied by road tankers to the site when required.

The Operating Instruction for Colongra includes fuel use limitations as set out in the Project Approval and EPL13036, meaning that natural gas shall be used preferentially and diesel use shall not exceed 75 hours in any 12-month period (*Colongra Gas-Fired Power Station – Operational Environment Management Plan*, Revision D, 12 December 2019).

The EIS recommends that this Traffic Management Plan ensure that trucks used for the delivery of diesel to Colongra Power Station are unimpeded. As diesel tankers are used only in atypical emergency situations, it is difficult to predict when these tankers may be engaged.

8.5.2.2 Key Controls

Akaysha Energy will commit to the following to ensure that diesel tankers are unimpeded when they are called upon by Colongra Power Station:

- Establish a Communications Protocol with Colongra Power Station in the event of an emergency requiring the use of diesel tankers which includes the following:
    - Key contact details of site personnel from Colongra and the Waratah Super Battery;
    - Timeframes in which contact is to be made notifying of the engagement of emergency diesel tankers;
    - Addressing key information, including how many tankers are likely to be required over a defined period;
    - Detailing what actions may be taken by the Waratah Super Battery project to avoid impact to Colongra.

This strategy is appropriate given the difficulty in predicting when diesel tankers will be engaged and the resultant difficulty in putting in place long-term procedural controls between Colongra and the Waratah Super Battery Project.

APPENDIX A DIRECTIONS AND REQUIREMENTS

Site Address:	**301 Scenic Drive, Colongra, NSW, 2262**		
Project Manager:	Stephen Brannigan	0429 964 659	sbrannigan@conpower.com.au
Site Manager	Jason Smith	0447 004 261	jassmith@quantaservices.com
Construction Manager:	Peter Martin	0408 819 725	pmartin@conpower.com.au

All Personnel MUST report to the Site Office on arrival
Delivery Drivers must report to the site office on arrival and be inducted

I1.2 INDUCTIONS

- Inductions follow pre-start meeting – 7:00 am – **All inductions must be booked**
- To make a booking, an electronic copy of all tickets and licenses must be emailed to abeaven@conpower.com.au and jassmith@conpower.com.au
- All persons coming to work onsite, must have on their person - a valid driver's license, white card, HRWL (High risk work license) and appropriate tickets for their skills.

I1.2 MINIMUM SITE SAFETY REQUIREMENTS

- **PPE requirements -** Long-sleeved, Hi Visibility with reflective strips clothing; steel capped lace up safety boots; hard hat; safety glasses and safety gloves.
- **Vehicle Requirements –** Any vehicle beyond the Site Office must be Mine Spec (Diesel, 4x4, Flashing beacon, Fire Extinguisher, UHF Radio, In date First aid kit with eyewash).
- **Note to International / Interstate personal –** Trip approximately 3 hours, please ensure adequate water, mobile phone and understanding of directions prior to commencing journey.
- **Fauna and Flora -** Kangaroos, Emus and Livestock may be present on the road at any time, Slow & pass with caution, Adhere to signage.

I1.2 TRIP REQUIREMENTS

- **Unsealed Roads -** DRIVE TO THE CONDITIONS, Maximum speed 60 km/h, increase distances between vehicles if dusty, brake in a straight line, engage 4WD and ensure headlights are on.
- Contact Site Manager prior to commencing journey.
- On arrival to site follow Site signage to Site Office, all personal must wait at the Site Compound until inducted.
- Contact site manager on arrival by phone.
- Ensure the daily prestart and site hazards have been explained and you have signed on.
- If onsite to conduct work, you will be required to be site inducted and to sign on to the relevant SWMS and have your qualifications verified.
- Sign off prior to leaving site.

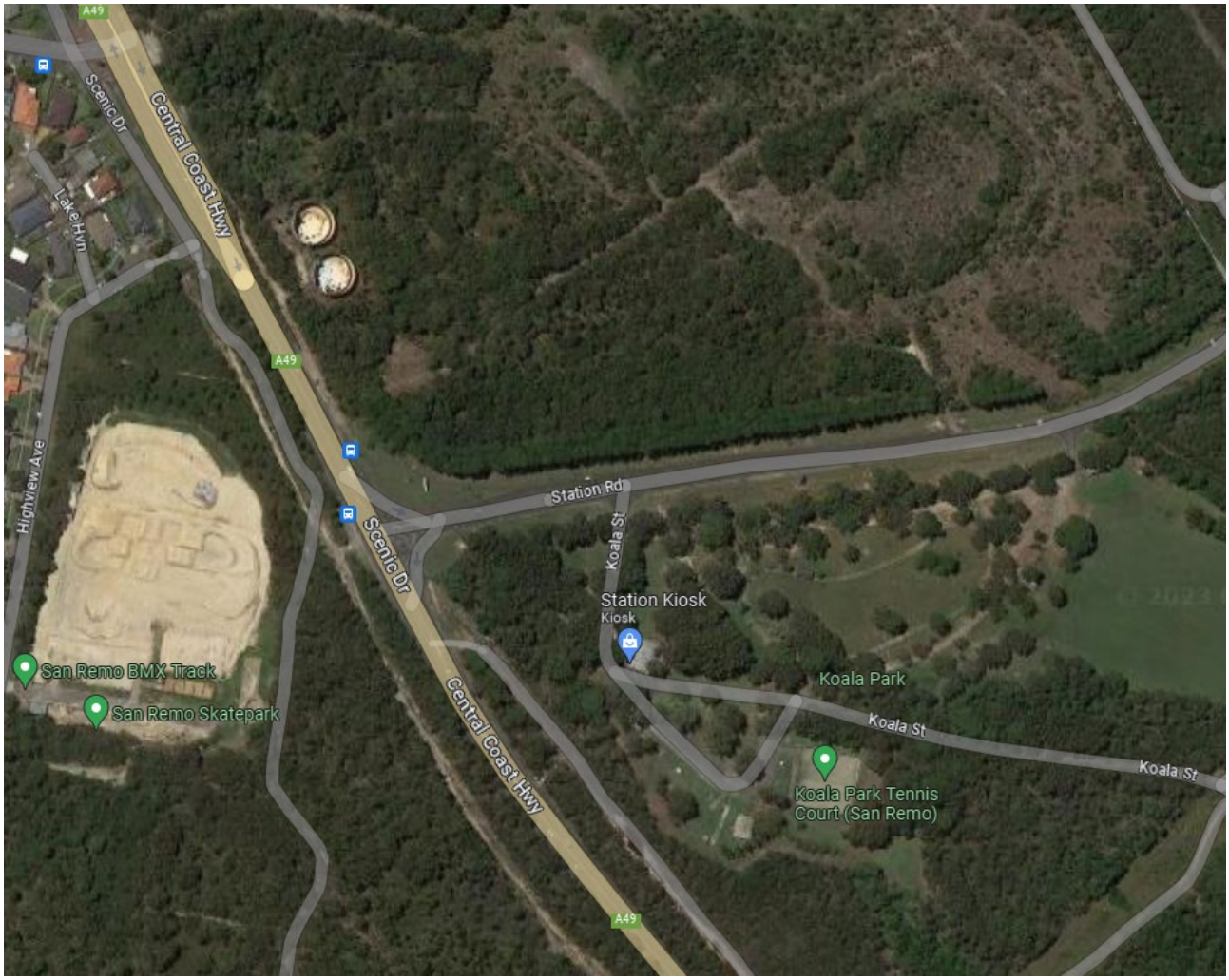
I1.2 LV Site Access

All vehicles associated with the development must enter and exit the site via the access point off Station Road. As LV traffic cannot be controlled from point of accommodation, all LV traffic for project will travel via

maintained routes such as Highways, Motorways, Streets and Boulevards. Travel to the project gate is prohibited on unmaintained routes, and all travel is expected to arrive on the A49 (Central Coast Highway) and exit onto Station Road into the project.

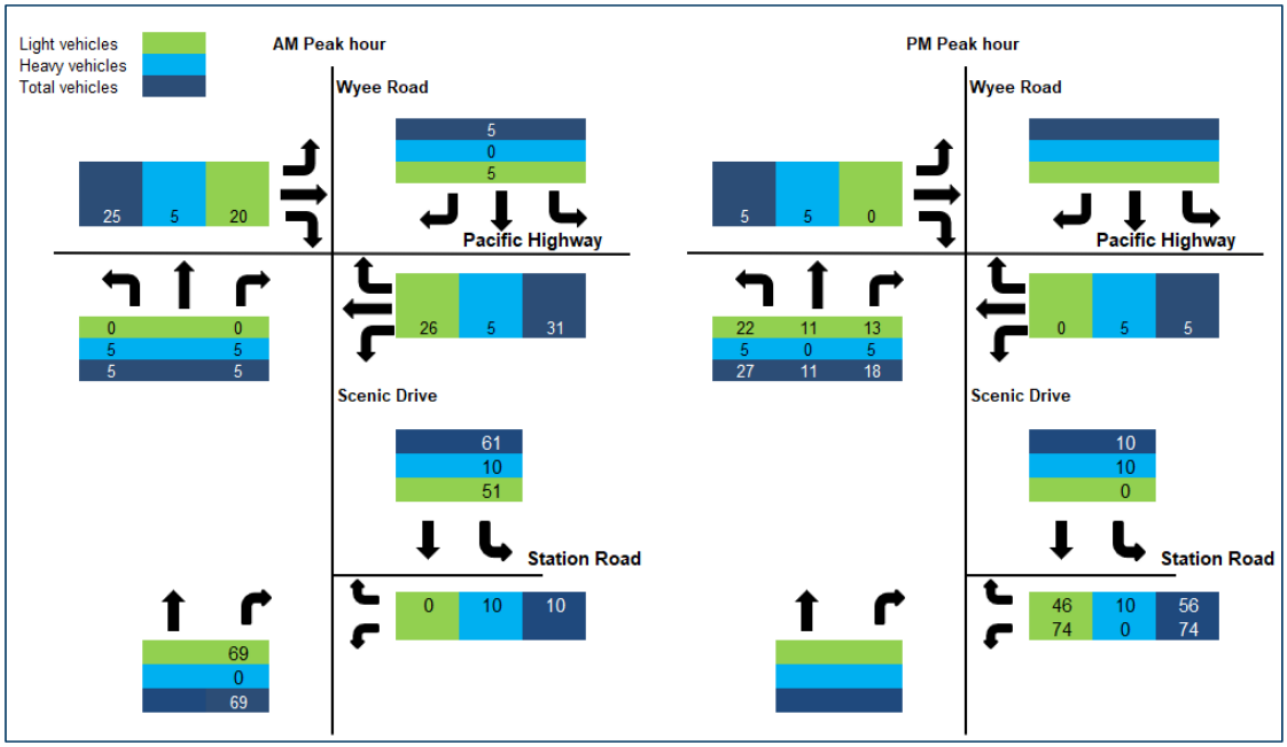
The only approved access point to the project is shown below:

Figure 8 - Approved Access Point for LV Vehicles



It is noted that Figure 6.21 of the project's Environmental Impact Statement (extracted below) shows during peak hours 38.3-42.5% of LV traffic travelling Station Road from the Pacific Highway direction, while 57.5%-61.7% travelling Station Road via the southern direction of Scenic Road. These splits will be communicated to contractors through the workplace travel plan (outlined in Section 8.4) and the required LV routes entering the site from each direction will also be communicated through this travel plan.

Figure 9 - Peak Hour Construction Vehicle Trips (from Environmental Impact Statement)



Note that all construction, upgrading and decommissioning activities, per Condition B12 of the Infrastructure Approval, must be undertaken between the following hours:

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

The peak hours of traffic are expected to be in the hour before commencement and after finishing on each day, being:

- 6am to 7am (AM) and 6pm to 7pm (PM) Monday to Friday;
- 7am to 8am (AM) and 1pm to 2pm (PM) Saturdays.

I1.2 OSOM Routes and Access

Transport management plans and routes for OSOM vehicles are set out in APPENDIX F, APPENDIX G & Appendix I.

It is noted that Condition B3 of the Development Approval for Waratah Super Battery states the following:

Access Route

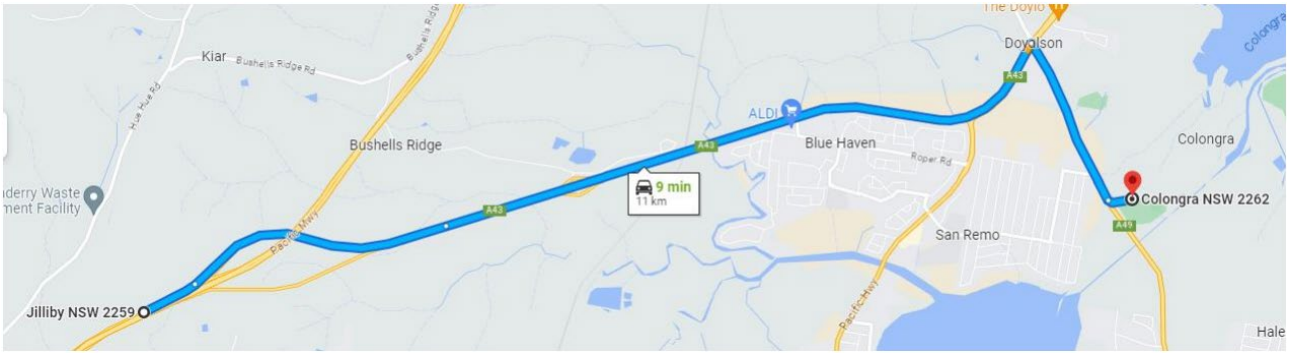
B3. All heavy vehicles requiring escort and heavy vehicles associated with the development must travel to and from the site via the Pacific Highway, Scenic Drive and Station Road.

Note: The Proponent 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.

As a point of clarification, this will be achieved by following the NVHR outlined routes, exiting onto the Doyalson Link Road, which becomes Pacific Highway, then making a right turn onto Scenic Drive, and a left turn onto Station Road.

Careful consideration of the route was given, and after review, it was determined that this is the safest access to the project, utilizing a segment Pacific Highway, meeting the conditions outlined in section B2 of the DA. And deviation from the NVHR planned route would take OSOM loads through dense traffic, residential areas, near schools, shopping centres, and hospitals. If a load was to utilize Pacific Highway in its entirety and avoid use of the Pacific Motorway, it would create undue risk to both the safety of the OSOM Load, and the general public and road users.

Figure 10 - Route Overview demonstrating compliance with Condition B3



APPENDIX B DRIVER'S CODE OF CONDUCT

All personnel coming to the WSB project will be required to complete the Online Project induction prior to arrival. Within the online induction there is a WSB specific Driver Code of Conduct training. The extracted slides are below.

Waratah Super Battery Safe Driving Induction



SITE ACCESS REQUIREMENTS

- During the construction period, all 'non-authorised' vehicles shall be parked in the 'designated' parking areas prior to the daily commencement of work.
- The designated parking area shall be located within the compound.
- Vehicles and their operators needing to access the construction area of the project site shall comply with the following:
  - Only 'authorised' vehicles and plant are permitted within the construction area;
  - Authorised vehicles are those approved and inspected by the Site Manager;
  - Authorised vehicles parked in the construction area during working hours, must have the keys left in it so that it can be moved if required;
  - Every effort shall be taken by contractors to reduce the number of Light Vehicles coming to WSB by using carpooling or other transport methods.



SITE ACCESS REQUIREMENTS

- Vehicles must at all times keep on the designated site roads where established;
- Off road driving is not permitted other than in emergency situations, or if no roads have been established;
- Vehicles must not be parked so as to block access roads or tracks;
- Vehicles MUST come to site clean and leave site clean;
- Speed limit is 10km/h within the construction zone unless otherwise sign posted;
- All persons driving on site shall hold a current driving license for the type of vehicle they are driving;



SITE ACCESS REQUIREMENTS

- All operators/drivers of plant shall hold the appropriate license/competency to operate/drive the plant;
- Vehicles are required to be fully road-worthy and maintained in good working order;
- Seatbelts must be worn in vehicles and plant when being operated;
- Use of mobile phones while driving vehicles or plant is prohibited unless suitable hands-free equipment is utilised;
- Vehicles must travel at a safe distance apart with clear visibility;
- Extra care should be taken when driving at dawn or dusk, being particularly watchful for wildlife and/or livestock;
- Vehicles must give way to pedestrians, cranes, forklifts, mobile plant, emergency vehicles and livestock; and
- Handbrakes must be applied at all times whilst the vehicle is stationary. Where parked on a gradient, park across the gradient;



FATIGUE



- Travel time from project sites to accommodation facilities should be located as close as possible to the project site.
- Workers shall notify the site manager if they cannot locate accommodation within a 1-hour radius from the project site.
- The workers and Site Manager will develop controls to manage potential fatigue risks in consultation with the SQE Manager.
- If the working hours are greater than 12 hours, then a Fatigue Risk Assessment must be completed, and an FMP must be developed for all fatigue risks greater than Medium.
- If the working hours are greater than 14, then an FMP must be developed, regardless of risk.

63

KEY POINTS FOR DRIVERS

Drivers for the WSB Project are required to follow preapproved routes.

Drivers should avoid residential areas, and travel during off -peak hours.

School areas should be avoided by WSB traffic.

Follow designated travel routes, posted speed limits, and road rules.

All vehicles and mobile plant are required to have highly visible plant ID numbers, If access to site is required.

Travel routes will be identified and communicated to all personnel prior to their arrival. Should a route change be required, CPP site management must be consulted and approve the deviation.

64

DRIVER BEHAVIORS

- hold a current driver's license, suitable for the vehicle driven;
- not deviate from the approved route of travel without notifying the authorising manager (Site Manager / Project Manager);
- ensure the vehicle is carrying adequate supplies of fuel and water;
- ensure that all loose items in the cab and cargo area are both secured correctly;
- drivers of heavy vehicles must comply with the requirements in their National Driver Work Diary;
- follow the road rules;
- ensure that seat belts are worn by all persons in a vehicle;
- obey speed limits and traffic signals;
- not drive under the influence of alcohol or drugs;



65

DRIVER BEHAVIORS

- ensure that any medication taken does not adversely affect their capacity to drive;
- not pick up hitchhikers;
- ensure enough time is allocated to complete trip safely and to complete tasks associated with intended trip;
- ensure potable water appropriate to journey is in the vehicle;
- carryout a vehicle check using the Vehicle Check form at least once per week;
- ensure the vehicle is maintained in a safe and roadworthy condition at all times (in accordance with the manufacturer's recommended service schedule) by a qualified provider;
- not use mobile phones while driving a vehicle, unless using appropriate hands-free facilities as described by law;



66

DRIVER MONITORING

- CPP expect the behaviour will be strictly followed and will endeavour to continuously monitor, assess and enforce speed limits and safe driver behaviour where possible:
  - CPP Site Manager to alert the responsible subcontractor's representative of any unsafe driving behaviours; and
  - CPP Management and/or Site team to further discuss and issue dismissal or penalties (where deems necessary) to the driver of vehicle if the matter continues to occur.
- CPP may monitor speed limits, transport routes taken and safe driving practices through utilising on -site cameras, vehicles fitted with IVMS system and/or visual monitoring.



67

SAFE DRIVING PRACTICES

- All vehicles must be directed by a spotter when reversing. Drivers must STOP if vision of the spotter is lost.
- The operation of any lifting devices or plant such as truck mounted crane, forklift or telescopic handler must be authorised by the Site Manager.
- Exclusion zones must be in place for all mechanical unloading activities. Refer diagram examples.
- A spotter MUST enforce exclusion zones for Low Loader operations and may also be required in other loading / unloading situations. If no spotter is available, DO NOT load or unload.
- Delivery Drivers must stay near their vehicles unless escorted by a fully inducted person.
- Crossing over, under or removing any safety barrier is not permitted unless authorised by the Site Manager.



68

SAFE DRIVING PRACTICES

- Smoking is only permitted in the designated areas.
- All waste materials and packaging must be secured to prevent being blown around in high winds.
- Concrete trucks must wash down at the designated washing bay.
- If you hear the call " Emergency, Emergency, Emergency " monitor the communication but keep the channel clear for instruction, stop work and go to the nearest muster point. Do not leave site until authorised.
- All Vehicle and Plant must come to site clean and leave site clean.
- Follow reasonable instruction and do not place yourself or others at risk.
- Do NOT drive off formed roads / tracks

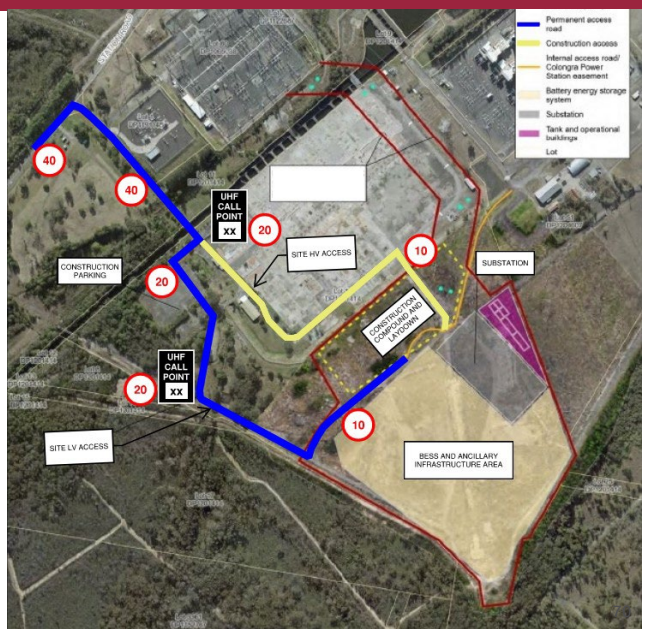


69

SITE ACCESS MAP

Site access maps will be updated and supplied to all parties as required.

- Prior to arrival, familiarize yourself with the newest map revision, routes can change at time.
- If unsure, request an updated map from CPP site management.
- Follow all posted signs, including speed limits and UHF channels.
- DO NOT access the project unless you are able to meet these requirements, call ahead for an escort into site.
- Light and Heavy vehicle may use different routes, families yourself with the route required for your vehicle.



SAFE DRIVING INDUCTION

This Induction covers basic instruction on driver expectations while working with CPP on the Waratah Super Battery Project.

When you arrive at WSB, please see a CPP representative to complete a site -specific induction form and acknowledgement of completion for the WSB Safety Driver Induction.

For more information, refer to the **CPP Traffic Management Plan**.

Thank You & Welcome to Waratah



71

The following procedure in relation to emergency repairs in the event of a roadside breakdown also form part of the Driver's Code of Conduct and will be added in succinct form to the drivers' induction.

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

1. The vehicle operator is to make the vehicle safe for other motorists and members of the public by pulling the vehicle off the road where practical to a place of safety and turning on the vehicle's hazard lights. If the vehicle has not been able to be pulled off the road for any reason and remains a threat to the public, the vehicle's hazard lights are to be turned on and the police are to be contacted immediately to establish a protective detour around the vehicle;
2. The vehicle operator is to check themselves for injury and, if required, contact emergency services and where practical the Waratah Site Manager to gain immediate assistance;
3. Contact the Waratah Site Manager to inform them of what has occurred and advise if there are any safety-related risks from the breakdown;
4. Contact the logistic contractor's roadside assistance provider or, if not available, notify the Waratah Site Manager who will organize for a roadside assistance provider to attend;
5. If required, have the vehicle towed to a suitable location where repairs may be made to the vehicle. This may be either to the logistic provider's yard or to a suitable mechanic;
6. Meet with the Site Manager and HSE Manager to debrief on the incident and fill out an Incident Report. This is to be submitted to the Senior Project Manager of CPP and Akaysha Energy for review as to whether further action is needed. If the incident involved a breach of Development Approval conditions, this incident is also to be reported to Transport for NSW, DPE and any other authorities as required, including SafeWork;
7. The Site Manager and HSE Manager are to conduct a review of the vehicle's maintenance records to determine whether the vehicle had been properly maintained prior to the emergency breakdown.

APPENDIX C TRAFFIC GUIDANCE SCHEME ('TGS')

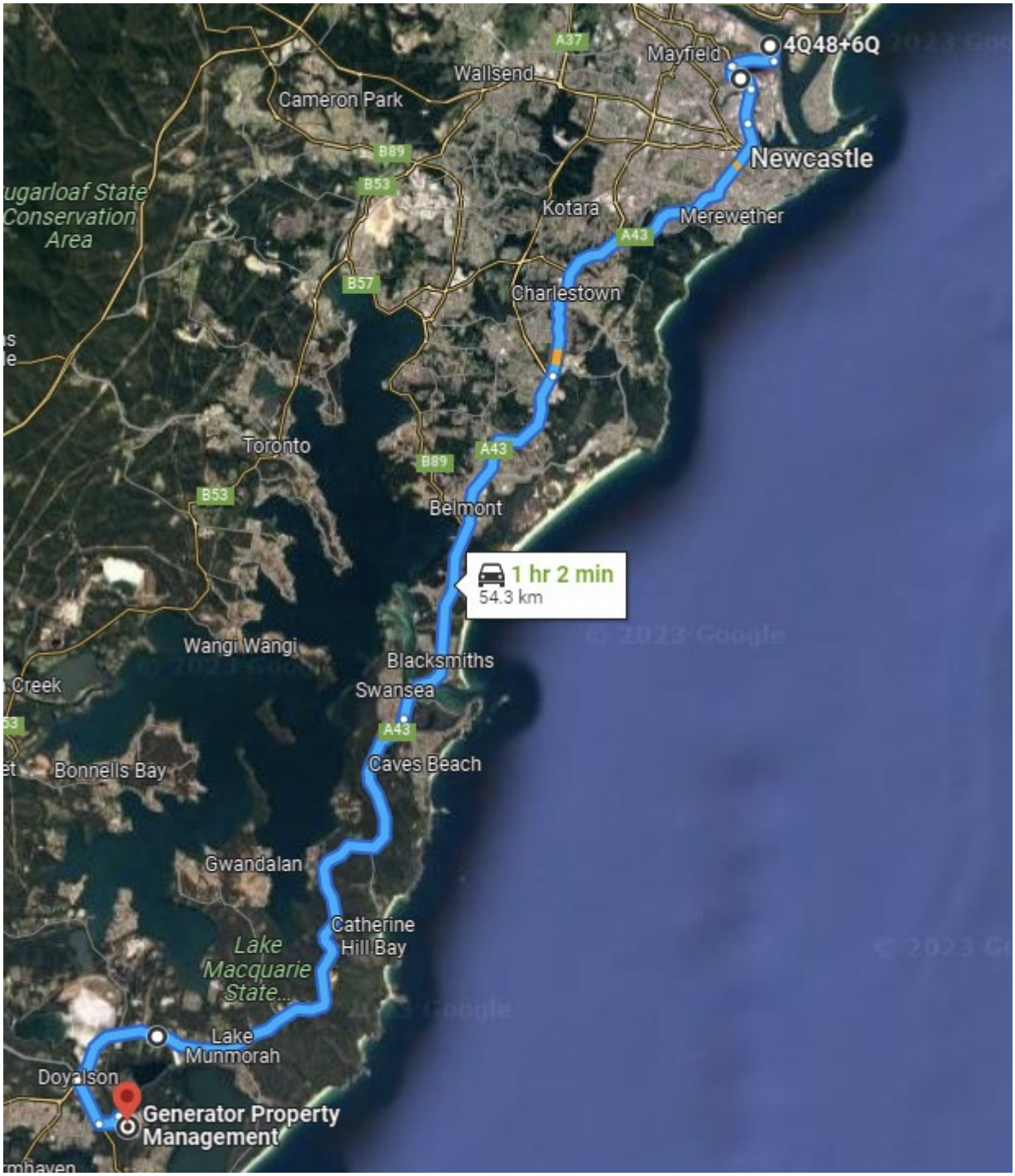
The Traffic Guidance Scheme for the Waratah project is shown below.

APPENDIX D BESS EQUIPMENT TRAVEL ROUTE

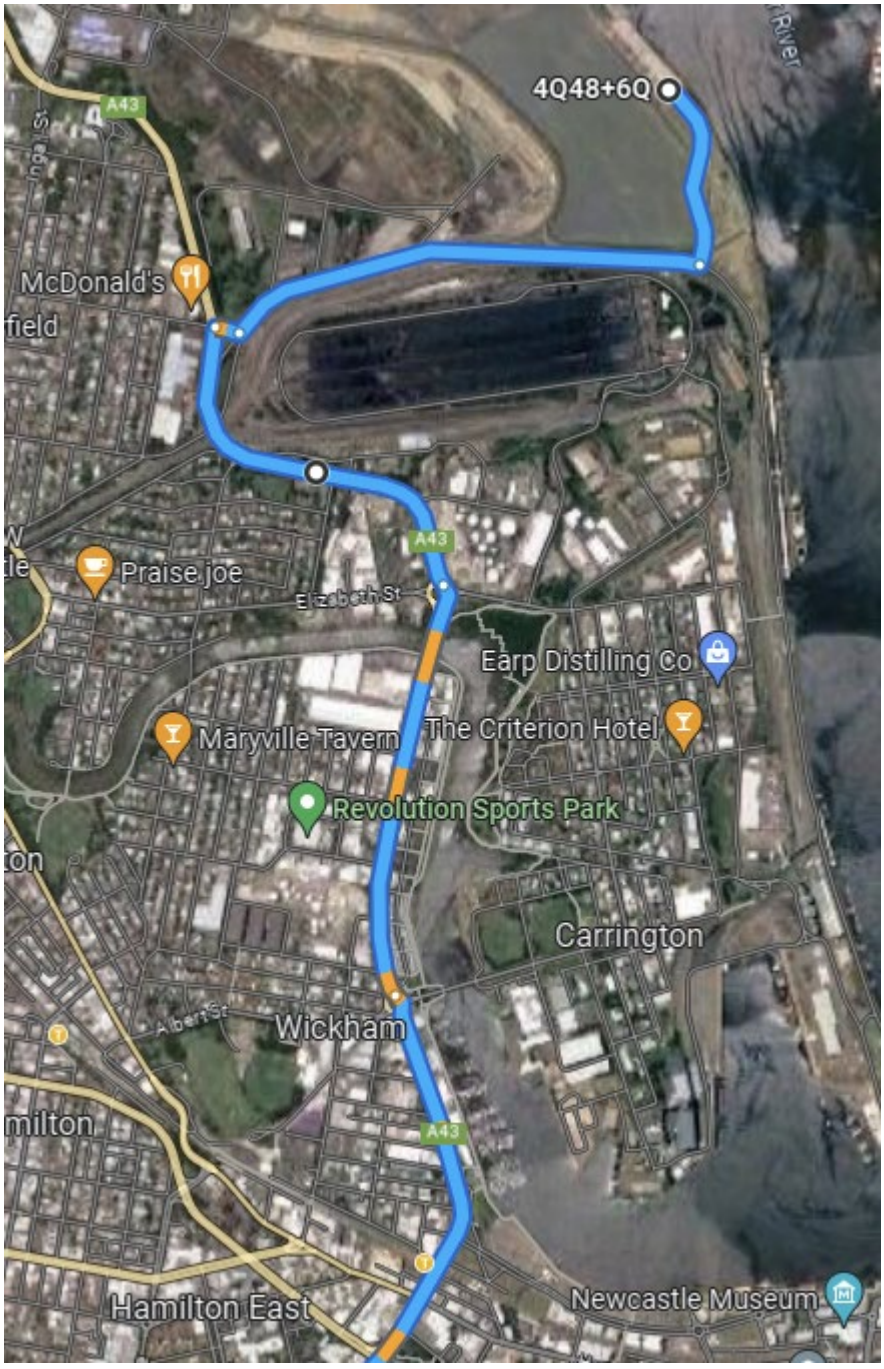
The battery energy storage system ('BESS') equipment will all be shipped to the Port of Newcastle, and stored on the Mayfield 4 Berth. The deliveries will then follow the route set out below. Note that this route relates only to heavy vehicles carrying BESS equipment and excludes any OSOM loads.

Note that the Waratah Super Battery is situated on leased land owned by Generator Property Management.

Figure 11 - BESS Delivery Route (Map Overview)

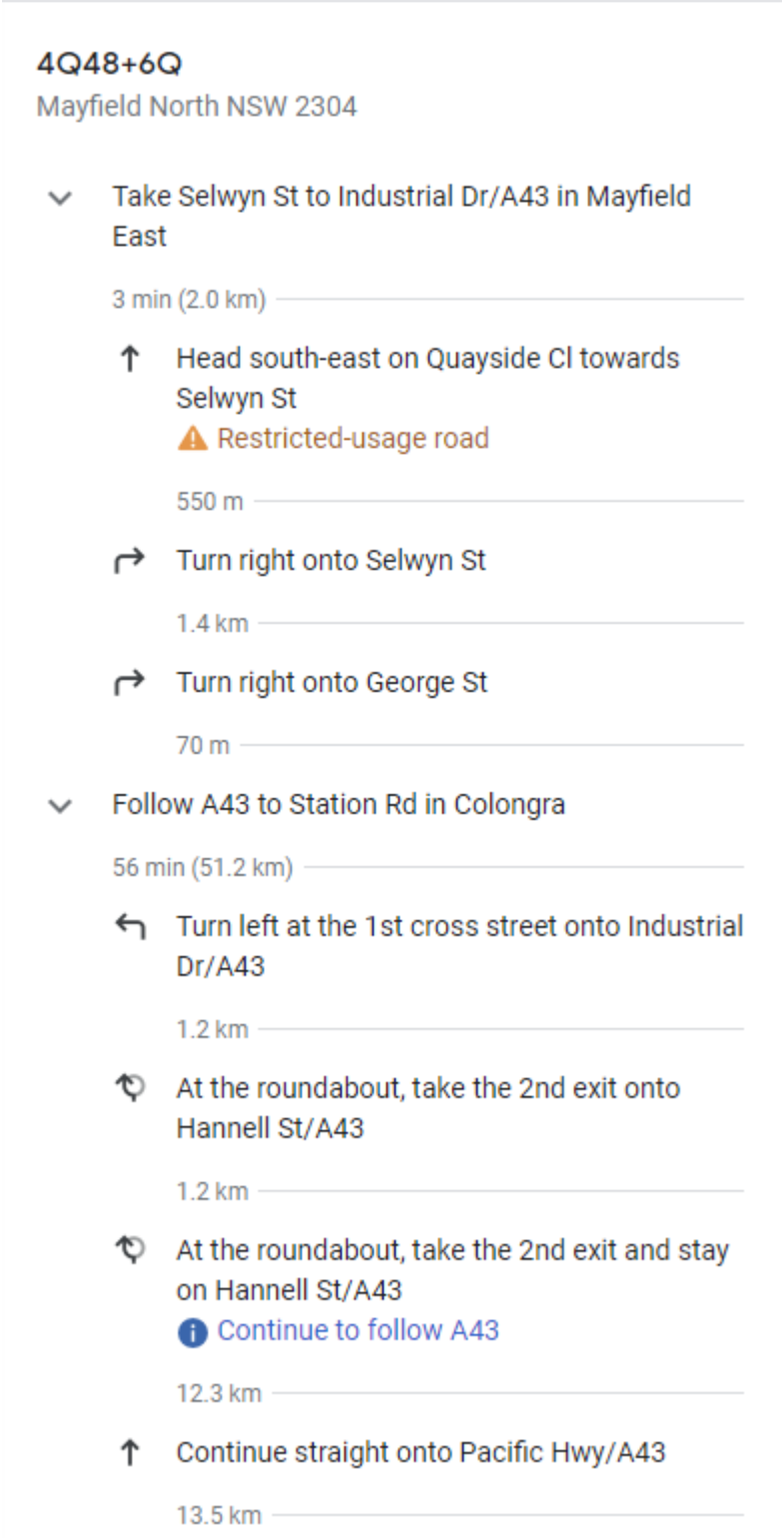


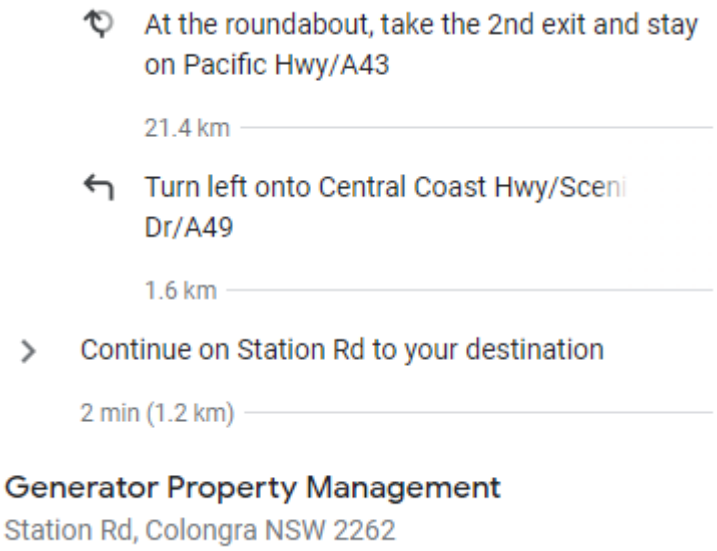
A closer view of the BESS delivery route originating from the Mayfield 4 Berth is shown below:



Written route instructions for the BESS deliveries are set out below:

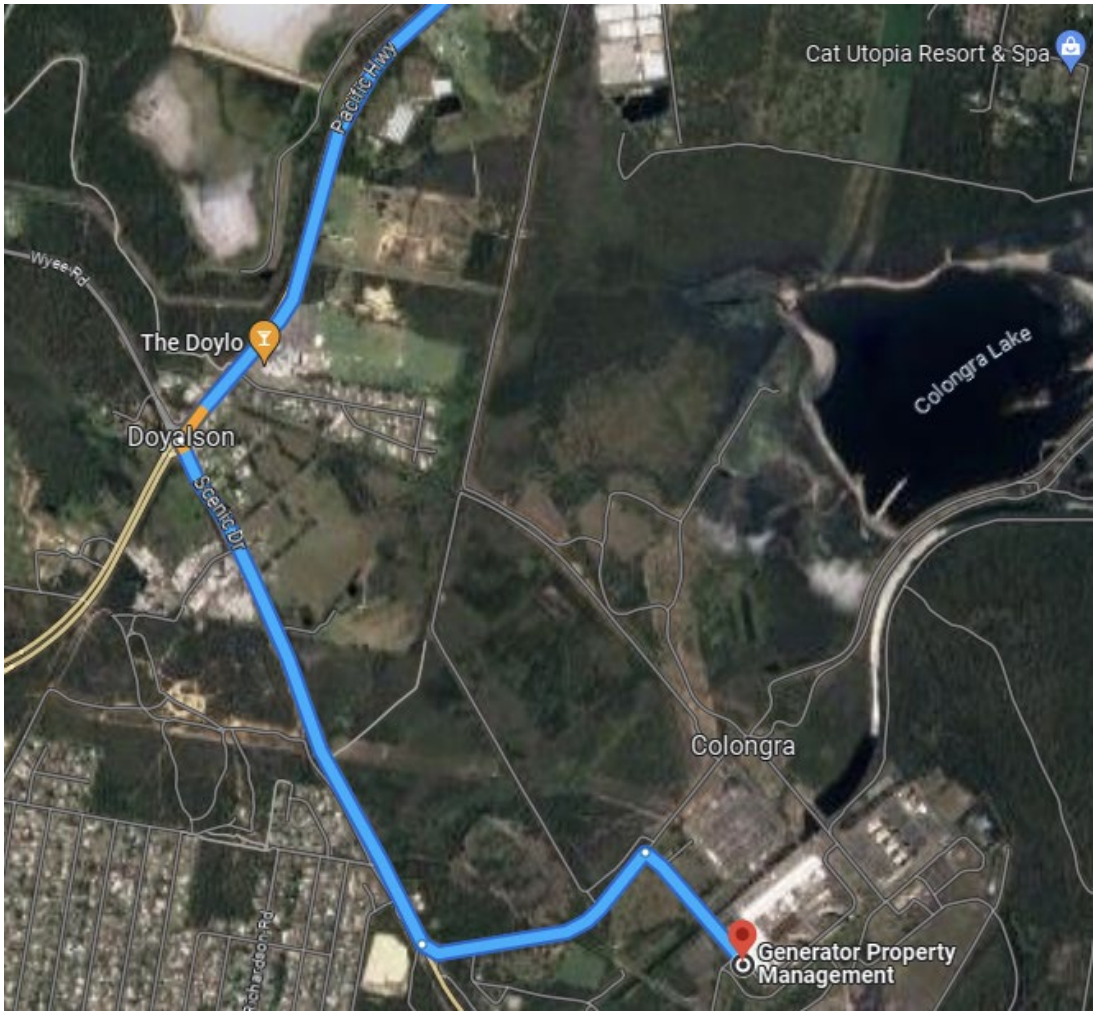
Figure 12 - BESS Delivery Route (Written Explanation)





When turning off from the Pacific Highway (A43) coming from Newcastle, BESS deliveries will be required to turn left on to Scenic Drive, and follow Scenic Drive before turning left on to Station Road. This route is required to comply with Condition B3 of the project's Infrastructure Approval and is shown in more detail in Figure 13 below.

Figure 13 - Detailed View of Access to Site from Pacific Highway



BESS equipment will be transported on low-loader truck trailers (maximum 26m in length) and will be comprised of the following:

- Energy Segments;
- Collection Segments;
- Power Conversion Systems.

All deliveries will comply with relevant road regulations and the Heavy Vehicle National Law where applicable.

APPENDIX E MEDIUM VOLTAGE TRANSFORMER TRAVEL ROUTE

The Medium Voltage Transformers for the battery energy storage system ('BESS') will be shipped from two different factories, one in Melbourne Victoria region (70 Units) and the other in the Albury-Wodonga region (75 Units) of southern NSW. The deliveries will follow the route set out below from their respective factories to the Waratah Super Battery situated on leased land owned by Generator Property Management.

This is indicative and subject to change based on the TMP, Route Survey and road conditions at time of transport.

MVT's are not classified as overweight or over-sized loads, and their size and dimensions are set out in Section 8.4.

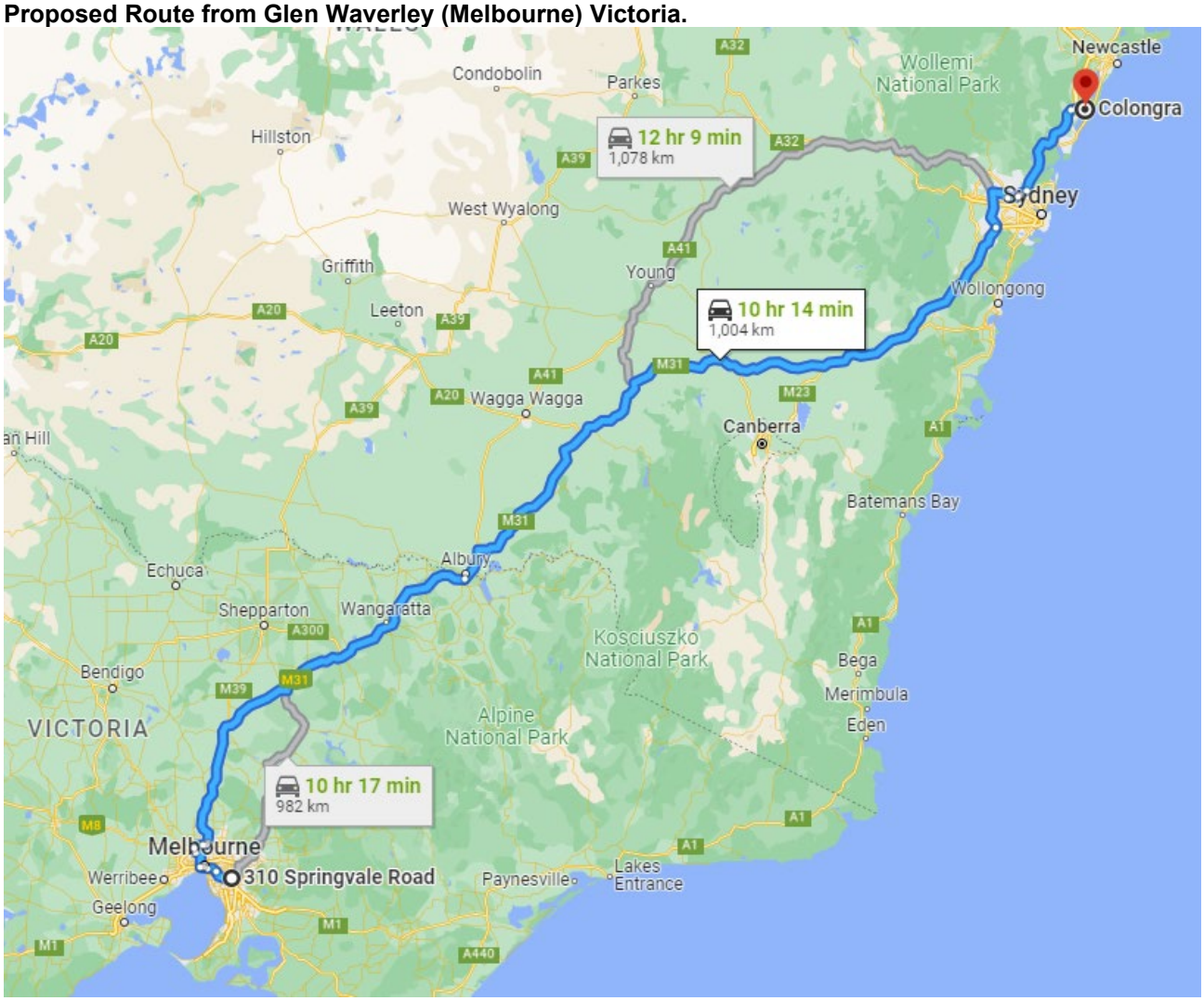
CPP expects carriers to use the NVHR route planner to develop the travel route.

https://www.nhvr.gov.au/road-access/route-planner

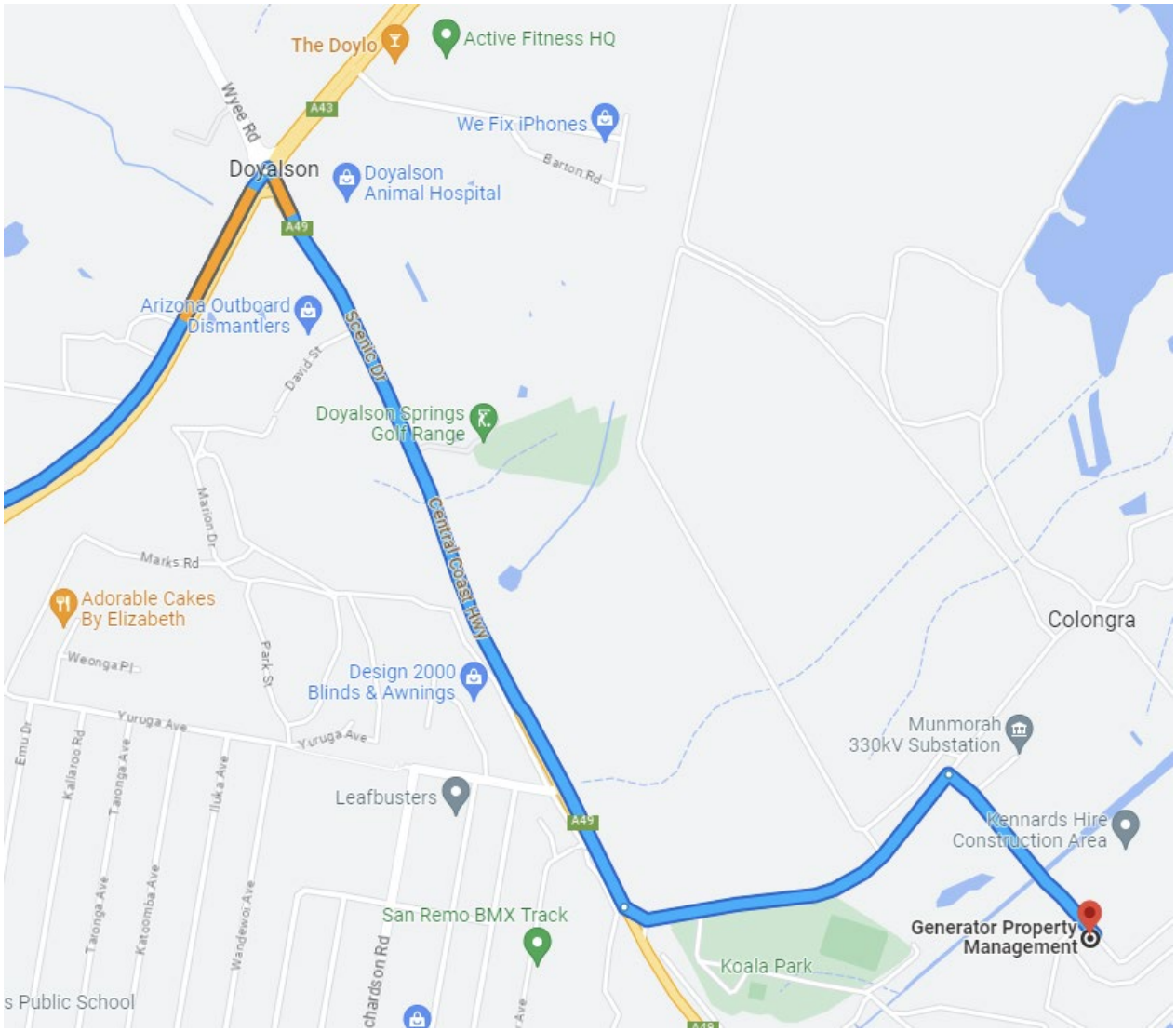
Proposed Route for MVT's:

70 units (PBU) from:	75 units (DBU) from:
310 Springvale Road (PO Box 5)	10 Moloney Drive (PO Box 809)
Glen Waverley, Victoria, 3150, Australia	Wodonga, Victoria, 3689, Australia

Proposed Route from Glen Waverley (Melbourne) Victoria.



Route from Glen Waverley, Melbourne turning off from the Central Coast Highway on to Scenic Drive and Station Road:



Google Maps 310 Springvale Rd, Glen Waverley VIC 3150 to Colongra, New South Wales 2262

⚠ This route has tolls.
⚠ This route has restricted usage or includes private roads.

310 Springvale Rd
Glen Waverley VIC 3150

Get on Monash Fwy/M1 from Springvale Rd/State Route 40

5 min (3.3 km)

1. Head west towards Springvale Rd/State Route 40
   ⚠ Restricted-usage road

77 m

2. Turn left onto Springvale Rd/State Route 40

2.0 km

3. Turn right onto Ferntree Gully Rd/State Route 22

350 m

4. Slight left to merge onto Monash Fwy/M1 towards City

1.0 km

Take Hume Fwy/National Highway M31, M31 and M1 to Doyalson Link Rd/Motorway Link/A43 in Bushells Ridge. Take the exit from M1

9 hr 54 min (992 km)

5. Merge onto Monash Fwy/M1

11.7 km

6. Keep right to continue on M1
   ⚠ Toll road

6.8 km

7. Keep right to stay on M1
   ⚠ Toll road

3.5 km

8. Use the left 2 lanes to take exit W4-W5 for State Rte 43/Citylink
   ⚠ Toll road

2.8 km

9. Continue onto Citylink/M2
   ⚠ Toll road

12.8 km

10. Keep right at the fork to continue on Tullamarine Fwy/M2, follow signs for State Rte 43/M31/Melbourne Arpt/Hume Fwy

3.5 km

11. Use the left 2 lanes to take exit 16 to merge onto Metropolitan Ring Rd/Western Ring Rd/M80 towards M31/Hume Fwy/Greensborough

6.5 km

12. Keep right to stay on Metropolitan Ring Rd/Western Ring Rd/M80

2.2 km

13. Take the Hume Fwy/National Hwy M31 exit towards Seymour/Sydney

1.3 km

14. Continue onto Hume Fwy/National Highway M31

295 km

15. Continue onto M31
    ℹ Entering New South Wales

513 km

16. Continue onto S Western Fwy

750 m

17. Keep left at the fork to continue on M7, follow signs for Blacktown/Newcastle
    ⚠ Toll road

40.0 km

18. Continue onto M2
Toll road

7.2 km

19. Use the left 2 lanes to take the exit towards Hornsby/Newcastle
Toll road

1.5 km

20. Continue onto NorthConnex
Toll road

6.4 km

21. Keep right at the fork and merge onto M1

74.4 km

22. Take the exit towards Doyalson Link Rd/Motorway Link/A43

2.8 km

Continue on Doyalson Link Rd/A43 to your destination in Colongra

9 min (8.7 km)

23. Continue onto Doyalson Link Rd/Motorway Link/A43
Continue to follow Doyalson Link Rd/A43

6.0 km

24. Turn right onto Central Coast Hwy/Scenic Dr/A49

1.6 km

25. Turn left onto Station Rd
Partial restricted-usage road

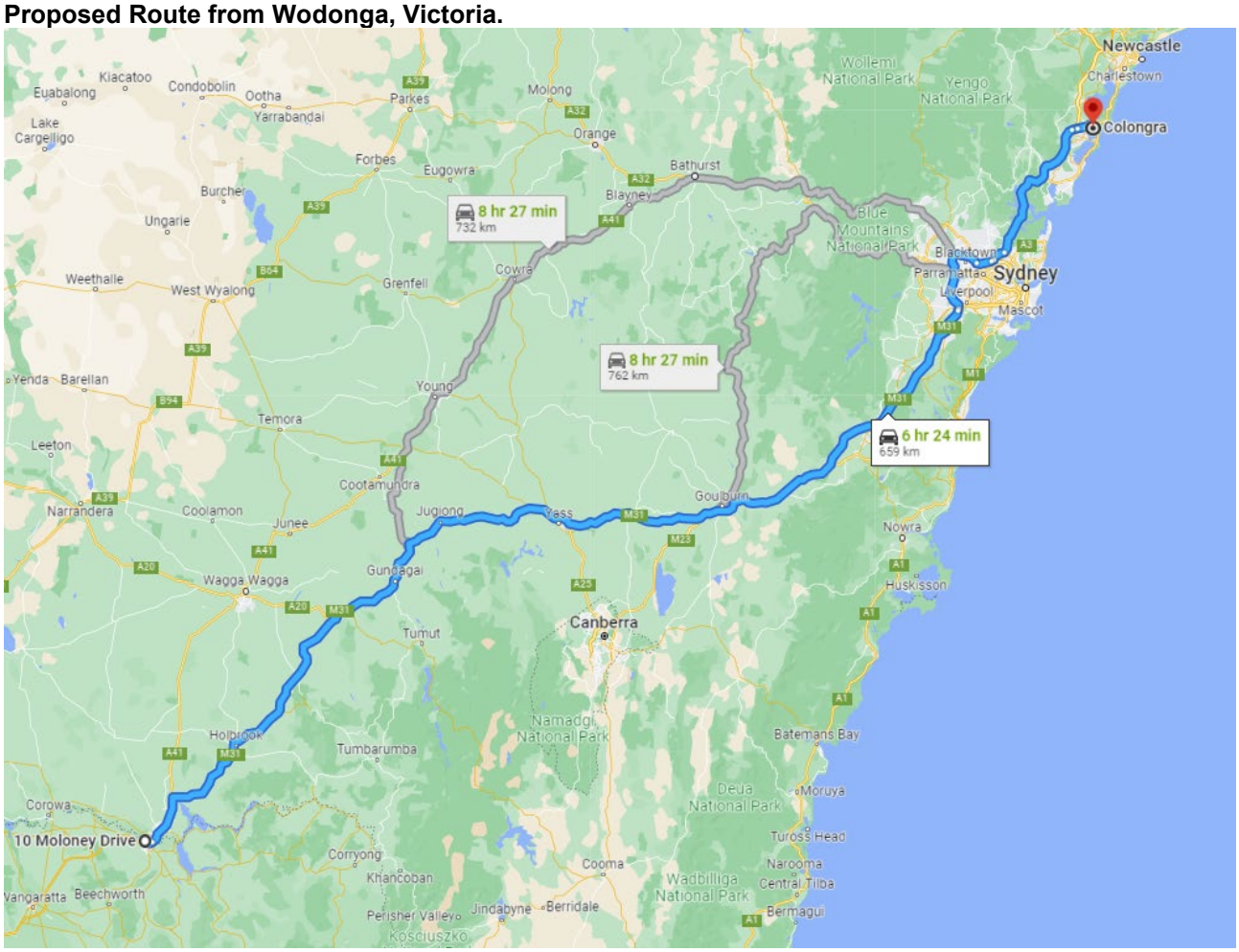
750 m

26. Turn right

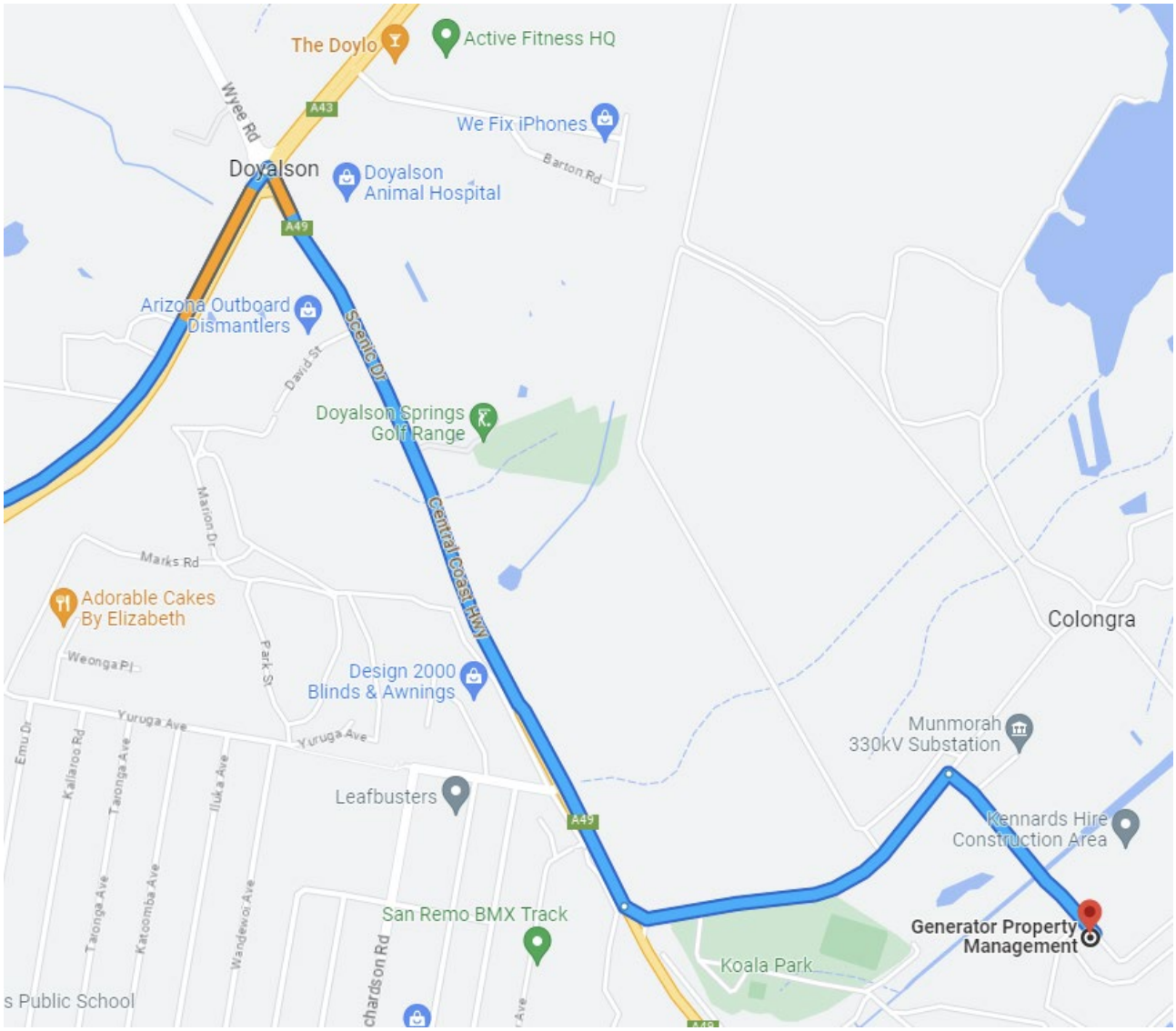
300 m

Colongra

Proposed Route from Wodonga, Victoria.



Route from Wodonga turning off from the Central Coast Highway on to Scenic Drive and Station Road:



Google Maps 10 Moloney Dr, Wodonga VIC 3690 to Colongra, New South Wales 2262

⚠ This route has tolls.
⚠ This route has restricted usage or includes private roads.

10 Moloney Dr
Wodonga VIC 3690

Get on National Highway M31

58 sec (1.0 km)

1. Head east on Moloney Dr towards Turner Ct

260 m

2. Continue onto Melrose Dr

160 m

3. Use the left lane to take the National Hwy M31 slip road to Albury

550 m

Follow M31 and M1 to Doyalson Link Rd/Motorway Link/A43 in Bushells Ridge. Take the exit from M1

6 hr 28 min (649 km)

4. Merge onto National Highway M31

2.7 km

5. Continue onto M31
ⓘ Entering New South Wales

513 km

6. Continue onto S Western Fwy

750 m

7. Keep left at the fork to continue on M7, follow signs for Blacktown/Newcastle
⚠ Toll road

40.0 km

8. Continue onto M2
⚠ Toll road

7.2 km

9. Use the left 2 lanes to take the exit towards Hornsby/Newcastle
⚠ Toll road

1.5 km

10. Continue onto NorthConnex
⚠ Toll road

6.4 km

11. Keep right at the fork and merge onto M1

74.4 km

12. Take the exit towards Doyalson Link Rd/Motorway Link/A43

2.8 km

Continue on Doyalson Link Rd/A43 to your destination in Colongra

9 min (8.7 km)

13. Continue onto Doyalson Link Rd/Motorway Link/A43
ⓘ Continue to follow Doyalson Link Rd/A43

6.0 km

14. Turn right onto Central Coast Hwy/Scenic Dr/A49

1.6 km

15. Turn left onto Station Rd
⚠ Partial restricted-usage road

750 m

16. Turn right

300 m

Colongra
New South Wales 2262

APPENDIX F TRANSPORT MANAGEMENT PLAN (350 MVA TRANSFORMERS)

APPENDIX G TRANSPORT MANAGEMENT PLAN (PRE-FABRICATED ELECTRICAL BUILDINGS)

APPENDIX H DOCUMENT REVISION TABLE

The Revision History of this document is set out in the table below:

From	To	Summary of Changes
Rev 1.0	**Rev 2.0**	• Updated Site Manager and SQE Advisor details • Updated document to address TfNSW response to submission.
Rev 2.0	**Rev 3.0**	• Updated document to address Transport for NSW's comments dated 5th June 2023.
Rev 3.0	**Rev 4.0**	• Updated document to address Transport for NSW's comments dated 7th June 2023.
Rev 4.0	**Rev 5.0**	• Updated document to include OSOM load transportation details, to comply with the requirements of the Stage 2 Traffic Management Plan for the Waratah Super Battery Project.
Rev 5.0	**Rev 6.0**	• Updated document to include Appendix I for additional OSOM movement required following the unforeseen failure of HVT-03 and associated replacement and spare transformer transport.

APPENDIX I ADDITIONAL OSOM MOVEMENT (HVT-6)

This appendix has been prepared on 11 July 2026 as an addendum to the WSB – Traffic Management Plan (V5.0) to document additional Over-Size Over-Mass (OSOM) movements associated with replacement and contingency transformer delivery works.

Following a 330kV transformer fault in October 2025 on HVT-3, Akaysha Energy (Operational PCBU / Asset Owner) has engaged Consolidated Power Projects (CPP) (BoP Contractor) to undertake the design, delivery, installation, and commissioning of a spare 350 MVA high voltage transformer (HVT-6). This follows replacement of the faulted HVT-3 unit (with HVT-4) in accordance with this Traffic Management Plan and the OSOM movement numbers permitted under the Infrastructure Approval, as notified via the Major Projects Portal and via email to the Department of Planning, Industry and Environment (DPIE) in June 2026.

HVT-06 was not included in the original Traffic Management Plan submissions, as these works are required due to unforeseen operational failure and require a different transport route to the routes approved in this Plan.

OSOM Movement Allowance (Development Consent Compliance)

During the construction phase of the Waratah Super Battery Project, a total of seven (7) OSOM movements were completed. – Refer to Table 6 – (Project Traffic Volumes) for detail on OSOM movements.

Under Condition B1 of the Development Approval, the project is permitted a maximum of:

- 12 OSOM movements (heavy vehicles requiring escort) across construction, upgrading, and decommissioning phases.

Following the completion of the movements outlined in this appendix, and the replacement of HVT-3 noted above, a total of three (3) OSOM movements will remain available under the existing approval.

Relevant Development Consent Condition (B1)

B1. The Proponent must ensure that the:
(a) development does not generate more than:
(i) 65 heavy vehicle movements a day during construction, upgrading and decommissioning;
(ii) 12 movements of heavy vehicles requiring escort during construction, upgrading and 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.

Route Compliance

All OSOM movements associated with HVT-06 shall be undertaken in accordance with the approved transport routes and conditions outlined within the Waratah Super Battery Traffic Management Plan and relevant Development Consent.

All heavy vehicles requiring escort will:

- Travel to and from the site via the Pacific Highway, Scenic Drive and Station Road in accordance with Condition B3 of the Development Approval
- Follow the NHVR-approved route, as detailed within the respective contractor Transport Management Plans (Appendix J)
- Not deviate from the approved route unless prior notification and approval is obtained from Transport for NSW and other relevant road authorities

Route planning has been undertaken to minimize interaction with:

- High-density traffic areas
- Residential precincts
- Sensitive land uses such as schools and hospitals

All movements will be scheduled, where practicable, to occur outside of peak traffic periods to minimize disruption to the public road network.

Permits and Approvals

All OSOM movements associated with HVT-06 will be undertaken in accordance with the requirements of the Heavy Vehicle National Law (NSW).

The appointed haulage contractor (Over Dimensional Lift & Shift Pty Ltd) will:

- Obtain all required NHVR OSOM permits prior to commencement of transport
- Ensure all movement conditions, including escort requirements, travel time restrictions, and operational controls, are strictly adhered to
- Provide copies of approved permits and associated conditions to CPP and Akaysha Energy prior to mobilization

Where required:

- Escort vehicles, traffic controllers, and police escorts will be implemented in accordance with permit conditions
- Relevant authorities, including Transport for NSW, will be notified in advance of scheduled movements in line with permit requirements

No OSOM movement will proceed without all required permits, approvals, and notifications in place.

HVT-06 – 350MVA Main Power Transformer (Spare Unit)

HVT-06 has been manufactured by Jiangsu Huapeng Transformer Co., Ltd (JSHP) and is being procured as a strategic spare transformer which will remain electrically disconnected from the existing 330kv/33kv Substation.

Transport Details	
Manufacturer	Jiangsu Huapeng Transformer Co., Ltd (JSHP)
Transport Contractor	Over Dimensional Lift & Shift (ODLS)
Origin	Liyang City, Jiangsu Province, China
Arrival Port	Newcastle Port, NSW
OSOM Loading Site	Newcastle Port, NSW
Delivery Location	Waratah Super Battery (301 Scenic Drive, Colongra NSW 2259)
Delivery Factory to Port	14th August – 6th September
Ocean Transit	6th September – 6th October
Proposed Departure Date	6th October 2026
Proposed Delivery Date	13th October 2026

Refer to **Appendix J** for the detailed OSOM Transport Management Plan for HVT-06

APPENDIX J HVT-06 OSOM TRANSPORT MANAGEMENT PLAN