

Traffic Management Plan
State Significant Development 9097
Quorn Park Solar Farm
for

Enel Green Power Australia



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Appendix D: Road Upgrade Plans including swept path analysis

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Appendix F: PSC Roads Act approval for road upgrades to local roads

Appendix G: Scheduled local events in the Parkes LGA

Appendix H: DPHI comments and response

Appendix I: Traffic Guidance Schemes



1 Introduction

1.1 Overview

In 2020, the Minister for Planning & Public Spaces provided project approval of State Significant Development 9097 (**SSD 9097**) for the Quorn Park Solar Farm (the **Project**) located at 950 Back Trundle Road, Parkes (the Development **Site**). The Project will provide an 80 MWAC electricity generation facility comprised of solar photovoltaic modules, steel racking and piled supports, electrical transformers and inverters, electrical cabling, telecommunications equipment, an electrical control room, a substation and perimeter fencing.

In June 2024 a modification (Mod - 1) was submitted and approved. The modification included:

- Increased BESS duration from one (1) hour to two (2) hours
- Removal of Lot 1 DP717829 from schedule of lands
- An increase from 19 to 22 inverters associated with the proposed solar farm.

In October 2024 a second modification (Mod 2, SSD-9097-Mod-2) was submitted and was approved on the 10 December 2024. The modification proposed changes to the impact footprint associated with the upgrade of the Henry Parkes Way/McGrath Lane intersection works required to include adequate drainage works and clear zone requirements.

The electricity generated by the Solar Farm will be exported into the electricity network via a connection to an Essential Energy 132 KV switching station on the southern side of the Back Trundle Road, then connecting via an overhead line to the existing 132kV line located to the west of the Development Site.

The Project also provides an energy storage system which would include batteries housed in electrical enclosures.

Full details of the Project are provided in the SSD 9097 documentation.

1.2 Definitions

As per the Quorn Park Solar Farm Environmental Management Strategy (EMS), the following key terms are adopted:

- Development site boundary Includes the full area surveyed during the preparation of the Development Application (including the EIS and Biodiversity Development Assessment Report [BDAR]).
- Development footprint The approved development area, as per the consolidated conditions of consent
- Final design area The portion of land designated for the development of the Project. All
 Project-related activities, including installation, operation, and maintenance, will take place
 within these defined boundaries



Grid connection area - The grid connection area, outlined in Appendix 1 - General Layout of Development of the Consolidated Consent, is situated in the southwest portion of the Development site boundary.

1.3 Traffic Management Plan

Enel Green Power Australia (Enel) has commissioned arc traffic + transport to prepare a Traffic Management Plan (TMP) to assess the access, traffic and parking characteristics of the Project through its construction, operation and decommissioning stages.

The TMP sits under the framework of the project Environmental Management Strategy (EMS). The EMS provides the strategic framework for environmental management of the development, including in relation to matters associated with traffic and transport.

Key responsibilities for Enel and the Principal Contractor in delivering the EMS and TMP are set out in Section 5.8.

The purpose of the TMP is to establish the framework for the management of traffic and transport conditions through each of these stages, and to ensure that traffic related Project commitments and policy requirements are addressed in a systematic manner.

It is proposed to stage the approval of this TMP to enable initial road upgrades to occur prior to further information being provided with respect to oversize and overmass movements (OSOM). The updated TMP will also be used to support applications for licencing under the National Heavy Vehicle Regulator (NHVR) process.

The TMP has also been prepared to specifically address the Conditions of Consent (the Conditions) provided in the SSD 9097 Approval (the SSD Approval), and specifically Condition 7 of Schedule 3 of the SSD Approval. Table 1 provides a summary of each of the requirements of Condition 7, as well as reference to the section of the TMP where each is addressed in further detail. Enel commit to ensuring that the development will be carried out in accordance with the EIS and conditions of the consent.

In addition, Table 2 provides a summary of other traffic and transport related Conditions, including Conditions 2 - Condition 6 inclusive and Condition 14 of Schedule 3 of the SSD Approval, and again a reference to the section of the TMP where each is addressed in further detail.

Enel commit to ensuring that all reasonable and feasible measures will be implemented to prevent and minimise any harm to the environment.

In the event of any upgrading or decommissioning activities, Enel commits to reviewing and updating this TMP prior to works occurring.

In the event of an audit of the project (as per condition 9 of Schedule 4), an incident (as per condition 7 of Schedule 4) or any modification of the project, Enel commits to reviewing and updating this TMP to the satisfaction of the Secretary within 1 month.

In any other scenario, the updated TMP will be prepared in conjunction with TfNSW and Council.



Table 1: Condition 7 TMP Reference

Condition	Condition Requirement	TMP Reference
7	Prior to commencing the road upgrades identified in condition 5 of Schedule 3, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Planning Secretary in writing. This plan must include:	This TMP
7a	details of the transport route to be used for all development-related traffic;	Section 2.4 Section 4.6
7b	details of the road upgrade works required by condition 5 of Schedule 3 to this consent;	Section 2.5
7c	 a protocol for undertaking independent dilapidation surveys to assess the: existing condition of McGrath Lane and Back Trundle Road prior to construction, upgrading or decommissioning activities; and condition of McGrath Lane and Back Trundle Road following construction, upgrading or decommissioning activities; 	Section 0
7d	a protocol for the repair of McGrath Lane and Back Trundle Road if dilapidation surveys identify these roads to be damaged during construction, upgrading or decommissioning works;	Section 0
7e	details of the temporary on-site construction car park;	Section 5.2.1
7 f	details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning activities, including: • temporary traffic controls, including detours and signage; • notifying the local community about development-related traffic impacts; • procedures for receiving and addressing complaints from the community about development-related traffic; • minimising potential cumulative traffic impacts with other projects in the area, including the Goonumbla Solar Farm and the Parkes Solar Farm during construction, upgrading or decommissioning works; • minimising potential for conflict with school buses, other road users and rail services as far as practicable (measures also required during operation of the project), including preventing queuing on the public road network; • minimising dirt tracked onto the public road network from development-related traffic; • details of the employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service; • scheduling of haulage vehicle movements to minimise convoy length or platoons; • responding to local climate conditions that may affect road safety such as fog, dust and wet weather;	Section 5.4 Section 5.9.1 Section 5.11 Section 3.3 Section 5.6 Section 5.5.4 Section 2.6.3 Section 5.2.3 Section 5.5
	responding to any emergency repair or maintenance requirements; and	Section 5.7.5
	a traffic management system for managing over-dimensional vehicles;	Section 4.6



Table 1: Condition 7 TMP Reference (continued)

Condition	Condition Requirement	TMP Reference
7 g	 a driver's code of conduct that addresses: travelling speeds; driver fatigue; procedures to ensure that drivers adhere to the designated transport routes; and procedures to ensure that drivers implement safe driving practices; 	Section 5.10
7h	a program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan; and	Section 5.8.2
7i	a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	Section 5.5.2
	Following the Planning Secretary's approval, the Applicant must implement the Traffic Management Plan.	Enel commits to implementing this TMP



Table 2: Additional Conditions TMP Reference

Condition	Requirement	
2	The Applicant must ensure that the:	
	development does not generate more than:	
	63 heavy vehicle movements a day during construction, upgrading and	
	 decommissioning; 3 over-dimensional vehicle movements during construction, upgrading and 	0 " 07
2 a	 3 over-dimensional vehicle movements during construction, upgrading and decommissioning; 	Section 2.7
	4 heavy vehicle movements a day during operations;	
	on the public road network;	
	length of any vehicles (excluding over-dimensional vehicles) used for the development does	
2b	not exceed 19 metres,	Section 4.4
•	development does not generate more than 30 vehicle movements an hour at the intersection	0 11 070
2c	of Henry Parkes Way and McGrath Lane unless the Planning Secretary agrees otherwise.	Section 2.7.2
	The Applicant must keep accurate records of the number of over-dimensional and heavy	
3	vehicles entering or leaving the site each day for the duration of the project.	Section 5.8.5
	All vehicles associated with the development must travel to and from the site via Henry Parkes	
	Way, McGrath Lane, Back Trundle Road and the approved site access points on Back	Section 2.4
4	Trundle Road, as identified in the figure in Appendix 1 and Appendix 3.	
	Note: The Applicant is required to obtain relevant permits under the Heavy Vehicle National	Section 5.10
	Law (NSW) for the use of over-dimensional vehicles on the road network.	
	Unless the Planning Secretary agrees otherwise, prior to commencing construction, the	
5	Applicant must implement the road upgrades identified in Appendix 3. These upgrades must	
	comply with the Austroads Guide to Road Design (as amended by TfNSW supplements) and be carried out to the satisfaction of the relevant roads authority.	
•	<u> </u>	
6	The Applicant must ensure:	
6a	the internal roads are constructed as all-weather roads; there is sufficient parking on site for all vehicles, and no parking occurs on the public road	Section 2.6.2
6b	network in the vicinity of the site:	Section 5.2.1
6c	the capacity of the existing roadside drainage network is not reduced;	Section 5.5.5
	all vehicles are loaded and unloaded on site, and enter and leave the site in a forward	
6d	direction;	Section 5.2.2
	development-related vehicles leaving the site are in a clean condition to minimise dirt being	
6e	tracked onto the sealed public road network.	Section 5.5.4
	Unless the Planning Secretary agrees otherwise, the Applicant may only undertake road	
	upgrades, construction, upgrading or decommissioning activities between:	
	(a) 7 am to 6 pm Monday to Friday;	
	(b) 8 am to 1 pm Saturdays; and	
	(c) at no time on Sundays and NSW public holidays.	
14	The following construction, upgrading or decommissioning activities may be undertaken outside these hours without the approval of the Planning Secretary:	Section 4.2.3
	activities that are inaudible at non-associated receivers;	
	 the delivery of materials as requested by the NSW Police Force or other authorities for 	
	safety reasons; or	
	emergency work to avoid the loss of life, property and/or material harm to the	
	environment.	



Table 3: TIA recommendations

	Recommendation	TMP Reference
	To be conservative the estimated traffic generation has been based on the assumption that	
Delivery Trucks	the largest delivery vehicle will be a 19 m Semi-trailer. If B-double trucks are used this will	
	reduce the estimated heavy vehicle trips generated. For the purposed of road and	Section 2.7.1
	intersection geometric assessments it has been assumed that B-doubles are used as a worst	2.7.1
	case scenario.	
	The total estimated traffic trips generated during construction is approximately 13,060 vehicle	
	trips.	
Construction	The peak daily trips are estimated to be 185 vehicles per day (60 light vehicles and 125 heavy	Section
Construction	vehicles).	2.7.2
	The peak hour traffic will at the beginning and end of the work day as crew arrive/leave the	
	site generating an estimated peak of 30 vehicles per hour	
	The estimated traffic generated during operation is up to 4 vehicle trips per day. There will	
Operation:	also be isolated infrequent times of substantial maintenance that will generate some additional trips.	Section 2.8
	Henry Parkes Way and the main highways to be used to connect to Henry Parkes Way are	No b-double
	pre-approved General Mass Limit GML and Concessional Mass limit CML roads and hence	usage
	are expected to be able to cater for the construction and operation traffic from the	proposed
	development.	
Impact:	If B-Doubles are utilised permits for the use of McGrath Lane and the portion of Back Trundle	
·	Road will need to be gained through the National Heavy Vehicle Accreditation Scheme	
	(NHVAS).	
	Regular inspections and maintenance (if required) will be necessary to ensure the condition	Section 5.7.4
	of McGrath Lane and Back Trundle Road are maintained.	
Access Design	The site access will be designed to cater for the largest vehicle accessing the site.	Appendix D
	The development triggers the warrant for a Basic Right Turn treatment (BAR) and a Basic	Appendix D
Turn	Left Turn treatment (BAL) at the intersection of McGrath Lane with Henry Parkes Way. It is	
Warrants	proposed to upgrade the existing intersection to meet the Austroads standards for a BAR/BAL	
	intersection.	
	A site inspection was carried out to check the existing sight distances at the key intersections	Appendix D
	in the vicinity of the site. The site inspection revealed that the sight distance at the	
Sight	intersections of Henry Parkes Way/McGrath Lane and McGrath Lane/Back Trundle Road are	
Distances	in excess of the required SISD of 351 m.	
	The sight distance at the farm access point is expected to exceed the SISD of 351 m but will	
	need to be confirmed once the final access point in selected.	
	It is recommended that the intersection of Henry Parkes Way/McGrath Lane be upgraded to	Appendix D
Road	comply with a BAR/BAL intersection treatment.	Section 0
Upgrades	We expect that Parkes Shire Council will require pre and post construction dilapidation	
	surveys to be carried out for McGrath Lane and Back Trundle Road	
	A detailed Traffic Management Plan (TMP) should be prepared by the final EPC contractor	This
TMP:	in consultation with Parkes Shire Council, RMS and any other relevant stakeholders to	document
IIVIP:	confirm the final traffic mitigation and control mechanisms to be adopted during the	
	construction phase.	



1.4 Reference Documents

1.4.1 SSD 9097 Documents

This TMP references the key documents submitted with SSD 9097, as well as subsequent Requests for Information (**RFI**s); these documents include:

- Quorn Park Solar Farm Environmental Impact Statement 2019, prepared by Premise Australia (SSD EIS);
- Quorn Park Solar Farm Traffic Impact Assessment 2018, prepared by Geolyse (SSD TIA);
- Quorn Park Solar Farm Additional Information Report March 2020, prepared by Premise (March 2020 RFI);
- Quorn Park Solar Farm Additional Information Report May 2020, prepared by Premise (May 2020 RFI); and
- Quorn Park Solar Farm Submissions Report 2020, prepared by Premise (SSD Submissions Report).

1.4.2 Sub-Regional Projects

As noted in Condition 7f, a number of sub-regional projects have been approved within the Parkes Shire in recent years. However, based on our review of all available information, both the Goonumbla Solar Farm and the Parkes Solar Farm have now been constructed and are operational. Both the Project and these constructed solar farms are expected to generate very minor traffic during their operational stages, and each have an estimated operational period of 30 to 35 years.

Therefore, during the Project's construction stage, these constructed solar farms are not expected to have any significant impact on the operation of the road network providing access to the Development Site, as they will generate only minor traffic volumes during their operational phase.

Conversely, research of potential sub-regional projects based on the Department of Planning, Housing & Infrastructure (**DPHI**) Major Projects website (https://www.planningportal.nsw.gov.au/major-projects) indicates that additional traffic may be generated during the construction stage of the following projects:

- The Parkes Bypass, which is currently be constructed by Transport for NSW (TfNSW);
- Parkes Special Activation Precinct (Parkes SAP); and
- Ridgey Creek Battery Energy Storage System (Ridgey Creek BESS).

There are also a range of community activities that are planned to occur in the community that are likely to generate traffic and therefore potentially may be impacted by the construction of the project. These are listed in Appendix G. This list will be reviewed and updated monthly by the Enel HSE Advisor.

In providing an assessment of these projects, arc traffic + transport has referenced the following documents:

 Parkes Bypass Traffic and Transport Assessment 2018, Roads & Maritime Services (Parkes Bypass TTA);



- Parkes Special Activation Precinct: Infrastructure and Transport Evaluation Report 2019,
 (Parkes SAP Report); and
- Ridgey Creek Battery Energy Storage System Scoping Report 2022, prepared by Envoca Environmental Consulting (RC Scoping Report).

arc traffic + transport has also reviewed traffic data provided by numerous TfNSW Count Stations in the sub-region to determine general background growth in key roads such as Henry Parkes Way.

1.4.3 Transport Guidelines

This TMP references the following general access, traffic and parking guidelines:

- Guide to Traffic Generating Developments 2002, Roads & Traffic Authority (RTA Guide);
- Australian Standard 2890.1: Parking Facilities Off-Street Car Parking (AS 2890.1);
- Australian Standard 2890.2: Parking Facilities Off-Street Commercial Vehicle Facilities (AS 2890.2);
- Austroads Guide to Road Design Part 3: Geometric Design (GRD Part 3).
- Austroads Guide to Road Design Part 4: Intersections and Crossings General (GRD Part 4);
- Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (GRD Part 4A);
- Australian Standard 1742 Manual of Uniform Traffic Control Devices Part 3: Traffic Control for Works on Roads (AS 1742.3);
- TfNSW Traffic Control at Work Sites Manual 2022 (TCW Manual); and
- Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments.

1.5 Consultation

1.5.1 Draft Traffic Management Plan

Prior to commencing the TMP assessment, arc traffic + transport submitted a briefing note to both Parkes Shire Council (**Council**) and TfNSW. Subsequently, a **Draft TMP** dated 20 June 2023 was prepared and submitted to Council and TfNSW through the DPHI Planning Portal for comment.

1.5.2 Council Response

Further to their review, correspondence was received from Council dated 18 July 2023 endorsing the Draft TMP without revision, stating in part the following:

The Traffic Management Plan has been assessed to be satisfactory in responses to SSD 9097 Schedule 3, Condition 7 - Traffic Management Plan.

Council supports the approval of this Traffic Management Plan and recommends that the Secretary approve the Traffic Management Plan as is.

The Council correspondence is provided in Appendix A.



This updated TMP is provided to Council to seek confirmation that the connection route between the gazetted OSOM network and the final design area (McGrath Lane and Back Trundle Road) do not need to be added to the OSOM network for the duration of construction. Council have confirmed by email response (refer Appendix A, dated 30/08/2024) that these roads do not need to be added to the OSOM route. Through those discussions with Council some additional information was sought around the need for weekly reporting to be provided to Council – the process for this is outlined in Section 5.7.1.

The proponent met with Council and TfNSW at Parkes Shire Council offices on the 19 September 2024 to discuss a number of matters including the proposed staging of the TMP (Section 1.6).

Council provided their agreement to TMP v17 on the 28 November 2024 (refer Appendix A).

1.5.3 TfNSW Response

Conversely, correspondence was received from TfNSW dated 18 July 2023 in regard to the Draft TMP; Council confirmed that and moreover requests (only from TfNSW) for the provision of additional information.

Further to the receipt of the TfNSW correspondence, arc traffic + transport prepared an additional Technical Note dated 2 August 2023 (**TN 1**) which provided a detailed response to the issues raised by TfNSW, specifically in regard to:

- The ability of the road network to accommodate Oversize/Overmass (OSOM) vehicles;
- The provision of shuttle buses to staff, and moreover the potential to breach the traffic movement limits as detailed in the SSD Approval; and
- The design of road upgrades as required under the SSD Approval.

In subsequent discussions, TfNSW again raised the issue of OSOM vehicle movements, with the primary concern relating to whether the largest OSOM vehicle required during the construction period will meet the criteria of a Class 1 OSOM vehicle, which – with the exception of 2 minor roads, being McGrath Lane and Back Trundle Road – are all part of the TfNSW/National Heavy Vehicle Regulator (NHVR) approved OSOM route.

This updated TMP was provided to Council as part of the approval process who confirmed that the local roads of (McGrath Lane and Back Trundle Road) do not need to be added to the OSOM route.

As a result of engagement of a Principal Contractor, more detail is now known about the likely number of movements that are above 19 metres in length. The need for additional larger movements is due to the size of construction plant proposed to be used in the construction of the solar farm.

Further comments were received from TfNSW on the 12 February 2024 identifying three issues associated with the TMP. One of these is the need to clarify the number and size of OSOM movements, as discussed above. The second is the need to provide an updated strategic intersection upgrade design for Henry Parkes Way and McGrath Lane. This is provided in Appendix D. This plan has been discussed with Parkes Shire Council who have indicated no objections subject to the inclusion of an additional swept path for right turn movements out of McGrath Plan. The plan has been updated to



reflect this. Appendix C has also been updated to reflect the latest comments from TfNSW and the responses.

During the meeting with Council and TfNSW staff at Parkes Shire Council offices on the 19 September 2024 TfNSW outlined a range of information required to be supplied to address the proposed staging of works. This information is provided in Table 5.

This TMP is now proposed to be staged to enable initial road upgrades to occur, with further information about OSOM movements to be dealt with in a future version of the TMP. The conditional approval for staging of the TMP was issued by DPHI on the 20 November 2024 (refer to Appendix A). The approval was issued subject to both Council and TfNSW providing written agreement to the staging. TfNSW provided their written agreement on the 26 November 2024 and Council written agreement was received on the 28 November 2024 (refer to Appendix A).

1.6 Purpose of this report

This updated TMP seeks approval to increase the number of over-dimensional heavy vehicles accessing the final design area during construction, upgrade and decommissioning.

This objective is not consistent with the current conditions of consent, specifically condition 2 of schedule 3, which, among other things, limits the project to three (3) over-dimensional vehicle movements during construction, upgrading and decommissioning, unless otherwise agreed with the planning secretary.

Enel now propose to increase over-dimensional vehicles movements to 90 across the construction, upgrade and decommissioning periods. No change is proposed to the daily limit of 63 heavy vehicle movements during construction, upgrading and decommissioning and no change to the four (4) heavy vehicle movements a day during operations (as per condition 2).

As there is to be no change to the approved daily limits for heavy vehicles, there is no expected change to the peak hour volumes assessed in the original approval. As these additional 90 movements are over-dimensional, swept path analysis of key access route intersections has been completed to confirm that the vehicles can be accommodated. These are provided in Appendix D.

As a result of the updates, the conclusions around the suitability and capacity of the traffic network remain unchanged.

Of the 90 over-dimensional movements, 45 will occur at the beginning of construction and the remaining 45 will occur at the end of construction. Of these 90 movements, approximately 21 will require at least one pilot vehicle whilst on the class 1 OSOM route, due to exceeding the class 1 exemptions for over-dimensional vehicles. All 90 movements will require at least one pilot vehicle prior to leaving the class 1 OSOM route.

Of the 90 over-dimensional movements, three (3) are associated with the transport of permanent plant and infrastructure to the final design area, including the transformer and control room and these are already addressed by the current approval. Of these three (3) movements, two (2) will satisfy the Class



1 exemption. The third movement (transformer) will not satisfy the class 1 exemption due to the width of the plant.

More detail on the size of specific over-dimensional movements is provided in Section 4.6.4.

This will be further updated in a future stage of the TMP.

It is incumbent on the Principal [construction] Contractor to gain approvals for any OSOM vehicle movements from TfNSW/NHVR prior to those movements occurring, i.e. to fully comply with Condition 4. This applies to any movements where the class 1 exemption is not met for the full route from port, and to all 90 oversize movements for the portion of the route from the intersection of McGrath Lane and Henry Parkes Way to the site access (i.e., along McGrath Lane and Back Trundle Road).

Use of OSOM vehicles larger than a Class 1 OSOM without the appropriate permit approval represents a breach of Condition 4, and as such simply will not be tolerated by Enel or the Principal Contractor.

This updated TMP has been supplied to DPHI and TfNSW for comment.

All correspondence sent to/received from TfNSW is provided in Appendix A. A copy of TN1 is provided in Appendix B (provided as a separate document) and each of the issues raised by TfNSW have been specifically reviewed, with the tables in Appendix C providing a reference to where each issue is assessed in more detail in the TMP.

The most recent round of comments received from DPHI are addressed in this version of the TMP, and the specific comments provided by DPHI and the response are provided as Appendix H.

1.7 Staging

In light of the changes outlined in Section 1.5, TMP is to be staged, as per condition 3 of schedule 4 of the consent. The conditional approval for staging of the TMP was issued by DPHI on the 20 November 2024 (refer to Appendix A). The approval was issued subject to both Council and TfNSW providing written agreement to the staging. TfNSW provided their written agreement on the 26 November 2024 and Council written agreement was received on the 28 November 2024 (refer to Appendix A).

This version of the TMP shall apply to stage 1a, 1b and 1c. The TMP will be updated prior to other stages commencing.

The staging breakdown as set-out has been considered and approved: for the purpose of responding to the necessary project impact footprint changes required as a consequence of detailed design. These changes have necessitated a modification of the consent to expand the impact footprint in relation to the required intersection upgrade works. This modification was approved by DPHI on the 10 December 2024. The associated Works Authorisation Deed (WAD) from TfNSW, necessary to carry out the intersection upgrade works, is currently under review by TfNSW and is expected to be issued in January 2025.

Stage 1b began on the 4th of December 2024 and will continue until early February 2025, or the date of approval of the Works Authorisation Deed for the Henry Parkes Way/McGrath Lane intersection upgrade



works. This is a period of approximately 10 weeks (excluding a two week close down at Christmas/New Year time).

Notification will be provided to TfNSW at the commencement and completion of stage 1b, and in the event of delays to commencement or completion, by providing email advice to the development.renewables@transport.nsw.gov.au email address, not less than two days prior to the commencement and two days after the completion of the stage. This will include notification of the commencement of upgrade activities at the intersection, including notification of any delays to the program. Email advice will be provided to TfNSW fortnightly during stage 1b to provide an update on the current status, any changes to anticipated construction commencement and completion dates and details of intersection monitoring completed in relation to recording peak movements.

The proposed staging is as outlined in Table 4 (consistent with Table 2-2 of the project EMS).

Table 4: Proposed staging

Stage	Description of works	Notes
1a	Road upgrades or maintenance works to public road network as outlined in the conditions of consent, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying;	 Upgrades to the intersection of McGrath Lane and Henry Parkes Way and the first 100m of McGrath Lane (as outlined in Appendix 3 of the development consent) will be delayed to Stage 1c; and All other road upgrades are to be completed prior to the commencement of Stage 1b.
1b	Site establishment and commence initial construction of the solar farm including: • delivery of equipment; • establishment of compound; • installation of internal roads; and • commence construction of the first three rows of solar panels (golden row) for testing purposes.	 Prior to commencement of this stage, all management plans required by the Development Consent are to be approved and implemented as required (or as otherwise agreed with the Planning Secretary). Acceptance letter received from the delegate on the 5th of December, 2024. Heavy vehicles will be restricted to a maximum length of 19m; Only one heavy vehicle associated with the project is permitted to use the Henry Parkes Way/McGrath Lane intersection at any one time;



		 Limits on heavy and light vehicles accessing the site and using the Henry Parkes Way/McGrath Lane intersection, will be implemented and monitored, as outlined in the TMP; and Specific traffic management protocols outlined in the TMP are to be implemented to ensure impacts to the traffic network are minimised.
1c	 This stage includes: commence construction of the solar farm (beyond Stage 1b initial works); and road upgrades to the intersection of McGrath Lane and Henry Parkes Way and the first 100m of McGrath Lane (as outlined in Appendix 3 of the development consent). 	 Prior to the commencement and completion of this stage, TfNSW must be notified in accordance with the requirements of the TMP; and Vehicles greater than 19m in length to be permitted in accordance with a Traffic Guidance Scheme (TGS) that will be in effect in relation to the intersection upgrade works. At the completion of this stage, TfNSW must be notified in accordance with the requirements of the TMP.
1d	Continued construction of the solar farm	 Commencement of this stage is linked to the completion of all road upgrades required under Condition 5 of Schedule 5 of the Development Consent. No high risk over-dimensional traffic movements are permitted during this stage.
1e	Continuation of the construction of the solar farm and the transport of high risk over-dimensional heavy vehicles requiring pilot vehicles during construction as described in Condition 2(a) of Schedule 3 of the development consent.	Commencement of high risk over-dimensional traffic movements, subject to: update of the TMP to reflect the outcome of consultation with Council and TfNSW; and the gaining of necessary National Heavy Vehicle Regulator licenses.



	This stage includes the installation of the project battery energy storage	
	system.	
2	Operation of the Quorn Park Solar Farm; and	
3	Decommissioning the Quorn Park Solar Farm at end of life.	

During stage 1b, TfNSW have indicated there is a range of information required in order for the proposed staging to be accepted. This information is outlined in Table 5. A copy of consultation outcomes with TfNSW and PSC confirming acceptance of this revised staged TMP are provided in Appendix A.

Table 5: TfNSW required information

Required information	Response
Swept paths of existing intersection	Appendix D
Details of how monitoring will occur including	Refer Section 0
triggers for dilapidation surveys	
Method of undertaking rectification works in	Refer Section 5.7.5
the event of damage	
Commentary against existing land use traffic	The proposed level of usage during stages 1a-1c is
generation numbers to ensure totals are not	excepted to be broadly consistent with the former land
inconsistent with current land use levels of	use of the land (prior to the grant of consent for the
use	solar farm), being for extensive agriculture.
	A dwelling on a rural property is expected to generate
	10 light vehicle movements per day including two
	movements in the peak hour.
	Rural usage of the property during grain season is
	predicted to generate an additional 10 light vehicle
	movements per day including two movements in the
	peak hour, associated with the arrival and departure
	of workers, delivery of provisions etc.
	Light vehicle movements are therefore expected to be
	20 movements per day, 4 in the peak hour. 4
	movements = 8 trips.
	The rural use of the property during grain season is
	expected to generate 26 heavy vehicle movements



	per day, 4 in the peak hour. This is based on the size
	of the site (470 ha), the cropped area (~400 ha), the
	expected yield (5 tonnes/ha), the capacity of the grain
	trucks (42.5 tonnes) and the period of harvest (2
	days). There is also contingency for other movements
	associated with the delivery of fuel, parts etc).
	Based on the former use, the expected peak hour
	movements would be:
	Light vehicles – 4 movements/hour (8 trips)
	Heavy vehicles - 4 movements/hour (8 trips)
No out of hours movements	Refer Section 4.2.3
Confirmation of the anticipated time period –	For period until early February 2025 or until the project
noting that 1 month is the current standard –	WAD is approved. At the time of writing, this is
provide justification for a longer period	expected to be 10 working weeks from mid-November
	2024, excluding two weeks at Christmas, subject to
	sign off of this TMP.
Numbers/types of vehicles to be provided	Type of vehicles:
	Light vehicles
	Heavy vehicles up to 19m in length
	Number of light vehicles
	 Maximum movements per day = 20 movements/day
	AM Peak (7am-8am) = 4 movements/hour
	PM peak (5pm-6pm) = 4 movements/hour
	Non peak hour maximum = 2 movements/hour
	Number of heavy vehicles
	 Maximum movements per day = 26
	movements/day
	AM Peak (9am-10am) = 4 movements/hour
	PM Peak (2pm-3pm) = 4 movements/hour



	• Non peak hour maximum = 2						
	movements/hour						
Notification to occur when movements	Enel commits to provide written confirmation to						
commence and cease in this period	TfNSW at the commencement of the period when the						
	movements commence and at the completion of the						
	movements during this stage. This would be sent to						
	the TfNSW Renewables team at:						
	development.renewables@transport.nsw.gov.au.						
Carrying out of movements concurrently with	Noted. TGS are provided in Appendix I						
road upgrades would be subject to							
implementation of a site specific TGS							



2 The SSD Approval

2.1 Location

The overall Development Site is located at Lot 508 DP 750152, with a street address of 950 Back Trundle Road, Parkes; it lies approximately 10km west of the Parkes Town Centre, and has an area of approximately 470 hectares. Within that is the development footprint, which was considered in the assessment and approval process, and further within that the final design area which is the actual project as to be constructed and put to use. A Grid connection area at land located south of Back Trundle Road (west of McGrath Lane) which will provide a Transmission Corridor to the existing Essential Energy 132 KV line.

The Development Site is shown in its local context in Figure 1 and sub-regional context in Figure 2.



Figure 1: Site Location Local Context

Source: Nearmap



National Park Trundle Cooks Myalls Site Molong Gunningbland A32 Nelungaloo Manildra Tichborne Gunning Gap Clifton Grov A39 Orange Lidster Forbes Jemalong B81 Millth Panuara

Figure 2: Site Location Sub-Regional Context

Source: Google

2.2 The SSD Approval

The Project will provide an 80 MWAC electricity generation facility comprised of solar photovoltaic modules, steel racking and piled supports, electrical transformers and inverters, electrical cabling, telecommunications equipment, an electrical control room, a substation and perimeter fencing.

The electricity generated by the Solar Farm will be exported into the electricity network via a connection to an Essential Energy 132 KV switching station on the southern side of the Back Trundle Road, then connecting via an overhead line to the existing 132kV line located to the west of the development footprint.

The Project also provides an energy storage system which would include batteries housed in electrical enclosures.

Full details of the Project are provided in the SSD 9097 documentation.

The Solar Farm Plan is shown in Figure 3.



Figure 3: Solar Farm Plan



Source: SSD Approval Appendix 1

2.3 Project Operating Hours

Condition 14 indicates the approved times during which works/activities can occur on the final design area through all stages, stating the following:

Unless the Planning Secretary agrees otherwise, the Applicant may only undertake road upgrades, construction, upgrading or decommissioning activities between:

- (a) 7 am to 6 pm Monday to Friday;
- (b) 8 am to 1 pm Saturdays; and
- (c) at no time on Sundays and NSW public holidays.

It is noted that Condition 14 also notes some exceptions to these times, which are discussed further in Section 4.2.



2.4 Access

2.4.1 Site Access

With reference to Figure 3, vehicle access will be provided via two entrances to Back Trundle Road; **Site Entrance 1** is located at the existing entry north of Back Trundle Road (east of McGrath Lane) and provides primary access, and **Site Entrance 2** is located south of Back Trundle Road (west of McGrath Lane) providing access to the Transmission Corridor

In accordance with Appendix 3 of the SSD Approval, these entrances will be designed to provide compliance with the Figure 7.4 of GRD Part 4 as *rural property access specifically designed for articulated vehicles*. Sheet C005 and C006 of Appendix 3 show the design of these entrances, including the limit of disturbance parameters, road base construction requirements, swept paths and a gate openings (see Appendix D and Appendix F).

2.4.2 Road Network Access

In accordance with Condition 4, all vehicle access – including light vehicles, trucks and OSOM vehicles between the development site boundary and the regional road network will be via a designated route comprising Henry Parkes Way, McGrath Lane and Back Trundle Road. No vehicle trips will be generated to Back Trundle Road east or west of the Transmission Corridor. This will be enforced through a suite of actions including:

- clear instructions through inductions and toolbox talks;
- inclusion in the driver code of conduct
- · weekly monitoring throughout the construction phase; and
- Disciplinary action for any person who breaches these requirements.

These same measures will apply to any driver that does not adhere to the relevant protocols outlined in below in relation to the vehicle limits outlined in Table 6 applying to stage 1b of the construction program.

The designated route is shown in Figure 4, noting that this same route will be designated in the TMP's Vehicle Movement Plan (**VMP** - see also Section 4.3).

With reference to Figure 4, the majority of trucks generated through the construction stage are anticipated to travel to/from the east as a function of the majority of equipment and materials being delivered from eastern ports/regional centres. During stage 1b, those vehicles delivery materials from local suppliers (such as local quarries or the like)will be treated in generally the same fashion as vehicles arriving from more distant locations, but will instead be directed to contact the Principal Contractor Logistics Manager prior to leaving their departure point. They are not to leave that departure point until directed to do so by the Principal Contractor Logistics Manager to ensure that more than one (1) heavy vehicle is not using the Henry Parkes Way/McGrath Lane intersection.

As detailed in Section 11.3 of the SSD EIS, trucks travelling from Port Botany will generally travel via Henry Parkes Way east of Parkes or, as for trips from Port Kembla, via Henry Parkes Way and then Newell Highway south of Parkes. Trucks travelling to/from Port of Newcastle will travel via Henry Parkes



Way and Newell Highway north of Parkes. Trucks travelling from local locations will utilise local roads for which they approved to travel on.

Through Parkes itself, the largest truck generated during stages 1a, 1b and 1c of construction (other than an over-dimensional vehicle subject to separate approvals) will be a 19.0m articulated vehicle (**AV**); these are classified as General Access Vehicles (**GAV**s) and have access to the entire road network under most conditions.

Notwithstanding, all trucks will also be using what are also TfNSW/NHVR approved Restricted Access Vehicle (RAV) routes and Class 1 OSOM routes. These approved RAV and OSOM routes are shown in the figures below.

During stage 1b of the project (refer Section 1.7) the following management outcomes are identified to manage heavy vehicles using the Henry Parkes Way/McGrath Lane intersection prior to the carrying out of intersection upgrades. This includes a limit on peak hour movements (4 heavy vehicle movements and 4 light vehicle movements) and a limit that only one heavy vehicle is at the intersection at any one time. The following enforceable protocols are outlined to achieve and monitor these limits. Peak hour and daily limits for vehicle movements are also outlined in Table 5 and Table 6.

The following protocols are outlined to achieve and monitor the limits outlined in Table 6. These are also outlined in the Drivers Code of Conduct in Appendix E and discussed in Section 5.10.

- The Principal Contractor Logistics Manager will prepare a weekly schedule for all scheduled heavy vehicle deliveries to ensure that the limits outlined in Table 6 are adhered to;
- The abovementioned weekly schedule will be supplied to Enel in advance for review and acceptance prior to movements occurring. Where any exceedances are noted, Enel are to direct the Principal Contractor Logistics Manager to update the schedule to achieve the limits or seek specific consent from DPHI, TfNSW and Council for limit changes prior to those movements occurring, including any required updates to the TMP. All approvals to be in place prior to movements occurring.
- Scheduling of movements from the point of origin (either off-site or on site) will be completed by
 the Principal Contractor Logistics Manager to ensure buffers between departure times such that
 only one heavy vehicle is scheduled to be at the Henry Parkes Way/McGrath Lane intersection
 at any one time and to ensure that peak hour (4 movements) and daily movement (26
 movements per day for heavy vehicles and 20 movements per day for light vehicles) limits are
 adhered to:
- The Principal Contractor Logistics Manager is to maintain radio communication with approaching heavy vehicles to ensure that their arrival is staggered so that only one heavy vehicle is scheduled to be at the Henry Parkes Way/McGrath Lane intersection at any one time. If a potential timing conflict is identified, an associated vehicle travelling via Parkes will be directed to stand/wait in Parkes until authorised to proceed to site such that. These vehicles are



to wait in the parking locations in Parkes outlined in Figures 15-18 of this TMP. If the vehicle is travelling from a local destination, such as a quarry, it will be directed to wait at its departure point until given authorisation to proceed to site;

- Drivers of heavy vehicles are to maintain radio communication with the Principal Contractor Logistics Manager and other heavy vehicle drivers associated with the project at all times to ensure that timing of vehicles, and their adherence to these protocols, is achieved.
- The Principal Contractor Logistics Manager or their delegate is to coordination inspection of the Henry Parkes Way/McGrath Lane intersection twice per day during the heavy vehicle AM/PM peak hours (9am-10am and 2pm-3pm) to monitor the effectiveness of the above measures. This could be achieved by attending the intersection during these times in person or by erecting a monitoring camera that can be checked remotely.
- Project heavy vehicles using the intersection during the AM and PM peak hours are to be recorded and the information provided to TfNSW every fortnight;
- Any driver not adhering to the clear instructions of the Principal Contractor Logistics Manager
 or their delegate will be considered to represent an infringements of the Driver Code of Conduct,
 resulting in disciplinary action being taken against the driver as per Section 3 of the Drivers
 Code of Conduct.

Table 6: Vehicle limits during stage 1b

Vehicle types	Vehicle limits			
	Number of light vehicles			
Light vehicles	Maximum movements per day = 20 movements/day			
	 Peak = 4 movements/hour 			
	Non peak = 2 movements/hour			
	Number of heavy vehicles			
Heavy vehicles (up to 19m in length)	Maximum movements per day = 26 movements/day			
	Peak = 4 movements/hour			
	Non peak = 2 movements/hour			
	Number of heavy vehicles at the Henry Parkes Way/McGrath Lane intersection at any one time = one (1)			

Upon completion of the upgrade of the Henry Parkes Way/McGrath Lane intersection (stage 1c), the limits outlined in Table 6 no longer apply.



For the purposes of the limits outlined in Table **6**, the heavy vehicle AM peak hour is defined as 9am-10am and the PM peak hour is 2pm-3pm. The light vehicle AM peak hour is defined as 7am-8am and the light vehicle PM peak hour is 5pm-6pm.

The peak hour limits in Table 6 will be monitored by the Principal Contractor Logistics Manager or their delegate by either physically inspecting the intersection during these times or via the installation of a monitoring camera, with all project traffic movements recorded. A record of project traffic using the intersection will be supplied to TfNSW on a fortnightly basis by emailing a record of movements to the development.renewables@transport.nsw.gov.au email address. This requirement applies during stage 1b of the project only.

No Vehicle Access

Site Entrance 2

Site Entrance 2

No Vehicle Access

Figure 4: Designated Vehicle Routes

Source: Google



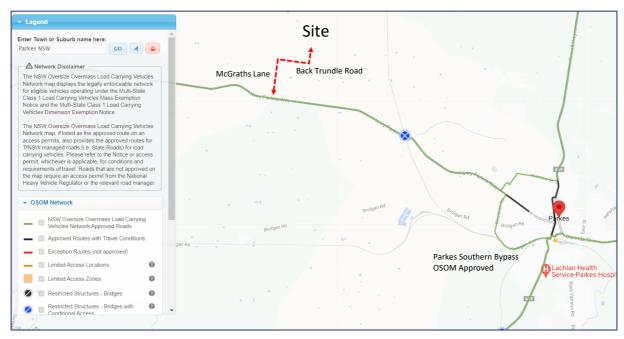
Enter Town or Suburb name here: GO 1 B Enter a location A Network Disclaimer The networks are available for short combinations (up to 19 metres long) and B-doubles that comply with the requirements contained in the Heavy Vehicle National Law (HVNL). The National Class 2 Heavy Vehicle B-double Authorisation (Notice) and the adjoining NSW. Site Schedule and for Higher Mass Limits (HML) the New South Wales Higher Mass Limits Declaration 2015. These networks are based on a maximum vehicle width of 2.5 metres and are subject to sign-posted restrictions. → GML and CML networks ■ 19m B-double Routes (over 50 tonnes) ■ 23m B-double Routes Parkes Airport ■ 25/26m B-double Routes 0 Approved Routes With Travel Conditions Exception Routes (not approved) Approved Areas Approved Areas with Travel Conditions

Figure 5: TfNSW Approved Restricted Access Vehicle Routes

Source: TfNSW

Restricted Structures - Bridges

Figure 6: TfNSW Approved Oversize/Overmass Vehicle Routes



Source: TfNSW

With reference to Figure 6, the designation of these Class 1 OSOM routes by TfNSW/NHVR means that they have been assessed as being appropriate for the use of Class 1 OSOM vehicles further to consideration of issues such as:

- The geometric design of roads and intersections;
- The weight-bearing capacity of roads, bridges, culverts etc; and



Clearance to roadside objects, including overhead obstructions.

Approved Class 1 OSOM routes are available from Parkes through to Port of Newcastle and Botany Bay (where plant/equipment requiring OSOM vehicle transport will originate); this means that the only roads between the regional road network (i.e. Henry Parkes Way) and the development footprint that are not currently approved OSOM vehicle roads are McGrath Lane and a short section of Back Trundle Road.

More details in regard to the OSOM vehicle access via these roads, and the use of OSOM vehicles more generally, is provided in Section 4.6.

2.5 Road Network Upgrades

Prior to the commencement of the solar farm construction stage, sections of Back Trundle Road and McGrath Lane will be upgraded, as will the intersections of Henry Parkes Way & McGrath Lane, and Back Trundle Road & McGrath Lane, so as to appropriately provide for the safe and efficient movement of large vehicles throughout the life of the Project.

The applicant commits to completing the approved road upgrades and also commits to ensuring that these upgrades will comply with all relevant guidelines and standards etc. and be carried out to satisfaction of relevant road authority.

In this regard, the table in Appendix 3 of the SSD Approval provides a summary of the road upgrades required and is reproduced below.

Table 7: Road Network Upgrade Requirements

Road	Location ¹	Upgrade Requirements			
McGrath Lane and Henry Parkes Way	Intersection	Basic Right Turn and Basic Left Turn (BAR/BAL) treatment to cater for the largest vehicle accessing the site (excluding over-dimensional vehicles)			
McGrath Lane	100 m from Henry Parkes Way 100m from Back Trundle Road	Widening of pavement and bitumen seal McGrath Lane to a width of 9 m road formation (8 m sealed with 0.5 m unsealed shoulder on either side) for at least a distance of 100m from Henry Parkes Way Widening and bitumen seal McGrath Lane to a width of 9 m road formation (8 m sealed with 0.5 m unsealed shoulder on either side) for at least a distance of 100m from Back Trundle Road			
Back Trundle Road and McGrath Lane Intersection	Intersection	Construction of Rural Sealed Intersection to cater for the largest vehicle accessing the site (excluding over-dimensional vehicles) ²			
Back Trundle Road	100 m from McGrath Lane	Widening and bitumen seal Back Trundle Road to a width of 9 m road formation (8 m sealed with 0.5 m unsealed shoulder on either side) for at least a distance of 100m to the east from McGrath Lane.			
Back Trundle Road	Site Access Point	Rural Property Access Type ²			

Source: SSD Approval

Due to changes to the development footprint as a consequence of detailed design, and the associated requirement to modify the development consent, staging of the road upgrades is proposed as outlined in Section 1.7.



In relation to the road works identified in Table 7, the timing and status of each of the above elements is outlined below:

- The upgrade to the Henry Parkes Way/McGrath Lane intersection will occur in Stage 1c;
- The upgrade to the 100m section of McGrath Lane north of Henry Parkes Way will occur in Stage 1c;
- The upgrade to the 100m section of McGrath Lane south of Back Trundle Road was completed in Stage 1a this section is complete;
- The upgrade to the Back Trundle Road and McGrath Lane intersection was completed in Stage 1a – this section is complete;
- The upgrade to the 100m section of Back Trundle Road east of McGrath Lane was completed in Stage 1a this section is complete;
- The site access point from Back Trundle Road was completed in Stage 1a this section is complete.

In relation to the works occurring in stage 1c, Enel has commenced the Works Authorisation Deed (WAD) process with TfNSW for the approval. The WAD is pending approval subject to design acceptance. Upon receipt of the WAD approval, the works in stage 1c will commence. The upgrade of McGrath Lane, Back Trundle Road and the new site access way has been completed in accordance with the Section 138 approval granted by PSC (refer Appendix F) in full compliance with the SSD Approval requirements and in accordance with Council engineering guidelines.

During stage 1c, over-dimensional heavy vehicles will be attending the site, navigating through the Henry Parkes Way/McGrath Lane intersection whilst upgrades are taking place. During this time, TGS will be in effect to ensure the safe movement of all vehicles. During this stage, the existing pavement and sub-grade will be removed and reinstated as per the (to be) approved intersection design, noting the required consistency with the updated strategic design provided in Appendix D. These works will involve replacement of the existing intersection with the upgraded compliant design and during this time any damage to the pavement caused by over-dimensional vehicles will be corrected as necessary. Intersection condition will be confirmed during the joint inspection of works for practical completion prior to begin stage 1d. TfNSW is to be advised in the event of any damage including details of required rectification works. Evidence of rectification is to be provided to TfNSW via the development.renewables@transport.nsw.gov.au email address as soon as practically possible.

2.6 Additional Transport Infrastructure

2.6.1 Staff Parking

As detailed in Section 1.1 of the SSD TIA, construction staff vehicles will be accommodated on-site, within an informal gravel parking area to be located in the main construction compound.

Referring to Section 5.2 of the SSD TIA, it is expected that a maximum of 30 staff vehicles will require parking during peak stages of the construction stage. The staff car park will be designed and constructed to accommodate at least 30 light vehicles and in accordance with AS2890.



No staff (or any vehicle) parking will occur off-site.

Staff will be encouraged at induction and toolbox meetings to maximise the occupancy of light vehicles as a means of ensuring the maximum of 30 vehicles is not exceeded.

The Principal Contractors HSE Advisor will inspect parking areas within the development footprint, and public roadside areas near the site, daily, after the beginning of the morning shift, to ensure that parking does not exceed the approved amount and that no parking is occurring off site.

2.6.2 Internal Roads

In accordance with Condition 6, all internal roads will be constructed as *all-weather* roads, and provide profiles (i.e. widths) appropriate to the number and type of vehicle they provide access for. The final design of the internal road network will be determined further to discussions with the Principal Contractor (see Section 5.8) prior to any construction works commencing.

2.6.3 Staff Bus Pick Up/Drop Off Locations

A high percentage of construction staff will use shuttle bus services to/from the final design area each day from local accommodations centres, most likely in Parkes itself, but potentially extending to other sub-regional centres such as Forbes or Orange.

Shuttle buses will pick up staff from the accommodation and drop them off to these same locations at the end of the day.

See also Section 2.7.2.

Shuttle buses will also be made available for staff during the future decommissioning stage of the Project (see also Section 7).

Shuttle buses will remain at the development footprint during the day and will not return to town.

Parking will be provided on site for shuttle buses. Buses will park at an accommodation location in town as agreed with the operator. This will be agreed as part of the accommodation contract.

2.6.4 Use of Shuttle Buses

Staff will be expected to use shuttle buses as the default and the use of personal vehicles will need to be justified to and agreed by the Principal Contractor HSE Advisor. The number of staff using personal vehicles will be recorded and made available to the Planning Secretary as required.

The requirement to use shuttle buses will be including in the online site induction and at daily toolbox talks. If the record of staff using light vehicles exceeds 15, the Principal Contractor Logistics Manager will be directed to withdraw authorisation from staff for the use of light vehicles to reduce the number below 15.

All other staff not expressly permitted to use personal light vehicles will be expected to travel by shuttle bus. The Principal Contractor Logistics Manager will be responsible for ensuring that the correct staff travel by shuttle bus.



The Principal Contractor HSE Advisor is responsible for completing daily monitoring of the number of vehicles (light vehicles, shuttle buses, trucks etc) at the front gate. The front gate will also be monitored by a security guard who is responsible to manually update a vehicle movement register and share with the Principal Contractor at the end of each day.

A weekly construction coordination meeting is to occur between Enel and the Principal Contractor to review traffic management and coordinate the number of vehicles accessing the development footprint area.

Any exceedance of peak hourly or daily vehicle limits represents a non-compliance. Refer Section 5.12.

2.7 Construction Traffic

2.7.1 Construction Truck Trip Generation

The trip generation during the construction stage is detailed in Table 5.1 of the SSD TIA, and is reproduced below.

Table 8: Construction Traffic Generation

Type of Vehicle	Total Vehicle Trips	Peak Daily Trips		
Heavy Vehicles	Approximately 4,000 total HV trips	Peak of 125 daily HV trips		
Light Vehicles	Approximately 9,060 total LV trips	Peak of 60 daily LV trips		
Total	Approximately 13,060 total trips	Peak of 185 daily HV trips		

Source: SSD TIA

The Principal Contractor will ensure strict compliance with the vehicle movement limits specified in Condition 2a (see also Section 5.8.5) including ensuring peak hour movement limits are not exceeded, subject to any changes agreed by the Secretary.

Notwithstanding the proposed changes to over-dimensional vehicle numbers, no change to daily or peak hour numbers are expected or proposed. The additional over-dimensional vehicles are solely associated with the delivery of larger construction plant that was not foreseen when the original TIA was completed. Since the engagement of a Principal Contractor, additional detail is now available about proposed construction techniques and types of equipment required. Standard heavy vehicles (i.e., non-over-dimensional) will not exceed the maximum length limit in condition 2(b) of 19 metres.

2.7.2 Construction Staff Trip Generation

With reference to Table 8, up to 60 light vehicle trips per day throughout the construction stage. This calculation takes into account the use of shuttle buses by the majority of construction staff from nearby accommodation centres, as detailed in Section 5.1.1 of the SSD TIA.

Despite this estimate of light vehicle trips, based on our experience in the assessment of large infrastructure projects such as the Project, it is expected that construction staff utilising private vehicles will have an average occupancy of at least 2 staff per vehicle, rather than a scenario where all non-



shuttle travelling staff drive separately. As such, our assessment suggests that the generation of light vehicle trips for construction staff will likely not exceed 10 to 20 vehicles per hour prior to and after each workday. Enel commits to ensuring that the limit of 30 vehicles per hour is not exceeded. The Principal Contractor HSE Advisor will survey car numbers at least once per week during the AM or PM peak to ensure that limits are not exceeded.

At two people per car, and up to 20 vehicles per hour, it is expected that around 40 staff will travel by light vehicle, with the remaining 60 travelling by coaster bus. This will require up to three coaster buses in the morning and the same in the evening.

The Principal Contractor HSE Advisor will be responsible for coordinating shuttle buses, including frequency of operation, pick up and drop off points and maximising their use by staff, through such measures as inclusion in the site induction and discussion at toolbox talks.

2.7.3 Total Daily Construction Trip Generation

Further to sections above, and with reference again to Table 8, the peak trip generation during the construction stage will not exceed 185 vehicle trips per day, which aligns with the requirements outlined in Condition 2a.

2.7.4 Peak Hour Construction Trip Generation

With reference to sections of the SSD TIA discussing upgrade warrants for key intersections (as previously summarised in Table 7) the determination of peak hour trips to/from the development footprint references the estimate of light vehicle trips (construction staff) arriving and departing at the end of each work day, i.e. up to 30 vehicle trips per hour.

Although pinpointing the exact arrival time of trucks throughout the day proves challenging, the expectation is that a higher number of truck trips will be generated through the middle of the day, and that there will be fewer in the earlier and later periods of the work day.

Moreover, and as stipulated in Condition 14, trucks will not be permitted to travel to the development footprint prior to or after the workday, and as such the potential for any trips other than staff trips to occur in the peak hours is minimal.

In turn, compliance to Condition 2c will be achieved throughout the construction stage, noting again that peak period and daily vehicle trips will be strictly monitored by the Principal Contractor to ensure compliance with the SSD Approval (see also Section 5.8.5).

During stage 1b, the heavy vehicle AM peak hour will be 9am-10am and the PM peak hour will be 2pm-3pm. The light vehicle AM peak hour will be 7am-8am (when staff are arriving in the morning) and the PM peak hour will be 5pm-6pm (when staff are departing). During the AM and PM peak hours, the maximum heavy vehicle movements will be four (4) and light vehicle movements will also be four (4).

2.7.5 Construction Trip Distribution



As discussed in Section 2.4.2, all construction vehicles will be required to use the designated travel route via Back Trundle Road and McGrath Lane to Henry Parkes Way. From there, vehicles will distribute to sub-regional and regional routes, including Henry Parkes Way to the east of Parkes, and Newell Highway both north and south of Parkes.

2.8 Operation Traffic

The operational trip generation is anticipated to be very minimal, as reinforced in Section 5.1.2 of the SSD TIA, which states the following:

The likely traffic generation post construction is estimated as:

- Assuming daily routine maintenance is carried out by one or two personnel the daily traffic generation for this would be four vehicle trips per day onto the local road network. All other movements are expected to be carried out internally onsite.
- Intermittent maintenance to replace and service parts in irregular time intervals. This is not expected to occur frequently and will have negligible impacts on the road network.
- Limited visitors to site such as office based staff and small courier deliveries.

Therefore, it is unlikely that the operational stage will generate any more than 10 vehicle trips per day, a number that will have no impact on the operation of the road network (see also Section 5.12).

2.9 Decommissioning Traffic

As discussed in Section 1.4.2, the Project is anticipated to have a life expectancy of approximately 30 to 35 years, after which the Solar Farm will be decommissioned in accordance with the SSD Approval.

Given this timeframe, it is difficult to determine the specific traffic characteristics of the decommissioning stage. Nevertheless, it is expected that the traffic generation during the decommissioning stage will be notably less than the traffic generated during the construction stage given the nature of decommissioning (and demolition) activities.

Importantly, and in accordance with the SSD Approval, the TMP will undergo future revisions to incorporate the traffic characteristics specific to the decommissioning stage; these changes will be undertaken in consultation with all relevant authorities (see also Section 5.12).



3 Road Network Operations

3.1 Existing Traffic Volumes

Table 2.3 of the Parkes Bypass TTA provides a summary of traffic volumes in key roads across Parkes based on surveys undertaken in 2016 and is reproduced below.

Table 9: 2016 Road Network Traffic Volumes

Survey site		Average weekday traffic volume (Veh/Day)			Average weekly traffic volume (Veh/Day)			
Site	Road	Location	All vehicles	Heavy vehicles	Heavy vehicle %	All vehicles	Heavy vehicles	Heavy vehicle %
TC 01	Newell Highway	North of Grey Dove Lane	5,042	982	19%	4,792	918	19%
TC 02	Westlime Road	South of Coronation Avenue	943	194	21%	846	160	19%
TC 03	Hartigan Avenue	South of Billy Mac Place	1,182	205	17%	1,032	175	17%
TC 04	Brolgan Road	West of Friendship Place	1,369	115	8%	1,289	97	8%
TC 05	Condobolin Road	Between Westlime Road and Flinders Street	1,684	182	11%	1,559	155	10%
TC 06	Thomas Street	East of Reedsdale Road	497	78	16%	459	71	16%
TC 07	Newell Highway	Between Maguire Road and Nock Road	4,020	818	20%	3,892	753	19%
TC 08	Bogan Road	Between Deep Lead Road and Reedsdale Road	1,294	261	20%	1,117	213	19%
TC 09	Bogan Street	Outside Property 60	10,132	926	9%	9,364	848	9%
TC 10	Bleechmore Road	Between Maguire Road and Nock Road	173	11	7%	164	10	6%

Source: Parkes Bypass TTA

With specific regard to the Project, traffic volumes in Henry Parkes Way at McGrath Lane would be marginally lower than in Condobolin Road (within the urban environment), and are estimated at no more than 1,400 vehicles per day. Based on TfNSW Count Station data in the sub-region (see also 3.2), peak hour volumes generally represent approximately 8% of total daily volumes; this suggests a peak hour trip generation of around 110 vehicles per hour in Henry Parkes Way at McGrath Lane.

This traffic volume estimate aligns with the traffic data reported in the traffic assessment of the Goonumbla Solar Farm, which was sourced from TfNSW traffic counts carried in 2020.



3.2 Average Annual Traffic Growth

With reference to the historical data available from the Count Stations in Newell Highway north and south of Parkes, traffic volumes have displayed a consistent pattern over the past 8 years, even when considering traffic changes during the Covid's period. This trend mirrors the traffic volumes observed in key highways throughout the sub-region, indicating minimal average growth.

As such, there is no expectation that existing traffic volumes in key roads providing access will increase in the short term from the construction stage to the operational and decommissioning stages unless there are significant new factors influencing trip generation (see also Section 3.3 below).

3.3 Sub-Regional Projects

3.3.1 Goonumbla Solar Farm and Parkes Solar Farm

As discussed in Section 1.4.2, the SSD Approval references both the Goonumbla Solar Farm and Parkes Solar Farm as projects with the potential to generate additional (construction) traffic volumes during the construction stage of the Project.

Importantly, both the Goonumbla Solar Farm and Parkes Solar Farm have been constructed and are currently operational. Similar to the Project, both of these solar farms will generate minimal traffic during their operational stage, and are expected to remain operational for a span of approximately 30 to 35 years. As such, neither of these solar farms is likely to contribute any significant amount of traffic to the road network that provides access during the pivotal construction stage.

3.3.2 Parkes Bypass

The Parkes Bypass is currently under construction by TfNSW. The estimated traffic generation of the construction works is summarised in Table 3.6 of the Parkes Bypass TTA, which is reproduced below.



Table 10: Parkes Bypass Construction Traffic

Vehicle types	Use	Vehicle daily numbers		Typical movement
and association		Average	Maximum	pattern
Rigid trucks 12.5 metres 30 tonnes general mass limit (GML)	Earthworks (cut and fill) Aggregate delivery Road base delivery Sand delivery Asphalt delivery Cement delivery Fly ash delivery Precast concrete delivery	95	130	Spaced throughout the day
Semi-trailers 19 metres 42 tonnes GML	Steel Prefabricated units Oversized units	Occasional: potentially course of the construct		
Incidental deliveries	Various	2	5	
Light vehicles				
Workforce	N/A	100	300	Typically, at the start and end of the end of the working day between 6.00 am and 7.00 am, and 6.00 pm and 7.00 pm
Incidental deliveries	Various	2	5	Spaced throughout the day

Source: Parkes Bypass TTA

With reference to Table 10, while the traffic generated by the Parkes Bypass construction is relatively substantial, the likelihood of a significant number of these trips being directed to Henry Parkes Way is minimal. Consequently, there is little potential for the construction of the Parkes Bypass to impact the intersection of Henry Parkes Way & McGrath Lane, or to suggest the necessity for a higher-level treatment at the intersection than that conditioned in the SSD Approval.

In the Parkes Town Centre, as well as along the roads being constructed/upgraded, intermittent diversions will at times be in effect. However, it is important to note that the peak hour trip generation during the Project's construction stage for the Parkes Bypass translates to an average of only 1 additional vehicle movement every 2 minutes.

Finally, it is important to note that strict adherence to all traffic controls and directions associated with the construction of the Parkes Bypass, as well as any other traffic regulations within the road network, is a key requirement stipulated in the Drivers Code of Conduct (see also Section 5.10).



3.3.3 Parkes Special Activation Precinct

The Parkes SAP is essentially designed to become an inland port, transferring export ready goods to every major city and freight centre in Australia. In turn, it will provide for the development of new agricultural, freight and logistics, manufacturing, energy and resource recovery and transport business is a single central location.

The Parkes SAP Master Plan was published by the NSW Government in June 2020, and identifies the vision and principles, land use provisions (by sub-precinct) and performance criteria for key factors such as environmental and infrastructure demands. It is estimated that upon completion, the Parkes SPA could create up to 3,000 jobs across a range of industries.

The Parkes SAP Master Plan is shown below, including the internal and external transport infrastructure anticipated to be required upon the completion of the Parkes SPA.

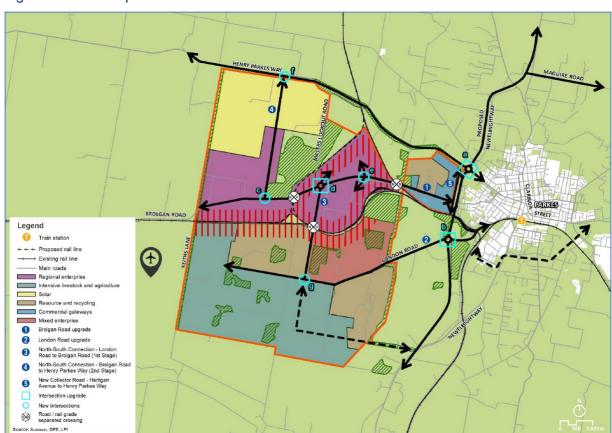


Figure 7: Parkes Special Activation Precinct Master Plan

Source: Parkes SAP Structure Plan



At this time, work is underway across parts of the Parkes SAP, including the opening of new businesses. However, the broader development of the Parkes SAP is anticipated to take many years, and all available information indicates that the transport infrastructure needed to support the Parkes SAP has yet to be fully defined, noting that arc traffic + transport has been unable to source any documentation containing detailed traffic analysis for the Parkes SAP.

Rather, the Parkes SAP Structure Plan notes that future detailed traffic analysis will be required as subprecincts within the Parkes SAP are developed. In this regard, Section 5.7 of the Parkes SPA Structure Plan states the following in regard to *Proposed Transport Network*:

The diagrams in this section [including Figure 7 above] highlight elements of the proposed transport network for the Precinct.

Future transport planning and modelling will be used to inform the detailed design of infrastructure inside and outside the Precinct (e.g. road networks south of the Precinct and of Parkes), and anticipate future changes to transport modes, freight transport trends, and other transport planning objectives. In addition, Section 6.1 of the Parkes SAP Structure Plan outlines the following concerning *Infrastructure and services*:

Roads and services are critical to investment attraction. Innovation in service provision is considered an additional necessary condition at Parkes.

Action has already occurred with Inland Rail connectors to the Sydney-Perth line under construction, new services being laid along Brolgan Road to the core freight and logistics (Regional Enterprise Sub-precinct area comprising SCT and Pacific National)...

Careful consideration of the timing of additional services installation and road construction forming Package 2, over the next five years and beyond is required. Considerations include:

 An interim program of service extension and road upgrades until large investment e.g. Energy from Waste or an abattoir is operational.

This would involve construction of the 'Ring Road' – Brolgan Road- Cooper Road -London Road, potentially without some of the large cost items involving grade separation of rail and road, with safer level crossings (for example boom gates and lights) installed for an initial period.

Similarly, Section 3.4 of the Parkes SAP Delivery Plan states:

The corporation will ensure all future infrastructure is planned, designed and constructed in accordance with relevant legislation, standards and guidelines from federal, state, and local authorities and service providers.

Further to above, there is little potential for the Parkes SAP to generate any significant traffic volumes to the road network – and particularly Henry Parkes Way west of Parkes – during the construction stage.

3.4 Construction Traffic Impacts



Further to the road network upgrades detailed in Appendix 3 of the SSD Approval (as discussed in Section 2.5), the traffic generated by the Project during the construction stage is expected to have a negligible impact on the operation of the local and sub-regional road network.

The traffic generated by the Project remains very moderate, with peak hour trip generation immediately prior to and following each work day, i.e. outside of busier commuter peak periods. In addition, there is no available information to suggest that either annual growth or other sub-regional projects will generate additional traffic volumes that might impact the road network during the construction stage.

Finally, it is again important to note that the construction stage is anticipated to last for approximately 9 months, after which trip generation during its operational stage will be negligible (see also Section 3.5).

3.5 Operational Traffic Impacts

Once the Solar Farm is operational, it will generate minimal daily traffic. Scheduled maintenance works are expected to be undertaken each month, but given the small number of staff required for such work, average trip generation during these maintenance periods is expected to be no more than 8 vehicle trips per day.

All trips generated during the operational stage will be required to use the same designated access route as used during the construction stage.

As such, the minimal traffic generation during the operational stage will have no impact on the operation of the road network, a conclusion that aligns with that of DPHI in the SSD Assessment Report.

3.6 Decommissioning Traffic Impacts

3.6.1 Decommissioning Tasks

Regarding the general tasks to be undertaken during the decommissioning, Section 9.5.3.3 of the SSD EIS indicates that the works will include:

- · Disconnection of the solar farm from the grid;
- Removal of PV modules, mounting posts, mounting frames and trackers;
- · Removal of all buildings and equipment;
- Removal of any underground cabling shallower than 800 mm;
- Removal of fencing (unless requested otherwise by the landholder); and
- rehabilitation to render the final design area fit for resumption of agricultural use.

Many of these tasks are anticipated to require the use of similar vehicles to those used during the construction stage phase.

Similarly, deconstruction machinery may be better equipped for dismantling certain on-site infrastructure, potentially leading to a reduction in decommissioning staff numbers compared to the construction stage.

3.6.2 Decommissioning Traffic Impacts



While it is therefore difficult to provide a reliable estimate of trip generation during the decommissioning stage, based on the available information it is expected that there will be fewer vehicle trips than during the construction stage. This aligns with the conclusion drawn from numerous traffic assessment of other solar farm projects across NSW and Australia.

Even if considering a worst-case scenario where decommissioning traffic volumes resemble those of the construction stage, the operation of the road network will only be impacted if background traffic volumes had substantially increased.

In this regard, it is important to reiterate the relevance of the TfNSW Count Station data provided in Section 3.2, which indicates the absence of any significant long-term growth in traffic volumes along key roads within the sub-region.

As discussed in Section 3.2, it is estimated that traffic volumes in Henry Parkes Way through the McGrath Lane intersection are approximately 110vph. Even if this volume were to increase by 50% over 30 years – equivalent to a 1.7% annual growth rate – the intersection of Henry Parkes Way McGrath Lane would continue to operate at a Level of Service "A" even if assuming decommissioning stage traffic volumes match construction stage traffic volumes.

In addition, the turn treatment warrants detailed in Austroads GRD Part 4 still indicate only the need for BAR and BAL treatments.

In summary, while a detailed assessed of decommissioning stage traffic will be undertaken to support future TMP revisions, all available information indicates that the road network would continue to operate with significant spare capacity and experience minimal delays during the decommissioning stage.



4 Construction Traffic General Characteristics

4.1 Overview

The following sections provide details of the overall characteristics of construction traffic during the construction phase. This information is provided to establish the extent of construction traffic management principles and protocols that will subsequently be incorporated into the formal Construction Traffic Management Plan (**CTMP**), which is further detailed in Section 5.

4.2 General Construction Characteristics

4.2.1 Construction Schedule

With reference to the SSD EIS, the construction stage is projected to span around 9 months.

4.2.2 Construction Staff

With reference to the SSD EIS, there is a possibility of up to 100 construction staff being on-site at any given time during peak construction periods.

4.2.3 Construction Hours

Construction hours, including the delivery of materials to/from the development footprint are limited to:

- 7:00am to 6:00pm Monday to Friday; and
- 8:00am to 1:00pm on Saturdays;

No work is permitted on Sundays or public holidays.

However, the following works can occur outside of these hours:

- The activities are inaudible at non-associated receivers;
- The delivery of materials is requested outside of these hours by the NSW Police Force or other authorities for safety reasons; or
- Emergency work is required to avoid the loss of life, property and/or material harm to the environment.

4.2.4 Out of Hours Work Permits

While not anticipated at this time, if significant construction works (other than the exceptions in Section 4.2.3) need to take place outside the conditioned work hours, an application for an Outside of Hours Work Permit (**OHW Permit**) will be submitted to the relevant authorities - Council and/or TfNSW, depending on the location of the works. Concurrently, nearby residents will be notified about the proposed activities.

Any out of hours works will only commence after obtaining approval for the OHW Permit (refer also to Section 4.4).



4.3 Road Network Access

As discussed in Section 2.4.2, all access will be via the designated route including Henry Parkes Way, McGrath Lane and Back Trundle Road entrances.

A VMP has been prepared in accordance with Section 5.2.2 of the TCW Manual which identifies the specific routes that all construction vehicles are required to use; the VMP is shown in Figure 8.

No Vehicle Access

Site Entrance 1

Site Entrance 2

No Vehicle Access

No Vehicle Access

No Vehicle Access

No Vehicle Access

Newell Highway

Newell Highway

Newell Highway

Figure 8: Vehicle Movement Plan - Designated Construction Vehicle Routes

Source: Google

4.4 Construction Trucks

4.4.1 Truck Movement Hours

As discussed in Section 4.2.3, truck movements will be restricted to the same timeframes as general construction activities. In the event of any out of hours truck movements, the same process of applying for an OHW Permit and notifying relevant parties (as described in Section 4.2.4) will be applicable.

4.4.2 Truck Types

The type of trucks required during the construction stage will include Medium Rigid Vehicles (**MRV**s), Heavy Rigid Vehicles (**HRV**s) and Articulated Vehicles (**AV**s); the majority of which are all GAVs and as such do not require special approvals or the like to use the road network. There will be approximately 93 over-dimensional movements, some of which will require specific NHVR licenses to travel to Parkes.



All over-dimensional vehicles will require a license to leave the OSOM route to travel along McGrath Lane and Back Trundle Road to the entrance. This is discussed further in Section 4.6.

4.5 Construction Staff Vehicles

As detailed in Section 2.7.2, around 40% of construction staff are expected to use private light vehicles (approximately 20 vehicles at two persons per vehicle), with the majority using the proposed shuttle bus services connecting the development footprint with nearby accommodation centres. This will require approximately 3-4 x 22 seat coaster buses.

As discussed in Section 2.6.1, on-site parking facilities will be made available for all staff members and for buses.

4.6 Oversize/Overmass Vehicle Road Network Access

4.6.1 Overview

As noted in Section 1.6, approval is sought to increase the number of over-dimensional vehicle movements from three (3), as per the consent, to 90. The increase in movements is solely associated with the transport of large construction equipment. The use of this larger construction equipment provides for the more efficient construction of the solar farm, enabling a potentially reduced construction time frame.

If a proposed over-dimensional movement meets the Class 1 exemption, the movement may occur without specific licence or pilot vehicles whilst it remains on an approved OSOM route – refer Section 4.6.2. If the movement does not satisfy the class 1 exemption, the Heavy Vehicle National Law (HVNL) requires that an application be prepared for an Oversize/Overmass Permit (OSOM Permit) through the NHVR. OSOM Permits may be issued with conditional restrictions that limit the time and days that these vehicles are allowed access, or with other requirements such as the use of pilot vehicles or specific routes. As the OSOM route does not extend to the project site access (refer Section 4.6.2), all over-dimensional vehicles will require licence and the use of pilot vehicles once they leave Henry Parkes Way (ie, while travelling on McGrath Lane and Back Trundle Road).

The Principal Contractor is required to obtain the relevant permits under the *Heavy Vehicle National Law (NSW)* for the use of heavy vehicles requiring escort on the road network.

The Principal Contractor will be responsible for ensuring full compliance with the requirements of the OSOM Permit, including the preparation of the OSOM Permit application. Importantly though, while an OSOM Permit will regardless be required, it is again noted that – with the exception of Back Trundle Road and McGraths Lane – a Class 1 OSOM approved route is available between the development footprint and all key plant/equipment origins. Further details in this regard are provided in sections below.



4.6.2 Oversize/Overmass Approved Routes

TfNSW's Oversize Overmass Load Carrying Vehicles Network map (OSOM Map) shows:

...the legally enforceable network for eligible vehicles operating under the Multi-State Class 1 Load Carrying Vehicles Mass Exemption Notice and the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice.

The NSW Oversize Overmass Load Carrying Vehicles Network map, if listed as the approved route on an access permits, also provides the approved routes for TfNSW managed roads (i.e. State Roads) for load carrying vehicles. Please refer to the Notice or access permit, whichever is applicable, for conditions and requirements of travel. Roads that are not approved on the map require an access permit from the National Heavy Vehicle Regulator or the relevant road manager.

The OSOM Map shows all routes across NSW that have been approved for use by Class 1 OSOM vehicles complying with the multi state mass and/or dimension notices; these routes are only approved further to a route assessment being undertaken by the transport company or driver, which will address consideration of issues such as road and intersection geometry; the loading bearing of bridges and culverts; horizontal and vertical obstructions; and general traffic conditions. The OSOM maps do not guarantee approval for vehicles that are not eligible Class 1 load carrying vehicles. Moreover, as approved Class 1 OSOM routes, additional assessment of a proposed OSOM route (for vehicles up to and including Class 1 vehicles) is not required as long as the OSOM vehicle complies with the relevant Class 1 vehicle specifications.

With reference to the OSOM Map, Class 1 OSOM vehicle approved routes are available between the development footprint and all key plant/equipment origins, including:

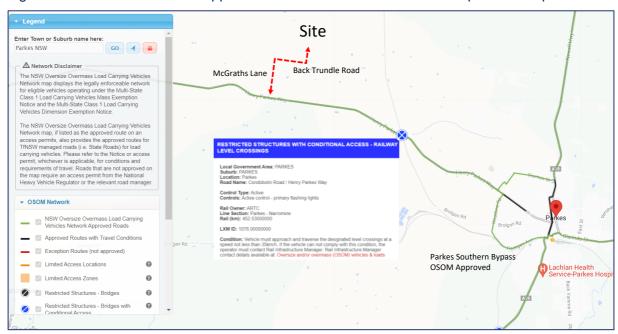
- To and through Parkes from the north, south and east;
- Port Botany;
- Port Kembla;
- Port of Newcastle; and
- Major regional and sub-regional centres.

Based on discussions with TfNSW, the approved OSOM routes from Port Kembla have some movement restrictions in the immediate vicinity of Port Kembla which may rule it out as an origin for larger pieces of equipment/plant; however, these could still be transport from either Port Botany or Port of Newcastle.

The available routes near Parkes and from ports are shown in the figures below.



Figure 9: Oversize/Overmass Approved Routes Parkes and the Development Footprint



Source: TfNSW



Figure 10: Oversize/Overmass Approved Route Port Botany



Source: TfNSW



Figure 11: Oversize/Overmass Approved Route Port of Newcastle



Source: TfNSW



Some of these routes have additional restrictions; as shown in Figure 9 for example, the OSOM vehicle must be able to travel through the level crossing in Henry Parkes Way east of McGrath Lane at a speed of not less than 35km/h, which is a similar restriction to other level crossings, particularly along the route from Port of Newcastle to the development footprint. Other restrictions along these OSOM route generally relate to the approved hours for the movement of OSOM vehicles.

As discussed with TfNSW, it is the case that roads works may be occurring along some of these approved OSOM routes; any restrictions to or conditional access requirements relating to roads works will necessarily be determined as part of the OSOM Permit process, and again the use of any OSOM will require full approval prior to travelling to/from the development footprint. As part of the process, this will involve a route assessment being conducted by the transport company or driver prior to commencement of the journey.

4.6.3 Parkes Bypass Roadworks

The Parkes Bypass roadworks is a significant project with potential to impact the movement of OSOM vehicles to and from. In particular, the construction of a roundabout at the intersection of Condobolin Road and Westlime Road may impact the proposed OSOM vehicles routes. The potential impact will vary depending on the actual roundabout construction timeline and OSOM vehicle movement schedules.

All OSOM vehicles will be required to follow the traffic control plans in place at the time of travel, and the Parkes Bypass Contractor and TfNSW are to be liaised with as part of the OSOM Permit process such that all OSOM vehicles have necessary approvals prior to travelling to/from Figure 15 to Figure 18) will need to be reviewed and potentially updated as required during the OSOM Permit process.

4.6.4 Back Trundle Road and McGrath Lane

As shown in **Figure 9**, the only roads therefore that are not currently approved for OSOM vehicles are Back Trundle Road and McGrath Lane. As such, as part of an OSOM Permit application, additional assessment will be required of these roads to ensure that they are capable of accommodating OSOM vehicles.

While the OSOM Permit assessment will be undertaken by suitably qualified persons, it is noted that there are few obstructions or other factors which would appear to be an issue with approving an OSOM Permit for these roads, with wide carriageways and intersections and few adjacent trees, as shown in the figures below.



Figure 12: Back Trundle OSOM Vehicle Conditions



Source: Google

Figure 13: McGrath Lane OSOM Vehicle Conditions



Source: Google



Figure 14: Henry Parkes Way & McGraths Lane OSOM Vehicle Conditions



Source: Google

4.6.5 OSOM Vehicle Summary

The Principal Contractor has advised that there will be a need for up to 90 over-dimensional movements during the construction, upgrade and decommissioning phases to accommodate the transport of large equipment to the development footprint, including large construction equipment, and large pieces of permanent infrastructure, such as the substation, transformer and operations building.

Preliminary details of proposed over-dimensional movements are summarised in Table 11

Table 11: Over-dimensional vehicles during construction phase

Total Length	Width	Total Weight (truck and plant)	Height	Pilot Y/N	Туре	Number
22m	3m	51-56 tonne	4.6m	Yes	Grader, 22-25t excavator	14
22m	3.2m	38-51 tonne	4.3-4.6m	Yes	Grader, tractor, dump truck	7
22m	3.5m	51 tonne	4.3m	Yes	31t cable trailers	2
22m	4.5m	51 tonne	4.3m	Yes	31t cable trailers	5
26m	3.5m	76-100 tonne	4.6m	Yes	36t excavator, trencher	2
26m	3.6m	76 tonne	4.6m	Yes	36t scraper	4
35m*	5.5	91 tonne	5.1m	Yes	Switchroom building	1
25.5m*	3.5	60 tonne	4.6	Yes	Transformer	1
Total at the commencement of construction				36		



Contingency (25%)	9
Total at the end of construction inc 20% contingency	45
Overall total	90

^{*} Approved under current consent

It is noted that Class 1 OSOM vehicle access is available along OSOM vehicle routes approved by the NHVR/TfNSW between the intersection of Henry Parkes Way & McGrath Lane from every key regional centre and Port Botany and Port of Newcastle.

However, of the 90 over-dimensional movements, approximately 21 movements will require license and pilot vehicles from the port. The remainder are expected to satisfy the OSOM class 1 exemption and therefore will require license only when they leave the OSOM route. Vehicles over 19 metres in length will be managed by picking up a pilot vehicle prior to leaving the OSOM route. This will be subject to NHVR licensing.

The vehicle to convey the switch room building will exceed the *NSW Class 1 Load Carrying Vehicle Notice*. Prior to the switch room building being delivered it is the Principal Contractor's responsibility, on behalf of Enel, to ensure a high-risk OSOM Transport Management Plan is prepared for this movement. This traffic Management Plan will need to be updated to include the high-risk OSOM Transport Management Plan. The updated Traffic Management Plan is to be provided to TfNSW for review prior to the switch room movement occurring.

Arriving vehicles will be in constant communication with the pilot vehicle company and the pilot vehicle will be waiting on the road for the heavy vehicle to arrive and will join the traffic without the need for the heavy vehicle to park.

In the event the pilot vehicle is not available at the time the heavy vehicle arrives, a number of locations have been identified for heavy vehicles to stand and wait to meet their pilot vehicle prior to proceeding to the development footprint.

For vehicles arriving from the north, vehicles can stand at a number of parking areas along the Newell Highway/Bogan Street on the eastern side of the road, between Church and Court Streets and between Court and Dalton Streets – marked in blue on **Figure 15**. There is around 60 metres of parking length available in these two locations.

For vehicles arriving from the south, vehicles can stand on the western side of the Newell Highway, between Medlyn and Callaghan Streets, marked in blue on **Figure 16**. There is approximately 50 metres of available parking in this location.

For vehicles arriving from the east, vehicles can stand on the southern side of Clarinda Street, between Flynn Street and Weston Street, marked in blue on **Figure 17**. There is approximately 80 metres of available parking in this location.



There is also over 100 metres of available parking at the intersection of Henry Parkes Way and Ross Road, on the western side of town – marked in blue on **Figure 18**.

Figure 15: Heavy vehicle parking areas to wait for pilot vehicle 1



Figure 16: Heavy vehicle parking areas to wait for pilot vehicle 2





Figure 17: Heavy vehicle parking areas to wait for pilot vehicle 3



Figure 18: Heavy vehicle parking areas to wait for pilot vehicle 4





Swept path analysis of the upgraded Henry Parkes Way/McGrath Lane and McGrath Lane/Back Trundle Road intersections has been completed, together with the access – refer Appendix D. It is confirmed that these intersections can accommodate the proposed vehicle sizes with their pilot vehicles.

As such, further to the use of OSOM vehicles up to/including Class 1 OSOM vehicles, the only roads that are anticipated to require any further level of detailed assessment as part of the OSOM Permit process are Back Trundle Road and McGrath Lane. These portions of the route will need to be completed under licence with a pilot vehicle.

4.6.6 OSOM Vehicle Management

As part of the OSOM Permit process, the logistics contractor is to schedule OSOM Vehicle movements from the port as required to avoid all AM/PM peaks along the route and in particular through Parkes. Depending on timing, this may require safe locations to be identified during the OSOM permit process where OSOM vehicles can hold to wait for AM or PM peaks to pass.

During the OSOM Permit process the following measures are to be considered to ensure the smooth flow of OSOM vehicles

- For the larger OSOM loads, where pilot vehicles are required for the entire trip, A VMS strategy
 is to be developed and lodged with the necessary authority to alert other road users of the
 presence of OSOM vehicles on the route.
- There are several events to be held within the region (as referenced in Appendix G) which will bring additional tourists to the area and therefore additional vehicle movements (often with caravans). The logistics contractor is to conduct adequate research and update this list at the end of every quarter. Where possible, OSOM vehicle movements should be limited around each of these events. Where OSOM movements are required during or around these events the logistics contractor is to liaise with the event organisers and coordinate movements to minimise disruption to the road network.
- The logistics contractor is to check the proposed route for any scheduled roadworks and coordinate with the roadworks operator how the OSOM vehicles will safely navigate the roadworks areas.
- During harvest time, additional heavy vehicle movements will be present throughout the Parkes region. Harvest heavy vehicle movements is widespread and avoidance through route planning is generally not feasible. As part of the OSOM permit process, the logistics contractor should consult with Graincorp and other major produce receivers to identify the peak harvest traffic periods. These times should be avoided for OSOM movements where possible. At all times the pilot vehicles are to maintain proactive communication on the CB radio network to alert all heavy vehicles of the presence of OSOM vehicles.



- Given the proximity of the Parkes Logistics Terminal, during the OSOM Permit process, the logistics contractor is to coordinate with UGL such that OSOM vehicles do not impede and are not impeded by the movement of freight.
- As a part of the OSOM Permit Process, the logistics contractor is to inform TfNSW Customer and Network Operations – West of all movements.

During transit, the following measures are to adopted to mitigate the impact of OSOM movements on other road users

- The pilot vehicle is to be in regular contact with other heavy vehicles via the CB radio network.
 This will include regular updates of location and route. If other OSOM vehicles are identified on the route, suitable passing locations are to be identified and communicated as required.
- Pilot vehicles are to monitor banked up traffic behind the OSOM vehicle and where possible
 alert the driver of regular and safe locations to let traffic behind pass safely. These locations
 may include overtaking lanes, stopping bays, driveways or intersections.

4.6.7 Emergency Contingency Measures

To reduce the chances of delay and incidents to any OSOM vehicles, the logistics contractor is to ensure all vehicles are in suitable working order and daily pre-start checks have been completed, with any unsuitable vehicles replaced prior to departure. The logistics contractor is also required to;

- Check Live Traffic NSW for any new hazards, emergency roadworks or closures along the route
- Check the weather forecast for any inclement weather.

If any incidents are identified which are likely to delay OSOM vehicles and potentially result in the stopping of vehicles mid route, then the vehicles should remain in a safe location until such incidents or weather has cleared. If during transit an unrelated incident forces the closure of the selected route, the OSOM vehicle and pilot vehicles are to find a suitable safe location where all vehicles are to halt and wait until the incident is cleared.

In the event of an unforeseen emergency or delay during transit, depending on the type of incident the following measures are to be implemented.

- For vehicle crashes or incidents involving the OSOM Vehicle or pilot vehicles the Crash or Incident Protocol is to be followed.
- Drivers are to park vehicles in safe locations ensuring where possible, overhanging loads do not impede traffic flows.
- If required, contact emergency services or the relevant road authority and advise them of the nature of the incident or road blockage.
- Notify the Project Manager and advise them of the delay (i.e. whilst inclement weather passes)
 or arrange for assistance.



Should a vehicle require towing either due to breakdown or incident, the logistics contractor is to contact Heavy tow or mechanics such as those listed below. The logistics operator should contact and confirm potential availability and service requirements with such providers prior to any major movements.

Table 12: Heavy Vehicle Towing

Region	Towing Contractor	Contact Details
Sydney/ Blue Mountains	GRS Towing	1300 550 600
Orange/Lithgow	Orange Heavy Towing	0488 726 327
Dubbo/Parkes	Dubbo Heavy Towing	0488 003 595
Newcastle/Hunter	KWT Towing	02 9671 5719



5 Construction Traffic Management Plan

5.1 Delivery logistics

The principal contractor will appoint a specialist, dedicated logistics manager. The Principal Contractor Logistics Manager will be responsible for monitoring the following information:

- Daily record of heavy vehicles access to be collected by the security guard who is stationed at the front gate;
- Ensuring maximum vehicle numbers per day are adhered to;
- Ensuring the number of over-dimensional vehicles entering and leaving is adhered to, noting the terms of condition 2 of schedule 3 of the consent (to be updated for subsequent stages);
- Maintaining a record of the number of over-dimensional vehicles entering and leaving for the duration of the project, noting the terms of condition 3 of schedule 3 of the consent;
- Forward schedule of deliveries at least two days in advance;
- · Shipping dates;
- Transit times;
- Estimated arrival times;
- Online shipping information for each shipment applicable to the project;
- Daily reports sent.

The Principal Contractor Logistics Manager will also be responsible for:

- Maintaining daily communication with the transport companies;
- Coordinating with the Principal Contractor Project Manager around the timing of incoming materials;
- Coordinating with the Principal Contractor HSE Advisor to be aware of inclement weather with the potential to disrupt delivery schedules;
- Review and monitoring as per Section 5.5.7.

As agreed with TfNSW, the Principal Contractor will also commit to providing a weekly schedule detailing all truck movements; this information will be shared via email with CNC.South@transport.nsw.gov.au and development.western@transport.nsw.gov.au. These details will also be included into revisions of the TMP throughout the construction stage. The Principal Contractor Logistics Manager will also check the Live Traffic website daily to ensure they are aware of any roadwork sites that may impact vehicles travelling to or from the development footprint. Where necessary, the Principal Contractor Logistics



Manager will contact the on-site representative or the Customer and Network Operations Coordinator via the above email addresses.

In addition, and as also agreed with TfNSW, the Principal Contractor will commit to periodic (once per week) surveys of staff vehicle movements to ensure that staff trips remain within the limits detailed in the SSD Approval. These surveys are anticipated to include a combination of staff surveys at tool talks and the like, as well as surveys of the number and occupancy of staff shuttle buses. This information will also be provided to TfNSW throughout the construction stage. Staff will be encouraged through inductions and toolbox talks to maximise occupancy of light vehicles attending to minimise light vehicle usage.

5.2 On-Site Management

5.2.1 Staff Parking

As discussed in Section 2.6.1, all staff parking will be contained within the development footprint; no staff (or any other) parking will be permitted off-site.

The parking area will be located in the main construction compound area and will provide sufficient parking for up to 30 light vehicles and 4 coaster buses.

5.2.2 Deliveries and Materials Handling

All deliveries and materials handling will be confined on-site at all times; no off-site deliveries or materials handling will be permitted.

Set down areas will be clearly designated and, when feasible, separated from work areas, internal roads and car parks. These designated set down zones will provide for multiple trucks to be on-site at the same time. Additionally, these areas will be designed to ensure that the largest vehicle can manoeuvre within it safely, and that all vehicles enter and depart in a forward direction.

5.2.3 Truck Convoys

Further to the above, deliveries will be proactively managed by a specifically employed Principal Contractor Logistics Manager to minimise the potential for truck convoys forming along the designated access route (as well as the broader regional road network), and to minimise any queuing at local intersections or entry gate.

The Principal Contractor Logistics Manager will be responsible for coordinating the arrival and departure of all heavy vehicle deliveries, at specific times of day to ensure all regulatory requirements and community expectations are met. Where necessary, this involves the coordination of police escorts. The delivery of project materials will be coordinated to arrive and depart from the site at different times to coincide with the construction program.

Delivery schedules will be arranged a day in advance and will be checked daily to ensure that no more than 5 heavy vehicle deliveries are made in a 2 hour window. If more than 3 heavy vehicle deliveries



are expected in a 3 hour window, the Principal Contractor Logistics Manager will notify TfNSW to enable coordination with other projects to avoid convoys forming.

Management strategies in this regard will include:

- To the extent possible, scheduling of all deliveries so that they can be spread (to the extent
 practicable) across the work day (and over the broader construction stage) rather than being
 concentrated over short periods;
- For trucks delivering materials from the port, these truck will be required to commence their journey immediately after being loaded. This means that movements are spread out (within the vicinity and broader regional road network), thereby mitigating the formation of convoys.
- Given the distance between the ports and the development footprint, it is also anticipated that trucks will be spaced farther apart due to the varying traffic conditions prevailing across the broader regional road network.

5.2.4 Emergency Vehicle Access

Continuous access for emergency vehicles will be ensured; the Principal Contractor will develop emergency protocols for the construction stage.

5.2.5 On-Site Traffic Control Plan

After determining the placement of internal access roads, set down areas and car parking within the development footprint, the Principal Contractor will develop a Site-specific Traffic Control Plan (**Site TCP**). The Site TCP will be in effect throughout the construction stage and will outline the following details:

- A Traffic Flow Diagram showing all routes to/from the entrances and through circulation and egress;
- On-site speed limits;
- Priority provisions, with larger vehicles to be provided with priority over smaller vehicles at all internal intersections at all times;
- Car park locations;
- Delivery set down locations and materials handling protocols;
- Shaker grid and wash down facility locations;
- Additional requirements such as the use of flashing hazard lights and reversing alarms, designated radio channels for on-site and off-site communication and adherence to the Drivers Code of Conduct (see also Section 5.10).

A copy of the Site TCP will be provided to all construction staff and visitors (contractors, delivery, truck drivers etc) as part of the Site Induction process, and any changes to the Site TCP will be communicated to all staff.

5.3 Off-Site Work Area Traffic Management



Currently, it is anticipated that the need for Work Areas within the road reserve will include the following locations:

- At and in the vicinity of the intersection of Henry Parkes Way & McGrath Lane;
- At and in the vicinity of the intersection of Back Trundle Road & McGrath Lane; and
- At and in the vicinity of the intersections of Back Trundle Road and entrances.

With reference to Section 138 of the Roads Act, any works within a public road must obtain the consent from the relevant road authority. In this instance, the required consents are from Council and TfNSW (for works in Henry Parkes Way) and Council (for works in Back Trundle Road and McGrath Lane).

Council have approved works in Back Trundle Road and McGrath Lane - refer Appendix F.

To initiate road works, the Principal Contractor will prepare an application for a Road Occupancy Licence (**ROL**); this application will include all relevant details about the staging of road works and will be submitted for approval prior to the commencement of any road works (see also Section 5.4).

5.4 Traffic Guidance Scheme

5.4.1 General Traffic Guidance Scheme Requirements

Further to Section 5.3, a submission for a ROL will likely require a detailed Traffic Guidance Scheme (**TGS**), previously referred to as a Traffic Control Plan. The TGS have been prepared by individuals accredited to *Prepare a Work Zone Traffic Management Plan* in accordance with the TCW Manual and AS1742.3.

For any TGS involving signage, traffic control or other potential changes to road operations, it is essential to engage in consultation with and approval from TfNSW and/or Council prior to implementing the associated construction works.

5.4.2 Henry Parkes Way & McGrath Lane Works Traffic Guidance Scheme

A TGS is required to support the safe and efficient upgrade of the Henry Parkes Way & McGrath Lane intersection, per the requirements of Appendix 3 of the SSD Approval. The TGS encompasses provisions for:

- Maintaining vehicle access along both Henry Parkes Way and McGrath Lane throughout the upgrade area;
- Implementing a decrease in the speed limit on Henry Parkes Way within the Work Area as per the TGS;
- Implementation of controlled Stop-Go operations (supervised by appropriately authorised Traffic Controllers, as outlined in Section 5.3.5) when two traffic lanes (for two-way flows) are unavailable during specific upgrade stages. Given the low through volumes in Henry Parkes Way, this measure is unlikely to have any significant impact on through traffic movements; and



 Installation of appropriate warning and guidance signages (per the TWC Manual, and likely including T1-5, T1-18 and T1-34 signage as a minimum) at all approaches to and around the Work Area.

The TGS is provided in Appendix I.

Any other works requiring the use of local roads will also require a detailed TGS. In cases where it is deemed necessary, all TGS will be reviewed and updated to respond to any changes in current traffic conditions as the upgrade works progress.

5.4.3 Back Trundle Road and McGrath Lane Works Traffic Guidance Scheme

In Back Trundle Road and McGrath Lane, changes to the alignment of the road at the intersection of McGrath Lane are required together with the development of two development site boundary accesses and upgrade works along McGrath Lane. McGrath Lane will be closed for the duration of the upgrade works.

The TGS for this portion of the works is provided in Appendix I.

5.4.4 Authorised Traffic Controllers

Authorised Traffic Controllers will be stationed on-site throughout the proposed works as required by the TGS provided in Appendix I. Responsibilities of the Traffic Controllers will include:

- Overseeing all movements of construction vehicle entering and exiting the Work Area;
- Supervising the loading and unloading of construction materials the Work Area, and
- Managing vehicle, pedestrian and cyclist traffic.

5.5 Responding to Local Climate Conditions

5.5.1 SSD EIS Hazards and Risks Assessment

Section 14 of the EIS SSD provides an assessment of the potential hazards and risks associated with the Project, and details numerous impact mitigation measures built into the Project's design, construction and operational stages.

In addition, Section 14.6.4.1 of the SSD EIS outlines the development of an Emergency Response Plan (ERP) that will be in place throughout the life of the Project. While the ERP's broader structure in the SSD EIS primarily concentrates on fire emergencies, it will also encompass guidelines for addressing flooding and other potential climate-related events similar to those outlined for fire events.

Additional information pertaining to this matter is provided in the following sections.

5.5.2 Flooding

With reference to Section 13.1.1 of the SSD EIS, the landscape features a predominantly flat topography, characterised by a gradual slope in the direction of the southwest for drainage purposes. The same section confirms that the development footprint is not identified as *flood prone land*, nor does it have any known history of flooding or inundation events.



Similarly, there is no history of flooding in Back Trundle Road and McGrath Road. However, it should be noted that their unsealed carriageways (if not upgraded) might render them unsuitable for vehicle movements during significant rain events. Nevertheless, following the proposed upgrades, the probability of flooding causing impassable conditions in these roads (or in Henry Parkes Way) is considerably reduced.

Notwithstanding, the Principal Contractor HSE Advisor will be responsible for conducting at least weekly inspections of Back Trundle Road, McGraths Lane and internal roads to verify their suitability for accommodating construction traffic. Additionally, the Principal Contractor HSE Advisor will monitor weather conditions, particularly during instances of severe or dangerous weather that could jeopardise these roads or ongoing construction activities.

In cases of extreme conditions posing a risk to driver and public safety, the option of temporarily suspending vehicle movements to and from the development footprint will be explored to ensure a precautionary approach (see also Section 5.8).

5.5.3 Bushfire

While Section 14.3 of the SSD EIS notes that the development footprint is not mapped as *bushfire prone land*, there is nonetheless an acknowledgement of the *duty of care* placed on land managers to prevent fire events per the Rural Fires Act 1997.

While there is very limited potential for the local road network to be impacted by bushfire, the Principal Contractor HSE Advisor will ensure that all staff (including truck drivers) strictly adhere to any bushfire warnings and action strategies implemented by the Rural Fire Service or other emergency agencies. This may include restricted access in the event of a bushfire emergency.

5.5.4 Dirt and Dust

With reference to Section 15.1 of the SSD EIS, there is the potential for adverse air quality impacts to arise during the construction stage as a result of dust emissions from works involving the transportation of materials on internal roads. The Enel HSE Advisor will inspect the roads in the vicinity of the final design area twice daily to determine whether any dirt is being tracked or dragged outside that area by vehicles.

To address this, appropriate mitigation measures will be implemented during the construction stage, which will include:

- The sealing of Back Trundle Road and McGrath Lane, as discussed in Section 2.5;
- Restricting vehicle movements and ground disturbance to the smallest feasible area that ensures safety;
- Ensuring that vehicles leaving are clean to minimise dirt tracking onto the public road network, further aided by wash down facilities and shaker grids at the [internal] approach to both entrances:
- Applying strategic watering for dust suppression through strategic as required; and



Temporarily ceasing works during excessively dry and windy conditions, if required.

5.5.5 Road side drainage

All works occurring within the final design area site and in relation to road upgrades will be managed to ensure that the capacity of roadside drainage is not reduced. This will be managed through the design of road upgrades, subject to approval by Parkes Shire Council (PSC) as the roads authority.

The Principal Contractor HSE Advisor will inspect road side drainage at least once per week, and after any rain events, to confirm no impacts to capacity.

If any issues are noted, the Principal Contractor Project Manager will coordinate with Parkes Shire Council to address the issue.

Local road upgrades have been approved by PSC via Roads Act approval 1916445 dated 27 May 2024 – refer Appendix F.

5.5.6 On-Site Emergencies

Whether the result of severe weather conditions or an ulcerated on-site incident, the ERP will include provisions to ensure that emergency vehicle access is available at all times.

5.5.7 Traffic Network Monitoring

At all times during the construction stage, to ensure that all drivers are aware of general road network conditions the Principal Contractors Logistics Manager will monitor the Live Traffic website (https://www.livetraffic.com/) to identify any roadwork sites (or – for example – crash locations) that may impact construction traffic, and appropriately notify staff and truck drivers of any diversions or other temporary conditions that may affect their journey.

The Enel HSE Advisor will inspect the route between the western edge of Parkes and the project site twice daily during the AM and PM peak hours to ensure that any instances of queuing on local or classified roads caused by project traffic is identified and rectification steps implemented. This may require updates to this CTMP.

If gueuing is identified, the measures in Section 5.2.3 to be implemented.

The Principal Contractors Logistics Manager will monitor the Henry Parkes Way and McGrath Lane intersection during the AM and PM heavy vehicle peak hours to ensure limits outlined in Table 6 are being met. This may be achieved via physical inspection or through erection of a camera to record traffic movements. Details of inspections will be recorded and provided to TfNSW as per the protocols outlined in Section 2.4.2.

5.6 School Bus Awareness

While the vast majority of construction trips will occur before and after school bus operating hours, it is noted that the designated vehicle routes include some sections of road used by school buses.



Based on our discussions with local bus companies, and a review of available routes and timetables from Western Road Liners and Forbes Bus Lines, these school bus routes include:

- S450 Parkes School to/from Back Trundle Road (along part of the Back Trundle Road construction route);
- S469 Middle Trundle Road (along the Henry Parkes Way construction route);
- S467 Bogan Gate (along the Henry Parkes Way construction route);
- S474 Nelungaloo (along the Henry Parkes Way construction route); and
- Parkes Town Centre services.

In relation to Route S450 operated by Forbes Bus Lines, school buses travel along Back Trundle Road adjacent to the development footprint; however, there are no school bus stops in the immediate vicinity. Moreover, construction vehicles will not use sections of Back Trundle Road where there are school bus stops, as shown in Figure 19.

The Principal Contractor Logistics Manager will schedule heavy vehicle deliveries so that they do not occur during school bus hours.

Site

Transmission
Corridor

Parkes Gun Club.

Bookkeeping

Bookkeeping

Curr

School Bus Route
School Bus Stop
Construction Route

Velvedere

Transmission
Corridor

Parkes Gun Club.

Bookkeeping

Curr

Henry Parkes Way

Henry Parkes Way

Figure 19: School Bus Route S450 Bus Stops

Source: Forbes Bus Lines

Notwithstanding, school bus stop locations can change over time due to shifts in student locations, and in some instances these bus stops can be poorly defined or lack school bus stop signage.

As such, the Principal Contractor will contact local bus operators at the commencement of each school term through the construction stage to determine if any new bus stop locations are to be provided along the designated construction vehicle routes. If this is the case, these locations will be specifically identified on the VMP.



In addition, the NSW Road Rules impose a speed limit of 40km/h when passing a school bus, whether the school bus is stationary or in motion. This restriction will be specifically detailed in the Drivers Code of Conduct, as discussed in Section 5.10.

5.7 Road Dilapidation Protocols

5.7.1 Road Dilapidation Surveys

Road dilapidation surveys involve a careful inspection of existing road conditions prior to the commencement of any project that might lead to an increase in the volume of traffic the road is expected to handle.

A suitably qualified and independent inspector will conduct an inspection that encompasses various factors, including drainage, potholes and road surface cracks and formation. Further to the initial inspection, they will compile a comprehensive report that includes detailed descriptions and accompanying photographs of the existing conditions.

At various stages during the construction stage, additional surveys will be undertaken to ensure that any impacts arising from the increased traffic due resulting from the Project are appropriately addressed. The ultimate objective is to ensure that all key roads are returned to a condition equal to or better than their state prior to the commencement of the Project.

Triggers for these additional independent surveys include but are not limited to:

- Significant rainfall events (>20mm of rain in a 24 hour period);
- In the event of any flooding of the final design area and/or surrounding roads.

In addition to the above, the project Principal Contractor Site HSE advisor will complete weekly inspections of the Henry Parkes Way intersection, the full length of McGrath Lane and the portion of Back Trundle Road between the road access and McGrath Lane. The HSE advisor will also complete twice daily inspections of the abovementioned roads following rainfall events that result in more than 5mm of rain in a 24 hour period.

If the roads are considered unsafe as a result of these weekly or wet weather inspections, the HSE Advisor will coordinate with the Principal Contractor Construction Manager to reschedule or postpone any deliveries until such time as road conditions are deemed safe.

Following inspections undertaken at least once per week, Principal Contractor Site HSE advisor is to provide Parkes Shire Council with a written report including photos of the sections of pavement on McGrath Lane and Back Trundle Road between the development footprint access and the intersection of Henry Parkes Way and McGrath Lane. The structure of the weekly inspection report must be agreed with Council and adjusted as required to meet Council's requirements.

 Weekly visual inspections as per 5.7 of the TMP are to be emailed to Council and TfNSW by 5pm Friday (email to main Council email [council@parkes.nsw.gov.au] and email to TfNSW at



development.renewables@transport.nsw.gov.au) and copied to the following key Council staff (or such staff as advised by Council from time to time):

- o Jaymes Rath (Jaymes.Rath@parkes.nsw.gov.au),
- o Nathan McWilliam (Nathan.McWilliam@parkes.nsw.gov.au) and
- Logan Hignett (Logan.Hignett@parkes.nsw.gov.au).
- An S138 approval covering all potential maintenance and rehabilitation works that are likely to arise must be submitted. The S138 application must also include the dilapidation survey photos and the agreed format/structure of the weekly visual inspection survey. The weekly visual inspections will be as per 5.1.4 and 5.1.5 in the TMP and are to be emailed to Council, including key staff, as per the above dot point.
- Proponent to maintain the unsealed network during the construction period with regular maintenance grading, table drain clearing and gravel replenishment to maintain its preconstruction condition which can be viewed in google street view (June 2023).
- At conclusion of works, road to have a heavy formation grade with minimum 150mm overlay (unsealed portions approximately 1800m on a 7.0m road formation with a minimum of 5% cross fall.) This pavement design should be in accordance with ARRB Unsealed Roads best practice guide 2. Estimated at \$120,000 with a bank guarantee to be taken at updated S138 approval stage.
- At conclusion, works can be completed by the proponent to the satisfaction of Parkes Shire Council or bond can be relinquished and Parkes Shire Council use funds to undertake works.

5.7.2 Survey Locations

Based on the potential for Project related vehicles to impact the condition of local roads, the surveys will be undertaken at the following locations:

- Back Trundle Road, from east to west of the Transmission Corridor;
- The intersection of Back Trundle Road & McGrath Lane:
- McGrath Lane from Back Trundle Road to Henry Lawson Drive; and
- The intersection of Henry Parkes Way & McGrath Lane.

5.7.3 Survey Schedule

At a minimum, the surveys will be undertaken at the following times during the construction stage:

- Prior to road upgrades (per Appendix C of the SSD Approval);
- Following the local road upgrades, but prior to the commencement of preliminary site works;
- Following the Henry Parkes Way/McGrath Lane intersection upgrades but prior to the commencement of construction of the solar farm;
- · Within 2 months of construction commencing;



- Within 1 month prior to the completion of construction; and
- Within 1 month after the completion of construction.

5.7.4 Periodic Inspections

In addition to the formal road dilapidation surveys, the Principal Contractor will be responsible for overseeing weekly visual inspections of the abovementioned roads and intersections so as to address any road defect issues in a timely manner. It will also be part of the Drivers Code of Conduct for all drivers to immediately inform the Principal Contractor of any road defects that pose a safety or other risks. The information gathered through these inspections is to be included in the weekly report to Council – as outlined in Section 5.7.1.

5.7.5 Road Repairs

The project HSE Advisor will inspect the Henry Parkes Way intersection, McGrath Lane and the section of Back Trundle Road between McGrath Lane and the property entrance, at least once per week to ensure that any damage is identified.

If the need for repairs to the Henry Parkes Way Intersection, McGrath Lane or the section of Back Trundle Road between McGrath Lane and the property entrance are identified, the Principal Contractor Project Director or Project Manager will consult with the Council and/or TfNSW to define the extent of the necessary actions and identify the most efficient and sustainable methods for restoring these road sections. The principal contractor will complete the necessary works to the satisfaction of Council and/or TfNSW and the planning secretary. In cases of urgent repairs, construction vehicle operations will be suspended until the remedial measures are executed.

These repairs will be addressed under an overarching s.138 approval from Council, to be gained prior to works commencing.

5.8 Responsibilities

5.8.1 Roles and responsibilities

Enel, as the project proponent, has the overarching role of responsibility in ensuring the delivery of the project and ensuring all requirements and commitments are met. Enel shall ensure specific responsibilities are communicated to all personnel (construction staff, contractors, delivery drivers/staff, heavy vehicle drivers etc), via appropriate environmental management training (part of the initial safety and environment induction).

Enel has engaged a Principal Contractor who will be responsible for the design and construction of the project, under Enel's oversight. The Principal Contractor will engage subcontractors to assist in the delivery of the project.

Section 4.8 of the EMS provides key responsibilities for Enel and Principal Contractor staff

The roles and responsibilities within Enel are outlined in the below.



Table 13: Proponent's Environmental management team

Role	Responsibility
Enel's Project Manager	Engaging with all relevant stakeholders and authorities to determine Project environmental requirements; and acquiring Project environmental approvals including relevant licensing and permits
	Fulfilling Enel's obligations under the Conditions of Approval for the Project works
	Providing the contractor visibility and transparency to Project environmental requirements and commitments, to enable outcomes
	Advising or enabling environmental requirements and considerations in a timely manner
	Initiating and participating in Project meetings, workshops, and consultations to facilitate outcomes throughout the Project
	Setting up and managing a Project complaint handling and resolution process, as detailed by the Project CoAs
	Making Project approvals and environmental documents publicly accessible, as detailed by the Project CoAs
	Regularly monitoring environmental performance and maintaining visibility on work sites for environmental compliance
	Advising DPHI and Stakeholders on Project environmental performance
	Duty to Notify and timely reporting of environmental incidents and non- compliances to the DPHI, and as otherwise required
	 Ensuring all Project activities are carried out in an environmentally responsible way, without environmental harm, and in compliance with the Project CoAs
	 Engaging a contract Superintendent that is familiar with the Projects environmental requirements and that in the event of contractual ambiguity or discrepancy an informed interpretation will be made
	Advising DPHI and Stakeholders of key timeframes and dates associated with the works.
	 Validating the capabilities, proficiencies and performance of parties engaged for the works.

The roles and responsibilities during the construction phase of the Principal Contractor are outlined in Table 14.

Table 14: Principal Contractor team roles and responsibilities



Role	Responsibility	Authority	Accountability
Principal Contractor Project Director	Ensure appropriate resources are available to comply with all relevant regulatory and project requirements.	Direct that works be stopped immediately where there is an actual or potential risk of environmental harm	Reports to the Project Owner
Principal Contractor Project Manager	 Overall responsibility to execute the engineering, procurement and construction works Ensure works comply with all relevant regulatory and project requirements Liaise with Project Owner and regulatory authorities Exercise a duty of care to the environment Ensure that all personnel understand, accept, and fully carry out their obligations for environmental protection and that they are adequately trained, instructed and resourced to fulfil their obligations Seek relevant approvals for any required works or changes to site conditions outside the limits of the applicable project approvals/permits/plans Assist with environmental compliance audits and incident investigations as required. 	Direct that works be stopped immediately where there is an actual or potential risk of environmental harm	Reports to the Principal Contractor Project Director
Principal Contractor Construction Manager	 Plan and organise works to reduce the risk of adverse environmental impacts Ensure works comply with all relevant regulatory and project requirements 	Can direct construction teams and personnel to take reasonable measures to prevent or minimise any material harm to the environment	Reports to the Principal Contractor Project Manager



	 Exercise a duty of care to the environment Notify the Project Manager of any required works or changes to site conditions outside the limits of the applicable project approvals/permits/plans to seek the necessary approvals Assist with the independent environmental audits and any environmental incident investigations as required. 		
Principal Contractor Site HSE Advisor	 Overall person responsible for managing the environmental aspects of the project Coordinate environmental monitoring, reviews and audits as required Ensure works comply with all relevant regulatory and project requirements Implement Principal Contractor's HSE programs Ensure all personnel have completed a site induction prior to starting work Exercise a duty of care to the environment Ensure the EMS, CEMP and associated documents are available to all personnel Carry out environmental inspections and initiate actions to ensure compliance with stated requirements Participate in the independent environmental audit 	Can direct construction teams and personnel to take reasonable measures to prevent or minimise any material harm to the environment.	Reports to the Principal Contractor Construction Manager



	 Report on environmental performance at the site Undertake environmental incident investigations and implement improvement measures. 		
Principal Contractor Logistics Manager	 Daily record of heavy vehicles accessing the site; Ensuring maximum vehicle numbers per day are adhered to; Ensuring the number of over-dimensional vehicles entering and leaving is adhered to, noting the terms of condition 2 of schedule 3 of the consent (to be updated for subsequent stages); Maintaining a record of the number of over-dimensional vehicles entering and leaving for the duration of the project, noting the terms of condition 3 of schedule 3 of the consent; Forward schedule of deliveries at least two days in advance; Shipping dates; Transit times; Estimated arrival times; Online shipping information for each shipment applicable to the project; Daily reports . Maintaining daily communication with the transport companies; Coordinating with the Principal Contractor Project Manager around the timing of incoming materials; Coordinating with the Principal Contractor HSE Advisor to be aware of inclement weather with the 	Can direct construction teams and personnel to take reasonable measures to prevent or minimise any material harm to the environment.	Reports to the Principal Contractor Construction Manager



potential to	disrupt	delivery
schedules;		
Review and Section 5.5.7.	_	as per

Table 15: Principal contractor operational environmental management team

Role	Responsibility	Authority	Accountability
Operation and Maintenance (O&M) Service Operations Manager (Off- Site)	Ensure appropriate resources are available to comply with all relevant regulatory and project requirements.	Direct that works be stopped immediately where there is an actual or potential risk of environmental harm	Reports to the Project Owner
O&M Site Service Manager (On- Site)	 Plan and organise operations to reduce the risk of adverse environmental impacts Ensure operations comply with all relevant regulatory and project requirements Exercise a duty of care to the environment Notify the Service Operations Manager of any required operations or changes to ground conditions outside the limits of the applicable project approvals/permits/plans to seek the necessary approvals Assist with environmental audits and environmental incident investigations as required 	Can direct construction teams and personnel to take reasonable measures to prevent or minimise any material harm to the environment	Reports to the O&M Service Operations Manager
O&M Service HSE Advisor (Off-Site)	 Provides environmental advice and support to the Site Service Manager Assist with environmental monitoring, reviews and audits as required Monitors environmental performance Assist with environmental incident investigations. 	Can direct operations teams and personnel to take reasonable measures to prevent or minimise any material harm to the environment	Reports to the O&M Service Operations Manager



O&M Site Service Team	 Participate in environmental reviews and audits as required for relevant service areas Ensure servicing comply with all relevant regulatory and project requirements Provide environmental documentation and records for relevant service areas Implement and comply with the applicable environmental management measures Report on environmental performance for relevant service areas Report any environmental incidents (potential and/or actual) in a timely manner. 	Identify and treat environmental risks before commencing works each day and prevent any material harm to the environment	Reports to the O&M Site Service Manager
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5.8.2 Site Induction

All staff (including construction staff, contractors, delivery, truck drivers etc) will be properly inducted prior to commencing work on-site. The induction will detail the development footprint and final design area definitions and safety protocols, including:

- access, amenities and general procedures;
- Requirements with respect to PPE and Workplace Health and Safety;
- Risk management procedures;
- Designated vehicle routes;
- Truck movements and on-site parking;
- Emergency response protocols;
- The content of the CTMP; and
- The Driver Code of Conduct.

The induction will occur online prior to any person visiting, including delivery drivers.

The commitment to follow all protocols will also be emphasise through regular "toolbox talks" and similar communication sessions, ensuring that all staff members have access to the complete CTMP.

Safe Work Method Statements documentation is to be rear and signed by all staff during prestart meetings by the Principal Contractor.

In addressing the Driver Code of Conduct during the site induction, the use of GPS tracking for project vehicles will be clearly discussed to ensure staff are aware of and understand its purpose. It will be explained that, for those project related vehicles (typically heavy vehicles) fitted with GPS tracking, a



weekly check by the Principal Contractor Logistics Manager will occur of the GPS data to confirm that designated routes are being used and that no parking of project vehicles is occurring on public roads (other than during the period where road upgrades are occurring). If vehicles are found to be using non-designated/non-approved routes or parking on the public road (other than during road upgrades), the drivers in question will be subject to disciplinary action.

5.8.3 Truck Movements

The Principal Contractor is required to take all steps necessary to ensure the safety of trucks and their movements, avoiding any situations where truck drivers operate under unsafe conditions. This objective will be achieved through the implementation of the following:

- Ensuring all trucks are well maintained and equipped to enhance driver, operator and passenger safety to the utmost extent possible;
- Verifying that all truck drivers have a valid Verification of Competency for the specific class of vehicle they are driving;
- Identifying training requirements for truck drivers and arranging appropriate training or retraining. This is anticipated to include truck driver competency assessments during all inductions and conducting regular toolbox talks on topics such as safety protocols, fatigue management, approved truck routes and driver responsibilities; and
- Promoting safe driving practices by not covering or re-imbursing staff for speeding or other
 infringement notices, endorsing the legal use of mobile phones only while driving, and providing
 training sessions on travel planning and efficient truck driving habits.

All project traffic will be directed on the use of approved access routes and routes will be monitored weekly to ensure compliance through the use of GPS tracking (where fitted) and by weekly checks along the route during peak periods by the Principal Contractor Logistics Manager. This includes compliance with the protocols outlined in Section 2.4.2, and the limits in Table 6, of this TMP, and reflected in the Drivers Code of Conduct at Appendix E. Infringements of the Driver Code of Conduct will result in disciplinary action being taken against the driver.

5.8.4 Communications Strategy

The Principal Contractor will implement a Communications Strategy that will assist in managing traffic impacts, through ensuring the community has a clear understanding of the proposed construction staging of the project.

This will include the following:

- The installation of Variable Message Sign (VMS) boards that provide advance notice of works and/or any traffic control measures, whether they are on or off-site (subject to appropriate approvals);
- Delivery of written notices to residents in the vicinity who might potentially be impacted by the construction works at least one (1) week before the works are scheduled to occur;



- Updates on the project website about the status of the construction of the project will be provided monthly:
- Complaints and incident notification contact details for Enel and the Principal Contractor during and outside of construction hours;
- Press releases in the local paper;
- Communicating directly (by phone and email) with other project developers/contractors,
 Council, TfNSW and local community groups about the expected timing and duration of OSOM vehicle movements with the aim of avoiding any overlap at least 1 week before the scheduled movement;
- and
- Provision of contact information for Principal Contractor (or their representative), enabling them to address enquiries from key stakeholders and local residents.

Relevant contact details for the appointed contractor(s) will also be provided on the Project website.

5.8.5 CTMP Monitoring and Review

The HSE Advisor for the Principal Contractor will monitor the effectiveness of the CTMP through the entire construction stage. This will include a weekly review of the CTMP by reference to the outcome of incident reports, any complaints received, daily monitoring. In the event any deficiencies in the CTMP are identified, the CTMP will be updated and recirculated to relevant parties.

The CTMP will be subjected to ongoing review to further enhance the safety and efficiency of the construction works. The Principal Contractor HSE Advisor will document all reviews, and the review process will include the following:

- Tracking light vehicle movements during peak construction periods to compare them against the light vehicle movements permitted for under the SSD Approval.
- Tracking truck movements during all periods of the construction stage to compare them against
 the truck movements permitted for under the SSD Approval. This will involve maintaining a
 written log of all truck movements to and from throughout the construction stage;
- Identifying any shortfalls in the existing CTMP and developing an updated action plan to address
 issues that arise during the construction stage. For example, this could involve addressing
 scenarios where peak period or daily traffic volumes approach or potentially breach the
 movement limits permitted for under the SSD Approval;
- Ensuring that any TGS (where required) are consistently updated by accredited personnel to align with construction requirements and the intentions of the CTMP; and
- Undertaking regular checks to confirm that all loads leaving are appropriately covered and do
 not track materials onto adjacent roads. This also includes ensuring the appropriate
 maintenance of the shaker grids and wash down facilities.



5.9 Proponents responsibilities

5.9.1 Project website

Enel have established a project website: https://www.enelgreenpower.com/our-projects/in-development/quorn-park-hybrid-project.

The project website will be used as a means of communicating with the general public about the project. The following information will be provided on the project website as a minimum:

- the EIS:
- the final layout plans for the development;
- current statutory approvals for the development;
- approved strategies, plans or programs required under the conditions of this consent (other than the Fire Strategy Study and Emergency Plan);
- the proposed staging plans for the development if the construction, operation or decommissioning of the development is to be staged;
- how complaints about the development can be made;
- · a complaints register;
- · compliance reports;
- any independent environmental audit, and the Applicant's response to the recommendations in any audit;
- any other matter required by the Planning Secretary.
- Contact details for the Principal Contractor;
- Community notifications about the timing and duration of any heavy vehicles accompanied by pilot vehicles travelling to or from any full or partial road closures and any speed reductions.
- Community notifications about any changes to traffic conditions.

The Enel Project Manager will review the website weekly and ensure that all relevant information is kept up to date. Any changes will be made within 1 week of the date of the change.

5.10 Drivers Code of Conduct

Throughout the construction stage, the Principal Contractor will rigorously enforce a Drivers Code of Conduct. The primary goals of the Drivers Code of Conduct are:

- To minimise the impact of truck and contractor vehicle movements on the on-site work environment and local road network;
- To minimise conflict with other on and off-site road users;
- To minimise truck traffic noise by ensuring that vehicles have correctly been fitted with mufflers
 to minimise noise disturbance, and use only the approved construction vehicle routes during
 approved construction hours so as to minimise noise impacts in residential and urban areas;
 and



• To ensure all staff attending the development footprint use the designated vehicle routes – refer Section 4.3.

The Drivers Code of Conduct will further stipulate that while operating any construction related truck or contractor vehicle, drivers must:

- Demonstrate safe driving and road safety activities;
- Not be affected by alcohol, drugs or fatigue;
- · Abide by traffic and road legislation;
- · Abide by on and off-site speed limits at all times; and
- Follow signage and instructions at all times.

The Drivers Code of Conduct is provided as a separate document in Appendix E.

Regular monitoring of vehicle routes will occur to ensure compliance with the terms of the driver code of conduct including the use of approved routes only and prohibition on any off-site parking.

The Drivers Code of Conduct also provides a range of enforceable protocols that apply during stage 1b of the project (refer Section 1.7) to ensure that the vehicle limits outlined in Table 6 are adhered to (refer Section 2.4.2 and Appendix E.

5.11 Complaints Management

5.11.1 Contact Details

Contact details for the Project will be available on the Project website and displayed at the entrances from public roads. Additionally, an on-line complaints contact form will be available on the Project website for convenience and efficient communication.

5.11.2 Complaints Management

Complaints will be managed as per Section 8.3 of the project EMS.

External complaints are defined as complaints received from parties outside of the normal lines of communication.

Complaints and enquiries regarding the works will be received through the contact details provided on the Project website, as outlined in Table 16. All complaints received are reportable incidents and shall be immediately reported to the Principal Contractor during the construction phase, and Enel during the Operation phase.

Table 16: Complaint lodging contact details (for all phases of the Project)

Contact method	Details
Project website	https://www.enelgreenpower.com/our-projects/in-development/quorn-park-hybrid-project
Contact	Giulia Scataglini,



	Community Engagement and Sustainability Officer
	Enel Green Power Australia
Telephone number (toll free)	0419 668 522
E-mail	quornparkhybrid@enel.com
Mail	Level 23, One International Towers
	100 Barangaroo Ave
	Sydney NSW 2000

Handling of complaints received will be as per the steps outlined in Table 17.

Table 17: Complaint management

Ste	р	Responsibility	Timeframe
1	Receive and register a	Any person on site – refer to Enel	Immediately
	complaint	HSE Advisor	
2	Acknowledging complaints:	Enel HSE Advisor	non-urgent complaints -
			within 5 days of receipt
			urgent complaint - within 48
			hours of receipt
3	Investigating complaints	Enel HSE Advisor	Within 30 days of complaint
			being received
4	Responding to	Enel HSE Advisor	Within 45 days of complaint
	stakeholder/complainant		being received
5	Closing the complaint	Enel HSE Advisor	Within 60 days of complaint
			being received
6	Recording and registering	Enel HSE Advisor	Within 60 days of complaint
	the complaint		being received

The Complaints Register will be made available for reference on the Project website and details made available at the request of DPHI.

If the complainant is not satisfied with the investigation and resolution, then the complainant has a right of review. This will be undertaken by the Enel Project Manager to ensure that the complaint process has been properly followed.

If a complainant is not satisfied with the investigation and proposed resolution, the complainant will be advised that they have the right to contact a number of other bodies such as Parkes Shire Council or



the Australian Energy Infrastructure Commissioner or seek legal advice. Enel will provide complainants with the relevant contact details, as seen in Table 18.

Table 18: Alternative complaint contacts

Alternative contact	Email/number
Parkes Shire Council	council@parkes.nsw.gov.au 02 6861 2333
Australian Energy Infrastructure Commissioner	aeic@aeic.gov.au
LegalAid NSW (Orange)	02 6362 3983

5.11.3 Dispute Resolution

Dispute resolution will be managed by Enel's Project Manager in accordance with Section 8.4 of the project EMS.

5.12 Incidents, non-compliances and notifications

An incident is defined as an unplanned event impacting, or potentially impacting the environment with consequences.

Non-compliance refers to a failure to adhere to the requirements of a condition of consent. From an environmental perspective, this could include:

- A serious breach of EMS requirements.
- Carrying out an unsafe work practice that has the potential to cause harm to the environment (i.e. near misses).
- Activities that have caused actual harm to the environment not permitted by the Project or covered in the environmental assessment documentation.
- Deficiencies or concerns raised by client representatives and/or by state and local authorities or agencies.

Should an incident or non-compliance occur, the Principal Contractor Construction Manager and Site HSE Advisor will ensure that work ceases in that area and that the final design area is not disturbed until the appropriate level of investigation is conducted to ensure that any potential evidence is preserved.

During all phases of the Project, all staff (employees and contractors) are responsible for ensuring timely and effective initial internal reporting of Incidents that they are involved with or witness.

Enel are to be informed of any environmental incidents immediately verbally and within 24 hours in writing. Incident reports will include lessons learnt from each environmental incident occurring. Including lessons learnt from each environmental incident and proposed measures to prevent the occurrence of a similar incident. All efforts will be undertaken immediately to avoid and reduce impacts of incidents



and suitable controls put in place. Incidents will be closed out as quickly as possible, taking all required action to resolve each environmental incident.

The Principal Contractor must liaise with Enel prior to notifying any agencies of any incident on site (i.e. EPA). Within 7 days of the date of the incident, the Principal Contractor must provide Enel and/or any relevant agencies with a detailed report on the incident, and such further reports as may be requested.

Where an incident involves an Aboriginal site, relevant authorities such Heritage NSW and Registered Aboriginal Parties will be notified, and their input sought in closing out the incident.

In accordance with Condition 10 of Schedule 4 of the Development Consent, the Department will be notified in writing via the Major Projects website immediately after Enel becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident.

In accordance with Condition 11 of Schedule 4 of the Development Consent, DPHI will be notified via the Major Projects website portal within 7 days after Enel becomes aware of any non-compliance with the conditions of this consent. The notification must identify the development and the application number for it, set out the condition of approval that the development is non-compliant with, the way in which it does not comply and the reasons for the non- compliance (if known) and what actions have been done, or will be, undertaken to address the non- compliance. A non-compliance which has been notified as an incident will not be notified as a non-compliance.

In accordance with Condition 7 of Schedule 3 of the development consent, in the event of any changes to the TMP, Enel will consult with Council and TfNSW prior to updating the TMP. The updated TMP will be supplied to DPHI, TfNSW and Council within 1 week of changes to the TMP being made.



6 Operational Traffic Management Plan

6.1 Operational Traffic Generation

Once the Solar Farm becomes operational, its daily traffic generation will be exceedingly minimal. Monthly scheduled maintenance works are expected to take place involving only a small number of staff, with average daily trip generation during these maintenance periods expected to be no more than 8 vehicle trips per day.

All light vehicle and truck trips generated through the operational stage will be required to use the same designated access route as used during the construction stage.

6.2 Operational Traffic Impacts

As discussed, the traffic generation of the Solar Farm once operational is minimal, and will have no impact on the operation of the road network. This aligns with the conclusions presented by DPHI in the Assessment Report, as discussed in Section 2.8.

6.3 Operational Staff Parking

On-site parking for operational staff will be provided in accordance with the SSD Approval, ensuring adequate capacity to accommodate the maximum number of operation staff present on-site at any one time.

6.4 Traffic Management Plan Update

Prior to the overall development becoming operational, the TMP will be revised to align with the Project's operational characteristics.



7 Decommissioning Traffic Management Plan

7.1 Decommissioning Overview

The Project is anticipated to have a lifespan of approximately 30 to 35 years, and as such providing an exact estimate of conditions during the decommissioning stage is difficult. However, in line with Section 9.5.3.2 of the SSD EIS, a *Decommissioning Management Plan* (**DMP**) will be prepared at least 1 year prior to the commencement of decommissioning activities.

Importantly, the DMP will include revisions to the TMP by a suitably qualified consultant, essentially duplicating the same process used for the CTMP component, including:

- Number (quantities) and types of trucks and light vehicles;
- Designated routes for trucks and light vehicles;
- Decommissioning work hours and broader schedule;
- · Potential road network upgrades to accommodate decommissioning related traffic; and
- General measures and strategies, including effective management controls and any necessary updates to the Drivers Code of Conduct, if needed.

7.2 Decommissioning Traffic Generation

In relation to the overall activities to be undertaken during the decommissioning phase, Section 9.5.3.3 of the SSD EIS indicates that the works will include:

- · Disconnection of the solar farm from the grid;
- Removal of PV modules, mounting posts, mounting frames and trackers;
- Removal of all buildings and equipment;
- Removal of any underground cabling shallower than 800 mm;
- Removal of fencing (unless requested otherwise by the landholder); and
- rehabilitation to render the land fit for resumption of agricultural use.

Many of these tasks are expected to require the use of similar vehicles as those used during the construction phase. Similarly, specialised deconstruction machinery may be better equipped for the dismantling of certain on-site infrastructure, potentially resulting in lower staff numbers compared to the construction stage.

Further to these considerations, all available information indicates that few vehicle trips will be generated during the decommissioning stage, when compared to the construction stage. This conclusion aligns with findings from numerous traffic assessment conducted for other solar farm projects across NSW and Australia.

7.3 Decommissioning Traffic Impacts

As discussed in Section 2.9, even if the traffic generated during the decommissioning stage were the equivalent of that generated during the construction stage, all available information indicates that the



road network will continue to operate with few delays and significant spare capacity. Notwithstanding, a detailed assessed of decommissioning traffic will be included in future revisions to the TMP prior to the decommissioning stage commencing.

7.4 Staff Parking

Throughout the decommissioning stage, designated on-site parking will be provided for decommissioning staff to entirely meet demand; no decommissioning staff or truck parking will be permitted off-site.

See also Section 5.1.1. The same mechanisms identified in Section 5.1.1 to manage construction staff parking will be adopted during decommissioning.



8 Conclusions

The key objectives of this TMP are to maximise the safety of all road users; minimise disruptions to the local road network; and to adhere to all relevant regulatory requirements, and in particular the traffic-related conditions as stipulated in SSD Approval. Through a combination of strategic planning, detailed route assessments, and proactive mitigation measures, arc traffic + transport has determined that all potential impacts on traffic flow, local communities, and the environment will be effectively managed through every Project Stage.

Construction Stage

- > All roads linking the development footprint to the regional road network operate with relatively low traffic volumes, and as such with few delays.
- > All road and intersection upgrades detailed in the SSD Approval will be completed in accordance with the approved staging as outlined in Section 1.7.
- > Designated access routes will minimise the potential traffic and noise impacts from truck movements, and confine vehicle movements to appropriately designed/upgraded roads.
- > The Principal Contractor HSE Advisor and Logistics Manager will strictly enforce daily and peak hour truck and staff vehicle movements by daily monitoring of vehicle numbers.
- > All shuttle bus drop-off locations will at accommodation locations.
- On-site parking will be provided to accommodate all staff and truck parking demand. This will be monitored daily by the Principal Contractor HSE Advisor to ensure that number of vehicles using it daily does not exceed the design size and as a means of confirming daily vehicle numbers attending
- > Adherence to the Drivers Code of Conduct will be mandatory for all construction vehicle drivers. A failure to adhere to the code will result in disciplinary action.
- > The Principal Contractor will establish and implement local climate, road dilapidation, communication and monitoring protocols for application throughout the entire the construction stage.
- > The Principal Contractor will be responsible for ensuring that all OSOM Permits, ROLs and the like are formally approved before any OSOM vehicle movements or road upgrades are undertaken. This TMP will be updated before OSOM movements occur in relation to the project.

Operational Stage

- Once operational, trip generation will be minimal.
- > The designated access routes identified for the construction stage will also be adopted for all operational vehicle movements.



- > Parking will continue to be provided on-site to entirely meet all staff and truck parking demand.
- > The TMP will be revised prior to the operational stage commencing to align with its operational traffic characteristics.

Decommissioning Stage

- > While exact decommissioning traffic characteristics remain uncertain, a worst-case scenario is anticipated to generate a similar level of traffic as during the constriction stage.
- Prior to the decommissioning stage commencing, the TMP will be updated in a similar manner to the CTMP, outlining access, traffic and parking specifics for the decommissioning stage.
- The revised TMP is expected to mirror many of the CTMP characteristics, including designated vehicle routes, traffic volume limits, shuttle bus usage, on-site parking, traffic management protocols, and a Drivers Code of Conduct.

This TMP will continue to serve as a guiding document for all involved parties, providing a comprehensive roadmap for successful traffic management. Should circumstances change or require adaptations, regular monitoring and communication will allow for prompt adjustments and improvements, maintaining the effectiveness of the traffic management strategies (in this TMP) throughout the duration of the Project.

In conclusion, the measures outlined in this TMP will enable the Project to fulfill its objectives while promoting safety; minimising disruptions; and demonstrating responsible transportation practices.



Correspondence with Parkes Shire Council and Transport for NSW

From: Anton Reisch sent: Thursday, April 27, 2023 1:18 PM">To: Jaymes Rath Jaymes.Rath@parkes.nsw.gov.au Subject: Quorn Park Solar Farm

Hi Jaymes, and thanks so much again for the assist!

Further to our recent discussion, I have been trying to find information of school bus routes in the vicinity of the Site – do you have any information in this regard? I have checked the Western Road Liners sites and available TfNSW information but other than the route through Parkes itself can't find anything on broader services. If you could let me know when you have a chance that would be much appreciated!

Kind regards,

anton



anton reisch. director m. +61 427 995 160

a. 19 canoon road, south turramurra, NSW 2074

e. <u>antonreisch@optusnet.com.au</u>

w. www.arctt.com.au

Confidentiality Note: The information contained in this email (including attachments) is strictly confidential and for the use of the intended recipients only. If you have received this email in error, please notify arc traffic + transport immediately and delete all copies of this email and attachments. Thank you.

From: Jaymes Rath Jaymes.Rath@parkes.nsw.gov.au
Sent: Tuesday, May 2, 2023 2:17 PM
To: Anton Reisch <a href="mailto:Anton Reisch <a href="m

Sorry Anton, Council does not have up to date access. You would have to contact the local bus companies.

Jaymes Rath

Executive Manager Technical Services

Parkes Shire Council | Wiradjuri Country
2 Cecile Street (PO Box 337), Parkes NSW 2870
P 02 8881 2333
jaymes.rath@parkes.nsw.gov.au
www.parkes.nsw.gov.au



Ok no worries Jaymes, thanks for letting me know – should have draft to you in the next couple of days!

Kind regards,

anton



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RE: Quorn Park Solar Farm Final Draft Traffic Management Plan



Anton Reisch <antonreisch@optusnet.com.au>

To 'Jaymes Rath'; 'andrew.mcintyre@transport.nsw.gov.au'

Cc 'Xuereb Lauren (EXT GHD)'



P0385r1v3 Quorn Park Solar Farm Traffic Management Plan.pdf

 \bigtriangleup \hookrightarrow Reply \ll Reply All \rightarrow Forward \cdots Wed 21/06/2023 12:18 PM

Afternoon Jaymes and Andrew,

Further to our discussions (some time ago now!) a Final Draft Traffic Management Plan for the Quorn Park Solar Farm has been completed and uploaded to the planning portal – it may be with you already.

Regardless I have attached for convenience; ideally we will be able to get any comments you might have in regard to the TMP in case there is anything that we haven't addressed and then incorporate your comments and a response where required into the final TMP.

As always, if you have any questions or would like to discuss further, please don't hesitate to get in touch.

Kind regards,



+61 427 995 160

19 canoon road, south turramurra, NSW 2074

antonreisch@optusnet.com.au www.arctt.com.au

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INTERNAL MEMORANDUM

To: Brent Tucker, Town Planner

From: Jaymes Rath, Executive Manager Technical Services

Date: 18/07/2023

Subject: Quorn Park Solar Farm - Traffic Management Plan

Hi Brent,

As requested, a review of the Traffic Management Plan has been undertaken for the Quorn Park Solar Farm SSD 9097.

The Traffic Management Plan has been assessed to be satisfactory in responses to SSD 9097 Schedule 3, Condition 7 - Traffic Management Plan.

Council supports the approval of this Traffic Management Plan and recommends that the Secretary approve the Traffic Management Plan as is.

Yours Faithfully,

Jaymes Rath

Executive Manager Technical Services

Correspondence re Draft TMP, TfNSW July 2023

Transport for NSW

18 July 2023

TfNSW reference: WST18/00028/07 | SF2018/064198

Your reference: SSD-9097

Anton Reisch

Arc Traffic & Transport

By Email: antonreisch@optusnet.com.au

Review of Traffic Management Plan for Quorn Park Solar Farm

Dear Anton,

Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition 2, Schedule 3- Environmental Conditions 2,3,4,5,6 and 7 of Notice of Determination for SSD-9097 issued 16 July 2020.

TfNSW has reviewed the TMP prepared by Arc Traffic & Transport dated 20 June 2023, the EIS prepared by Premise dated October 2019 dated 20 June 2023 (and associated amendments).

TfNSW are **not satisfied** that the TMP prepared by Arc Traffic and Transport dated 20 June 2023 satisfies the relevant conditions of the development consent (specified above) and require the TMP to be revised to address the following comments (below).

The revised/updated TMP is required to be referred to TfNSW in accordance with Condition 7 of the Notice of Determination upon completion of the revisions/updates to the TMP to address the matters identified below.

- Generally- The TMP is required to be revised to clarify what stages of the construction process
 the TMP is addressing. It is noted that there is an emphasis within the draft TMP on the road
 works component of the construction phase with minimal details regarding OSOM routes, the
 OSOM dimensions of the laden loads, compliance with the TIA, heavy vehicles routes, shuttle
 bus/carpooling commitments and compliance with the specific conditions within Schedule 3Transport of the development consent have been addressed.
- Specify how compliance is achieved with Condition 2(a) of the development consent "(a)
 generally in accordance with the EIS" in this regard how the TMP achieves compliance with the
 TIA (which forms part of the EIS) and any recommendations within the TIA that were required to
 be provided as a part of the TMP.
- The concept design is required to be provided for the intersection of the Henry Parkes
 Way/McGrath Lane for the BAR/BAL intersection upgrade works, is required to be provided as a
 part of the TMP, to allow for design review and to ensure compliance with the conditions of the
 development consent (as per the requirements of condition 7(b)). The concept design currently
 provided as a part of the TMP is unclear, does not provide dimensions or swept paths for the
 design vehicles.
- The Traffic Management Plan identifies the development of a TGS for Temporary Traffic Management during the road upgrades. The TGS is required to be developed as a part of the TMP as per the requirements of condition 7(f) of the development consent. The TGS is required to be developed by a qualified person holding the 'Prepare Work Zone Traffic Management Plan' (PWZTMP) accreditation.

OFFICIAL

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

transport.nsw.gov.au

- Section 2.1.3.8 of the EIS states that monthly employment is expected to peak at approx. 100 onsite workers involved in construction of the solar farm. Section 3.6.2 of the Traffic Management Plan indicates there is potential for up to 130 construction staff to be onsite at once. Further information is required as to how this increase will affect traffic generation and vehicle movement limits shown in the TIA (60 light vehicle trips) and condition 2(c) of the consent. What are the implications in terms of distribution and points of origin?
- To adequately address Condition 7(f) and to comply with the vehicle movements proposed in the TIA and condition 2(c)of the consent, details need to provided for the employee shuttle bus service. The TMP needs to be updated with the following information:
 - Provide enforceable measures/strategies/protocols to ensure full compliance with the TIA, maximum light vehicles for peak (as per TIA) (60 light vehicle trips) during the AM/PM peaks and condition 2C (max 30 vehicle movements an hour at the intersection of Henry Parkes Way and McGrath Lane). As a part of addressing this specify who is responsible for enforcement, how the measures will be enforced, what methods will be provided to monitor compliance, procedure for breaches in compliance and specify procedure for reviews of the implemented protocols, procedures, strategies.
 - Identify pick-up and drop-off points and associated parking arrangements for workers, and measures to encourage shuttle bus usage.
 - Identify if the shuttle buses will be located at the project area during the day or return to another location outside of the AM/PM peak hours.
 - Identify how the shuttle buses will be monitored for compliance, chain of responsibility and protocols for breaches in compliance with the LV numbers.
- Section 6.1.3 of the Traffic Management Plan suggests scheduling of heavy vehicle deliveries
 will be implemented to minimise convoys or queuing. Details of how this will be measures should
 be included in the TMP.
- The Traffic Management Plan is to be amended to include a requirement for the operator to
 check the Live Traffic website to identify any roadwork sites that may impact their journey and
 contact on-site representative or the Customer & Network Operations Coordinator for the South
 (cnc.south@transport.nsw.gov.au) prior to OSOM movement and
 development.west@transport.nsw.gov.au.
- The Traffic Management Plan is required to be amended to include a commitment to providing a
 weekly movement / delivery schedule via email to be sent to CNC.South@transport.nsw.gov.au
 and development.western@transport.nsw.gov.au
- Safety around school buses is important and should be appropriately addressed. Section 6.5
 states that school buses operate along the proposed construction route (Back Trundle Road and
 Henry Parkes Way). The Traffic Management Plan should be updated to clarify if construction
 traffic peaks and school bus schedules overlap.
- The drivers code of conduct (Appendix B) suggests the designated route must be used at all times, other than contractors in the local area. Clarification is required if a different route is proposed other than the route shown in condition 4 of the consent?
- Appendix A of the TMP appears to be blank, this needs to be updated.
- Swept path analysis is required demonstrating the largest design vehicle entering and leaving the development, and moving in each direction through intersections along the proposed OSOM transport route/s. The route analysis is to include at a minimum the following:

- Identify any level crossings, rail and TfNSW projects that will have implications in relation to the
 delivery of the Transformers and substations (largest OSOMs) along the OSOM route, for
 example the Parkes Bypass Project and measures in place to ensure minimal impacts/disruptions
 to these projects.
- The design vehicle templates used with the swept path analysis software are also requested in order for TfNSW to review the performance within the software (e.g. Autodesk Vehicle Tracking or Transoft AutoTURN).
- Highlighting each at-risk road structures that the haulage route crosses including bridges traffic signals, signage, major culverts, and minor culverts that may not meet the desirable cover to cater for proposed axle loads.
- Identify and provide the following measurements parameters of the OSOM components / materials to be moved:
 - Identify all the types of OSOM vehicles proposed to be used for the project and whether they require police escort or pilot vehicles.
 - Provide bridge assessments for all bridges along the OSOM route(s).
 - Overall combination length, width, height and mass of the laden loads,
 - Maximum component length, widths and heights (clearance to overhead obstructions such as structures, utilities and vegetation)
 - Identify all the types of OSOM vehicles proposed to be used for the project.
 - Wheelbase dimensions
 - Maximum trailer articulation angle(s)
 - Minimum overhang heights above the road surface
 - Axle loads and axle group loads in terms of both tonnes and Equivalent Standard Axles (refer to Austroads Guide to Pavement Technology).

It should be noted that NHVR permits do not cover the civil works required along any proposed OSOM route. Any works required along the OSOM route must be considered within the scope of works for the SSD to ensure that the development is constructable.

The Planning Secretary should be satisfied that the above matter has been adequately addressed prior to approving the TMP.

If you have any questions, please contact the undersigned on 1300 019 680 or email development.west@transport.nsw.gov.au.

Yours faithfully,

Alexandra Power

Team Leader Development Services (West)

Community and Place

Regional and Outer Metropolitan

Jane

Correspondence, Enel Green Power to TfNSW September 2023

Quorn Park Solar Farm TMP - TfNSW Comments





Hi Alexandra,

Further to your recent conversation with Anton on 21 September, we are proposing the below updates in order to address your comments:

TfNSW Comments	EGPA Response	Proposed TMP updated section	TfNSW Response
OSOM vehicle - concerned that our transformer truck is going to be larger than the Class 1 vehicle that the approved OSOM routes provides for.	All vehicles and deliveries to site will comply with our Conditions of Approval regarding Over-Dimensional and Heavy Vehicle Restrictions. At this stage, we don't envisage requiring deliveries that won't comply with Class 1 OSOM criteria. If anything Over-Dimensional will be required, approval will be sought from the National Heavy Vehicle Regulator and the TMP updated accordingly in consultation with TINSW.	TMP to be updated in Section 2.4 and 4.3 to include a statement such as: This TMP covers all vehicle types not exceeding Class 1 OSOM. Anything exceeding this criteria or that requires National Heavy Vehicle Regulator consent, the TMP shall be updated in consultation with TFNSW.	
Commitment to monitor all vehicle movements, so once a week at a tool talk or the like see how workers travelled to the Site, and/or take a tally of workers on each shuttle bus. Bottom line a tangible confirmation that we aren't exceeding conditioned trip volumes.	In accordance with the Conditions of Approval, The Applicant must keep accurate records of the number of over-dimensional and heavy vehicles entering or leaving the site each day for the duration of the project.	TMP Section 5.7.4 TMP to be updated to include a once a week monitoring of all vehicles to site by way of tool box talk survey or similar.	
	We also will undertake once a week monitor of all vehicles to site by way of tool box talk survey or similar.		
Send TMSW the intersection upgrade plans; they want the more detailed plans rather than the small scale plans in the Approval	EGPA are at present tendering with local Contractors for the upgrade works, therefore detailed plans are not available. As required by Part 4.4.2 of the EP&A Act, the Proponent is required to obtain consent under section 138 of the Roads Act 1993 from the relevant road suthority prior to commencing the road upgrades. Plans will be provided as part of the consent application.	N/a	

Can you please confirm the above approach is acceptable. If so, we will update the TMP as per the above, and then return to you for a final check and TfNSW signoff. If you wish to discuss any of the above please give me a call.

Regards,

David Keohane Planning and Approvals Specialist



Enel Green Power Australia Level 23.07, One International Towers 100 Barangaroo Ave, Sydney NSW 2000 M: +61 400 393 373

1 July 2024

TfNSW reference: WST24/000155/004 | SF2024/080568

Your reference: SSD-9097

David Walker General Manager – Central NSW Premise

By Email: David.Walker@premise.com.au

Staging of Traffic Management Plan for Quorn Park Solar Farm

Dear David,

Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition 7 of Schedule 3 of the Notice of Determination for SSD-9097 issued 16 July 2020.

TfNSW reviewed the TMP prepared by ARC Traffic and Transport dated 17 May 2024 (version 9) and provided a response letter dated 14 June 2024 which recommended a staging of the TMP. TfNSW is satisfied that the current TMP (version 9) addresses the requirements for the matters pertaining to Stage 1, for the necessary roadworks associated with the development in accordance with Condition 5 of Schedule 3 of the Notice of Determination.

TfNSW requires an updated TMP for Stage 2 which pertains to the OSOM movements and route. The updated TMP will need to address the matters detailed in the TfNSW letter dated 14 June 2024. TfNSW will need to be consulted for Stage 2 of the TMP and the Planning Secretary will be required to approve the TMP prior to any OSOM movements or other works in Stage 2 occur.

Note any road upgrades identified in Stage 2 will require environmental consent and to be constructed prior to any OSOM movements required within Stage 2 occur.

If you have any questions, please contact Ruvimbo Timba on 1300 019 680 or email development.renewables@transport.nsw.gov.au

Yours faithfully,

Alexandra Power

Team Leader Development Services Renewables Community and Place Regional and Outer Metropolitan

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



7 November 2024

TfNSW reference: WST24/00155/010 | SF2024/080568

Your reference: SSD-9097

David Walker General Manager – Central NSW Premise

By Email: David.Walker@premise.com.au

Review of Traffic Management Plan for Quorn Park Solar Farm

Dear David,

Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition 7 of Schedule 3 of the Notice of Determination for SSD-9097 issued on 16 July 2020.

The TMP has been revised to include Stage 1B works and the use of the intersection of McGrath Lane/Henry Parkes Way prior to the commencement of the intersection upgrade. This change to the TMP is a result of a discussion between Engie, Premise, Parkes Shire Council, and TfNSW on September 19, 2024.

TfNSW has reviewed the TMP prepared by ARC Traffic and Transport (version 15) and is not satisfied that the current TMP adequately addresses Condition 7-Traffic Management Plan and the matters discussed with TfNSW, Parkes Shire Council, Premise and Engie on the 19 September 2024. The TMP will be revised to address the outstanding points raised within **Attachment 1**. The revised TMP is to be referred to TfNSW for further consultation in accordance with Condition B7 prior to submission to DPHI.

If you have any questions, please contact Ruvimbo Timba, Development Services Case Officer on 1300 019 680 or email <u>development.renewables@transport.nsw.gov.au</u>

Yours faithfully.

Alexandra Power

Team Leader Development Services - Renewables

Transport Planning

Planning, Integration and Passenger

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Attachment 1

This attachment relates to TfNSW's response dated 7 November 2024 reference WST24/00155/010.

TfNSW additional required information

The below comments are made in relation to Stage 1B works which involves the initial delivery of equipment and carrying out of minor site establishment including installation of internal roads, compound establishment and the construction of the first three rows of solar panels (golden row) for testing purposes. It must be clear where changes have been made to the revised TMP, which can be in the form of tracked changes.

No.	TfNSW Comment	Proponent Comments	TfNSW recommendation
	TfNSW does not support the use of 22m long heavy vehicle for the Stage 1B works, as the 22m heavy vehicle is tracking off the pavement of the Mcgrath Lane/Henry Parkes Way intersection. The TMP is to remove the references to this heavy vehicle type.	Table 4 of V15 of the TMP has been updated in Section to clarify that only 19m long heavy vehicles would be used during Stage 1b. The 22m swept path drawings have been removed from Appendix D	The updates to Table 4 are satisfactory. The swept paths indicate that concurrent movements cannot occur in any direction for the 19m long vehicle. As only one 19m vehicle can turn at a time at the intersection, protocols need to be provided within the TMP detailing how these traffic movements will be
1	The swept paths demonstrate that the 19m heavy vehicles cannot turn concurrently and within the pavement at the McGrath Lane/Henry Parkes Way intersection. The TMP is to be revised to include enforceable measures to ensure that only one heavy vehicle is at the intersection at any one time.		safely managed as previously requested.
2	Section 5.7.1 – The weekly visual inspection reports for the Henry Parkes Way and McGrath Lane intersection are to also be sent to TfNSW (development.renewables@transport.nsw.gov.au)	Section 5.7.1 has been updated to include the provision of the weekly report to TfNSW	Satisfactory.
3	Section 5.7.5 - The road repair section should also include the Henry Parkes Way and McGrath Lane intersection and	Section 5.7.5 has been updated to include reference to the HPW intersection and the need for consultation with TfNSW as required	Satisfactory.

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No.	TfNSW Comment	Proponent Comments	TfNSW recommendation
	consultation with TfNSW where required.		
	Insufficient information has been provided. This statement needs to be supported by current traffic volumes per hour, vehicle distributions and vehicle types. Additionally, measures will have to be detailed demonstrating how proposed traffic movements will avoid the AM and PM peak hours.	Table 5 of the TMP has been updated to provide information around this matter. An email was provided to TfNSW setting out the rationale for existing land use traffic generation. In essence, the former land use is expected to generate 4 light and 4 heavy movements in the peak hour. The proposed traffic numbers are within this range.	TfNSW are willing to accept a maximum of 2 heavy vehicles per hour and 2 light vehicles per hour during the peak to match the existing land use. The traffic volumes in Table 5 exceed these figures. The underpinning data for the traffic volumes will need to be provided for TfNSW for review. This can be in the form of existing traffic surveys, data from similar sized developments or any other means that demonstrate the origins of the data.
4			If this data cannot be provided and the project continues to proceed with the AM/PM peak hour of 4 heavy and 4 light vehicles, then the peak hour needs to be clearly stipulated within the TMP, inclusive of measures to stagger the traffic over the AM/PM peak hour and measures to monitor and record the compliance of the AM/PM peak hour volumes that have been stipulated within the TMP. This evidence is to be submitted on a fortnightly basis to TfNSW. The traffic volumes outside of the AM/PM peak hour are not to exceed a maximum of 2 heavy vehicles and 2 light vehicles an hour.
5	Clarification is sought as to why there might be a need to extend works past the one month period. Protocols to notify TfNSW at the commencement and completion of the Stage 1B works are to be included within the revised TMP.	The staging of the TMP is proposed in order to enable construction to commence while a project modification is under assessment in relation to the upgrade of the Henry Parkes Way/MacGrath Lane intersection and the associated Works Authorisation Deed.	The justification for the construction period is satisfactory. The consultation framework in Section 5.12 is satisfactory. Protocols to notify TfNSW of the commencement and completion of the Stage 1B works are to be included within the revised TMP as previously requested.

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No.	TfNSW Comment	Proponent Comments	TfNSW recommendation
	The TMP is to include consultation framework with TfNSW regarding any changes to the TMP, to align with the requirements of Condition 7 Condition 7 of Schedule 3 of the Notice of Determination.	At the time of preparation of V14 of the TMP, it was conservatively expected that this will be resolved in around 4 months (ie, by early February 2025). This date remains unchanged, so the period adopted has been reduced to 10 working weeks excluding two weeks for Christmas. A framework for consultation with TfNSW has been added to Section 5.12.	
6	Figures which include 22m long vehicles are to be removed as per the reasoning in point 1. Details on the number of light vehicles are to be provided. A comparison with the existing land use traffic volumes and vehicle types needs to be provided.	Type of vehicles: *Light vehicles *Heavy vehicles up to 19m in length Number of light vehicles *Weeks 1-4 - average (~) 7 movements per day (d), 38 movements per week (wk) *Weeks 5 & 8 - ~11 m/d, 63 hm/wk *Weeks 9-12 - ~18 m/d, 107 hm/wk Peak = 4 movements/hour Number of heavy vehicles *Weeks 1-4 - average (~) 10 movements per day (d), 55 movements per week (wk) *Weeks 5&8 - ~14 hm/d, 80 hm/wk *Weeks -12 - ~23 hm/d, 136 hm/wk	These traffic volumes will need to be revised in accordance with any changes made from point number 4, where applicable.
7	The below statement has been added in Table 4 with regards to Stage 1c. "TGS is in operation during this period and therefore oversize movements may commence."	Peak = 4 movements/hour N/A	It is noted that there is a reference to TGS being in place for the intersection upgrades by December 2024. TfNSW requests notification of the commencement or any delays to the commencement of the Henry Parkes Way/McGrath Lane intersection upgrade.

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No.	TfNSW Comment	Proponent Comments	TfNSW recommendation
			The implemented TGS does not negate any impacts from the OSOM turning arc at the existing intersection. TfNSW as discussed during the meeting on 19/09/2024 swept path analysis for the OSOM vehicle movement (inclusive of any high-risk OSOM movements) to demonstrate that these movements at the Henry Parkes Way/McGrath Lane can occur within the existing pavement at the intersection or any mitigation measures that would be implemented if they could not within the existing pavement at the intersection. The swept paths for the largest and longest OSOM movements will be occurring during this period and identification of any measures that will be implemented to mitigate any damage to the intersection are to be included within the revised TMP.

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Required information	Response	TfNSW comment	Updated TfNSW comment as per correspondence of 7 November 2024	Update as per TMP V16
Swept paths of existing intersection	Appendix D	In Intersection at any one time.	The updates to Table 4 are satisfactory. The swept paths indicate that concurrent movements cannot occur in any direction for the 19m long vehicle. As only one 19m vehicle can turn at a time at the intersection, protocols need to be provided within the TMP detailing how these traffic movements will be safely managed as previously requested.	Table 4 of V16 of the TMP has been updated in Section to clarify that only 19m long heavy vehicles would be used during Stage 1b. The 22m swept path drawings have been removed from Appendix D. Protocols are provided in Section 2.4.2 and discussion in Section 5.10 and Appendix E (Drivers Code of Conduct).
Details of how monitoring will occur including triggers for	Refer Section Error! Reference source not found.	Section 5.7.1 – The weekly visual inspection reports for the Henry Parkes Way and McGrath Lane intersection are to also be sent to TfNSW	Satisfactory.	

dilapidation		(development.renewables@transport.n		
surveys		sw.gov.au)		
Method of	Refer Section Error!	· ·	Satisfactory.	
undertaking	Reference source	should also include the Henry Parkes		
rectification	not found.	Way and McGrath Lane intersection and		
works in the		consultation with TfNSW where		
event of damage		required.		
Common orators	The forms on loved	Insufficient information has been	T(NIC)M/ and willing to coopt	The president is president
Commentary	The former land use	Insufficient information has been	TfNSW are willing to accept a	The project is proposed
against existing	of the land (prior to	provided. This statement needs to be	maximum of 2 heavy vehicles	proceed with the maximum
land use traffic	the grant of consent	supported by current traffic volumes per	per hour and 2 light vehicles per	peak hour movement of 4
generation	for the solar farm) is	hour, vehicle distributions and vehicle	hour during the peak to match	heavy and 4 light movements.
numbers to	for extensive	types. Additionally, measures will have	the existing land use.	The AM/PM peak hours for
ensure totals are	agriculture.	to be detailed demonstrating how	The traffic volumes in Table 5	light and heavy vehicles have
not inconsistent	The proposed level	proposed traffic movements will avoid	exceed these figures. The	been clearly outlined in Table
with current land	of usage during	the AM and PM peak hours.	underpinning data for the traffic	5 and Sections 2.4.2, 2.7.2
use levels of use	stages 1a-1c is		volumes will need to be provided	and 2.7.4.
	excepted to be		for TfNSW for review. This can	Protocols to ensure
	broadly consistent		be in the form of existing traffic	staggering of vehicles to avoid
	with the former		surveys, data from similar sized	more than one heavy vehicle
	agricultural use,		developments or any other	at the intersection at any one
	noting that		means that demonstrate the	time, including monitoring
	agricultural use		origins of the data.	measures, is supplied in

	for the second		If this date assess the second	0
	features short		If this data cannot be provided	·
	periods of high		and the project continues to	in Section 5.10 and Appendix
	volume usage (such		proceed with the AM/PM peak	E (Driver Code of Conduct).
	as during grain season), often 24 hours per day, followed by periods of lower usage. The proposed usage during stages 1a-1c would not occur 24 hours per day and would be within the operational limits of these roads.		hour of 4 heavy and 4 light vehicles, then the peak hour needs to be clearly stipulated within the TMP, inclusive of measures to stagger the traffic over the AM/PM peak hour and measures to monitor and record the compliance of the AM/PM peak hour volumes that have been stipulated within the TMP. This evidence is to be submitted on a fortnightly basis to TfNSW.	The proponent commits to provide monitoring information to TfNSW on a fortnightly basis as outlined in Section 2.4.2.
			The traffic volumes outside of the AM/PM peak hour are not to exceed a maximum of 2 heavy vehicles and 2 light vehicles an hour.	The project acknowledges this limit and this is reflected in Table 6 of the TMP.
No out of hours movements	Refer Section 4.2.3	Satisfactory.		

Confirmation of the anticipated time period – noting that 1 month is the current standard – provide justification for a	month, subject to an	Clarification is sought as to why there might be a need to extend works past the one month period. Protocols to notify TfNSW at the commencement and completion of the Stage 1B works are to be included within the revised TMP.	The justification for the construction period is satisfactory. The consultation framework in Section 5.12 is satisfactory. Protocols to notify TfNSW of the	A commitment to notify TfNSW in relation to the start and finish of stage 1b is supplied in Section 1.7.
longer period		The TMP is to include consultation framework with TfNSW regarding any changes to the TMP, to align with the requirements of Condition 7 Condition 7 of Schedule 3 of the Notice of Determination.	commencement and completion of the Stage 1B works are to be included within the revised TMP as previously requested.	
Numbers/types of vehicles to be provided	Number of heavy vehicles Month 1 - average (~) 10 movements per day (d), 57 movements per week (wk)	Figures which include 22m long vehicles are to be removed as per the reasoning in point 1. Details on the number of light vehicles are to be provided. A comparison with the existing land use traffic volumes and vehicle types needs to be provided.	These traffic volumes will need to be revised in accordance with any changes made from point number 4, where applicable.	 Type of vehicles: Light vehicles Heavy vehicles up to 19m in length Number of light vehicles Movements/day = 20

	• Month 2 - ~12		•	Peak	=		4
	hm/d, 71 hm/wk		•			ve.	7
				moven	ents/hou	ſ	
	• Month 3 - ~16		•	Non	peak	=	2
	hm/d, 93 hm/wk			movem	ents/hou	r	
	• Month 4 – ~14						
	hm/d, 83 hm/wk		Nu	mber o	f heavy v	ehicle	es
			•	Movem	ents/day	= 26	
	Vehicles between 19				Í		
	m and up to 22 m - 35		•	Peak	=		4
	total			movem	ents/hou	r	
	Туре		•	Non	peak	=	2
	Heavy vehicles up			movem	ents/hou	r	
	to 22m in length						
Notification to	Enel commits to	Satisfactory.	No 1	further a	ction req	uired	
occur when	provide written						
movements	confirmation to						
commence and	TfNSW at the						
cease in this	commencement of						
period	the period when the						
	movements						
	commence and at						
	the completion of the						
	movements during						

	this stage. This would be sent to the TfNSW Renewables		
	team at:		
	development.renewa		
	bles@transport.nsw.		
	gov.au		
Carrying out of	Noted. TGS are	TGS will only apply if any road upgrades	No further action required
movements	provided in Appendix	occur at the same time as Stage 1B	
concurrently	1	works.	
with road			
upgrades would			
be subject to			
implementation			
of a site specific			
TGS			



26 November 2024

TfNSW reference: WST24/00155/012 | SF2024/080568

Your reference: SSD-9097

David Walker General Manager – Central NSW Premise

By Email: <u>David.Walker@premise.com.au</u>

Review of Traffic Management Plan for Quorn Park Solar Farm version 17

Dear David,

Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition 7 of Schedule 3 of the Notice of Determination (NoD) for SSD-9097 issued on 16 July 2020.

TfNSW has reviewed the TMP prepared by ARC Traffic and Transport dated 26 November 2024 (version 17) and is satisfied that the current TMP adequately addresses the traffic impacts associated with Stage 1B works.

TfNSW notes that point 7 from the previous TfNSW letter dated 7 November 2024 regarding OSOM movements for Stage 1C, has not been adequately addressed. TfNSW requests that before the OSOM movements for Stage 1C occur, the TMP be revised to still address this point. This should include but is not limited to providing swept path analysis demonstrating the largest and longest OSOM vehicle movement can occur within the existing pavement. The revised TMP will need to be referred to TfNSW in accordance with Condition 7 of the NoD and approved by the Planning Secretary prior to commencing Stage 1C.

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

Yours faithfully.

Alexandra Power

Team Leader Development Services – Renewables Transport Planning

Planning, Integration and Passenger

transport.nsw.gov.au 1 of 1

From: Jaymes Rath <Jaymes.Rath@parkes.nsw.gov.au>

Sent: Thursday, 3 October 2024 3:08 PM

To: David Walker

Cc: Alexandra Power; Brendan Hayes; Logan Hignett; Council Subject: Re: [#223076] Updated TMP - Quorn Park Solar Farm

Hi David,

Council have reviewed the updated TMP and are now satisfied with its contents. Thank you for working with the clients and Council to come to a positive outcome for our community. I look forward to seeing the updated drawings and issuing the new overarching Section 138 approval in due course.

Jaymes Rath

Executive Manager Technical Services

Parkes Shire Council | Wiradjuri Country 2 Cecile Street (PO Box 337), Parkes NSW 2870 P 02 6861 2333 jaymes.rath@parkes.nsw.gov.au www.parkes.nsw.gov.au





From: Logan Hignett < Logan. Hignett@parkes.nsw.gov.au >

Sent: Tuesday, 1 October 2024 8:16 AM

To: Jaymes Rath < <u>Jaymes.Rath@parkes.nsw.gov.au</u>>

Subject: Fw: [#223076] Updated TMP - Quorn Park Solar Farm

Jaymes,

Updated documents from David re: Quorn.

Can you please download and ensure the changes required within the TMP have been updated to reflect the increased OSOM movements and the commitment from the proponent to undertake a heavy formation grade incl. 150mm overlay post construction (including track maintenance during this time).

Thanks Logan

From: David Walker < David. Walker@premise.com.au>

Sent: Friday, September 27, 2024 5:05 PM

To: Development Renewables development.renewables@transport.nsw.gov.au; Council

<Council@parkes.nsw.gov.au>

Cc: Alexandra Power < <u>Alexandra.Power@transport.nsw.gov.au</u>>; Brendan Hayes

<Brendan.Hayes@parkes.nsw.gov.au>; Logan Hignett <Logan.Hignett@parkes.nsw.gov.au>

Subject: [#223076] Updated TMP - Quorn Park Solar Farm

Hi Alex, Brendan and Logan

Thanks again for your time last week to discuss the various transport related matters associated with the approved Quorn Park Solar Farm.

Responding to the content of Brendan's email of 17 September, and the comments made by Alex during the above meeting, we have updated the TMP to provide additional controls and information to address the various points of concern.

A version of the updated TMP (v14) with tracked changes can be downloaded from this link: https://files.premise.com.au/12dSynergy/Publishing/b66baac3-9293-4aa4-950f-31e2c40375ee

A clean pdf version, with appendices included, can be downloaded at this link: https://files.premise.com.au/12dSynergy/Publishing/e5ccf7ed-76d8-430c-a195-767847502928

Updated swept paths for the current intersection are located in Appendix D.

Happy to meet to discuss next week or chat over the phone if there are any questions.

Have a great weekend.

Kind regards

David Walker

General Manager - Central NSW

0437 621 057 | 02 6393 5000 | <u>David.Walker@premise.com.au</u>

Level 1, 60-62 McNamara Street, Orange NSW, 2800, Australia



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Premise Orange has now moved. Our new address is Suite 3, level 1, 60-62 McNamara Street Orange. All other contact details will remain the same.



28 November 2024 Ref: KB:KB

David Walker General Manager – Central NSW Premise

By Email: David.Walker@premise.com.au

Dear David,

Review of Traffic Management Plan for Quorn Park Solar Farm version 17

Reference is made to the Traffic Management Plan (TMP) submitted for Councils review in accordance with consent Condition 7 of Schedule 3 of the Notice of Determination (NoD) for SSD-9097 issued on 16 July 2020.

Council has reviewed the TMP prepared by ARC Traffic and Transport dated 26 November 2024 (version 17) and is satisfied that the current TMP adequately addresses the traffic impacts associated with Stage 1B works.

Should you require further information please do not hesitate to contact the undersigned.

Yours faithfully

Kent Boyd

General Manager



Appendix B: Technical Note 1 Response to TfNSW RFI

Provided as a separate document.

2/08/2023

OCC traffic + transport

antonreisch@optusnet.com.au +61 427 995 160 19 canoon road, south turramurra nsw 2074 www.arctt.com.au

Transport for NSW West PO Box 334 Parkes NSW 2870

Att: Alexandra Power

Quorn Park Solar Farm Traffic Management Plan Response to Transport for NSW Request for Information

Dear Alexandra,

Thank you for providing a response to the Draft Traffic Management Plan (Draft TMP) prepared by arc traffic + transport in regard to the construction, operation and decommissioning of the Quorn Park Solar Farm (the Solar Farm).

Further to receiving the Transport for NSW (TfNSW) request for additional information dated 18 July 2023 in regard to the Draft TMP, arc traffic + transport has examined each of the issues raised by TfNSW, and provided revisions to the final TMP. The revised TMP provides a response to each of these issues, and reference to the section of the TMP where each is discussed in more detail; this table is provided as an attachment of this Response.

From the outset though, it is important to note that many of the issues raised by TfNSW relate to stages during the construction period where details of some works/transport tasks have yet to be finalised. In this regard we note the following in particular:

Over-Size/Over-Mass Vehicles

Until a contractor is appointed and the materials/plant required is finalised, it is not possible to determine the characteristics of any over-size/over-mass (OSOM) vehicles that might be required to travel to/from the Solar Farm; as such, we are unable to provide a detailed response to the TfNSW requests for additional information in regard to OSOM vehicles.

Notwithstanding, and as detailed in Section 5.4.2 of the Draft TMP, any proposed use of OSOM vehicles would require an approval of an OSOM Permit by the NHVR. The OSOM Permit application requires the provision of all the details requested by TfNSW to be included in the TMP; once the OSOM Permit application is prepared (again, if required at some stage during construction), and the OSOM Permit approved, these details will be included in a revised TMP.

Shuttle Buses

TfNSW has also requested additional information in regard to the use of shuttle buses, including details of the location of set down locations and how the use of shuttle buses can be guaranteed.

As discussed in Section 3.5.3 of the Draft TMP, the location of accommodation centres for construction staff is not know at this time, but the use of shuttle buses remains a firm commitment, and moreover an essential transport service in order to provide compliance with the SSD Approval.

Once accommodation location have been determined, then the Principal Contractor will engage the services of a shuttle bus operator, and the routes for shuttle buses will be based on the most efficient

routes to pick-up and drop-off construction staff each day.

As discussed in Section 6.7 of the Draft TMP, monitoring protocols - including monitoring the trip

generation of the Solar Farm during the construction period - will be in place and overseen by the

Principal Contractor. Any breaches of vehicle trip limits as detailed in the SSD Approval will be disclosed

to the Department of Planning & Environment (DPE) along with any measures proposed to ensure

ongoing compliance with the vehicle trip limits detailed in the SSD Approval.

As discussed in Section 6.7.4 of the Draft TMAP, any and all revisions to the TMP - for example

measures to ensure compliant vehicle trip numbers - will be documented in revisions to the TMP through

the entire construction period.

As stated, the table attached to this Response provides a summary response to each of the issues

raised by TfNSW and the section of the TMP where each is discussed in more detail. If arc traffic +

transport can assist TfNSW with any further information in regard to the TMP, please do not hesitate to

2

contact the undersigned.

Calon bamb

Yours sincerely,

Anton Reisch

director. arc traffic + transport



Transport for NSW Comment	Summary Response	TMP Reference
Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition 2, Schedule 3-Environmental Conditions 2,3,4,5,6 and 7 of Notice of Determination for SSD-9097 issued 16 July 2020. TfNSW has reviewed the TMP prepared by Arc Traffic & Transport dated 20 June 2023, the EIS prepared by Premise dated October 2019 dated 20 June 2023 (and associated amendments). TfNSW are not satisfied that the TMP prepared by Arc Traffic and Transport dated 20 June 2023 satisfies the relevant conditions of the development consent (specified above) and require the TMP to be revised to address the following comments (below). The revised/updated TMP is required to be referred to TfNSW in accordance with Condition 7 of the Notice of Determination upon completion of the revisions/updates to the TMP to address the matters identified below.		
	As discussed in Section 3.6 of the Draft TMP, the assessment of traffic impacts provided in the SSD TIA and in the TMP is based on the peak construction period, i.e. when the Site would generate the highest number of vehicle trips.	Section 3.6
Generally - The TMP is required to be revised to clarify what stages of the construction process the TMP is addressing. It is noted that there is an emphasis within the draft TMP on the road works component of the construction phase with minimal details regarding OSOM routes, the OSOM dimensions of the laden loads, compliance with the TIA, heavy vehicles routes, shuttle bus/carpooling commitments and compliance with the specific conditions within Schedule 3-Transport of the	As discussed in Section 5.4.2 of the Draft TMP, any proposed use of OSOM vehicles would require an approval of an OSOM Permit by the NHVR. The application process for an OSOM Permit includes specific consideration of vehicle sizes and routes etc, and again would need to be approved by the NHVR prior to the use of any OSOM vehicles. It is not possible to provide details in regard to these OSOM vehicles as part of the TMP as these details will only be determined during the construction period if the use of OSOM vehicles is required.	Section 5.4.2
development consent have been addressed.	The TMP demonstrates that the construction period transport operations will be in full compliance with the TIA and moreover the Conditions detailed in the SSD Approval. The Draft TMP provides detailed analysis of heavy vehicle routes (Section 3.4); shuttle bus operations (Section 3.5.3); and protocols to ensure that the traffic generation of the Site during the peak construction period does not exceed that provided for in the SSD Approval (Section 3.6).	Section 3.4 Section 3.5.3 Section 3.6



Transport for NSW Comment	Summary Response	TMP Reference
Specify how compliance is achieved with Condition 2(a) of the development consent "(a) generally in accordance with the EIS" in this regard how the TMP achieves compliance with the TIA (which forms part of the EIS) and any recommendations within the TIA that were required to be provided as a part of the TMP.	The Draft TMP demonstrates that the construction period transport operations will be in full compliance with the TIA and moreover the Conditions detailed in the SSD Approval. All recommendations provided in the TIA have been agreed by Enel and incorporated in the TMP and broader solar farm works.	This TMP
The concept design is required to be provided for the intersection of the Henry Parkes Way/McGrath Lane for the BAR/BAL intersection upgrade works, is required to be provided as a part of the TMP, to allow for design review and to ensure compliance with the conditions of the development consent (as per the requirements of condition 7(b)). The concept design currently provided as a part of the TMP is unclear, does not provide dimensions or swept paths for the design vehicles.	Detailed designs of the key intersections were provided in the SSD TIA and then detailed in Appendix 3 of the SSD Approval, including the proposed design vehicles, upgraded intersection geometry and swept path figures. The TMP does not provide for any revisions to these approved and detailed upgrades as endorsed by DPE in the SSD Approval.	Section 3.4.3 Appendix C
The Traffic Management Plan identifies the development of a TGS for Temporary Traffic Management during the road upgrades. The TGS is required to be developed as a part of the TMP as per the requirements of condition 7(f) of the development consent. The TGS is required to be developed by a qualified person holding the 'Prepare Work Zone Traffic Management Plan' (PWZTMP) accreditation.	As discussed in Section 6.3 of the Draft TMP, it is anticipated that a Traffic Guidance Scheme (TGS) will be required to ensure that any road network upgrade works are undertaken safely and efficiently. The contractor for the upgrade works has not been appointed at this time, but as part of the Road Occupancy Licence (ROL) process (detailed in Section 6.3 of the Draft TMP) all necessary approvals, including any TGS requirements, would necessarily require approval from TfNSW and/or Council prior to commencing.	Section 6.3



Transport for NSW Comment	Summary Response	TMP Reference
	It is acknowledged that Section 2.1.3.8 of the SSD EIS states that <i>Employment is expected to peak at approximately 100 on-site workers involved directly in project construction.</i> However, the SSD TIA is based on a higher number of on-site workers that includes 100 general construction staff and up to 30 contract staff being on-site at any one time. This means that the traffic assessment provided in the SSD TIA appropriately accounts for peak trip generation and in turn the required road network upgrades of the absolute peak construction activity peak.	Section 3.6
Section 2.1.3.8 of the EIS states that monthly employment is expected to peak at approx. 100 onsite workers involved in construction of the solar farm. Section 3.6.2 of the Traffic Management Plan indicates there is potential for up to 130 construction staff to be onsite at once. Further information is required as to how this increase will affect traffic generation and vehicle movement limits shown in the TIA (60 light vehicle trips) and condition 2(c) of the consent. What are the implications in terms of distribution and points of origin?	As discussed with Council, TfNSW and DPE during the preparation of the SSD TIA, and as inherently approved by DPE further to the SSD Approval, the traffic analysis provided in the SSD TIA focuses on the intersections and roads providing Site access between Henry Parkes Way and Back Trundle Road as - simply - the trip generation of the Site even during the construction peak would have no significant impact on the broader road network. All construction trips (light vehicles and trucks) will be required to use this route in the immediate vicinity of the Site, after which they would utilise the sub-regional and regional road network which provides significant spare capacity. Once in the sub-regional road network, trips are expected to distribute to staff accommodate locations or (for example) supplier locations, which further reduces potential traffic impacts.	Section 3.6
	Finally, a more detailed analysis road network operations is provided in Section 8 of the Draft TMP in regard to a future Decommissioning period; this analysis adopts the same peak trip generation as will be generated during the construction period as a worst case, and confirms that - even further to 30 years of background traffic growth - the road network will continue to operate at an appropriate Level of Service.	Section 8



Transport for NSW Comment	Summary Response	TMP Reference
To adequately address Condition 7(f) and to comply with the vehicle movements proposed in the TIA and condition 2(c)of the consent, details need to provided [sic] for the employee shuttle bus service. The TMP needs to be updated with the following information:		
Provide enforceable measures/strategies/protocols to ensure full compliance with the TIA, maximum light vehicles for peak (as per TIA) (60 light vehicle trips) during the AM/PM peaks and condition 2C (max 30 vehicle	As discussed in Section 3.5.3 of the Draft TMP, the location of accommodation centres is not know at this time, but the use of shuttle buses remains a firm commitment, and moreover an essential transport service in order to provide compliance with the SSD Approval.	Section 3.5.3
movements an hour at the intersection of Henry Parkes Way and McGrath Lane). As a part of addressing this specify who is responsible for enforcement, how the measures will be enforced, what methods will be provided to monitor compliance, procedure for breaches in compliance and specify procedure for reviews of the implemented protocols, procedures, strategies.	As discussed in Section 6.7 of the Draft TMP, monitoring protocols, including the trip generation of the Site during the construction period, will be in place and overseen by the Principal Contractor. Any breaches of vehicle trip limits as detailed in the SSD Approval will be disclosed to DPE along with any measures proposed to ensure ongoing compliance with the vehicle trip limits detailed in the SSD Approval. As discussed in Section 6.7.4 of the Draft TMAP, any and all revisions to the TMP - for example measures to ensure compliant vehicle trip numbers - will be documented in the TMP.	Section 6.7 Section 6.7.4
Identify pick-up and drop-off points and associated parking arrangements for workers, and measures to encourage shuttle bus usage.	As discussed in Section 3.5.3, the location of shuttle bus set down locations will be determined further to the identification of construction staff accommodation locations.	Section 3.5.3
Identify if the shuttle buses will be located at the project area during the day or return to another location outside of the AM/PM peak hours.	A decision in regard to whether shuttle buses remain on-site or return to another location outside of the construction staff pick-up and drop-off peaks will be made by the Principal Contractor further to contractual discussions with the nominated shuttle bus operator. From a traffic perspective, the addition of a small number of additional shuttle bus trips if the shuttle bus does not remain on-site for the work day would have no impact on the operation of the road network, nor result in non-compliance with the vehicle trip limits specified in the SSD Approval	Section 3.5.3
Identify how the shuttle buses will be monitored for compliance, chain of responsibility and protocols for breaches in compliance with the LV numbers.	As discussed above, Section 6.7 of the Draft TMP, monitoring protocols, including the trip generation of the Site during the construction period, will be in place and overseen by the Principal Contractor	Section 6.7



Transport for NSW Comment	Summary Response	TMP Reference
Section 6.1.3 of the Traffic Management Plan suggests scheduling of heavy vehicle deliveries will be implemented to minimise convoys or queuing. Details of how this will be measures should be included in the TMP.	As detailed in Section 6.7.2 of the Draft TMP, the possibility exists that truck trips associated with local suppliers/contractors could be scheduled so as to limit truck peaks. However, the majority of truck trips will be generated to ports on the east coast and as such scheduling is not possible. Notwithstanding, by having these trucks depart the port once loaded, and the distance between the ports and the Site, means that the potential for truck convoys to eventuate is very minimal.	Section 6.7.2
The Traffic Management Plan is to be amended to include a requirement for the operator to check the Live Traffic website to identify any roadwork sites that may impact their journey and contact on-site representative or the Customer & Network Operations Coordinator for the South (cnc.south@transport.nsw.gov.au) prior to OSOM movement and development.west@transport.nsw.gov.au.	This requirement has now been included in the TMP.	
The Traffic Management Plan is required to be amended to include a commitment to providing a weekly movement / delivery schedule via email to be sent to CNC.South@transport.nsw.gov.au and development.western@transport.nsw.gov.au	As detailed in Section 6.7.4 of the Draft TMP, the monitoring protocols include the preparation of a daily vehicle log for all entering and departing vehicles. The log results can be provided to TfNSW on a weekly basis as requested by TfNSW.	Section 6.7.4
Safety around school buses is important and should be appropriately addressed. Section 6.5 states that school buses operate along the proposed construction route (Back Trundle Road and Henry Parkes Way). The Traffic Management Plan should be updated to clarify if construction traffic peaks and school bus schedules overlap.	As detailed in Section 6.5 of the Draft TMP, arc traffic + transport held discussions with Council and local bus companies in regard to school bus routes in the vicinity of the Site. One route was identified and discussed in Section 6.5 of the Draft TMP, as well as the fact that construction peaks will not coincide with the movement of the single school bus in the AM and PM school peak past the Site in Back Trundle Road, noting further that - with reference to Figure 8 of the Draft TMP - no bus stops are located in Back Trundle Road or McGrath Lane in the vicinity of the Site.	Section 6.5
The drivers code of conduct (Appendix B) suggests the designated route must be used at all times, other than contractors in the local area. Clarification is required if a different route is proposed other than the route shown in condition 4 of the consent?	As discussed in Section 6.7.2 of the Draft TMP, the potential exists that some local contractors may use alternative routes in the broader road network, for example travelling to/from local industrial areas in south Parkes, or from the west. These contractors would still be required to use the designated route via Henry Parkes Way, McGrath Lane and Back Trundle Road to access the Site, but may use route other than the primary truck route as shown in Figure 7 of the Draft TMP.	Section 6.7.2 Figure 7



Transport for NSW Comment	Summary Response	TMP Reference
Appendix A of the TMP appears to be blank, this needs to be updated.	Appendix A has now been updated further to the reciept of the correspondence from Council and TfNSW.	Appendix A
Swept path analysis is required demonstrating the largest design vehicle entering and leaving the development, and moving in each direction through intersections along the proposed OSOM transport route/s. The route analysis is to include at a minimum the following:		
Identify any level crossings, rail and TfNSW projects that will have implications in relation to the delivery of the Transformers and substations (largest OSOMs) along the OSOM route, for example the Parkes Bypass Project and measures in place to ensure minimal impacts/disruptions to these projects.	This information will be prepared as part of the OSOM Permit process for approval by the NHVR, and OSOM vehicles would only be permitted further to an approval of the OSOM Permit by the NHVR.	Section 5.4
The design vehicle templates used with the swept path analysis software are also requested in order for TfNSW to review the performance within the software (e.g. Autodesk Vehicle Tracking or Transoft AutoTURN).	This information will be prepared as part of the OSOM Permit process for approval by the NHVR, and OSOM vehicles would only be permitted further to an approval of the OSOM Permit by the NHVR.	Section 5.4
Highlighting each at-risk road structures that the haulage route crosses including bridges traffic signals, signage, major culverts, and minor culverts that may not meet the desirable cover to cater for proposed axle loads.	This information will be prepared as part of the OSOM Permit process for approval by the NHVR, and OSOM vehicles would only be permitted further to an approval of the OSOM Permit by the NHVR.	Section 5.4



Transport for NSW Comment	Summary Response	TMP Reference
Identify and provide the following measurements parameters of the OSOM components / materials to be moved:		
 Identify all the types of OSOM vehicles proposed to be used for the project and whether they require police escort or pilot vehicles Provide bridge assessments for all bridges along the OSOM route(s). Overall combination length, width, height and mass of the laden loads, Maximum component length, widths and heights (clearance to overhead obstructions such as structures, utilities and vegetation) Identify all the types of OSOM vehicles proposed to be used for the project. Wheelbase dimensions Maximum trailer articulation angle(s) Minimum overhang heights above the road surface Axle loads and axle group loads in terms of both tonnes and Equivalent Standard Axles (refer to Austroads Guide to Pavement Technology). 	This information will be prepared as part of the OSOM Permit process for approval by the NHVR, and OSOM vehicles would only be permitted further to an approval of the OSOM Permit by the NHVR.	Section 5.4
It should be noted that NHVR permits do not cover the civil works required along any proposed OSOM route. Any works required along the OSOM route must be considered within the scope of works for the SSD to ensure that the development is constructable.	Noted.	



Appendix C: TMP References for TfNSW RFI



Transport for NSW Issue	TMP Reference
Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW	
(TfNSW) consideration in accordance with consent Condition 2, Schedule 3- Environmental	
Conditions 2,3,4,5,6 and 7 of Notice of Determination for SSD-9097 issued 16 July 2020.	
TfNSW has reviewed the TMP prepared by Arc Traffic & Transport dated 20 June 2023, the	
EIS prepared by Premise dated October 2019 dated 20 June 2023 (and associated	
amendments).	
TfNSW are not satisfied that the TMP prepared by Arc Traffic and Transport dated 20 June	
2023 satisfies the relevant conditions of the development consent (specified above) and	
require the TMP to be revised to address the following comments (below).	
The revised/updated TMP is required to be referred to TfNSW in accordance with Condition 7	
of the Notice of Determination upon completion of the revisions/updates to the TMP to address	
the matters identified below.	
Generally - The TMP is required to be revised to clarify what stages of the construction	
process the TMP is addressing. It is noted that there is an emphasis within the draft TMP on	
the road works component of the construction phase with minimal details regarding OSOM	
routes, the OSOM dimensions of the laden loads, compliance with the TIA, heavy vehicles	Section 4.6
routes, shuttle bus/carpooling commitments and compliance with the specific conditions	
within Schedule 3-Transport of the development consent have been addressed.	
Specify how compliance is achieved with Condition 2(a) of the development consent "(a)	
generally in accordance with the EIS" in this regard how the TMP achieves compliance with	
the TIA (which forms part of the EIS) and any recommendations within the TIA that were	Section 5.8
required to be provided as a part of the TMP.	
The concept design is required to be provided for the intersection of the Henry Parkes	
Way/McGrath Lane for the BAR/BAL intersection upgrade works, is required to be provided as	
a part of the TMP, to allow for design review and to ensure compliance with the conditions of	
the development consent (as per the requirements of condition 7(b)). The concept design	Section 2.5
currently provided as a part of the TMP is unclear, does not provide dimensions or swept paths for the design vehicles.	
The Traffic Management Plan identifies the development of a TGS for Temporary Traffic	
Management during the road upgrades. The TGS is required to be developed as a part of the	
TMP as per the requirements of condition 7(f) of the development consent. The TGS is required	Section 5.4
to be developed by a qualified person holding the 'Prepare Work Zone Traffic Management	
Plan' (PWZTMP) accreditation.	
Section 2.1.3.8 of the EIS states that monthly employment is expected to peak at approx. 100	
onsite workers involved in construction of the solar farm. Section 3.6.2 of the Traffic	
Management Plan indicates there is potential for up to 130 construction staff to be onsite at	Section 2.7
once. Further information is required as to how this increase will affect traffic generation and	GGGHOH 2.1
vehicle movement limits shown in the TIA (60 light vehicle trips) and condition 2(c) of the	
consent. What are the implications in terms of distribution and points of origin?	



Transport for NSW Comment	TMP Reference
To adequately address Condition 7(f) and to comply with the vehicle movements proposed in the TIA and condition 2(c)of the consent, details need to be provided for the employee shuttle bus service. The TMP needs to be updated with the following information:	
Provide enforceable measures/strategies/protocols to ensure full compliance with the TIA, maximum light vehicles for peak (as per TIA) (60 light vehicle trips) during the AM/PM peaks and condition 2C (max 30 vehicle movements an hour at the intersection of Henry Parkes Way and McGrath Lane). As a part of addressing this specify who is responsible for enforcement, how the measures will be enforced, what methods will be provided to monitor compliance, procedure for breaches in compliance and specify procedure for reviews of the implemented protocols, procedures, strategies.	Section 2.7 Section 5.8.5
Identify pick-up and drop-off points and associated parking arrangements for workers, and measures to encourage shuttle bus usage.	Section 2.6.3
Identify if the shuttle buses will be located at the project area during the day or return to another location outside of the AM/PM peak hours.	Section 2.6.3
Identify how the shuttle buses will be monitored for compliance, chain of responsibility and protocols for breaches in compliance with the LV numbers.	Section 2.6.3 Section 5.8.5
Section 6.1.3 of the Traffic Management Plan suggests scheduling of heavy vehicle deliveries will be implemented to minimise convoys or queuing. Details of how this will be measures should be included in the TMP.	Section 5.2.3
The Traffic Management Plan is to be amended to include a requirement for the operator to check the Live Traffic website to identify any roadwork sites that may impact their journey and contact on-site representative or the Customer & Network Operations Coordinator for the South (cnc.south@transport.nsw.gov.au) prior to OSOM movement and development.west@transport.nsw.gov.a.	Section 4.6
The Traffic Management Plan is required to be amended to include a commitment to providing a weekly movement / delivery schedule via email to be sent to CNC.South@transport.nsw.gov.au and development.western@transport.nsw.gov.au	Section 5.8.5
Safety around school buses is important and should be appropriately addressed. Section 6.5 states that school buses operate along the proposed construction route (Back Trundle Road and Henry Parkes Way). The Traffic Management Plan should be updated to clarify if construction traffic peaks and school bus schedules overlap.	Section 5.6
The drivers code of conduct (Appendix B) suggests the designated route must be used at all times, other than contractors in the local area. Clarification is required if a different route is proposed other than the route shown in condition 4 of the consent?	Appendix E



Transport for NSW Comment	TMP Reference
Appendix A of the TMP appears to be blank, this needs to be updated.	Noted
Swept path analysis is required demonstrating the largest design vehicle entering and leaving the development, and moving in each	Section 2.5
direction through intersections along the proposed OSOM transport route/s. The route analysis is to include at a minimum the following:	Appendix E
Identify any level crossings, rail and TfNSW projects that will have implications in relation to the delivery of the Transformers and substations (largest OSOMs) along the OSOM route, for example the Parkes Bypass Project and measures in place to ensure minimal impacts/disruptions to these projects.	Section 4.6
The design vehicle templates used with the swept path analysis software are also requested in order for TfNSW to review the performance within the software (e.g. Autodesk Vehicle Tracking or Transoft AutoTURN).	Section 2.5 Appendix D
Highlighting each at-risk road structures that the haulage route crosses including bridges traffic signals, signage, major culverts, and minor culverts that may not meet the desirable cover to cater for proposed axle loads.	Section 4.6
Identify and provide the following measurements parameters of the OSOM components / materials to be moved:	
 Identify all the types of OSOM vehicles proposed to be used for the project and whether they require police escort or pilot vehicles Provide bridge assessments for all bridges along the OSOM route(s). 	
Overall combination length, width, height and mass of the laden loads, Maximum component length, widths and heights (clearance to overhead obstructions such as structures, utilities and vegetation)	Section 4.6
Identify all the types of OSOM vehicles proposed to be used for the project. Wheelbase dimensions	
Maximum trailer articulation angle(s)	
Minimum overhang heights above the road surface	



Axle loads and axle group loads in terms of both tonnes and Equivalent Standard Axles (refer to Austroads Guide to Pavement Technology).	
It should be noted that NHVR permits do not cover the civil works required along any proposed OSOM route. Any works required along the OSOM route must be considered within the scope of works for the SSD to ensure that the development is constructable.	Noted
Transport have queried whether under the scenario presented in the letter, the traffic impacts are still consistent with the original Traffic Impact Assessment and that the AM and PM peaks have not increased.	During the assessment of the EIS, an additional information response was submitted to the Department on the 30 March 2020. This response confirmed at Section 4 that over-dimensional vehicles were assessed within the overall daily vehicle numbers during construction. We can confirm that this approach remains unchanged. That is, we confirm that the overall traffic numbers, and associated traffic impacts, remain unchanged and that there will be no change to the AM and PM peak volumes. As stated in our earlier letter, the reason behind the increase in heavy vehicles requiring escort is to accommodate larger construction equipment. The use of larger construction equipment enables the project to be built more efficiently, more quickly and with less impact to the locality.
heights of the design vehicles	Table 11
one of the vehicles (130 tonne) may encounter issues with the weight limits on some relevant parts of the route.	A thorough route assessment for the 130 tonne transformer is currently being



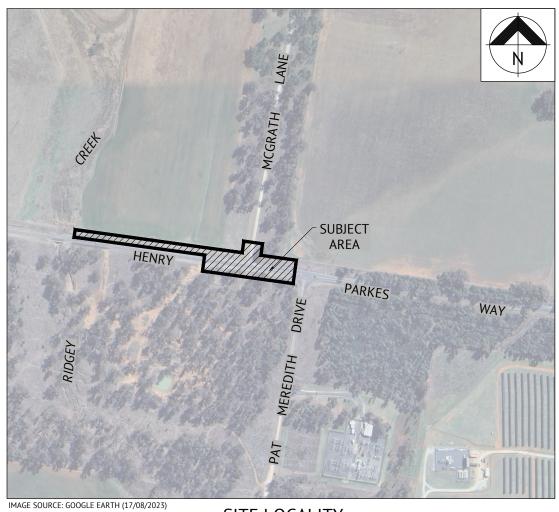
	1 (1) (1) (1) (1) (1)
	completed and this will be supplied to
	TfNSW under separate cover.
	We note that there is no change to the
	consent sought or required in this regard
	as the original approval always provided
	for the transport of this larger equipment.
	This will continue to be managed through
	the appropriate National Heavy Vehicle
	Regulator (NHVR) licence process by the
	construction contractor and their logistics
	company. If needed, full details of this will
	be provided in the project Traffic
	Management Plan, to be supplied prior to
	road upgrades commencing.
Regarding the width of the BAL dimension for F is required to be	The concept intersection design has
3m and not 2m.	been updated to reflect these dimensions
	and the plans supplied to the TfNSW
	Renewables Energy team with a request
	for WAD initiation. This has been
	supplied to TfNSW and is also provided
	in Appendix D.
The length of the BAR dimension A is required to be 46m.	
	As above
	AS above
However, as the design forms part of the development consent it	The concept design in the development
However, as the design forms part of the development consent it will be a question for DPHI as to whether a secretary agreement or	
will be a question for DPHI as to whether a secretary agreement or	consent does not feature any
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is
will be a question for DPHI as to whether a secretary agreement or	consent does not feature any dimensions. The design provided is consistent with the concept design in the
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or variation/modification required.
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or variation/modification required. We can confirm that the environmental
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or variation/modification required. We can confirm that the environmental assessment completed in relation to the
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or variation/modification required. We can confirm that the environmental assessment completed in relation to the EIS was comprehensive and considered
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or variation/modification required. We can confirm that the environmental assessment completed in relation to the EIS was comprehensive and considered all of the area proposed to be impacted
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or variation/modification required. We can confirm that the environmental assessment completed in relation to the EIS was comprehensive and considered all of the area proposed to be impacted by the approved concept design within
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or variation/modification required. We can confirm that the environmental assessment completed in relation to the EIS was comprehensive and considered all of the area proposed to be impacted
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or variation/modification required. We can confirm that the environmental assessment completed in relation to the EIS was comprehensive and considered all of the area proposed to be impacted by the approved concept design within
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or variation/modification required. We can confirm that the environmental assessment completed in relation to the EIS was comprehensive and considered all of the area proposed to be impacted by the approved concept design within the consent and the concept design provided for WAD initiation.
will be a question for DPHI as to whether a secretary agreement or mod is required or if the environmental footprint is sufficient to cover the increased scope required for the BAR.	consent does not feature any dimensions. The design provided is consistent with the concept design in the consent and therefore there is no approval implication or variation/modification required. We can confirm that the environmental assessment completed in relation to the EIS was comprehensive and considered all of the area proposed to be impacted by the approved concept design within the consent and the concept design



Appendix D: Road Network Upgrade Plans including swept path analysis

QUORN PARK SOLAR FARM

INTERSECTION UPGRADE OF HENRY PARKES WAY AND McGRATH LANE, PARKES, NSW ENEL GREEN POWER AUSTRALIA DETAILED CIVIL ENGINEERING DESIGN FOR WORKS AUTHORISATION DEED (WAD) TfNSW WAD REFERENCE WST24/00155



SITE LOCALITY



SCHEDULE OF DRAWINGS		
Sheet Number	Sheet Title	
C001	TITLE SHEET & SITE LOCALITY	
C002	SAFETY IN DESIGN	
C003	EXISTING SITE LAYOUT PLAN	
C004	GENERAL NOTES & TYPICAL DETAILS, SHEET 1 OF 2	
C005	GENERAL NOTES & TYPICAL DETAILS, SHEET 2 OF 2	
C006	OVERALL LAYOUT PLAN	
C007	DETAILED LAYOUT PLAN	
C008	ROAD LAYOUT PLAN	
C009	HENRY PARKES WAY LONGITUDINAL SECTION	
C010	HENRY PARKES WAY CROSS SECTIONS, CH71.000 TO CH92.425	
C011	HENRY PARKES WAY CROSS SECTIONS, CH93.901 TO CH120.000	
C012	HENRY PARKES WAY CROSS SECTIONS, CH120.744 TO CH160.000	
C013	HENRY PARKES WAY CROSS SECTIONS, CH174.124 TO CH191.333	
C014	HENRY PARKES WAY CROSS SECTIONS, CH200.000 TO CH214.716	
C015	HENRY PARKES WAY CROSS SECTIONS, CH215.143 TO CH223.721	
C016	HENRY PARKES WAY CROSS SECTIONS, CH229.253 TO CH250.848	
C017	HENRY PARKES WAY CROSS SECTION, CH255.205	
C018	McGRATH LANE LONGITUDINAL SECTION	
C019	HENRY PARKES WAY & McGRATH LANE INTERSECTION LAYOUT PLAN	
C020	VEHICLE TURNING PATHS	
C021	SIGNAGE & LINEMARKING LAYOUT PLAN	
C022	SIGHT DISTANCE PLAN, SHEET 1 OF 2	
C023	SIGHT DISTANCE PLAN, SHEET 2 OF 2	
C024	STORMWATER LAYOUT PLAN	
C025	STORMWATER LINE 1 LONGITUDINAL SECTION & STORMWATER CALCULATIONS	
C026	STORMWATER CATCHMENT PLAN	
C027	EROSION & SEDIMENT CONTROL PLAN	
C028	EROSION & SEDIMENT CONTROL FIGURES	

NOTE

THESE INTERSECTION UPGRADE PLANS ARE SUBMITTED TO TFNSW FOR REVIEW AND ARE SUBJECT TO THE APPROVAL OF THE MODIFICATION APPLICATION FOR THE PROJECT.

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

ISSUED FOR TFNSW APPROVAL					
25/10/2024	С	MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	SJH	
11/10/2024	В	MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	EG	
27/08/2024	Α	ISSUED FOR TFNSW APPROVAL	BW	EG	
31/05/2024	6	30% DESIGN & ISSUED FOR TFNSW APPROVAL	RD	SJH	
22/05/2024	5	ISSUED FOR TFNSW APPROVAL	RD	SJH	
01/05/2024	4	RE-ISSUED FOR TFNSW REVIEW	RD	SJH	
DATE	REV	DESCRIPTION	REC	APP	
REVISIONS					

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	DUBBO, NSW 2830
Dromico	PH: (02) 6887 4500
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· ·	

DESIGNED	SCALE
BRAD WATSON	
CHECKED	
EDDIE GOULD	
PROJECT MANAGER	
STEPHEN J HOYNES	
ENGINEERING CERTIFICATION	
	ORIGINAL SHEET SIZE A1
·	

CLIENT	ENEL GREEN POWER AUSTRALIA	
PROJECT	QUORN PARK SOLAR FARM INTERSECTION UPGRADE	
LOCATION	HENRY PARKES WAY, PARKES, NSW	
SHEET TITLE	TITLE SHEET & SITE LOCALITY	

223076_01

CONSTRUCTION HAZARD NOTES

- 1. UNDER THE NSW WORK HEALTH AND SAFETY ACT 2011, THE WORK HEALTH AND SAFETY REGULATION 2017 AND OTHER LEGISLATION AND GUIDELINES, THE PRINCIPAL CONTRACTOR HAS SPECIFIC OBLIGATIONS IN RELATION TO THE SAFE OPERATION OF THE SITE AND OF THE WORKS. TO ASSIST THE PRINCIPAL CONTRACTOR IN COMPLYING WITH THESE OBLIGATIONS, THE PROJECT DESIGNERS HAVE IDENTIFIED BY DRAWING NOTES, AREAS WHERE POTENTIAL HAZARDS MAY ARISE. THESE NOTES OR ADVICE SHALL NOT NECESSARILY BE CONSIDERED COMPLETE AND ARE BASED
- UPON THE DESIGNERS' UNDERSTANDING OF THE SAFETY RISKS ASSOCIATED WITH THE WORKS.

 2. THESE NOTES OR ADVICE SHALL NOT RELIEVE THE PRINCIPAL CONTRACTOR OF ANY OBLIGATION UNDER THE RELEVANT LEGISLATION OR GUIDELINE. THE PRINCIPAL CONTRACTOR SHALL REMAIN RESPONSIBLE FOR THE PREPARATION OF AN APPROPRIATE WORK HEALTH SAFETY MANAGEMENT PLAN AND SAFE WORK METHOD STATEMENTS FOR THE SITE.
- PURSUANT TO THE WORK HEALTH AND SAFETY ACT 2011, WE HEREBY ADVISE THAT OUR DESIGN SAFETY REVIEW HAS IDENTIFIED UNUSUAL OR ATYPICAL DESIGN FEATURES THAT MAY PRESENT ADDITIONAL HAZARDS OR RISKS DURING THE CONSTRUCTION PHASE AND THESE ARE LISTED IN

DESIGN HAZARD NOTES

- 1. PREMISE AUSTRALIA PTY LTD (PREMISE), HAVING BEEN COMMISSIONED TO CARRY OUT THE DEVELOPMENT APPLICATION DESIGN AND DOCUMENTATION OF THESE WORKS, CONFIRM THAT THE PREMISE DRAWING SET HAS BEEN INTERNALLY REVIEWED FOR DESIGN SAFETY IN ACCORDANCE WITH SECTION
- 22 OF THE WORK HEALTH AND SAFETY ACT 2011 NSW.
 2. THIS REPORT SUMMARISES AN INTERNAL REVIEW OF THE PREMISE DETAILED DESIGN DRAWINGS FOR DESIGN SAFETY.
- THIS REPORT IN NO WAY RELIEVES THE PRINCIPAL, CONTRACTOR OR ANY OTHER PARTY OF THEIR OWN OBLIGATIONS AND RESPONSIBILITIES UNDER THE WORK HEALTH AND SAFETY ACT 2011 NSW.

DESIGN HAZARD SCHEDULE

ITEM	TEM DESIGN POTENTIAL HAZARD		RISK	ELIMINATION / MINIMISATION OF HAZARD / RISK	RESIDUAL RISK
D1	EXISTING STRUCTURE HAZARD	EXISTING TREES ARE LOCATED IN CLOSE PROXIMITY TO THE PROPOSED EDGE OF BITUMEN & ARE WITHIN THE PROPOSED CLEAR ZONE	HIGH	THE EXISTING TREE HAZARD HAS BEEN REDUCED BY: -REMOVING ALL SIGNIFICANT TREES LOCATED WITHIN THE CLEAR ZONE.	LOW
D2	PROPOSED STRUCTURE HAZARD (PROPOSED CULVERT)	A PROPOSED 2 x 375mm H x 1200mm W RCBC WITH PRECAST HEADWALLS EITHER END IS LOCATED UNDER McGRATH LANE & PARALLEL TO HENRY PARKES WAY.	MODERATE	THE HAZARD HAS BEEN REDUCED BY: -PROVIDING GUIDEPOSTS EITHERSIDE OF THE PROPOSED CULVERT TO IMPROVE ITS DELINEATION.	LOW
D3	ROAD DESIGN HAZARD PAT MEREDITH DRIVE INTERSECTION	THE EXISTING GIVEWAY LINE ON PAT MEREDITH DRIVE IS LOCATED IN CLOSE PROXIMITY TO THE PROPOSED BAR TURN TREATMENT. THIS POTENTIALLY INCREASES THE RISK OF ACCIDENTS.	MODERATE	THE HAZARD HAS BEEN REDUCED BY: -RELOCATING THE EXISTING GIVEWAY LINE ON PAT MEREDITH DRIVE =2.5m SOUTH TO PROVIDE ADDITIONAL CLEARANCE BETWEEN VEHICLES STOPPED AT THE GIVEWAY LINE ON PAT MEREDITH DRIVE & VEHICLES TRAVERSING THE PROPOSED BAR TURN TREATMENT.	LOW
D4	EXISTING OVERHEAD SERVICES HAZARD	EXISTING OVERHEAD SERVICES HAZARD EXIST IN CLOSE PROXIMITY TO THE PROPOSED INTERSECTION UPGRADE.	MODERATE	THE DESIGN HAS EXCLUDED ANY PROPOSED WORKS DIRECTLY UNDER THE EXISTING OVERHEAD POWERLINES AND THE CONTRACTOR IS TO BE MADE AWARE OF THESE EXISTING SERVICES AND TAKE ALL ACTIONS NECESSARY TO FURTHER MITIGATE THIS HAZARD DURING CONSTRUCTION.	MODERATE
D5	TABLE DRAIN SIDE BATTER SLOPE	TABLE DRAINS ON HENRY PARKES WAY ARE PROPOSED AS PART OF THE PROPOSED INTERSECTION UPGRADE.	MODERATE	THE HAZARD HAS BEEN REDUCED BY: -PROVIDING MAXIMUM 1:6 CUT BATTER (DIRECTLY ADJACENT TO HENRY PARKES WAY) & MAXIMUM 1:4 FILL BATTER.	LOW

CONSTRUCTION HAZARD SCHEDULE

ITEM	POTENTIAL	DOCCIDI E DDEVENTATIVE ACTIONI			
ITEM	HAZARD	POSSIBLE PREVENTATIVE ACTION			
C1	EXCAVATION HAZARD	ALL STEPS MUST BE TAKEN TO OBTAIN CURRENT UNDERGROUND SERVICES INFORMATION BEFORE EXCAVATION WORKS COMMENCE. EXCAVATION WORK MUST BE UNDERTAKEN BY APPROPRIATELY EXPERIENCED AND QUALIFIED PERSONNEL. EXCAVATIONS SHALL BE ADEQUATELY SHORED AND APPROPRIATE BARRICADES AND SIGNAGE ERECTED, IF REQUIRED. ALL SERVICES ARE TO BE ELECTRONICALLY LOCATED & POTHOLED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.			
C2	UNDERGROUND ELECTRICAL. TELECOMMUNICATIONS AND FIBRE, GAS AND WATER MAIN HAZARD	WARNING SIGNS AND MARKERS SHALL BE ERECTED ADVISING OF THE PRESENCE OF THE EXISTING SERVICE. THE SERVICE SHALL BE IDENTIFIED AND MARKED BY THE SUPPLY AUTHORITY PRIOR TO THE COMMENCEMENT OF EXCAVATION. A REPRESENTATIVE OF THE SUPPLY AUTHORITY SHALL REMAIN ON SITE DURING THE EXCAVATION WORK, IF REQUIRED.			
C3	OVERHEAD POWER HAZARD	WARNING SIGNS AND MARKERS SHALL BE ERECTED ADVISING OF THE PRESENCE OF LIVE OVERHEAD CABLES. A REPRESENTATIVE OF THE SUPPLY AUTHORITY SHALL REMAIN ON SITE DURING EARTHWORKS AND ANY OTHER HIGH RISK WORKS, IF REQUIRED.			
C4	WORKS NEAR ROADS HAZARD	ALL REQUIRED PERMITS, APPROVALS AND SAFETY REQUIREMENTS FROM THE RELEVANT AUTHORITY SHOULD BE OBTAINED PRIOR TO COMMENCING WORK. A REPRESENTATIVE OF THE RELEVANT AUTHORITY SHALL REMAIN ON SITE DURING CONSTRUCTION WHILE THE HAZARD REMAINS.			
C5	PEDESTRIAN ACCESS HAZARD	WORK WITHIN OR ADJACENT TO AREAS WHICH THE PUBLIC REQUIRES PEDESTRIAN ACCESS MUST HAVE APPROPRIATE BARRICADES AND SIGNAGE ERECTED AT ALL TIMES.			
C6	POTENTIAL VEHICLE HAZARD	SITE PERSONNEL SHALL BE ADVISED OF THE POTENTIAL HAZARDS AND THE APPROPRIATE PROCEDURES FOR WORKING ADJACENT TO OPERATING PUBLIC ROADS. APPROPRIATE SAFETY CLOTHING SHALL BE WORN AND THE REQUIRED SIGNAGE SHALL BE ERECTED. THE WORKS SHALL BE UNDERTAKEN IN A MANNER WHICH DOES NOT COMPROMISE THE SAFETY OF THE VEHICLE OCCUPANTS OR THE SITE PERSONNEL.			
С7	TRAFFIC MANAGEMENT HAZARD	SUITABLE QUALIFIED AND EXPERIENCED PERSONNEL SHALL BE RESPONSIBLE FOR THE SAFE AND ORDERLY PASSAGE OF VEHICULAR AND PEDESTRIAN TRAFFIC THROUGH THE PROJECT AT ALL TIMES. THE CONTRACTOR SHALL DEVELOP A TRAFFIC MANAGEMENT PLAN (TMP) FOR THE PROJECT TO ESTABLISH APPROPRIATE CONTROLS IN ACCORDANCE WITH THE AUSTROADS GUIDE TO TEMPORARY TRAFFIC MANAGEMENT AND THE REQUIREMENTS OF TRANSPORT FOR NSW.			
C8	DEMOLITION AND CLEARING HAZARD	SUITABLE QUALIFIED AND EXPERIENCED PERSONNEL SHALL BE RESPONSIBLE FOR THE DEMOLITION AND CLEARING WORKS FOR THE PROJECT AT ALL TIMES. THE CONTRACTORS WORK METHOD STATEMENT SHALL ALSO GIVE CONSIDERATION TO FALLING DEBRIS, COLLAPSE AND DANGEROUS AIRBORNE AGENTS.			
С9	CRANE LIFTS	ALL REQUIRED PERMITS, APPROVALS AND SAFETY REQUIREMENTS FROM THE RELEVANT AUTHORITY SHOULD BE OBTAINED PRIOR TO COMMENCING WORK AND PRIOR TO INSTALLATION OF CRANE AND ALL LIFTS. A CRANE LIFT PLAN SHALL BE PREPARED BY A SUITABLY QUALIFIED PERSON FOR ALL LIFTS. SITE PERSONNEL SHALL BE ADVISED OF THE POTENTIAL HAZARDS AND THE APPROPRIATE PROCEDURES FOR WORKING WITH AND ADJACENT TO CRANES AND ARE TO REMAIN CLEAR OF SUSPENDED LOADS AT ALL TIMES. THE WORKS SHALL BE UNDERTAKEN IN A MANNER WHICH DOES NOT COMPROMISE THE SAFETY OF THE VEHICLE OCCUPANTS OR THE SITE PERSONNEL.			
C10	SEDIMENT AND EROSION CONTROL HAZARD	THE CONTRACTOR WILL BE RESPONSIBLE FOR THE IMPLEMENTATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL DEVICES FOR THE DURATION OF THE WORKS. ALL CONTROL MEASURES TO BE IN ACCORDANCE WITH INDUSTRY BEST PRACTICE, THE LANDCOM BLUE BOOK AND THE REQUIREMENTS OF TRNSW.			

CONSEQUENCE TABLE

LEVEL	CONSEQUENCE	COST/TIME				
5 - CATASTROPHIC	FATALITY OR MULTIPLE PERSONS ONSITE WITH LIFE THREATENING HEALTH EFFECTS OR INABILITY TO CONTINUE.	HUGE FINANCIAL OR TIME LOSS				
4 - MAJOR	EXTENSIVE INJURIES, OR ONSET OF SEVERE OR LIFE THREATENING HEALTH EFFECTS TO SINGLE PERSON ONSITE. MULTIPLE PERSONS WITH ONSET OF IRREVERSIBLE HEALTH EFFECTS. PERMANENT INJURY TO PERSON ONSITE.	MAJOR FINANCIAL OR TIME LOSS				
3 - MODERATE	MEDICAL TREATMENT REQUIRED. IRREVERSIBLE HEALTH EFFECT TO A SINGLE PERSON. MULTIPLE PERSONS ONSITE WITH REVERSIBLE HEALTH EFFECTS.	HIGH FINANCIAL OR TIME LOSS				
2 - MINOR	FIRST AID, SINGLE OR MULTIPLE INJURIES AMONGST PERSONS ONSITE. SINGLE PERSON ONSITE WITH MODERATE SHORT TERM REVERSIBLE HEALTH EFFECTS.	MEDIUM FINANCIAL OR TIME LOSS				
1 - INSIGNIFICANT	NO INJURIES. OVER EXPOSURE TO A SINGLE PERSON ONSITE, BUT NO REPORTED HEALTH EFFECTS.	LOW FINANCIAL OR TIME LOSS				
	LIVELLIOOD TABLE	LIVELUICOD TARLE				

LIKELIHOOD TABLE

LEVEL	DESCRIPTION	QUANTIFICATION GUIDE
A - ALMOST CERTAIN	THE EVENT <u>IS</u> EXPECTED TO OCCUR IN MOST CERTAIN CIRCUMSTANCES	MORE THAN ONCE PER YEAR
B - LIKELY	THE EVENT <u>WILL</u> PROBABLY OCCUR IN MOST CIRCUMSTANCES	AT LEAST ONCE IN 5 YEARS
C - POSSIBLE	THE EVENT <u>SHOULD</u> OCCUR AT SOME TIME	AT LEAST ONCE IN 10 YEARS
D - UNLIKELY	THE EVENT <u>COULD</u> OCCUR AT SOME TIME	AT LEAST ONCE IN 30 YEARS
E - RARE	THE EVENT MAY OCCUR IN EXCEPTIONAL CIRCUMSTANCES	LESS THAN ONCE IN 30 YEARS

RISK ANALYSIS MATRIX

				CONSEQUENCE		
		1 - INSIGNIFICANT	2 - MINOR	3 - MODERATE	4 - MAJOR	5 - CATASTROPHIC
	A - ALMOST CERTAIN	MODERATE	HIGH	EXTREME	EXTREME	EXTREME
НООР	B - LIKELY	MODERATE	HIGH	HIGH	EXTREME	EXTREME
	C - POSSIBLE	LOW	MODERATE	HIGH	EXTREME	EXTREME
LIKE	D - UNLIKELY	LOW	LOW	MODERATE	HIGH	EXTREME
	E - RARE	LOW	LOW	MODERATE	HIGH	HIGH

RISK EVALUATION TABLE

RISK LEVEL ACTION REQUIRED		
EXTREME UNACCEPTABLE RISK, RE-DESIGN REQUIRED. DO NOT PROCEED WITHOUT ADDITIONAL CONTROLS.		UNACCEPTABLE RISK. RE-DESIGN REQUIRED. DO NOT PROCEED WITHOUT ADDITIONAL CONTROLS.
	HIGH	UNACCEPTABLE RISK. ADDITIONAL CONTROLS NEEDED. CONSIDER FURTHER REVIEW AND CONSIDER RE-DESIGN.
	MODERATE	RISK MAY BE ACCEPTABLE. MANAGEMENT TO DETERMINE ACTIONS REQUIRED.
	LOW	ACCEPTABLE. MANAGE RISK THROUGH ROUTINE PROCEDURES AND OTHER ADMINISTRATIVE CONTROLS.

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

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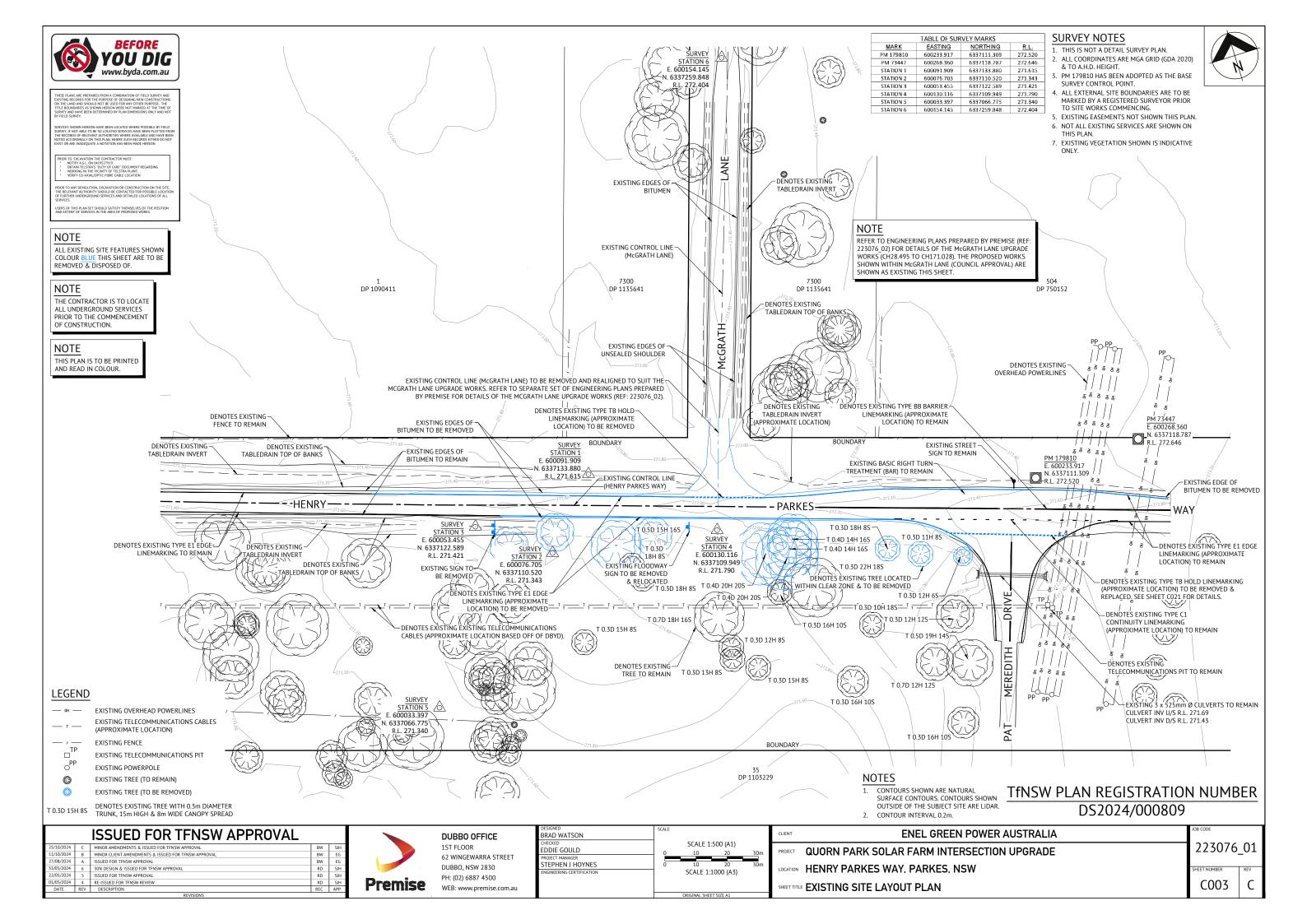


DUBBO OFFICE 1ST FLOOR 62 WINGEWARRA STREET **DUBBO, NSW 2830** PH: (02) 6887 4500 WEB: www.premise.com.au

DESIGNED	SCALE
BRAD WATSON	
CHECKED	
EDDIE GOULD	
PROJECT MANAGER	
STEPHEN J HOYNES	
ENGINEERING CERTIFICATION	
	ORIGINAL SHEET SIZE A1
	•

ENEL GREEN POWER AUSTRALIA PROJECT QUORN PARK SOLAR FARM INTERSECTION UPGRADE LOCATION HENRY PARKES WAY, PARKES, NSW SHEET TITLE SAFETY IN DESIGN

223076_01



GENERAL CONSTRUCTION NOTES

- 1. Tfnsw are to be notified 48 hours prior to the commencement of any
- ALL SERVICES SHOWN ON THIS PLAN HAVE BEEN PREPARED FROM A COMBINATION OF FIELD SURVEY & EXISTING RECORDS PROVIDED BY SERVICE AUTHORITIES HOWEVER ALL RELEVANT AUTHORITIES MUST BE CONTACTED & SERVICE LOCATIONS CHECKED PRIOR TO WORK COMMENCING. THE CONTRACTOR IS TO ADEQUATELY INFORM THEMSELVES AS TO THE DEPTH AND LOCATION OF ALL EXISTING & PROPOSED SERVICES PRIOR TO
- ANY WORK TO EXISTING SERVICES THAT REQUIRE RELOCATION BY AUTHORITIES SHALL BE CARRIED OUT BY THE RELEVANT AUTHORITY BUT WITHIN THE TERMS OF THE CONTRACT AND SHALL BE CO-ORDINATED BY THE
- 4. TRAFFIC & PEDESTRIAN CONTROL MEASURES ARE TO BE IN PLACE DURING ALL CONSTRUCTION WORKS. TRAFFIC CONTROL PLANS ARE TO BE PREPARED BY A CERTIFIED & APPROVED PERSON IN ACCORDANCE WITH AS1742.3-2019 & THE RMS "TRAFFIC CONTROL AT WORK SITES" - 2018.
- ALL BATTERS AND TABLE DRAIN AREAS TO BE TOPSOILED AND GRASSED UNLESS OTHERWISE SHOWN.
- THE CONTRACTOR SHALL REINSTATE ANY GRASSED AREAS OR TABLE DRAINS
- ALL CONSTRUCTION WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS IN ACCORDANCE WITH THE REQUIREMENTS OF
- 8. EROSION AND SEDIMENT CONTROL TO BE COMPLETED IN ACCORDANCE WITH SHEETS C027 TO C028.
- CONSTRUCTION WORK SHALL ONLY BE CARRIED OUT WITHIN THE FOLLOWING TIMES:

7.00am TO 6.00pm SATURDAY 8.00am TO 1.00pm THE ABOVE RESTRICTIONS MAY BE SUBJECT TO REVIEW AND VARIATION BY COUNCIL UPON AN ASSESSMENT OF THE LEVEL OF ANNOYANCE, IF ANY, THAT

- 10. SUNDAY AND PUBLIC HOLIDAYS NO CONSTRUCTION WORK PERMITTED.
- 11. ALL LEVELS ARE IN AUSTRALIAN HEIGHT DATUM. ALL SETOUT COORDINATES ARE TO MGA GRID (GDA 2020).
- 12. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCY SHALL BE REFERRED TO THE OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH THE
- 13. ALL DIMENSIONS SHALL BE VERIFIED BY THE CONTRACTOR ON SITE. ENGINEER'S DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS. UNLESS NOTED OTHERWISE, ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN
- 14. TfNSW's REPRESENTATIVE TO BE NOTIFIED OF ANY WATER IN THE
- 15. THE RECTIFICATION OF ALL MATTERS ARISING FROM INSUFFICIENT INFORMATION BEING SHOWN ON THE APPROVED ENGINEERING PLANS IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS AND TO THE REQUIREMENTS OF THNSW's ENGINEER
- 16. WRITTEN CONSENT SHALL BE SUBMITTED TO THNSW FROM THE OWNERS OF ANY ADJOINING PROPERTY PRIOR TO ANY PHYSICAL INTERFERENCE WITH THAT PROPERTY AS A RESULT OF THE REQUIRED CONSTRUCTION.
- 17. THE DEVELOPER SHALL BE HELD RESPONSIBLE FOR ANY BREACHES OF THE PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1997
- 18. ANY STRUCTURES TO BE DEMOLISHED SHALL BE DONE SO IN ACCORDANCE WITH AS 2601-2001.

TfNSW CONSTRUCTION NOTES

ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE VARIOUS TENSW SPECIFICATIONS FOR ROADWORKS CONSTRUCTION OUTLINED BELOW:

TFNSW QA SPECIFICATION G1 JOB SPECIFIC REQUIREMENTS TFNSW QA SPECIFICATION G2 C2 GENERAL REQUIREMENTS (MAJOR CONTRACT) TFNSW QA SPECIFICATION G7 UTILITY ADJUSTMENT G10 TRAFFIC MANAGEMENT TFNSW QA SPECIFICATION TFNSW QA SPECIFICATION G22 WORK HEALTH AND SAFETY (CONSTRUCTION WORKS)

TFNSW QA SPECIFICATION G36 ENVIRONMENTAL PROTECTION TFNSW OA SPECIFICATION G38 SOIL AND WATER MANAGEMENT (SOIL AND WATER MANAGEMENT PLAN) G40 CLEARING AND GRUBBING

TFNSW OA SPECIFICATION G71 CONSTRUCTION SURVEYS TFNSW OA SPECIFICATION R11 STORMWATER DRAINAGE R33 TRENCH DRAINS

TFNSW QA SPECIFICATION R49 CONSTRUCTION OF VERGES TFNSW QA SPECIFICATION R53 CONCRETE FOR GENERAL WORKS

TFNSW QA SPECIFICATION R71 UNBOUND AND MODIFIED PAVEMENT COURSE TFNSW OA SPECIFICATION R107 SPRAYED BITUMINOUS SURFACING (WITH POLYMER MODIFIED BITUMEN)

TFNSW QA SPECIFICATION R116 HEAVY DUTY DENSE GRADED ASPHALT

TFNSW OA SPECIFICATION R131 GUIDE POSTS

R132 SAFETY BARRIER SYSTEMS TFNSW QA SPECIFICATION

TFNSW QA SPECIFICATION R142 RETROREFLECTIVE RAISED PAVEMENT MARKERS

R44 EARTHWORKS

TFNSW QA SPECIFICATION R143 SIGNPOSTING TFNSW QA SPECIFICATION

TFNSW OA SPECIFICATION 3051 GRANULAR BASE AND SUBBASE MATERIALS FOR SURFACED ROAD PAVEMENTS

ROADWORKS NOTE

TFNSW OA SPECIFICATION

TFNSW QA SPECIFICATION

THE CONTRACTOR SHALL LODGE A ROAD OPENING APPLICATION SECTION 138 APPLICATION UNDER THE ROADS ACTS 1993) WITH PARKES SHIRE COUNCIL AND A ROAD OCCUPANCY LICENCE (ROL) WITH TRANSPORT FOR NSW BEFORE ANY CONSTRUCTION COMMENCES WITHIN HENRY PARKES WAY OR McGRATH I ANE THE CONTRACTOR SHALL PAY ALL APPLICATION FEES.

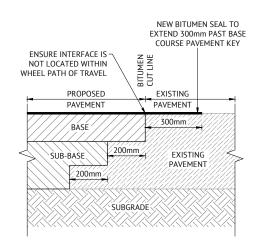
TRENCHING NOTE

DURING THE EXCAVATION OF ANY SERVICE TRENCHES (SEWER, STORMWATER DRAINAGE, WATER RETICULATION & TELECOMMUNICATIONS ETC), IF UNCONSOLIDATED FILL IS IDENTIFIED WITHIN THE TRENCH, ALL SUCH UNCONSOLIDATED FILL MUST BE REMOVED TO SUCH A DEPTH THAT NATURAL SUBGRADES ARE FOUND. ANY OVER EXCAVATION DUE TO THE REMOVAL OF UNCONSOLIDATED FILL MUST BE REPLACED WITH A SUITABLE COMPACTED SUB BASE MATERIAL IN ACCORDANCE WITH THE REQUIREMENTS OF TRNSW.

NOTE

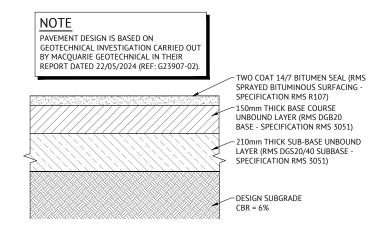
THE CONTRACTOR SHALL ENSURE PIPES & RCBC's ARE PROTECTED AGAINST DAMAGE FROM CONSTRUCTION WHEEL AND OTHER LOADS, TOGETHER WITH COMPACTIVE IMPACT EFFECTS DUE TO THE CONSTRUCTION EQUIPMENT AND SURFACE CONDITIONS IN ACCORDANCE WITH AS/NZS 3725.

THE CONTRACTOR IS TO LOCATE ALL UNDERGROUND SERVICES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

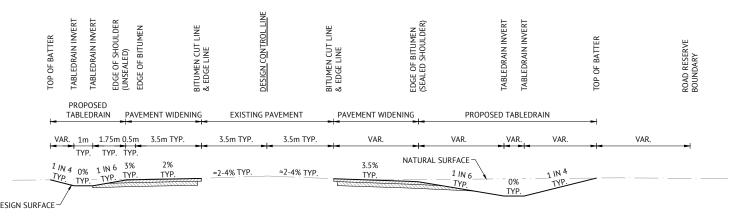


TYPICAL PAVEMENT KEY DETAIL

NOT TO SCALE



INDICATIVE PAVEMENT DETAIL



HENRY PARKES WAY- TYPICAL ROAD CROSS SECTION (LOOKING WEST)

NOT TO SCALE

TABLEDRAIN BATTER ON THE SOUTHERN SIDE OF HENR PARKES WAY IS TO BE CLAY LINED. REFER TO PROJECT GEOTECHNICAL ENGINEER FOR FURTHER DETAILS.

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

ISSUED FOR TFNSW APPROVAL MINOR CLIENT AMENDMENTS & ISSUED FOR TENSW APP /08/2024 ISSUED FOR TFNSW APPROVA RE-ISSUED FOR TFNSW REVIEW DATE REV DESCRIPTION



DUBBO OFFICE 1ST FLOOR **62 WINGEWARRA STREET DUBBO, NSW 2830** PH: (02) 6887 4500 WEB: www.premise.com.au

DESIGNED	SCALE
BRAD WATSON	
CHECKED	1
EDDIE GOULD	
PROJECT MANAGER	1
STEPHEN J HOYNES	
ENGINEERING CERTIFICATION	1
	ORIGINAL SHEET SIZE A1

ENEL GREEN POWER AUSTRALIA CLIENT **QUORN PARK SOLAR FARM INTERSECTION UPGRADE** LOCATION HENRY PARKES WAY, PARKES, NSW SHEET TITLE GENERAL NOTES & TYPICAL DETAILS, SHEET 1 OF 2

223076 01

HENRY PARKES WAY TABLEDRAIN A - A'

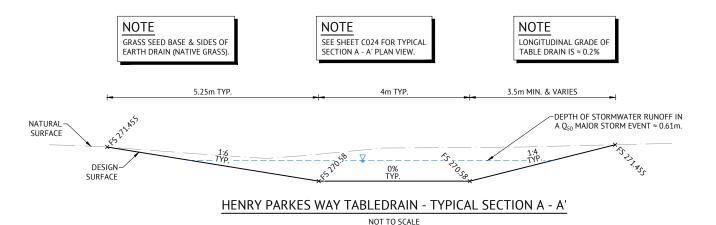
HYDRAULICS

10 YEAR ARI STORM EVENT: $Q_{10} \approx 1.15 \text{m}^3/\text{s}$ MAXIMUM FLOW DEPTH = 0.44m MAXIMUM FLOW WIDTH = 8.4m MAXIMUM FLOW VELOCITY = 0.4m/s $DxV = 0.18m^2/s$ 50 YEAR ARI STORM EVENT: $Q_{50} \approx 2.13 \text{m}^3/\text{s}$ MAXIMUM FLOW DEPTH = 0.61m

MAXIMUM FLOW WIDTH = 10m

 $DxV = 0.3m^2/s$

MAXIMUM FLOW VELOCITY = 0.5 m/s



HENRY PARKES WAY TABLEDRAIN C - C'

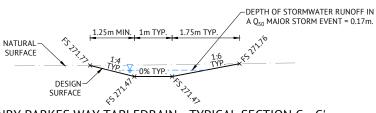
HYDRAULICS

 $Q_{10} \approx 0.06 \text{m}^3/\text{s}$

 $DxV = 0.05 m^2/s$

10 YEAR ARI STORM EVENT:

MAXIMUM FLOW DEPTH = 0.14m MAXIMUM FLOW WIDTH = 2.3m MAXIMUM FLOW VELOCITY = 0.3m/s $DxV = 0.04m^2/s$ 50 YEAR ARI STORM EVENT: $Q_{50} \approx 0.09 \text{m}^3/\text{s}$ MAXIMUM FLOW DEPTH = 0.17m MAXIMUM FLOW WIDTH = 2.6m MAXIMUM FLOW VELOCITY = 0.3m/s NOTE NOTE GRASS SEED BASE & SIDES OF EARTH DRAIN (NATIVE GRASS). SEE SHEET C024 FOR TYPICAL SECTION C - C' PLAN VIEW. NOTE LONGITUDINAL GRADE OF TABLE DRAIN IS ≈ 0.2%

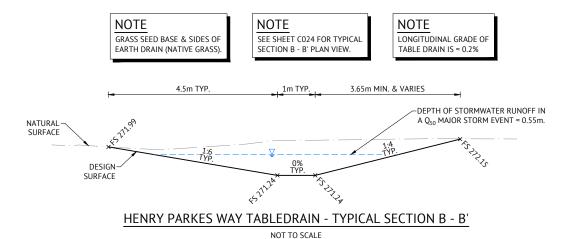


HENRY PARKES WAY TABLEDRAIN - TYPICAL SECTION C - C'

HENRY PARKES WAY TABLEDRAIN B - B'

HYDRAULICS

10 YEAR ARI STORM EVENT: $Q_{10} \approx 0.45 \text{m}^3/\text{s}$ MAXIMUM FLOW DEPTH = 0.42m MAXIMUM FLOW WIDTH = 5.1m MAXIMUM FLOW VELOCITY = 0.3m/s $DxV = 0.13m^2/s$ 50 YEAR ARI STORM EVENT: $Q_{50} \approx 0.85 \text{m}^3/\text{s}$ MAXIMUM FLOW DEPTH = 0.55m MAXIMUM FLOW WIDTH = 6.5m MAXIMUM FLOW VELOCITY = 0.4m/s $DxV = 0.22m^2/s$

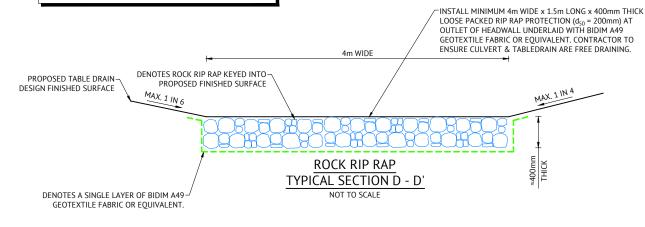


ROCK RIP RAP PROTECTION MUST BE RECESSED AND INSTALLED SUCH THAT THE TOP OF THE RIP RAP IS PLACED AT THE DESIGN FINISHED SURFACE LEVEL AND AS SHOWN IN TYPICAL SECTION D - D'. THE QUALITY OF $d_{\rm 50}$ ROCK TO BE USED IS 'RECOMMENDE LOWER LIMIT OF DISTRIBUTION'. ROCK RIP RAP IS TO BE ANGULAR AND HAVE A MINIMUM OF TWO (2) BROKEN FACES.

THE ROCK RIP RAP DETAIL IS ALSO TYPICAL FOR THE PROPOSED ROCK RIP RAP AT THE DOWNSTREAM END OF THE TABLE DRAIN. REFER TO SHEET CO06 FOR ROCK RIP RAP SIZING FOR THE PROPOSED ROCK RIP RAP AT THE DOWNSTREAM END OF THE TABLE DRAIN.

NOTE

SEE SHEET C024 FOR TYPICAL SECTION D - D' PLAN VIEW.



LEGEND

DESIGN SURFACE NATURAL SURFACE FS 2XX.XX FINISHED SURFACE LEVEL TfNSW PLAN REGISTRATION NUMBER DS2024/000809

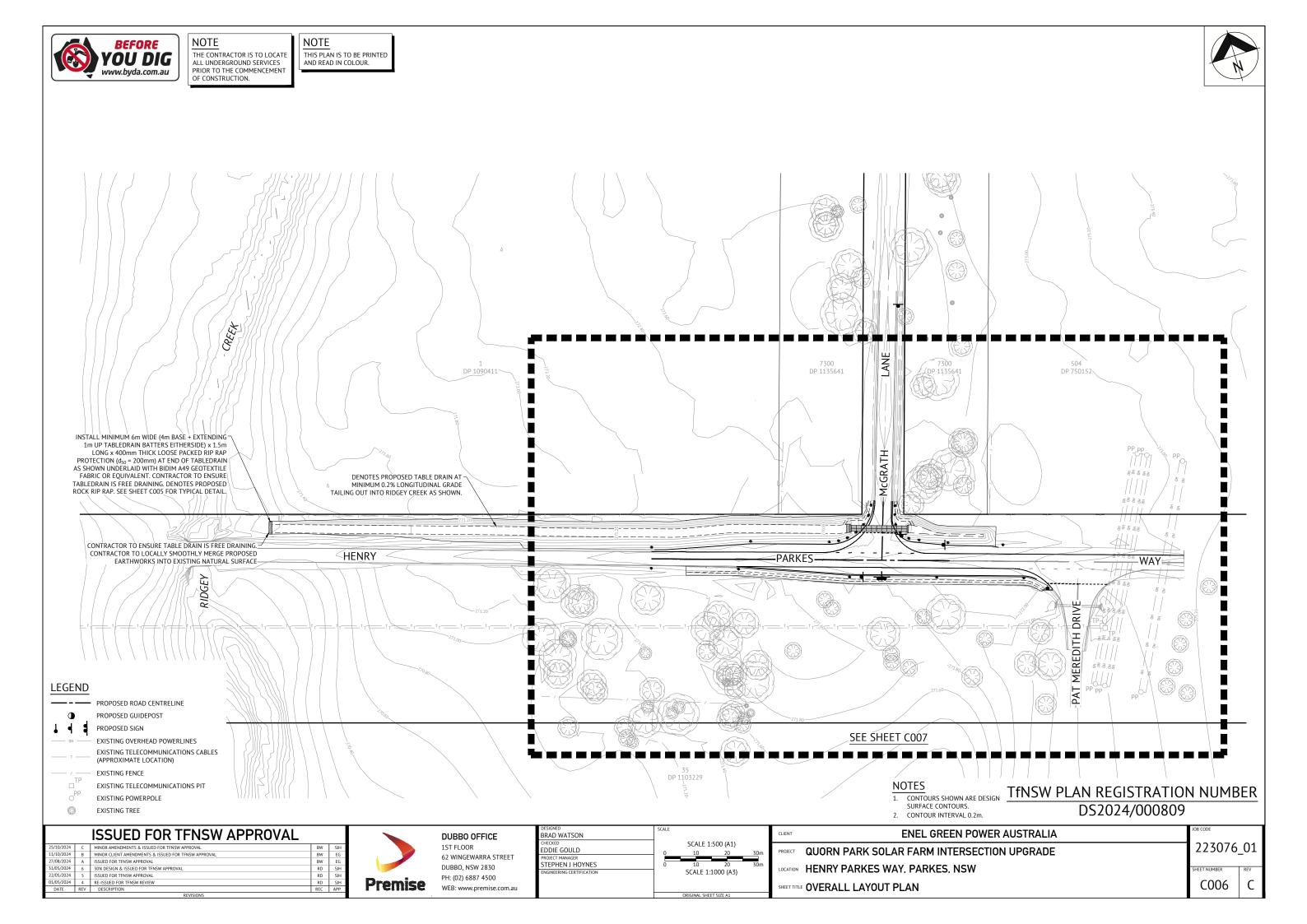
ISSUED FOR TFNSW APPROVAL 30% DESIGN & ISSUED FOR TFNSW APPROVAL RE-ISSUED FOR TFNSW REVIEW

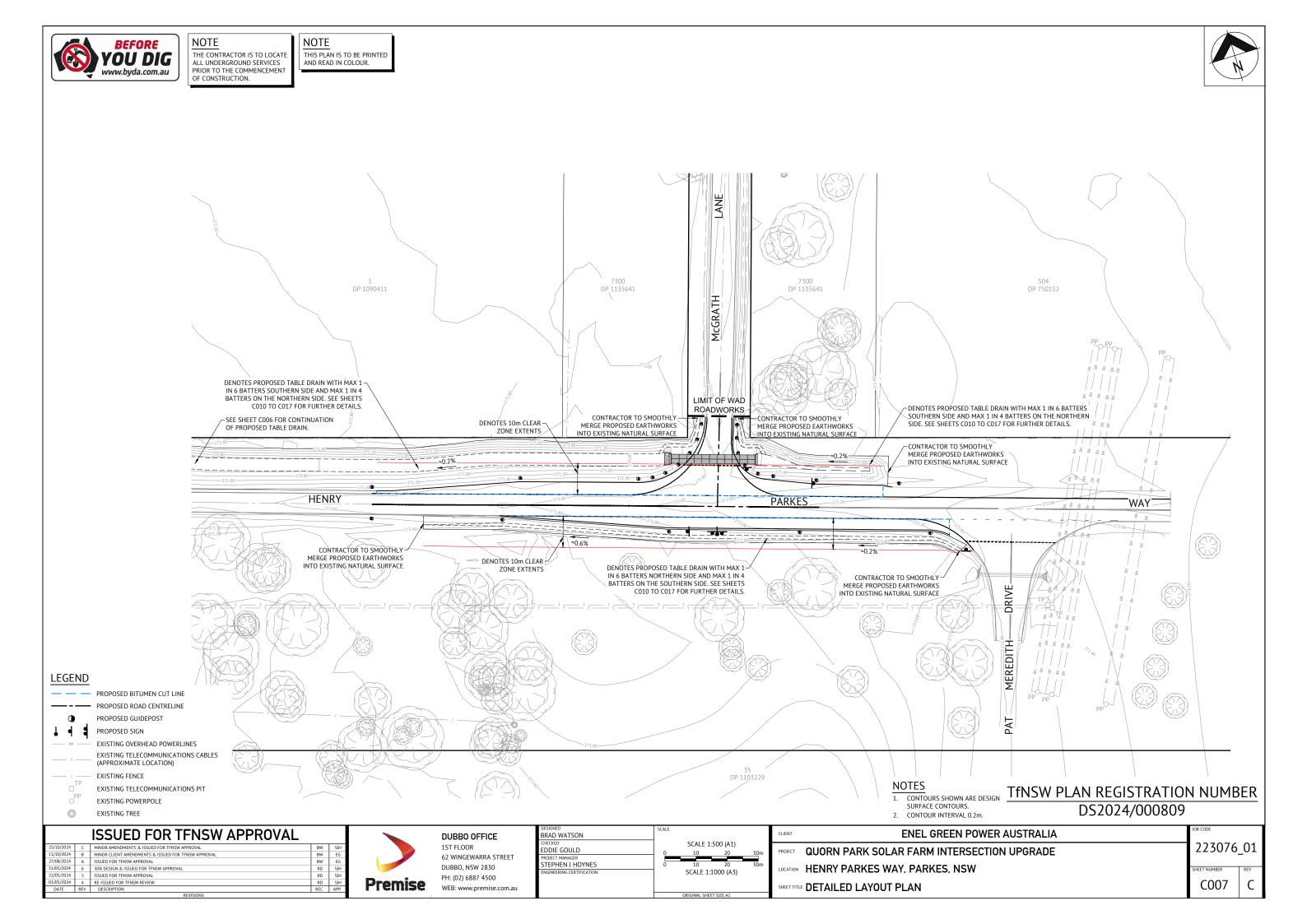
Premise

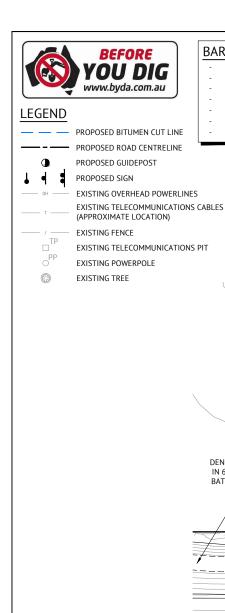
DUBBO OFFICE 1ST FLOOR **62 WINGEWARRA STREET DUBBO, NSW 2830** PH: (02) 6887 4500 WEB: www.premise.com.au RAD WATSON DIE GOULD EPHEN J HOYNES

ENEL GREEN POWER AUSTRALIA QUORN PARK SOLAR FARM INTERSECTION UPGRADE LOCATION HENRY PARKES WAY, PARKES, NSW SHEET TITLE GENERAL NOTES & TYPICAL DETAILS, SHEET 2 OF 2

223076 01 C005







ISSUED FOR TENSW APPROVA

RE-ISSUED FOR TFNSW REVIE

BAR VALUES USED BAL VALUES USED

- V = 110 km/h (DESIGN SPEED, POSTED SPEED LIMIT = 100 km/h)
- W = 3.5m (EXISTING THROUGH LANE WIDTH)
- C = 7m (AGRD PART 4A FIGURE 7.1)
- F = 3.5m (FORMATION WIDENING) S = 19m (DESIGN TURNING VEHICLE = 19m SEMI-TRAILER)
- X = 15m
- A = 54m (MINIMUM TAPER LENGTH, AGRD PART 4A FIGURE 7.1)
- - V = 110 km/h (DESIGN SPEED, POSTED SPEED LIMIT = 100 km/h)
 - W = 3.5m (THROUGH LANE WIDTH) C = 7m (AGRD PART 4A - FIGURE 7.1)
- F = 3m (FORMATION WIDENING)

1ST FLOOR

Premise

62 WINGEWARRA STREET

WEB: www.premise.com.au

DUBBO, NSW 2830

PH: (02) 6887 4500

DIE GOULD

EPHEN J HOYNES

- A = 46m (MINIMUM TAPER LENGTH, AGRD PART 4A FIGURE 7.1)
- P = 35m (LENGTH OF WIDENED PARALLEL SHOULDER, AGRD PART 4A TABLE 8.1) CORRECTION TO GRADE FACTOR OF 1.0 SINCE ROAD GRADE IS 0-2% (AGRD PART 4A - TABLE 5.3)

THE CONTRACTOR IS TO LOCATE ALL UNDERGROUND SERVICES PRIOR TO THE COMMENCEMEN
OF CONSTRUCTION.

NOTE

REFER TO SHEET CO21 FOR SIGNAGE & LINEMARKING DETAILS

NOTE

QUORN PARK SOLAR FARM INTERSECTION UPGRADE

LOCATION HENRY PARKES WAY, PARKES, NSW

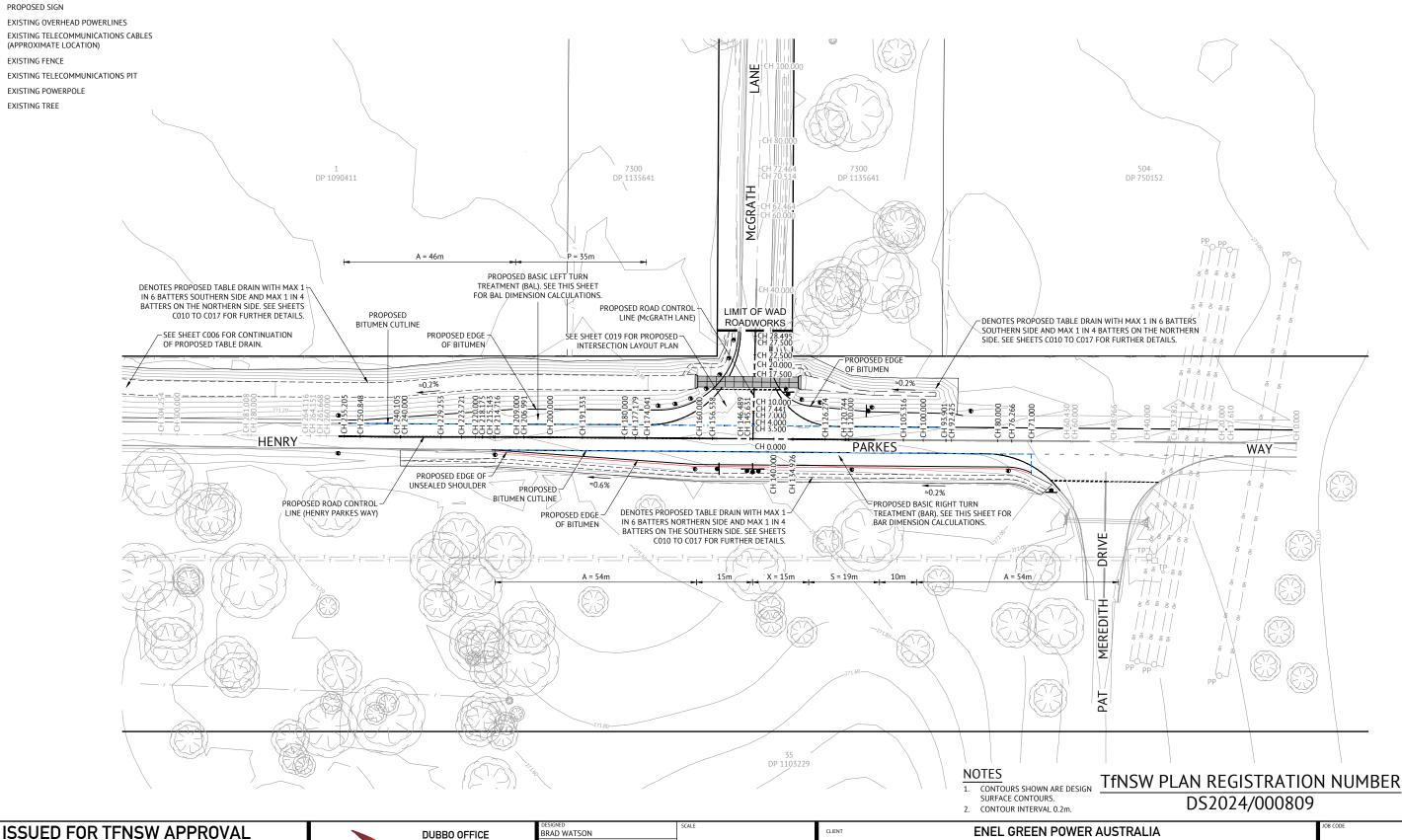
SHEET TITLE ROAD LAYOUT PLAN

THIS PLAN IS TO BE PRINTED AND READ IN COLOUR.



223076 01

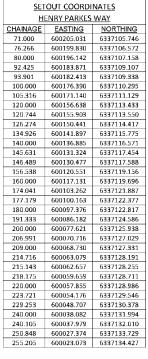
C008

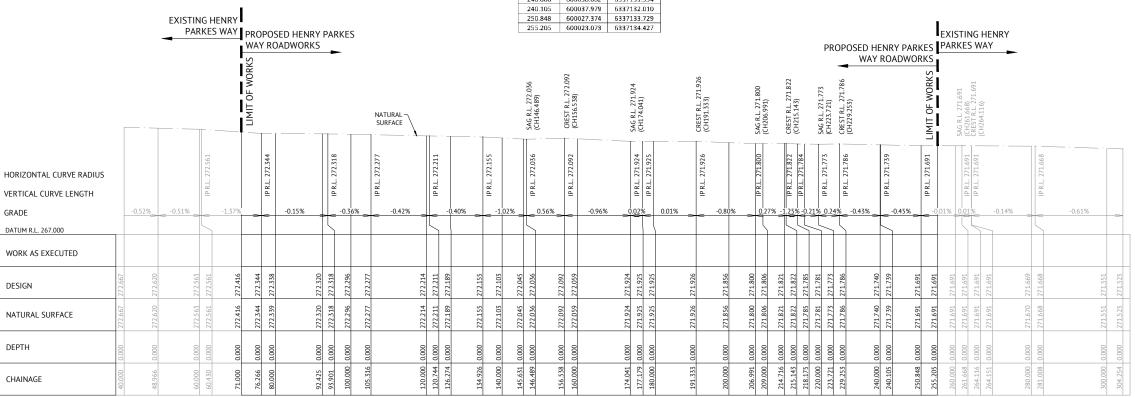


SCALE 1:500 (A1)

SCALE 1:1000 (A3)

SURVEY CONTROL NOTE
ALL COORDINATES ARE MGA GRID (GDA 2020) & TO A.H.D. HEIGHT.





LONGITUDINAL SECTION - HENRY PARKES WAY CONTROL LINE (EXISTING CENTRELINE)

HORIZONTAL SCALE 1:500 (A1) 1:1000 (A3) VERTICAL SCALE 1:100 (A1) 1:200 (A3)

NOTE

ALL DESIGN LEVELS SHOWN ARE FINISHED SURFACE LEVELS.

LEGEND

DESIGN SURFACE NATURAL SURFACE TfNSW PLAN REGISTRATION NUMBER DS2024/000809

		ISSUED FOR TFNSW APPROVAL		
25/10/2024	C	MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	SJH
11/10/2024	В	MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	EG
27/08/2024	A	ISSUED FOR TFNSW APPROVAL	BW	EG
31/05/2024	6	30% DESIGN & ISSUED FOR TFNSW APPROVAL	RD	SJH
22/05/2024	5	ISSUED FOR TFNSW APPROVAL	RD	SJH
01/05/2024	4	RE-ISSUED FOR TFNSW REVIEW	RD	SJH
DATE	REV	DESCRIPTION	REC	APP
		BEVICIONS		



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1ST FLOOR
62 WINGEWARRA STREET
DUBBO, NSW 2830
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WEB: www.premise.com.au

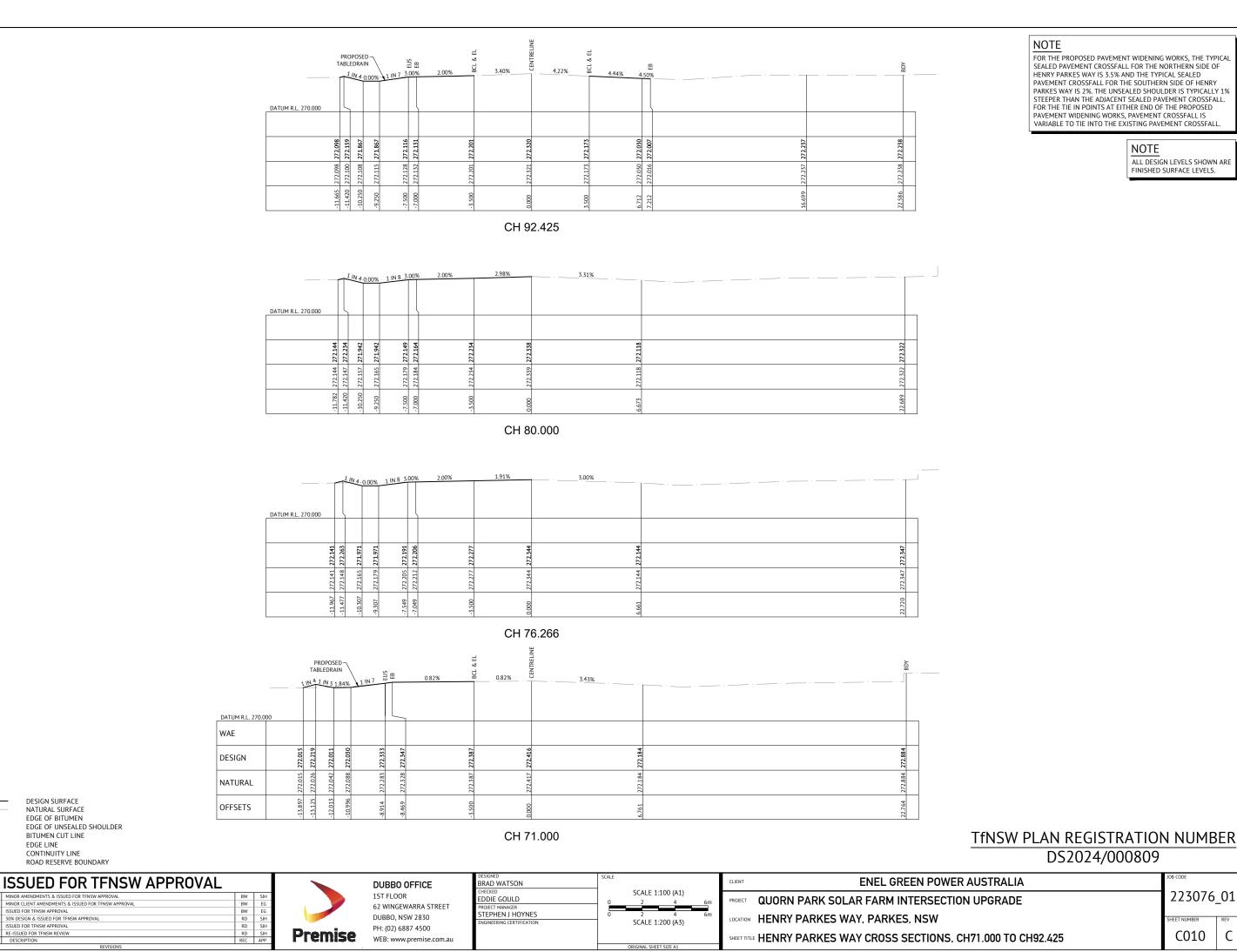
ENED	SCALE
D WATSON	
KED	HORIZONTAL 1:500 (A1) 1:1000 (A3)
DIE GOULD	0 10 20 30m
ECT MANAGER	
PHEN J HOYNES	0 2 4 6m
NEERING CERTIFICATION	VERTICAL 1:100 (A1) 1:200 (A3)
	ORIGINAL SHEET SIZE A1

PROJECT QUORN PARK SOLAR FARM INTERSECTION UPGRADE

LOCATION HENRY PARKES WAY, PARKES, NSW

SHEET TITLE HENRY PARKES WAY LONGITUDINAL SECTION

223076_01



LEGEND

EUS BCL

EL CL

7/08/2024

DESIGN SURFACE

EDGE LINE

NATURAL SURFACE EDGE OF BITUMEN

CONTINUITY LINE

EDGE OF UNSEALED SHOULDER BITUMEN CUT LINE

ROAD RESERVE BOUNDARY

MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL
MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPR
ISSUED FOR TFNSW APPROVAL

30% DESIGN & ISSUED FOR TFNSW APPROVAL
ISSUED FOR TFNSW APPROVAL

NOTE

FOR THE PROPOSED PAVEMENT WIDENING WORKS, THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE NORTHERN SIDE OF

NOTE

ALL DESIGN LEVELS SHOWN ARE FINISHED SURFACE LEVELS.

HENRY PARKES WAY IS 3.5% AND THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE SOUTHERN SIDE OF HENRY PARKES WAY IS 2%. THE UNSEALED SHOULDER IS TYPICALLY 1% STFFPFR THAN THE ADJACENT SEALED PAVEMENT CROSSFALL. FOR THE TIE IN POINTS AT EITHER END OF THE PROPOSED

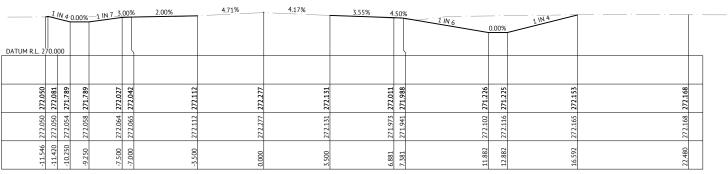
PAVEMENT WIDENING WORKS, PAVEMENT CROSSEALL IS VARIABLE TO TIE INTO THE EXISTING PAVEMENT CROSSFALL

DS2024/000809

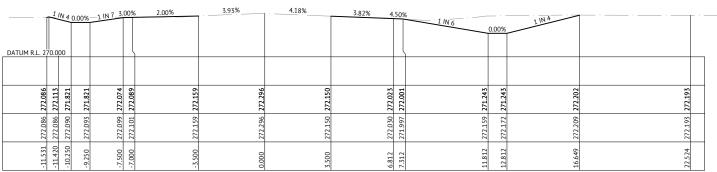
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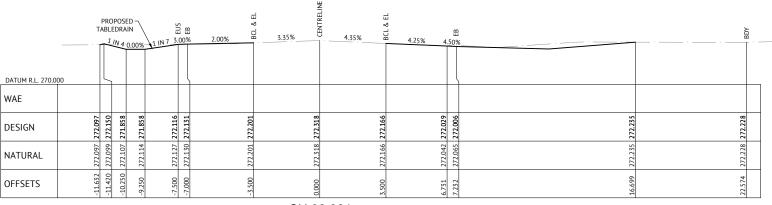
CH 120.000



CH 105.316



CH 100.000



CH 93.901

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

FOR THE PROPOSED PAVEMENT WIDENING WORKS, THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE NORTHERN SIDE OF HENRY PARKES WAY IS 3.5% AND THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE SOUTHERN SIDE OF HENRY PARKES WAY IS 2%. THE UNSEALED SHOULDER IS TYPICALLY 1%

STEEPER THAN THE ADJACENT SEALED PAVEMENT CROSSFALL. FOR THE TIE IN POINTS AT EITHER END OF THE PROPOSED PAVEMENT WIDENING WORKS, PAVEMENT CROSSEALL IS VARIABLE TO TIE INTO THE EXISTING PAVEMENT CROSSFALL

NOTE

ALL DESIGN LEVELS SHOWN ARE FINISHED SURFACE LEVELS.

ISSUED FOR TFNSW APPROVAL MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL ISSUED FOR TFNSW APPROVAL 7/08/2024 30% DESIGN & ISSUED FOR TFNSW APPROVAL ISSUED FOR TFNSW APPROVAL D1/05/2024 4 RE-ISSUED FOR TENSW REVIEW DATE REV DESCRIPTION

LEGEND

EUS BCL

EL

DESIGN SURFACE

EDGE LINE

NATURAL SURFACE EDGE OF BITUMEN

CONTINUITY LINE

EDGE OF UNSEALED SHOULDER BITUMEN CUT LINE

ROAD RESERVE BOUNDARY

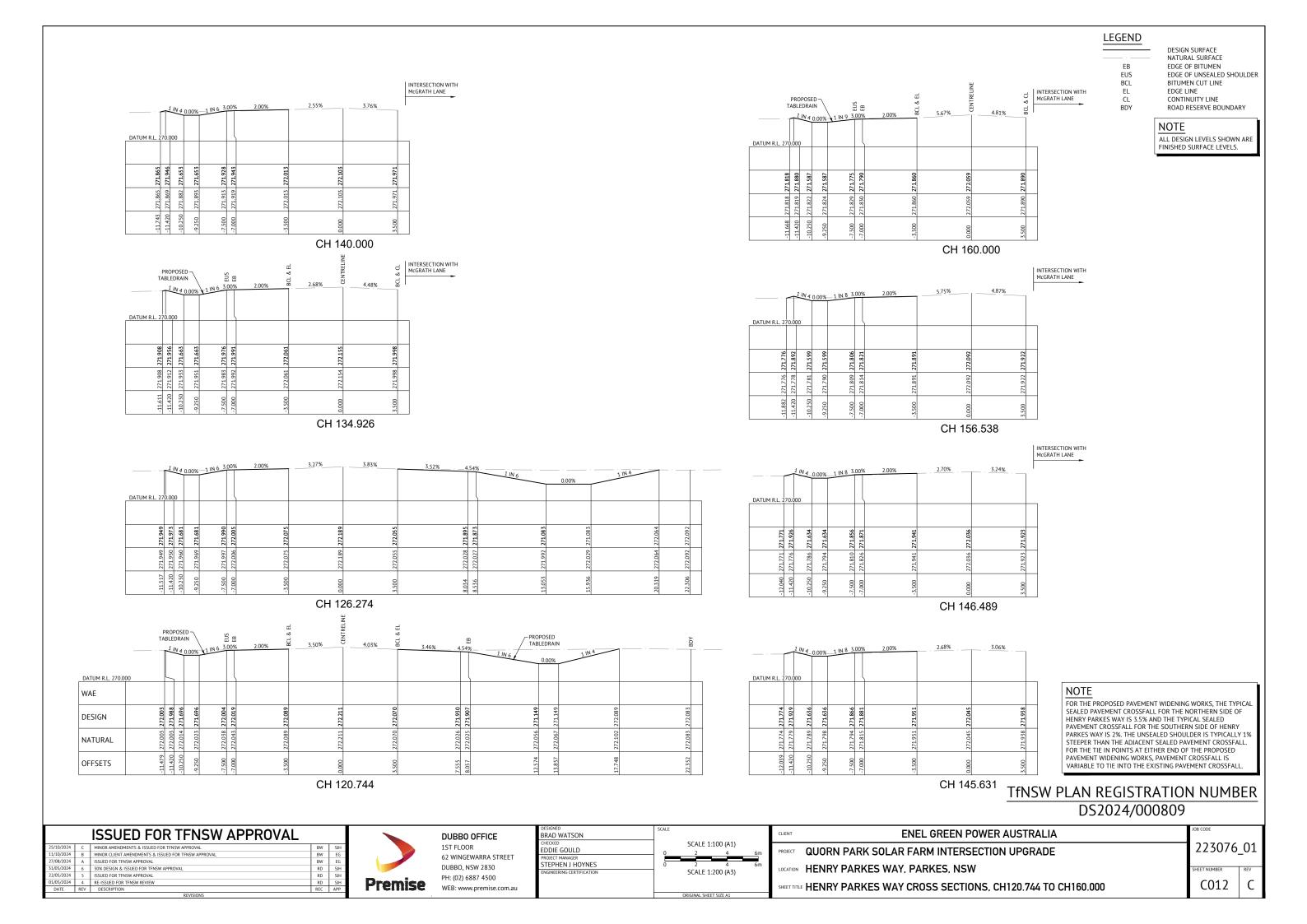


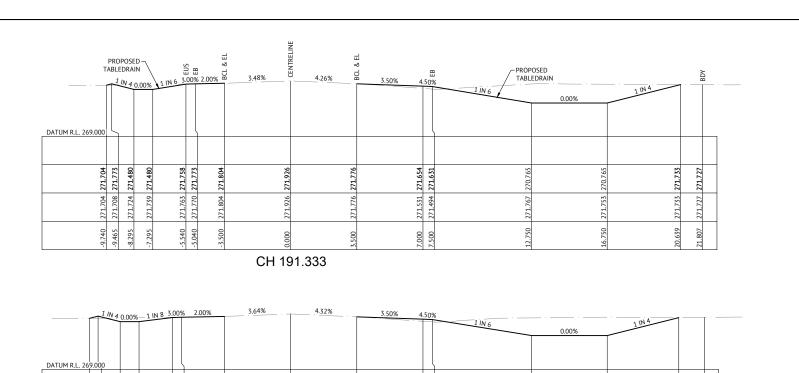
DUBBO OFFICE 1ST FLOOR 62 WINGEWARRA STREET DUBBO, NSW 2830 PH: (02) 6887 4500 WEB: www.premise.com.au

DESIGNED	SCALE
BRAD WATSON	
CHECKED	SCALE 1:100 (A1)
EDDIE GOULD	」 0 2 4 6m
PROJECT MANAGER	
STEPHEN J HOYNES	0 2 4 6m
ENGINEERING CERTIFICATION	SCALE 1:200 (A3)
	ORIGINAL SHEET SIZE A1

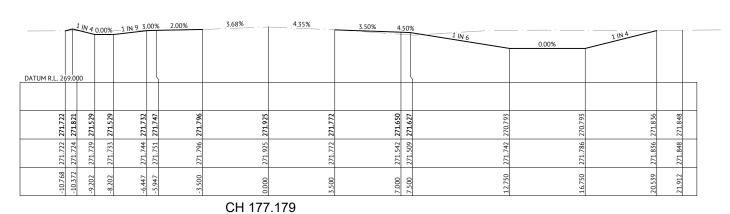
CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION UPGRADE
	HENDY DADIZEC WAY DADIZEC NEW

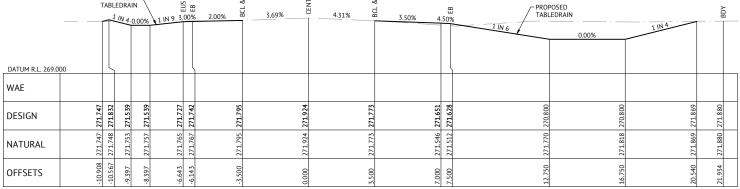
LOCATION HENRY PARKES WAY, PARKES, NSW SHEET TITLE HENRY PARKES WAY CROSS SECTIONS, CH93.901 TO CH120.000 223076_01





CH 180.000





CH 174.124

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

FOR THE PROPOSED PAVEMENT WIDENING WORKS, THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE NORTHERN SIDE OF HENRY PARKES WAY IS 3.5% AND THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE SOUTHERN SIDE OF HENRY PARKES WAY IS 2%. THE UNSEALED SHOULDER IS TYPICALLY 1% STEEPER THAN THE ADJACENT SEALED PAVEMENT CROSSFALL. FOR THE TIE IN POINTS AT EITHER END OF THE PROPOSED PAVEMENT WIDENING WORKS, PAVEMENT CROSSFALL IS VARIABLE TO TIE INTO THE EXISTING PAVEMENT CROSSFALL

NOTE

ALL DESIGN LEVELS SHOWN ARE FINISHED SURFACE LEVELS.

ISSUED FOR TFNSW APPROVAL MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL ISSUED FOR TFNSW APPROVAL z//09/2014 A ISSUED FOR TFNSW APPROVAL 31/05/2024 6 30% DESIGN & ISSUED FOR TFNSW APPROVAL 22/05/2014 5 ISSUED FOR TFNSW APPROVAL 01/05/2024 4 REJSUED FOR TFNSW REVIEW DATE REV DESCRIPTION

LEGEND

EUS BCL

DESIGN SURFACE NATURAL SURFACE

CONTINUITY LINE ROAD RESERVE BOUNDARY

EDGE LINE

EDGE OF UNSEALED SHOULDER BITUMEN CUT LINE

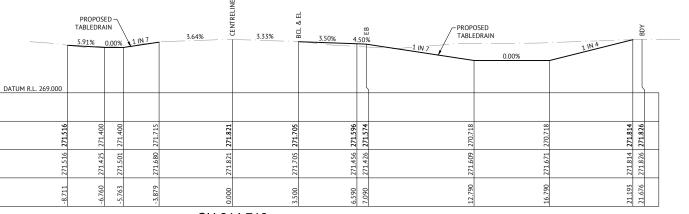


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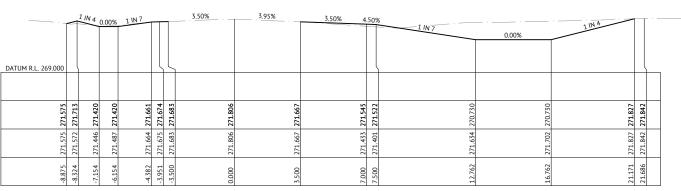
ESIGNED	SCALE
RAD WATSON	
HECKED	SCALE 1:100 (A1)
DDIE GOULD	0 2 4 6m
ROJECT MANAGER	
TEPHEN J HOYNES	0 2 4 6m
NGINEERING CERTIFICATION	SCALE 1:200 (A3)
	ORIGINAL SHEET SIZE A1

CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION UPGRADE
LOCATION	HENRY PARKES WAY, PARKES, NSW
SHEET TITL	HENRY PARKES WAY CROSS SECTIONS, CH174.124 TO CH191.333

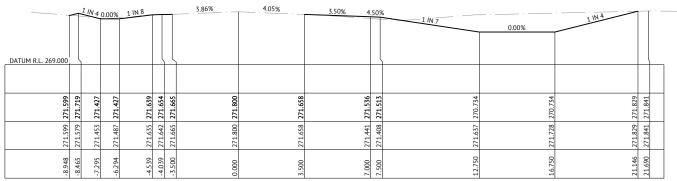
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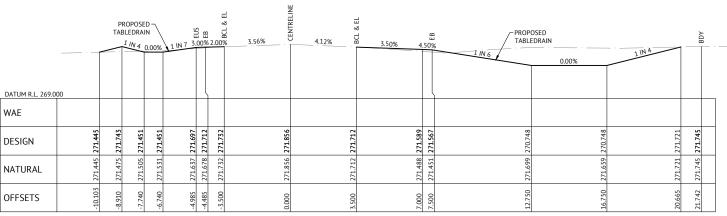
CH 214.716



CH 209.000



CH 206.991



CH 200.000

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

FOR THE PROPOSED PAVEMENT WIDENING WORKS, THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE NORTHERN SIDE OF

HENRY PARKES WAY IS 3.5% AND THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE SOUTHERN SIDE OF HENRY PARKES WAY IS 2%. THE UNSEALED SHOULDER IS TYPICALLY 1% STEEPER THAN THE ADJACENT SEALED PAVEMENT CROSSFALL. FOR THE TIE IN POINTS AT EITHER END OF THE PROPOSED PAVEMENT WIDENING WORKS, PAVEMENT CROSSFALL IS

VARIABLE TO TIE INTO THE EXISTING PAVEMENT CROSSFALL

NOTE

ALL DESIGN LEVELS SHOWN ARE FINISHED SURFACE LEVELS.

ISSUED FOR TFNSW APPROVAL MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL ISSUED FOR TFNSW APPROVAL 7/08/2024

LEGEND

EUS BCL

EL CL

DESIGN SURFACE

EDGE LINE

NATURAL SURFACE

CONTINUITY LINE ROAD RESERVE BOUNDARY

EDGE OF UNSEALED SHOULDER BITUMEN CUT LINE

Premise

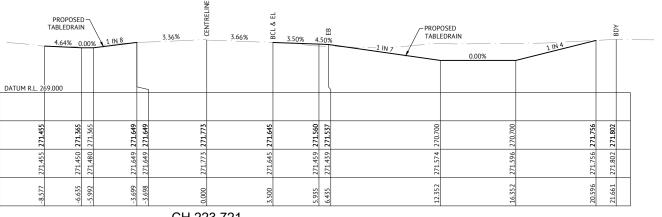
DUBBO OFFICE 1ST FLOOR 62 WINGEWARRA STREET DUBBO, NSW 2830 PH: (02) 6887 4500 WEB: www.premise.com.au

DESIGNED	SCALE
BRAD WATSON	
CHECKED	SCALE 1:100 (A1)
EDDIE GOULD	0 2 4 6m
PROJECT MANAGER	
STEPHEN J HOYNES	0 2 4 6m
ENGINEERING CERTIFICATION	SCALE 1:200 (A3)
	ORIGINAL SHEET SIZE A1

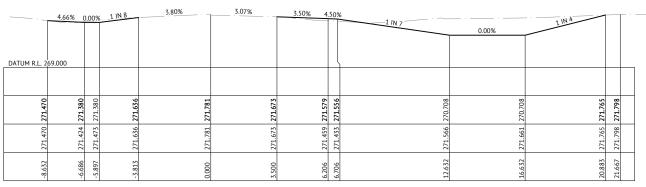
CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION UPGRADE
LOCATION	HENRY PARKES WAY, PARKES, NSW

SHEET TITLE HENRY PARKES WAY CROSS SECTIONS, CH200.000 TO CH214.716

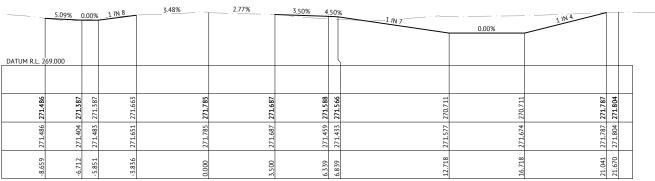
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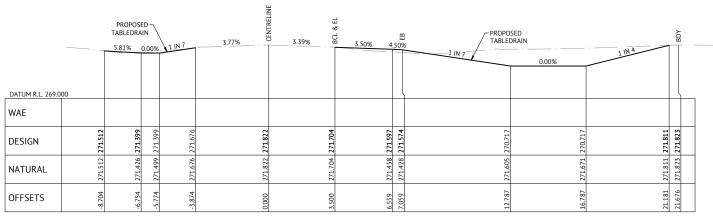
CH 223.721



CH 220.000



CH 218.175



CH 215.143

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

FOR THE PROPOSED PAVEMENT WIDENING WORKS, THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE NORTHERN SIDE OF

HENRY PARKES WAY IS 3.5% AND THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE SOUTHERN SIDE OF HENRY PAYEMENT CRUSSFALL FOR THE SOUTHLINE SIDE OF THE STATE OF THE SOUTHLINE SIDE OF THE STATE OF THE FOR THE TIE IN POINTS AT EITHER END OF THE PROPOSED PAVEMENT WIDENING WORKS, PAVEMENT CROSSFALL IS

VARIABLE TO TIE INTO THE EXISTING PAVEMENT CROSSFALL

NOTE

ALL DESIGN LEVELS SHOWN ARE FINISHED SURFACE LEVELS.

ISSUED FOR TFNSW APPROVAL MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL ISSUED FOR TFNSW APPROVAL

LEGEND

EUS BCL

EL CL

DESIGN SURFACE NATURAL SURFACE

EDGE OF BITUMEN EDGE OF UNSEALED SHOULDER BITUMEN CUT LINE

CONTINUITY LINE ROAD RESERVE BOUNDARY

EDGE LINE

Premise

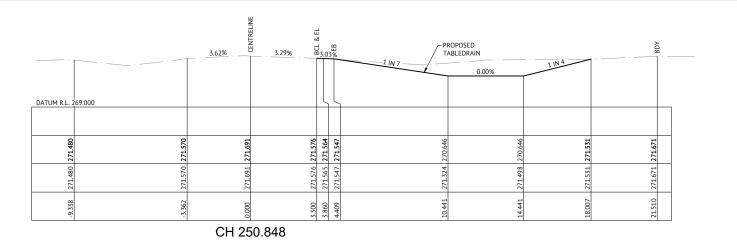
DUBBO OFFICE 1ST FLOOR 62 WINGEWARRA STREET **DUBBO, NSW 2830** PH: (02) 6887 4500 WEB: www.premise.com.au

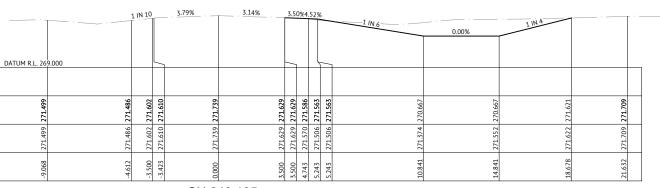
DESIGNED	SCALE				Г
BRAD WATSON					ı
CHECKED		SCALE 1	:100 (A1)		H
EDDIE GOULD	0	2	4	6m	ı
PROJECT MANAGER					ı
STEPHEN J HOYNES	0	2	4	6m	ı
ENGINEERING CERTIFICATION	1	SCALE 1	:200 (A3)		l
					l
		ORIGINAL SHE	ET SIZE A1		L

CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION UPGRADE
LOCATION	HENRY PARKES WAY, PARKES, NSW

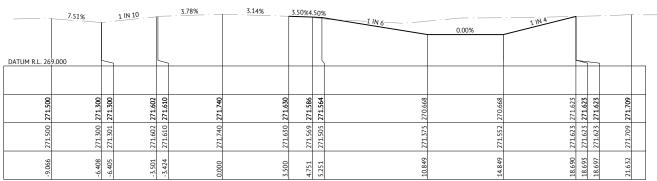
SHEET TITLE HENRY PARKES WAY CROSS SECTIONS, CH215.143 TO CH223.721

223076_01

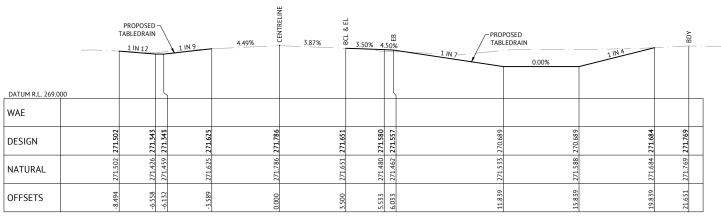




CH 240.105



CH 240.000



CH 229.253

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

FOR THE PROPOSED PAVEMENT WIDENING WORKS, THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE NORTHERN SIDE OF HENRY PARKES WAY IS 3.5% AND THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE SOUTHERN SIDE OF HENRY

PARKES WAY IS 2%. THE UNSEALED SHOULDER IS TYPICALLY 1% STEEPER THAN THE ADIACENT SEALED PAVEMENT CROSSFALL. FOR THE TIE IN POINTS AT EITHER END OF THE PROPOSED PAVEMENT WIDENING WORKS, PAVEMENT CROSSFALL IS VARIABLE TO TIE INTO THE EXISTING PAVEMENT CROSSFALL.

NOTE

ALL DESIGN LEVELS SHOWN ARE FINISHED SURFACE LEVELS.

| SSUED FOR TFNSW APPROVAL | 25/10/2024 | C | MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL | BW | SIH | 11/10/2024 | B | MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL | BW | EG | 27/08/2024 | A | ISSUED FOR TFNSW APPROVAL | BW | EG | 31/05/2024 | 6 | 30% DESIGN & ISSUED FOR TFNSW APPROVAL | RD | SIH | 22/05/2024 | 5 | ISSUED FOR TFNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RESULT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RESULT OF TRNSW APPROVAL | RESULT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RESULT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RESULT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL | RO | SIH | SUBJECT OF TRNSW APPROVAL |

LEGEND

EUS BCL EL CL DESIGN SURFACE

EDGE LINE CONTINUITY LINE

NATURAL SURFACE EDGE OF BITUMEN

EDGE OF UNSEALED SHOULDER BITUMEN CUT LINE

ROAD RESERVE BOUNDARY

Premise

DUBBO OFFICE

1ST FLOOR
62 WINGEWARRA STREET
DUBBO, NSW 2830
PH: (02) 6887 4500
WEB: www.premise.com.au

DESIGNED BRAD WATSON CHECKED EDDIE GOULD PROJECT MANAGER STEPHEN J HOYNES ENGINEERING CERTIFICATION	SCALE 1:100 (A1) 0 2 4 6m 0 2 4 6m SCALE 1:200 (A3)
ENGINEERING CENTILICATION	ORIGINAL SHEET SIZE A1

PROJECT QUORN PARK SOLAR FARM INTERSECTION UPGRADE

LOCATION HENRY PARKES WAY, PARKES, NSW

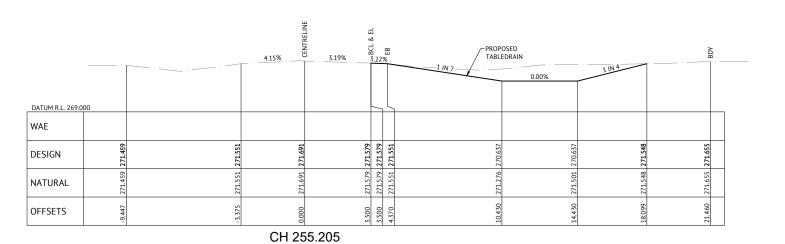
SHEET TITLE HENRY PARKES WAY CROSS SECTIONS, CH229.253 TO CH250.848

223076_01

FOR THE PROPOSED PAVEMENT WIDENING WORKS, THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE NORTHERN SIDE OF HENRY PARKES WAY IS 3.5% AND THE TYPICAL SEALED PAVEMENT CROSSFALL FOR THE SOUTHERN SIDE OF HENRY PARKES WAY IS 2%. THE UNSEALED SHOULDER IS TYPICALLY 1% STEEPER THAN THE ADJACENT SEALED PAVEMENT (ROSSFALL FOR THE TIE IN POINTS AT EITHER END OF THE PROPOSED PAVEMENT WIDENING WORKS, PAVEMENT CROSSFALL IS VARIABLE TO TIE INTO THE EXISTING PAVEMENT CROSSFALL.

NOTE

ALL DESIGN LEVELS SHOWN ARE FINISHED SURFACE LEVELS.



LEGEND

EUS BCL EL CL BDY EDGE LINE
CONTINUITY LINE
ROAD RESERVE BOUNDARY

DESIGN SURFACE NATURAL SURFACE EDGE OF BITUMEN EDGE OF UNSEALED SHOULDER BITUMEN CUT LINE

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

	ISSUED FOR TFNSW APPROVAL						
25/10/2024	C	MINOR AMENDMENTS & ISSUED FOR TENSW APPROVAL	BW	SJH			
11/10/2024	В	MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	EG			
27/08/2024	A	ISSUED FOR TFNSW APPROVAL	BW	EG			
31/05/2024	6	30% DESIGN & ISSUED FOR TENSW APPROVAL	RD	SJH			
22/05/2024	5	ISSUED FOR TFNSW APPROVAL	RD	SJH			
01/05/2024	4	RE-ISSUED FOR TFNSW REVIEW	RD	SJH			
DATE	REV	DESCRIPTION	REC	APP			
REVISIONS							



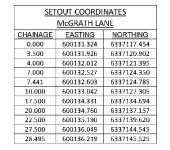
	DUBBO OFFICE
	1ST FLOOR
	62 WINGEWARRA STREET
	DUBBO, NSW 2830
	PH: (02) 6887 4500
ŀ	WEB: www.premise.com.au

DESIGNED	SCALE				г
BRAD WATSON					ı
CHECKED		SCALE 1	:100 (A1)		Н
EDDIE GOULD	0	2	4	6m	ı
PROJECT MANAGER					
STEPHEN J HOYNES	0	2	4	6m	
ENGINEERING CERTIFICATION		SCALE 1	:200 (A3)		
		ORIGINAL SHE	ET C17E A4		l
		UNIGINAL SHE	ET SIZE AT		

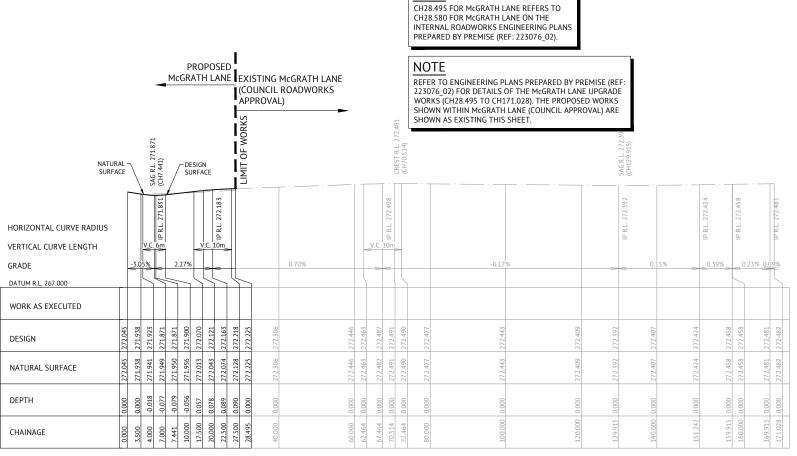
CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION UPGRADE
LOCATION	HENRY PARKES WAY, PARKES, NSW
SHEET TITL	HENRY PARKES WAY CROSS SECTION, CH255.205

223076_01

ALL COORDINATES ARE MGA GRID (GDA 2020) & TO A.H.D. HEIGHT.



NOTE



LONGITUDINAL SECTION - McGRATH LANE

HORIZONTAL SCALE 1:500 (A1) 1:1000 (A3) VERTICAL SCALE 1:100 (A1) 1:200 (A3)

NOTE

ALL DESIGN LEVELS SHOWN ARE FINISHED SURFACE LEVELS.

LEGEND

DESIGN SURFACE NATURAL SURFACE TfNSW PLAN REGISTRATION NUMBER DS2024/000809

	ISSUED FOR TFNSW APPROVAL							
25/10/2024	C	MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	SJH				
11/10/2024	В	MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	EG				
27/08/2024	A	ISSUED FOR TFNSW APPROVAL	BW	EG				
31/05/2024	6	30% DESIGN & ISSUED FOR TFNSW APPROVAL	RD	SJH				
22/05/2024	5	ISSUED FOR TFNSW APPROVAL	RD	SJH				
01/05/2024	4	RE-ISSUED FOR TFNSW REVIEW	RD	SJH				
DATE	REV	DESCRIPTION	REC	APP				
REVISIONS								

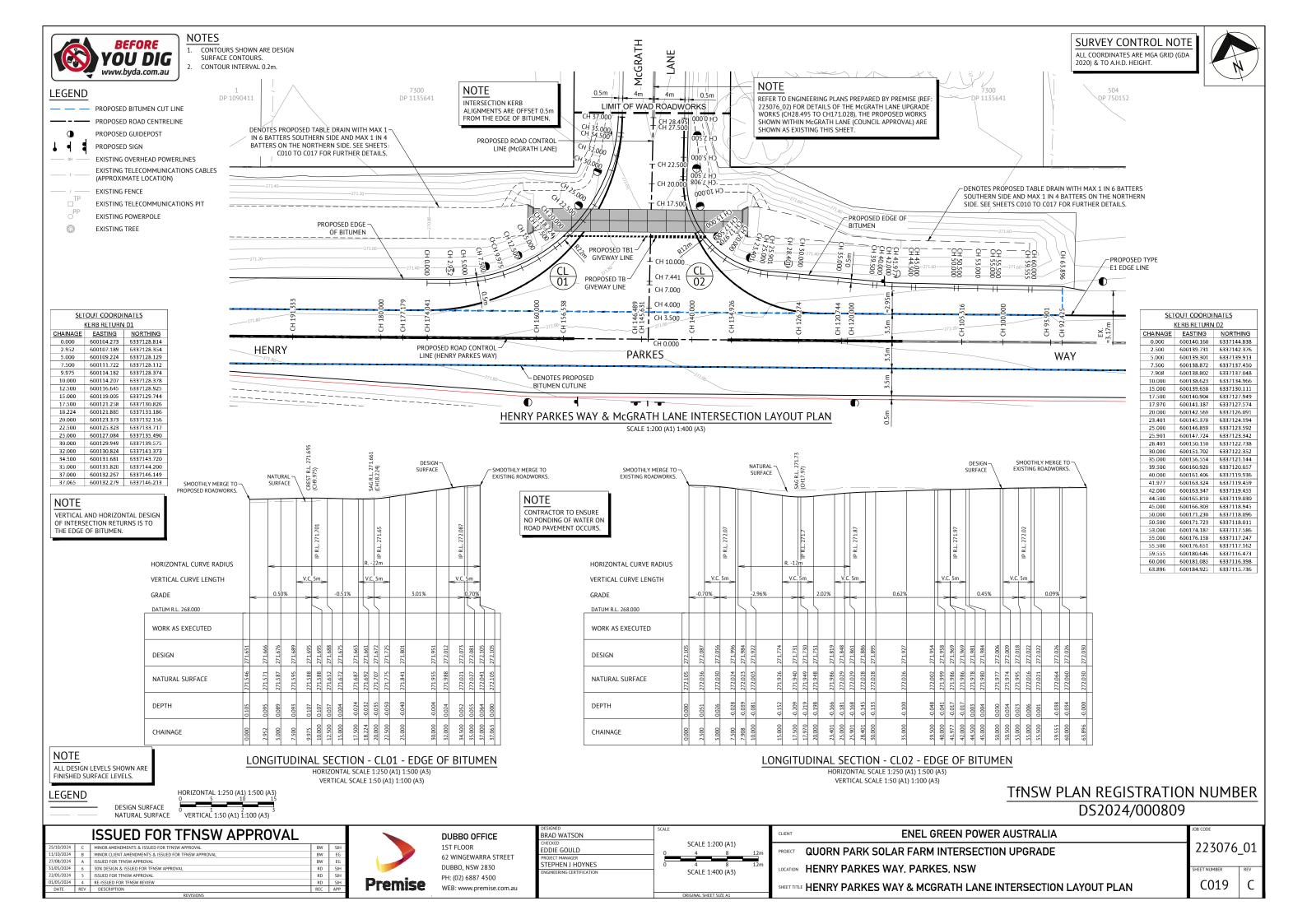


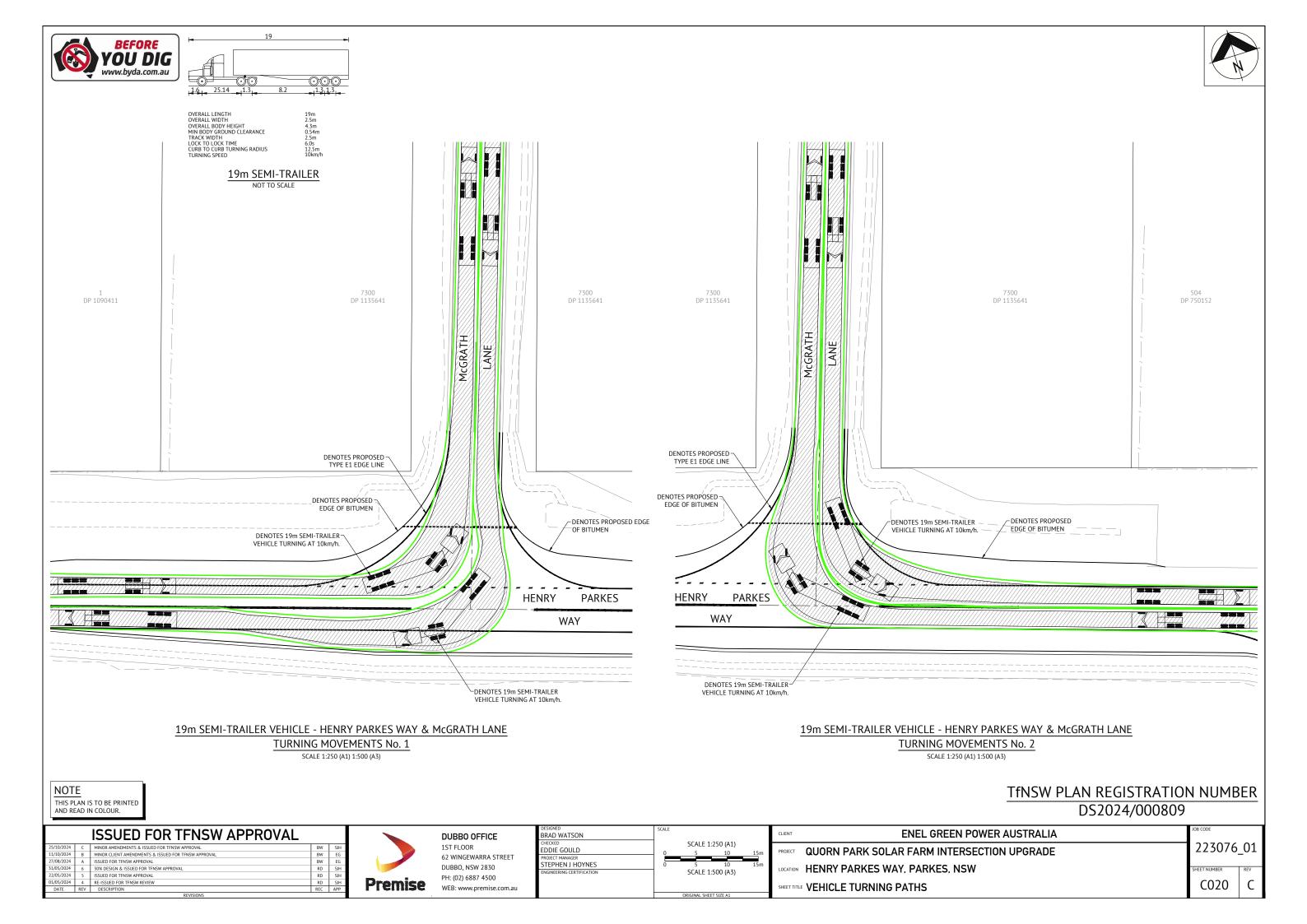
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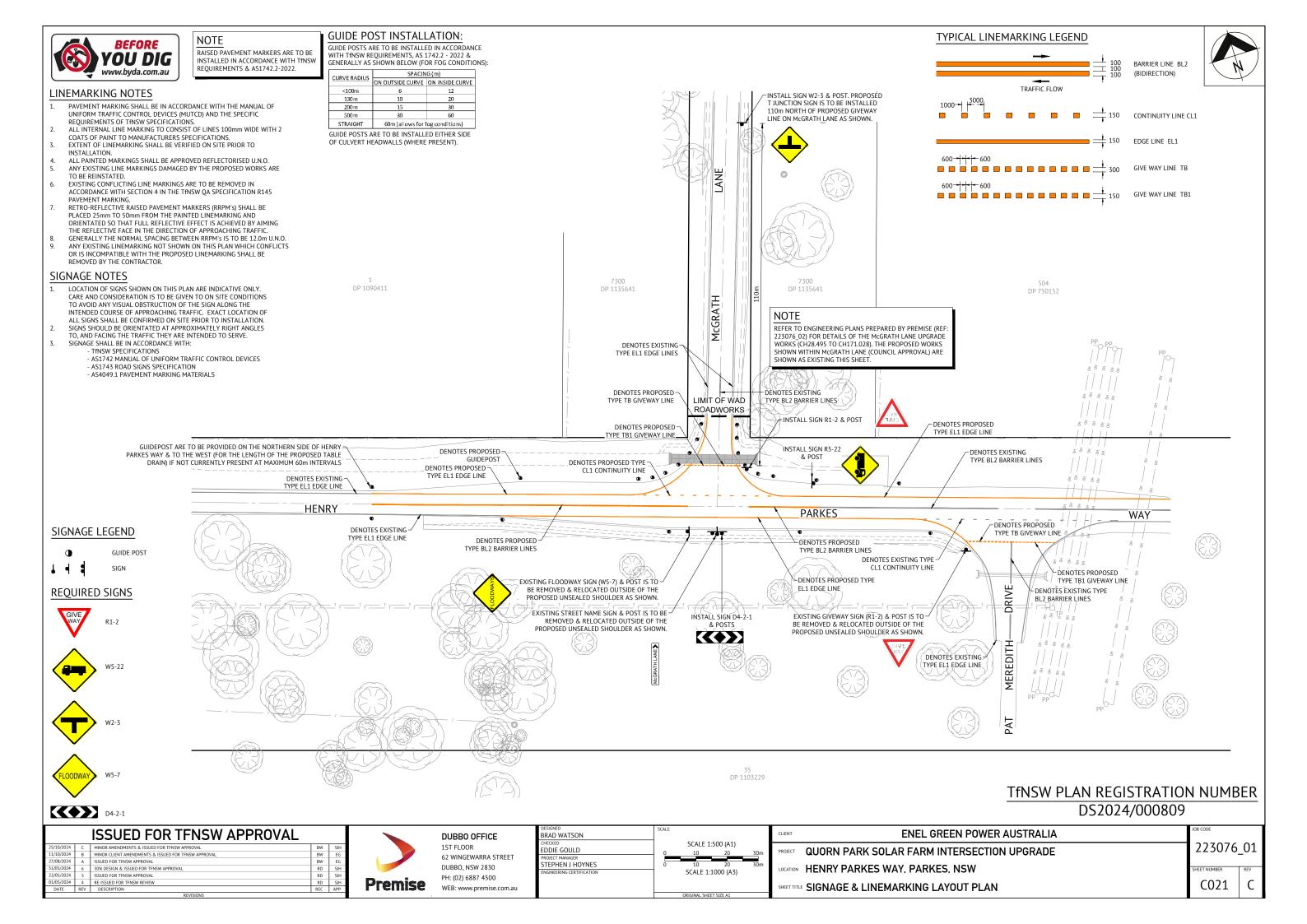
SIGNED	SCALE
RAD WATSON	
ECKED	HORIZONTAL 1:500 (A1) 1:1000 (A3)
DDIE GOULD	0 10 20 30m
OJECT MANAGER	
TEPHEN J HOYNES	0 2 4 6m
GINEERING CERTIFICATION	VERTICAL 1:100 (A1) 1:200 (A3)
	ORIGINAL SHEET SIZE A1

CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION UPGRADE
LOCATION	HENRY PARKES WAY, PARKES, NSW
SHEET TITLI	MCGRATH LANE LONGITUDINAL SECTION

223076_01







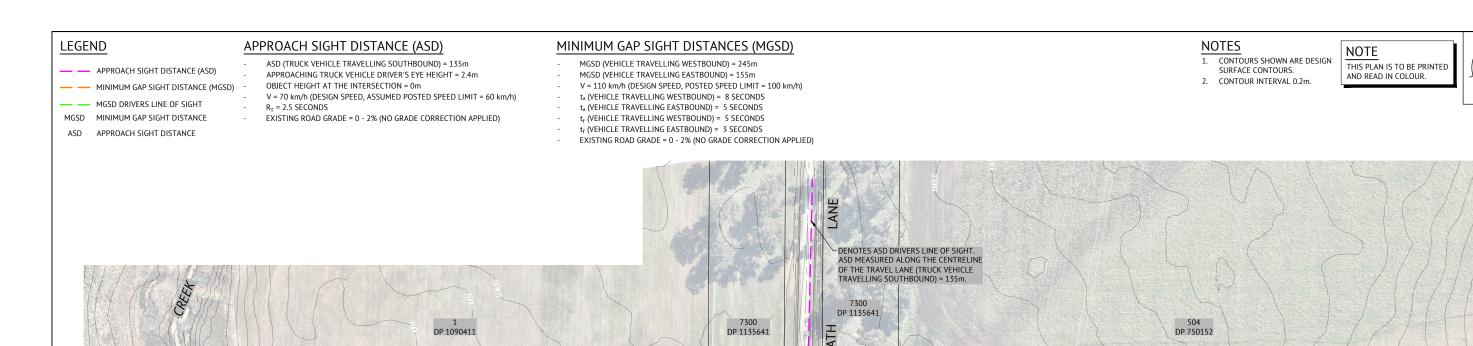


IMAGE SOURCE: NEARMAP (14/09/2022)

HENRY

HENRY PARKES WAY & McGRATH LANE TRUCK VEHICLE APPROACH SIGHT DISTANCE CHECKS

- DENOTES OBJECT AT INTERSECTION (HEIGHT = 0m)

SCALE 1:1000 (A1) 1:2000 (A3)

PARKES

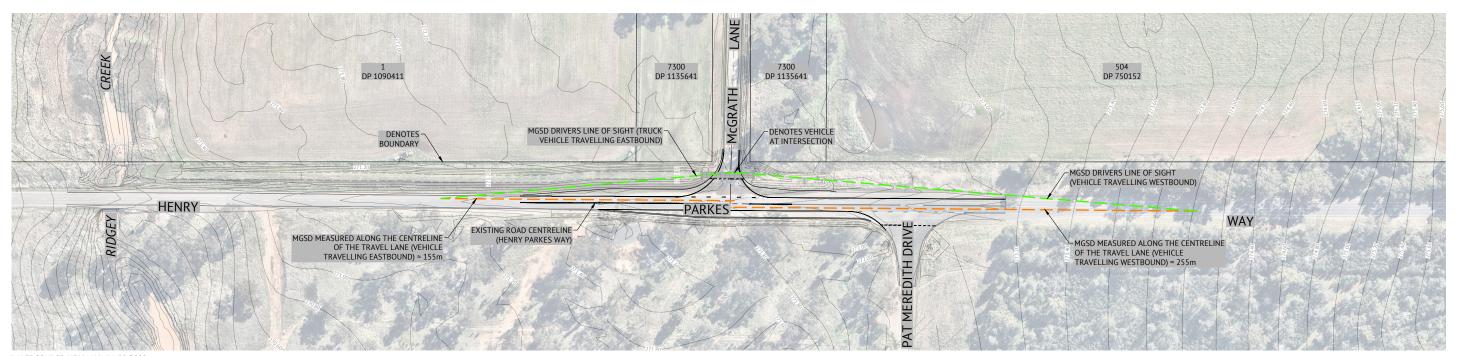


IMAGE SOURCE: NEARMAP (14/09/2022)

HENRY PARKES WAY & McGRATH LANE TRUCK VEHICLE MINIMUM GAP SIGHT DISTANCE CHECKS

SCALE 1:1000 (A1) 1:2000 (A3)

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

						D3202 1/000007		
ISSUED FOR TFNSW APPROVAL		DUBBO OFFICE	BRAD WATSON	SCALE	CLIENT ENEL GREEN POWER AUSTRALIA		JOB CODE	
25/10/2024 C MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL 11/10/2024 B MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL 27/08/2024 A ISSUED FOR TFNSW APPROVAL	BW SJH BW EG	1ST FLOOR 62 WINGEWARRA STREET	EDDIE GOULD PROJECT MANAGER	SCALE 1:1000 (A1) 0 20 40 60m	PROJECT QUORN PARK SOLAR FARM INTERSECTION UPGRADE		223076	6_01
27/05/2024 6 30% DESIGN & ISSUED FOR TENSW APPROVAL 22/05/2024 5 ISSUED FOR TENSW APPROVAL	RD SJH	DUBBO, NSW 2830	STEPHEN J HOYNES ENGINEERING CERTIFICATION	0 20 40 60m SCALE 1:2000 (A3)	LOCATION HENRY PARKES WAY, PARKES, NSW		SHEET NUMBER	REV
01/05/2024 4 RE-ISSUED FOR TENSW REVIEW DATE REV DESCRIPTION F	RD SJH Premise	PH: (02) 6887 4500 WEB: www.premise.com.au			SHEET TITLE SIGHT DISTANCE PLAN, SHEET 1 OF 2		C022	C
REVISIONS				ORIGINAL SHEET SIZE A1				

LEGEND MINIMUM SAFE INTERSECTION SIGHT DISTANCES (SISD) MINIMUM SAFE STOPPING DISTANCES (SSD) SISD (TRUCK VEHICLE TRAVELLING WESTBOUND & EASTBOUND) = 360m SSD (TRUCK VEHICLE TRAVELLING WESTBOUND & EASTBOUND) = 240m SAFE INTERSECTION SIGHT PASSENGER VEHICLE HEIGHT AT THE INTERSECTION = 1.25m OBJECT HEIGHT AT THE INTERSECTION = 0.2m DISTANCE (SISD) APPROACHING TRUCK VEHICLE DRIVER'S EYE HEIGHT = 2.4m APPROACHING TRUCK VEHICLE DRIVER'S EYE HEIGHT = 2.4m SISD DRIVERS LINE OF SIGHT V = 110 km/h (DESIGN SPEED, POSTED SPEED LIMIT = 100 km/h) V = 110 km/h (DESIGN SPEED, POSTED SPEED LIMIT = 100 km/h) R_T = 2.5 SECONDS $R_{\tau} = 2.5 \text{ SECONDS}$

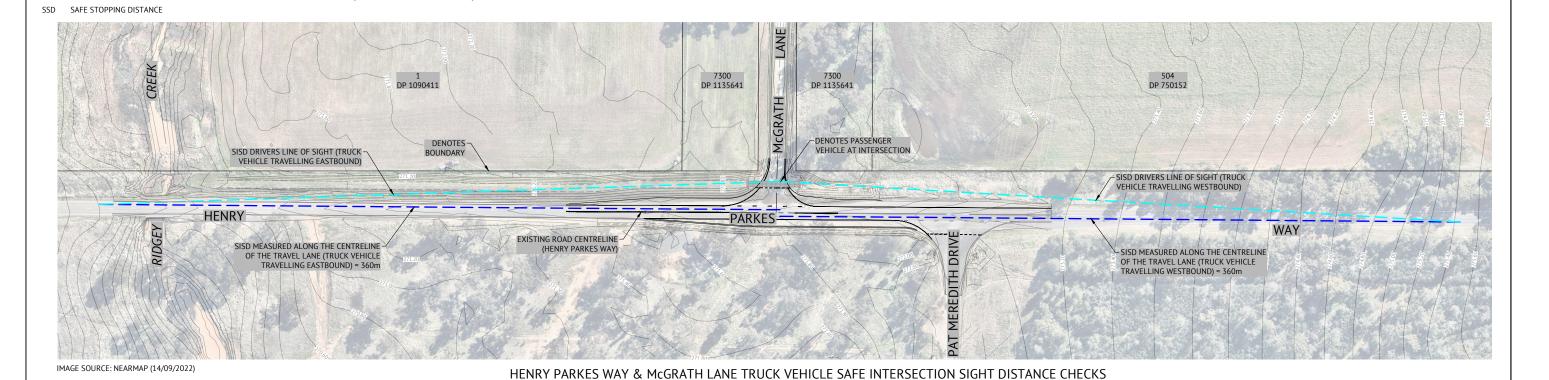
EXISTING ROAD GRADE ≈ 0 - 2% (NO GRADE CORRECTION APPLIED)

 $O_{\tau} = 3 SECONDS$

NOTES

- CONTOURS SHOWN ARE DESIGN SURFACE CONTOURS.
- 2. CONTOUR INTERVAL 0.2m

NOTE THIS PLAN IS TO BE PRINTED AND READ IN COLOUR.



SCALE 1:1000 (A1) 1:2000 (A3)

EXISTING ROAD GRADE ≈ 0 - 2% (NO GRADE CORRECTION APPLIED)

DP 1135641 DP 750152 DP 1090411 DP 1135641

McGRATH -DENOTES OBJECT AT INTERSECTION (HEIGHT = 0.2m HENRY PARKES RIDGEY EXISTING ROAD CENTRELINE DENOTES SSD DRIVERS LINE OF SIGHT. PAT MEREDITH DRIVE SSD MEASURED ALONG THE CENTRELINE
OF THE TRAVEL LANE (TRUCK VEHICLE DENOTES SSD DRIVERS LINE OF SIGHT. SSD MEASURED ALONG THE CENTRELINE
OF THE TRAVEL LANE (TRUCK VEHICLE

IMAGE SOURCE: NEARMAP (14/09/2022)

— SAFE STOPPING DISTANCE (SSD)

SISD SAFE INTERSECTION SIGHT DISTANCE

HENRY PARKES WAY & McGRATH LANE TRUCK VEHICLE SAFE STOPPING DISTANCE CHECKS

SCALE 1:1000 (A1) 1:2000 (A3)

TfNSW PLAN REGISTRATION NUMBER DS2024/000809

ISSUED FOR TFNSW APPROVAL							
25/10/2024	C	MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	SJH			
11/10/2024	В	MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	EG			
27/08/2024	A	ISSUED FOR TFNSW APPROVAL	BW	EG			
31/05/2024	6	30% DESIGN & ISSUED FOR TFNSW APPROVAL	RD	SJH			
22/05/2024	5	ISSUED FOR TFNSW APPROVAL	RD	SJH			
01/05/2024	4	RE-ISSUED FOR TFNSW REVIEW	RD	SJH			
DATE	REV	DESCRIPTION	REC	APP			
		PEVISIONS					



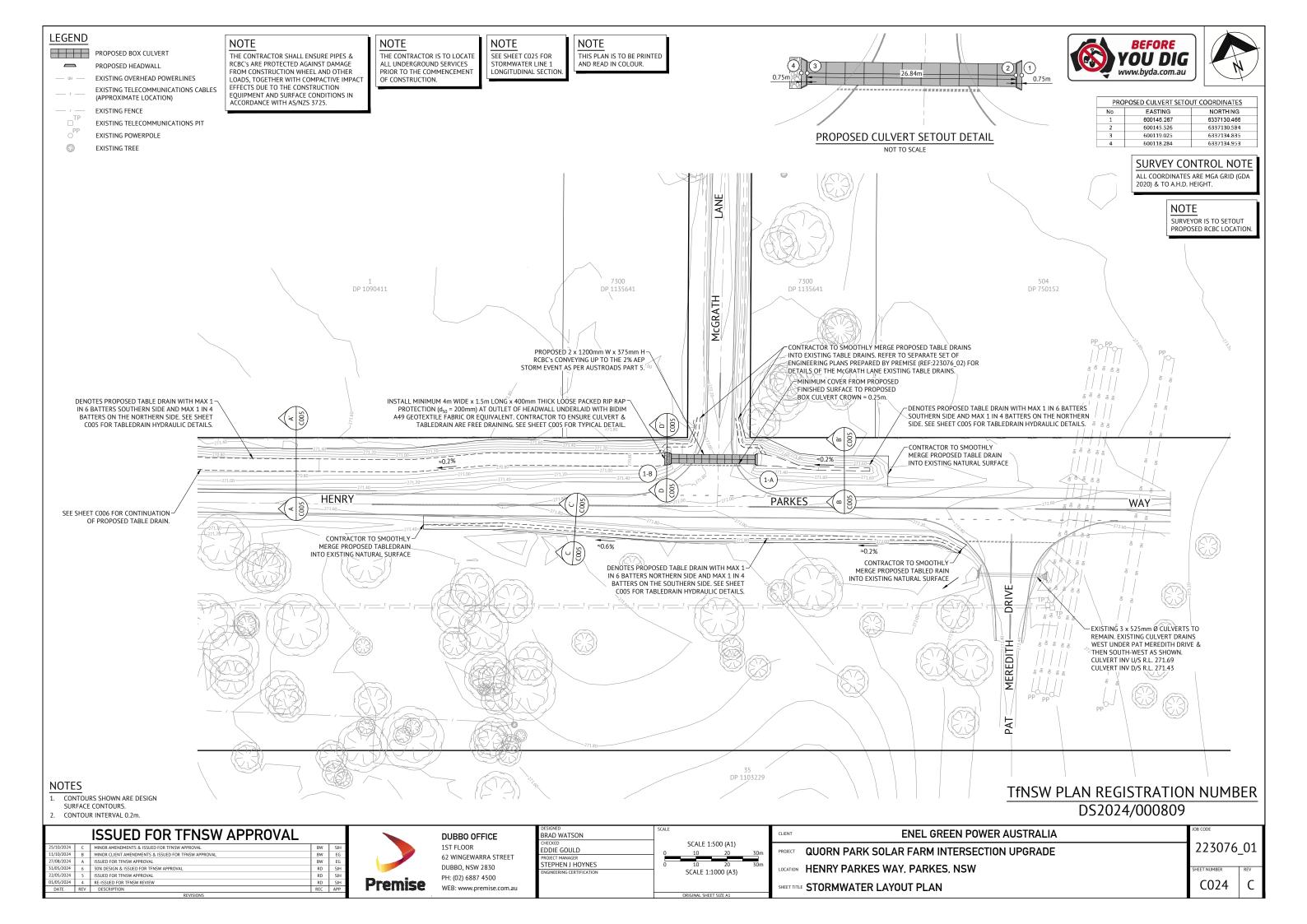
DUBBO OFFICE 1ST FLOOR 62 WINGEWARRA STREET **DUBBO, NSW 2830** PH: (02) 6887 4500 WEB: www.premise.com.au

ESIGNED	SCALE			
RAD WATSON				
HECKED		SCALE 1:	1000 (A1)	
DDIE GOULD	0	20	40	60m
ROJECT MANAGER				
TEPHEN J HOYNES	0	20	40	60m
NGINEERING CERTIFICATION		SCALE 1:	2000 (A3)	
		ORIGINAL SHEE	T SIZE A1	

	CLIENT	
60m	PROJECT	QUORN PARK SOI
60m	LOCATION	HENRY PARKES V
	SHEET TITLE	SIGHT DISTANCE

ENEL GREEN POWER AUSTRALIA LAR FARM INTERSECTION UPGRADE WAY, PARKES, NSW PLAN, SHEET 2 OF 2

223076_01





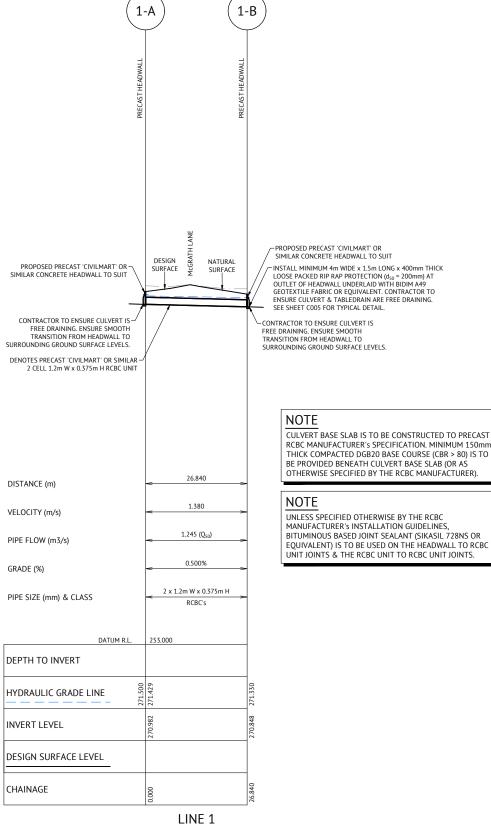
	CATCHMENT DETAILS							
Name	Total Area (ha)	Percent Impervious	Percent Pervious	Max Flow Q (m ³ /s)	Due to Storm			
C 1-A	14.93	5	95	0.443	10% AEP, 3 hour burst, Storm 3			
C 1-B	15.77	5	95	0.499	10% AEP, 3 hour burst, Storm 8			
C 1-C	1.246	5	95	0.063	10% AEP, 2 hour burst, Storm 6			
C 1-D	2.301	5	95	0.108	10% AEP, 2 hour burst, Storm 6			
C 2-A	0.2005	65	35	0.060	10% AEP, 10 min burst, Storm 4			

STORMWATER CATCHMENT CALCULATIONS FOR MINOR 10 YEAR ARI (10% AEP) STORM EVENT

CATCHMENT DETAILS					
Name	Total Area (ha)	Percent Impervious	Percent Pervious	Max Flow Q (m ³ /s)	Due to Storm
C 1-A	14.93	5	95	0.846	2% AEP, 3 hour burst, Storm 9
C 1-B	15.77	5	95	0.932	2% AEP, 3 hour burst, Storm 1
C 1-C	1.246	5	95	0.116	2% AEP, 1.5 hour burst, Storm 8
C 1-D	2.301	5	95	0.199	2% AEP, 1.5 hour burst, Storm 2
C 2-A	0.2005	65	35	0.087	2% AEP, 15 min burst, Storm 3

STORMWATER CATCHMENT CALCULATIONS FOR MAJOR 50 YEAR ARI (2% AEP) STORM EVENT

McGRATH LANE RCBC (2 CELL 1.2m W x 0.375m H RCBC)					
10 Year ARI storm event					
Flow (m3/s)	Velocity (m/s)	Upstream water level (m)	Downstream water level (m)	Min. freeboard to edge of bitumen R.L. 271.705 (m)	
0.68	1.80	271.31	270.99	0.39	
50 Year ARI storm event					
Flow (m3/s)	Velocity (m/s)	Upstream water level (m)	Downstream water level (m)	Min. freeboard to edge of bitumen R.L. 271.705 (m)	
1 25	1 39	271.50	271 22	0.20	



HORIZONTAL SCALE 1:500 (A1) 1:1000 (A3) VERTICAL SCALE 1:100 (A1) 1:200 (A3)

LEGEND DESIGN SURFACE NATURAL SURFACE HYDRAULIC GRADE LINE

ALL DESIGN LEVELS SHOWN ARE FINISHED SURFACE LEVELS.

ISSUED FOR TENSW APPROVAL

		1330ED FOR THIS WALL INOVAL		
25/10/2024	0	MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	SJH
11/10/2024	В	MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	EG
27/08/2024	Α	ISSUED FOR TFNSW APPROVAL	BW	EG
31/05/2024	6	30% DESIGN & ISSUED FOR TFNSW APPROVAL	RD	SJH
22/05/2024	5	ISSUED FOR TFNSW APPROVAL	RD	SJH
01/05/2024	4	RE-ISSUED FOR TFNSW REVIEW	RD	SJH
DATE	REV	DESCRIPTION	REC	APP
REVISIONS				



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DESIGNED	SCALE
BRAD WATSON	
CHECKED	HORIZONTAL 1:500 (A1) 1:1000 (A3)
EDDIE GOULD	0 10 20 30m
PROJECT MANAGER	
STEPHEN J HOYNES	0 2 4 6m
ENGINEERING CERTIFICATION	VERTICAL 1:100 (A1) 1:200 (A3)
	ORIGINAL SHEET SIZE A1

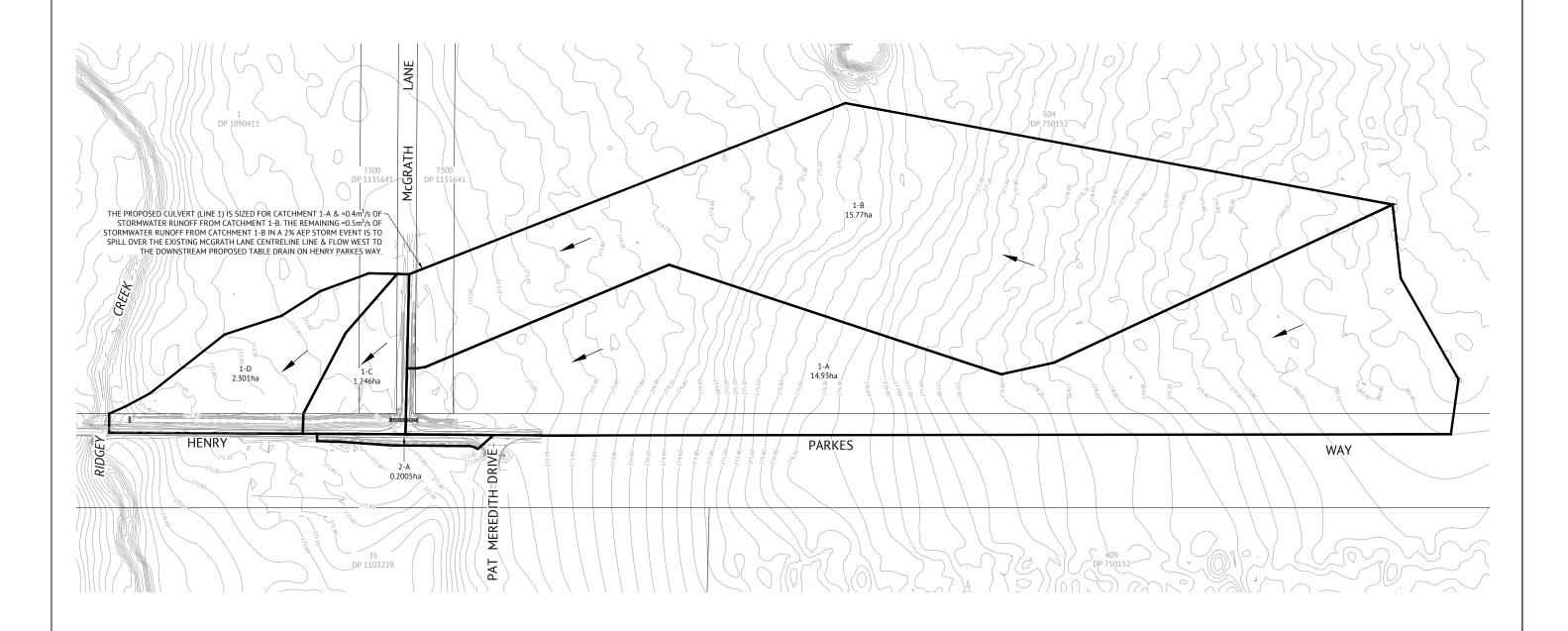
TfNSW PLAN REGISTRATION NUMBER DS2024/000809

CLIENT	ENEL GREEN POWER AUSTRALIA	JOB CODE	
PROJECT	QUORN PARK SOLAR FARM INTERSECTION UPGRADE	223076	_01
LOCATION	HENRY PARKES WAY, PARKES, NSW	SHEET NUMBER	REV
SHEET TITLE	STORMWATER LINE 1 LONGITUDINAL SECTION & STORMWATER CALCULATIONS	C025	C



PEAK RUNOFF FLOWS WERE DETERMINED USING THE RAFTS HYDROLOGICAL MODEL IN WATERCOM 'DRAINS SOFTWARE MODEL. THE PARKES RAINFALL DATA USED FOR ANALYSIS WAS DOWNLOADED FROM THE ARR DATA HUB ON 25/06/2024 AND A CLIMATE CHANGE MULTIPLIER OF 1.13 WAS USED THROUGHOUT.





LEGEND

CATCHMENT BOUNDARY

 CONTOURS SHOWN ARE A COMBINATION OF DESIGN SURFACE, SURVEYED NATURAL SURFACE & LIDAR NATURAL SURFACE CONTOURS.

2. CONTOUR INTERVAL 0.2m.

ISSUED FOR TFNSW APPROVAL MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL
MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPRO
ISSUED FOR TFNSW APPROVAL 7/08/2024
 z//09/2014
 A
 ISSUED FOR TFNSW APPROVAL

 31/05/2024
 6
 30% DESIGN & ISSUED FOR TFNSW APPROVAL

 22/05/2014
 5
 ISSUED FOR TFNSW APPROVAL

 01/05/2024
 4
 REJSUED FOR TFNSW REVIEW

 DATE
 REV
 DESCRIPTION



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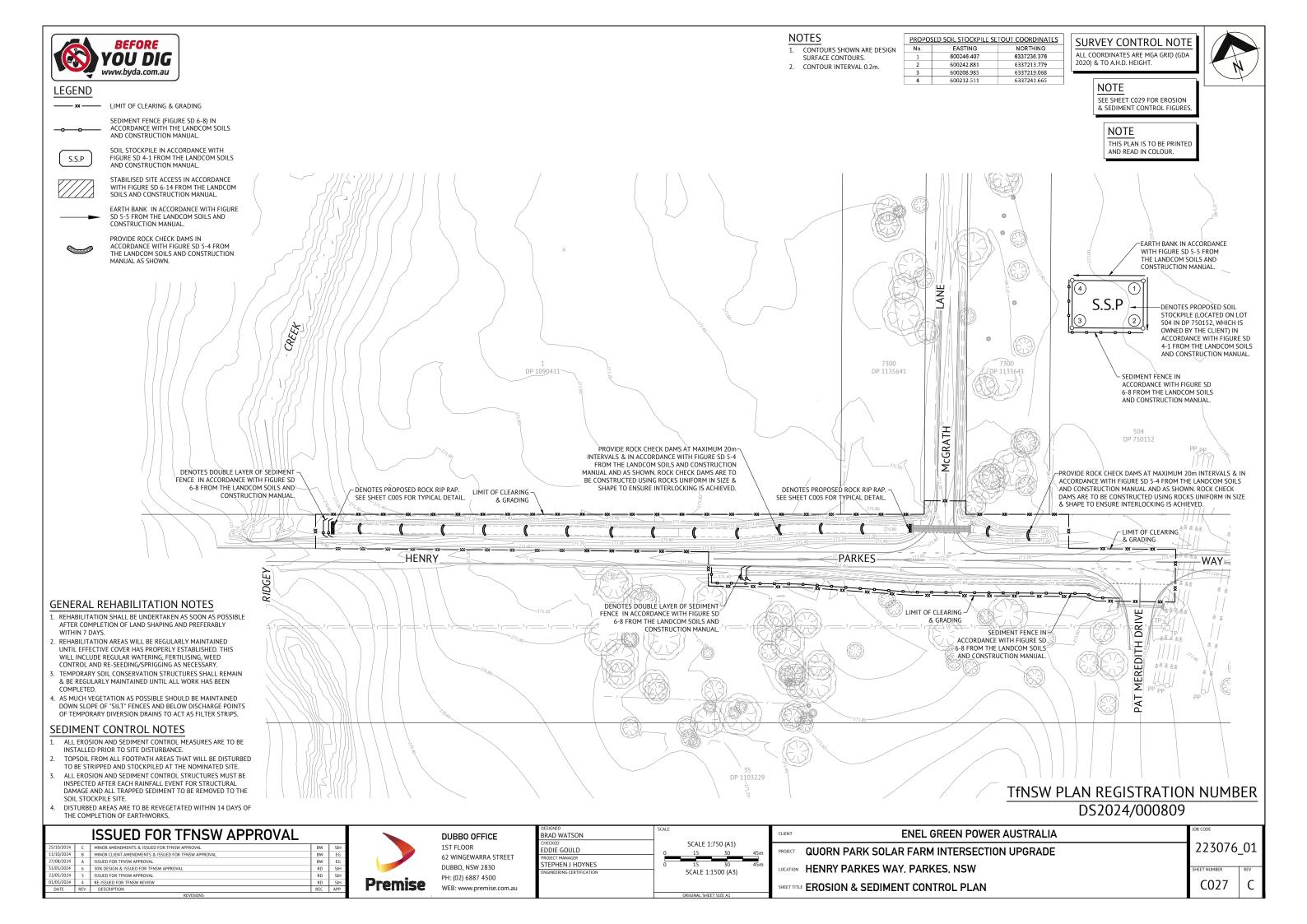
SIGNED	SCALE			
RAD WATSON				
ECKED		SCALE 1:	2000 (A1)	
DIE GOULD	0	40	80	120m
OJECT MANAGER				
EPHEN J HOYNES	0	40	80	120m
GINEERING CERTIFICATION		SCALE 1:	4000 (A3)	
		ORIGINAL SHEE	T SIZE A1	

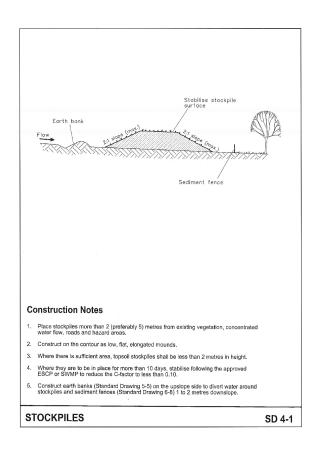
TfNSW PLAN REGISTRATION NUMBER DS2024/000809 **ENEL GREEN POWER AUSTRALIA**

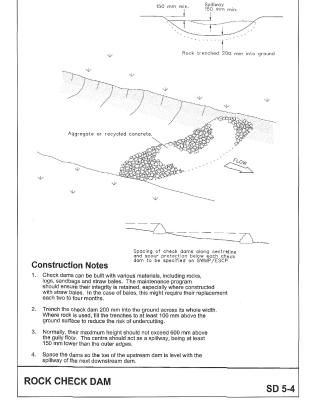
LOCATION HENRY PARKES WAY, PARKES, NSW SHEET TITLE STORMWATER CATCHMENT PLAN

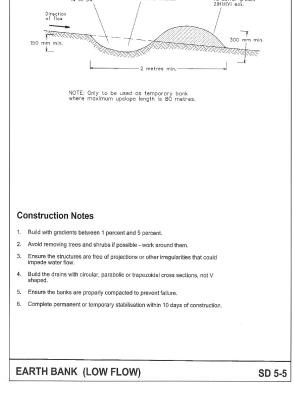
PROJECT QUORN PARK SOLAR FARM INTERSECTION UPGRADE

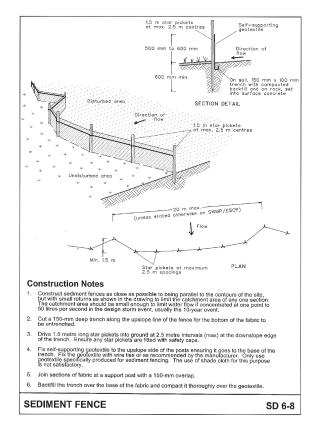
223076_01

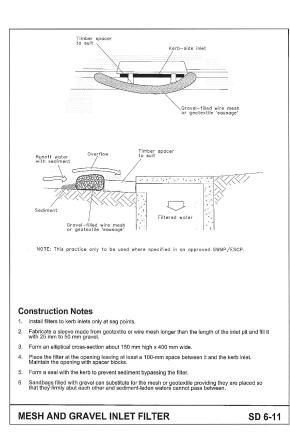


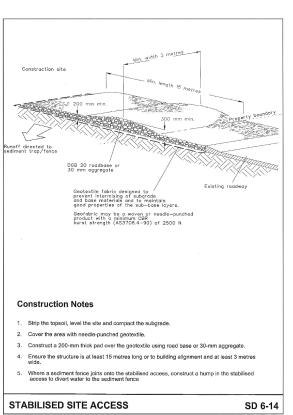












TfNSW PLAN REGISTRATION NUMBER DS2024/000809

IMAGE SOURCE: LANDCOM BLUE BOOK

	ISSUED FOR TFNSW APPROVAL					
25/10/2024	C	MINOR AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	SJH		
11/10/2024	В	MINOR CLIENT AMENDMENTS & ISSUED FOR TFNSW APPROVAL	BW	EG		
27/08/2024	A	ISSUED FOR TFNSW APPROVAL	BW	EG		
31/05/2024	6	30% DESIGN & ISSUED FOR TFNSW APPROVAL	RD	SJH		
22/05/2024	5	ISSUED FOR TFNSW APPROVAL	RD	SJH		
01/05/2024	4	RE-ISSUED FOR TFNSW REVIEW	RD	SJH		
DATE	REV	DESCRIPTION	REC	APP		
REVISIONS						



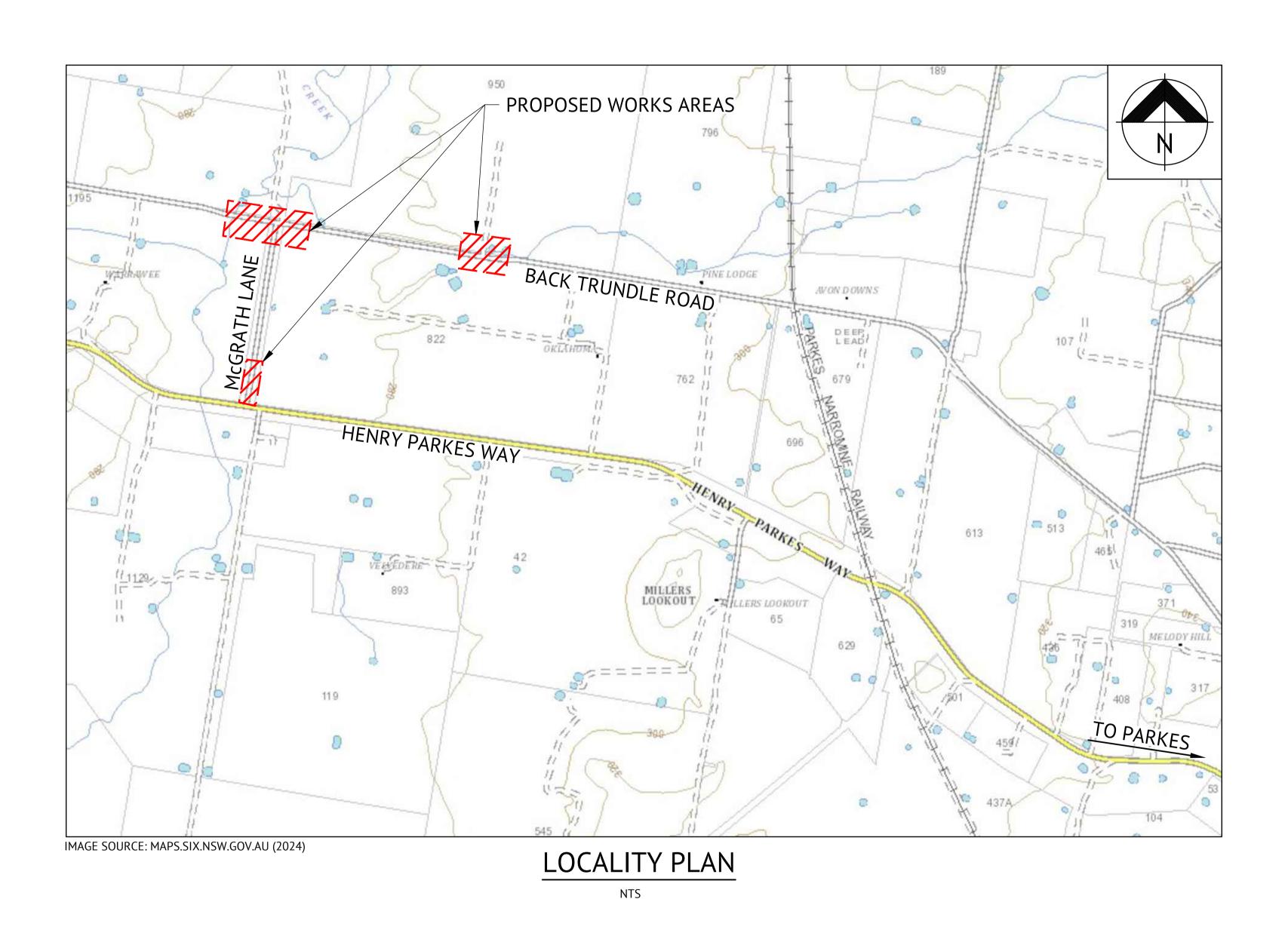
DUBBO OFFICE

1ST FLOOR
62 WINGEWARRA STREET
DUBBO, NSW 2830
PH: (02) 6887 4500
WEB: www.premise.com.au

DESIGNED	SCALE
BRAD WATSON	
CHECKED	
EDDIE GOULD	
PROJECT MANAGER	
STEPHEN J HOYNES	
ENGINEERING CERTIFICATION	
	ORIGINAL SHEET SIZE A1

CLIENT	ENEL GREEN POWER AUSTRALIA	JOB CODE	
PROJECT	QUORN PARK SOLAR FARM INTERSECTION UPGRADE	223076	_01
LOCATION	HENRY PARKES WAY, PARKES, NSW	SHEET NUMBER	REV
SHEET TITL	EROSION & SEDIMENT CONTROL FIGURES	C028	C

QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES, PARKES, NSW ENEL GREEN POWER AUSTRALIA CIVIL DESIGN



	DRAWING SCHEDULE
DRAWING NO.	DRAWING TITLE
C001	COVER SHEET, LOCALITY PLAN AND DRAWING LIST
C002	SITE LAYOUT PLAN
C011	TYPICAL NOTES AND DETAILS
	McGRATH LANE AND BACK TRUNDLE ROAD INTERSECTION
C101	ENGINEERING PLAN - SHEET 1
C102	ENGINEERING PLAN - SHEET 2
C103	ENGINEERING PLAN - SHEET 3
C121	TYPICAL CROSS SECTIONS
C131	ROAD LONGITUDINAL SECTIONS
C141	ROAD CROSS SECTIONS - McGRATH LANE - SHEET 1
C142	ROAD CROSS SECTIONS - McGRATH LANE - SHEET 2
C143	ROAD CROSS SECTIONS - McGRATH LANE - SHEET 3
C144	ROAD CROSS SECTIONS - BACK TRUNDLE ROAD - SHEET 1
C145	ROAD CROSS SECTIONS - BACK TRUNDLE ROAD - SHEET 2
C151	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN - SHEET 1
C152	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN - SHEET 2
C153	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN - SHEET 3
C191	VEHICLE TRACKING - 19m PRIME MOVER AND SEMI TRAILER
C192	VEHICLE TRACKING - OVERSIZE 8x8 WITH 2x8 - SHEET 1
C193	VEHICLE TRACKING - OVERSIZE 8x8 WITH 2x8 - SHEET 2
	McGRATH LANE EXTENSION FROM HENRY PARKES WAY
C201	ENGINEERING PLAN
C221	TYPICAL CROSS SECTIONS
C231	ROAD LONGITUDINAL SECTION
C241	ROAD CROSS SECTIONS - SHEET 1
C242	ROAD CROSS SECTIONS - SHEET 2
C243	ROAD CROSS SECTIONS - SHEET 3
C251	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN
	QUORN PARK PROPERTY ACCESS
C301	ENGINEERING PLAN
C321	TYPICAL CROSS SECTIONS
C331	ROAD LONGITUDINAL SECTIONS
C341	ROAD CROSS SECTIONS - BLACK TRUNDLE ROAD
C342	ROAD CROSS SECTIONS - PROPERTY ACCESS
C351	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN
C371	DRAINAGE LONGITUDINAL SECTIONS
C391	VEHICLE TRACKING - 19m PRIME MOVER AND SEMI TRAILER
C392	VEHICLE TRACKING - OVERSIZE 8x8 WITH 2x8



PRELIMINARY - NOT FOR CONSTRUCTION							
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED					
08/05/2024	3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED					
06/05/2024	2	ISSUED FOR APPROVAL					
03/05/2023	1	ISSUED FOR APPROVAL					
DATE	REV	DESCRIPTION	REC	APP			
DEMICIONIC							



DESIGNED	SCALE
R. DURHAM	
CHECKED	
S. HOYNES	
PROJECT MANAGER	
D. WALKER	
	00100000 00555 0055 14
	ORIGINAL SHEET SIZE A1

CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	QUORN PARK SOLAR FARM, PARKES NSW
SHEET TITLE	COVER SHEET, LOCALITY PLAN AND DRAWING LIST

223076_02







PRELIMINARY - NOT FOR CONSTRUCTION						
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED				
08/05/2024	3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED				
06/05/2024	2	ISSUED FOR APPROVAL				
03/05/2023	1	ISSUED FOR APPROVAL				
DATE	REV	DESCRIPTION	REC	AP		

ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 Premise PH: (02) 6393 5000
WEB: www.premise.com.au

DESIGNED R. DURHAM	SCALE			
CHECKED S. HOYNES	0	80	160	240m
PROJECT MANAGER D. WALKER			4000 (A1)	

	CLIENT	ENEL GREEN POWER AUSTRALIA	
n	PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW	
	LOCATION	QUORN PARK SOLAR FARM, PARKES NSW	
	SHEET TITLE	SITE LAYOUT PLAN	

223076_02

GENERAL CONSTRUCTION NOTES:

- 1. PARKES SHIRE COUNCIL ARE TO BE NOTIFIED 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY WORKS.
- 2. ALL SERVICES SHOWN ON THIS PLAN HAVE BEEN PREPARED FROM A COMBINATION OF FIELD SURVEY & EXISTING RECORDS PROVIDED BY SERVICE AUTHORITIES HOWEVER ALL RELEVANT AUTHORITIES MUST BE CONTACTED & SERVICE LOCATIONS CHECKED PRIOR TO WORK COMMENCING. THE CONTRACTOR IS TO ADEQUATELY INFORM THEMSELVES AS TO THE DEPTH AND LOCATION OF ALL EXISTING & PROPOSED SERVICES PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- ANY WORK TO EXISTING SERVICES THAT REQUIRE RELOCATION BY AUTHORITIES SHALL BE CARRIED OUT BY THE RELEVANT AUTHORITY BUT WITHIN THE TERMS OF THE CONTRACT AND SHALL BE CO-ORDINATED BY THE CONTRACTOR.
- TRAFFIC & PEDESTRIAN CONTROL MEASURES ARE TO BE IN PLACE DURING ALL CONSTRUCTION WORKS. TRAFFIC CONTROL PLANS ARE TO BE PREPARED BY A CERTIFIED & APPROVED PERSON IN ACCORDANCE WITH AS1742.3-2009 & THE RMS "TRAFFIC CONTROL AT WORK SITES" - 2010.
- 5. THE CONTRACTOR SHALL REINSTATE ANY GRASSED AREAS OR TABLE DRAINS AFFECTED DURING CONSTRUCTION.
- ALL CONSTRUCTION WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS IN ACCORDANCE WITH THE REQUIREMENTS OF PARKES SHIRE COUNCIL.
- EROSION AND SEDIMENT CONTROL TO BE COMPLETED IN ACCORDANCE WITH ESC.
- 8. TOPSOIL TO BE EXCAVATED TO EXPOSE SUBGRADE & STOCKPILED. THE SUBGRADE (OR PROPOSED FILL AREAS) SHALL BE STRIPPED OF ALL SOFT, ORGANIC OR MOISTURE AFFECTED MATERIALS AND SHALL BE ROLLED AND COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 98% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM MOISTURE CONTENT.
- THE PAVEMENT BASE, SUB BASE & SELECT MATERIALS SHOULD BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 102% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM MOISTURE CONTENT. THE SUBGRADE AND GENERAL FILL SHOULD BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 98% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM MOISTURE CONTENT.
- 10. CONSTRUCTION WORK SHALL ONLY BE CARRIED OUT WITHIN THE FOLLOWING TIMES:-*MONDAY TO FRIDAY 7.00 am TO 6.00 pm *SATURDAY 7.00 am TO 1.00 pm (IF INAUDIBLE ON RESIDENTIAL PREMISES)

*OTHER WISE 8.00 am TO 1.00 pm THE ABOVE RESTRICTIONS MAY BE SUBJECT TO REVIEW AND VARIATION BY PARKES SHIRE COUNCIL UPON AN ASSESSMENT OF THE LEVEL OF ANNOYANCE, IF ANY, THAT MAY ARISE.

- 11. DURING SUNDAY AND PUBLIC HOLIDAYS, NO CONSTRUCTION WORK PERMITTED
- 12. ALL LEVELS ARE IN AUSTRALIAN HEIGHT DATUM.
- 13. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCY SHALL BE REFERRED TO THE OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH THE WORK.
- 14. ALL DIMENSIONS SHALL BE VERIFIED BY THE CONTRACTOR ON SITE. ENGINEER'S DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS. UNLESS NOTED OTHERWISE. ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
- 15. PARKES SHIRE COUNCIL'S REPRESENTATIVE TO BE NOTIFIED OF ANY WATER IN THE EXCAVATIONS.
- 16. THE RECTIFICATION OF ALL MATTERS ARISING FROM INSUFFICIENT INFORMATION BEING SHOWN ON THE APPROVED ENGINEERING PLANS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS AND TO THE REQUIREMENTS OF PARKES SHIRE COUNCIL'S ENGINEER.
- 17. WRITTEN CONSENT SHALL BE SUBMITTED TO PARKES SHIRE COUNCIL FROM THE OWNERS OF ANY ADJOINING PROPERTY PRIOR TO ANY PHYSICAL INTERFERENCE WITH THAT PROPERTY AS A RESULT OF THE REQUIRED CONSTRUCTION.
- 18. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY BREACHES OF THE CLEAN WATERS ACT 1970.

NOTES FOR COUNCIL:

ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH, BUT NOT LIMITED TO, THE VARIOUS PARKES SHIRE COUNCIL'S AUS-SPEC#1 CONSTRUCTION SPECIFICATIONS OUTLINED BELOW:

GENERAL C201 CONTROL OF TRAFFIC CONTROL OF EROSION & SEDIMENTATION C211 CLEARING & GRUBBING

C213 EARTHWORKS C220 STORMWATER DRAINAGE C221 PIPED DRAINAGE

C222 PRECAST BOX CULVERTS C223 DRAINAGE STRUCTURES C230 SUBSURFACE DRAINAGE GENERAL

STABILISATION

C231 SUBSURFACE & FOUNDATION DRAINS C232 PAVEMENT DRAINS

C242 FLEXIBLE PAVEMENTS C244 SPRAYED BITUMINOUS SURFACING C261 PAVEMENT MARKINGS

C262 SIGNPOSTING C263 GUIDEPOSTS

C241

BUS STOP NOTE:

LIAISON SHALL BE CARRIED OUT BETWEEN THE PROPERTY OWNERS AND THE SCHOOL BUS COMPANY TO DETERMINE A TEMPORARY LOCATION FOR THE PICK UP AND DROP OFF OF THE SCHOOL STUDENTS THAT IS SATISFACTORY TO BOTH

PRELIMINARY - NOT FOR CONSTRUCTION					
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED			
08/05/2024	3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED			
06/05/2024	2	ISSUED FOR APPROVAL			
03/05/2023	1	ISSUED FOR APPROVAL			
DATE	REV	DESCRIPTION	REC	AP	



ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000

DESIGNED R. DURHAM	SCALE
CHECKED S. HOYNES	
PROJECT MANAGER D. WALKER	

NTS

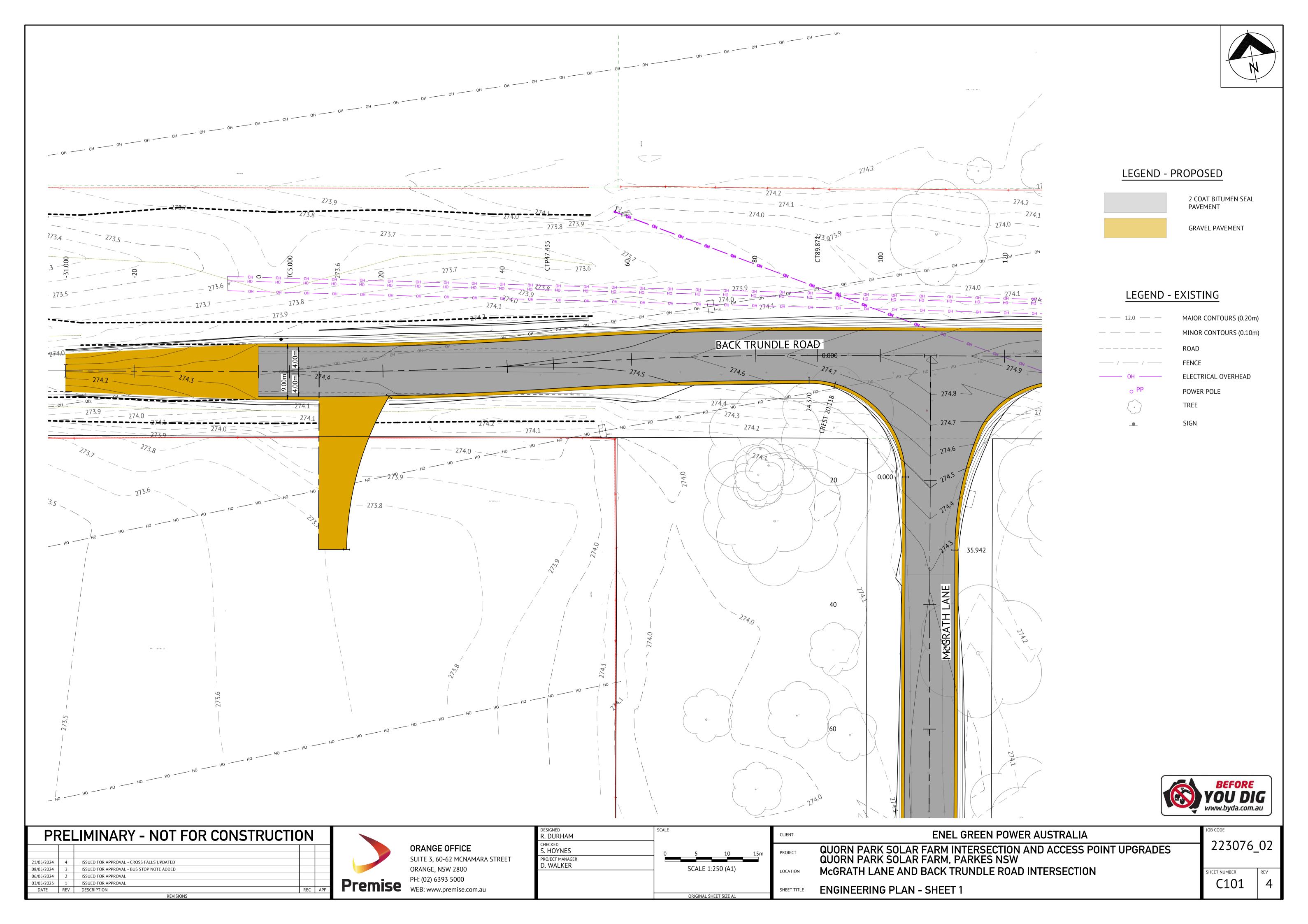
ORIGINAL SHEET SIZE A1

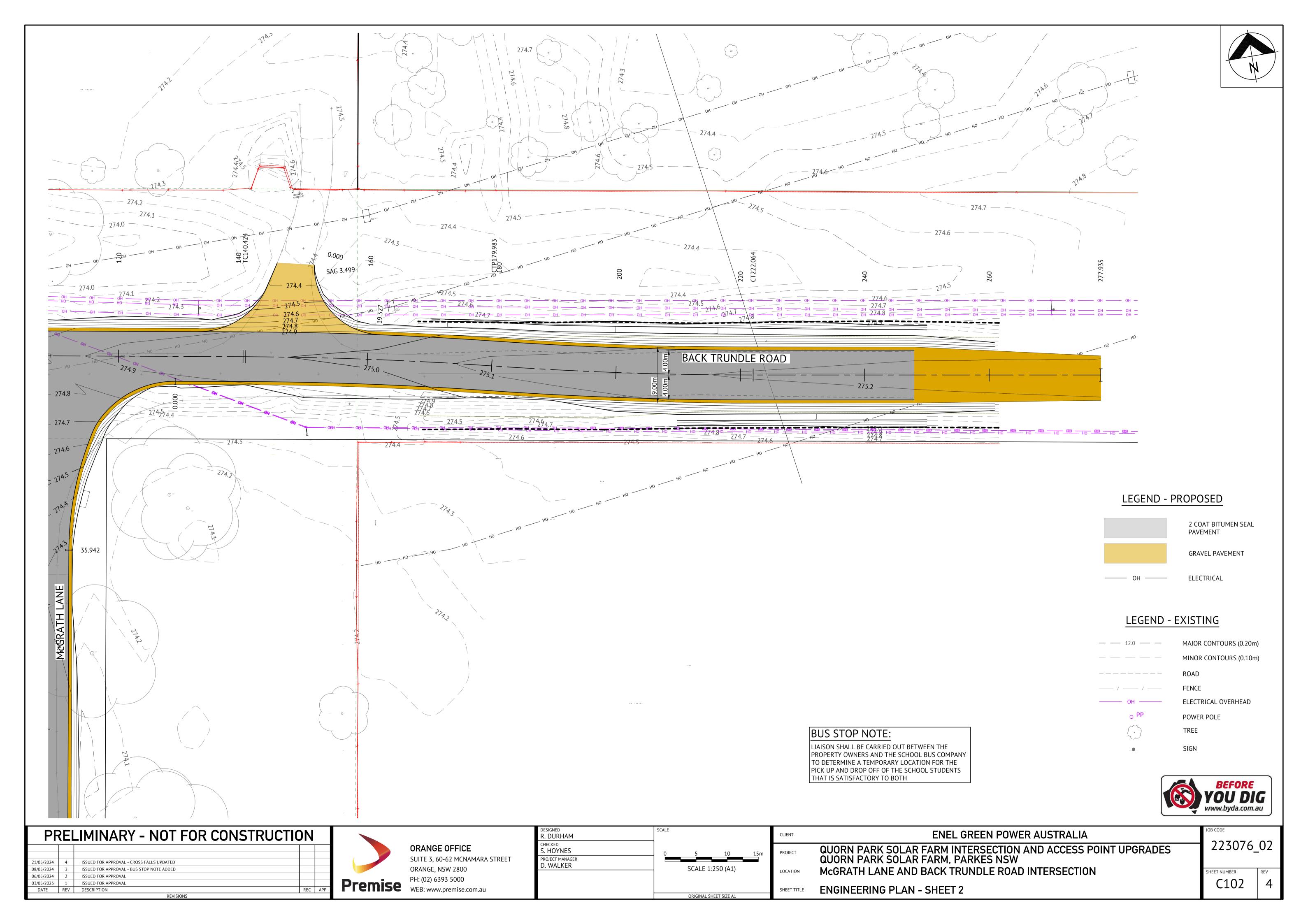
ENEL GREEN POWER AUSTRALIA CLIENT QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW QUORN PARK SOLAR FARM, PARKES NSW LOCATION

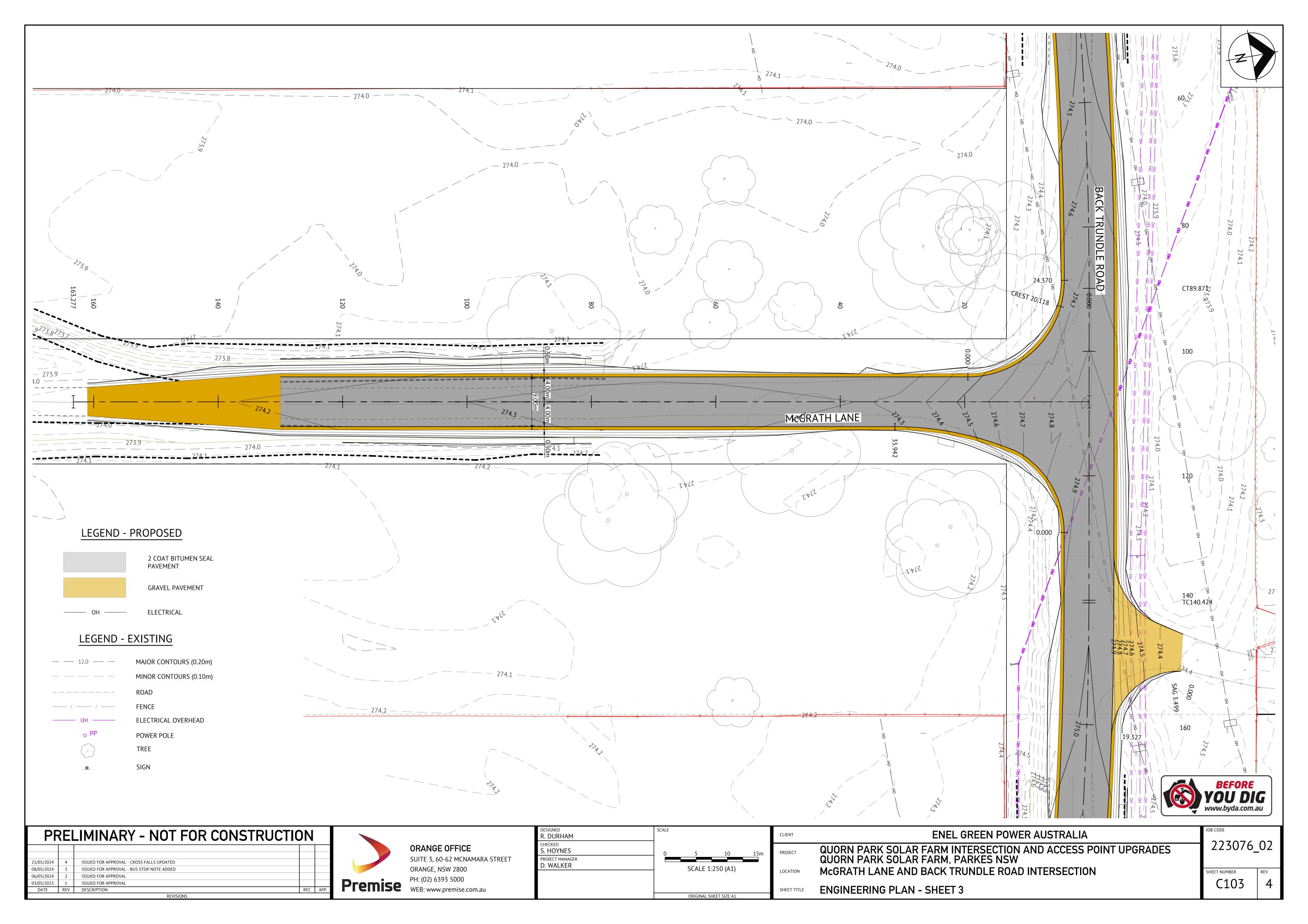
TYPICAL NOTES AND DETAILS

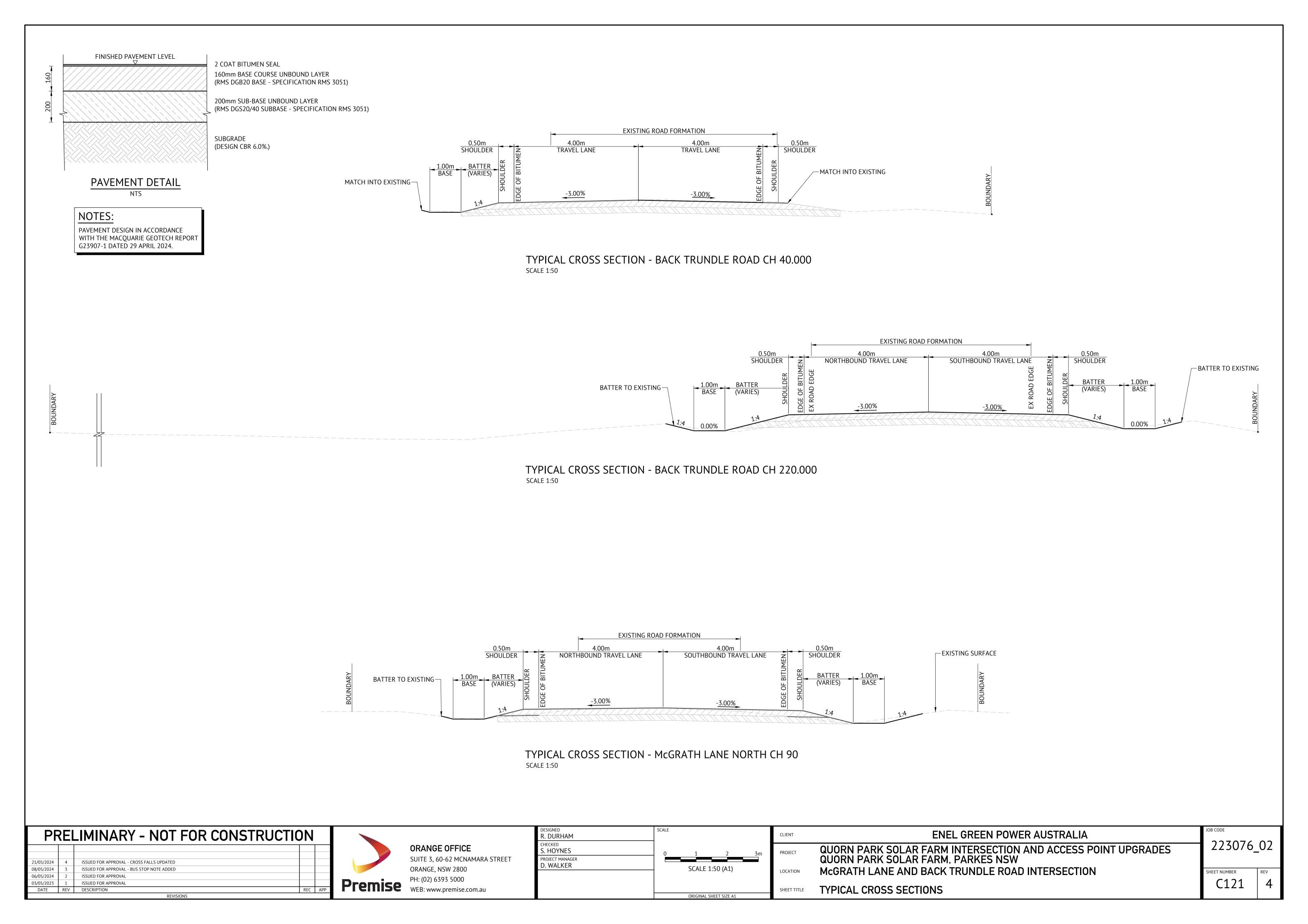
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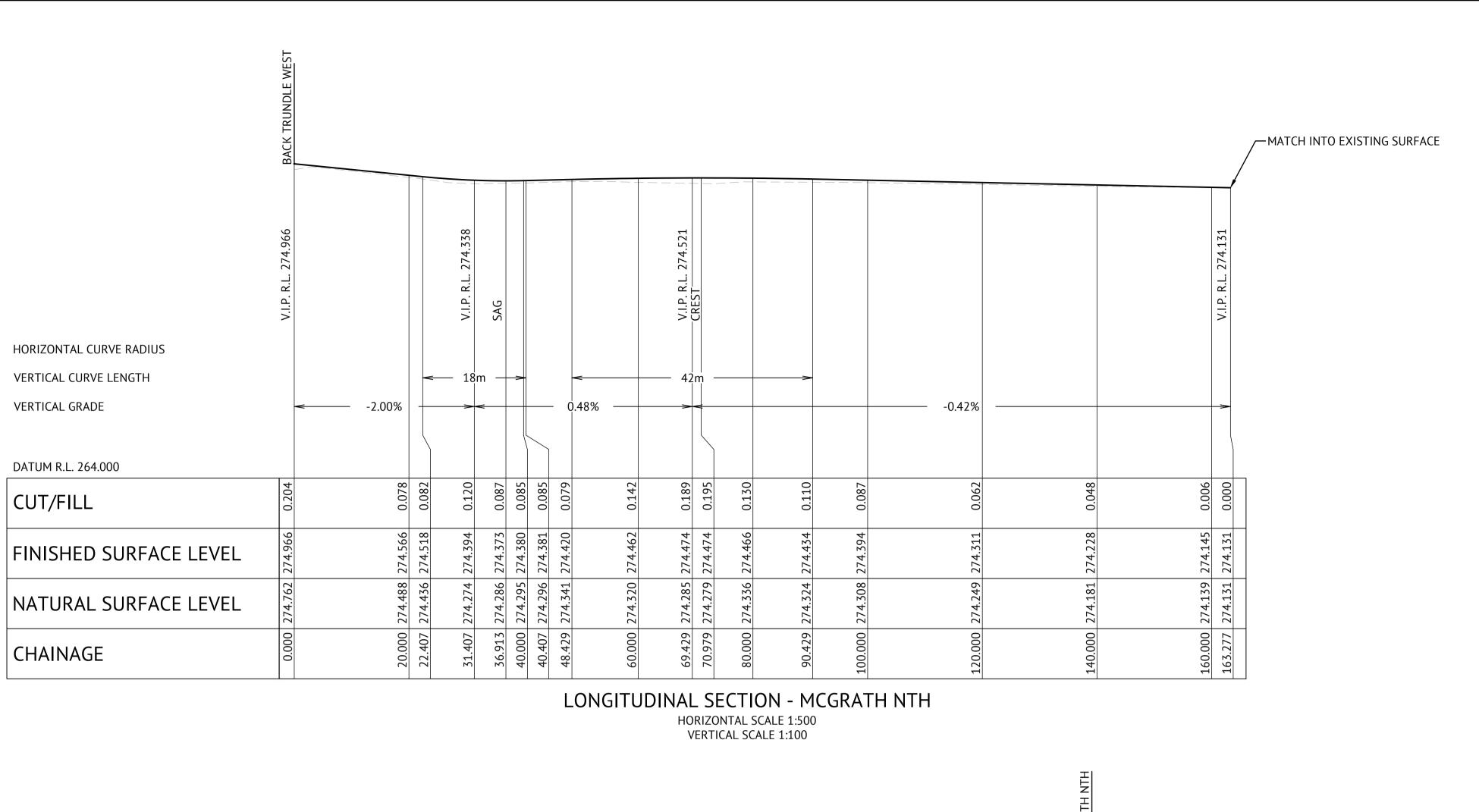
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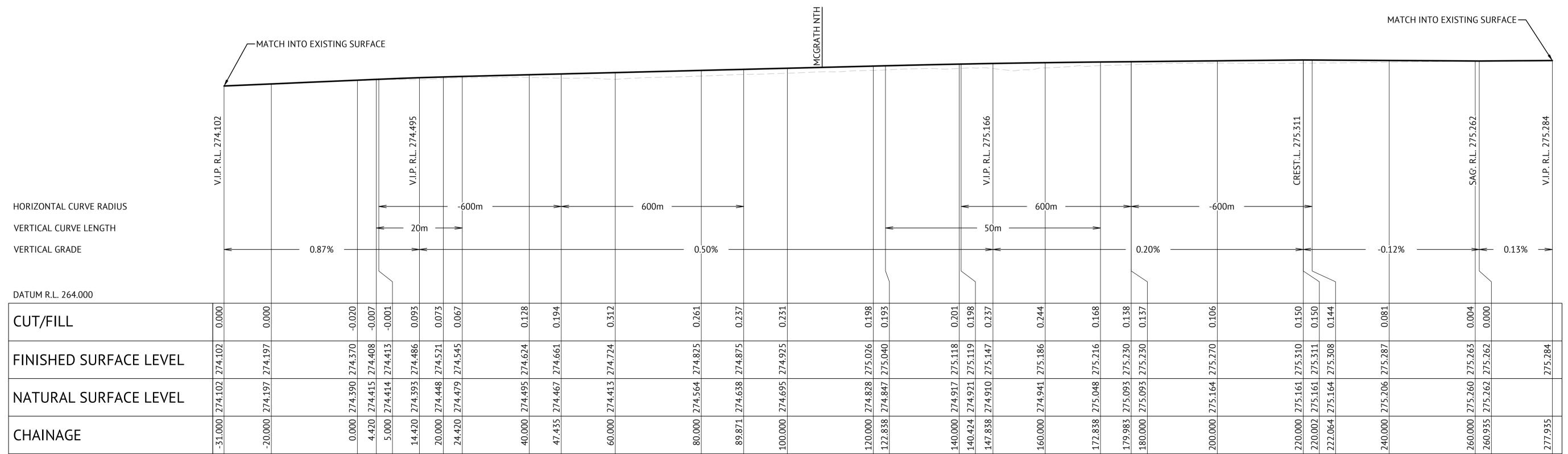




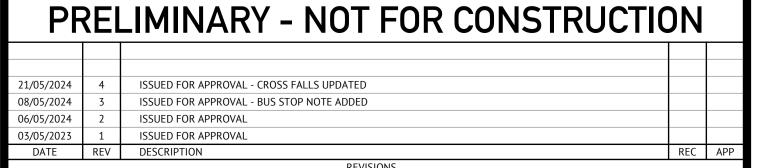








LONGITUDINAL SECTION - BACK TRUNDLE WEST HORIZONTAL SCALE 1:500 VERTICAL SCALE 1:100





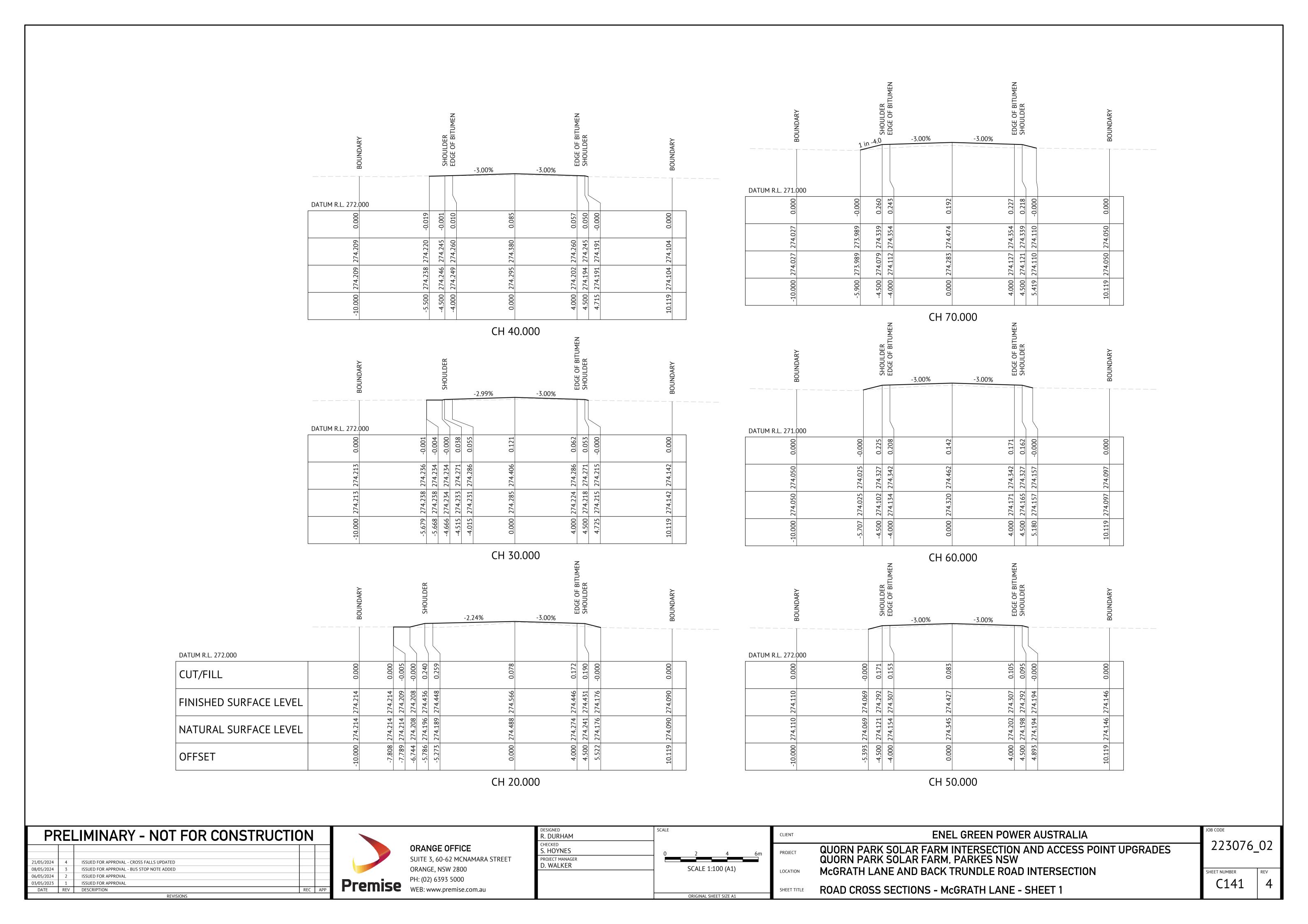
ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000

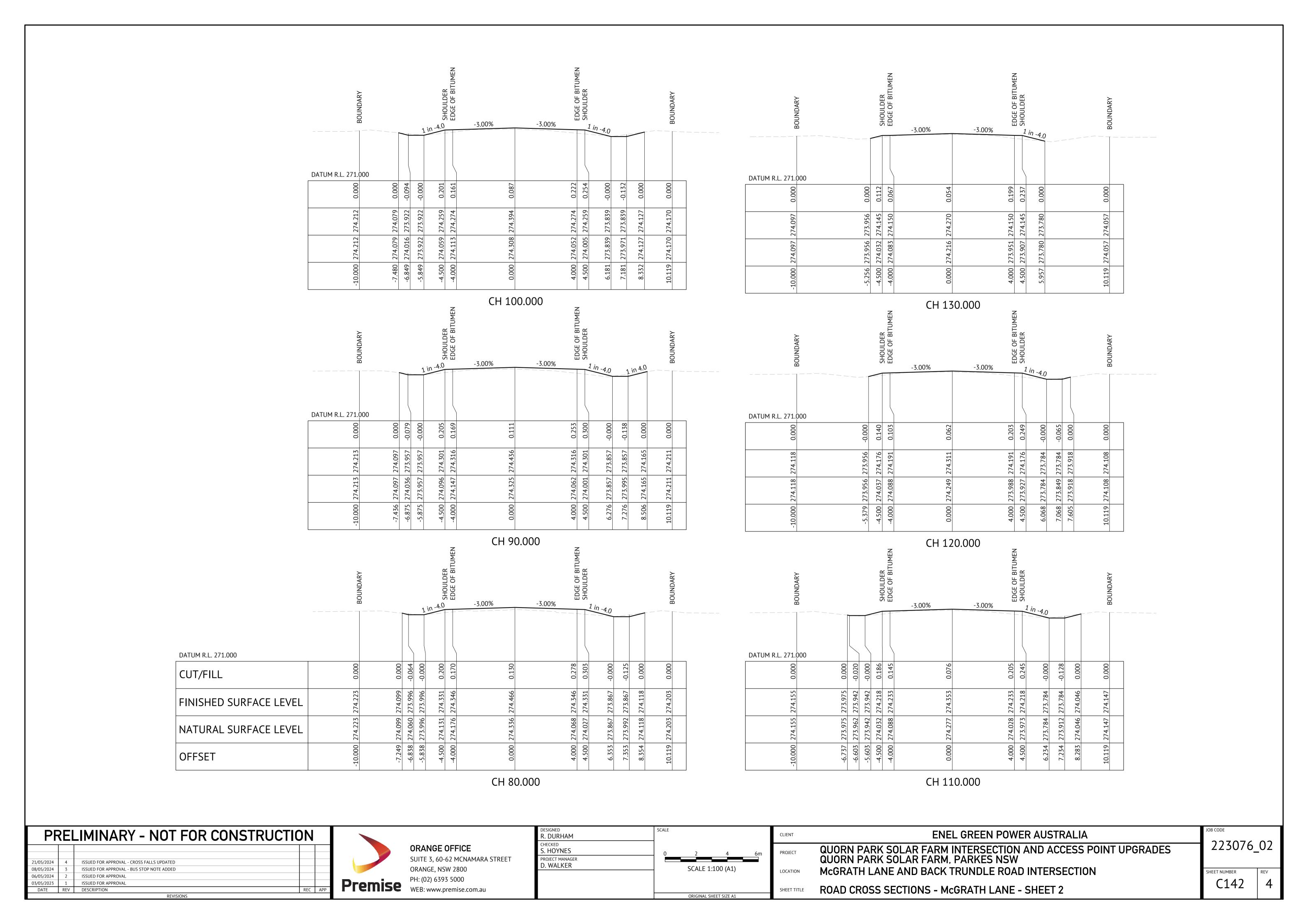
DESIGNED R. DURHAM	SCALE	C
CHECKED S. HOYNES	HORIZONTAL 1:500 (A1) 0 10 20 30m	Р
PROJECT MANAGER D. WALKER	0 VERTICAL 1:100 (A1) 6m	L
	ORIGINAL SHEFT SIZE A1	S

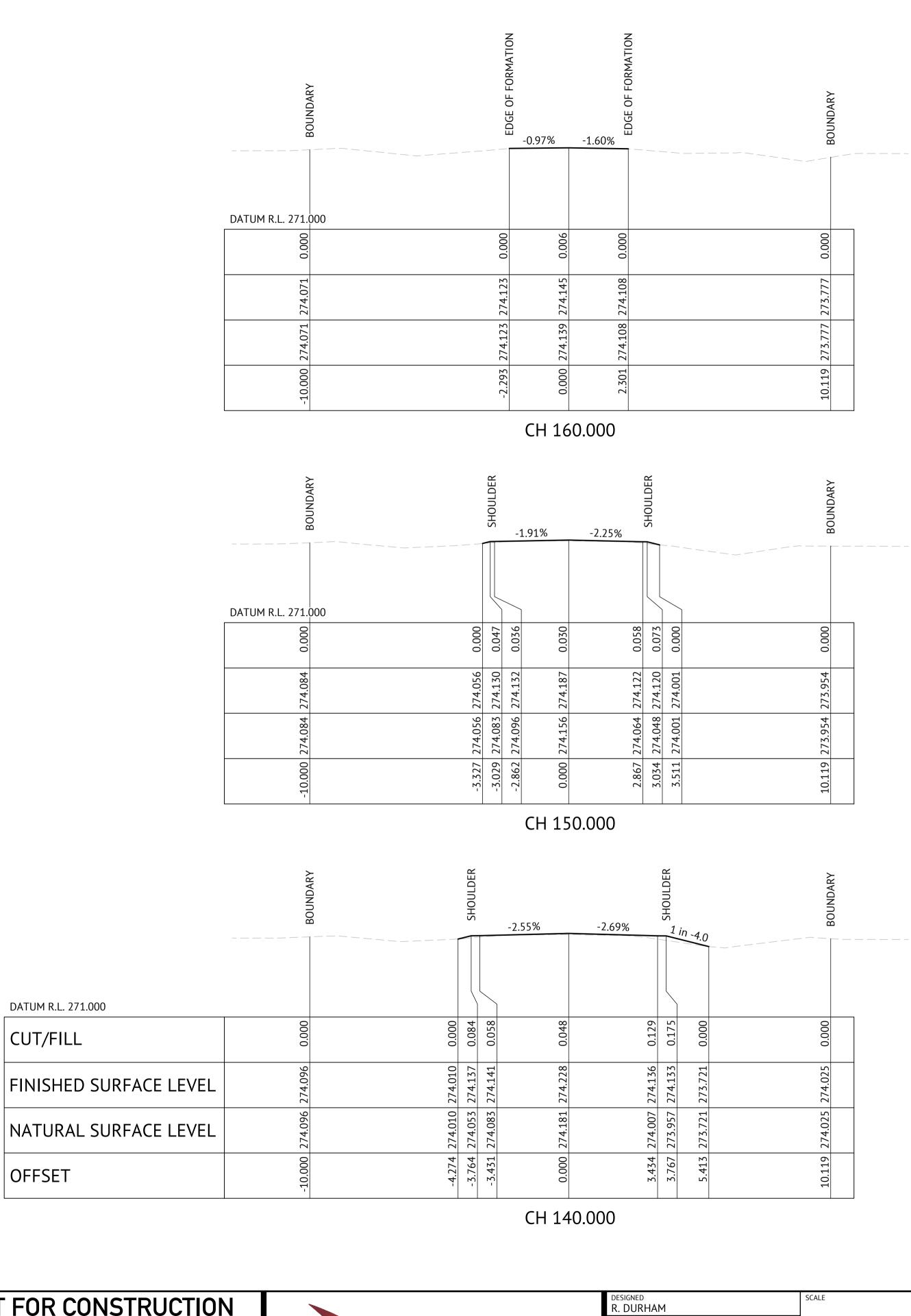
ENEL GREEN POWER AUSTRALIA QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW McGRATH LANE AND BACK TRUNDLE ROAD INTERSECTION

223076_02

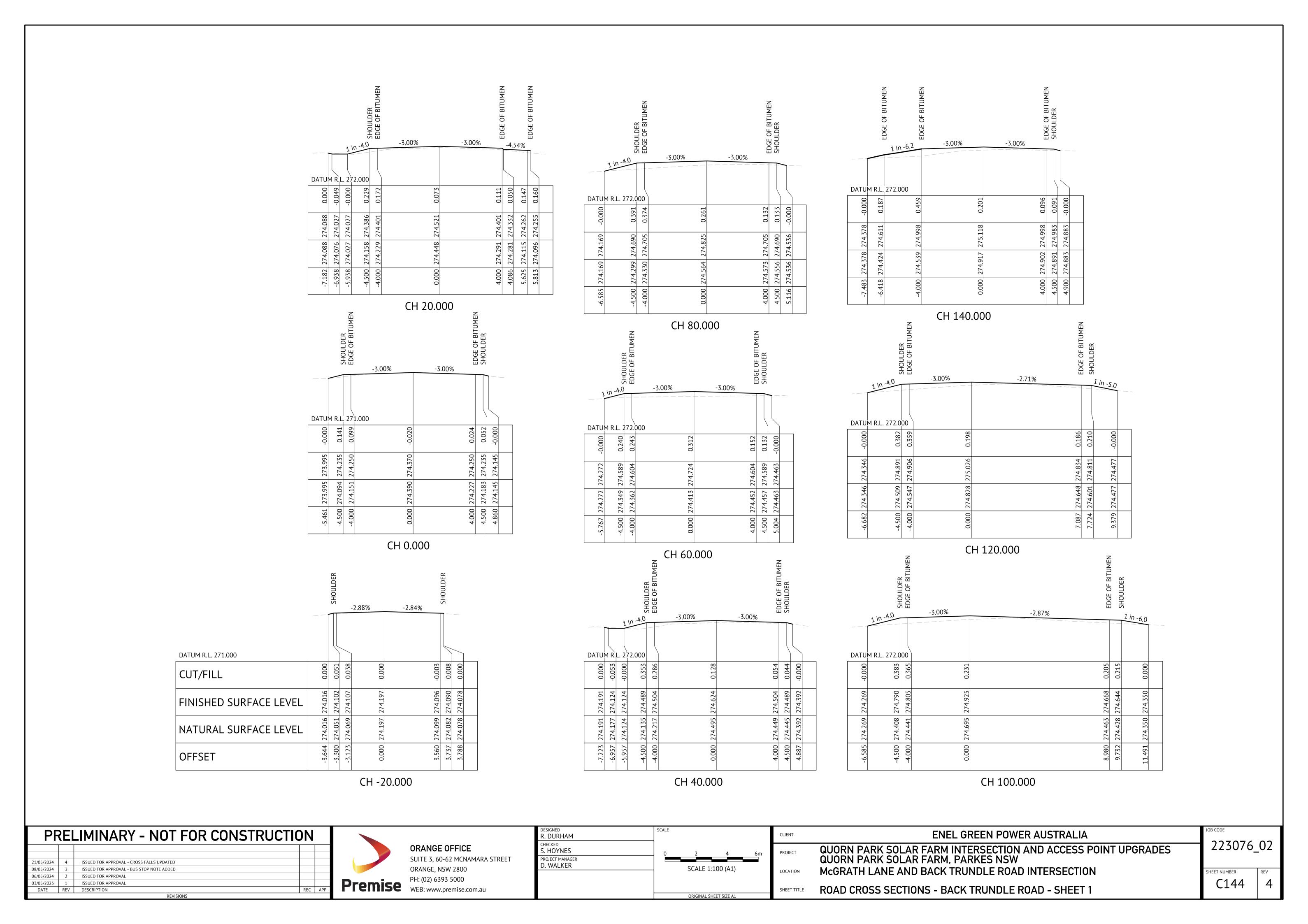
ROAD LONGITUDINAL SECTIONS

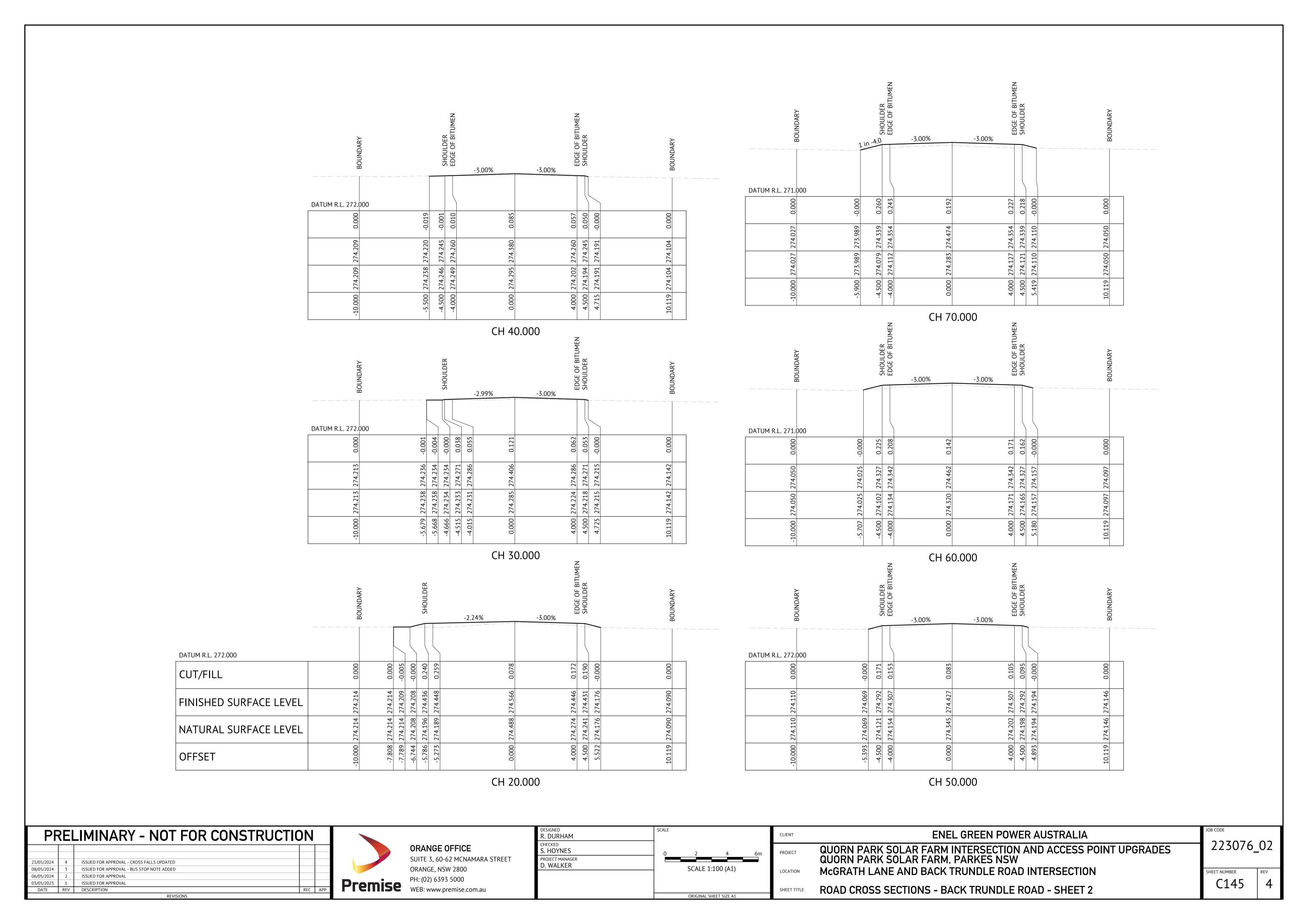


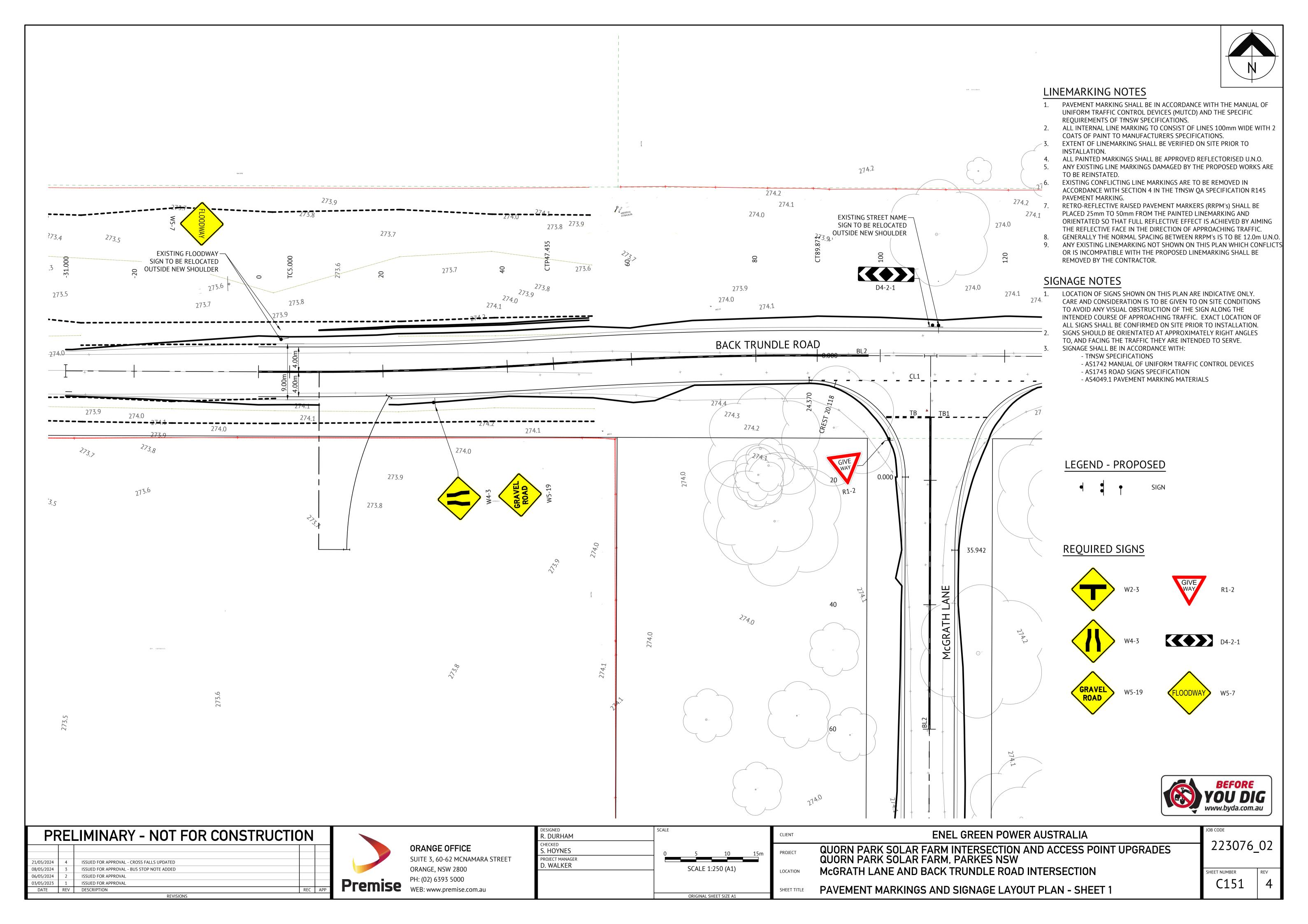


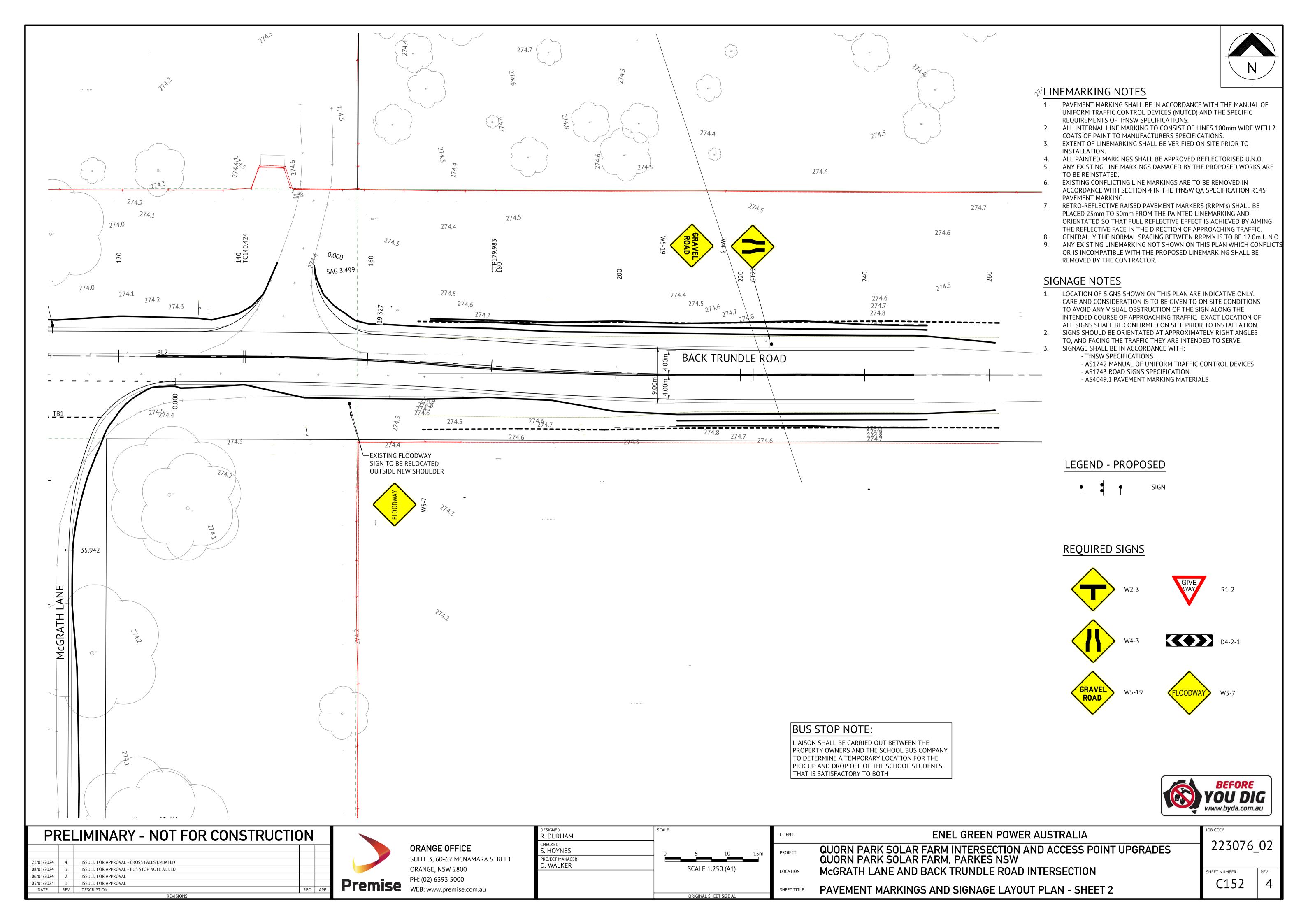


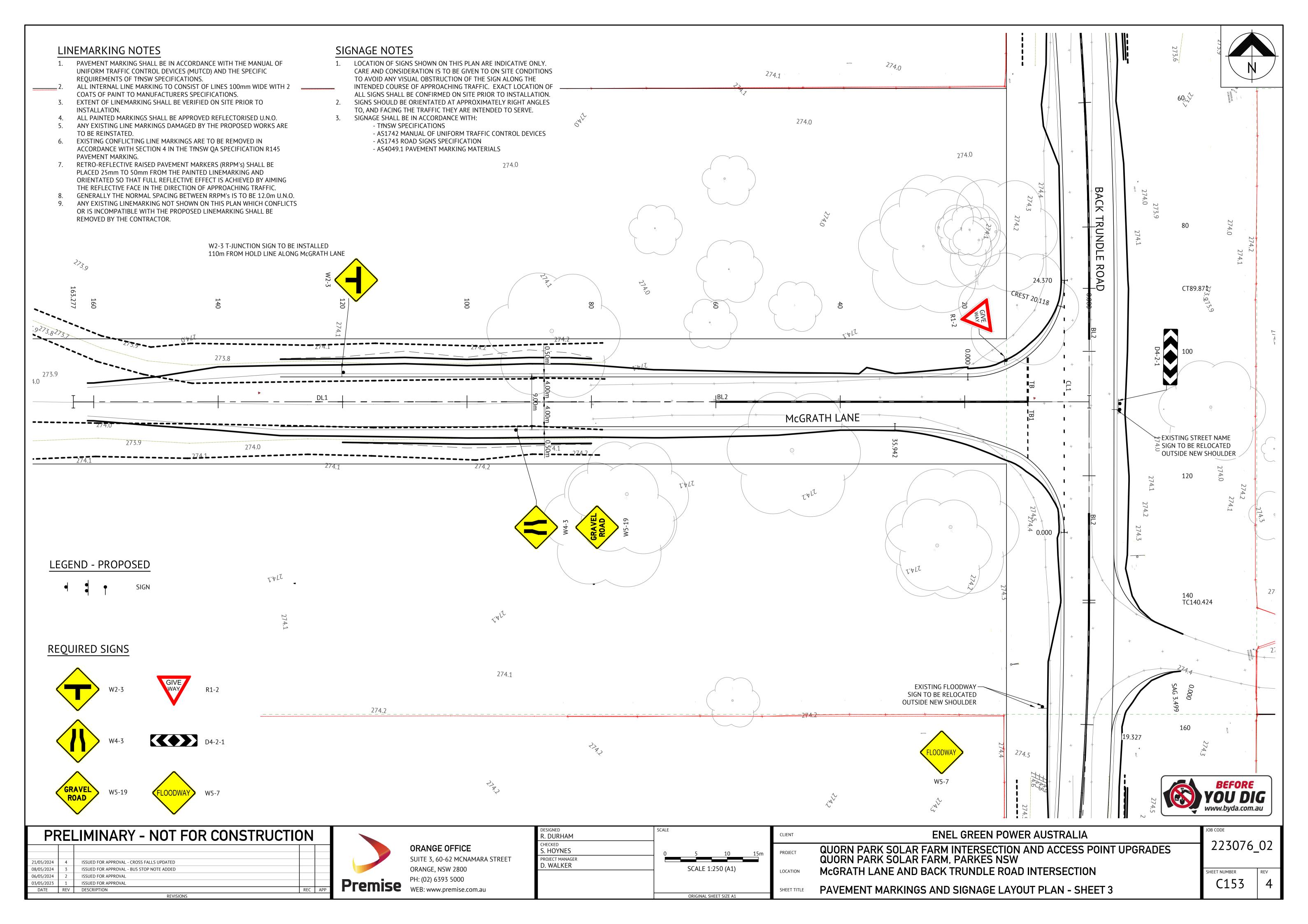
PRELIMINARY - NOT FOR CONSTRUCTION		DESIGNED R. DURHAM SCALE	CLIENT	ENEL GREEN POWER AUSTRALIA	JOB CODE
21/05/2024 4 ISSUED FOR APPROVAL - CROSS FALLS UPDATED	ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET	CHECKED S. HOYNES PROJECT MANAGER D. WALKER	PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW	223076_02
08/05/2024 3 ISSUED FOR APPROVAL - BUS STOP NOTE ADDED 06/05/2024 2 ISSUED FOR APPROVAL	ORANGE, NSW 2800 PH: (02) 6393 5000	SCALE 1:100 (A1)	LOCATION	McGRATH LANE AND BACK TRUNDLE ROAD INTERSECTION	SHEET NUMBER REV
03/05/2023 1 ISSUED FOR APPROVAL REC APP DATE REV DESCRIPTION REC APP	Premise WEB: www.premise.com.au	ORIGINAL SHEET SIZE A1	SHEET TITLE	ROAD CROSS SECTIONS - McGRATH LANE - SHEET 3	C143 4

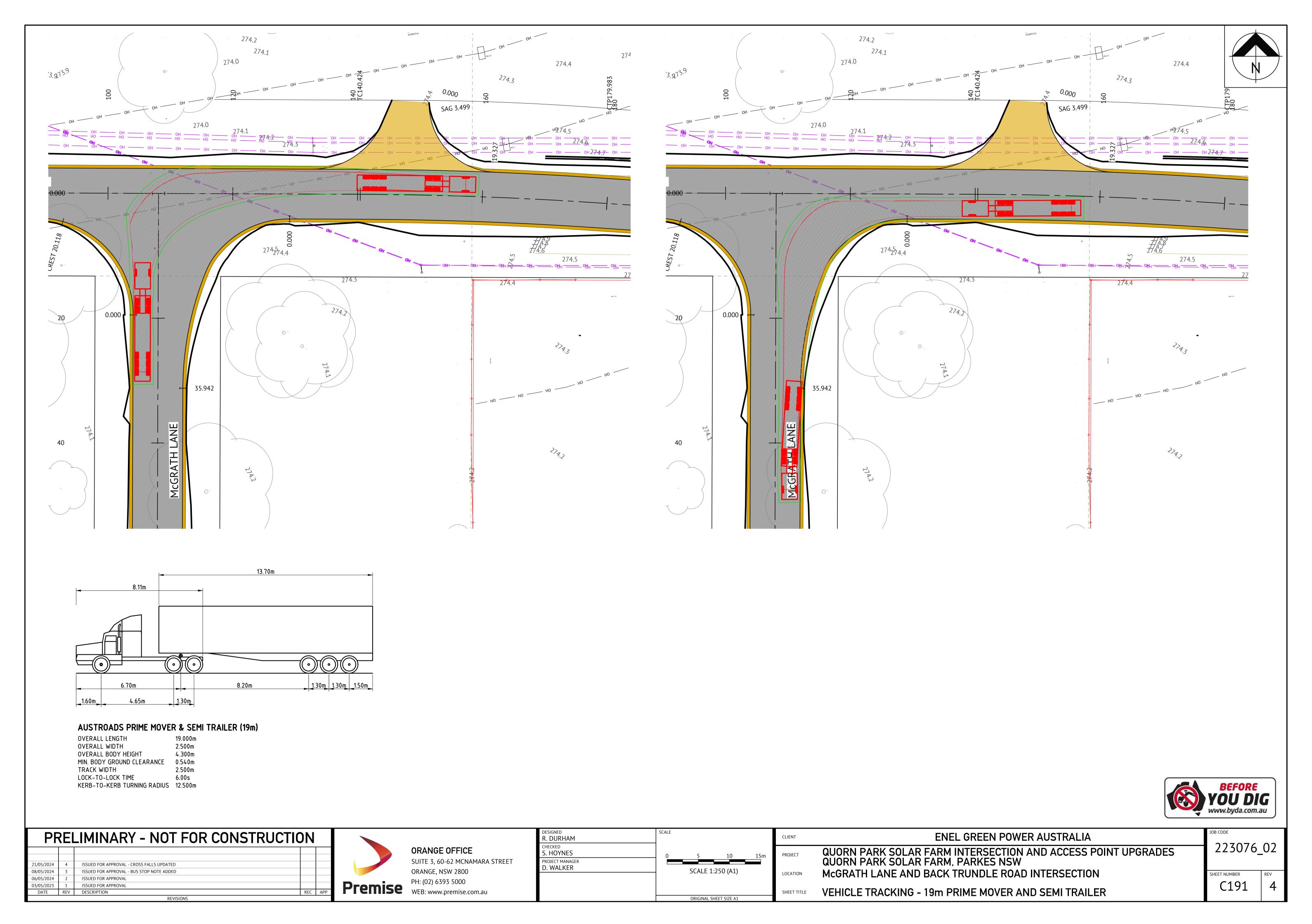


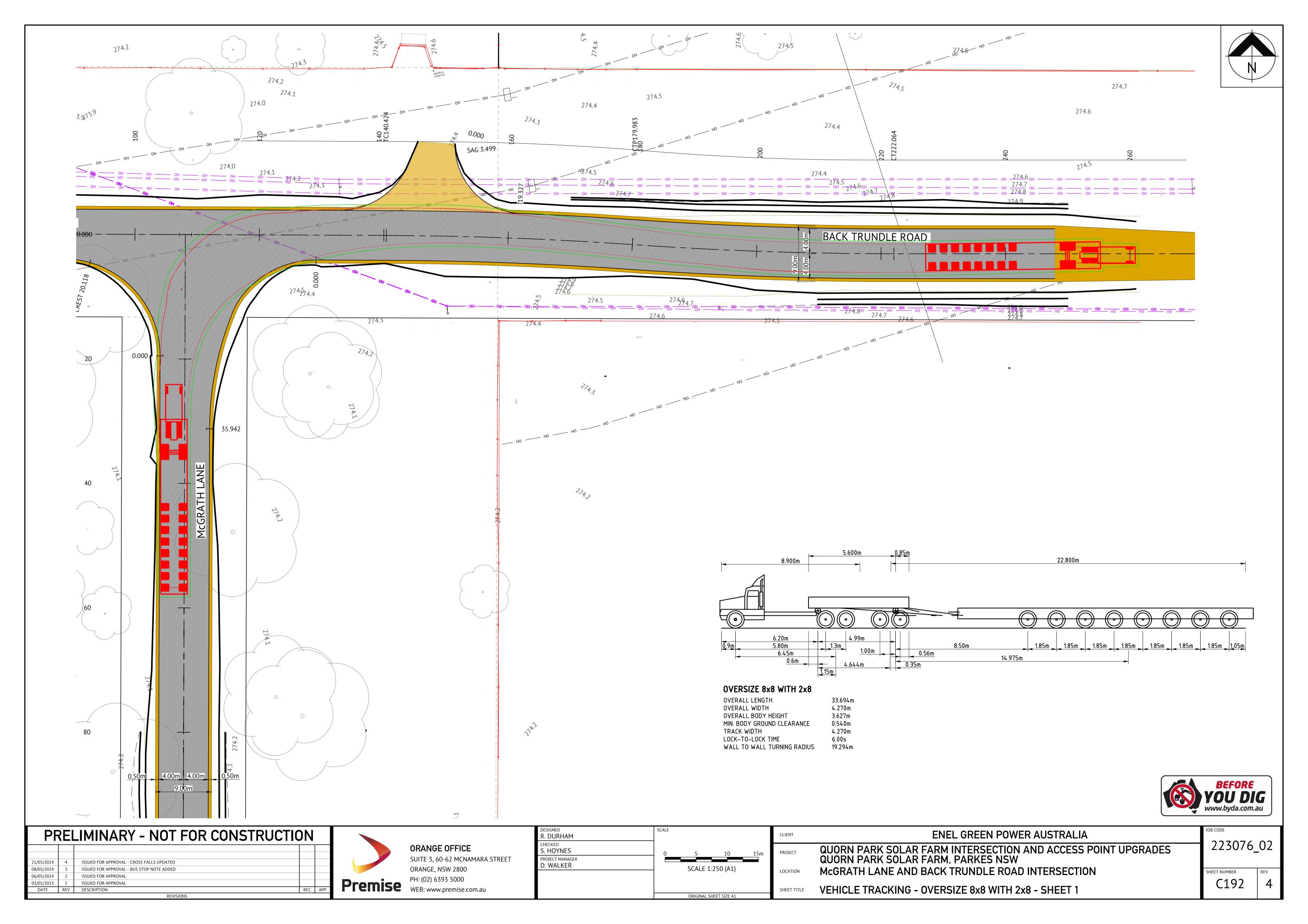


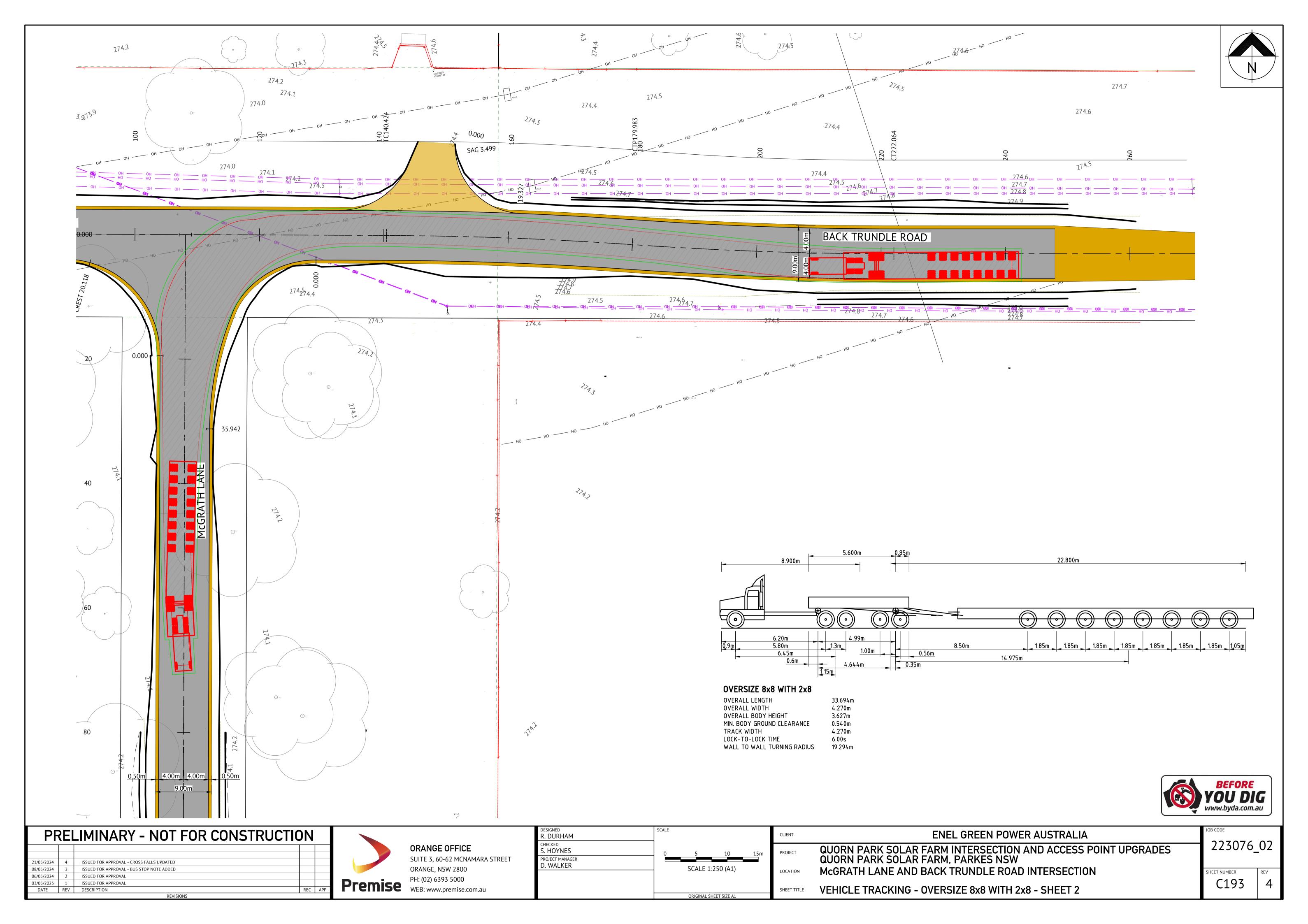


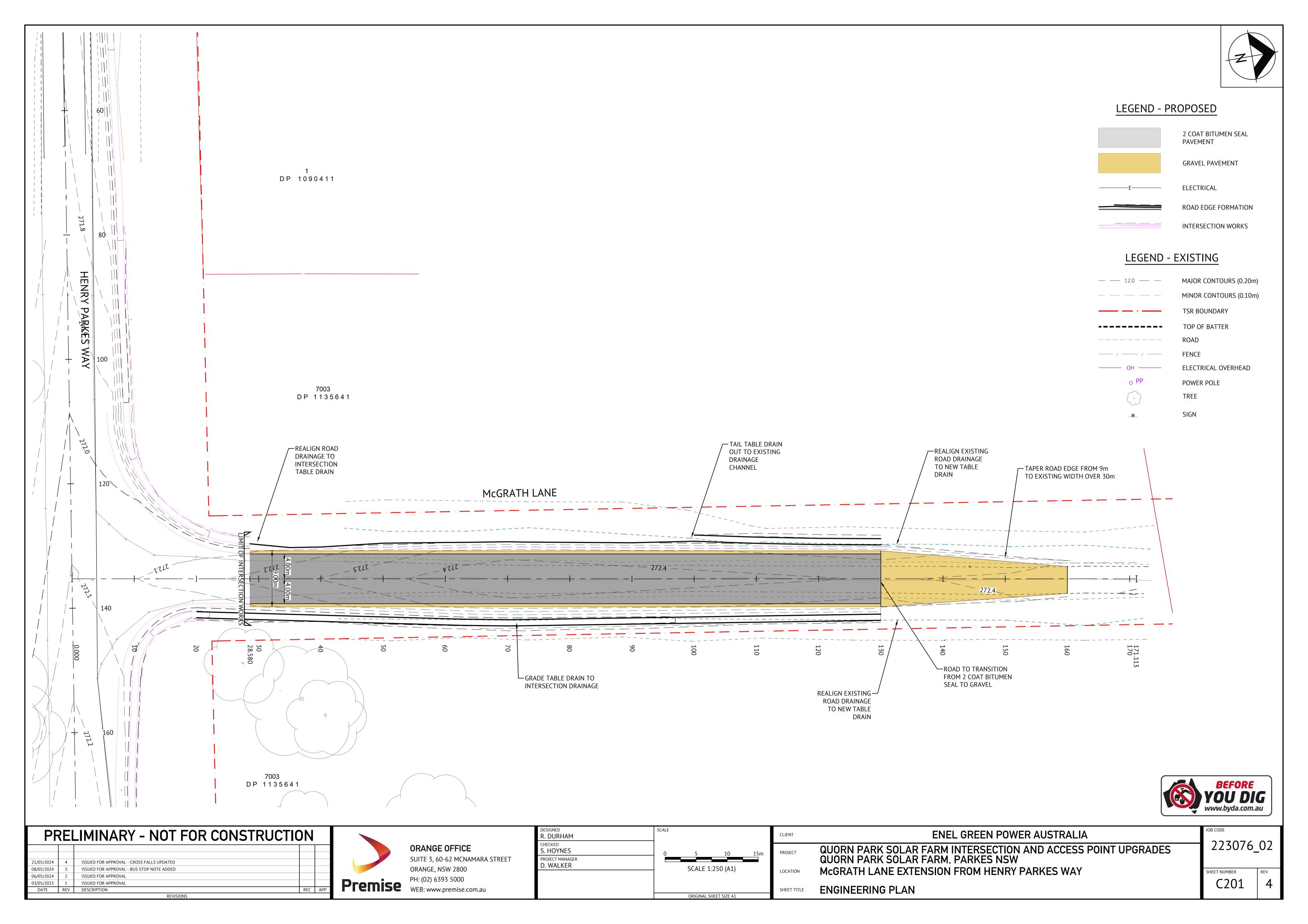


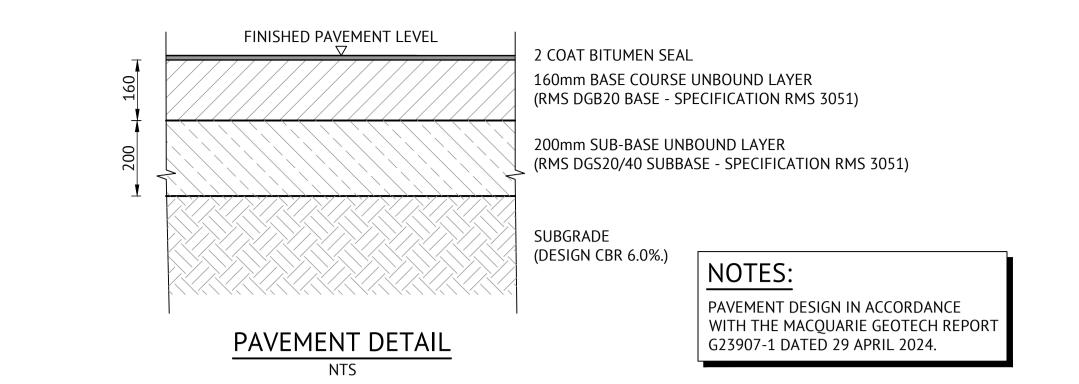


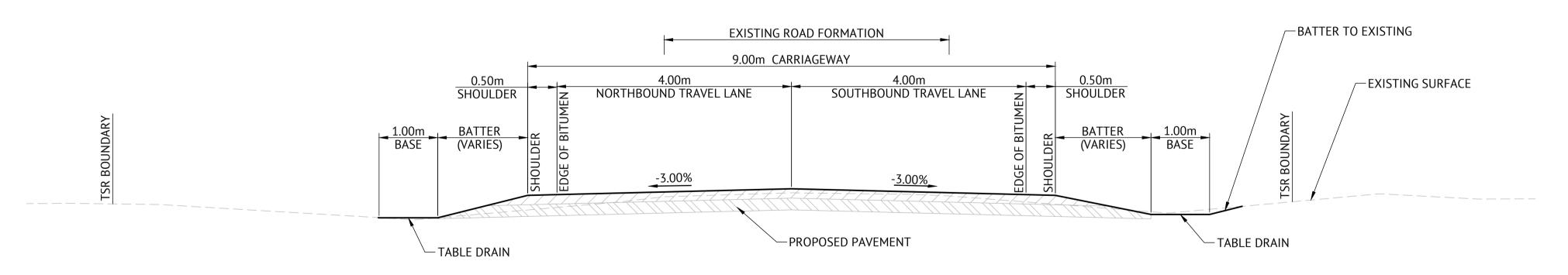












TYPICAL CROSS SECTION - McGRATH LANE CH100 SCALE 1:50

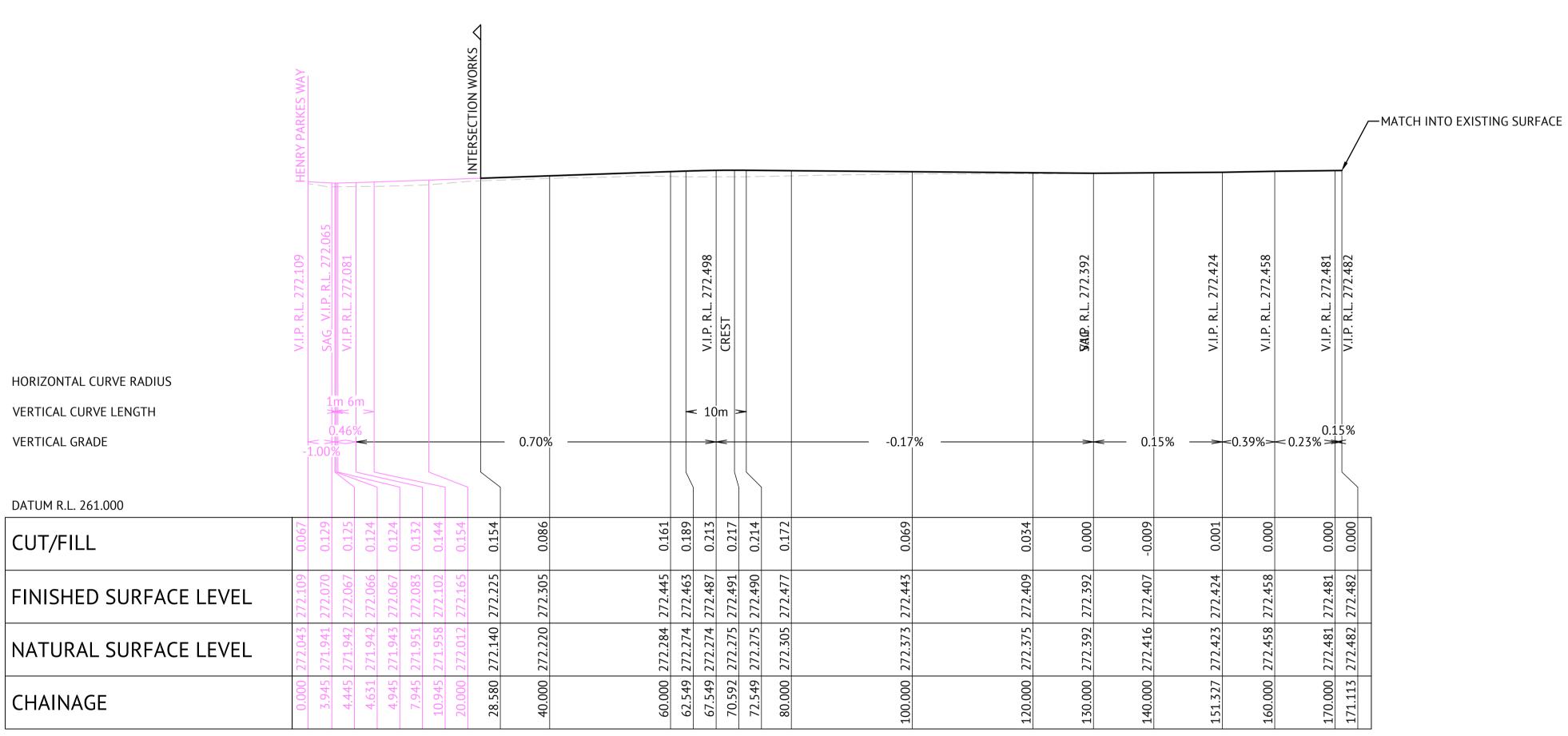
PRELIMINARY - NOT FOR CONSTRUCTION						
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED				
08/05/2024	3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED				
06/05/2024	2	ISSUED FOR APPROVAL				
03/05/2023	1	ISSUED FOR APPROVAL				
DATE	REV	DESCRIPTION	REC	APP		
	REVISIONS					



DESIGNED R. DURHAM	SCALE				(
CHECKED					
S. HOYNES	0	2	4	6m	F
PROJECT MANAGER					
D. WALKER		SCALE 1	:100 (A1)		
		JC/ LL I	.100 (/ (1)		
					5
		ORIGINAL S	HEET SIZE A1		

CLIENT	ENEL GREEN POWER AUSTRALIA	
PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW	
LOCATION	McGRATH LANE EXTENSION FROM HENRY PARKES WAY	ľ
SHEET TITLE	TYPICAL CROSS SECTIONS	

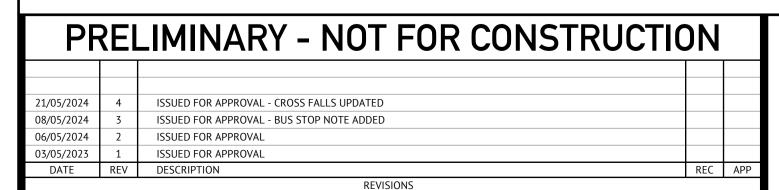
223076_02



LONGITUDINAL SECTION - McGRATH LANE SOUTH

HORIZONTAL SCALE 1:500

VERTICAL SCALE 1:100

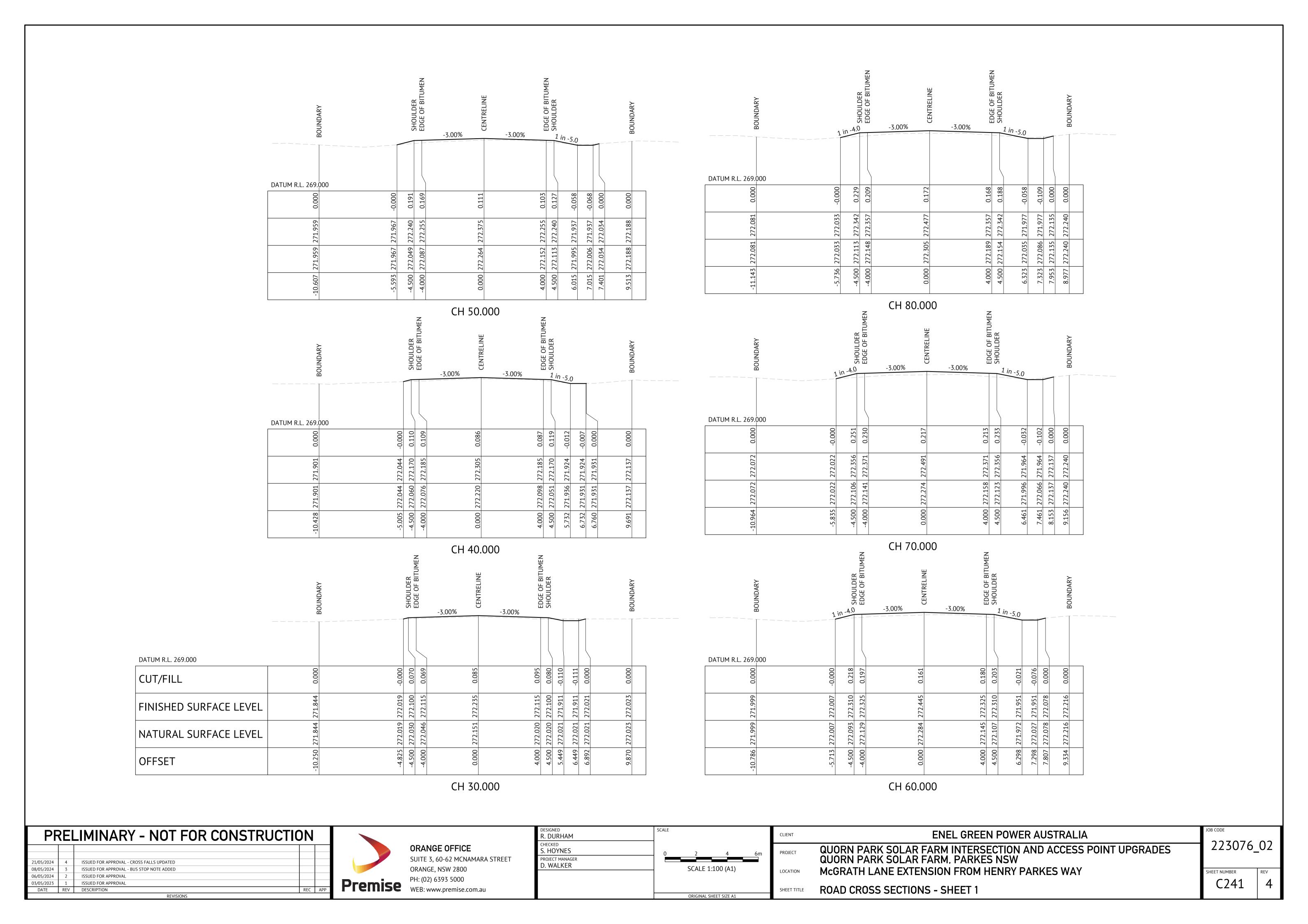


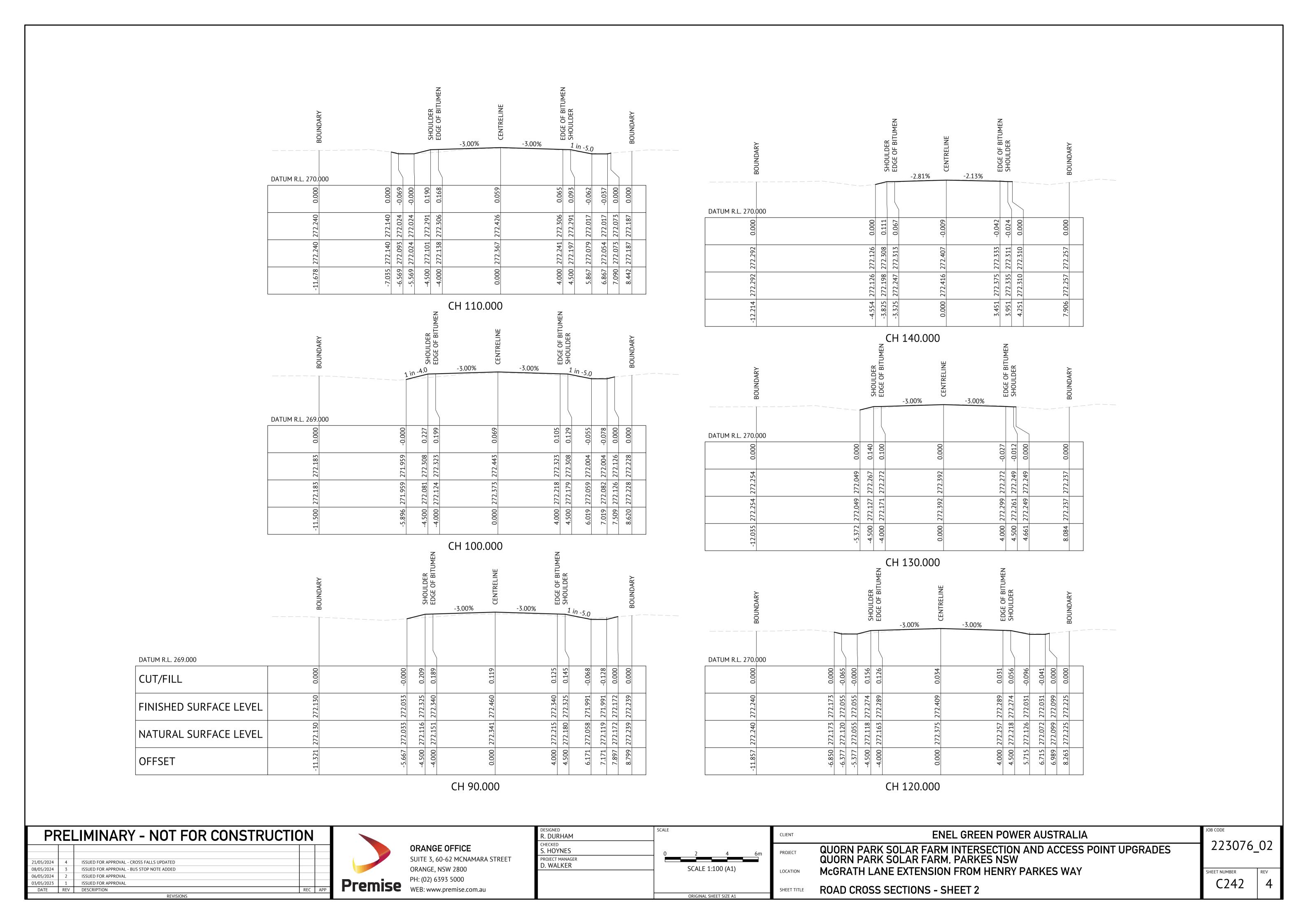


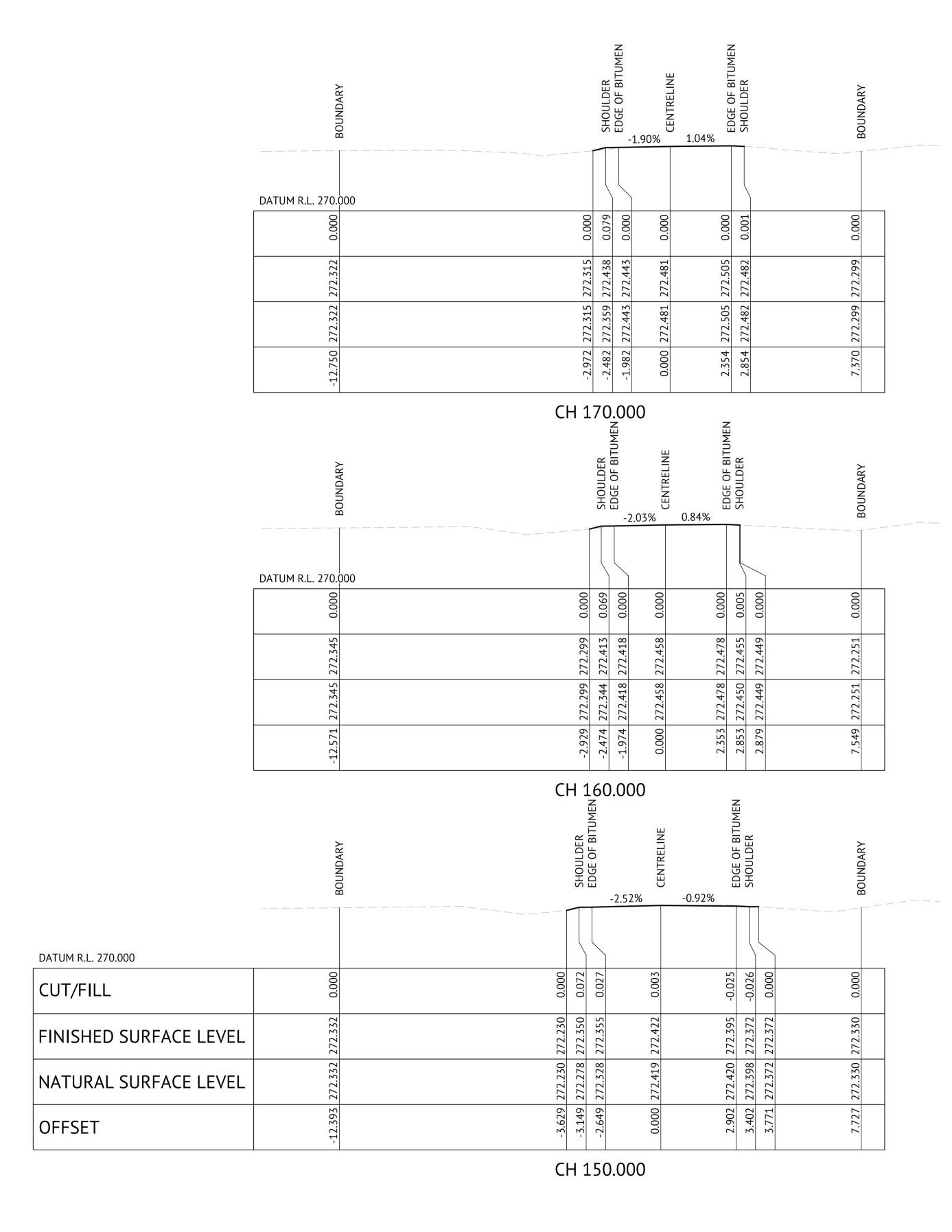
DESIGNED R. DURHAM	SCALE	
K. DUKHAM		
CHECKED S. HOYNES	HORIZONTAL 1:500 (A1) 0 10 20 30m	
PROJECT MANAGER D. WALKER	0 VERTICAL 1:100 (A1) 6m	
	ORIGINAL SHEET SIZE A1	

CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	McGRATH LANE EXTENSION FROM HENRY PARKES WAY
SHEET TITLE	ROAD LONGITUDINAL SECTION

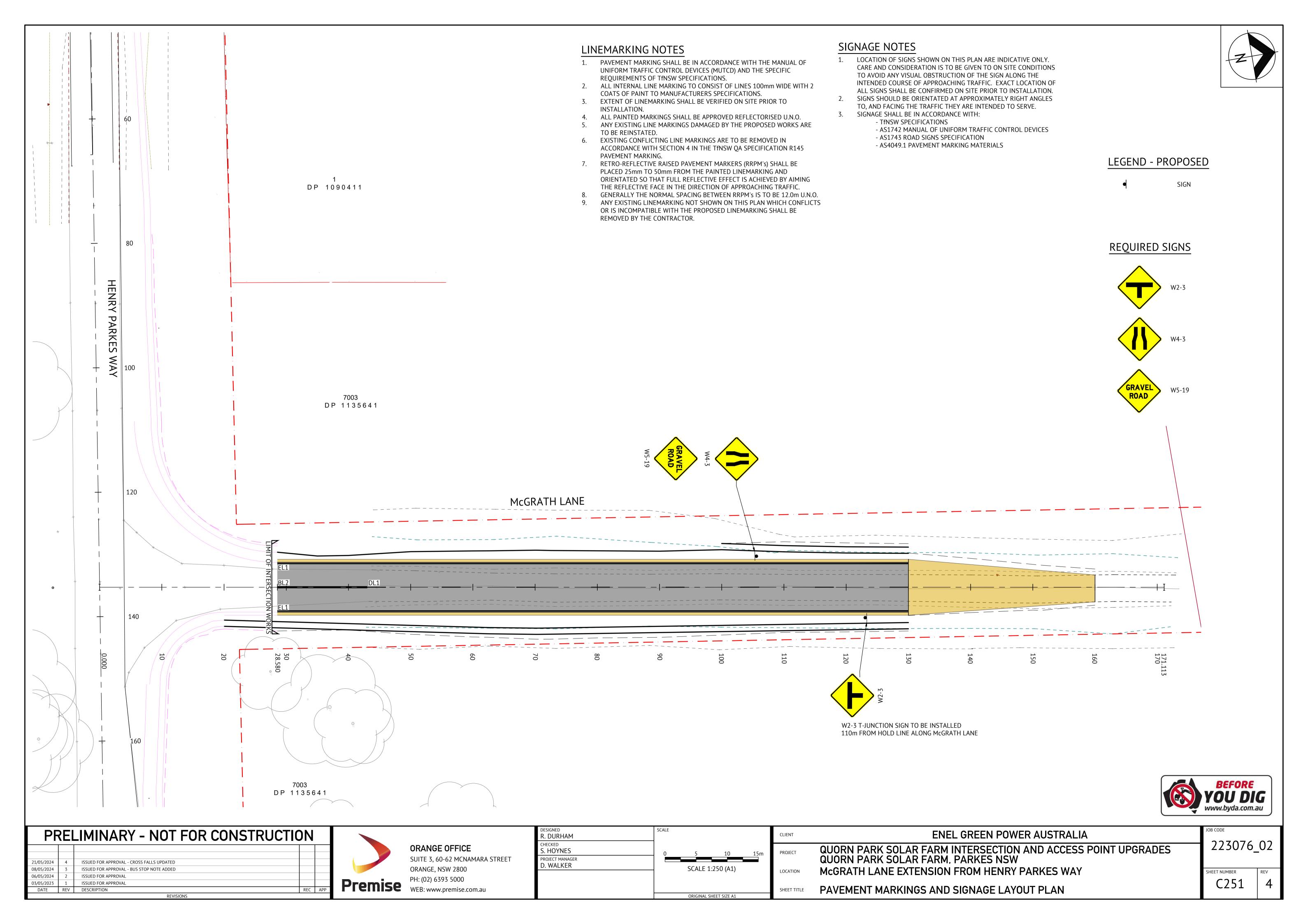
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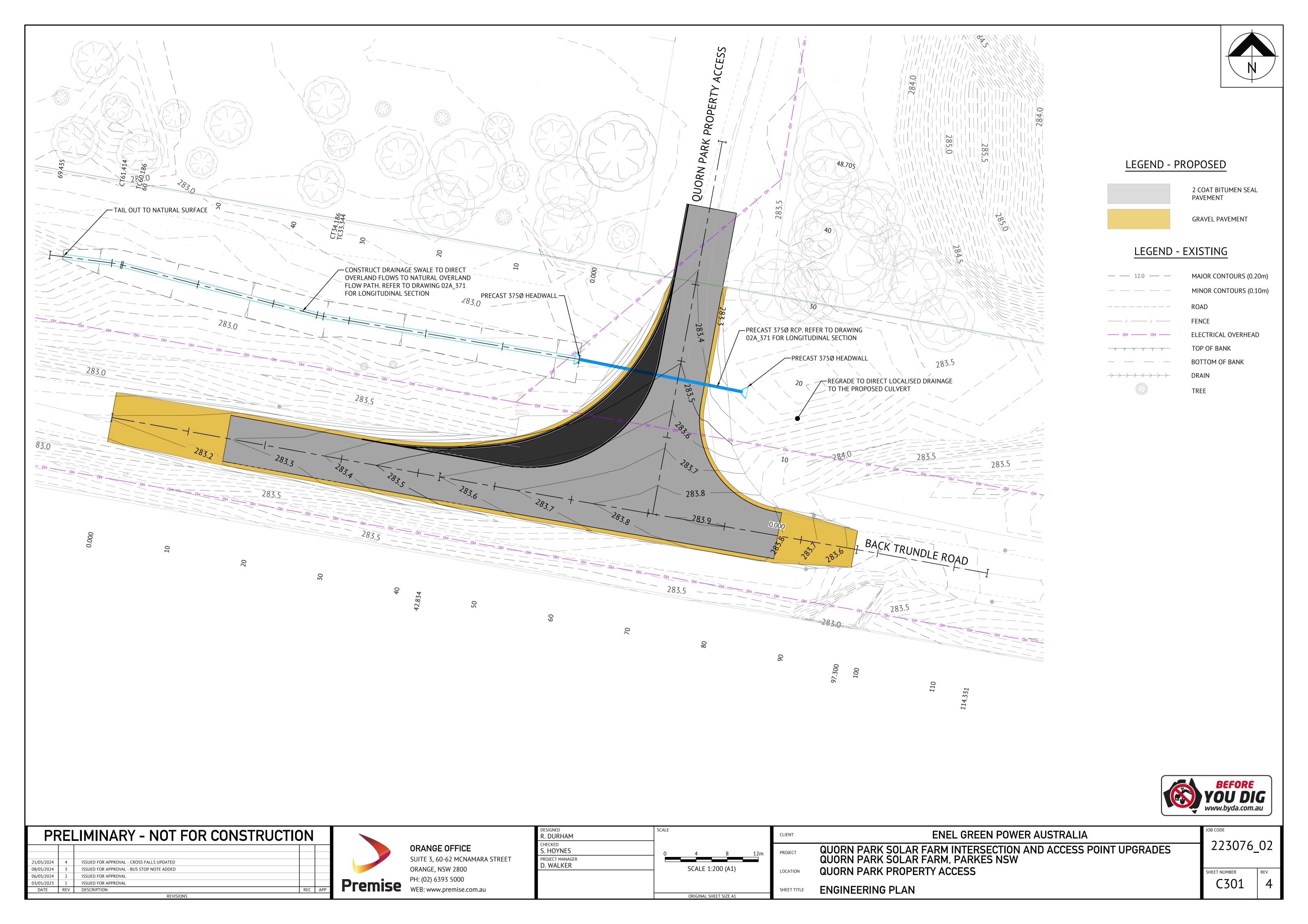


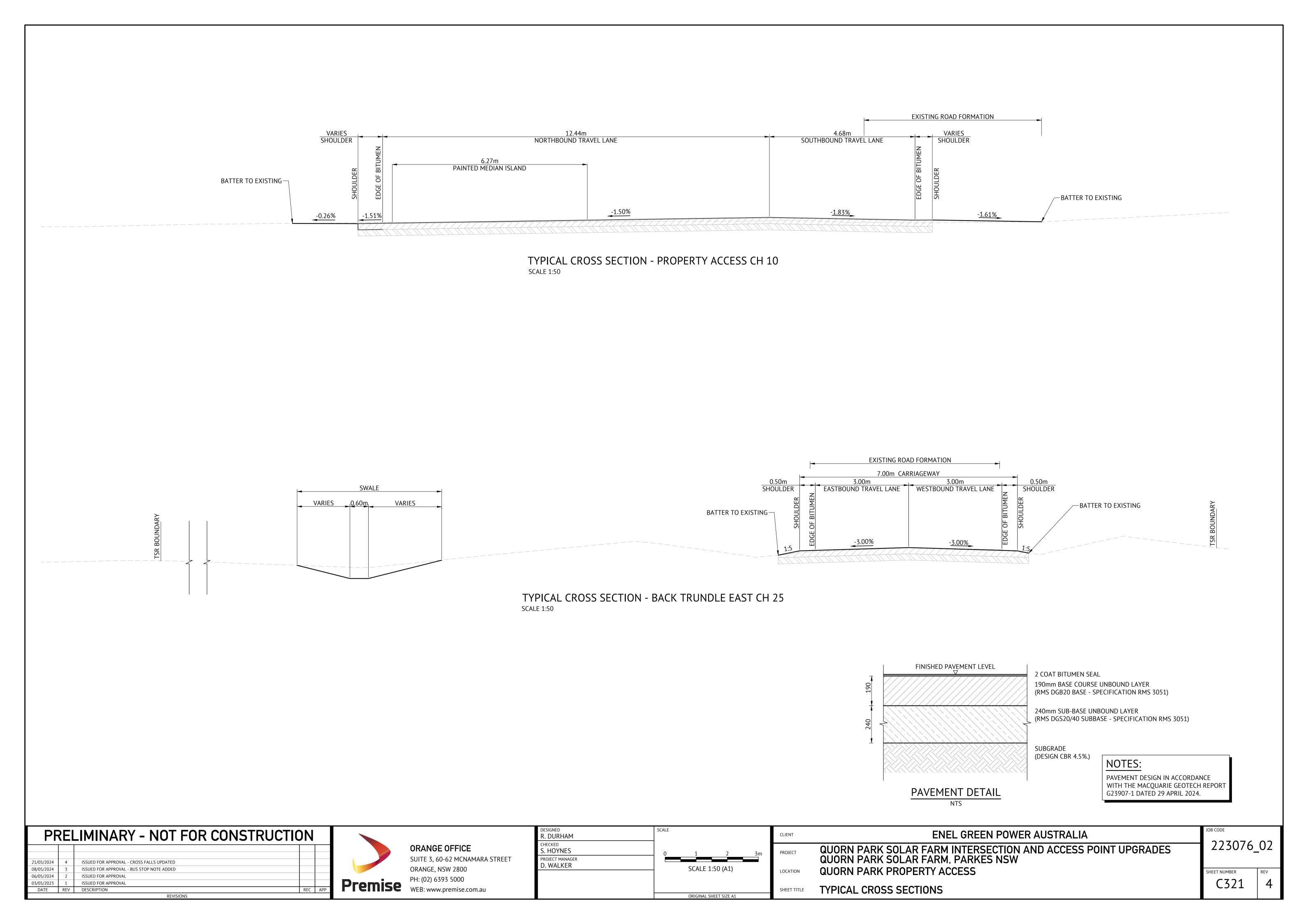


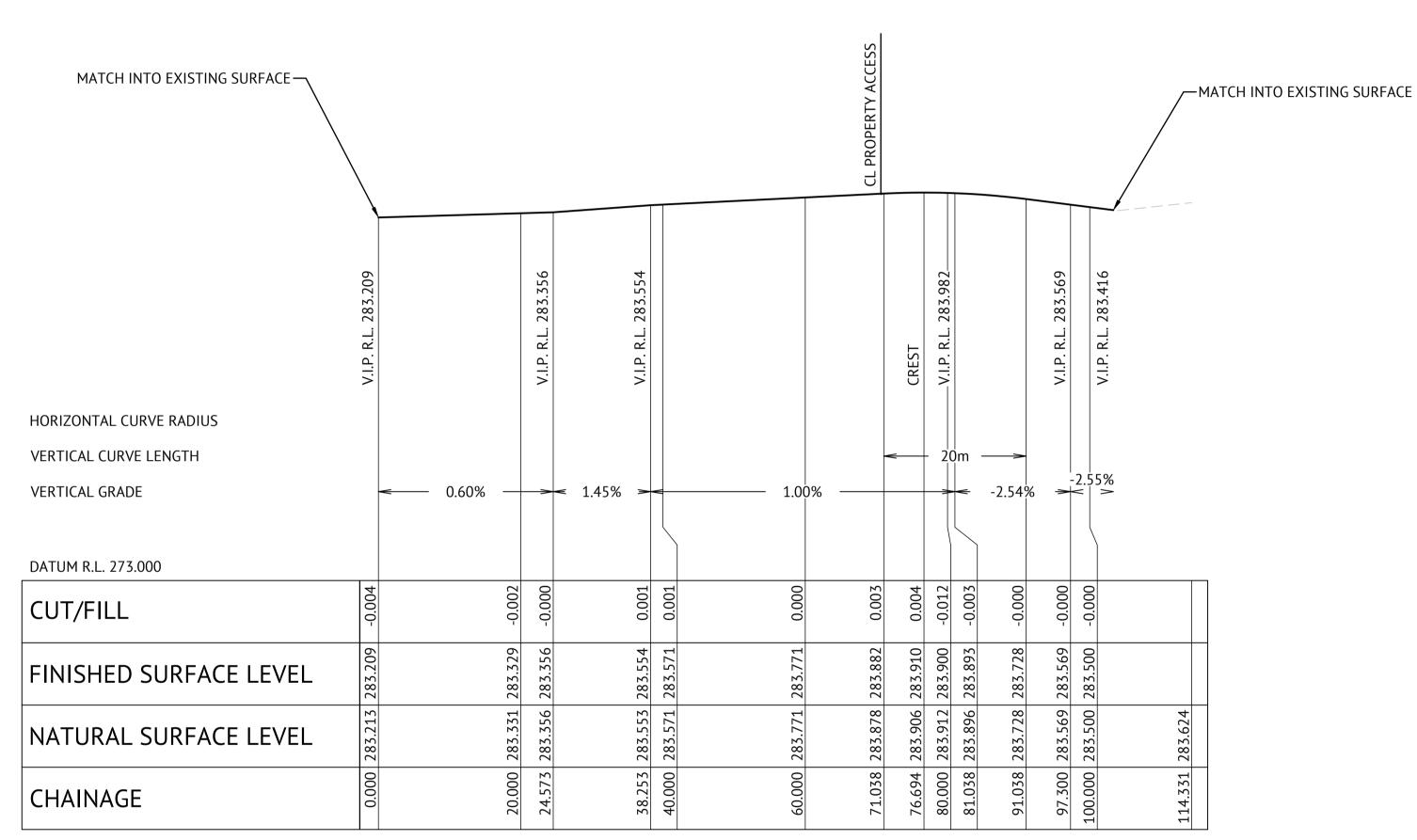


PRELIMINARY - NOT FOR CONSTRUCTION		DESIGNED SCALE R. DURHAM	CLIENT	ENEL GREEN POWER AUSTRALIA	JOB CODE
21/05/2024 4 ISSUED FOR APPROVAL - CROSS FALLS UPDATED	ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800	CHECKED S. HOYNES PROJECT MANAGER D. WALKER 0 2 4 6m SCALE 1:100 (A1)	PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW McGRATH LANE EXTENSION FROM HENRY PARKES WAY	223076_02
DATE REV DESCRIPTION REVISIONS	Premise PH: (02) 6393 5000 WEB: www.premise.com.au	ORIGINAL SHEET SIZE A1	SHEET TITLE	ROAD CROSS SECTIONS - SHEET 3	C243 4









LONGITUDINAL SECTION - BACK TRUNDLE EAST HORIZONTAL SCALE 1:500 VERTICAL SCALE 1:100

MATCH INTO BACK TRUNDLE EAST —DRAINAGE LINE PROPERTY ACCESS MATCH INTO EXISTING SURFACE HORIZONTAL CURVE RADIUS VERTICAL CURVE LENGTH VERTICAL GRADE -0.29% DATUM R.L. 272.000 CUT/FILL FINISHED SURFACE LEVEL NATURAL SURFACE LEVEL CHAINAGE

> LONGITUDINAL SECTION - PROPERTY ACCESS HORIZONTAL SCALE 1:500 VERTICAL SCALE 1:100

PRELIMINARY - NOT FOR CONSTRUCTION						
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED				
08/05/2024	3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED				
06/05/2024	2	ISSUED FOR APPROVAL				
03/05/2023	1	ISSUED FOR APPROVAL				
DATE	REV	DESCRIPTION	REC	APP		



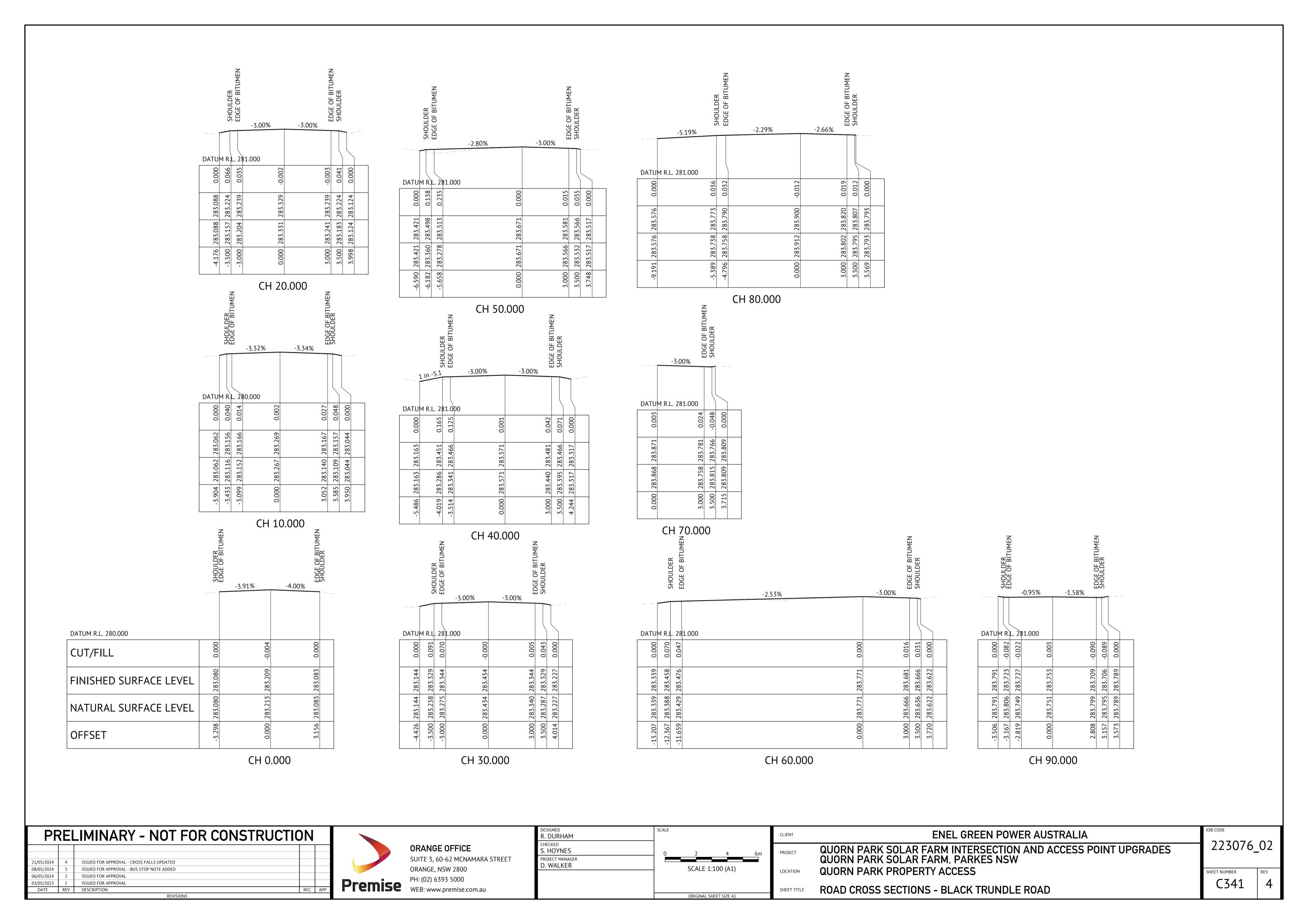
ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000

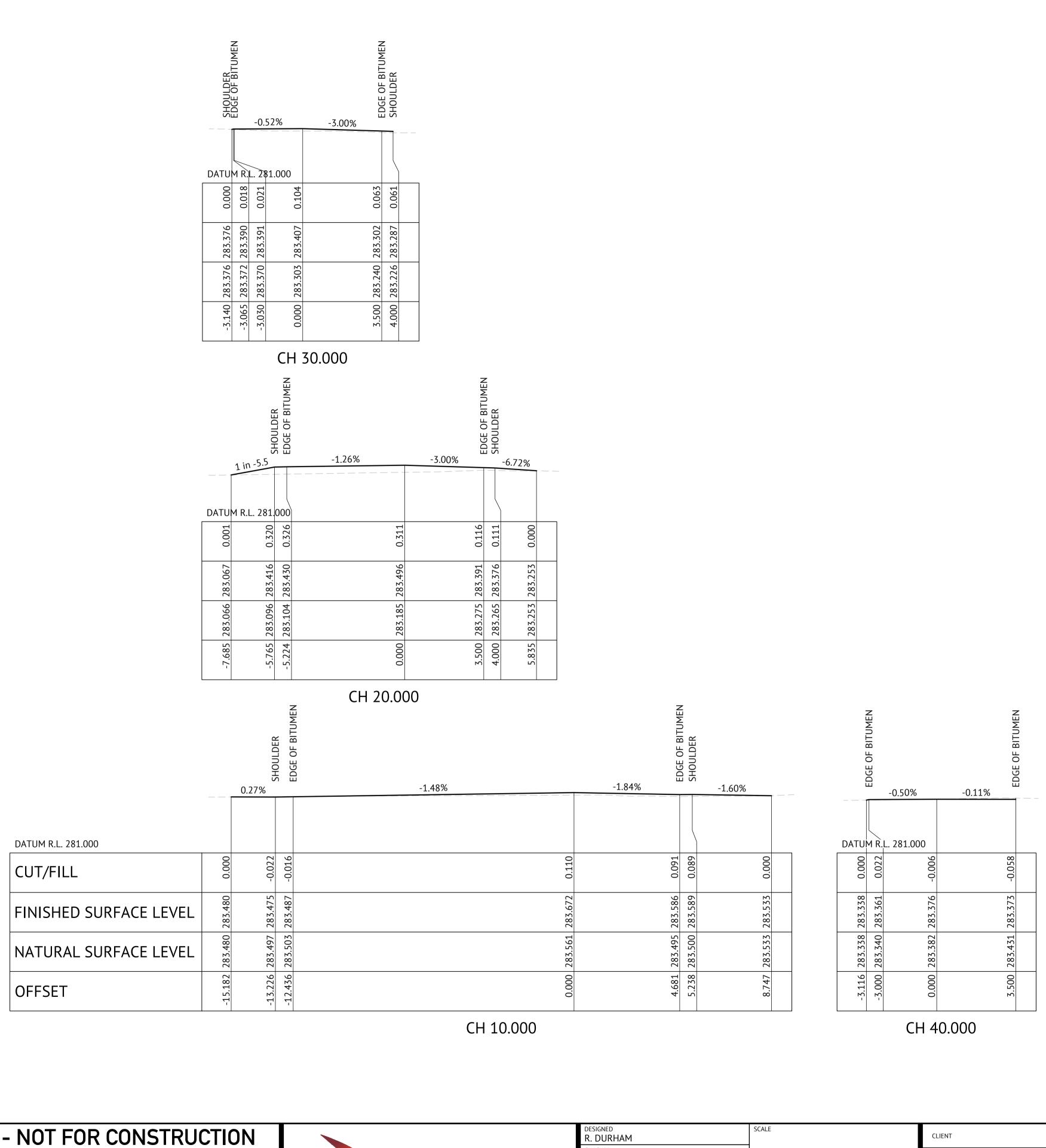
DESIGNED R. DURHAM	SCALE	(
CHECKED S. HOYNES	HORIZONTAL 1:500 (A1)	F
PROJECT MANAGER D. WALKER	0 VERTICAL 1:100 (A1) 6m	I
	ORIGINAL SHEET SIZE A1	9

CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	QUORN PARK PROPERTY ACCESS

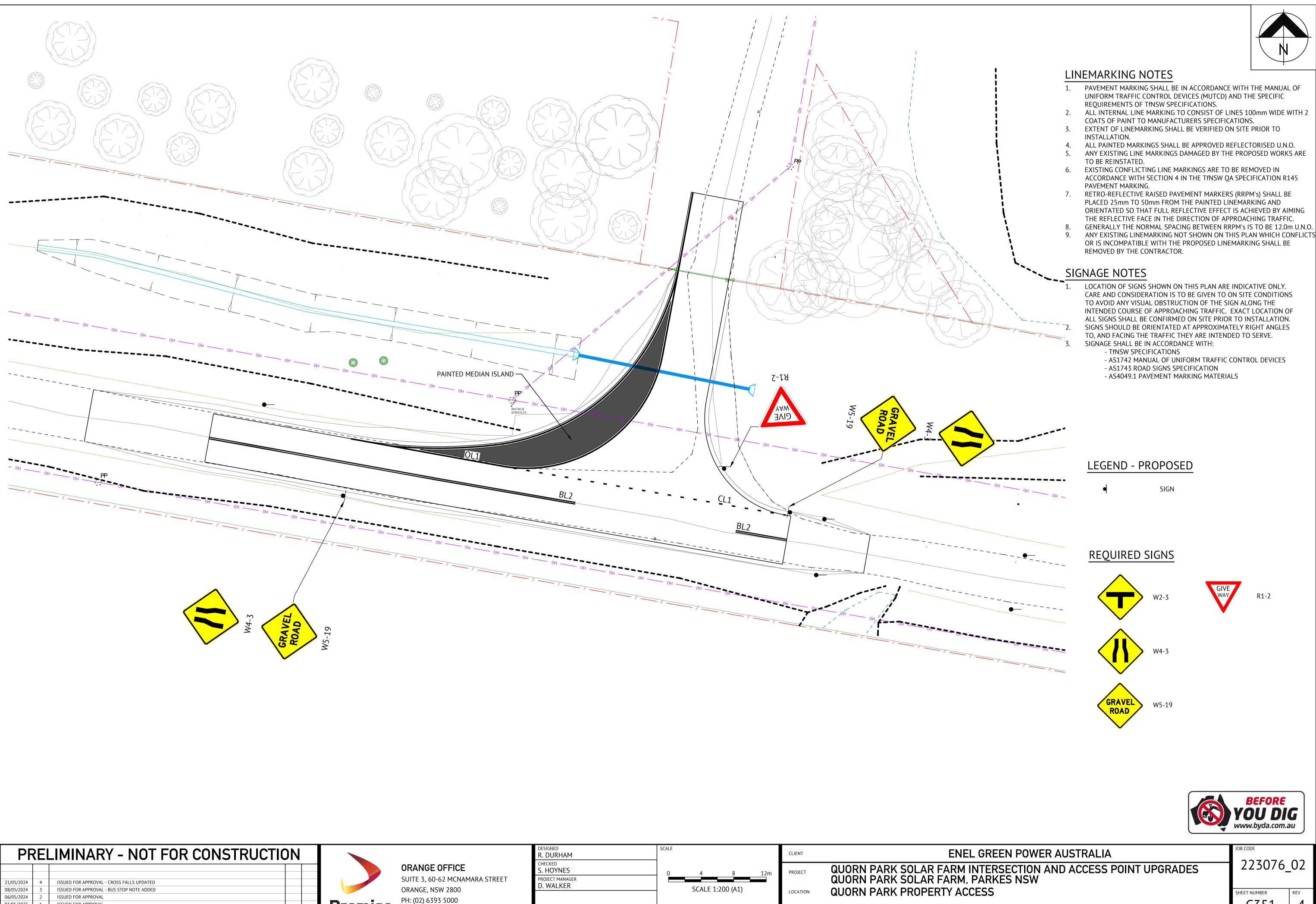
ROAD LONGITUDINAL SECTIONS

223076_02





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				S. HOYNES	0 2 4 6m	PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES	223076_0	2
21/05/2024 4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED		SUITE 3, 60-62 MCNAMARA STREET	PROJECT MANAGER D. WALKER			QUORN PARK SOLAR FARM, PARKES NSW		
08/05/2024 3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED		ORANGE, NSW 2800	D. WALKER	SCALE 1:100 (A1)	LOCATION	QUORN PARK PROPERTY ACCESS	SHEET NUMBER REV	<u>-</u> V
06/05/2024 2	ISSUED FOR APPROVAL		PH: (02) 6393 5000					C712	1
03/05/2023 1	ISSUED FOR APPROVAL	Premise	\			CLIEFT TITLE	DOAD CDOCC CECTIONS DOODEDTY ACCECC	L C342 4	4
DATE REV	DESCRIPTION REC APP	1 1 6111112	WEB: www.premise.com.au		ODICINAL CHEET CIZE AA	SHEET TITLE	ROAD CROSS SECTIONS - PROPERTY ACCESS		
	KEVISIUNS				ORIGINAL SHEET SIZE A1				



Premise WEB: www.premise.com.au

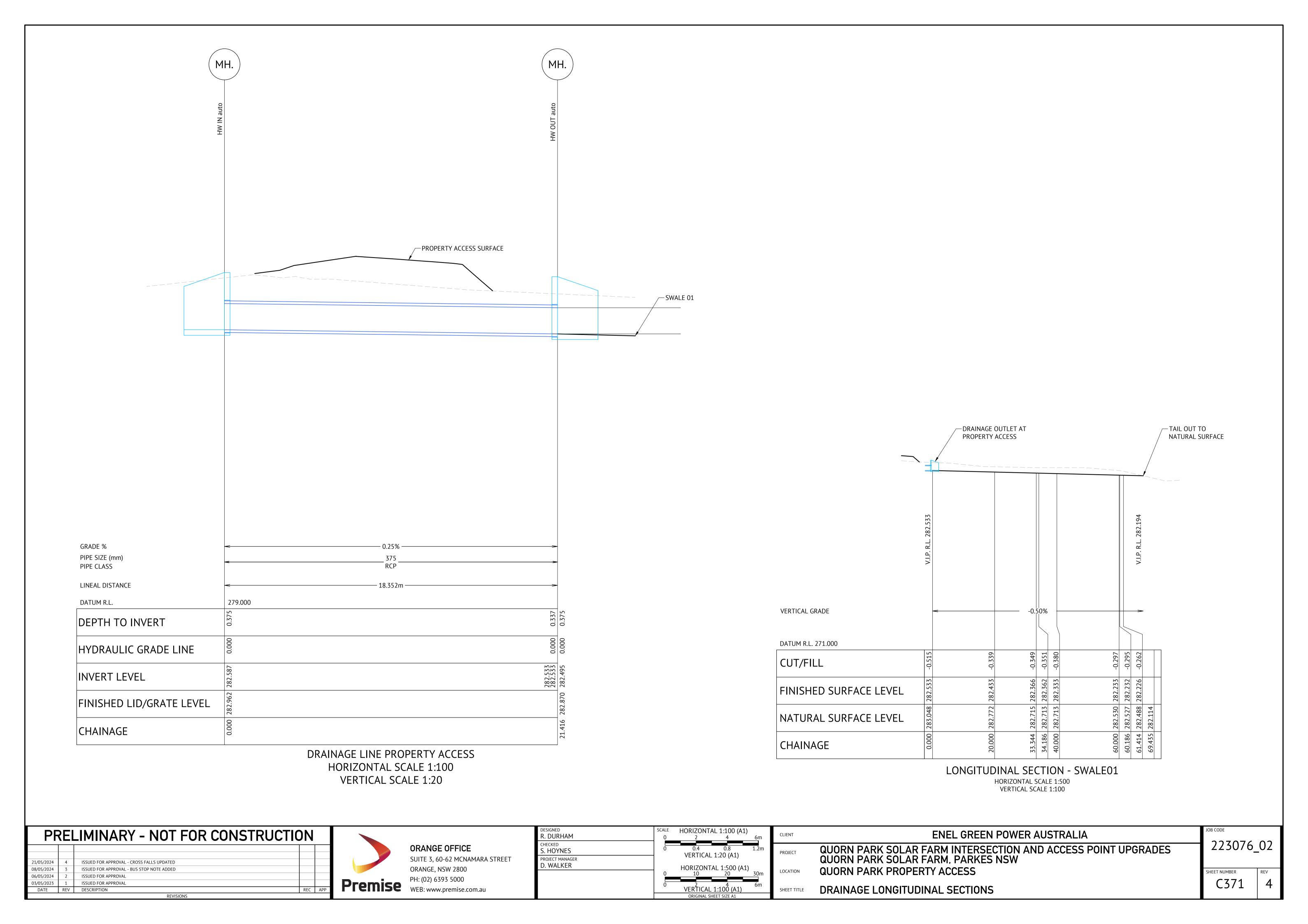
ISSUED FOR APPROVAL

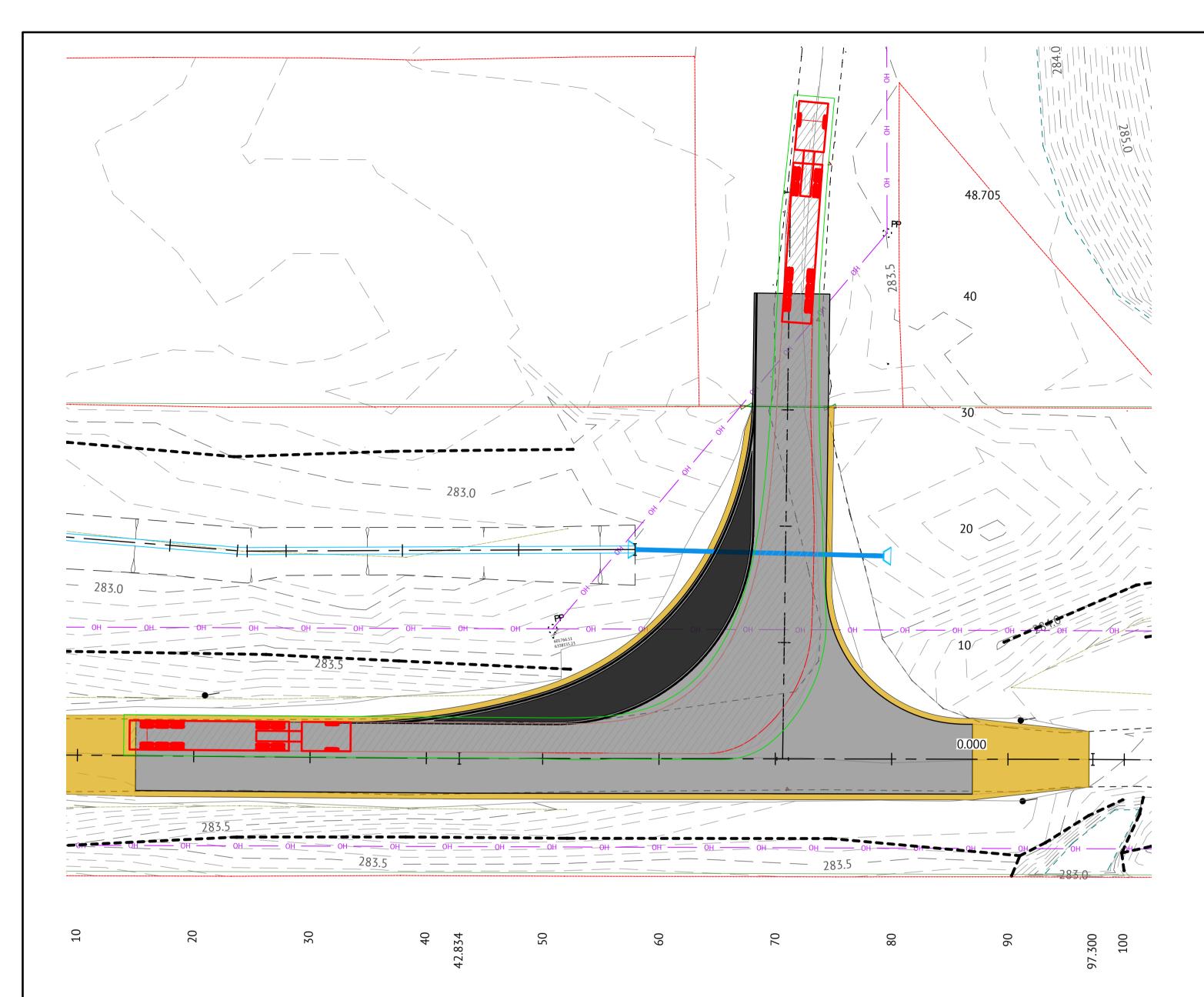
REV DESCRIPTION

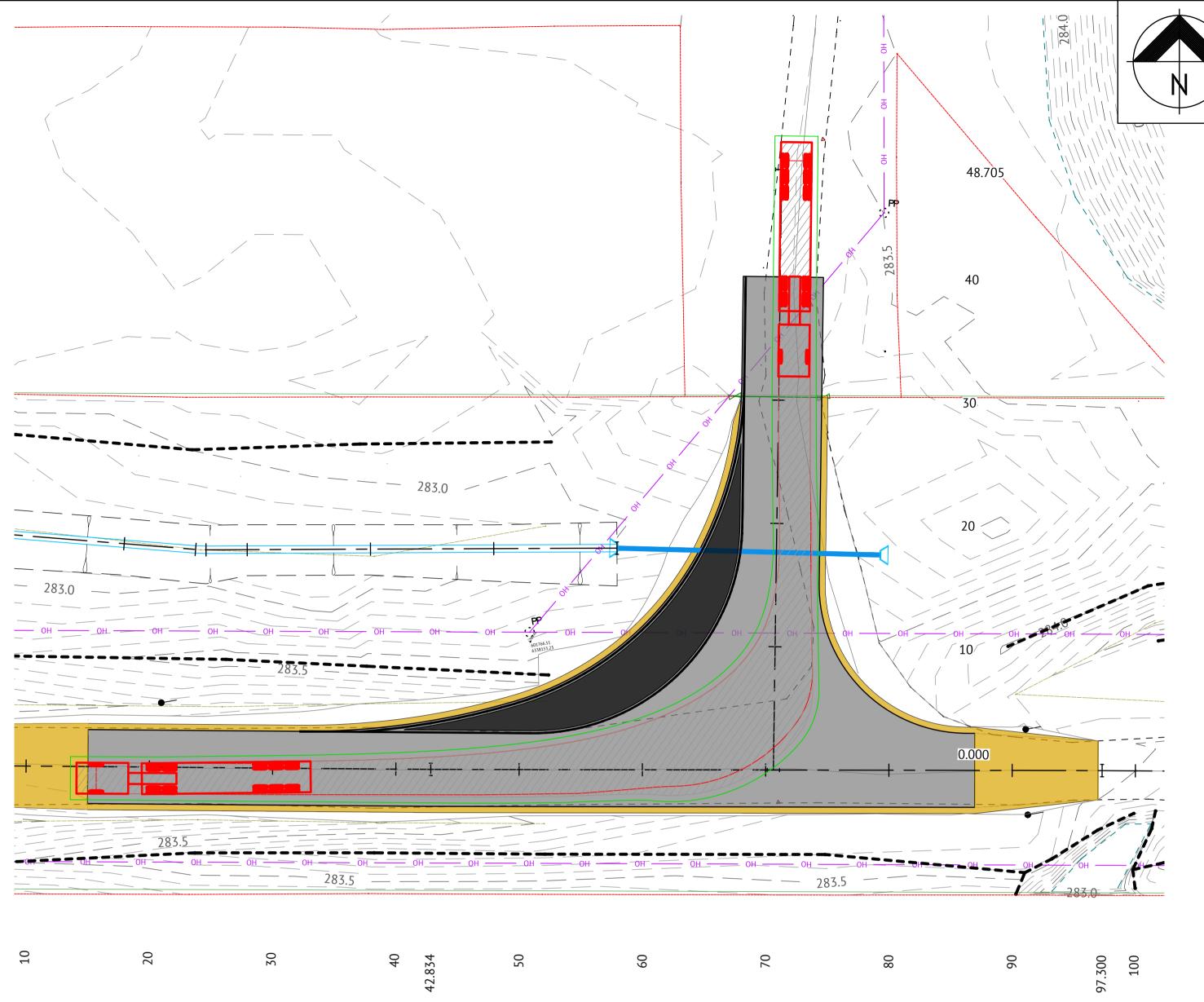
03/05/2023

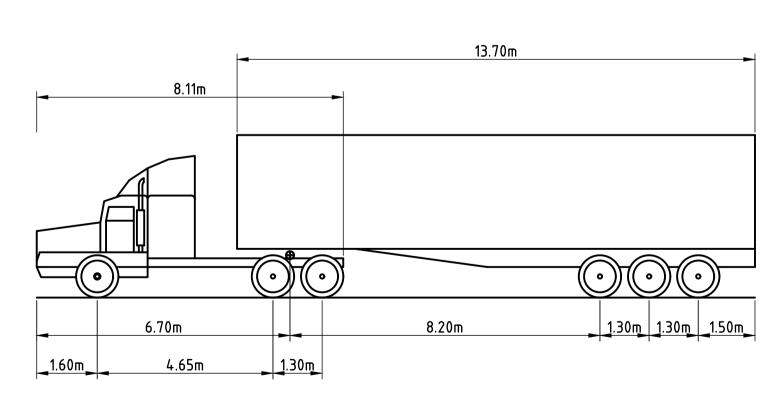
C351

PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN









AUSTROADS PRIME MOVER & SEMI TRAILER (19m)

OVERALL LENGTH 19.000m OVERALL WIDTH 2.500m OVERALL BODY HEIGHT 4.300m MIN. BODY GROUND CLEARANCE 0.540m 2.500m TRACK WIDTH 6.00s LOCK-TO-LOCK TIME KERB-TO-KERB TURNING RADIUS 12.500m



PRELIMINARY - NOT FOR CONSTRUCTION						
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED				
08/05/2024	3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED				
06/05/2024	2	ISSUED FOR APPROVAL				
03/05/2023	1	ISSUED FOR APPROVAL				
DATE	REV	DESCRIPTION	REC	APP		
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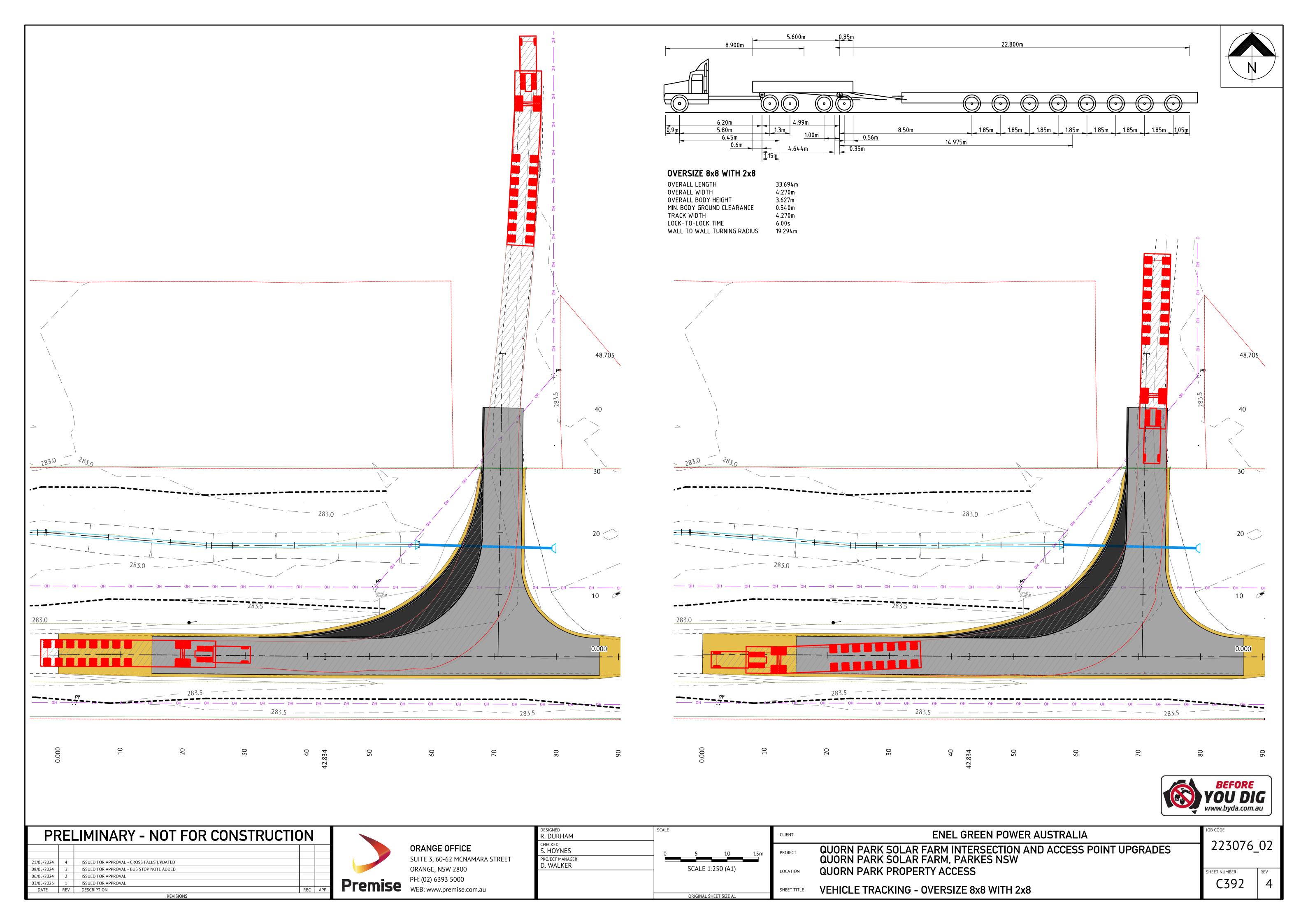


ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000

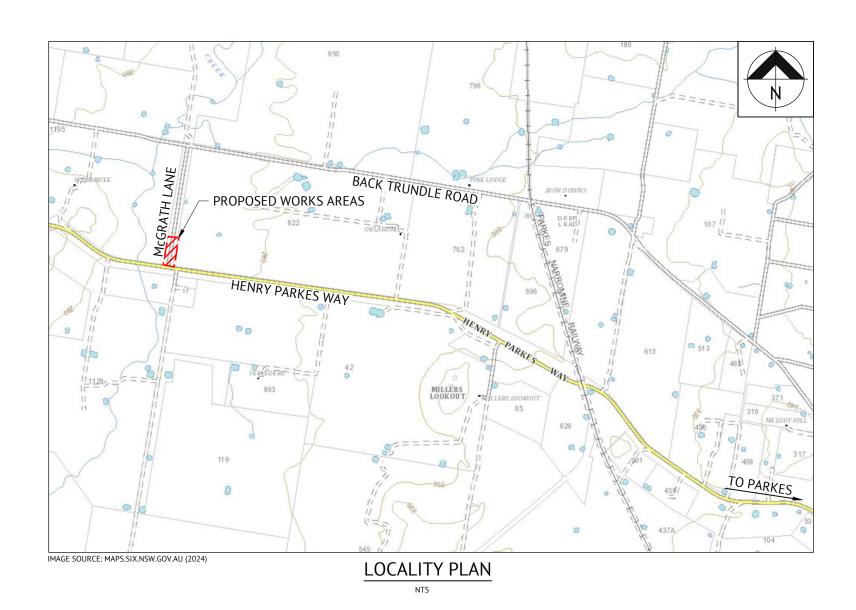
DESIGNED R. DURHAM	SCALE			
CHECKED S. HOYNES	0	5	10	15m
PROJECT MANAGER D. WALKER		SCALE 1:2		
		ODICINIAL CIT	EET CIZE A4	

CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	QUORN PARK PROPERTY ACCESS
SHEET TITLE	VEHICLE TRACKING - 19m PRIME MOVER AND SEMI TRAILER

223076_02



QUORN PARK SOLAR FARM McGRATH LANE UPGRADE, PARKES, NSW ENEL GREEN POWER AUSTRALIA CIVIL DESIGN



	DRAWING SCHEDULE				
DRAWING NO.	DRAWING TITLE				
C003	COVER SHEET, LOCALITY PLAN AND DRAWING LIST				
C012	TYPICAL NOTES AND DETAILS				
C201	ENGINEERING PLAN				
C221	TYPICAL CROSS SECTIONS				
C231	ROAD LONGITUDINAL SECTION				
C241	ROAD CROSS SECTIONS - SHEET 1				
C242	ROAD CROSS SECTIONS - SHEET 2				
C243	ROAD CROSS SECTIONS - SHEET 3				
C251	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN				



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21/11/2024	6	REVISED TO ALLOW FOR GRAVEL OVERLAY		SH	
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CHECKED S. HOYNES	
PROJECT MANAGER D. WALKER	
	ORIGINAL SHEET SIZE A1
	ONIONAL SHEET SIZE AT

CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	McGRATH LANE UPGRADE, QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	QUORN PARK SOLAR FARM, PARKES NSW
SHEET TITLE	COVER SHEET, LOCALITY PLAN AND DRAWING LIST

223076_02

GENERAL CONSTRUCTION NOTES:

- PARKES SHIRE COUNCIL ARE TO BE NOTIFIED 48 HOURS PRIOR TO THE COMMENCEMENT OF
- ALL SERVICES SHOWN ON THIS PLAN HAVE BEEN PREPARED FROM A COMBINATION OF FIELD SURVEY & EXISTING RECORDS PROVIDED BY SERVICE AUTHORITIES HOWEVER ALL RELEVANT AUTHORITIES MUST BE CONTACTED & SERVICE LOCATIONS CHECKED PRIOR TO WORK COMMENCING. THE CONTRACTOR IS TO ADEQUATELY INFORM THEMSELVES AS TO THE DEPTH AND LOCATION OF ALL EXISTING & PROPOSED SERVICES PRIOR TO COMMENCEMENT OF
- ANY WORK TO EXISTING SERVICES THAT REQUIRE RELOCATION BY AUTHORITIES SHALL BE CARRIED OUT BY THE RELEVANT AUTHORITY BUT WITHIN THE TERMS OF THE CONTRACT AND SHALL BE CO-ORDINATED BY THE CONTRACTOR.
- TRAFFIC & PEDESTRIAN CONTROL MEASURES ARE TO BE IN PLACE DURING ALL CONSTRUCTION WORKS. TRAFFIC CONTROL PLANS ARE TO BE PREPARED BY A CERTIFIED & APPROVED PERSON IN ACCORDANCE WITH AS1742.3-2009 & THE RMS "TRAFFIC CONTROL AT WORK SITES" - 2010.
- THE CONTRACTOR SHALL REINSTATE ANY GRASSED AREAS OR TABLE DRAINS AFFECTED
- ALL CONSTRUCTION WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS IN ACCORDANCE WITH THE REQUIREMENTS OF PARKES SHIRE COUNCIL.
- EROSION AND SEDIMENT CONTROL TO BE COMPLETED IN ACCORDANCE WITH ESC.
- TOPSOIL TO BE EXCAVATED TO EXPOSE SUBGRADE & STOCKPILED. THE SUBGRADE (OR PROPOSED FILL AREAS) SHALL BE STRIPPED OF ALL SOFT, ORGANIC OR MOISTURE AFFECTED MATERIALS AND SHALL BE ROLLED AND COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 98% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM
- THE PAVEMENT BASE, SUB BASE & SELECT MATERIALS SHOULD BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 102% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM MOISTURE CONTENT THE SUBGRADE AND GENERAL FILL SHOULD BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 98% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM MOISTURE CONTENT.
- 10. CONSTRUCTION WORK SHALL ONLY BE CARRIED OUT WITHIN THE FOLLOWING TIMES: *MONDAY TO FRIDAY 7.00 am TO 6.00 pm *SATURDAY 7.00 am TO 1.00 pm (IF INAUDIBLE ON RESIDENTIAL PREMISES)

*OTHER WISE 8.00 am TO 1.00 pm
THE ABOVE RESTRICTIONS MAY BE SUBJECT TO REVIEW AND VARIATION BY PARKES SHIRE COUNCIL UPON AN ASSESSMENT OF THE LEVEL OF ANNOYANCE, IF ANY, THAT MAY ARISE.

- 11. DURING SUNDAY AND PUBLIC HOLIDAYS, NO CONSTRUCTION WORK PERMITTED
- 12. ALL LEVELS ARE IN AUSTRALIAN HEIGHT DATUM.
- 13. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCY SHALL BE REFERRED TO THE OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH THE WORK
- 14. ALL DIMENSIONS SHALL BE VERIFIED BY THE CONTRACTOR ON SITE. ENGINEER'S DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS. UNLESS NOTED OTHERWISE, ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWIS
- 15. PARKES SHIRE COUNCIL'S REPRESENTATIVE TO BE NOTIFIED OF ANY WATER IN THE **EXCAVATIONS**
- 16. THE RECTIFICATION OF ALL MATTERS ARISING FROM INSUFFICIENT INFORMATION BEING SHOWN ON THE APPROVED ENGINEERING PLANS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS AND TO THE REQUIREMENTS OF PARKES SHIRE COUNCIL'S
- 17. WRITTEN CONSENT SHALL BE SUBMITTED TO PARKES SHIRE COUNCIL FROM THE OWNERS OF ANY ADJOINING PROPERTY PRIOR TO ANY PHYSICAL INTERFERENCE WITH THAT PROPERTY AS A RESULT OF THE REQUIRED CONSTRUCTION.
- 18. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY BREACHES OF THE CLEAN WATERS

NOTES FOR COUNCIL:

ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH, BUT NOT LIMITED TO, THE VARIOUS PARKES SHIRE COUNCIL'S AUS-SPEC#1 CONSTRUCTION SPECIFICATIONS OUTLINED BELOW:

GENERAL

CONTROL OF TRAFFIC
CONTROL OF EROSION & SEDIMENTATION C211

C212 C213 CLEARING & GRUBBING FARTHWORKS

STORMWATER DRAINAGE PIPED DRAINAGE

PRECAST BOX CULVERTS

DRAINAGE STRUCTURES

C221 C222 C223 C230 SUBSURFACE DRAINAGE GENERAL

C231 C232 SUBSURFACE & FOUNDATION DRAINS PAVEMENT DRAINS

C241 C242 STABILISATION FLEXIBLE PAVEMENTS

SPRAYED BITUMINOUS SURFACING PAVEMENT MARKINGS C244 C261

SIGNPOSTING GUIDEPOSTS C262 C263

FOR CONSTRUCTION				
21/11/2024	6	REVISED TO ALLOW FOR GRAVEL OVERLAY		SH
DATE	REV	DESCRIPTION	REC	APP
REVISIONS				

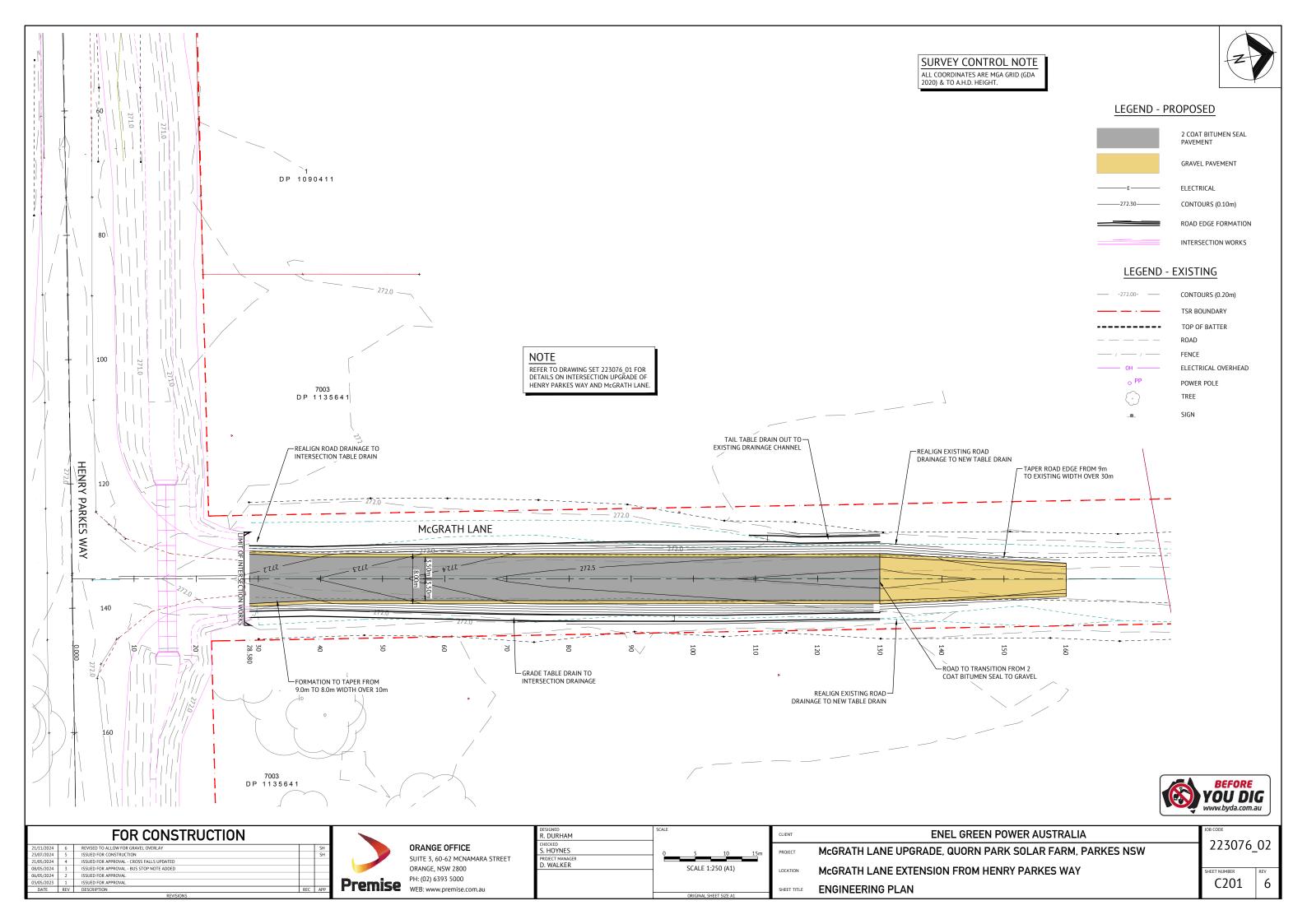


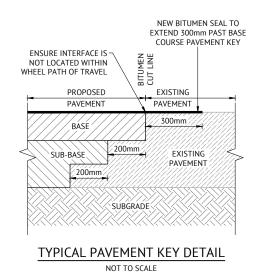
ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000

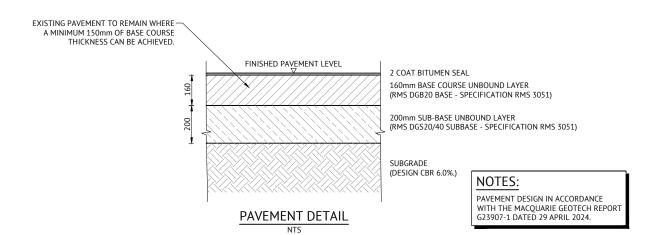
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T MANAGER ALKER	NTS
	ORIGINAL SHEET SIZE A1

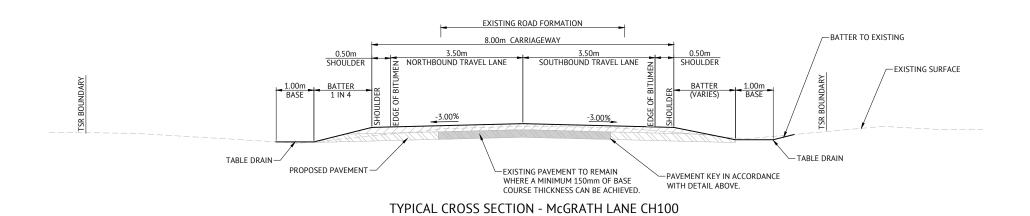
CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	McGRATH LANE UPGRADE, QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	QUORN PARK SOLAR FARM, PARKES NSW
SHEET TITLE	TYPICAL NOTES AND DETAILS

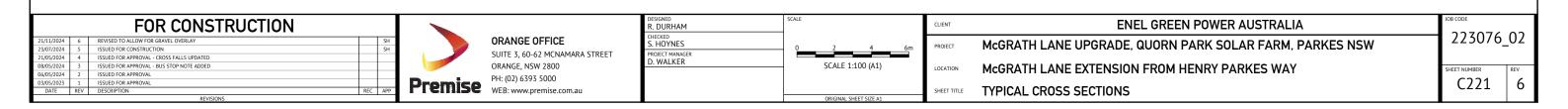
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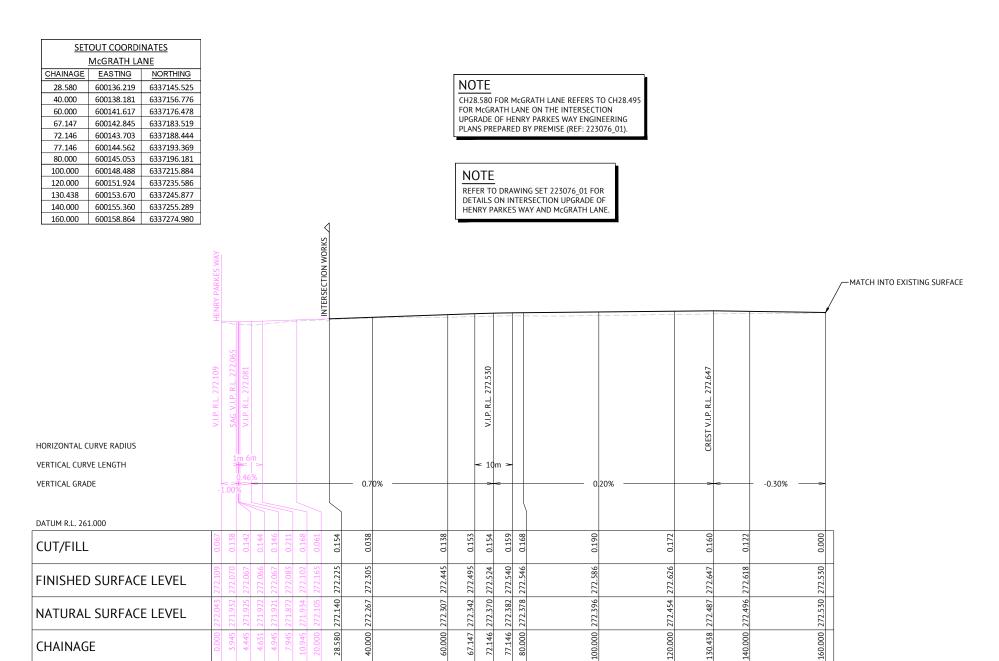
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C231

ALL COORDINATES ARE MGA GRID (GDA 2020) & TO A.H.D. HEIGHT.



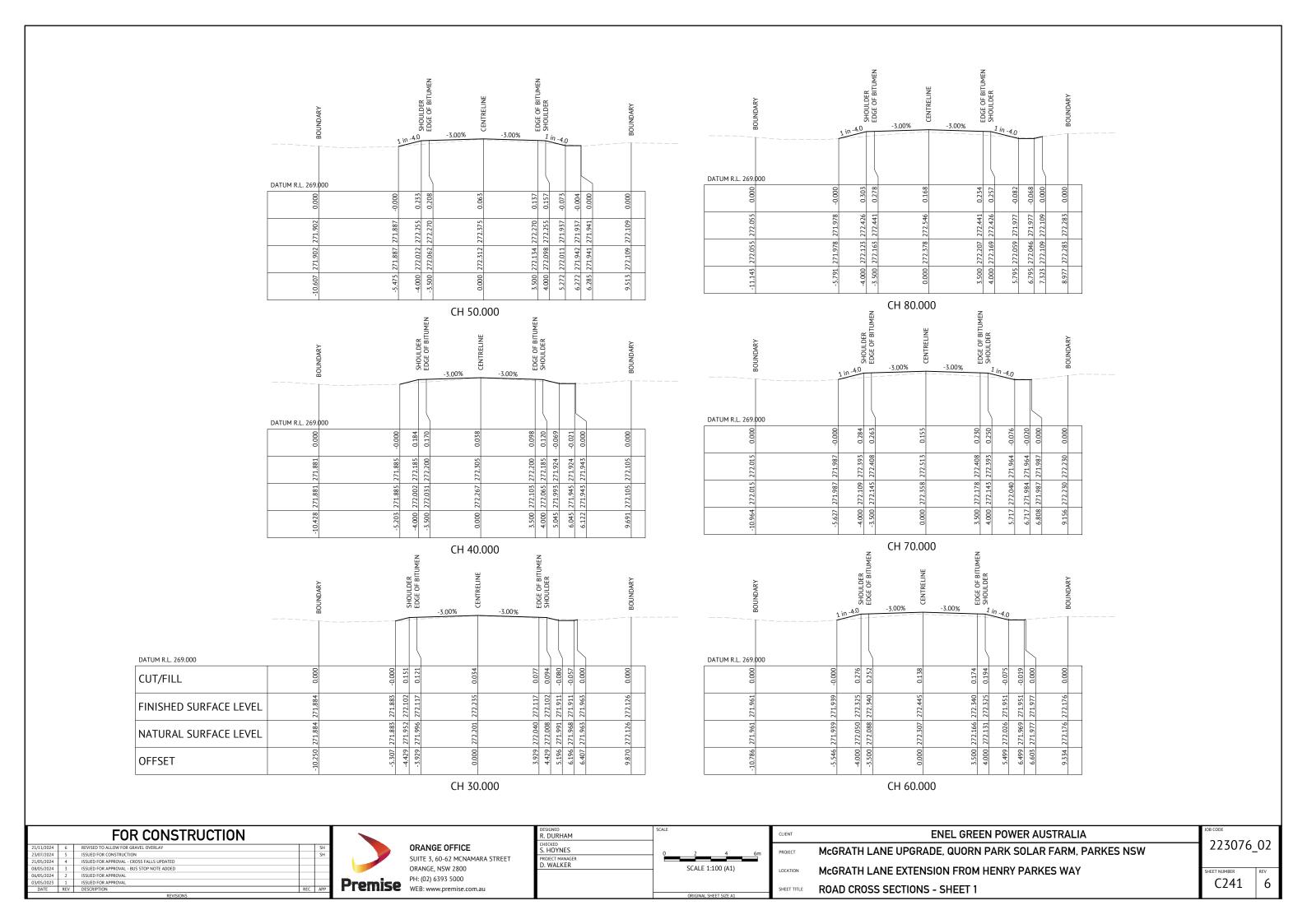
LONGITUDINAL SECTION - McGRATH LANE SOUTH HORIZONTAL SCALE 1:500

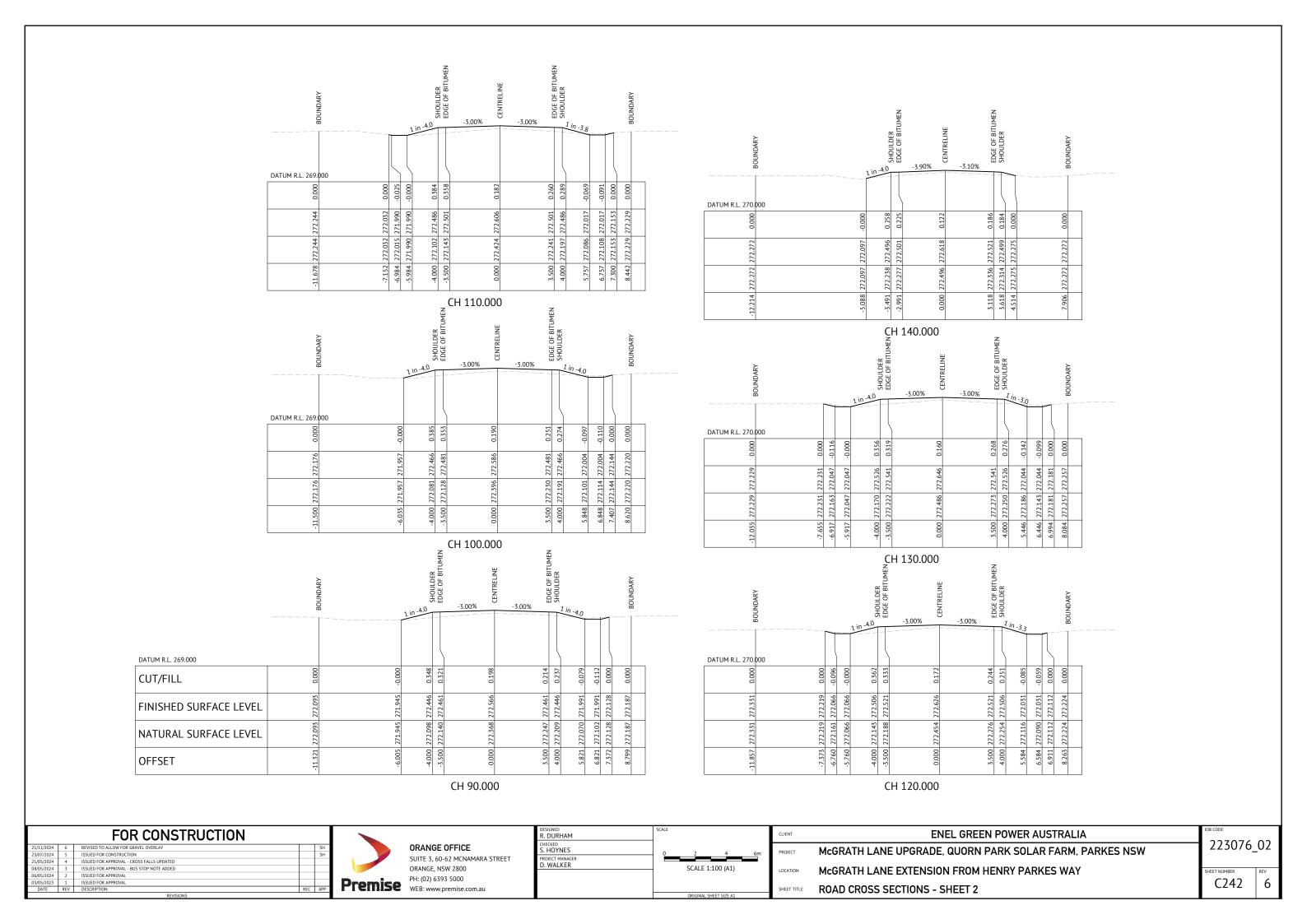


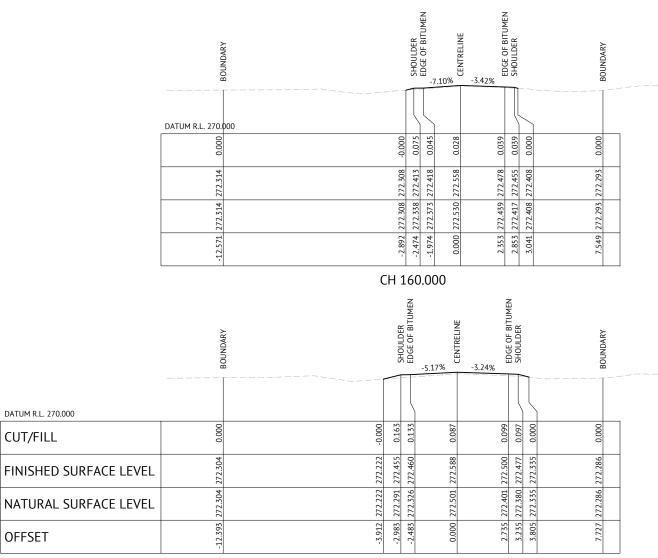


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PROJECT MANAGER D. WALKER	0 2 4 6m VERTICAL 1:100 (A1)	LOC
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CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	McGRATH LANE UPGRADE, QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	McGRATH LANE EXTENSION FROM HENRY PARKES WAY
SHEET TITLE	ROAD LONGITUDINAL SECTION







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		FOR CONSTRUCTION		
21/11/2024	6	REVISED TO ALLOW FOR GRAVEL OVERLAY		SH
23/07/2024	5	ISSUED FOR CONSTRUCTION		SH
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED		
DATE	REV	DESCRIPTION	REC	APP
		DEVISIONS		

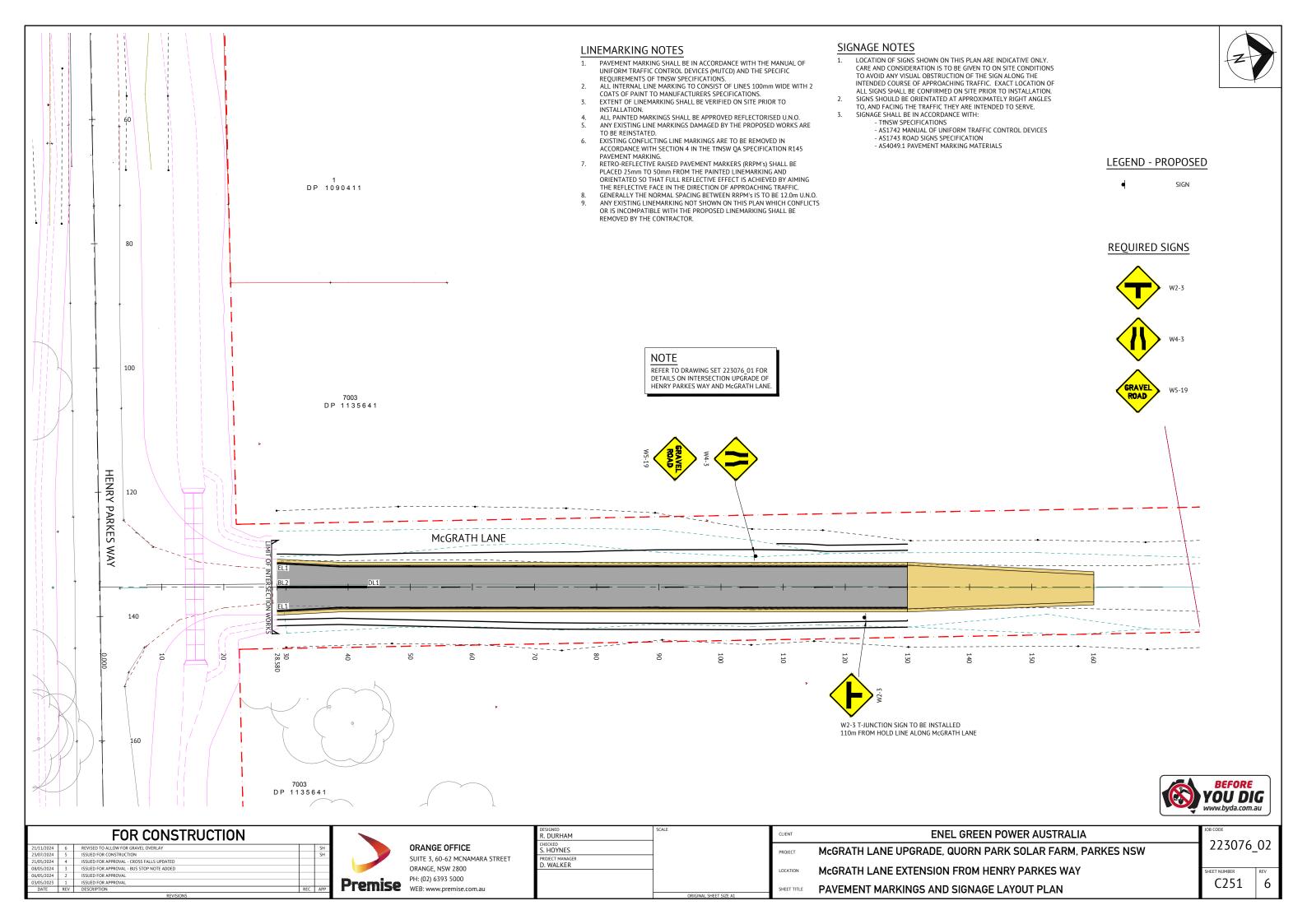


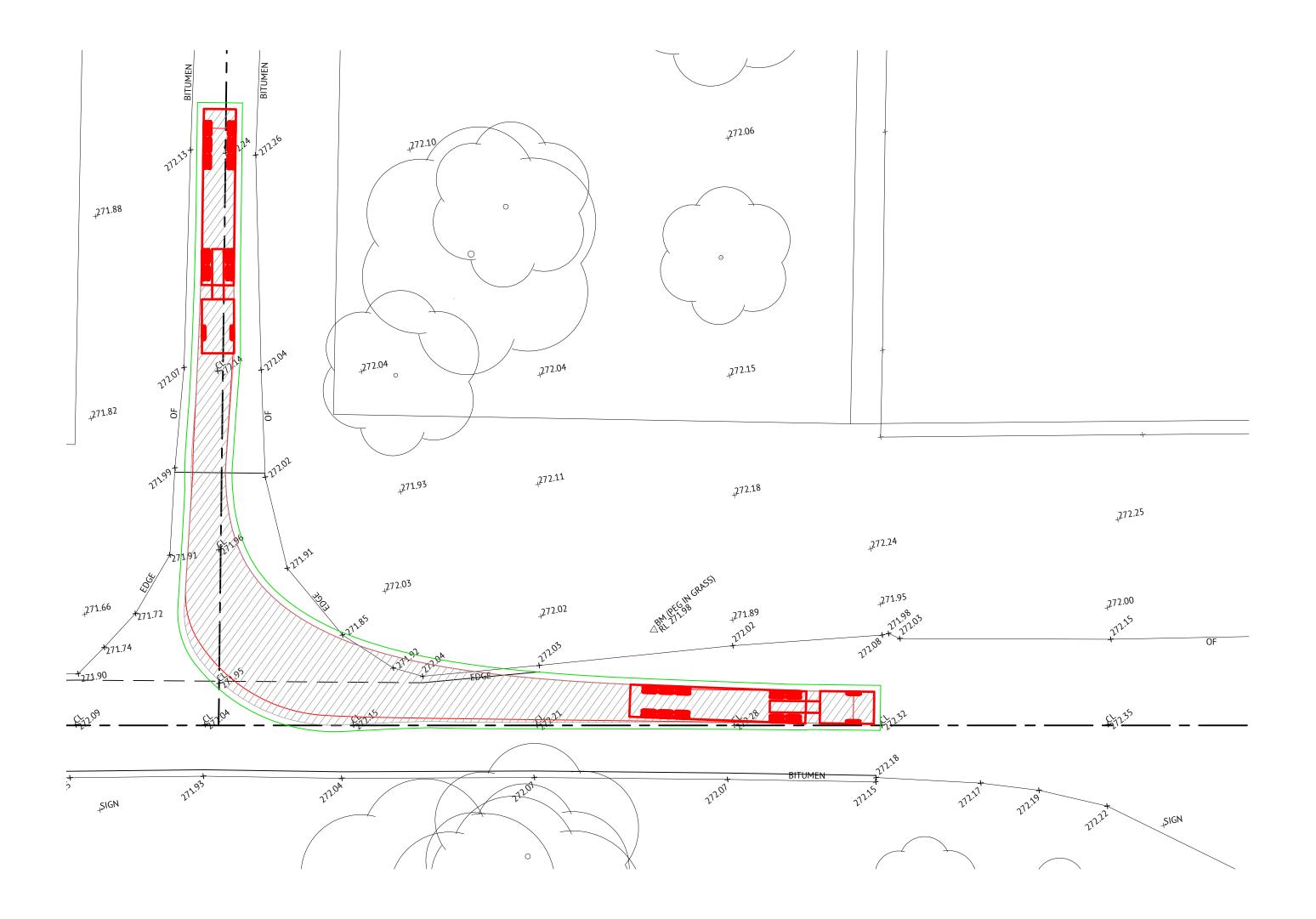
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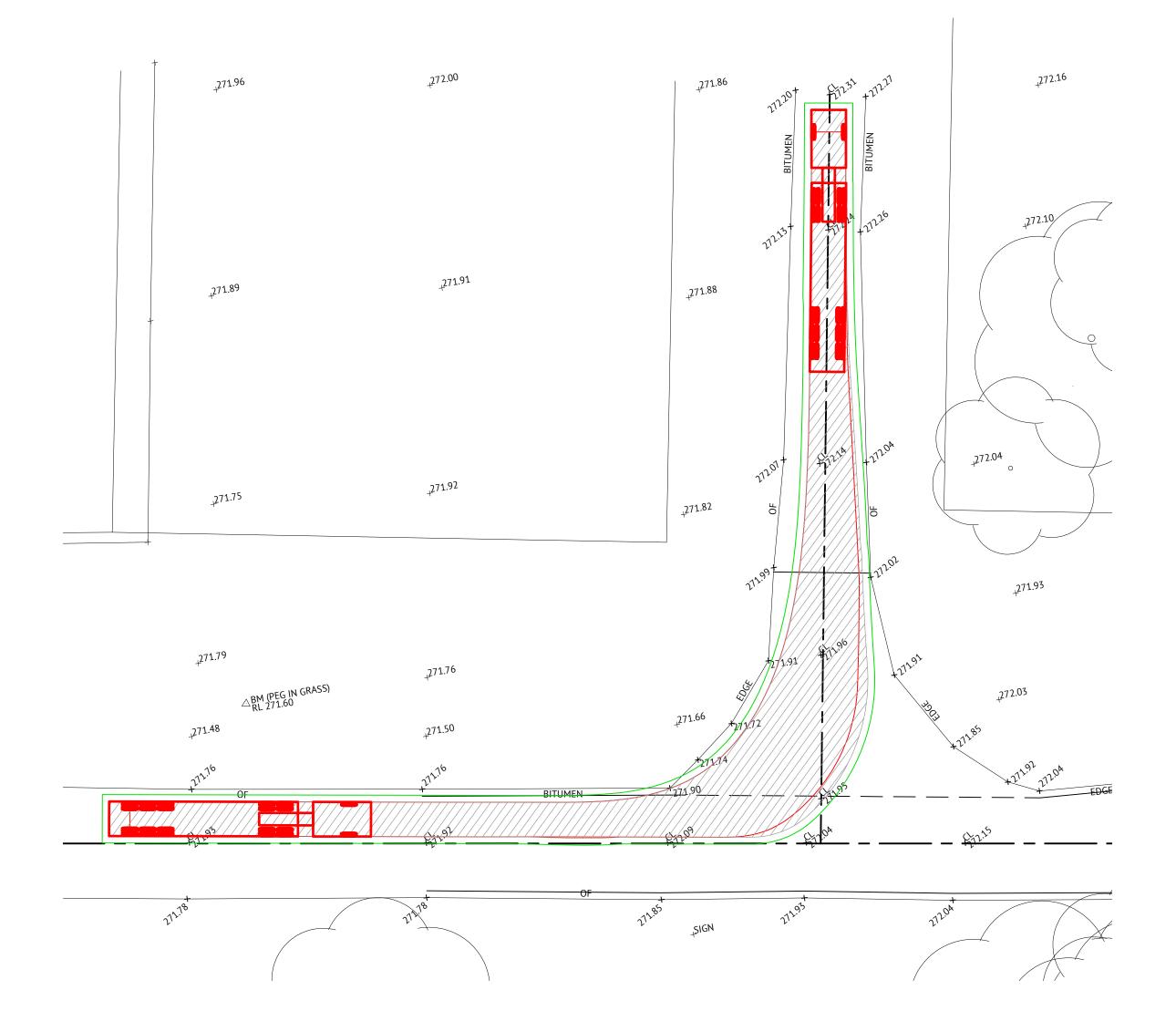
CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	McGRATH LANE UPGRADE, QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	McGRATH LANE EXTENSION FROM HENRY PARKES WAY
SHEET TITLE	ROAD CROSS SECTIONS - SHEET 3

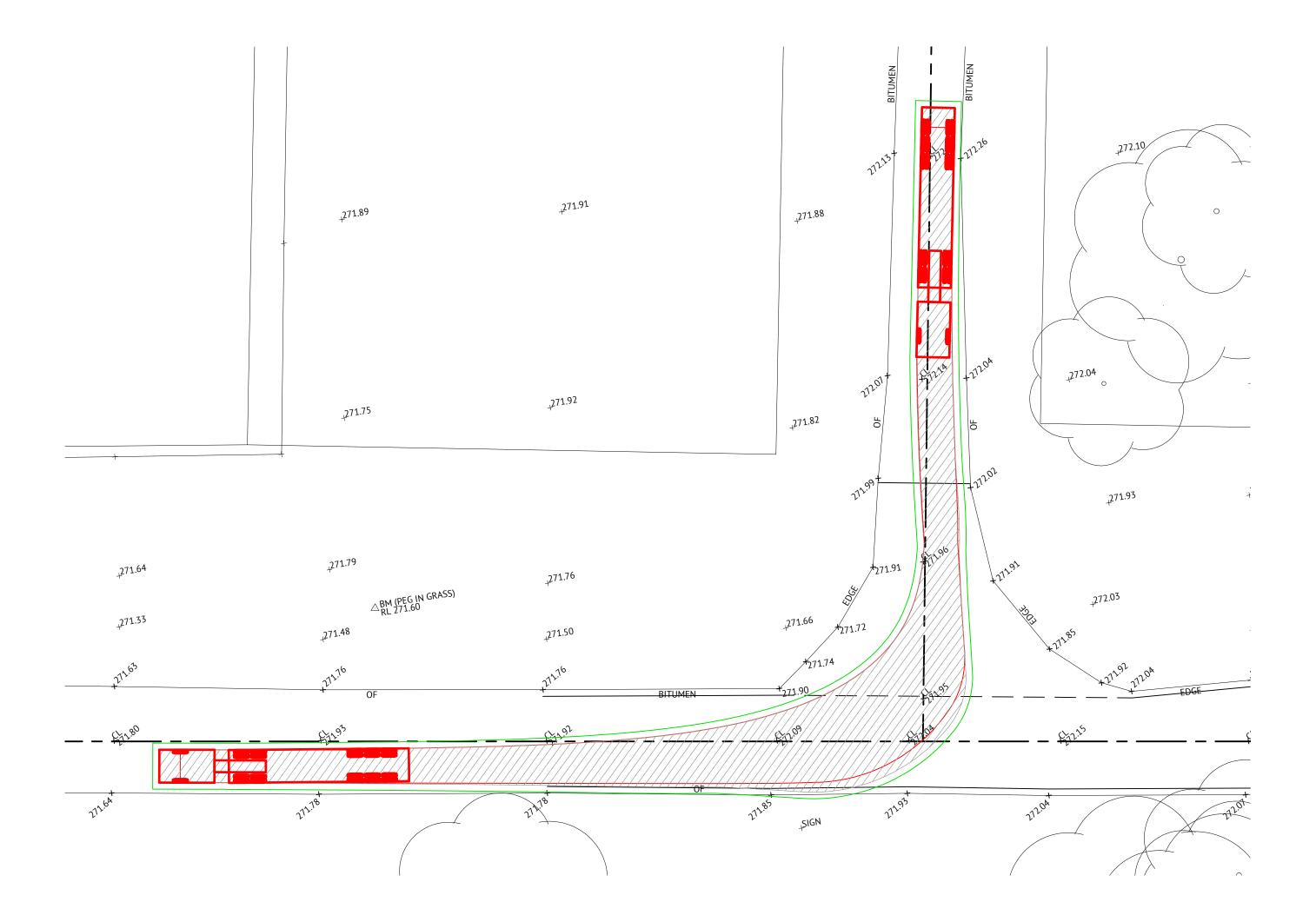
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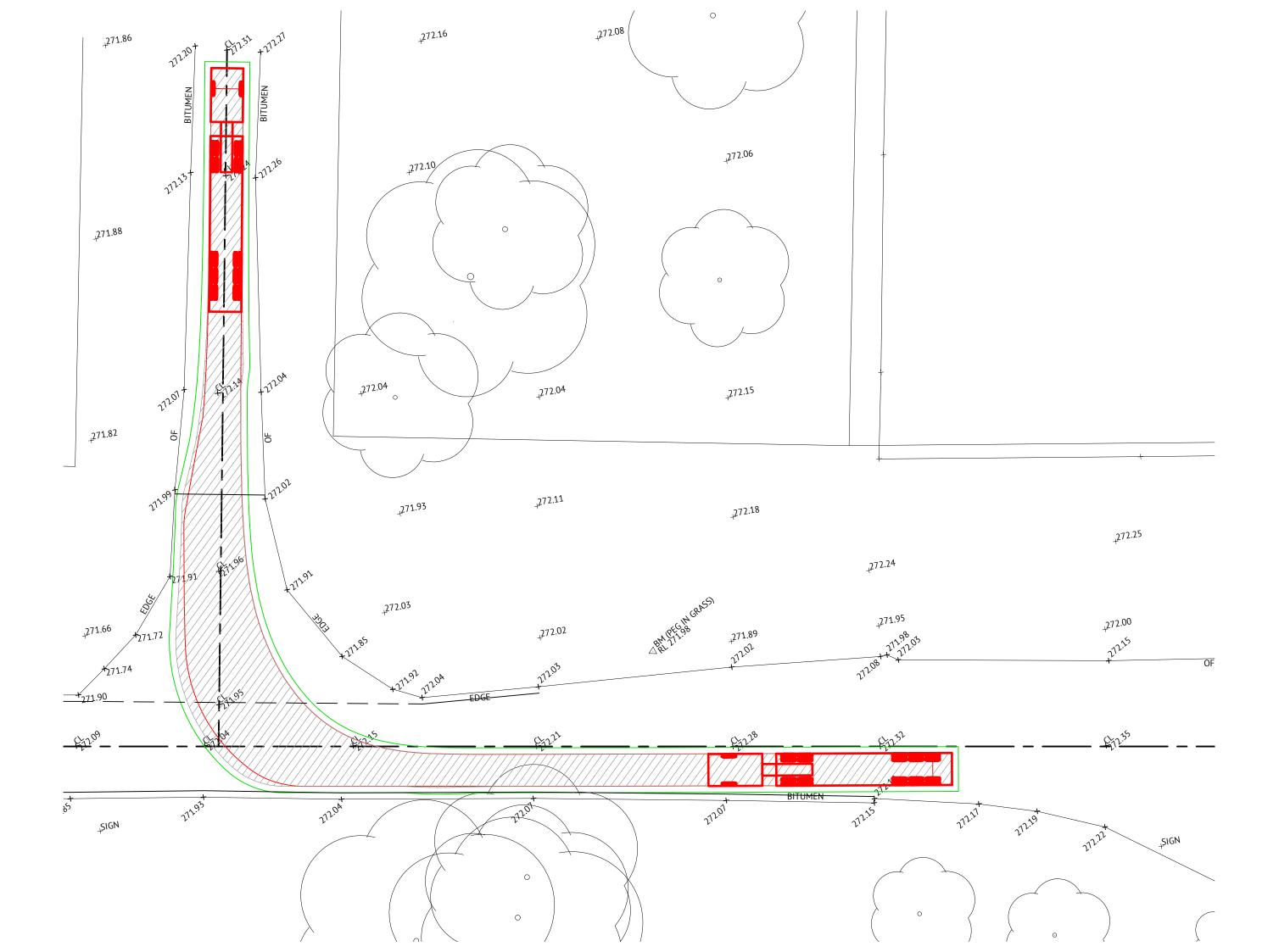
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Appendix E: Drivers Code of Conduct



1 Drivers Code of Conduct Objectives

This Drivers Code of Conduct is to be provided to all drivers accessing the development footprint, including principal contractor staff, delivery drivers, contractors etc. The objectives of the Drivers Code of Conduct are to:

- Ensure awareness for all staff and visitors of site rules, processes and procedures;
- Minimise the impact of truck and contractor vehicle movements on the on-site work environment and local road network;
- Minimise conflict with other on and off-site road users;
- Minimise truck traffic noise: and
- Ensure truck drivers use the designated routes.

The Drivers Code of Conduct also requires that, while driving any truck or contractor vehicle for Project related purposes, drivers must:

- Demonstrate safe driving and road safety activities;
- Abide by traffic and road legislation;
- Abide by on and off-site speed limits at all times;
- · Follow signage and instructions at all times; and
- Adhere to the terms of this driver code of conduct.
- Maintain radio communication with the Principal Contractor Logistics Manager and other heavy vehicle drivers associated with the project to ensure the protocols applying during stage 1b are adhered to.

2 Key Driver Controls

2.1 Truck Operating Periods

Construction hours – including the delivery of materials - will be as follows:

- 7:00am to 6:00pm Monday to Friday; and
- 8:00am to 1:00pm on Saturdays;

No Project works or vehicle movements are permitted on Sundays or public holidays.

Where it is necessary for any truck movements to occur outside of the conditioned truck movement hours, an approved Outside of Hours Work Permit will be required prior to any such truck movements. The Principal Contractor must be notified of any intention for truck movements outside of the approved construction hours, and provide approval for the Outside of Hours Work Permit application prior to its submission to the relevant authorities.

2.2 Speed Limits



All trucks, contractor and general staff drivers are to travel within the posted speed limits in the public road network at all times.

All truck, contractor and general staff drivers are to travel at a speed on no greater than 20km/h within the final design area at all times.

2.3 School Bus Awareness

School buses operate along some sections of the designated access routes, including Back Trundle Road and Henry Parkes Way. All drivers must adhere to the NSW Road Rules when in the vicinity of a school bus, which requires that drivers slow to 40km/h whether the school bus is stationary or moving.

2.4 Access

All access will be via Henry Parkes Way, McGrath Lane and Back Trundle Road. **Entrance 1** is located to the east of McGrath Lane north of Back Trundle Road and provides primary access to the Site, and **Entrance 2** is located west of McGraths Lane south of Back Trundle Road and provides access to the Transmission Corridor.

All vehicles are to enter and depart in a forward direction at all times.

2.5 Designated Truck Route

The designated truck route must be used by all truck drivers at all times. This designated truck route is shown in the Vehicle Movement Plans below.

Monitoring of the route by the Enel HSE Advisor and the Principal Contractor Logistics Manager will occur to ensure compliance.

A weekly check of project related vehicles (typically heavy vehicles) fitted with GPS tracking will occur by the Principal Contractor Logistics Manager to confirm that designated routes are being used. The Principal Contractor Logistics Manager will also complete a once per week check of the local designated routes during peak periods to confirm all vehicles are using designated routes.

If vehicles are found to be using non-designated/non-approved routes, the drivers in question will be subject to disciplinary action.

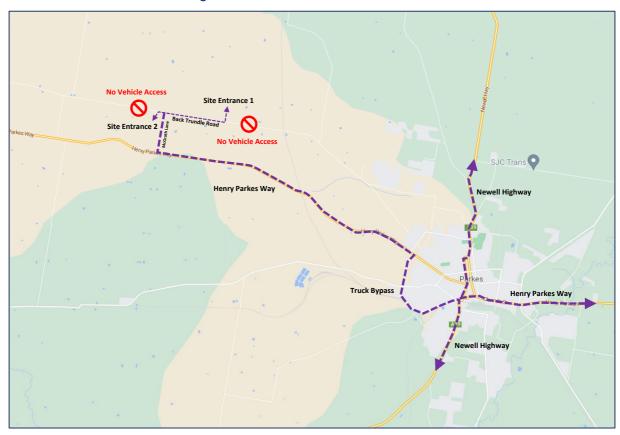
2.5 Henry Parkes Way/McGrath Lane intersection

During stage 1b of the project, only one heavy vehicle is permitted on the Henry Parkes Way/McGrath Lane intersection at any one time due to the current pavement limits. Vehicles will be scheduled for departure from their point of origin by the Principal Contractor Logistics Manager to ensure this requirement is achieved. Drivers are to be in radio communication with the Principal Contractor Logistics Manager and other heavy vehicle drivers associated with the project to enable up to date information to be shared and changes to delivery timings to be communicated to achieve this outcome. If directed, heavy vehicles are to park and wait in Parkes at the designated parking areas outlined in Figures 15-18

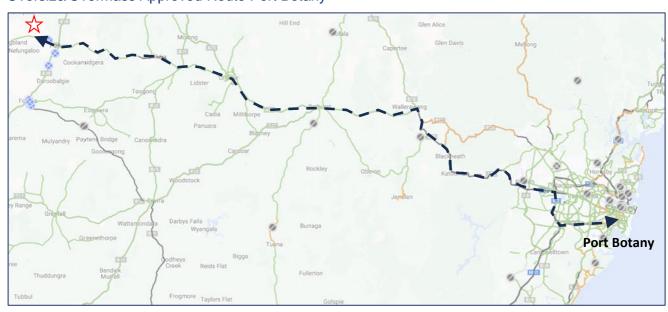


of the project TMP. These parking areas are to be communicated to all heavy vehicle drivers prior to departing from their point of origin, including being provided with a map of these designated parking areas.

Vehicle Movement Plan: Designated Truck Routes



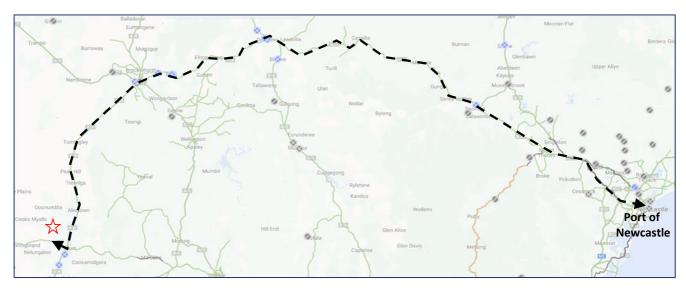
Oversize/Overmass Approved Route Port Botany



Source: TfNSW



Oversize/Overmass Approved Route Port of Newcastle



Source: TfNSW

2.5 Parking

On-site parking for all staff, shuttle buses and trucks will be provided throughout the different Project stages. Parking will be provided in the main construction compound area and will have sufficient room for up to 30 light vehicles and 3 coaster buses. This requires an area approximately 700 m2, which will be accommodated within the main compound area. This will be sufficient to meet the needs of the up to 100 construction staff approved.

No parking will be permitted off-site at any time.

The Principal Contractors HSE Advisor will inspect parking areas on site, and public roadside areas nearby, daily, after the beginning of the morning shift, to ensure that parking does not exceed the approved amount and that no parking is occurring off site.

3 Breach of Drivers Code of Conduct

The following activities by any truck, contractor or general staff driver will be considered as a breach of the Drivers Code of Conduct:

- Driving on routes other than those designated in the Vehicle Movement Plan;
- · Reckless or dangerous driving causing injury or death;
- Driving whilst disqualified or not correctly licensed;
- Being under the influence of alcohol or drugs while driving;
- Driving when fatigued or unwell;
- Failing to stop after an incident;
- · Loss of demerit points leading to suspension of licence;
- Any actions that warrant the suspension of a licence;
- Exceeding the speed limits in place in public roads or on-site; and/or



 Failing to adhere to the one (1) vehicle limit on the Henry Parkes Way/McGrath Lane intersection at any time during stage 1b of the project/

Any drivers found to be in breach of the Drivers Code of Conduct will be notified of the breach, as will their immediate managers, who will in turn be required to provide additional training/guidance to the driver. Any repeat offenders will be prevented from returning.

4 Driver Responsibilities

All truck, contractor and staff drivers must:

- Be responsible and accountable for their actions when operating a truck or contractor vehicle;
- Ensure they have a current driver licence for the class of vehicle they are driving, and this licence is to be carried with them at all times;
- Immediately notify their manager if their drivers licence has been suspended, cancelled, or has had limitations applied;
- Comply with all traffic and road legislation when driving;
- Regularly check the operating condition of trucks or company vehicles;
- Ensure their vehicles have correctly been fitted with mufflers to minimise noise disturbance, and
 use only the approved vehicle routes during approved hours so as to minimise noise impacts in
 residential and urban areas;
- Never drive under the influence of alcohol or drugs;
- Wear a seat belt at all times when in the vehicle;
- Report any near-misses, crashes or scrapes to their manager, including those that do not result
 in injury;
- Report infringements to a manager at the earliest opportunity;
- Report vehicle defects to a manager prior to the next use of the vehicle; and
- Keep loads covered at all times (where relevant).

5 Crash or Incident Protocol

All contractors are to have in place a **Crash or Incident Protocol** that is applicable to all contracted drivers. The Crash or Incident Protocol must include the following procedures as a minimum.

> At the Time of the Crash or Incident, the driver must:

- Stop your vehicle as close as possible to the scene, making sure you are not hindering traffic;
- Ensure your own safety first, then help any injured people and seek assistance immediately if required;
- Ensure the following information is noted:
 - ✓ Details of the other vehicles and registration numbers.
 - ✓ Names and addresses of the other vehicle drivers.
 - ✓ Names and addresses of witnesses.

12/19/2024



- ✓ Insurer's details.
- · Give the following information to the involved parties:
 - ✓ Name, address and company details.
 - ✓ If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- > A Crash or Incident Register must be maintained to assist in the orderly resolution of complaints.

 The Crash or Incident Register is to include:
 - Date and time of complaint.
 - How the complaint was received.
 - Detailed description.
 - What / when actions were taken to resolve issue.
 - Response to organisation / party that made complaint.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash.
 - If there are injuries.
 - If you damage property other than your own.

As soon as reasonably practical, report all details gathered to your manager.

6 Chain of responsibility

Corporate entities, directors, partners, and managers are accountable for the actions of individuals under their supervision, even if not directly involved in driving or operating a heavy vehicle under the Heavy Vehicle National Law (HVNL). This is referred to as the "chain of responsibility" (COR).

All entities on the CoR will be made aware of the Driver Code of Conduct, along with the responsibilities associated with safe loading practices and fatigue management.

7 Driver fatigue

If a person travels more than 100km in a single trip because of construction activities, a Journey Management Plan (JMP) will be prepared. When a JMP applies to a journey, the person it applies to is required to have a break every 2 hours and to inform a nominated person when they are having a break and when they reach their destination.

A JMP is also required where there are risks associated with a journey such as adverse weather or where driving following a work shift of 12 hours or more.

Travel between the hours of 11pm and 5am is to be avoided. If unavoidable, the Construction Contractor Project Manager is to be advised and a JMP prepared.

The following matters are to be taken into consideration when preparing a JMP:



- Total travel time
- Taking a break every two hours and check in to a nominated person at each break
- The type of transportation being used (driving along, carpooling, other forms of transportation etc)
- Identifying rest break times and locations;
- Worker alertness timing of travel, for example after a long shift. A break should be provided for before travel occurs.
- Communication if travelling alone
- Weather/road condition assessments
- Driving at night need for the journey or whether it can be delayed until daylight

Where there is a high risk of works being fatigued the following measures would be implemented:

- Rotate workers between shifts
- Review staffing to ensure workload management
- Ensure sufficient breaks
- Add more resources to ensure adequate resourcing

Heavy vehicle fatigue management also is a key issue and, along with the above measures, the measures outlined in the Heavy Vehicle National Law with respect to fatigue apply.

A key regulation is the Heavy Vehicle (Fatigue Management) National Regulation, which recognises that fatigue is one of the biggest causes of crashes involving heavy vehicles.

The fatigue management regulations have four key requirements that apply to drivers and other parties in the Chain of Responsibility (CoR). These requirements include:

- Drivers must not drive a fatigue regulated heavy vehicle on a road while impaired by fatigue.
 Other parties in the CoR must ensure they prevent a driver from doing this.
- Drivers must work within set limits and have minimum rest requirements. Other parties must not ask or allow drivers to exceed these limits.
- Drivers (or in some cases a driver's record keeper) must make an accurate and complete record of their work and rest time in either a National Driver Work Diary or, if driving within an area with a radius of 100km of the driver's base, alternative work records.
- Drivers must provide their work and rest records to their record keeper within set time frames. A record keeper must retain these records for three years.

Failure to comply with these requirements can result in enforcement action from the NHVR. The NHVR's Heavy vehicle driver fatigue requirements bulletin outlines the relevant requirements and includes links to further information related to work diaries, CoR, accreditation, trip plans, and safety management systems. This information is to be used and followed when applicable.



8 Maintenance

The following maintenance requirements are to be met at all times, to ensure a high level of maintenance for heavy vehicles being used in relation to the project:

- Ensure their vehicle complies with relevant State legislation in relation to roadworthiness and modifications;
- Undergo regular vehicle checks and maintenance; and
- Ensure their vehicles have correctly fitted mufflers to minimise noise disturbance.

9 Complaint resolution

All traffic related complaints associated with project are to be addressed as per Section 5.11 of this TMP.

All complaints will be collated and addressed within 5 days of receipt. The following methods for complaints exist:

- Via the contact us page on the project website: https://www.enelgreenpower.com/our-projects/in-development/quorn-park-hybrid-project
- By telephone on 0419 668 522
- By email at quornparkhybrid@enel.com
- In person at the site compound office .

Failure to comply with these complaint management procedures will result in disciplinary action.



Appendix F: PSC Roads Act approval for road upgrades to local roads

ROADS ACT 1993, S138 APPROVAL



Applicant Details: Enel Green Power Australia

C/- Premise Suite 3, Level 1

60-62 McNamara Street ORANGE NSW 2800

Roads Act Approval No: 1916445 Mod 1 Mod 2

Description of Activity:Construction of Intersection and Access Point

Upgrades in Support of Quorn Park Solar Farm SSD 9097 Incl. SK101 - Additional Access Detail Plan Revision 6, Pages C003 - C251

Quorn Park Property Access - 950 Back Trundle Road, Intersection of McGrath Lane and Back Trundle Road and 100m of McGrath Lane from

Henry Parkes Way Intersection.

Occupation Location/Property Address: 950 Back Trundle Road, Road Reserve of Back

Trundle Road and McGrath Lane.

Date of Determination: 27 May 2024 Modified (31/07/24)

2nd Modification (4/12/24)

Issued in accordance with the section 138 of the Roads Act 1993.

Determination:

Council informs that the application submitted for the proposed Intersection, approach road works, property access construction works and associated drainage infrastructure within Council's road reserve has been approved. The approval granted herein permits the roadworks and associated drainage infrastructure to be constructed in accordance with the approved design drawings for the nominated works period. all approved works will be subject to PSC's Mandatory Critical Inspection and Conformance Schedule described in **Annexure A**.

The application has been determined as conditional approval subject to compliance with the conditions attached to this Notice and adherence to the requirements of the Roads Act 1993 and Road Regulations 2018.

Conditions:

Approved Plans and Documentation

- 1. The approved construction works within Parkes Shire Councils Road Reserve for the time and location as specified in annexure B.
- 2. The approved construction drawings, prepared by **Premise**, titled **QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES, QUORN PARK SOLAR FARM, PARKES NSW** Dated 21/05/2024 REVISION 4 as specified in **Annexure**

Parkes Shire Council ABN 96 299 629 630 2 Cecile Street (PO Box 337) Parkes NSW 2870 T 02 6861 2333 F 02 6862 3946 council@parkes.nsw.gov.au parkes.nsw.gov.au





Inspections/Hold Points

3. Contractor is to provide at least 24 HOURS NOTICE prior to the works to be inspected at the following Inspection/hold points as described in Annexure A (To be read in conjunction with Mandatory Critical Inspections and Conformance Criteria schedule items - included in Annexure A)

Prior to Commencement

- 4. Written evidence of current public liability insurance policy in an amount of no less than \$20Million. This coverage shall be maintained for the entire duration of road occupation as per Annexure C.
- 5. The contractor to produce evidence that all plant is registered and the subject of third party insurance.
- 6. The contractor must submit a **Traffic Guidance Scheme** to **Parkes Shire Council**, prepared by a Safework NSW, Prepare Work Zone Management Plan accredited designer.

During Works

- 7. The approved Traffic management plan must be in place for the entire construction period, and erection of signage and traffic control is be undertaken by persons trained, certified and authorised traffic controllers.
- 8. The contractor meets all obligations under the Work Health and Safety Act, 2011 and relevant Works Cover requirements including appropriate traffic controls.
- 9. The work is to be subject to full time supervision by a qualified person who is aware of the work responsibilities.
- 10. Any accident or injury is to be reported to Council and/or Work cover as required by their reporting procedures.
- 11. Any damage caused to the road or drainage system is to be brought to the notice of council's nominated officer and service owners as soon as possible.
- 12. Any damage caused to any other service is to be brought to the notice of Council's nominated officer and the service owners as soon as possible.
- 13. The works are to proceed to completion without undue delay.

At the Conclusion of Works

- 14. The disturbed area is restored to at least its original condition to the satisfaction of Council's nominated officer at the applicant's cost.
- 15. The contractor will be responsible for the removal of any excess material from all site locations.



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At the Conclusion of Works

16. Any disturbed area, including pavement assets are to be restored to at least its original condition to the satisfaction of Council's nominated officer at the applicant's cost.

Signed: On behalf of the consent authority:

Signature:

Name: Jaymes Rath

EXECUTIVE MANAGER TECHNICAL SERVICES

Date: 27 May 2024





Annexure A - Mandatory Critical Inspections and Conformance Criteria Schedules

Erosion And Sedimentation Control

Works/activities undertaken to be undertaken in accordance with approved construction drawings, and specifications listed herein.

1. Erosion and sedimentation control measures installed/constructed in accordance with **approved construction drawings**

Note: If an erosion and sediment control plan has not been included in the

Subdivision Works Certificate, an ESD must be submitted to council 7 days

prior to commencement of work

Inspections required	Acceptance criteria		
a) Prior to the commencement of any works approved under the subject subdivision works certificate, erosion and sediment control measures must be implemented and presented for inspection by the Development Engineer, or other nominated representative of Director of Works and Services.	Erosion and sediment control are constructed as per approved plans		
b) During works, erosion and sediment control measures must be maintained for the entirety of the works, and repaired or replaced in the event of inclement weather or damage.	Erosion and sediment control are constructed and maintained as per approved plans		
Conformance required	Acceptance criteria		
None	N/A		





Roadworks - Stage 1 Subgrade

Works/activities undertaken to be undertaken in accordance with approved construction drawings, and specifications listed herein.

- 1.Excavation to design subgrade level
- 2.Material is to be ripped and loosened to a minimum depth of 200mm below design subgrade level for the width of the selected material zone.
- 3.Maximum dimension of any rock particles in the ripped or loosened zone shall not exceed 150mm
- 4.Unsuitable materials such as boggy soils and/or trees plants or other etc. must be removed and replaced with select material from approved nominated onsite borrow pit/location

	Inspections required	Acceptance criteria			
a)	Ripped or loosened material is to be made available for inspection prior to recompaction.	Verification that no rock particles larger than 150mm are present.			
		Verification that no unsuitable materials are present. If unsuitable material is identified, contractor will be required to replace unsuitable with select fill			
b)	Proof Roll of subgrade at design subgrade level	PSC Development Engineer to not witness any deflection as approved plant rolls over all pavement at walking speed.			
	Conformance required	Acceptance criteria			
1)	Compaction Testing a) (insitu material)Compaction tests 4-day CBR Soak and insitu CBR b) For graded material - AS1289	Compaction test of insitu must achieve at least design CBR. 98% standard compaction			
	b) 1 of graded material - A01209	30 /0 Standard Compaction			

Note:

- Density tests shall be undertaken at the start(chainage) of the works, the end(chainage) of the works and at no less than 50m intervals
- A minimum of 2 tests will be required for pavement less than 50m.
- · Additional compaction tests are required at the turning head

Survey of horizontal and vertical alignment of constructed subgrade layer	Constructed level <±10mm from design level
a. Levels taken at centreline, on edge of trafficable area and at centre of lane	Pavement thickness <±10mm from design if select or graded material used
b. Levels to be taken at 20m intervals	

•



Roadworks - Stage 2 Subbase

Works/activities undertaken to be undertaken in accordance with approved construction drawings, and specifications listed herein.

 Placement, Spreading, grading and compaction of specified graded material to specified depth, in accordance with approved plan set - pavement design detail.

Inspections required		Acceptance criteria		
a)	Proof Roll of subgrade at design subbase level	PSC Development Engineer to witness no deflections as approved plant rolls over all pavement at walking speed.		
	Conformance required	Acceptance criteria		
	Compaction Testing to AS1289	100% standard compaction		

Note:

- Density tests shall be undertaken at the start(chainage) of the works, the end(chainage) of the works and at no less than 50m intervals
- A minimum of 2 tests will be required for pavement less than 50m.
- Additional compaction tests are required at the turning head

Survey of horizontal and vertical alignment of constructed subgrade layer	Report and drawing detailing;
a. Levels taken at centreline, on edge of trafficable area and at centre of lane	Constructed level <±10mm from design level Pavement thickness <±10mm from design if
b. Levels to be taken at 20m intervals	select or graded material used
c. Report must be submitted to council that shows sampled points with a constructed, design and variance (out of spec levels must be shown in red)	

<u>No further works</u> are to commence on subsequent pavement courses until all **Inspections** and **Conformance** requirements have achieved the nominated **Acceptance Criteria** for that pavement course.





Roadworks - Stage 3 Base Course

Works/activities undertaken to be undertaken in accordance with approved construction drawings, and specifications listed herein

• Spreading and compaction of specified graded material to specified depth, in accordance with approved plan set - pavement design detail.

Inspections required	Acceptance criteria		
a) Proof Roll of subgrade at design base course level	PSC Engineer to witness no deflections as approved plant rolls over all pavement at walking speed.		
b) Final trim	Pavement is prepared to design levels and thickness, has reached compaction and has been rolled with a smooth drum roller to develop a smooth finish, pavement has been swept and is ready for sealing.		
Conformance required	Acceptance criteria		
Compaction Testing to AS1289	100% standard compaction		

Note:

- Density tests shall be undertaken at the start(chainage) of the works, the end(chainage) of the works and at no less than 50m intervals
- A minimum of 2 tests will be required for pavement less than 50m.
- Additional compaction tests are required at the turning head

	rey of horizontal and vertical alignment of structed subgrade layer	Report and drawing detailing;
a.	Levels taken at centreline, on edge of trafficable area and at centre of lane	Constructed level <±10mm from design level
b.	Levels to be taken at 20m intervals	Pavement thickness <±10mm from design if select or graded material used
C.	Report must be submitted to council that	_
	shows sampled points with a constructed, design and variance (out of spec levels must be shown in red)	

4



Roadworks - Stage 4 Bituminous Surfacing (AUS-SPEC C244)

Works/activities undertaken to be undertaken in accordance with approved construction drawings, and specifications listed herein.

Application of Sprayed bituminous Surfacing;

- At least 15 days before commencing sprayed bituminous surfacing work, the Contractor shall submit to the Superintendent for approval, details of the proposed bituminous surfacing design for the work together with a certification that the nominated materials for the work meet the requirements of the Specification.
- Two coat bitumen seal is applied as per approved bituminous surfacing design

		T		
Inspections required		Acceptance criteria		
a) Fin	al trim and prior to sealing	Pavement is prepared to design levels and thickness, has reached compaction and has been rolled with a smooth drum roller to develop a smooth finish, pavement has been swept and is ready for sealing. Note: Sweeping shall extend at least 300mm beyond each stage		
b) As	sealing is being undertaken	Works undertaken in accordance with approved seal design and AUS-SPEC C244		
ors	ce loose/excess stone and any debris sediment etc has been broomed clear m road surface.			
	Conformance required	Acceptance criteria		
E	Ball penetration test (AGPT08-09)	>2mm (to prevent seal flushing) < 4mm should not be sealed		





Open Drains and Drainage Structures (AUS-SPEC C224)

Works/activities undertaken to be undertaken in accordance with approved construction drawings, and specifications listed herein.

Construction of table-drains and table-drain outlet energy dissipation device(s) in accordance with design plans;

- Preparation of the foundation material, to conform to shape of table-drains in accordance with approved plans, and compaction requirement in accordance with C224.
- Integrating the energy dissipation measures for the table drains outlet at Farrer Street
- Revegetation of unlined drains immediately after the drains are complete in accordance with the AUS-SPEC C273- Landscaping

Inspections required	Acceptance criteria		
a) Preparation of foundation material, to design levels and required finishing.	Visual check, adherence to design drawings		
b) Preparation and installation of energy dissipation measures	Visual check, adherence to design drawings		
Conformance required	Acceptance criteria		
Compaction test a) Foundation,	Foundation achieves minimum compaction required under SWC pavement course to which is placed		
	>95% (standard compaction), (Backfill placed in layers ≤150mm)		
Conformance Survey			
a) Levels, dimensions/hydraulic area of table drain	In accordance with approved plans, provide in relation to road formation.		



Document Set ID: 1916445

Version: 5, Version Date: 04/12/2024



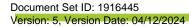
Pipe Drainage (AUS-SPEC C221)

Works/activities undertaken to be undertaken in accordance with approved construction drawings, and specifications listed herein.

Supply and installation of pipe culverts and associated device(s) in accordance with design plans;

- Supply of precast reinforced concrete pipes to comply with AS4058, class and size shall be in accordance with approved construction drawings.
- Preparation of bed zone and haunch zone to adequately bed pipes, in accordance with pipe support conditions.
- Excavation and backfilling of culverts

Inspections required		Acceptance criteria		
a)	Preparation of bed zone to nominated compaction C221 and trench excavated to appropriate width.	Visual check, adherence to design drawings		
b)	Pipe installed in accordance with pipe support conditions(C221) and adequately haunched.	Visual check, adherence to design drawings		
Conformance required		Acceptance criteria		
Compaction test a) Bedding material compacted to Minimum Relative Compaction based on pipe		In accordance with Table C221.3 Bedding material compaction requirements		
	support type.	(Backfill placed in layers ≤150mm)		
Confor	mance Survey	Culverts shall be installed within 10mm of the grade line and within 10mm of the horizontal		
b)	Levels, horizontal and vertical alignment	alignment specified in the drawings		
		In accordance with approved plans, provide in relation to road formation.		





Final

Works/activities undertaken to be undertaken in accordance with approved construction drawings, and specifications listed herein

- The practical completion of all works that have been constructed in accordance with Subdivision Works certificate.
- All items have been completed in accordance with approved plan set and to Parkes Shire Councils minimum standards.

Inspections required		Acceptance criteria		
2)	 Roadworks a) Roads are swept, clean and free of any sedimentation b) Any damage that has occurred post roadworks has been rectified. c) Line marking has been completed in accordance with SWC Stormwater a) All pipelines and pits are clean and free of sedimentation, rubbish etc. 	Visual inspection Visual inspection		
Со	nformance required	Acceptance criteria		
2)	Works-as-Executed of all infrastructure constructed or augmented in accordance with Approved construction plans. a) All items to have as constructed levels and the variance from design levels (showing out of spec items in red) b) Each Infrastructure asset grouping (e.g. stormwater) must be on its own drawing, with contours. All Compliance Certificates must have been issued prior to issue of final compliance certificate.	 Top, Bottom and invert levels of all drainage pits at entrance and exit, in tabular form. location, class, size, and material of all pipes and subsoil lines; location and diameter of service conduits; Pavement thickness as constructed; verified with survey data collected at each constructed level of pavement course. road centreline and kerb levels at all TPs, crests, sags, end of construction, and at 25 metre intervals on straights footway widths at all TPs, centre of curves, and at each end of construction; location of kerb laybacks and vehicular driveways(if applicable); Any departure from approved plans, and additional work undertaken; 		

Annexure B - Completed s138 form





APPLICATION TO OCCUPY FOOTPATH & PUBLIC STREET

	1993 – Section 138	Approval		
I <u>Enel Green Power Australia</u> (Company Name)				
of C/- Premise: Suite 3, Level 1, 60-62 McNamara Street, Orange, NSW, 2800				
(Company Address)	•			
Phone: <u>02 6393 5000</u> Mobile:	0437 621 057			
hereby apply to: PARTIALLY CLOSE		ROAD		
CLOSE		FOOTPATH		
Mcgrath Lane and Back Trundle Road (Name of Street or Lane))			
Location McGrath Lane: 100m north of Henry Park (Describe section / locati	es Way, 100 south of Bac on of public street to be o	ck Trundle Road, 10 ccupied)	00m we	
From: (Date) (Day)	_ to			
(Date) (Day)	(Date)	(Day)		
Description of Works				
Road upgrades and property accesses associated w	ith the approved Quorn pa	ark solar farm		
(Indicate nature of work and if day or night time works	3)			
WorkCover Requirements:	and of and will assume	ith the de me accion		
I have been in contact with WorkCover and am aw Adjoining Properties: (I have contacted adjoin	ning /affected property	owners / occupier	s and	
they have no objection to the occupation proposed				
Dial Before You Dig: Dial Before You Dig have been contacted (1100) a	and their reply petificati	on received		
Council Infrastructure (Water / Sewer):	and their reply notificati	on received.		
Parkes Shire Council have located water and sew	er pipes.			
Evidence of current public liability insurance			Attached	
Traffic Management and Pedestrian Safety Plan. (In accordance with AS1742.3). Attached				
The approved plans must be available for in	nspection at request	by Council staff	on site.	
Applicants Signature: Mauricio Moya	y signed by Mauricio Moye 024.05.06.12-42-00 +1000*	Date:		
. фр. с. б.	344330 1242.10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			ns over page.
	Office Use Only			
Approv	/ED / NOT APPR	ROVED		
Signature of Approving Officer:		Date:	1 1	

2 Cecile Street | PO Box 337 | PARKES NSW 2870 PH (61) 02 6861 2333 | FAX (61) 02 6862 3946 EMAIL council@parkes.nsw.gov.au | WEBSITE www.parkes.nsw.gov.au

Annexure C - Insurance



To be Provided Prior to Commencement of Works

Annexure D - TCP and Site Plan





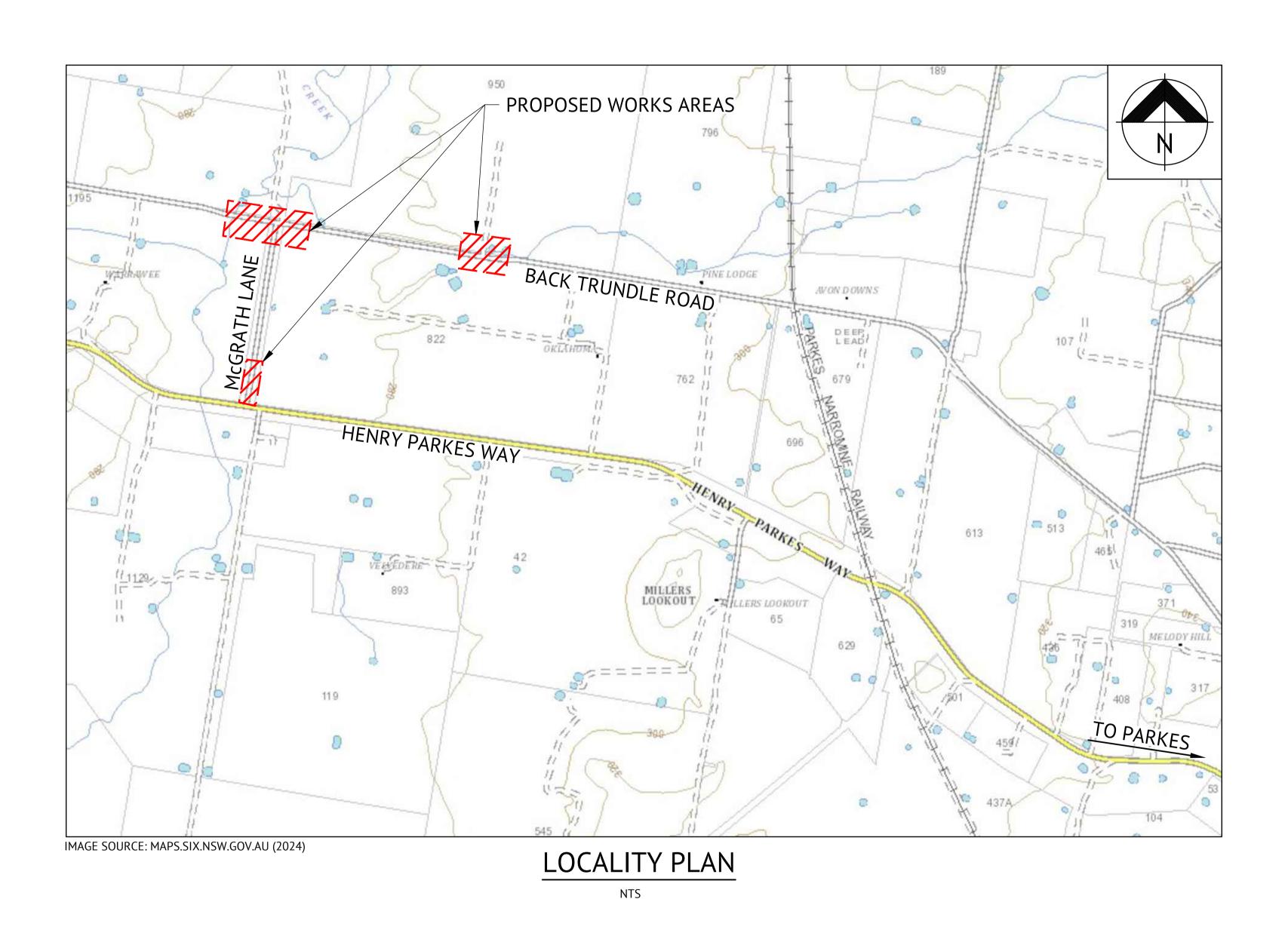
To be Provided Prior to Commencement of Works





Annexure E - Construction Plans

QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES, PARKES, NSW ENEL GREEN POWER AUSTRALIA CIVIL DESIGN



Т	DRAWING SCHEDULE
DRAWING NO.	DRAWING TITLE
C001	COVER SHEET, LOCALITY PLAN AND DRAWING LIST
C002	SITE LAYOUT PLAN
C011	TYPICAL NOTES AND DETAILS
	McGRATH LANE AND BACK TRUNDLE ROAD INTERSECTION
C101	ENGINEERING PLAN - SHEET 1
C102	ENGINEERING PLAN - SHEET 2
C103	ENGINEERING PLAN - SHEET 3
C121	TYPICAL CROSS SECTIONS
C131	ROAD LONGITUDINAL SECTIONS
C141	ROAD CROSS SECTIONS - McGRATH LANE - SHEET 1
C142	ROAD CROSS SECTIONS - McGRATH LANE - SHEET 2
C143	ROAD CROSS SECTIONS - McGRATH LANE - SHEET 3
C144	ROAD CROSS SECTIONS - BACK TRUNDLE ROAD - SHEET 1
C145	ROAD CROSS SECTIONS - BACK TRUNDLE ROAD - SHEET 2
C151	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN - SHEET 1
C152	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN - SHEET 2
C153	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN - SHEET 3
C191	VEHICLE TRACKING - 19m PRIME MOVER AND SEMI TRAILER
C192	VEHICLE TRACKING - OVERSIZE 8x8 WITH 2x8 - SHEET 1
C193	VEHICLE TRACKING - OVERSIZE 8x8 WITH 2x8 - SHEET 2
	McGRATH LANE EXTENSION FROM HENRY PARKES WAY
C201	ENGINEERING PLAN
C221	TYPICAL CROSS SECTIONS
C231	ROAD LONGITUDINAL SECTION
C241	ROAD CROSS SECTIONS - SHEET 1
C242	ROAD CROSS SECTIONS - SHEET 2
C243	ROAD CROSS SECTIONS - SHEET 3
C251	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN
	QUORN PARK PROPERTY ACCESS
C301	ENGINEERING PLAN
C321	TYPICAL CROSS SECTIONS
C331	ROAD LONGITUDINAL SECTIONS
C341	ROAD CROSS SECTIONS - BLACK TRUNDLE ROAD
C342	ROAD CROSS SECTIONS - PROPERTY ACCESS
C351	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN
C371	DRAINAGE LONGITUDINAL SECTIONS
C391	VEHICLE TRACKING - 19m PRIME MOVER AND SEMI TRAILER
C392	VEHICLE TRACKING - OVERSIZE 8x8 WITH 2x8



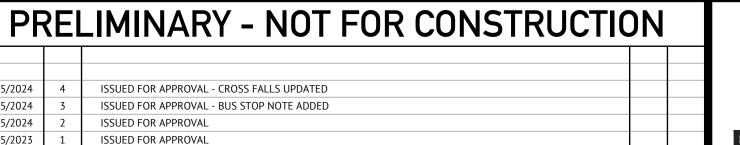
PF	REI	LIMINARY - NOT FOR CONSTRUCTION	N	
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED		
08/05/2024	3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED		
06/05/2024	2	ISSUED FOR APPROVAL		
03/05/2023	1	ISSUED FOR APPROVAL		
DATE	REV	DESCRIPTION	REC	APP
		DEVICIONS		



DESIGNED	SCALE
R. DURHAM	
CHECKED	
S. HOYNES	
PROJECT MANAGER	
D. WALKER	
	ORIGINAL SHEET SIZE A1

CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	QUORN PARK SOLAR FARM, PARKES NSW
SHEET TITLE	COVER SHEET, LOCALITY PLAN AND DRAWING LIST
·	





ORANGE OFFICE

SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000 Premise WEB: www.premise.com.au

DESIGNED R. DURHAM	SCALE			
CHECKED S. HOYNES	0	80	160	240m
PROJECT MANAGER				
D. WALKER		SCALE 1:	4000 (A1)	
		ORIGINAL S	HFFT SIZE A1	

ENEL GREEN POWER AUSTRALIA QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW

SITE LAYOUT PLAN

QUORN PARK SOLAR FARM, PARKES NSW

223076_02

C002

Document Set ID: 1916445 Version: 5, Version Date: 04/12/2024

08/05/2024 06/05/2024 ISSUED FOR APPROVAL - CROSS FALLS UPDATED

ISSUED FOR APPROVAL

ISSUED FOR APPROVAL

REV DESCRIPTION

GENERAL CONSTRUCTION NOTES:

- 1. PARKES SHIRE COUNCIL ARE TO BE NOTIFIED 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY WORKS.
- 2. ALL SERVICES SHOWN ON THIS PLAN HAVE BEEN PREPARED FROM A COMBINATION OF FIELD SURVEY & EXISTING RECORDS PROVIDED BY SERVICE AUTHORITIES HOWEVER ALL RELEVANT AUTHORITIES MUST BE CONTACTED & SERVICE LOCATIONS CHECKED PRIOR TO WORK COMMENCING. THE CONTRACTOR IS TO ADEQUATELY INFORM THEMSELVES AS TO THE DEPTH AND LOCATION OF ALL EXISTING & PROPOSED SERVICES PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- ANY WORK TO EXISTING SERVICES THAT REQUIRE RELOCATION BY AUTHORITIES SHALL BE CARRIED OUT BY THE RELEVANT AUTHORITY BUT WITHIN THE TERMS OF THE CONTRACT AND SHALL BE CO-ORDINATED BY THE CONTRACTOR.
- TRAFFIC & PEDESTRIAN CONTROL MEASURES ARE TO BE IN PLACE DURING ALL CONSTRUCTION WORKS. TRAFFIC CONTROL PLANS ARE TO BE PREPARED BY A CERTIFIED & APPROVED PERSON IN ACCORDANCE WITH AS1742.3-2009 & THE RMS "TRAFFIC CONTROL AT WORK SITES" - 2010.
- 5. THE CONTRACTOR SHALL REINSTATE ANY GRASSED AREAS OR TABLE DRAINS AFFECTED DURING CONSTRUCTION.
- ALL CONSTRUCTION WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS IN ACCORDANCE WITH THE REQUIREMENTS OF PARKES SHIRE COUNCIL.
- EROSION AND SEDIMENT CONTROL TO BE COMPLETED IN ACCORDANCE WITH ESC.
- 8. TOPSOIL TO BE EXCAVATED TO EXPOSE SUBGRADE & STOCKPILED. THE SUBGRADE (OR PROPOSED FILL AREAS) SHALL BE STRIPPED OF ALL SOFT, ORGANIC OR MOISTURE AFFECTED MATERIALS AND SHALL BE ROLLED AND COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 98% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM MOISTURE CONTENT.
- THE PAVEMENT BASE, SUB BASE & SELECT MATERIALS SHOULD BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 102% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM MOISTURE CONTENT. THE SUBGRADE AND GENERAL FILL SHOULD BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 98% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM MOISTURE CONTENT.
- 10. CONSTRUCTION WORK SHALL ONLY BE CARRIED OUT WITHIN THE FOLLOWING TIMES:-*MONDAY TO FRIDAY 7.00 am TO 6.00 pm *SATURDAY 7.00 am TO 1.00 pm (IF INAUDIBLE ON RESIDENTIAL PREMISES)

*OTHER WISE 8.00 am TO 1.00 pm THE ABOVE RESTRICTIONS MAY BE SUBJECT TO REVIEW AND VARIATION BY PARKES SHIRE COUNCIL UPON AN ASSESSMENT OF THE LEVEL OF ANNOYANCE, IF ANY, THAT MAY ARISE.

- 11. DURING SUNDAY AND PUBLIC HOLIDAYS, NO CONSTRUCTION WORK PERMITTED
- 12. ALL LEVELS ARE IN AUSTRALIAN HEIGHT DATUM.
- 13. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCY SHALL BE REFERRED TO THE OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH THE WORK.
- 14. ALL DIMENSIONS SHALL BE VERIFIED BY THE CONTRACTOR ON SITE. ENGINEER'S DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS. UNLESS NOTED OTHERWISE, ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
- 15. PARKES SHIRE COUNCIL'S REPRESENTATIVE TO BE NOTIFIED OF ANY WATER IN THE EXCAVATIONS.
- 16. THE RECTIFICATION OF ALL MATTERS ARISING FROM INSUFFICIENT INFORMATION BEING SHOWN ON THE APPROVED ENGINEERING PLANS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS AND TO THE REQUIREMENTS OF PARKES SHIRE COUNCIL'S ENGINEER.
- 17. WRITTEN CONSENT SHALL BE SUBMITTED TO PARKES SHIRE COUNCIL FROM THE OWNERS OF ANY ADJOINING PROPERTY PRIOR TO ANY PHYSICAL INTERFERENCE WITH THAT PROPERTY AS A RESULT OF THE REQUIRED CONSTRUCTION.
- 18. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY BREACHES OF THE CLEAN WATERS ACT 1970.

NOTES FOR COUNCIL:

ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH, BUT NOT LIMITED TO, THE VARIOUS PARKES SHIRE COUNCIL'S AUS-SPEC#1 CONSTRUCTION SPECIFICATIONS OUTLINED BELOW:

GENERAL C201 CONTROL OF TRAFFIC

CONTROL OF EROSION & SEDIMENTATION

C211 CLEARING & GRUBBING C213 EARTHWORKS

C220 STORMWATER DRAINAGE

C221 PIPED DRAINAGE C222 PRECAST BOX CULVERTS C223 DRAINAGE STRUCTURES

C230 SUBSURFACE DRAINAGE GENERAL C231 SUBSURFACE & FOUNDATION DRAINS

C232 PAVEMENT DRAINS C241 STABILISATION

C242 FLEXIBLE PAVEMENTS

C244 SPRAYED BITUMINOUS SURFACING C261 PAVEMENT MARKINGS

C262 SIGNPOSTING C263 GUIDEPOSTS

BUS STOP NOTE:

LIAISON SHALL BE CARRIED OUT BETWEEN THE PROPERTY OWNERS AND THE SCHOOL BUS COMPANY TO DETERMINE A TEMPORARY LOCATION FOR THE PICK UP AND DROP OFF OF THE SCHOOL STUDENTS THAT IS SATISFACTORY TO BOTH

PRELIMINARY - NOT FOR CONSTRUCTION 21/05/2024 ISSUED FOR APPROVAL - CROSS FALLS UPDATED 08/05/2024 ISSUED FOR APPROVAL - BUS STOP NOTE ADDED 06/05/2024 ISSUED FOR APPROVAL 03/05/2023 ISSUED FOR APPROVAL REV DESCRIPTION DATE

REVISIONS



ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000

DESIGNED R. DURHAM	SCALE
CHECKED S. HOYNES	
PROJECT MANAGER D. WALKER	

NTS

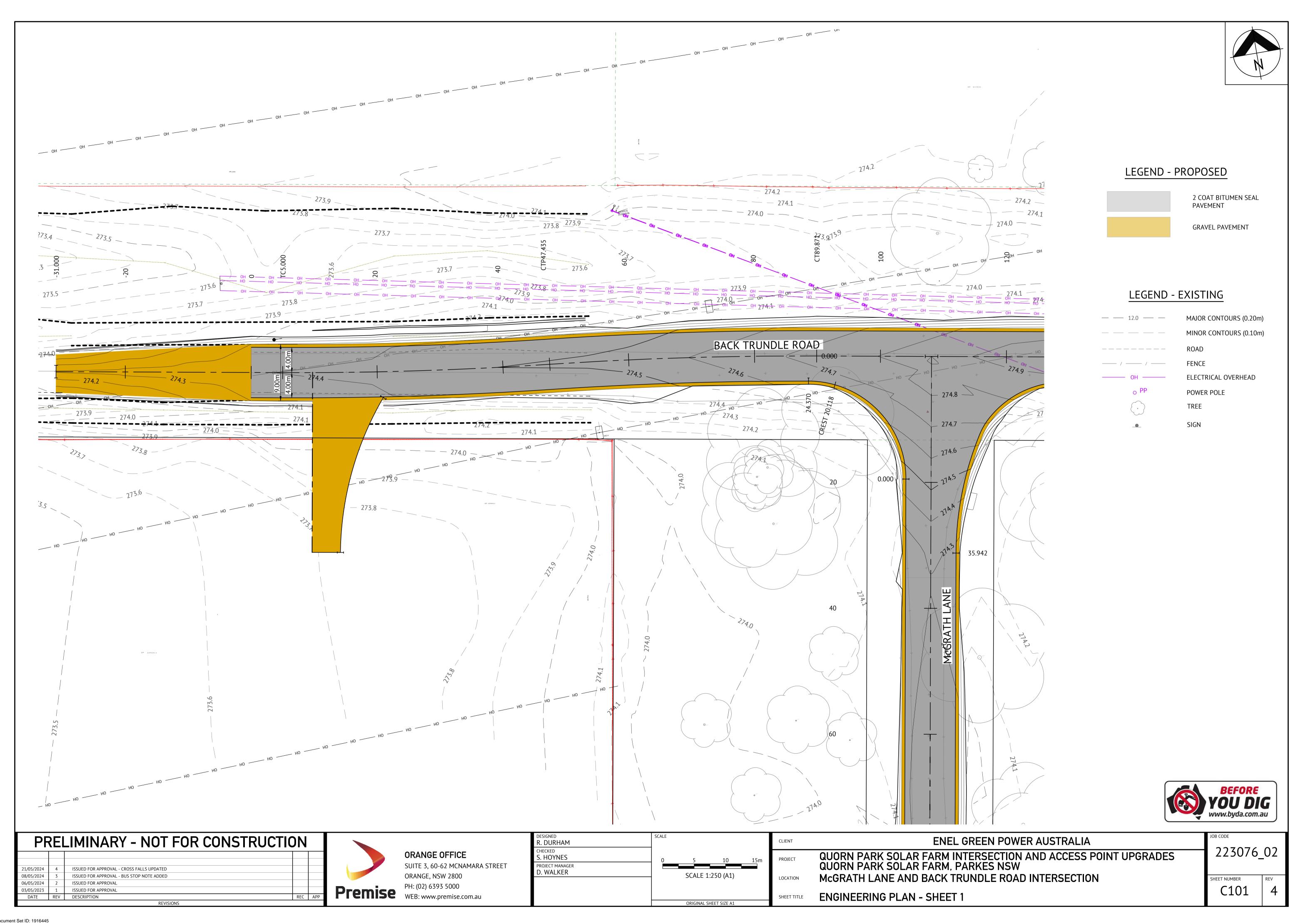
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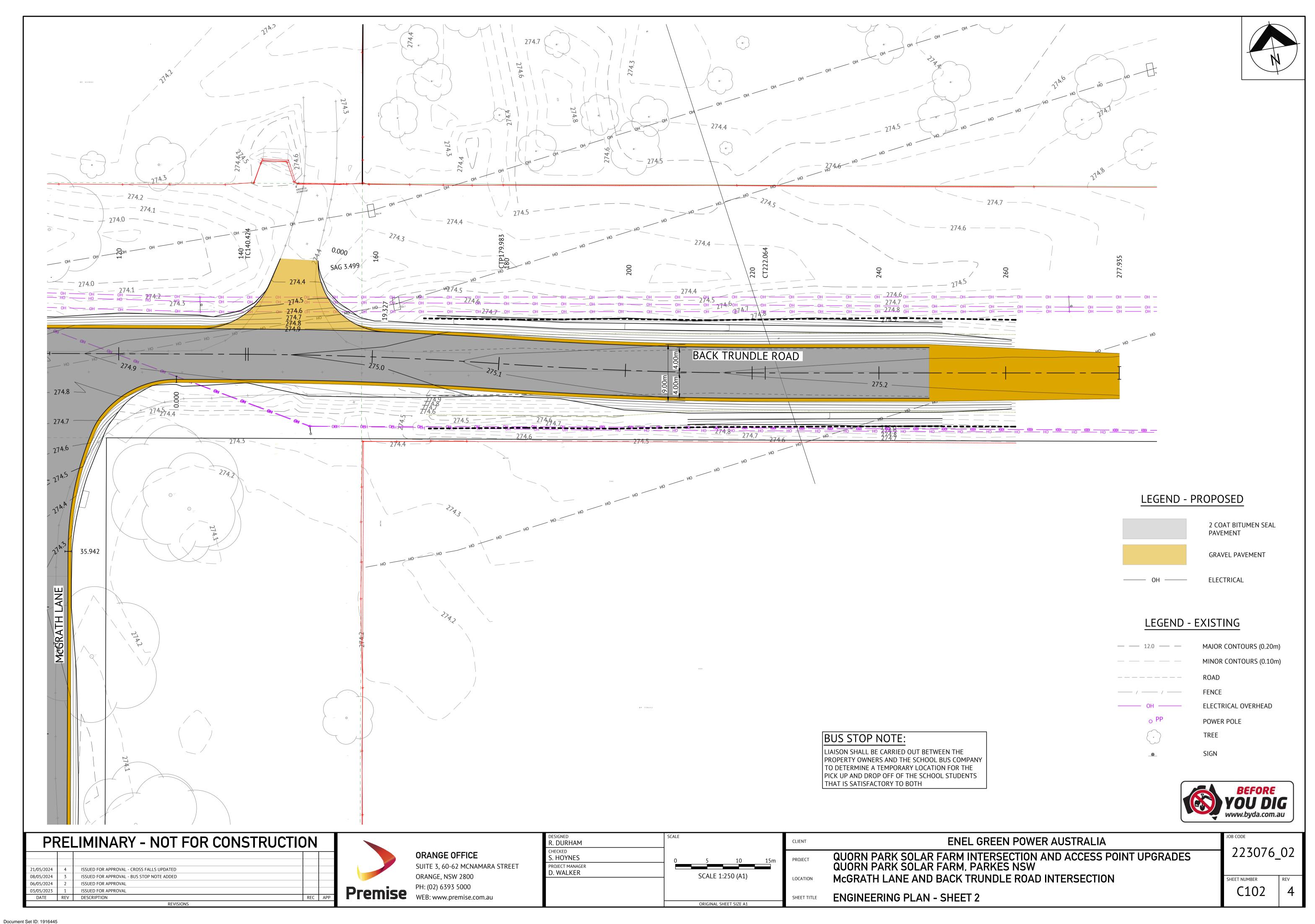
ENEL GREEN POWER AUSTRALIA CLIENT QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW QUORN PARK SOLAR FARM. PARKES NSW LOCATION TYPICAL NOTES AND DETAILS

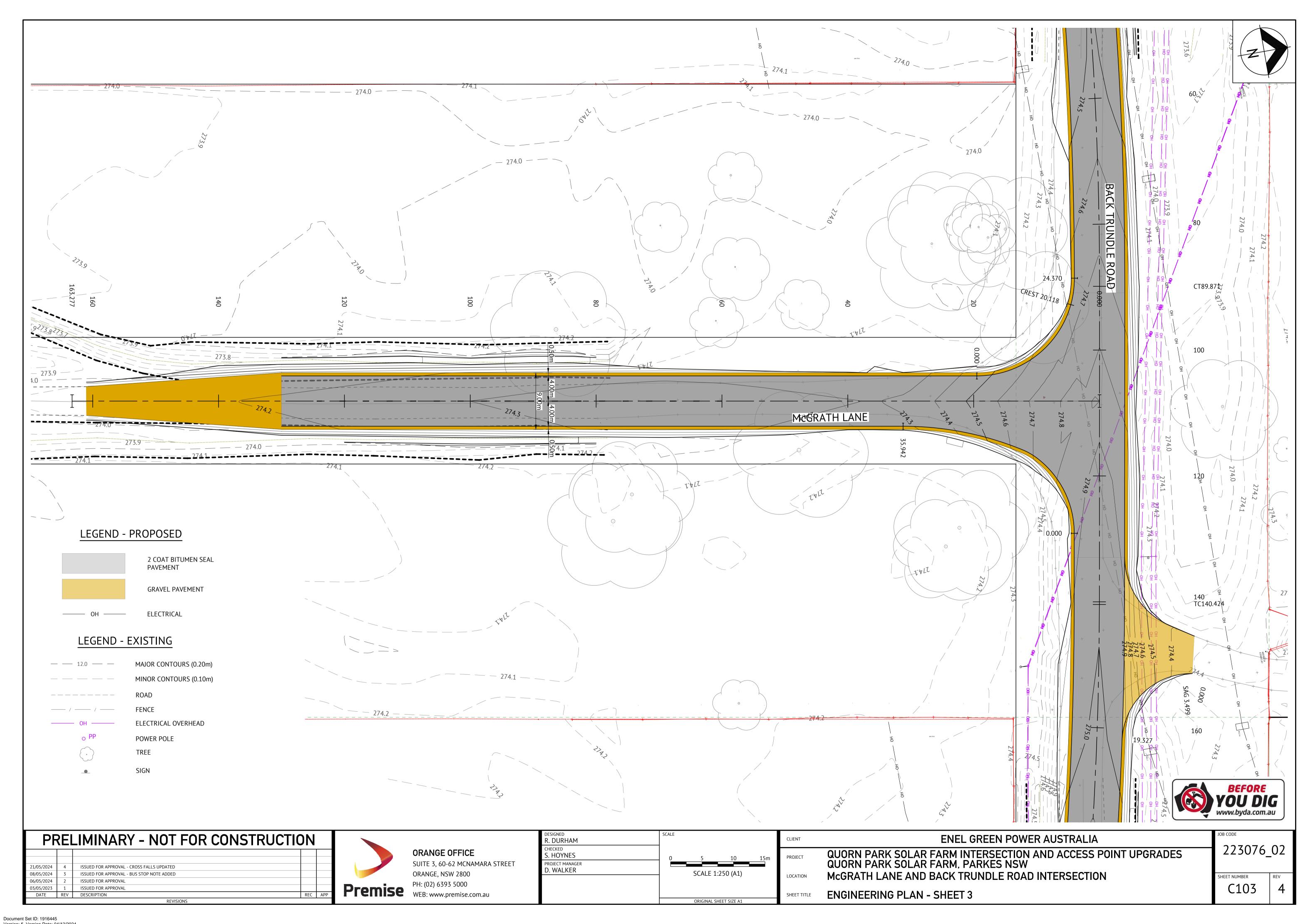
223076 02

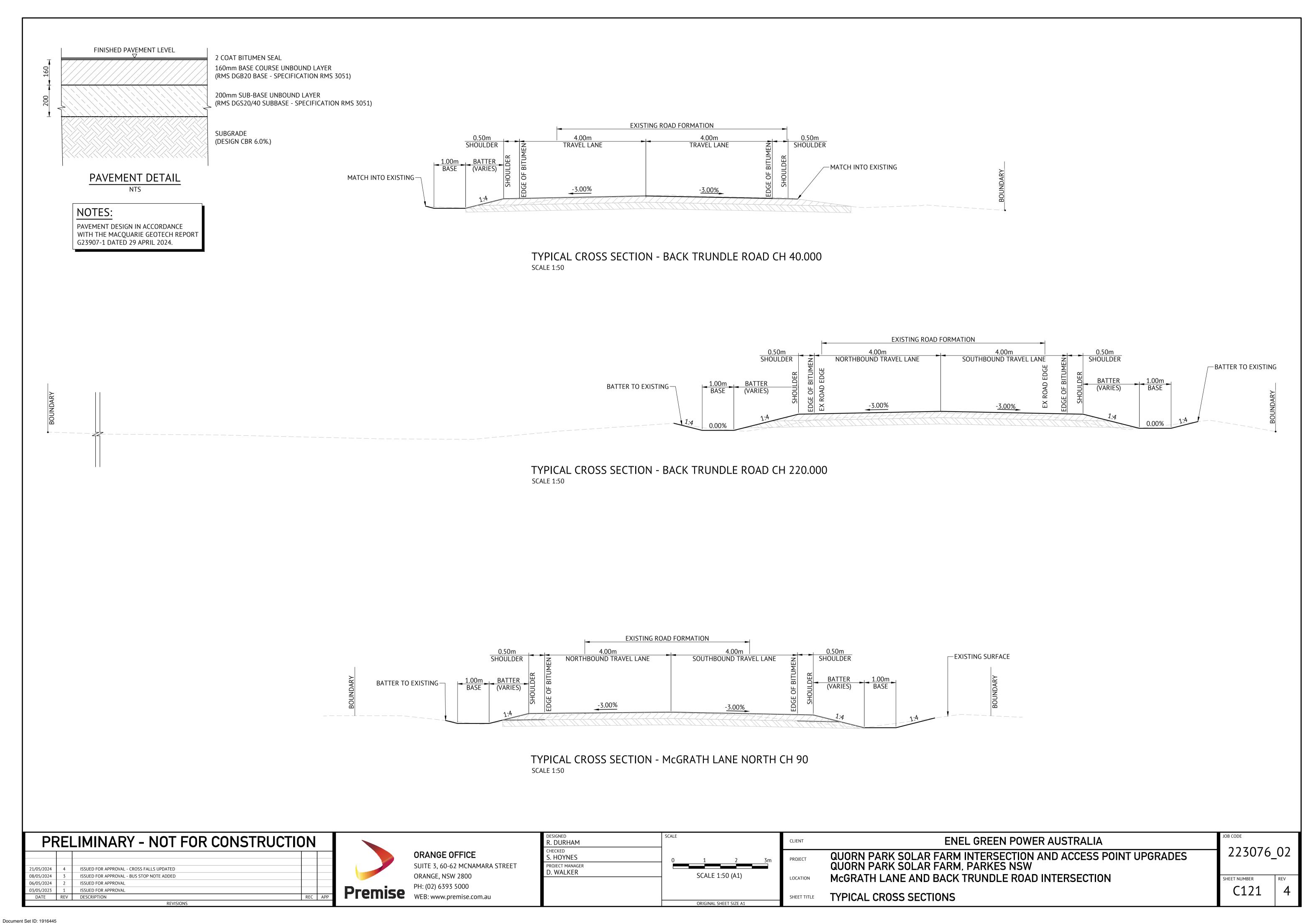
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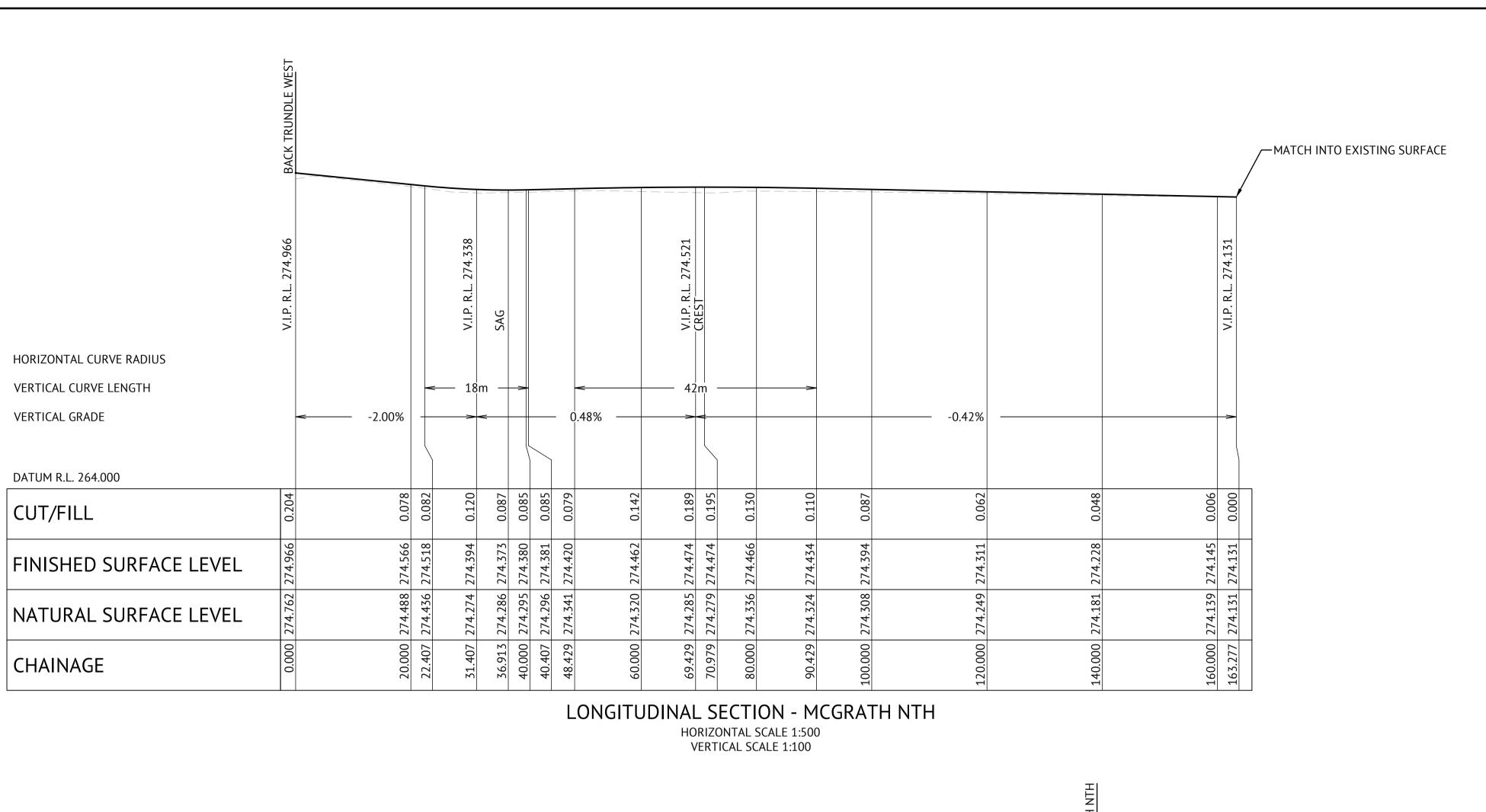
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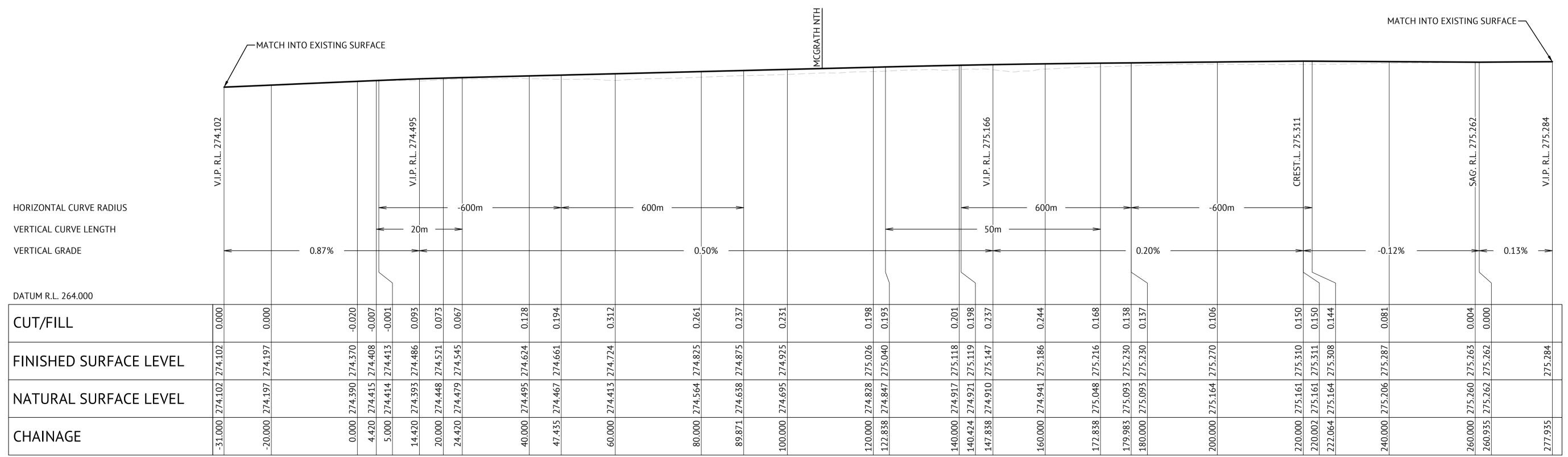




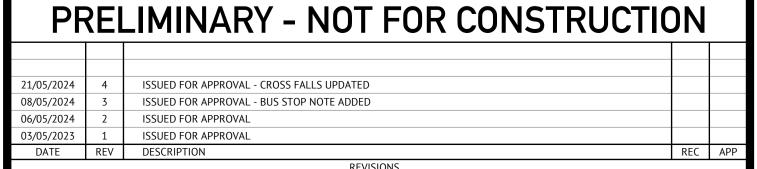








LONGITUDINAL SECTION - BACK TRUNDLE WEST HORIZONTAL SCALE 1:500 VERTICAL SCALE 1:100





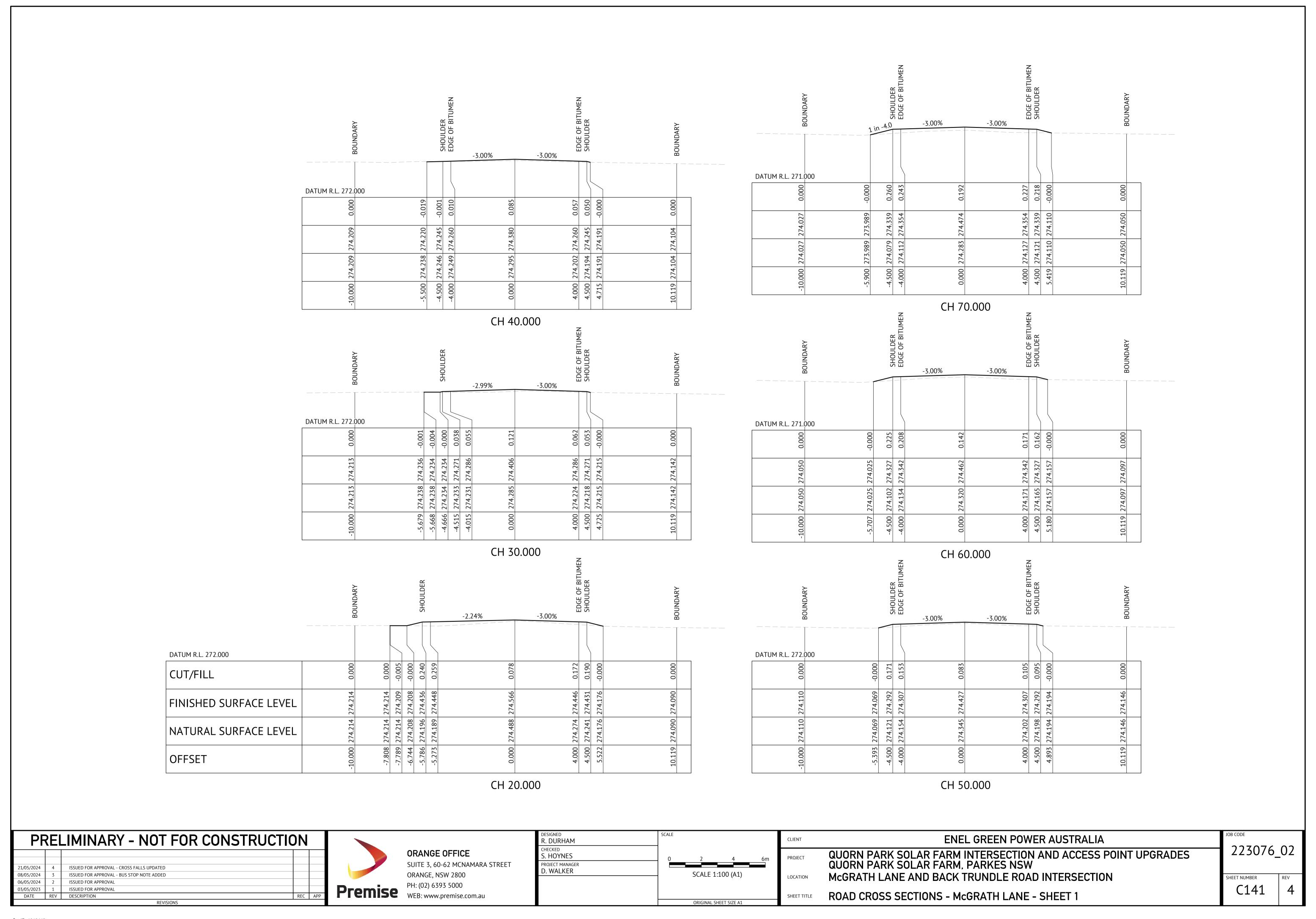
ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000

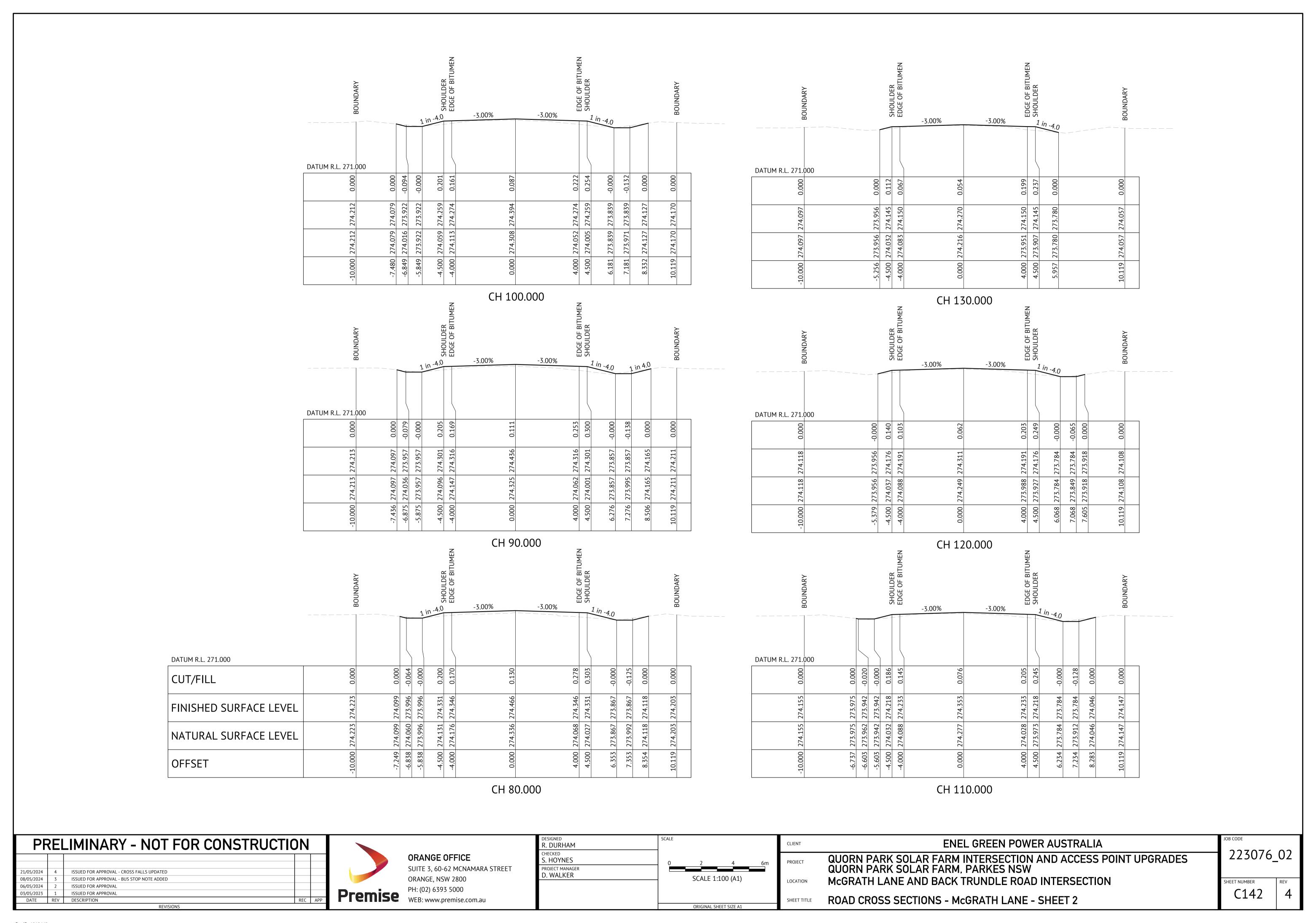
DESIGNED R. DURHAM	SCALE	(
S. HOYNES	HORIZONTAL 1:500 (A1) 0 10 20 30m	F
PROJECT MANAGER D. WALKER	0 2 4 6m VERTICAL 1:100 (A1)	
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	ORIGINAL SHEET SIZE A1	

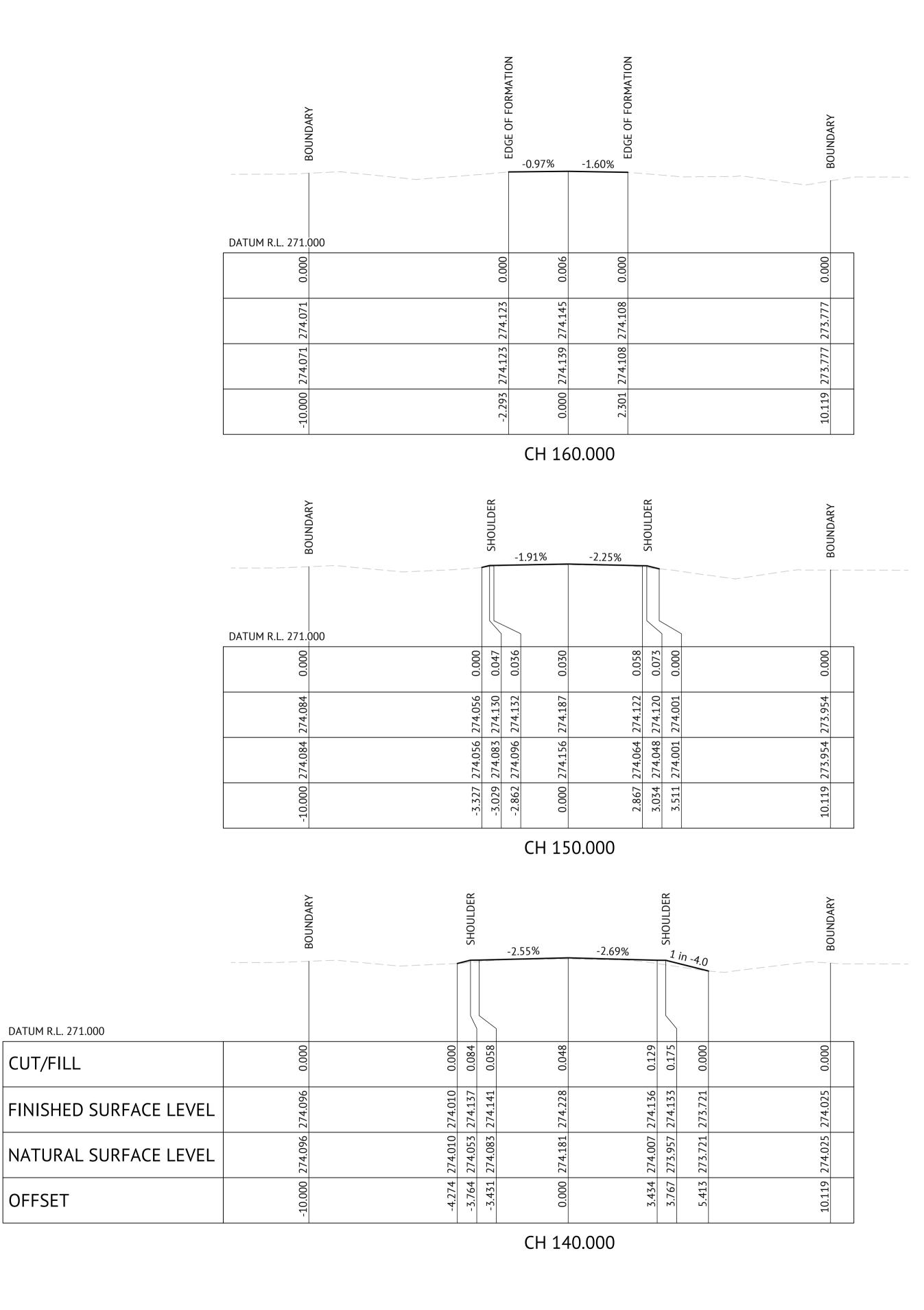
ENEL GREEN POWER AUSTRALIA QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW McGRATH LANE AND BACK TRUNDLE ROAD INTERSECTION

ROAD LONGITUDINAL SECTIONS

223076_02 C131







PRELIMINARY - NOT FOR CONSTRUCTION		<u>NC</u>			
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED			
08/05/2024	3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED			
06/05/2024	2	ISSUED FOR APPROVAL			
03/05/2023	1	ISSUED FOR APPROVAL			l Dro
DATE	REV	DESCRIPTION	REC	APP	
		DEVISIONS			4

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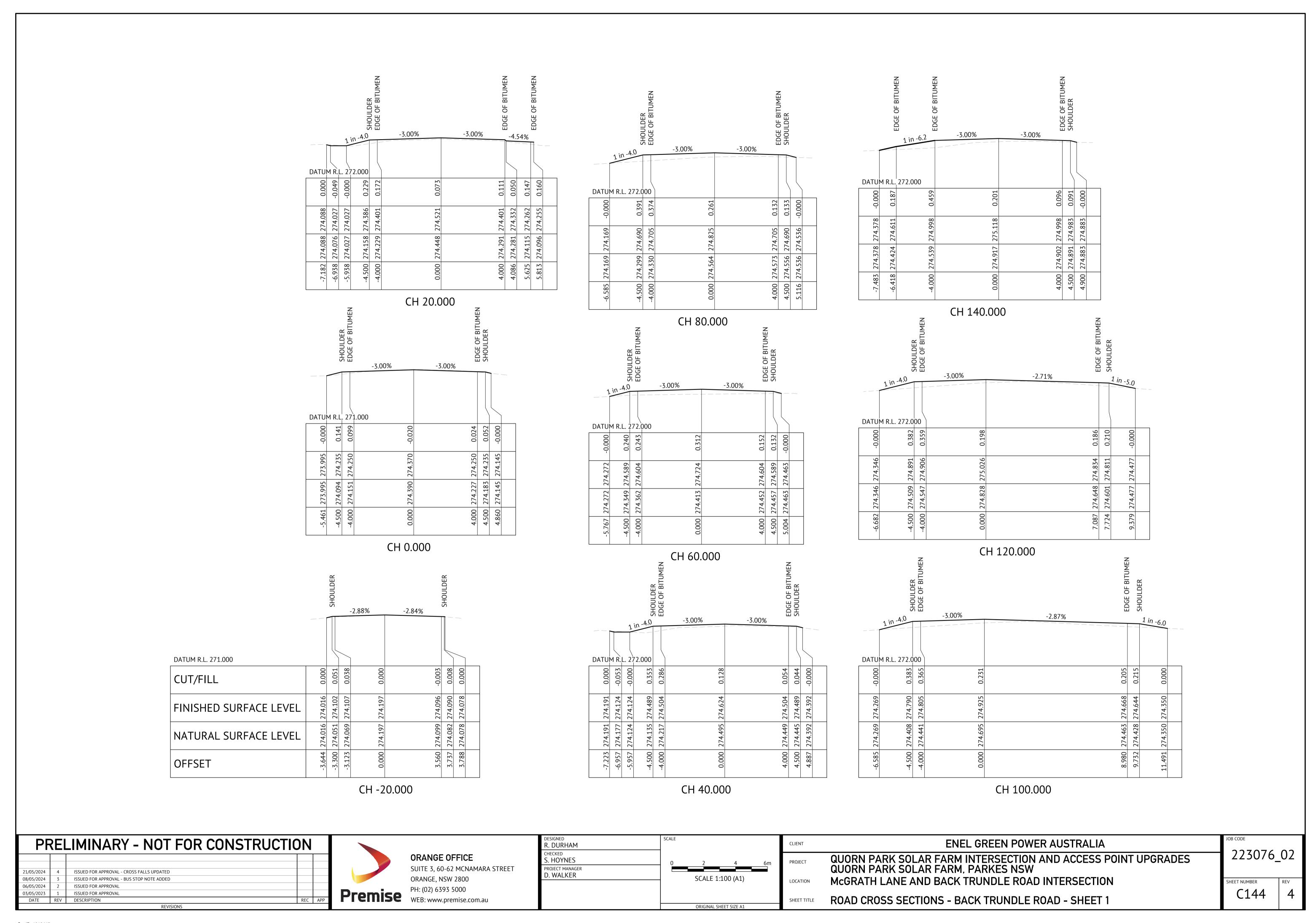
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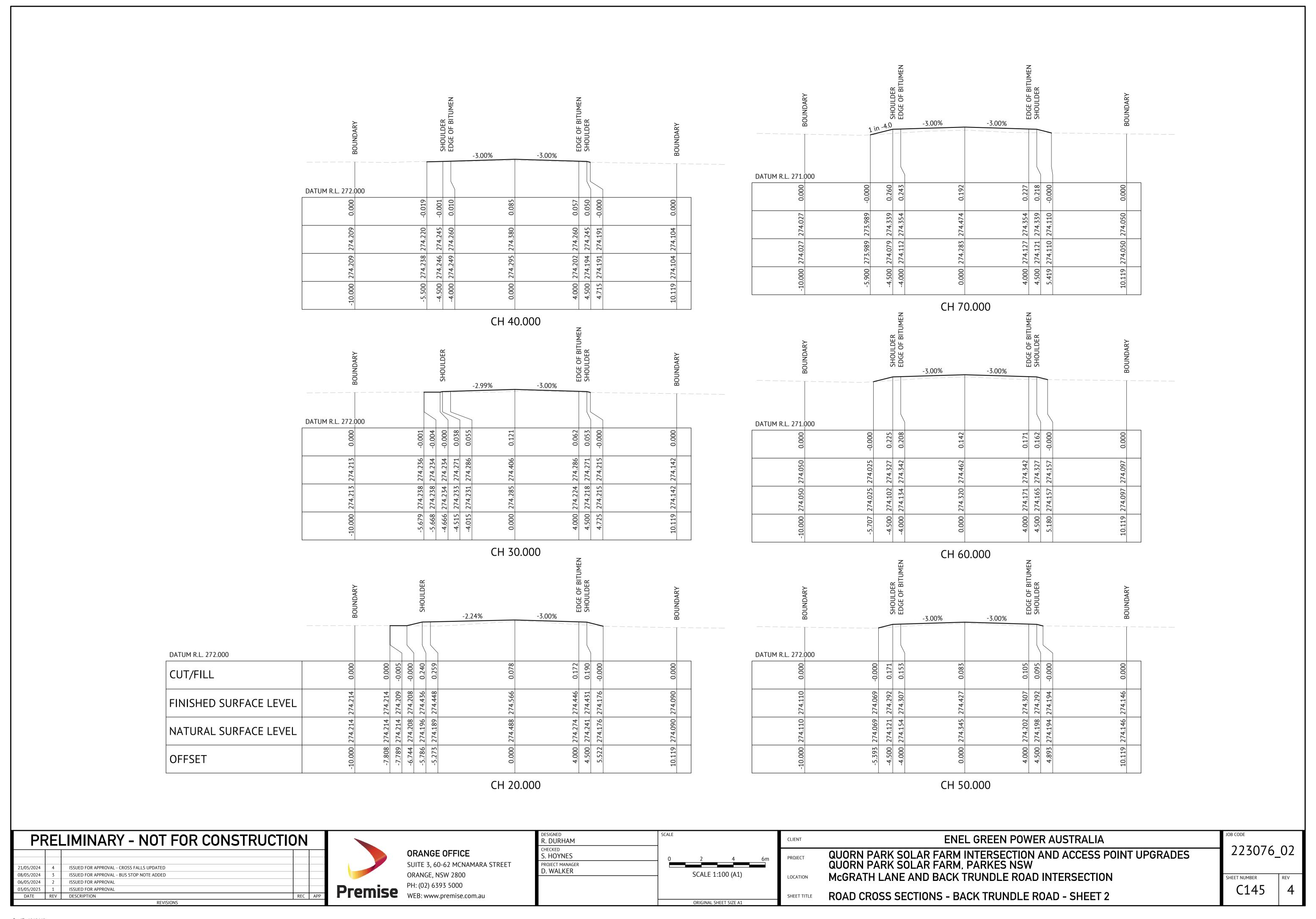


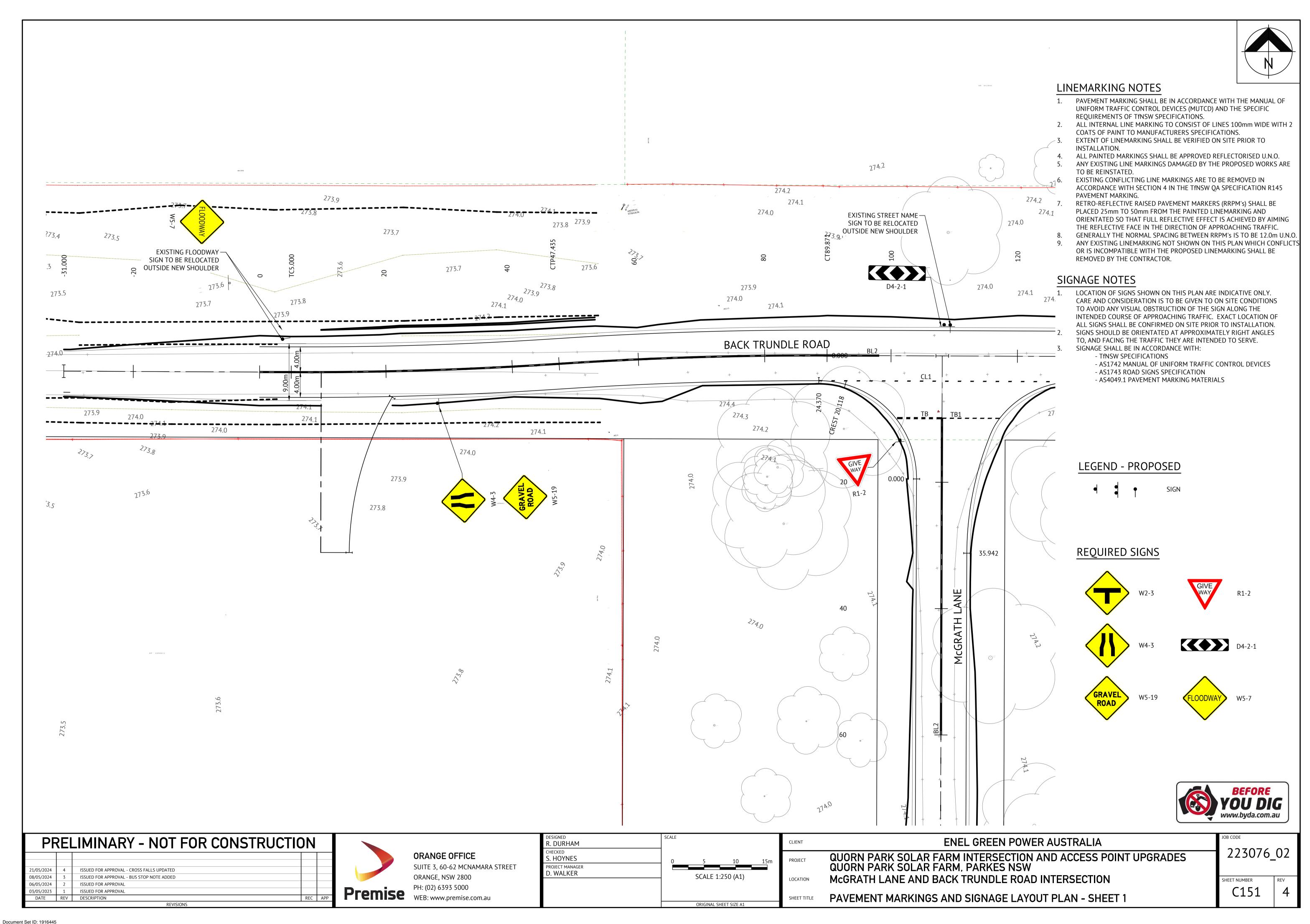
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CHECKED S. HOYNES	0	2	4	6m
PROJECT MANAGER D. WALKER		SCALE 1:1	100 (A1)	
		ODICINIAL CHI	EET CIZE A1	

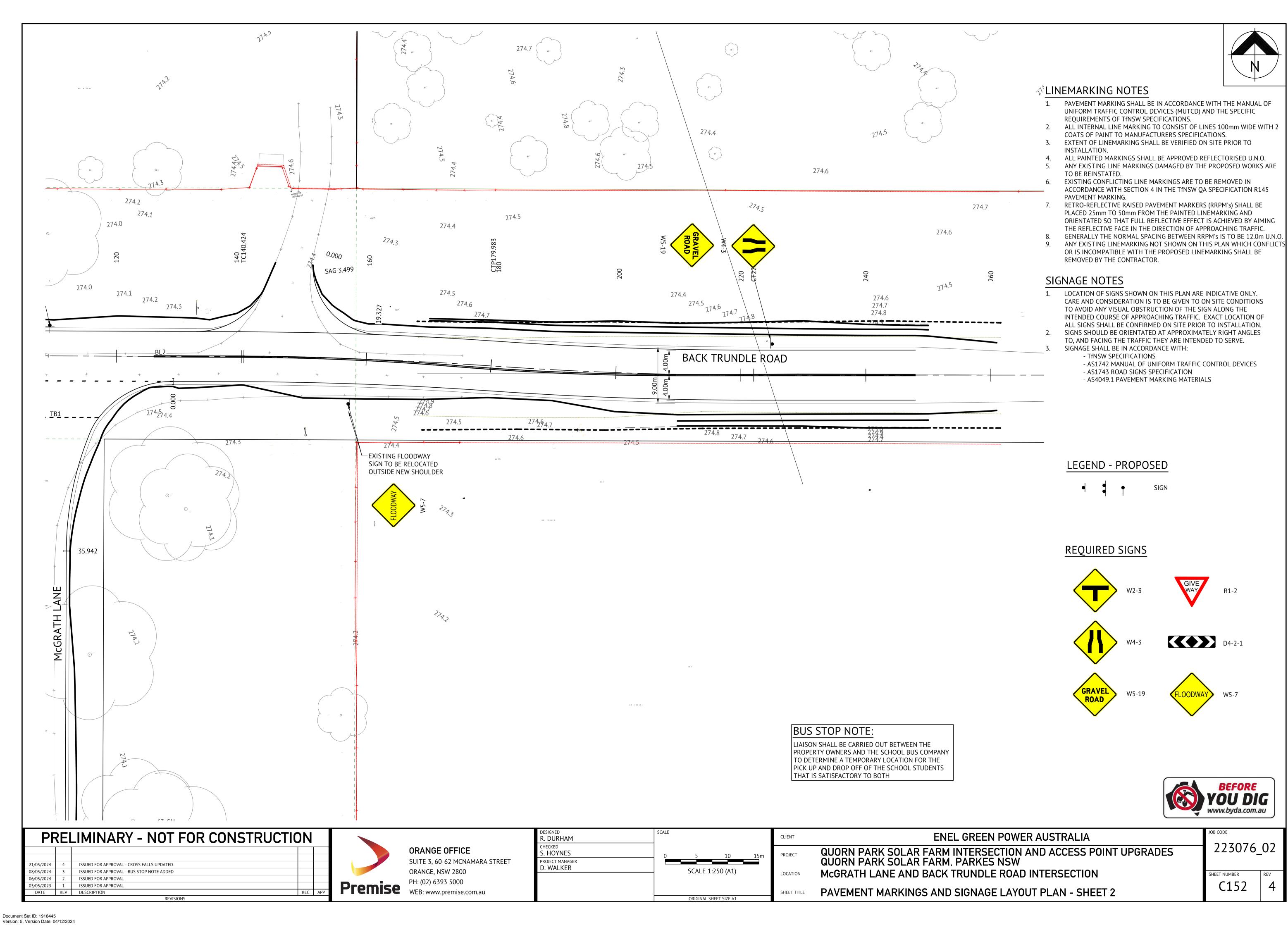
CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	McGRATH LANE AND BACK TRUNDLE ROAD INTERSECTION
SHEET TITLE	ROAD CROSS SECTIONS - McGRATH LANE - SHEET 3

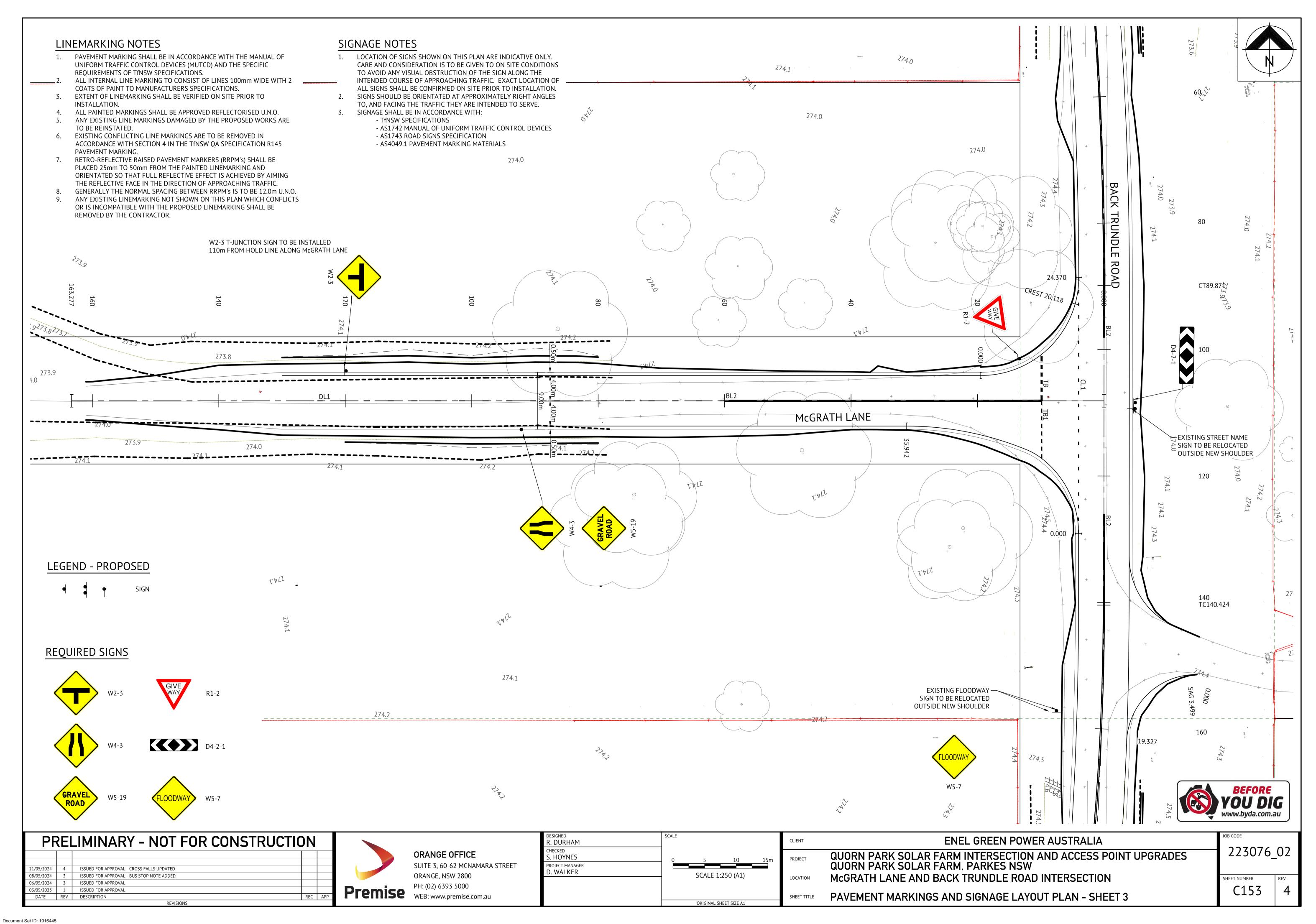
C143

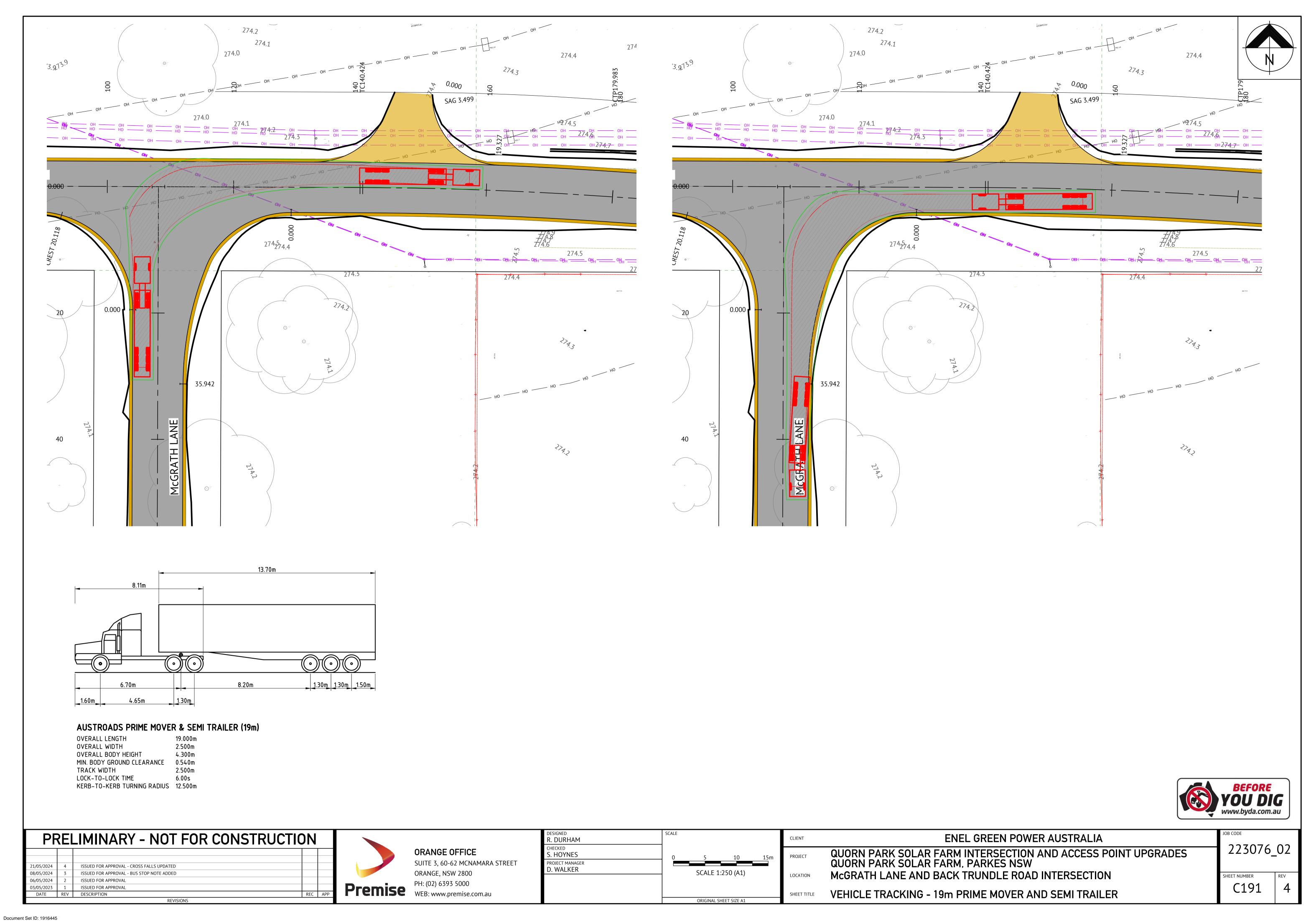


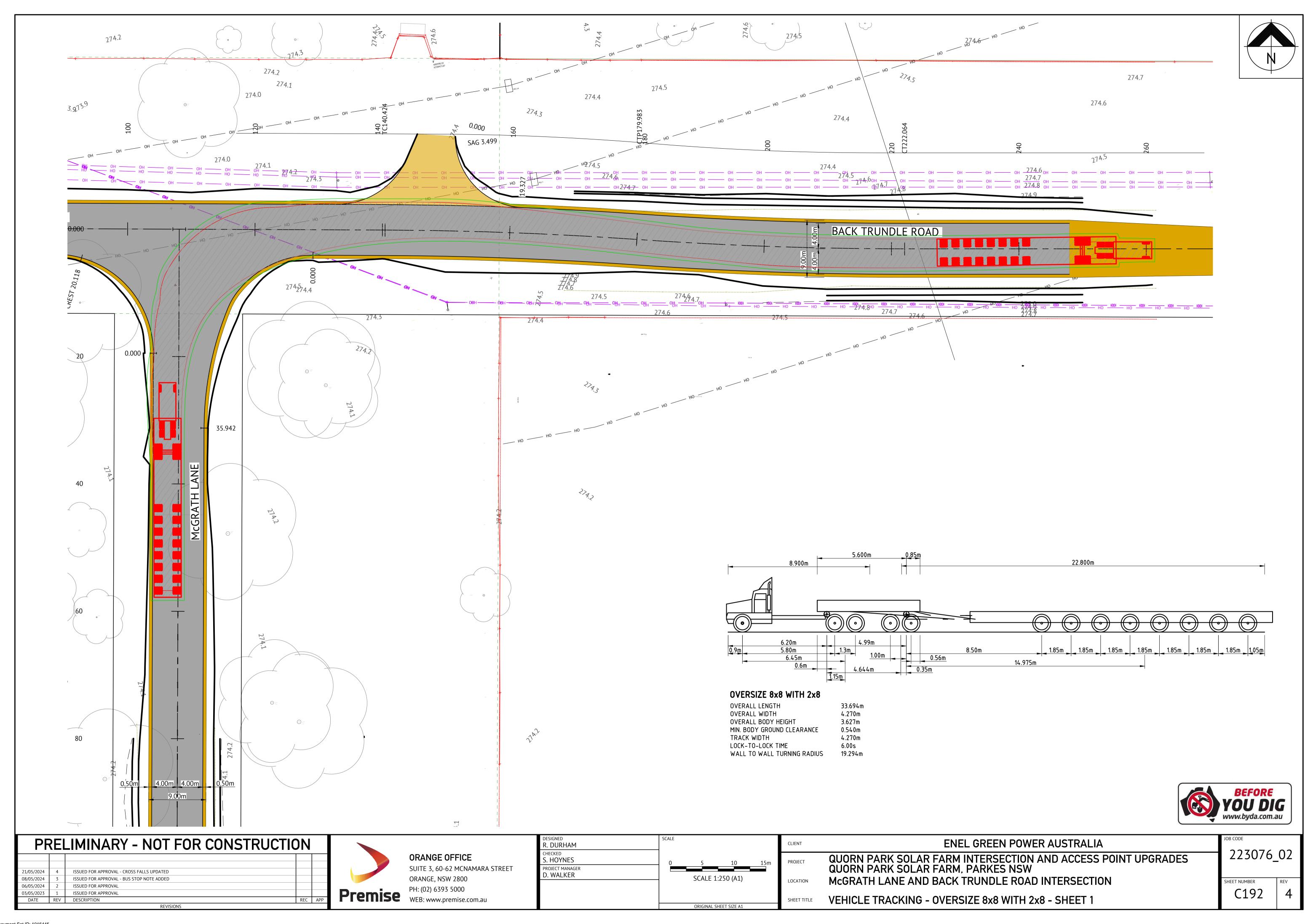


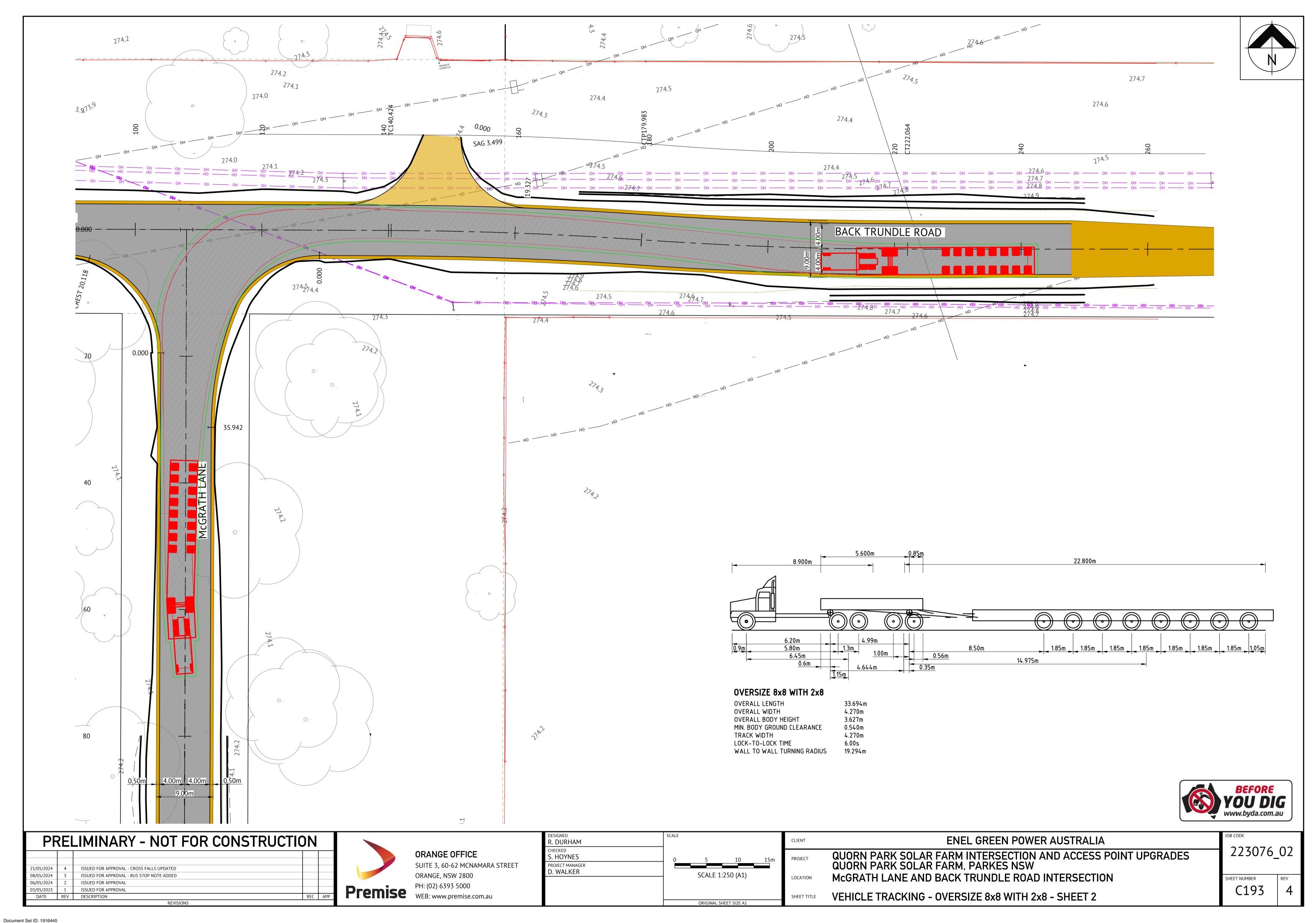




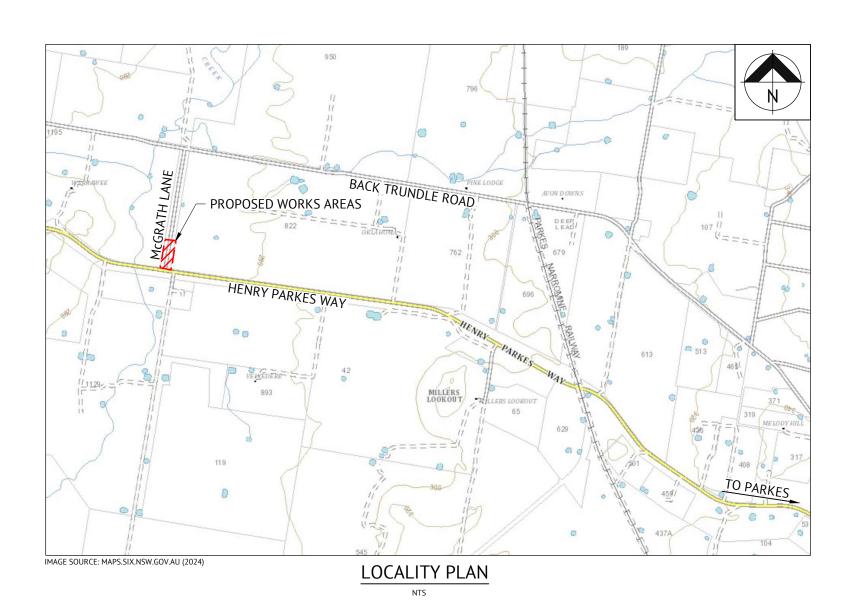








QUORN PARK SOLAR FARM McGRATH LANE UPGRADE, PARKES, NSW ENEL GREEN POWER AUSTRALIA CIVIL DESIGN



	DRAWING SCHEDULE
DRAWING NO.	DRAWING TITLE
C003	COVER SHEET, LOCALITY PLAN AND DRAWING LIST
C012	TYPICAL NOTES AND DETAILS
C201	ENGINEERING PLAN
C221	TYPICAL CROSS SECTIONS
C231	ROAD LONGITUDINAL SECTION
C241	ROAD CROSS SECTIONS - SHEET 1
C242	ROAD CROSS SECTIONS - SHEET 2
C243	ROAD CROSS SECTIONS - SHEET 3
C251	PAVEMENT MARKINGS AND SIGNAGE LAYOUT PLAN



		FOR CONSTRUCTION		
21/11/2024	6	REVISED TO ALLOW FOR GRAVEL OVERLAY		SH
DATE	REV	DESCRIPTION	REC	AP
		REVISIONS	_	

ORANGE OFFICE
SUITE 3, 60-62 MCNAMARA STREET
ORANGE, NSW 2800
PH: (02) 6393 5000
WEB: www.premise.com.au

DESIGNED R. DURHAM	SCALE
CHECKED S. HOYNES	
PROJECT MANAGER D. WALKER	
	ORIGINAL SHEET SIZE A1

CLIENT ENEL GREEN POWER AUSTRALIA

PROIECT McGRATH LANE UPGRADE, QUORN PARK SOLAR FARM, PARKES NSW

LOCATION QUORN PARK SOLAR FARM, PARKES NSW

SHEET TITLE COVER SHEET, LOCALITY PLAN AND DRAWING LIST

C003

GENERAL CONSTRUCTION NOTES:

- PARKES SHIRE COUNCIL ARE TO BE NOTIFIED 48 HOURS PRIOR TO THE COMMENCEMENT OF
- ALL SERVICES SHOWN ON THIS PLAN HAVE BEEN PREPARED FROM A COMBINATION OF FIELD SURVEY & EXISTING RECORDS PROVIDED BY SERVICE AUTHORITIES HOWEVER ALL RELEVANT AUTHORITIES MUST BE CONTACTED & SERVICE LOCATIONS CHECKED PRIOR TO WORK COMMENCING. THE CONTRACTOR IS TO ADEQUATELY INFORM THEMSELVES AS TO THE DEPTH AND LOCATION OF ALL EXISTING & PROPOSED SERVICES PRIOR TO COMMENCEMENT OF
- ANY WORK TO EXISTING SERVICES THAT REQUIRE RELOCATION BY AUTHORITIES SHALL BE CARRIED OUT BY THE RELEVANT AUTHORITY BUT WITHIN THE TERMS OF THE CONTRACT AND SHALL BE CO-ORDINATED BY THE CONTRACTOR.
- TRAFFIC & PEDESTRIAN CONTROL MEASURES ARE TO BE IN PLACE DURING ALL CONSTRUCTION WORKS. TRAFFIC CONTROL PLANS ARE TO BE PREPARED BY A CERTIFIED & APPROVED PERSON IN ACCORDANCE WITH AS1742.3-2009 & THE RMS "TRAFFIC CONTROL AT WORK SITES" - 2010.
- THE CONTRACTOR SHALL REINSTATE ANY GRASSED AREAS OR TABLE DRAINS AFFECTED
- ALL CONSTRUCTION WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS IN ACCORDANCE WITH THE REQUIREMENTS OF PARKES SHIRE COUNCIL.
- FROSION AND SEDIMENT CONTROL TO BE COMPLETED IN ACCORDANCE WITH ESC.
- TOPSOIL TO BE EXCAVATED TO EXPOSE SUBGRADE & STOCKPILED. THE SUBGRADE (OR PROPOSED FILL AREAS) SHALL BE STRIPPED OF ALL SOFT, ORGANIC OR MOISTURE AFFECTED MATERIALS AND SHALL BE ROLLED AND COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 98% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM
- THE PAVEMENT BASE, SUB BASE & SELECT MATERIALS SHOULD BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 102% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM MOISTURE CONTENT THE SUBGRADE AND GENERAL FILL SHOULD BE COMPACTED TO A MINIMUM DRY DENSITY RATIO OF 98% RELATIVE TO STANDARD COMPACTION AT A MOISTURE RATIO OF 60-90% OF THE OPTIMUM MOISTURE CONTENT.
- 10. CONSTRUCTION WORK SHALL ONLY BE CARRIED OUT WITHIN THE FOLLOWING TIMES:

 *MONDAY TO FRIDAY 7.00 am TO 6.00 pm *SATURDAY 7.00 am TO 1.00 pm (IF INAUDIBLE ON RESIDENTIAL PREMISES)

*OTHER WISE 8.00 am TO 1.00 pm
THE ABOVE RESTRICTIONS MAY BE SUBJECT TO REVIEW AND VARIATION BY PARKES SHIRE COUNCIL UPON AN ASSESSMENT OF THE LEVEL OF ANNOYANCE, IF ANY, THAT MAY ARISE.

- 11. DURING SUNDAY AND PUBLIC HOLIDAYS, NO CONSTRUCTION WORK PERMITTED
- 12. ALL LEVELS ARE IN AUSTRALIAN HEIGHT DATUM.
- 13. THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCY SHALL BE REFERRED TO THE OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH THE WORK.
- 14. ALL DIMENSIONS SHALL BE VERIFIED BY THE CONTRACTOR ON SITE. ENGINEER'S DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS. UNLESS NOTED OTHERWISE, ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE
- 15. PARKES SHIRE COUNCIL'S REPRESENTATIVE TO BE NOTIFIED OF ANY WATER IN THE **EXCAVATIONS**
- 16. THE RECTIFICATION OF ALL MATTERS ARISING FROM INSUFFICIENT INFORMATION BEING SHOWN ON THE APPROVED ENGINEERING PLANS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS AND TO THE REQUIREMENTS OF PARKES SHIRE COUNCIL'S
- 17. WRITTEN CONSENT SHALL BE SUBMITTED TO PARKES SHIRE COUNCIL FROM THE OWNERS OF ANY ADJOINING PROPERTY PRIOR TO ANY PHYSICAL INTERFERENCE WITH THAT PROPERTY AS A RESULT OF THE REQUIRED CONSTRUCTION.
- 18. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY BREACHES OF THE CLEAN WATERS

NOTES FOR COUNCIL:

ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH, BUT NOT LIMITED TO, THE VARIOUS PARKES SHIRE COUNCIL'S AUS-SPEC#1 CONSTRUCTION SPECIFICATIONS OUTLINED BELOW:

GENERAL

CONTROL OF TRAFFIC
CONTROL OF EROSION & SEDIMENTATION C211

C212 C213 FARTHWORKS

STORMWATER DRAINAGE

C221 C222 PIPED DRAINAGE PRECAST BOX CULVERTS

C223 C230 DRAINAGE STRUCTURES SUBSURFACE DRAINAGE GENERAL

C231 C232 SUBSURFACE & FOUNDATION DRAINS

PAVEMENT DRAINS STABILISATION

C241 C242 FLEXIBLE PAVEMENTS

SPRAYED BITUMINOUS SURFACING PAVEMENT MARKINGS C244 C261

C262 C263 SIGNPOSTING

GUIDEPOSTS

FOR CONSTRUCTION						
21/11/2024	6	REVISED TO ALLOW FOR GRAVEL OVERLAY		SH		
DATE	REV	DESCRIPTION	REC	APP		
		REVISIONS				

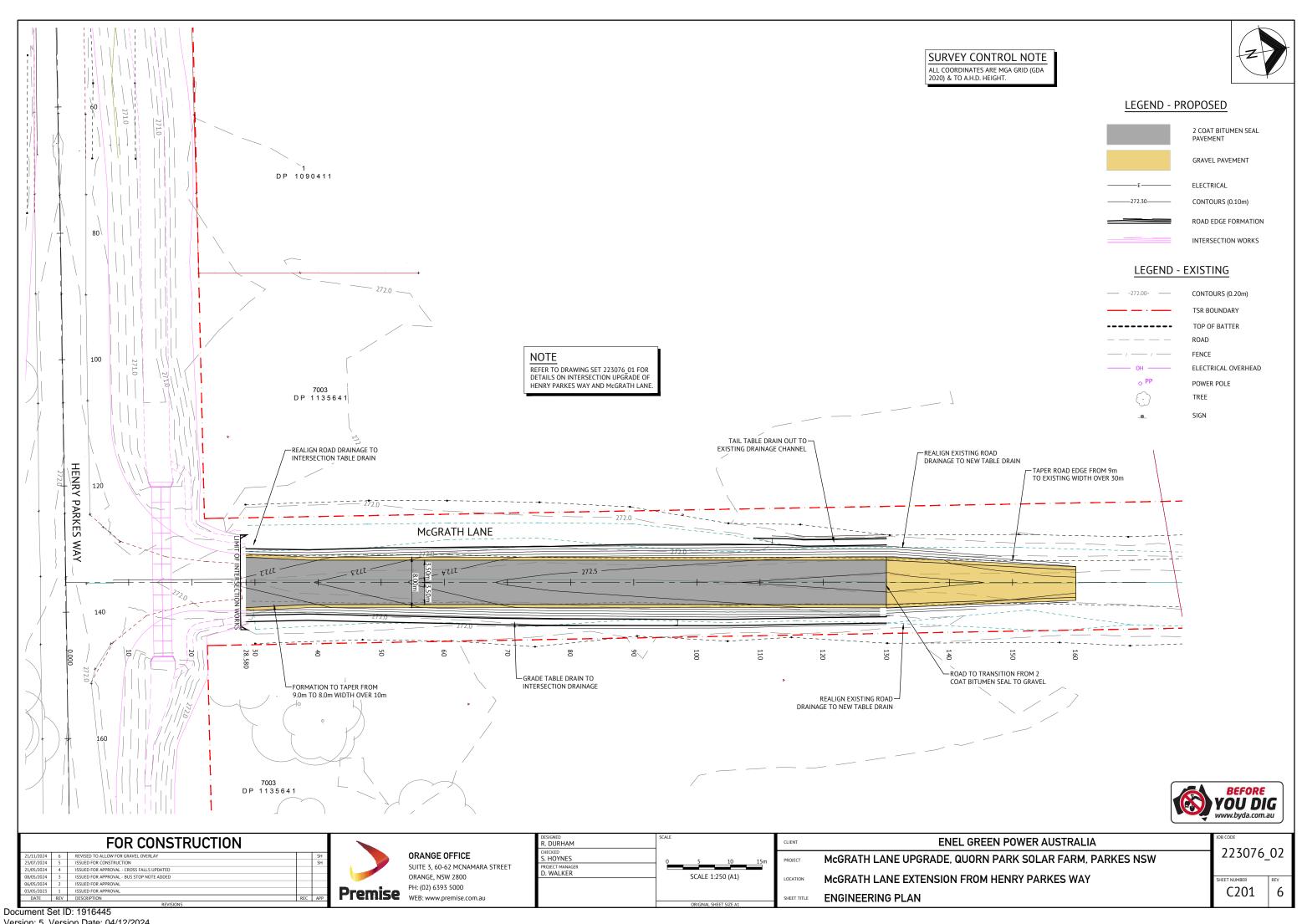
Premise WEB: www.premise.com.au

ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000

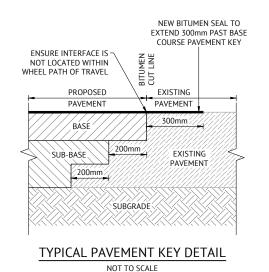
NED URHAM	SCALE
OYNES	NTS
CT MANAGER 'ALKER	
	ORIGINAL SHEET SIZE A1

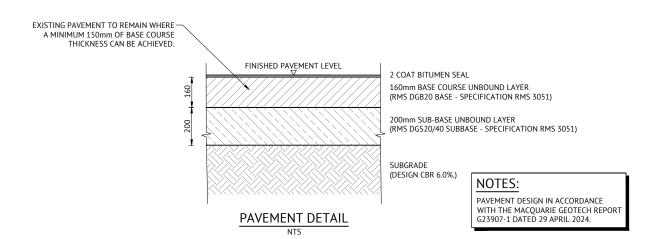
ENEL GREEN POWER AUSTRALIA McGRATH LANE UPGRADE, QUORN PARK SOLAR FARM, PARKES NSW PROIFCT **QUORN PARK SOLAR FARM, PARKES NSW** LOCATION TYPICAL NOTES AND DETAILS

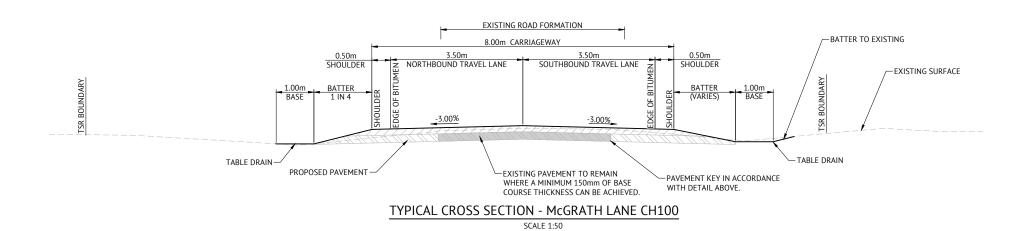
223076_02 C012



Version: 5, Version Date: 04/12/2024

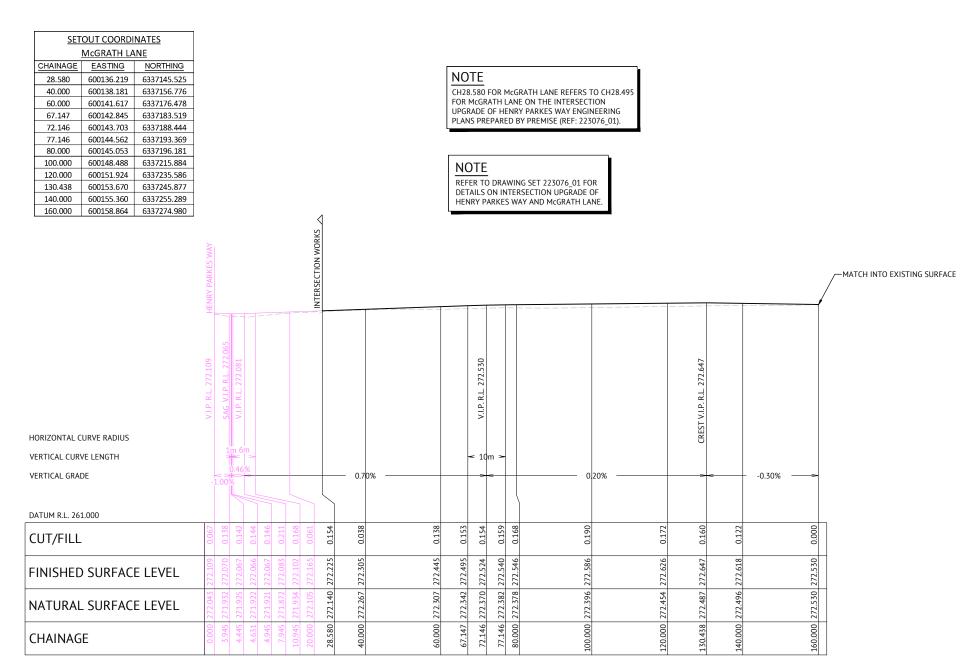






FOR CONSTRUCTION **ENEL GREEN POWER AUSTRALIA** R. DURHAM 223076_02 ORANGE OFFICE S. HOYNES McGRATH LANE UPGRADE, QUORN PARK SOLAR FARM, PARKES NSW PROJECT ISSUED FOR CONSTRUCTION SUITE 3, 60-62 MCNAMARA STREET ISSUED FOR APPROVAL - CROSS FALLS UPDATED D. WALKER ISSUED FOR APPROVAL - BUS STOP NOTE ADDED
ISSUED FOR APPROVAL ORANGE, NSW 2800 SCALE 1:100 (A1) McGrath Lane extension from Henry Parkes Way PH: (02) 6393 5000 Premise PH: (02) 6393 5000
WEB: www.premise.com.au C221 6 ISSUED FOR APPROVAL DESCRIPTION TYPICAL CROSS SECTIONS

ALL COORDINATES ARE MGA GRID (GDA 2020) & TO A.H.D. HEIGHT.



LONGITUDINAL SECTION - McGRATH LANE SOUTH HORIZONTAL SCALE 1:500





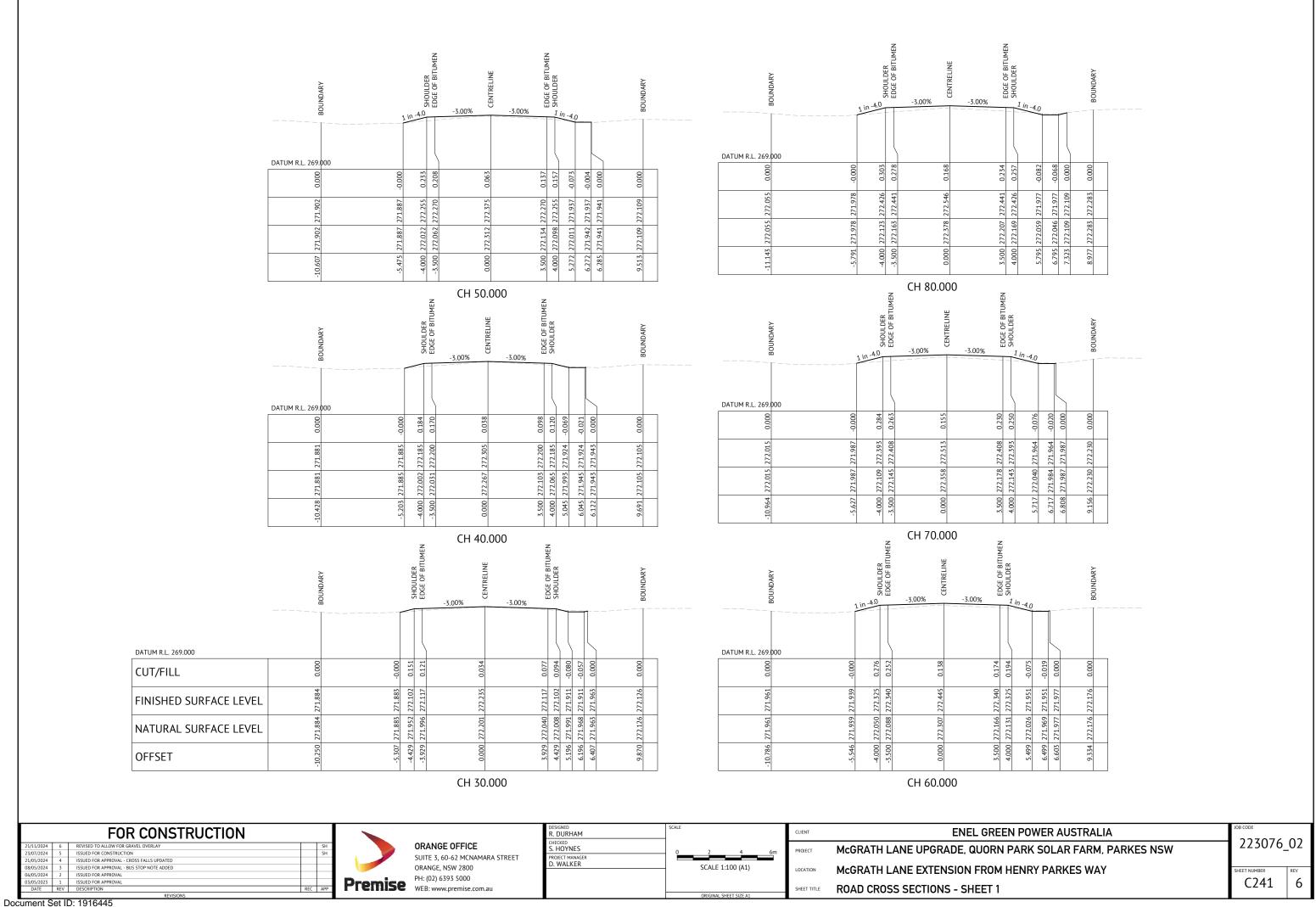
R. DURHAM	SCALE	CLI
S. HOYNES	HORIZONTAL 1:500 (A1) 0 10 20 30m	PR
PROJECT MANAGER D. WALKER	0 2 4 6m VERTICAL 1:100 (A1)	LO
	ORIGINAL SHEET SIZE A1	SHI

CLIENT	ENEL GREEN POWER AUSTRALIA
PROJECT	McGRATH LANE UPGRADE, QUORN PARK SOLAR FARM, PARKES NSW
LOCATION	McGRATH LANE EXTENSION FROM HENRY PARKES WAY
SHEET TITLE	ROAD LONGITUDINAL SECTION

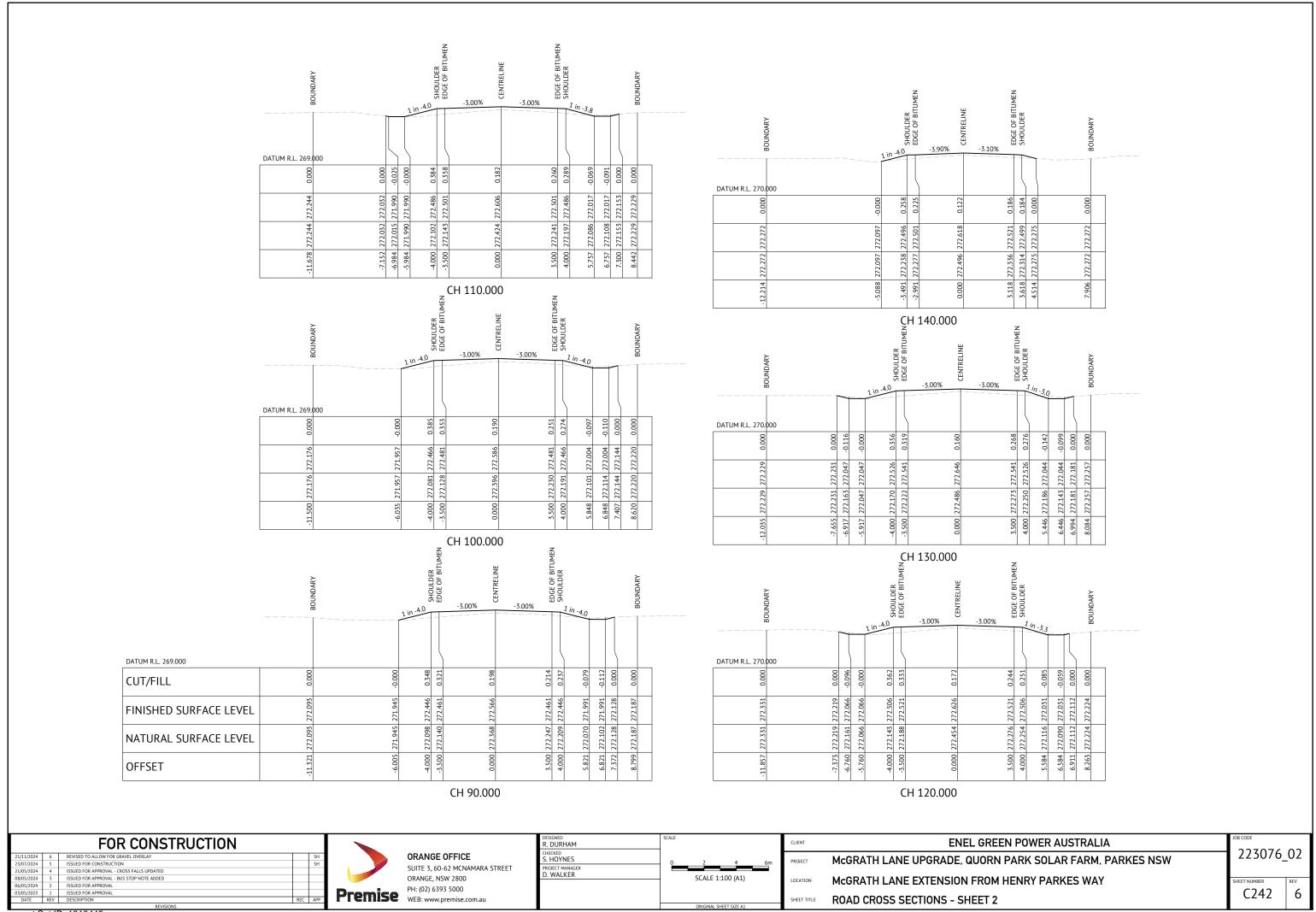
DISCODE 223076_02

SHEET NUMBER REV C231 6

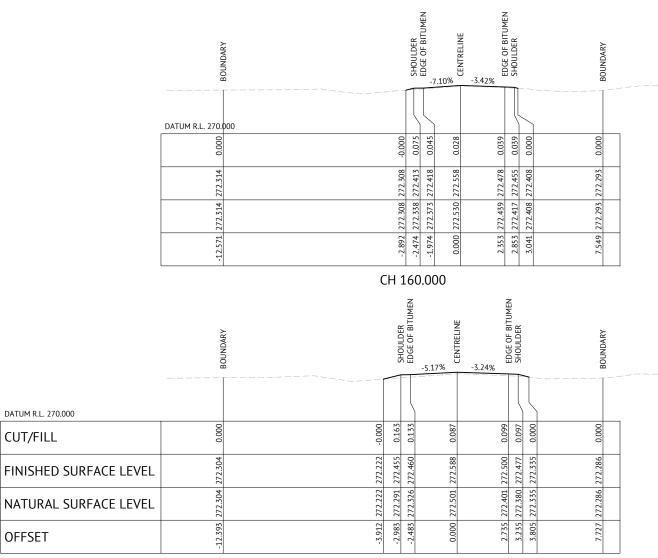
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Version: 5, Version Date: 04/12/2024



Document Set ID: 1916445 Version: 5, Version Date: 04/12/2024



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		FOR CONSTRUCTION		
21/11/2024	6	REVISED TO ALLOW FOR GRAVEL OVERLAY		SH
23/07/2024	5	ISSUED FOR CONSTRUCTION		SH
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED		
DATE	REV	DESCRIPTION	REC	APP

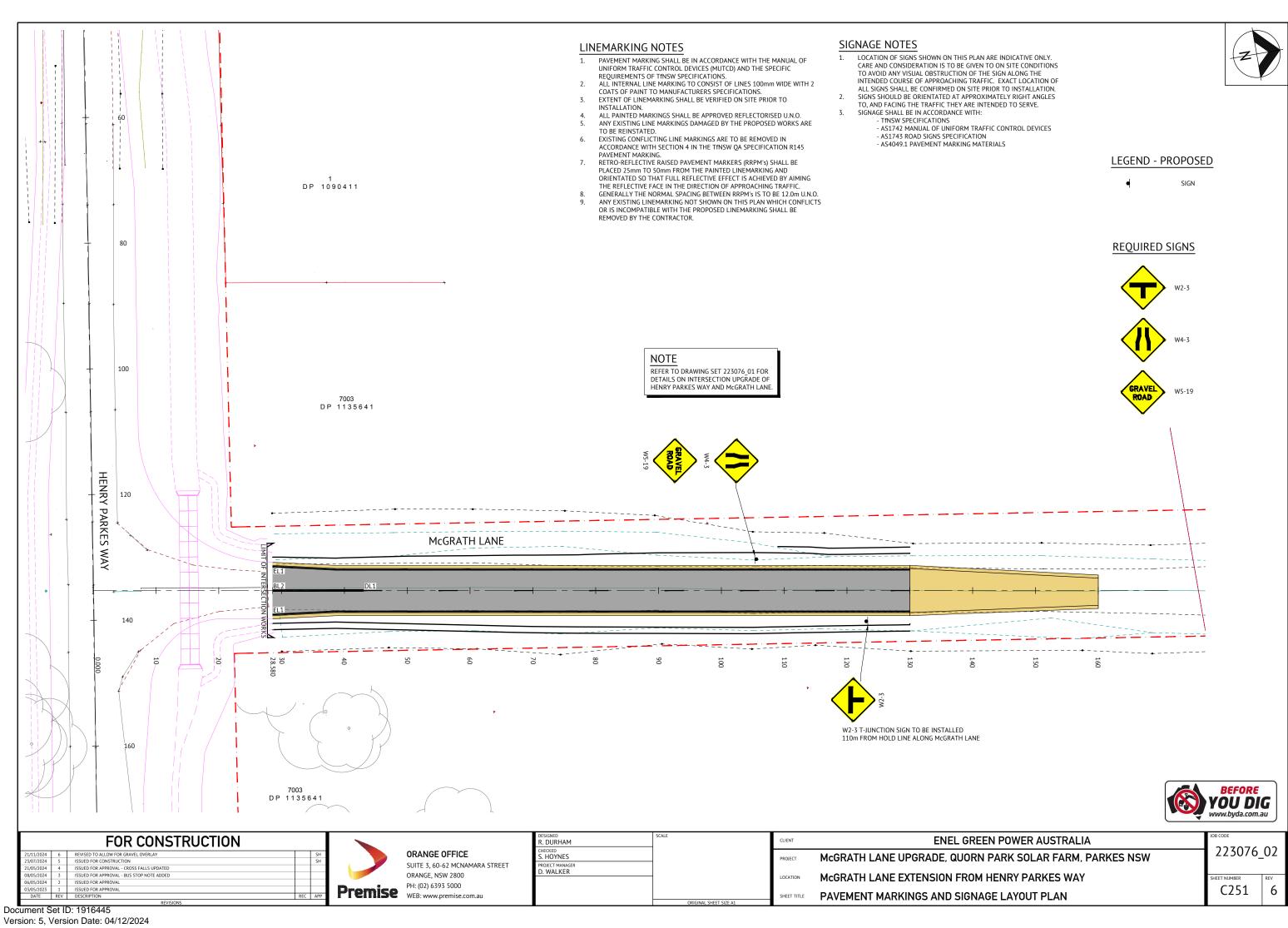
ANGE OFFICE
TE 3, 60-62 MCNAMARA STREET
ANGE, NSW 2800
(02) 6393 5000
B: www.premise.com.au

DESIGNED R. DURHAM	SCALE				I
HECKED S. HOYNES	0	2	4	6m	ı
ROJECT MANAGER	<u> </u>			—	ı
D. WALKER		SCALE 1	:100 (A1)		ı
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		ORIGINAL S	HEET SIZE A1		

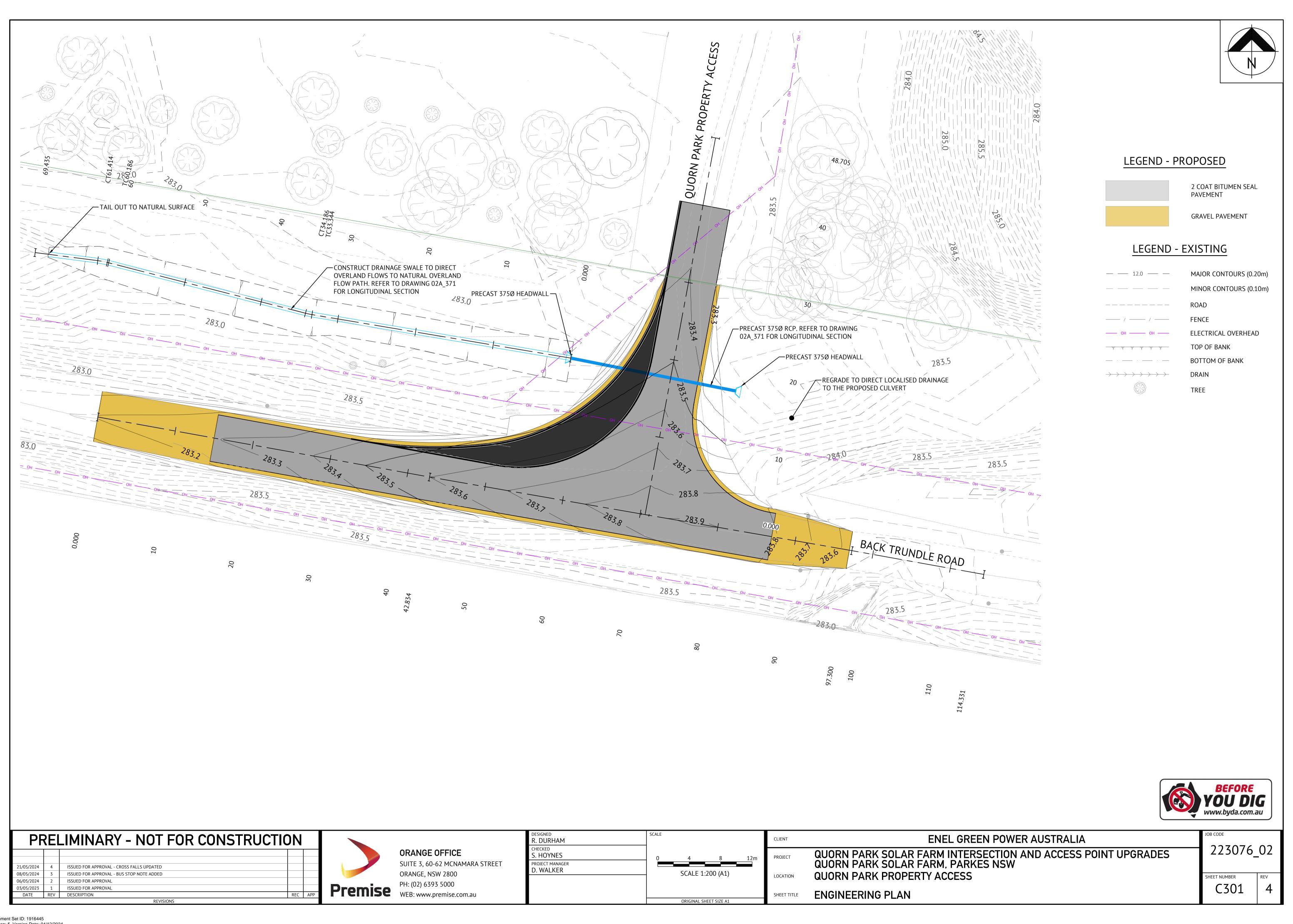
CLIENT	ENEL GREEN POWER AUSTRALIA			
PROJECT	McGRATH LANE UPGRADE, QUORN PARK SOLAR FARM, PARKES NSW			
LOCATION	McGRATH LANE EXTENSION FROM HENRY PARKES WAY			
SHEET TITLE	ROAD CROSS SECTIONS - SHEET 3			

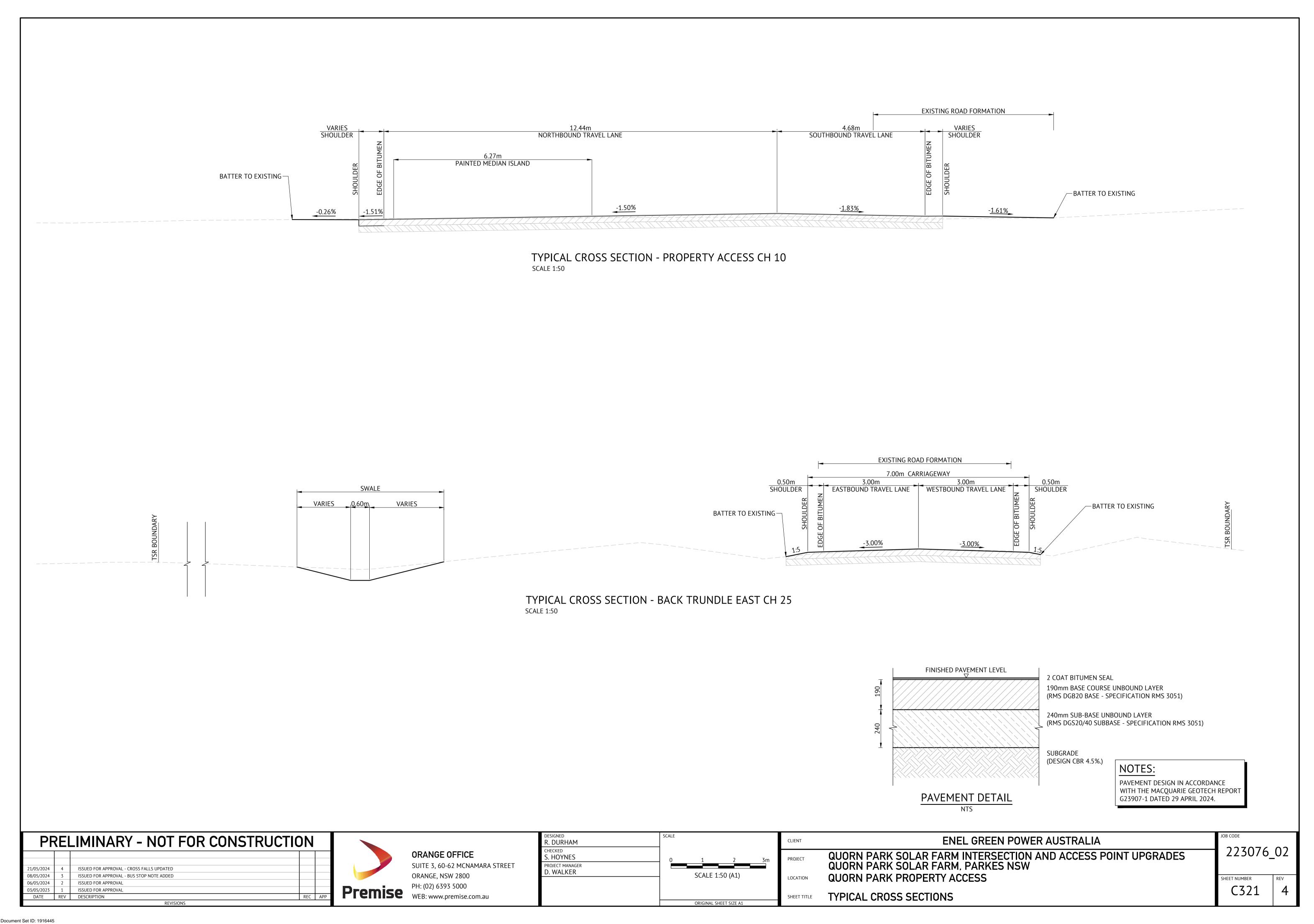
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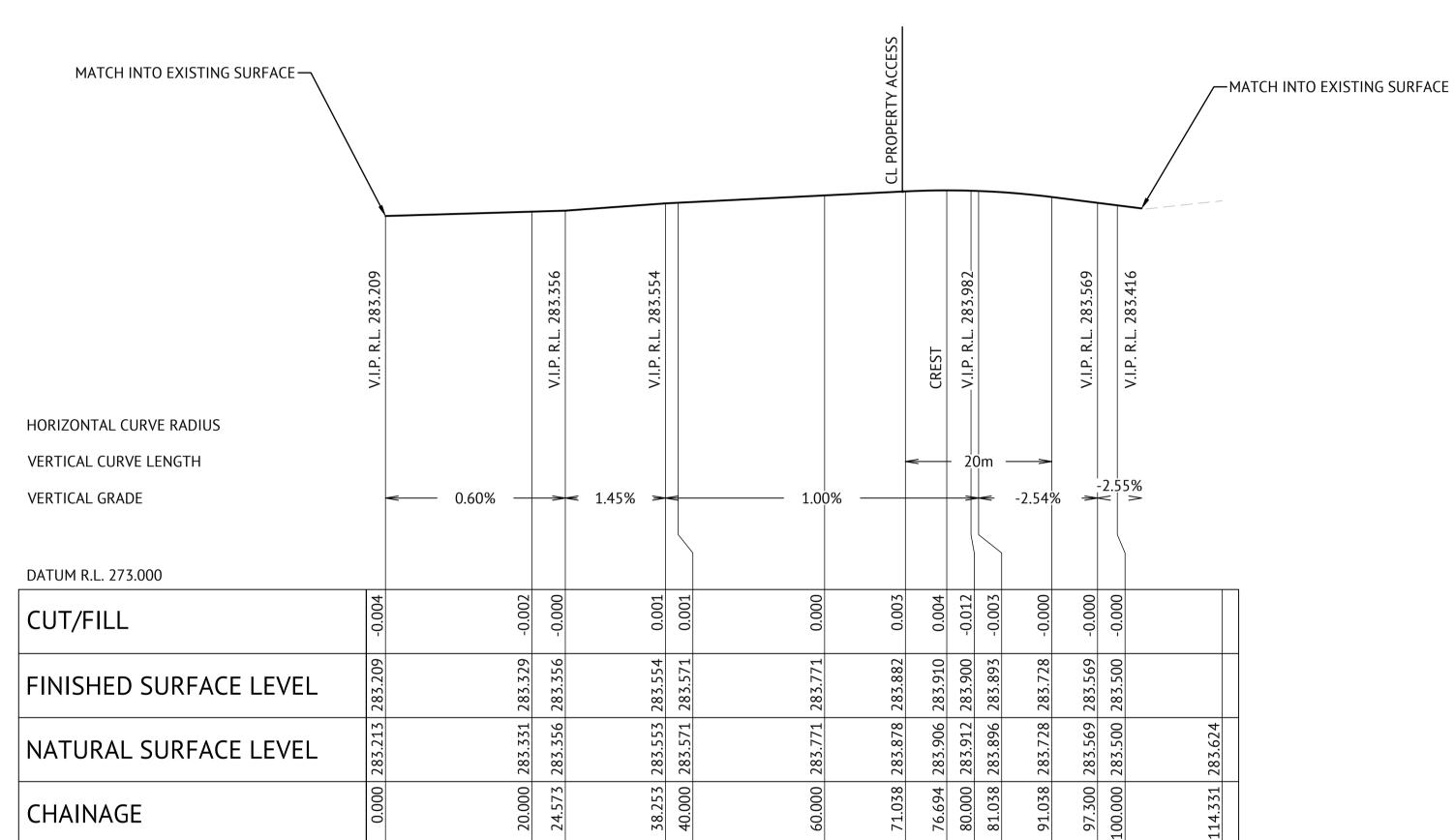
Document Set ID: 1916445 Version: 5, Version Date: 04/12/2024



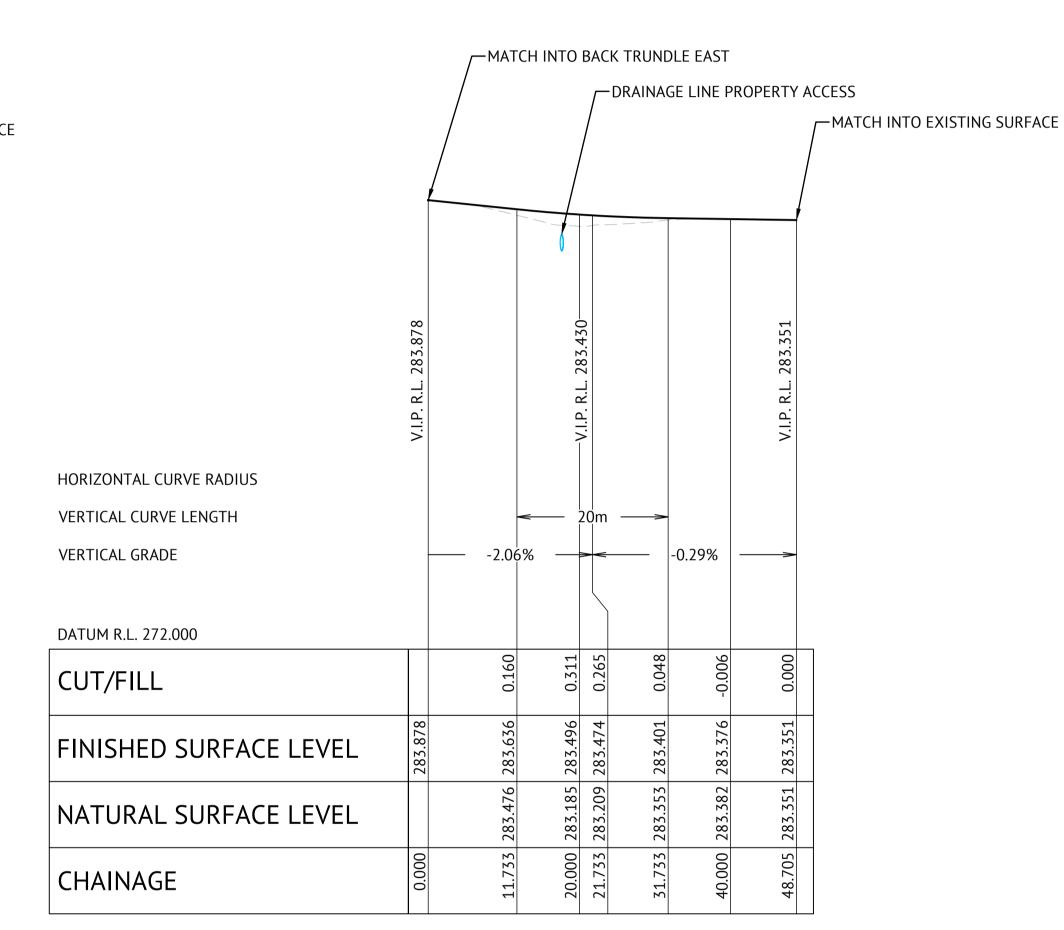
Version: 5, Version Date: 04/12/2024







LONGITUDINAL SECTION - BACK TRUNDLE EAST HORIZONTAL SCALE 1:500 VERTICAL SCALE 1:100



LONGITUDINAL SECTION - PROPERTY ACCESS HORIZONTAL SCALE 1:500 VERTICAL SCALE 1:100

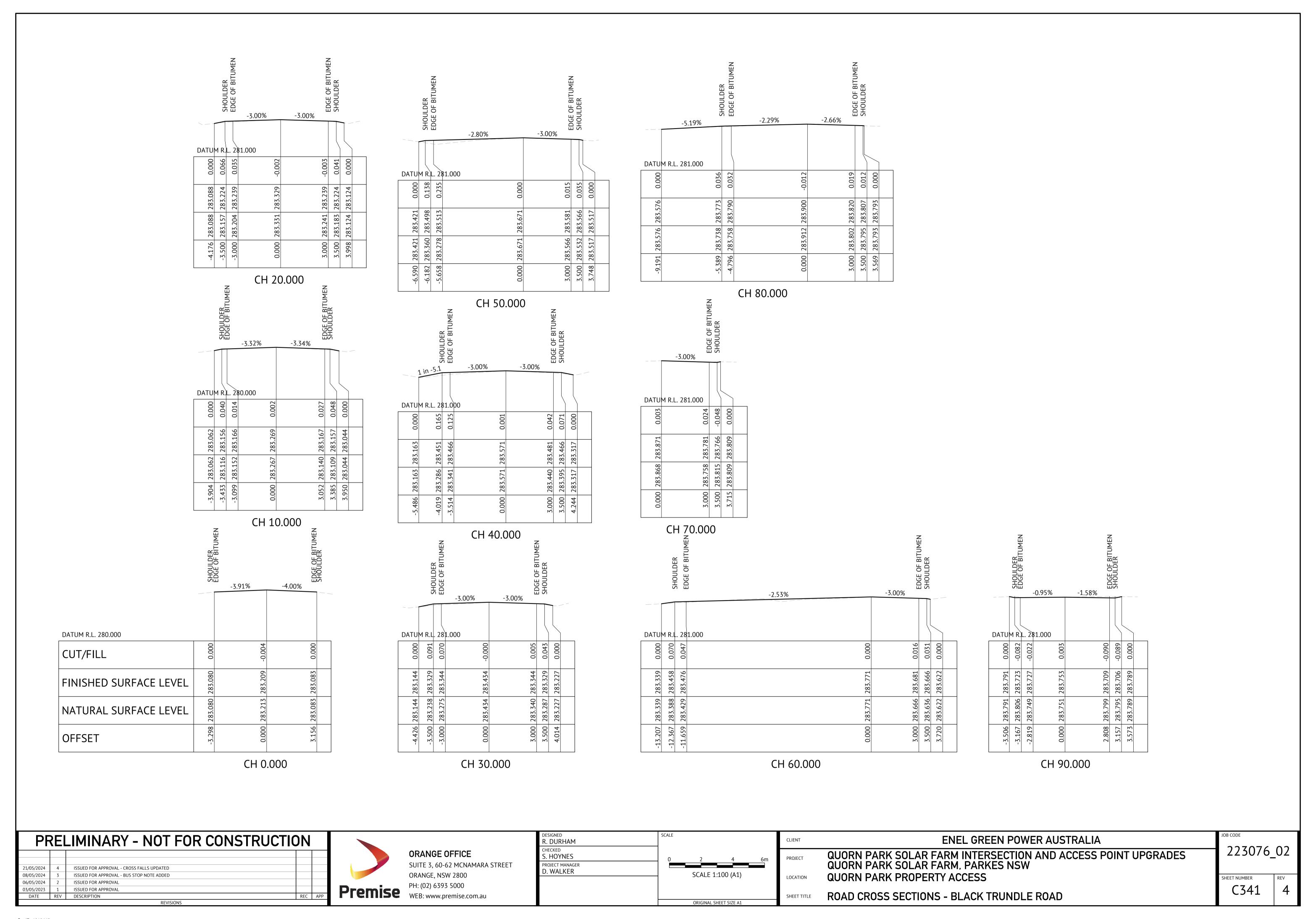
PF	PRELIMINARY - NOT FOR CONSTRUCTION						
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED					
08/05/2024	3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED					
06/05/2024	2	ISSUED FOR APPROVAL					
03/05/2023	1	ISSUED FOR APPROVAL					
DATE	REV	DESCRIPTION	REC	APP			
DEVICIONIC							

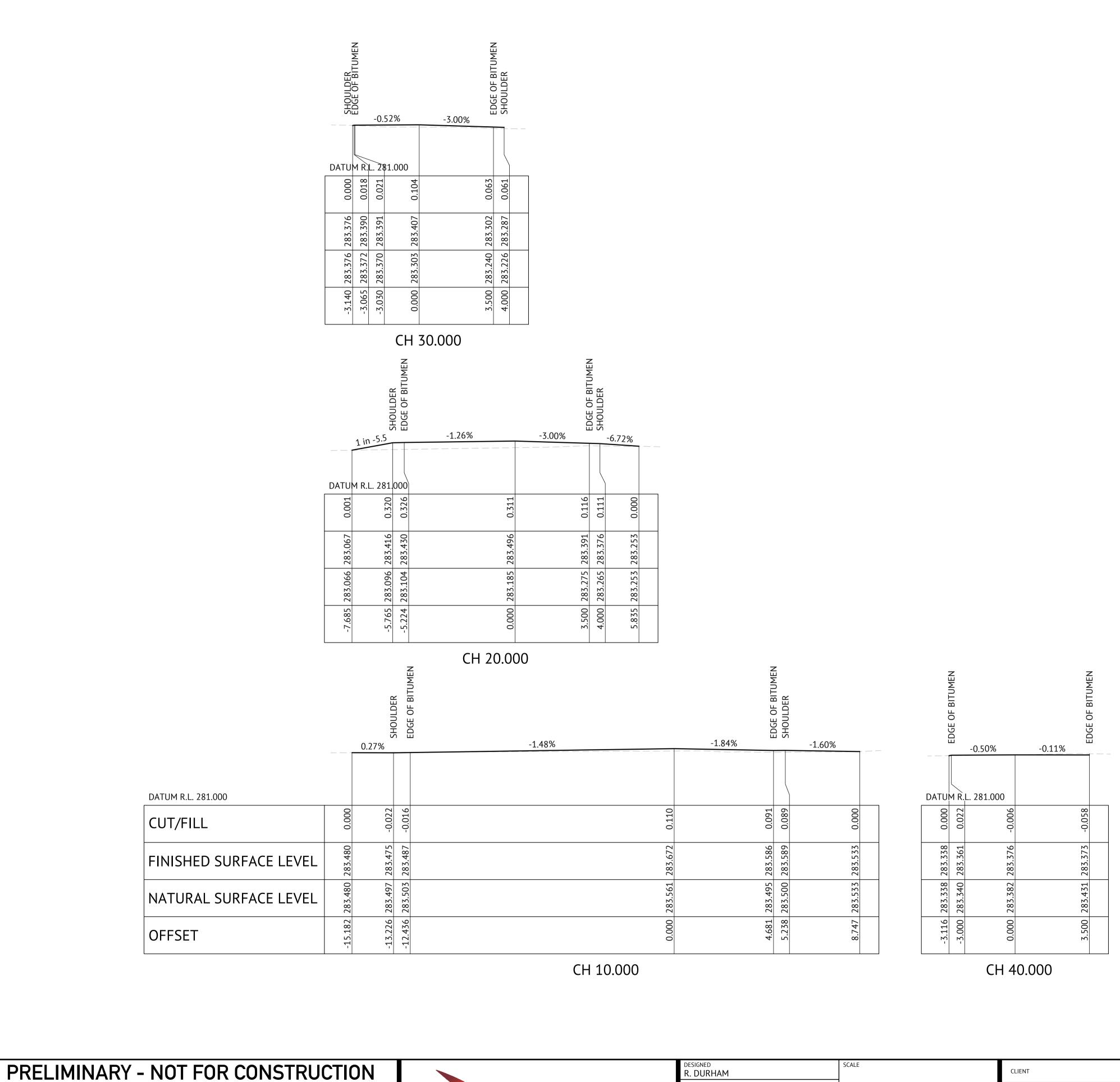
ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000 Premise PH: (02) 6393 5000
WEB: www.premise.com.au

DESIGNED R. DURHAM	SCALE
CHECKED S. HOYNES	HORIZONTAL 1:500 (A1) 0 10 20 30m
PROJECT MANAGER D. WALKER	0 VERTICAL 1:100 (A1)
	ORIGINAL SHEET SIZE A1

ENEL GREEN POWER AUSTRALIA QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW **QUORN PARK PROPERTY ACCESS** LOCATION ROAD LONGITUDINAL SECTIONS

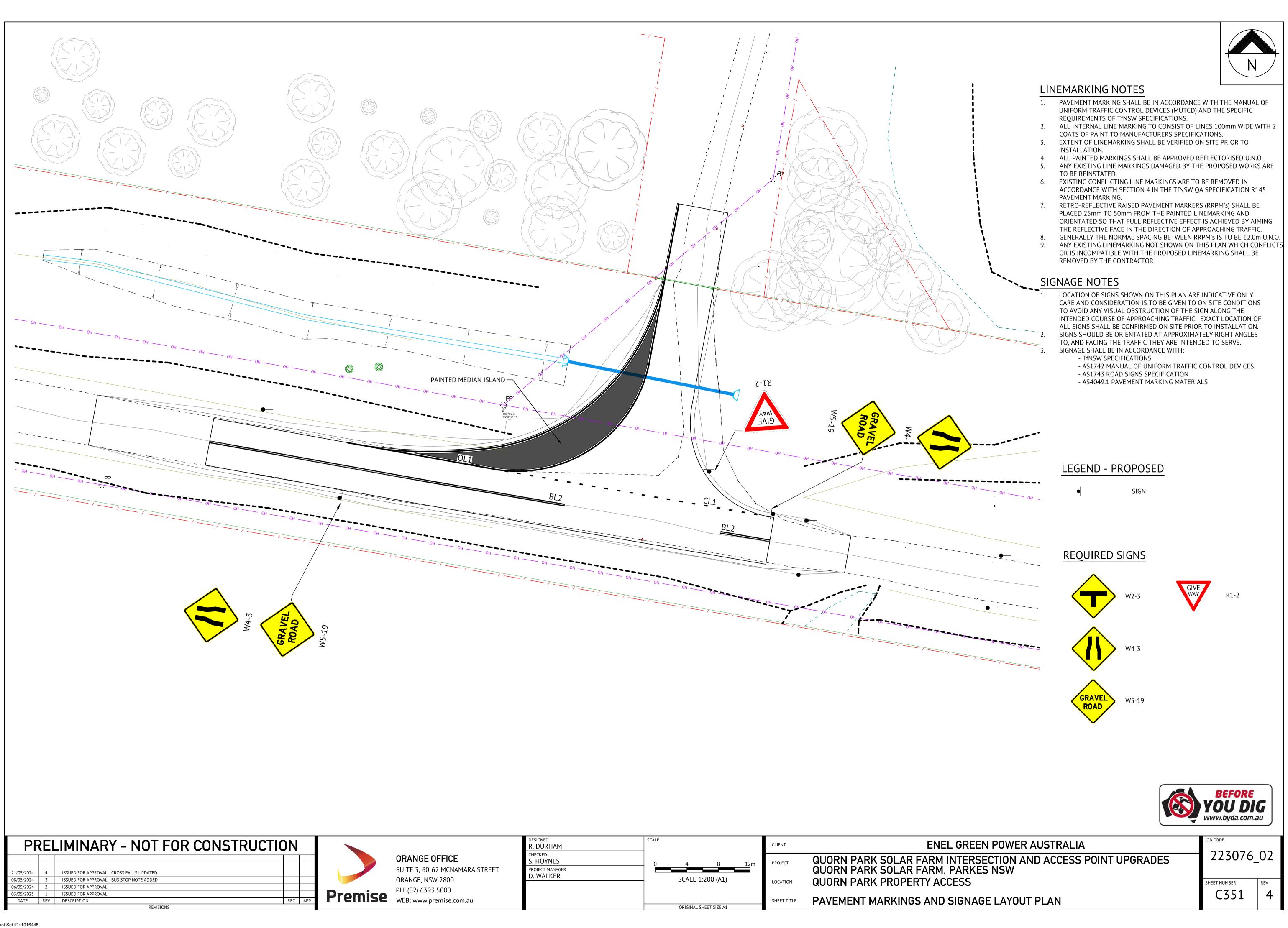
223076_02 C331

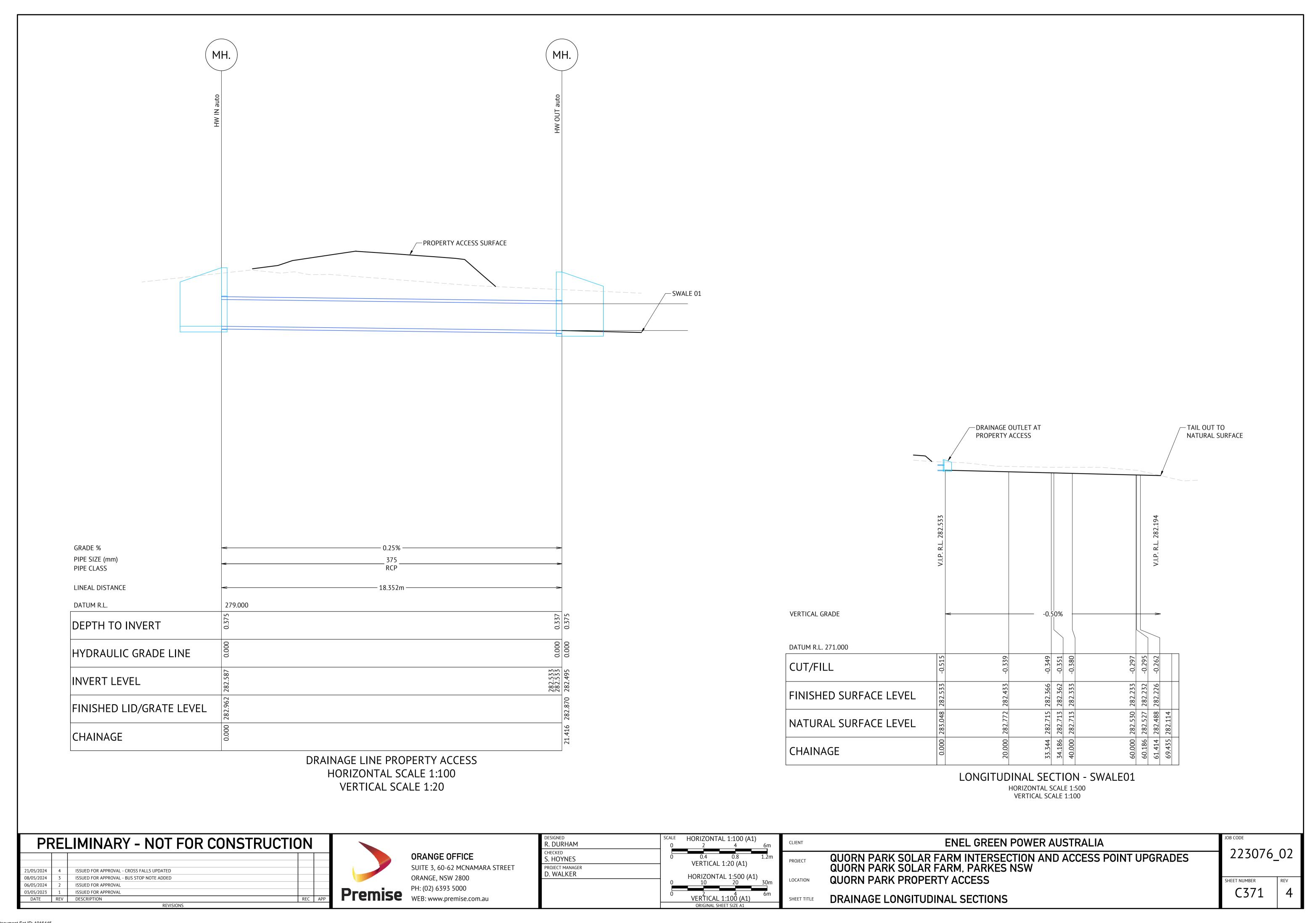


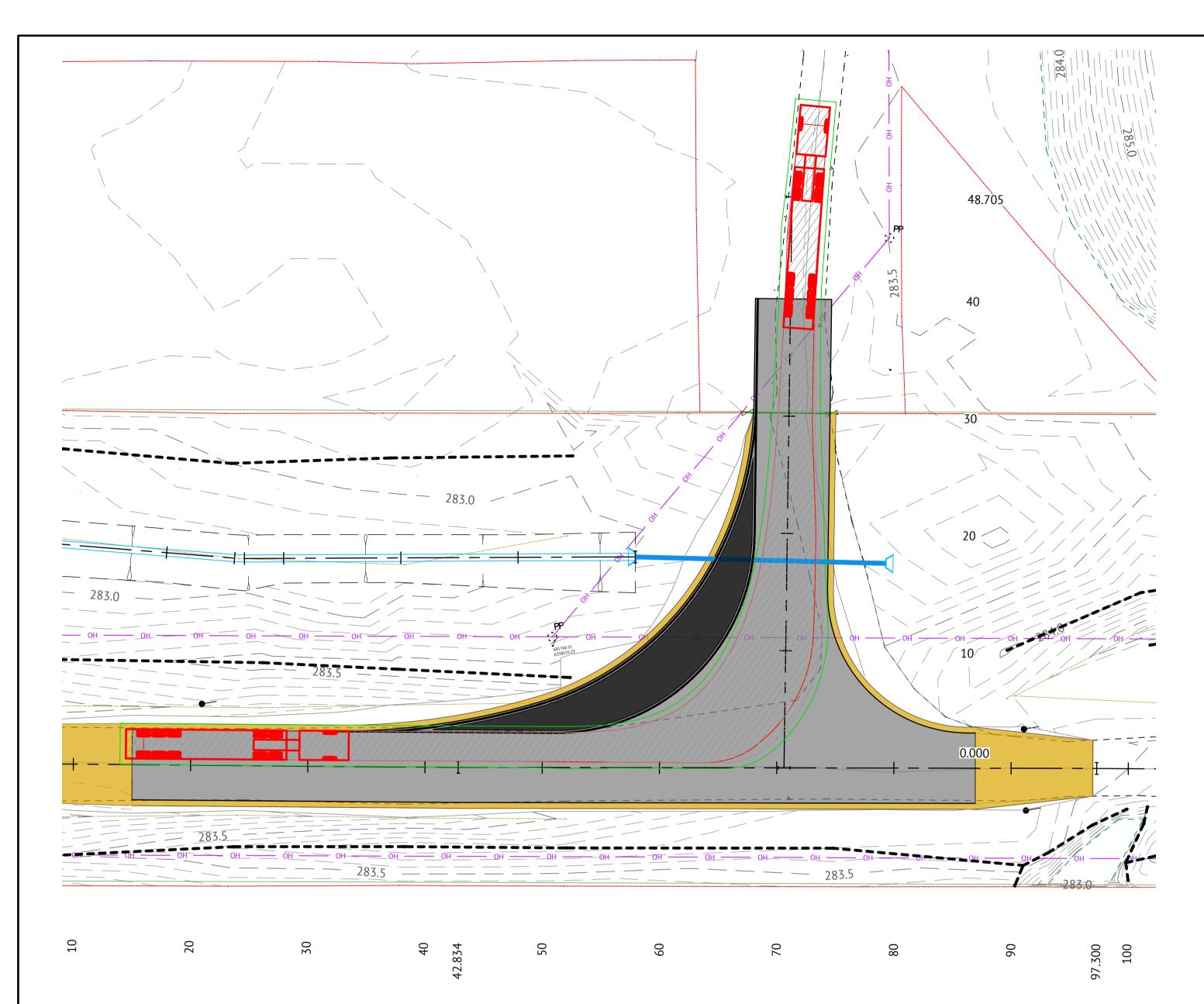


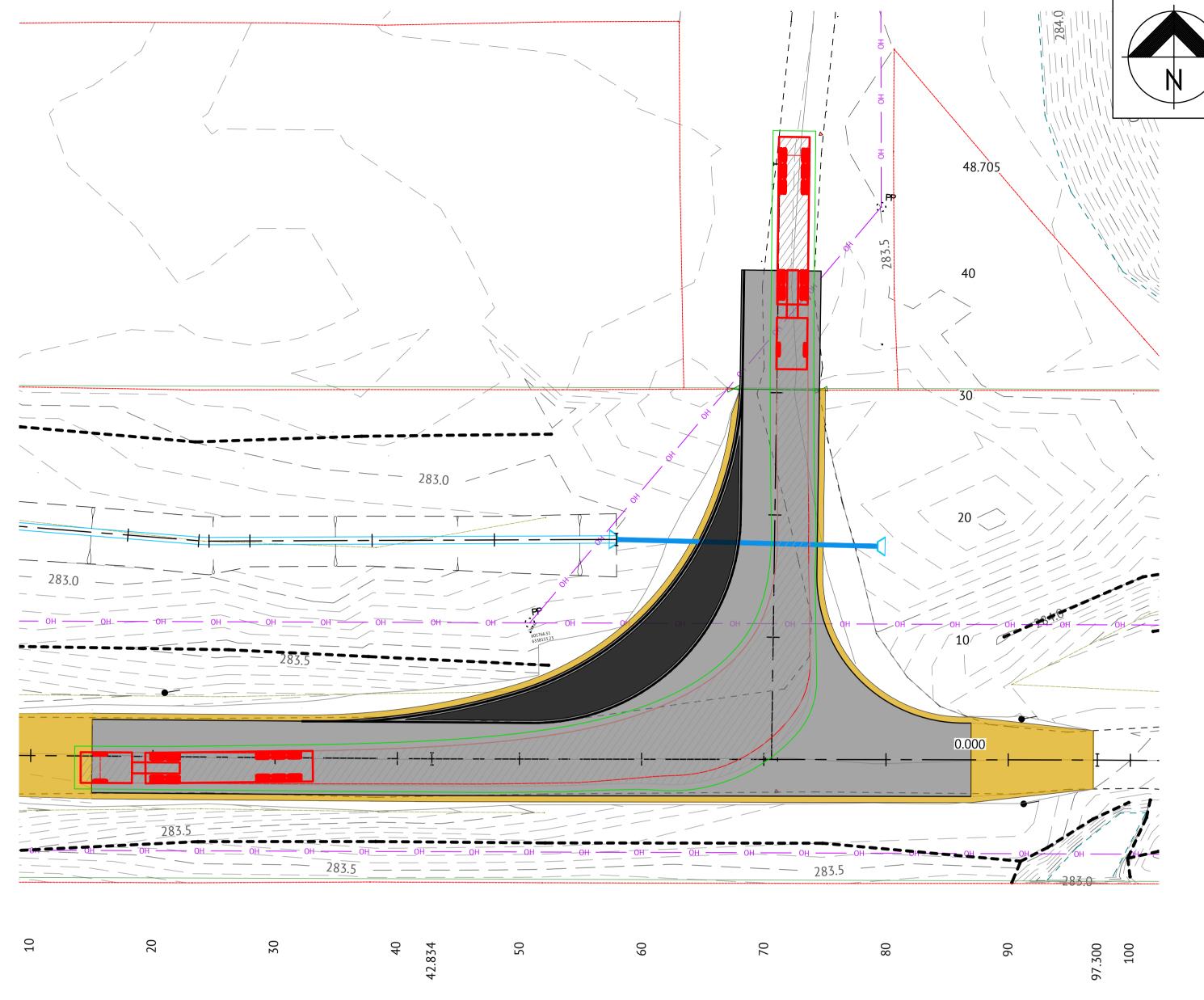
223076_02 QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW ORANGE OFFICE S. HOYNES SUITE 3, 60-62 MCNAMARA STREET PROJECT MANAGER 21/05/2024 ISSUED FOR APPROVAL - CROSS FALLS UPDATED D. WALKER SCALE 1:100 (A1) ORANGE, NSW 2800 **QUORN PARK PROPERTY ACCESS** 08/05/2024 ISSUED FOR APPROVAL - BUS STOP NOTE ADDED 06/05/2024 ISSUED FOR APPROVAL PH: (02) 6393 5000 Premise WEB: www.premise.com.au C342 03/05/2023 ISSUED FOR APPROVAL ROAD CROSS SECTIONS - PROPERTY ACCESS DATE REV DESCRIPTION ORIGINAL SHEET SIZE A1

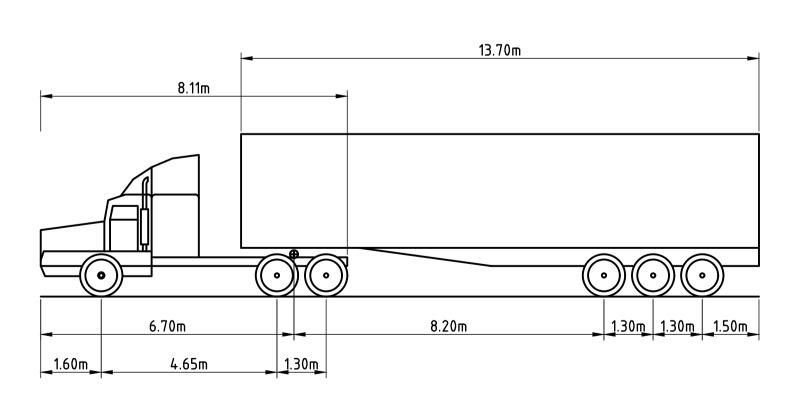
ENEL GREEN POWER AUSTRALIA











AUSTROADS PRIME MOVER & SEMI TRAILER (19m)

OVERALL LENGTH 19.000m OVERALL WIDTH 2.500m OVERALL BODY HEIGHT 4.300m MIN. BODY GROUND CLEARANCE 0.540m 2.500m TRACK WIDTH 6.00s LOCK-TO-LOCK TIME KERB-TO-KERB TURNING RADIUS 12.500m



PF	PRELIMINARY - NOT FOR CONSTRUCTION					
21/05/2024	4	ISSUED FOR APPROVAL - CROSS FALLS UPDATED				
08/05/2024	3	ISSUED FOR APPROVAL - BUS STOP NOTE ADDED				
06/05/2024	2	ISSUED FOR APPROVAL				
03/05/2023	1	ISSUED FOR APPROVAL				
DATE	REV	DESCRIPTION	REC	APP		
DEVICIONE						



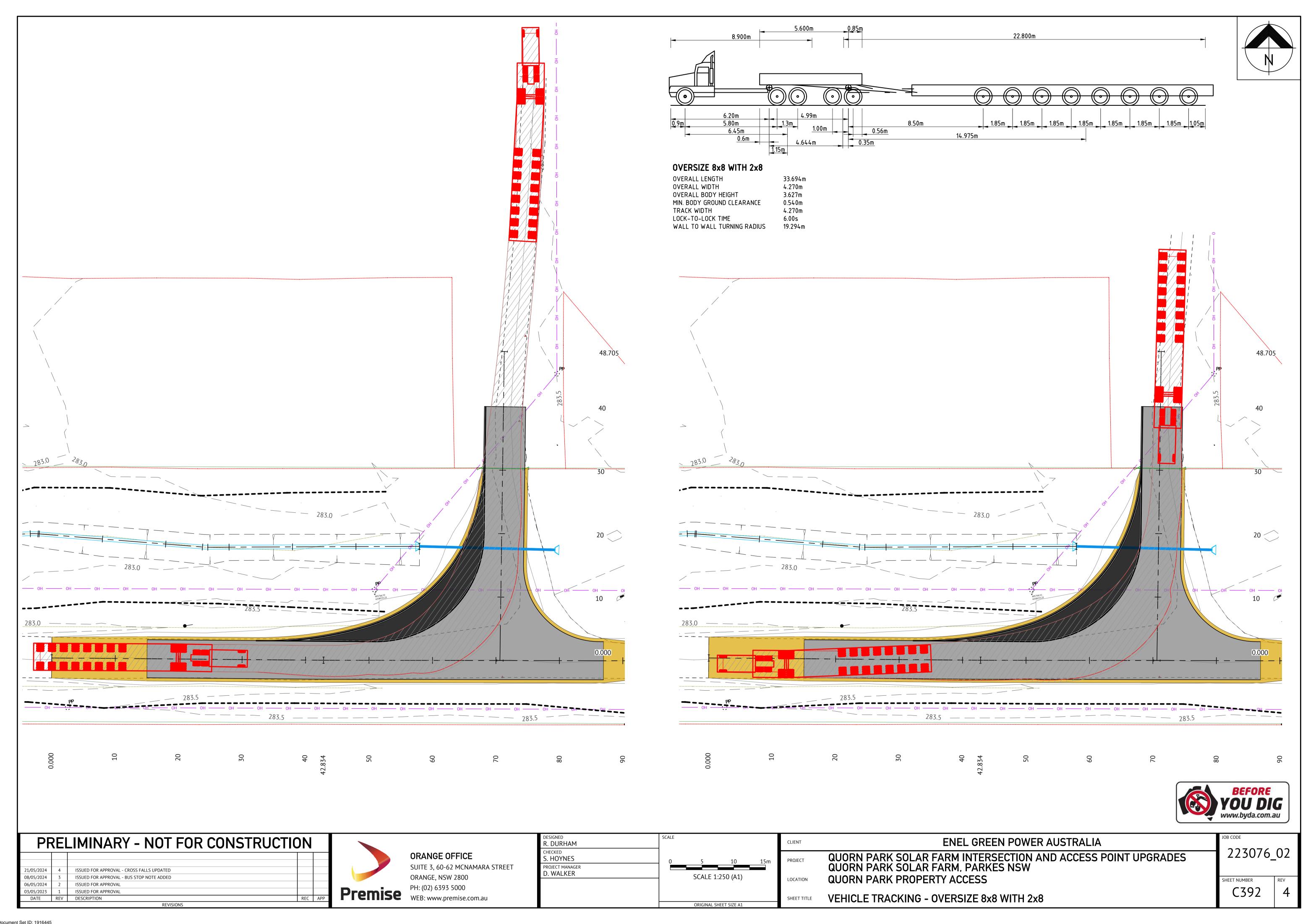
ORANGE OFFICE SUITE 3, 60-62 MCNAMARA STREET ORANGE, NSW 2800 PH: (02) 6393 5000

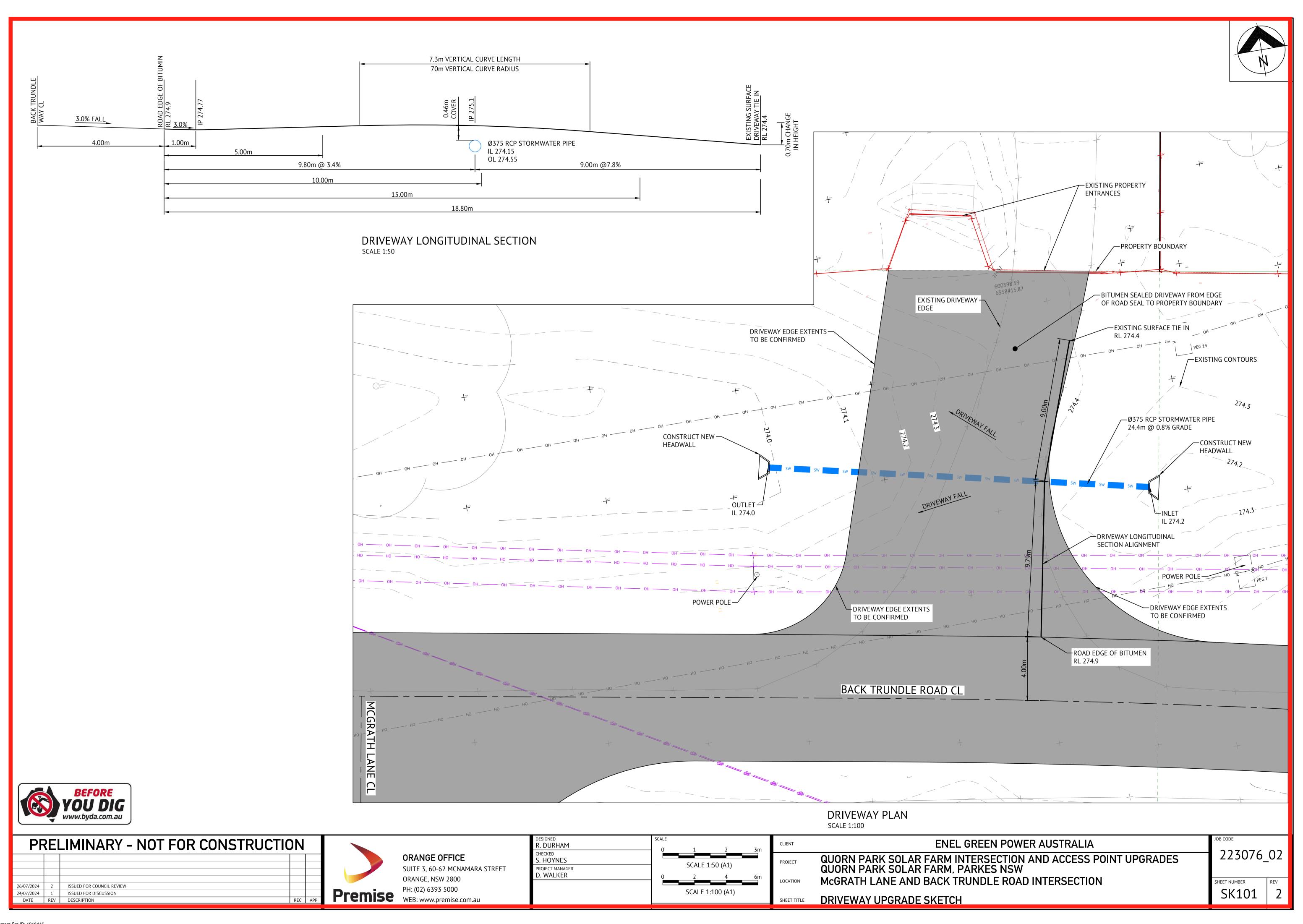
	SCALE	CLIENT	ENEL GREEN POWER AUSTRALIA
	0 5 10 15m	PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POIN
			QUORN PARK SOLAR FARM, PARKES NSW
	SCALE 1.230 (A1)	LOCATION	QUORN PARK PROPERTY ACCESS
	ODICINIU CHEET CITE AA	SHEET TITLE	VEHICLE TRACKING - 19m PRIME MOVER AND SEMI TRAILER
_	GNED DURHAM CKED HOYNES JECT MANAGER WALKER	DURHAM CKED HOYNES 0 5 10 15 m JECT MANAGER	DURHAM CKED HOYNES JECT MANAGER WALKER O 5 10 15m PROJECT SCALE 1:250 (A1) SHEET TITLE

CLIENT	ENEL GREEN POWER AUSTRALIA			
PROJECT	QUORN PARK SOLAR FARM INTERSECTION AND ACCESS POINT UPGRADES QUORN PARK SOLAR FARM, PARKES NSW			
LOCATION	QUORN PARK PROPERTY ACCESS			

223076_02

C391







Appendix G: Scheduled events in the Parkes LGA area 2024



Event	Location	Timing/date
Peak Hill Show	Peak Hill	12 August 2024
Parkes Annual Show	Parkes	27-28 August 2024
Trundle Bush Tucker Day	Trundle	7 September 2024
Open Gardens event	Parkes	29 September 2024
Cheers to 30 years Festival	Parkes	5 October 2024
Homegrown Parkes	Parkes	12 October 2024
Trundle Abba Festival	Trundle	19 October 2024
Charity Show n Shine	Parkes	19 October 2024
Remembrance Day	Parkes	11 November 2024



Appendix H: DPHI comments and responses



Document: Quorn Park Solar Farm Traffic Management Plan

Revision: V9 dated 17/5/24, V10 01/7/24

Schedule 2 - Administrative Conditions				
OBLIGATION TO MINIMISE HARM TO THE ENVIRONMENT	Sufficient (Yes/No/Partial)	Document reference and comment	Action required	Company response
1. In meeting the specific environmental performance criteria established under this consent, the Applicant must implement all reasonable and feasible measures to prevent and/or minimise any material harm to the environment that may result from the construction, operation, upgrading or decommissioning of the development.	Partial Yes	Addressed in section 1.2.	Include commitment that all reasonable and feasible measures will be implemented to prevent and minimise any harm to the environment.	Added into section 1.2
TERMS OF CONSENT	Sufficient (Yes/No/Partial)	Document reference and comment	Action required	Company response
The Applicant must carry out the development: (a) generally in accordance with the EIS; and (b) in accordance with the conditions of this consent.	Partial Yes	Addressed in section 1.2.	Include commitment that the development will be carried out in accordance with the EIS cand conditions of the consent.	Added into section 1.2
Schedule 3 - Environmental Conditions - General		_		T -
TRANSPORT Over-Dimensional and Heavy Vehicle Restrictions	Sufficient (Yes/No/Partial)	Document reference and comment	Action required	Company response
2. The Applicant must ensure that the: (a) development does not generate more than: • 63 heavy vehicle movements a day during construction, upgrading and decommissioning; • 3 over-dimensional vehicle movements during construction, upgrading and decommissioning; • 4 heavy vehicle movements a day during operations; on the public road network;	No Partial	The TMP seeks approval to increase the number of OSOM movements. Assessment underway. Will need to be finalised prior to approval of TMP. This is underway in a separate post approval task.	Further consultation with TfNSW is required to determine if the revised vehicle number and categories (especially OSOM movements). This needs to be assessed and the TMP amended to reflect agreed limits using contemporary heavy vehicle definitions. Secretary agreement needs to be issued prior to TMP being approved.	This is ongoing and will be updated into stage 2 of the TMP. Overall numbers do not change; it is the case that some of the 63 heavy vehicle movements will now be oversize movements. Section 5.7.4 provides mechanisms for the monitoring of daily vehicle movements Staging approved by DPHI letter dated 10/7/24
(b) length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 19 metres,	No Partial	The number and length of vehicles appear to exceed the limit specified	Review the number and length of vehicles in light of (a) above. As above	The condition excludes over- dimensional vehicles. All non over-dimensional movements will not exceed 19 m Addressed in Section 2.7.1



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		in Condition 2 of		Staging approved by DPHI letter
		Schedule 3.		dated 10/7/24
		As above		
(c) development does not generate more than 30 vehicle movements an hour at the intersection of Henry Parkes Way and McGrath Lane unless the Secretary agrees otherwise.	Partial Yes	The proponent remains responsible for ensuring vehicle movements are not exceeded. How will this be managed? Do start times need to be staggered to ensure morning and afternoon peak does not exceed the hourly cap. Commitment included in Section	Include a clear commitment/statement that the limits will not be exceeded. More details are required on how	2.7.2
The Applicant must keep accurate records of the number of over-dimensional and heavy vehicles entering or leaving the site each day for the duration of the project.	Partial Yes	2.7.2 The proponent remains responsible for ensuring vehicle movements are not exceeded. How will this be managed. Table 8 says the security guard will keep daily record of vehicles and the logistics manager will have overall responsibility.	Should include a table identifying key requirements and which position is responsible for various aspects under the TMP including accurate record keeping of all heavy vehicles entering the site.	Table 8 in Section 5.7.1



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Access Route	Sufficient (Yes/No/Partial)	Document reference and comment	Action required	Company response
4. All vehicles associated with the development must travel to and from the site via Henry Parkes Way, McGrath Lane, Back Trundle Road and the approved site access points on Back Trundle Road, as identified in the figure in Appendix 1 and Appendix 3.	Partial Partial	The approved access points and access roads are described, however, it is not clear how drivers will be prevented from using other roads eg a worker in a light vehicle travelling to site might take the shortest route Additional information added to Section 2.4.2 regarding light and heavy vehicles.	Address how are vehicles will be stopped from using roads other than the approved access the site. Confirm that GPS tracking will be undertaken and there is a process to review the results. Assign responsibility to a position (Logistics Coordinator?). Confirm which vehicles this will apply. If GPS tracking is not in all vehicles be careful to qualify the commitment that only those with GPS units already fitted will be checked on a periodic basis.	Section 5.8.2 talks about site induction and covers designated vehicle routes. This also addressed in the driver code of conduct. Section 5.8.2 and the Driver Code of Conduct have been updated to confirm the weekly checking of GPS data (where fitted) and the weekly physical check of the local routes to confirm vehicles are only using approved routes and that no parking is occurring on the public road (noting that during road upgrades some parking on public roads will be required).
Road Upgrades and Site Access	Sufficient (Yes/No/Partial)	Document reference and comment	Action required	Company response
5. Unless the Secretary agrees otherwise, prior to commencing construction, the Applicant must implement the road upgrades identified in Appendix 3. These upgrades must comply with the Austroads Guide to Road Design (as amended by TfNSW supplements) and be carried out to the satisfaction of the relevant road authority.	Partial Yes	Section 2.5 states that prior to commencing construction the road upgrades will be completed prior to construction commencing. Commitment added to Section 2.5	Include a commitment that all road works will comply with all relevant guidelines and standards etc. and be carried out to satisfaction of relevant road authority.	Section 2.5



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Operating Conditions	Sufficient (Yes/No/Partial)	Document reference and comment	Action required	Company response
The Applicant must ensure: (a) the internal roads are constructed as all-weather roads;	Yes	Section 2.6.2 commits to all internal roads being constructed as all-weather roads		
(b) there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;	Partial Partial	Adequate parking is required for workers, heavy vehicles and equipment used on site and deliveries.	Provide details on truck parking and heavy vehicles How will parking on public roads be controlled? Deliveries of materials, equipment etc Unlikely that all vehicles will have GPS. Include regular visual checks that no parking occurs along access roads in the CTMP Monitoring and Review. Assign responsibility to a role on site.	The Driver Code of Conduct prohibits off site parking — Appendix E. Monitored through the use of GPS tracking — Section 5.8.2 and the Driver Code of Conduct have been updated to confirm the weekly checking of GPS data (where fitted) and the weekly physical check of the local routes to confirm vehicles are only using approved routes and that no parking is occurring on the public road (noting that during road upgrades some parking on public roads will be required).
(c) the capacity of the existing roadside drainage network is not reduced;	No (188	No comment or details provided on roadside drainage Section 5.5.5 added addressing roadside drainage.	Include measures that will be taken to protect the roadside drainage network	Addressed in Section 5.4.5
 (d) all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; (e) development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network. 	Yes Yes	Addressed Section 5.1.2 Addressed in section 5.4.4		



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Traffic Management Plan	Sufficient (Yes/No/Partial)	Document reference and	Action required	Company response
7. Prior to commencing the road upgrades identified in condition 5 of Schedule 3, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Secretary in writing. This plan must include:	Yes	Parkes Shire Council supports the approval of the TMP. TfNSW comments are addressed below.		
(a) details of the transport route to be used for all development-related traffic;	Yes			
(b) details of the road upgrade works required by condition 5 of Schedule 3 to this consent;	Partial Yes	Commitment added to Section 2.5	Include a clear commitment that the road upgrade works required under Condition 5 of schedule 3 will be undertaken.	Section 2.5
(c) a protocol for undertaking independent dilapidation surveys to assess the:	Partial Yes	More details required on the protocol for assessing road conditions during the construction phase. Additional information provided in Section 5.7.1	Specify which additional stages that additional surveys will apply. Based on time frames, weather conditions, vehicle numbers, OSOM movements, complaints?? What will trigger additional surveys?	Section 5.6.1
(d) a protocol for the repair of McGraths Lane and Back Trundle Road if dilapidation surveys identify these roads to be damaged during construction, upgrading or decommissioning works;	Partial Yes	Additional information provided in Section 5.7.5	Include more details on the protocol for assessing road conditions during the construction phase. Use definitive language eg will rather than may. There needs to be a clear process to determine if and when construction vehicles should be suspended eg safety risks etc.	5.6.5
(e) details of the temporary on-site construction car park;	Partial Yes	Some information on car parking. Also indicated that it could move multiple times Addressed in Section 2.6.1	Provide details on the size of the car park and possible location(s). How will it be constructed? Where do contractors park? How are the number of non staff vehicles managed?	2.6.1



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(f) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning activities, including: • temporary traffic controls, including detours and signage;	Partial Yes	The need for an on site traffic control scheme and traffic guidance scheme is noted in Section Commitment included in Section 5.3.1 to prepare TGS.	Include the TGS and TCS in the TMP.	Section 5.3.1 addresses the requirement to put a TGS in place. A TGS is the new term for a traffic control plan/scheme. From a review of recently approved TMP's, the TGS itself is not typically included. This will be prepared by the contractor who completes the works as part of their ROL application.
notifying the local community about development-related traffic impacts;	Partial Yes	Communications strategy is addressed in section 5.8.4.	Include details of information to be provided on website. Community notifications will be needed regarding heavy vehicles under escort, road upgrade activities and any associated road closures, reduced speeds etc. Include proactive measures to liaise with potentially sensitive nearby receptors etc	Section 5.7.5
procedures for receiving and addressing complaints from the community about development-related traffic;	Partial Partial	It should be noted that the proponent is ultimately responsible for complaints.	Specify applicable timeframes for addressing each stage of a complaint. Will they be reported as received, weekly to the proponent? What oversight will be incorporated in the monitoring by the proponent? The TMP (and all management plans) should be stand alone and include relevant procedures to follow including grievance management. Include the grievance procedure which is common to the EMS.	5.10 has been aligned with the EMS and Table 11 has been added Section 5.11.2 has been updated to be consistent with Section 8.3 of the EMS
minimising potential cumulative traffic impacts with other projects in the area, including the Goonumbla Solar Farm and the Parkes Solar Farm during construction, upgrading or decommissioning works;	Partial Yes	Goonumbla Solar Farm and Parkes Solar Farm have been constructed and impact minimal as operational	Provide detail on how cumulative impacts will be minimised eg communicating about OSOM vehicle movements so not to overlap.	Section 5.7.4
 minimising potential for conflict with school buses, other road users and rail services as far as practicable (measures also required during operation of the project), including 	Partial Yes	Designated school routes are identified in Section 5.5 and no	How will measures be enforced and monitored to ensure queuing on the public road network is avoided. Who is responsible for scheduling?	5.4.7



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preventing queuing on the public road network;		school bus stops in the vicinity of the site. Section 56 Commitment included to avoid deliveries during school bus hours		
 minimising dirt tracked onto the public road network from development-related traffic; 	Partial Yes	Section 5.4.4 includes steps to minimise potential for tracking dirt onto public roads Responsibility assigned to HSE advisor	Who is responsible for ensuring this happens including monitoring and rectification if dirt tracked onto public roads.	5.4.4
 details of the employee shuttle bus service, including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service; 	Partial Yes	Section 2.6.3 and 2.6.4 addresses shuttle bus. Providing for 100 construction workers.	Greater consideration needs to be given to shuttle bus numbers, location of pick up points. What controls are there to ensure worker numbers don't exceed parking spaces and daily vehicle limits? 130 workers mentioned in TMP versus 100 in the EIS. Details are lacking. Need to demonstrate that no impact on traffic rom the TIA.	2.6.3
 scheduling of haulage vehicle movements to minimise convoy length or platoons; 	Partial Yes	Regular scheduling to address delivery times in Section 5.2.3	Who and how will this be undertaken? "Careful management" does not explain. Proactive scheduling will be required to minimise the potential for convoys, queues. Provide greater detail.	5.2.3
 responding to local climate conditions that may affect road safety such as fog, dust and wet weather; 	Yes	Local climate conditions are addressed in Section 5.4		-
responding to any emergency repair or maintenance requirements; and	Partial Yes	Road repairs are discussed in Section 5.6.5. Amended language	Use definitive language eg will versus may. There needs to be a clear process to determine if and when construction vehicles should be suspended on public roads eg safety risks etc.	Updated
 a traffic management system for managing over-dimensional vehicles; 	Partial N/A	Section 5.3.2 refers to the	Include the TGS in an appendix? in the TMP. Details should be provided.	This will be dealt with by an updated TMP in stage 2



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		preparation of a TGS. To be addressed in later stage of TMP		
(g) a driver's code of conduct that addresses:	Partial Yes	The figure in 2.5 of the Code of conduct applies to all vehicles The approved route for vehicles associated with the development (not just trucks). Additional details have been added including maps.	More details are required in the code of conduct. Should include details on approved routes for vehicles, access point, parking information and restrictions on public roads near the site etc. Driver behaviour - alcohol, drugs, fatigue, wildlife etc Will there be monitoring of work hours and travel times.	
(h) a program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan; and	Partial Yes	Section 5.7.1 provides basic details on inductions focussing on staff. Online delivery of workers prior to commencing on site outlined in 5.8.2.	Induction should be required for all staff, contractors, delivery, truck drivers etc (not just construction staff) Discuss the mechanisms to be used to ensure that all workers undertake the induction. Eg training records, monitoring etc	5.8.2
(i) a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	Yes	Section 5.4.2 discusses the unlikely chance of flooding and response should it occur.		-
Following the Secretary's approval the Applicant must implement the Traffic Management Plan.	Yes	Commitment included in Table1		
Schedule 4 Environmental Management and Report Environmental Management Strategy	Sufficient (Yes/No/Partial)	Document reference and comment	Action required	Company response



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	to commencing construction, the Applicant				уу
	epare an Environmental Management Strategy				
	evelopment to the satisfaction of the				
Secreta	ry in writing. This strategy must:				
(a)	provide the strategic framework for	No		Include reference to the EMS which provides the	1.2
	environmental management of the	Partial		strategic framework for environmental	
	development;			management including the TMP, responsibilities,	
(b)	identify the statutory approvals that apply to			processes and procedures for monitoring,	
	the development;			complaints, notifications etc	
(c)	describe the role, responsibility, authority and				Complaint management is
` `	accountability of all key personnel involved in			The TMP (and all management plans) should be	addressed in Section 5.11
	the environmental management of the			stand alone and include relevant procedures to	
	development;			follow including grievance management. Provide	Section 5.11.2 has been
(d)	describe the procedures that would be			an outline the grievance procedure which is the	updated to be consistent with
	implemented to:			same as the EMS.	Section 8.3 of the EMS
•	keep the local community and relevant				Coolion C.C of the Live
	agencies informed about the operation and				
	environmental performance of the				
	development;				
•	receive, handle, respond to, and record				
	complaints;				
•	resolve any disputes that may arise;				
•	respond to any non-compliance;				
	respond to emergencies; and				
(e)	include:				
• ′	references to any plans approved under the				
	conditions of this consent: and				
•	a clear plan depicting all the monitoring to be				
	carried out in relation to the development				
Revisio	n of Strategies, Plans and Programs	Sufficient	Document	Action required	Company response
	.	(Yes/No/Partial)	reference and		
		,	comment		
2. The A	applicant must:	Partial	Reference is made	Include commitment that the TMP will be updated	1.2
	te the strategies, plans or programs required	Yes	to review to	prior to any upgrading or decommissioning	
	is consent to the satisfaction of the Secretary		enhance safety	activities.	
	carrying out any upgrading or		and efficiency in		
	nissioning activities on site; and		Section 5.7.4 but		
	9		does not consider		
L					



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		phases beyond construction. Addressed in Section 1.2		
 (b) review and, if necessary, revise the strategies, plans or programs required under this consent to the satisfaction of the Secretary within 1 month of the: submission of an incident report under condition 7 of Schedule 4; submission of an audit report under condition 9 of Schedule 4; or any modification to the conditions of this consent. 	No Yes	Addressed in Section 1.2	Reference the review and revise requirements that are triggered under certain circumstances specified in this condition.	1.2
Updating and Staging of Strategies, Plans or Programs	Sufficient (Yes/No/Partial)	Document reference and comment	Action required	Company response
3. With the approval of the Secretary, the Applicant may submit any strategy, plan or program required by this consent on a progressive basis. To ensure the strategies, plans or programs under the conditions of this consent are updated on a regular basis, the Applicant may at any time submit revised strategies, plans or programs to the Secretary for approval. With the agreement of the Secretary, the Applicant may prepare any revised strategy, plan or program without undertaking consultation with all the parties referred to under the relevant condition of this consent.	Partial Yes	Suggested staging sequence could include: Stage 1a - Road upgrades or maintenance works to the public road network outlined in Appendix 1 of the development consent, building/road dilapidation surveys, installation of fencing, artefact survey and/or salvage, overhead line safety marking and geotechnical drilling and/or surveying; Stage 1b — commencement of	The TMP should be staged to enable adequate time for consultation with Transport for NSW and Council regarding OSOM movements.	A letter has been submitted via the portal. Section 1.6 has been added



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		construction of the		
		solar farm;		
		Stage 1c:		
		continuation of the		
		construction of the		
		solar farm and the		
		transport of heavy		
		vehicles requiring		
		escort during		
		construction as		
		described in		
		Condition 2(a) of		
		Schedule 3 of the		
		development		
		consent. The TMP for		
		this stage will need to		
		include details of		
		consultation with		
		Council and TfNSW;		
		Stage 3: Operation of		
		the Quorn Park Solar		
		Farm; and		
		Stage 4:		
		Decommissioning the		
		Quorn Park Solar		
		Farm at end of life.		
		Addressed as a		
		separate post		
		approval matter and		
		relevant changes		
		made to this version of the TMP]
		OF THE TIME		
	Sufficient	Document	Action required	Company response
NOTIFICATIONS	(Yes/No/Partial)	reference and		, , , , , , , , , , , , , , , , , , , ,
Incident Notification	(something	comment		
7. The Department must be notified via the Major	No	Text has been	Include a section that addresses all the notification	5.12
Projects website portal immediately after the Applicant		amended	requirements. The TMP (and all management	
becomes aware of an incident. The notification must	100	amonaca	Toquitorionion The Tivii (and all management	
20001100 arraio of all molacili. The notification must			1	



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identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. Non-Compliance Notification	Sufficient (Yes/No/Partial)	Document reference and	plans) should be stand alone and include relevant procedures for incidents, non compliances etc Check next version of TMP to ensure consistency with final version of EMS. Action required	Company response
8. The Department must be notified in writing via the Major Projects website portal within 7 days after the Applicant becomes aware of any non-compliance with the conditions of this consent. The notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been done, or will be, undertaken to address the non-compliance.	No Yes	Text has been amended	Include a section that addresses all the notification requirements. The TMP (and all management plans) should be stand alone and include relevant procedures for incidents, non compliances etc Check next version of TMP to ensure consistency with final version of EMS.	5.12
ACCESS TO INFORMATION	Sufficient (Yes/No/Partial)	Document reference and comment	Action required	Company response
 10. The Applicant must: (a) make the following information publicly available on its website as relevant to the stage of the development: the EIS; the final layout plans for the development; current statutory approvals for the development; approved strategies, plans or programs required under the conditions of this consent; the proposed staging plans for the development if the construction, operation or decommissioning of the development is to be staged; how complaints about the development can be made; NSW Government Planning, Industry and Environment 16 	Partial Yes	Section 5.7.3 addresses the communications strategy. It should be noted that ultimately the proponent is responsible for providing access to information. Additional details provided in Section 5.8.4	The communications strategy should include relevant up to date information to be provided on a website that is advertised. Local residents can access details on heavy vehicle movements, OSOM movements, road upgrades, changes to traffic conditions, complaints process, contact people and numbers	5.9.1



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a complaints register; compliance reports; any independent environmental audit, and the Applicant's response to the recommendations in any audit; and any other matter required by the Secretary; and (b) keep this information up to date. EIS commitments – TMP to include the following:	Sufficient	Document	As above Action required	Company response
	(Yes/No/Partial)	reference and comment		, company cooperate
Construction timeframe and staging of works,	Partial Yes	Section 1.6 addresses staging of the TMP.	See comments above regarding suggested staging of the TMP. Include details of timeframes for the stages.	1.6
Measures to consult with other road users to minimise impacts (eg. liaison with school bus operators).	Yes	Section 5.5 addresses school bus operations. No bus stop in the immediate vicinity.		
 Confirmation of anticipated additional traffic volumes generated by the farm, 	Yes	Figures have been updated in the TMP.		
Confirmation of final HV and OD vehicle haulage routes to be used for all delivery vehicles,	Partial Yes	Designated vehicle route shown on Figure 8. OSOM vehicles to be addressed at a later stage of the TMP.	Provide clear information for all drivers and ensure movements are monitored. Final confirmation of OSOM vehicle routes to be addressed at a later stage of the TMP following consultation with TfNSW and Council.	xx
A process to review haulage route road conditions prior to the commencement of works,	Yes	Road dilapidation protocol outlined in Section 5.6		
A process to carry out pre and post construction road dilapidation surveys to ensure McGrath Lane and Back Trundle Road roads are reinstated to pre-construction conditions,	Yes	Section 5.6 describes the road dilapidation surveys.		



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Requirements for any additional TMP(s) required for a specific work stage/process (e.g. delivery of oversize components),	Partial Yes	Section 1.6 addresses staging of the TMP. OSOM vehicles to be addressed at a later stage of the TMP.	See comments above regarding suggested staging of the TMP.	1.6
Qualify and identify any relevant mechanisms for OD vehicle permits and traffic management requirements.	Partial Yes	Section 1.6 addresses staging of the TMP. OSOM vehicles to be addressed at a later stage of the TMP.	See comments above regarding suggested staging of the TMP.	1.6
Other Agency Comments - Transport for NSW (18/7/24)	Sufficient (Yes/No/Partial)	Document reference and comment	Action required	Company response
Reference is made to the Traffic Management Plan (TMP) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition 2, Schedule 3-Environmental Conditions 2,3,4,5,6 and 7 of Notice of Determination for SSD-9097 issued 16 July 2020. TfNSW has reviewed the TMP prepared by Arc Traffic & Transport dated 20 June 2023, the EIS prepared by Premise dated October 2019 dated 20 June 2023 (and associated amendments). TfNSW are not satisfied that the TMP prepared by Arc Traffic and Transport dated 20 June 2023 satisfies the relevant conditions of the development consent (specified above) and require the TMP to be revised to address the following comments (below). The revised/updated TMP is required to be referred to TfNSW in accordance with Condition 7 of the Notice of Determination upon completion of the revisions/updates to the TMP to address the matters identified below.	Partial Yes	Section 1.6 addresses staging of the TMP. OSOM vehicles to be addressed at a later stage of the TMP.	Revise TMP to further address staging and particularly the required details for OSOM vehicles. Some issues requested by TfNSW are unable to be addressed until later in the process as details of OSOM movements are refined.	1.6
Generally - The TMP is required to be revised to clarify what stages of the construction process the TMP is addressing. It is noted that there is an emphasis within the draft TMP on the road works component of the construction phase with minimal details regarding OSOM routes, the OSOM	Partial Yes	Some details regarding OSOM movements are provided in Section 4.6	Refer to comments above regarding staging to enable construction to commence and allow time for OSOM vehicle issues to be addressed.	1.6



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dimensions of the laden loads, compliance with the TIA, heavy vehicles routes, shuttle bus/carpooling commitments and compliance with the specific conditions within Schedule 3-Transport of the development consent have been addressed. • Specify how compliance is achieved with Condition 2(a) of the development consent "(a) generally in accordance with the EIS" in this regard how the TMP achieves compliance with the TIA (which forms part of the EIS) and any recommendations within the TIA that were required to be provided as a part of the TMP.	Partial Yes	Section 1.6 addresses staging of the TMP. OSOM vehicles to be addressed at a later stage of the TMP. Addressed in part in Section 5.7 Additional information provided in Table 3.	Include the recommendations from the TIA in Table 2 or a new table or section and cross detail how the recommendation has been addressed.	Table 3
The concept design is required to be provided for the intersection of the Henry Parkes Way/McGrath Lane for the BAR/BAL intersection upgrade works, is required to be provided as a part of the TMP, to allow for design review and to ensure compliance with the conditions of the development consent (as per the requirements of condition 7(b)). The concept design currently provided as a part of the TMP is unclear, does not provide dimensions or swept paths for the design vehicles.	Yes	Vehicle tracking plan provided in Appendix D for concept plan for the intersection.		
The Traffic Management Plan identifies the development of a TGS for Temporary Traffic Management during the road upgrades. The TGS is required to be developed as a part of the TMP as per the requirements of condition 7(f) of the development consent. The TGS is required to be developed by a qualified person holding the 'Prepare Work Zone Traffic Management Plan' (PWZTMP) accreditation.	Partial Yes	Addressed in part in Section 5.3. Commitment included in Section 5.3.1 to prepare TGS.	Include the TGS prepared by suitably qualified person. This should be included in the next stage of the TMP.	What is XX that has been referred to? A note has been added in section 5.4.1 to confirm that the TGS will be attached for stage 2.
Section 2.1.3.8 of the EIS states that monthly employment is expected to peak at approx. 100 onsite workers involved in construction of the solar farm. Section 3.6.2 of the Traffic Management Plan indicates there is potential for up to 130 construction staff to be onsite at once. Further information is required as to how this increase will	Partial Yes	Addressed in part in Section 2.6 and 2.7 Section 2.6.3 and 2.6.4 addresses	More details are required on the shuttle buses and how they will be managed. Who will be responsible for scheduling, pick up points, ensure workers are encouraged to use, overall vehicle trips to site are not exceeded.	2.7.2



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affect traffic generation and vehicle movement limits shown in the TIA (60 light vehicle trips) and condition 2(c) of the consent. What are the implications in terms of distribution and points of origin?		shuttle bus. Providing for 100 construction workers.	More details on pick up points to be provided in next stage.	
 To adequately address Condition 7(f) and to comply with the vehicle movements proposed in the TIA and condition 2(c)of the consent, details need to be provided for the employee shuttle bus service. The TMP needs to be updated with the following information: 	Partial Yes	As above	As above	See below
 Provide enforceable measures/strategies/protocols to ensure full compliance with the TIA, maximum light vehicles for peak (as per TIA) (60 light vehicle trips) during the AM/PM peaks and condition 2C (max 30 vehicle movements an hour at the intersection of Henry Parkes Way and McGrath Lane). As a part of addressing this specify who is responsible for enforcement, how the measures will be enforced, what methods will be provided to monitor compliance, procedure for breaches in compliance and specify procedure for reviews of the implemented protocols, procedures, strategies. 	Partial Yes	As above	As above	See below
 Identify pick-up and drop-off points and associated parking arrangements for workers, and measures to encourage shuttle bus usage. 	Partial Yes	As above Addressed in Section 2.63	As above	2.6.3
 Identify if the shuttle buses will be located at the project area during the day or return to another location outside of the AM/PM peak hours. 	Partial Yes	As above Addressed in Section 2.6.4	As above	2.6.4
 Identify how the shuttle buses will be monitored for compliance, chain of responsibility and protocols for breaches in compliance with the LV numbers. 	Partial Yes	As above Addressed in Section 2.6.4	As above	2.6.4 and 5.12
Section 6.1.3 of the Traffic Management Plan suggests scheduling of heavy vehicle deliveries will be implemented to minimise convoys or queuing. Details of how this will be measures should be included in the TMP.	Partial Yes	Addressed in part in Section 5.1.3 Addressed in Section 5.1 covering delivery logistics.	Who and how will this be undertaken? "Careful management" does not explain. Proactive scheduling will be required to minimise the potential for convoys, queues etc.	5.1



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The Traffic Management Plan is to be amended to include a requirement for the operator to check the Live Traffic website to identify any roadwork sites that may impact their journey and contact on-site representative or the Customer & Network Operations Coordinator for the South (cnc.south@transport.nsw.gov.au) prior to OSOM movement and development.west@transport.nsw.gov.a.	Yes	Requirement addressed in Section 5.4.6.		
The Traffic Management Plan is required to be amended to include a commitment to providing a weekly movement / delivery schedule via email to be sent to CNC.South @transport.nsw.gov.au and development.western @transport.nsw.gov.au	Yes	Requirement addressed in Section 5.7.4		
Safety around school buses is important and should be appropriately addressed. Section 6.5 states that school buses operate along the proposed construction route (Back Trundle Road and Henry Parkes Way). The Traffic Management Plan should be updated to clarify if construction traffic peaks and school bus schedules overlap.	Yes	Section 5.5 indicates daily construction trips mostly outside school bus hours		
The drivers code of conduct (Appendix B) suggests the designated route must be used at all times, other than contractors in the local area. Clarification is required if a different route is proposed other than the route shown in condition 4 of the consent?	Partial Partial	The code of conduct says all trucks must use the designated route. Section 1 of the code of conduct now covers all vehicle associated with the project.	The driver's code of conduct should include a map showing the approved access route and site entry points. Amend Section 5.10 of TMP which says "To ensure truck drivers use the designated truck routes'. It should apply to all drivers to ensure they use only approved access routes.	Section 5.10 has been updated to state: • To ensure all staff attending the site use the designated vehicle routes – refer Section 4.3. Section 4.3 provides the VMP.
Appendix A of the TMP appears to be blank, this needs to be updated.	No Yes		Provide Appendix B in next version.	done
Swept path analysis is required demonstrating the largest design vehicle entering and leaving the development, and moving in each direction through intersections along the proposed OSOM transport route/s. The route analysis is to include at a minimum the following:	Partial Yes	Swept path analysis/vehicle tracking for vehicles entering	Include swept path analysis for entire OSOM route in a later stage of the TMP that fully addresses OSOM vehicles.	To be dealt with in later stage TMP



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Neviewed. K Hailiday 11/0/24, KT	1011110101 0 1 1 1			
		the site provided in Appendix D.		
		N/A at this point of		
		time. To be		
		provided in next		
		versions of TMP.		
Identify any level crossings, rail and TfNSW projects that will have implications in relation to the delivery of the Transformers and substations (largest OSOMs) along the OSOM route, for example the Parkes Bypass Project and measures in place to ensure minimal impacts/disruptions to these projects.	Partial Yes	Partly addressed in Section 4.6 N/A at this point of time. To be provided in next versions of TMP.	Identify level crossing in the TMP that fully addresses the OSOM movements.	To be dealt with in later stage TMP
The design vehicle templates used with the swept path analysis software are also requested in order for TiNSW to review the performance within the software (e.g. Autodesk Vehicle Tracking or Transoft AutoTURN).	Partial Yes	Partly addressed in 2.5. N/A at this point of time. To be provided in next versions of TMP.	Include details in a later stage of the TMP that fully addresses the OSOM movements.	To be dealt with in later stage TMP
Highlighting each at-risk road structures that the haulage route crosses including bridges traffic signals, signage, major culverts, and minor culverts that may not meet the desirable cover to cater for proposed axle loads.	Partial Yes	Partly addressed in Section 4.6 N/A at this point of time. To be provided in next versions of TMP.	Include details in a later stage of the TMP that fully addresses the OSOM movements.	To be dealt with in later stage TMP
Identify and provide the following measurements parameters of the OSOM components / materials to be moved: - Identify all the types of OSOM vehicles proposed to be used for the project and whether they require police escort or pilot vehicles - Provide bridge assessments for all bridges along the OSOM route(s). - Overall combination length, width, height and mass of the laden loads, Maximum component length, widths and heights (clearance to overhead obstructions such as structures, utilities and vegetation) - identify all the types of OSOM vehicles proposed to be used for the project. Wheelbase dimensions - Maximum trailer articulation angle(s) Minimum overhang heights above the road surface	Partial Yes	Partly addressed in Section 4.6 N/A at this point of time. To be provided in next versions of TMP.	Include details in a later stage of the TMP that fully addresses the OSOM movements.	To be dealt with in later stage TMP



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Reviewed: R Hamady 11/0/24, R1	10111010170777			
 Axle loads and axle group loads in terms of both tonnes and Equivalent Standard Axles (refer to Austroads Guide to Pavement Technology). 				
It should be noted that NHVR permits do not cover the civil works required along any proposed OSOM route. Any works required along the OSOM route must be considered within the scope of works for the SSD to ensure that the development is constructable.	Yes	Noted in Appendix C		
General Comments			Action required	Company response
See comments in the marked-up pdf of the TMP.			Address comments in the marked-up PDF	
It should be noted that the proponent is ultimately responsible for ensuring that all requirements of the consent are addressed adequately throughout the life of the project. A table showing various roles and their responsibilities could assist in understanding responsibilities for monitoring and reporting on the various components of the TMP.				
Other Agency comments			Action required	Company response
Parkes Shire Council are satisfied with the TMP.			-	



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Comments directly into the pdf	Action required	Company response
Section 1.2 – staging could be introduced here	-	Section 1.6
Section 1.5 - The number of vehicle movements, categories, definitions needs to be agreed with DPHI & TfNSW.		Xx
Section 2.4.2 – address how are drivers going to be stopped from using other roads than the approved access.		XX
2.6.2 - What controls will be used to prevent parking on public roads by light and heavy vehicles visiting the site. How will trucks entering the site be managed?		2.6.2
2.6.3 - Will parking be provided for buses on site?		2.6.3
4.5 – more details are required on the Shuttle bus service. Numbers		4.5
Table 7 - Check the details in this table reflect the numbers that have been agreed and discussed with TfNSW and DPHI.		Table 7 - TBC in later stage TMP
4.6.4 – check details of OSOM numbers		TBC in later stage TMP
5.1.3 - Who and how will this be undertaken? "Careful management" does not explain. Proactive scheduling will be required to minimise the potential for convoys, queues		Updated
5.4.4 - Who is responsible for ensuring this happens including monitoring and rectification if dirt tracked onto public		Updated
roads		Danie the second sect
5.6.1 - change language. Would should be changed to will		Done throughout
5.6.4 - specify which additional stages this will apply. Based on time frames, weather conditions, vehicle numbers, OSOM movements, complaints?? What will trigger additional surveys?		Updated
5.6.4 - How frequent are the periodic surveys, who is responsible.		Weekly. updated
5.6.5 - Use definitive language eg will versus may. There needs to be a clear process to determine if and when construction vehicles should be suspended eg safety risks etc.		updated
5.7.1 - Should apply to all staff, contractors, delivery, truck drivers etc		Updated
What mechanisms will be used to ensure that undertake the induction. Training records, monitoring etc		
5.7.1 - include management of dust and mud on vehicles, vehicle speeds, no parking offsite		Now 5.8.2, updated
5.7.3 - Should include relevant up to date information on a website that is advertised for local residents. Include		Now 5.8.4, updated
details on heavy vehicle movements, OSOM movements, road upgrades, changes to traffic conditions, complaints		
process, contact people and numbers. Ultimately the proponent is responsible		
5.7.4 - all heavy vehicles arriving at site need to be recorded. Who and how will this be undertaken.		5.1
5.9.1 - Include details of information to be provided on website. Community notifications will be needed regarding heavy		5.9.1
vehicles under escort, road upgrade activities and any associated road closures, reduced speeds etc. Include proactive measures to liaise with sensitive receptors etc		



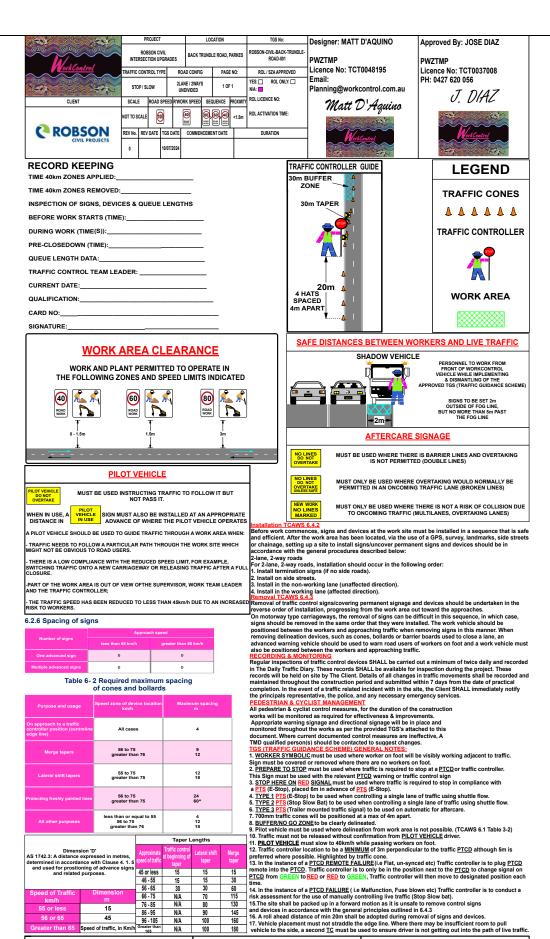
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5.9.2 - How will the proponent manage complaints. Will they be reported as received, weekly? What oversight will be incorporated in the monitoring.	5.11
5.9.2 - Specify time frames for response and management.	Table 11
Driver code of conduct - More details are required in the code of conduct. Should include details on approved routes for vehicles, access point, parking information and restrictions on public roads near the site etc. Driver behaviour - alcohol, drugs, fatigue, wildlife etc Will there be monitoring of work hours and travel times	Updated
Driver code of conduct – 2.1 - This is not relevant to the drivers code of conduct. Clear guidance on when deliveries can be made is required.	removed
Driver code of conduct – 2.3 - Include the restrictions outlined in Condition B4 regarding school bus time restrictions	Done
Driver code of conduct – 2.4 - Could include map with entrances and approved roads	Done



Appendix I: Traffic Guidance Schemes



96 - 105 Speed of traffic, in Km/h TRAFFIC CONTROL TAPER LATERAL SHIFT TAPER MERGE TAPER 33 **0**

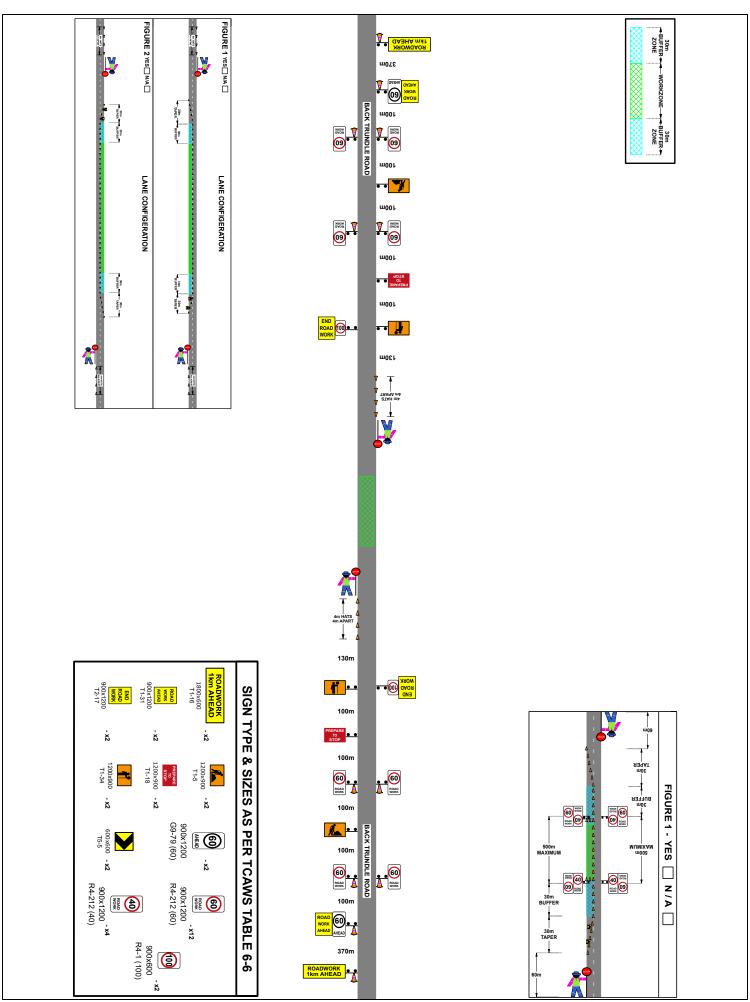
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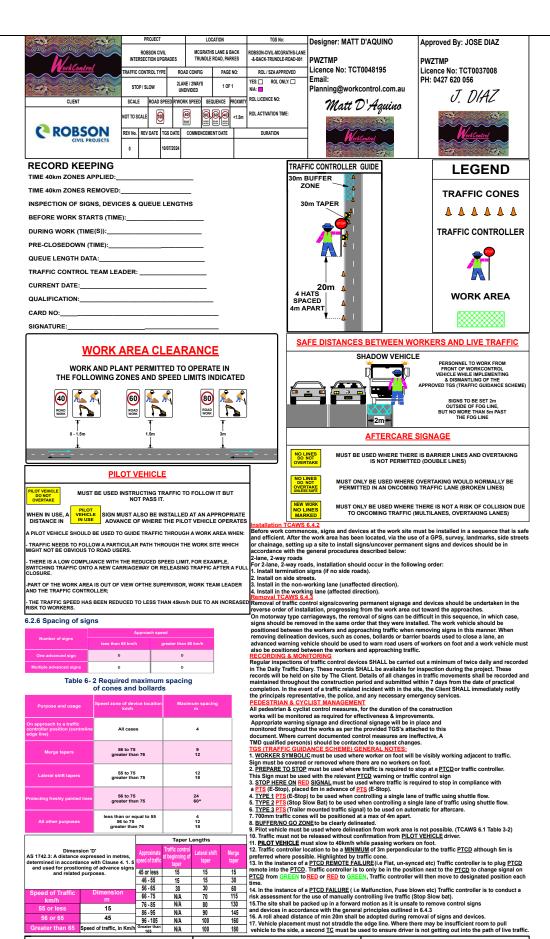
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N/A

45

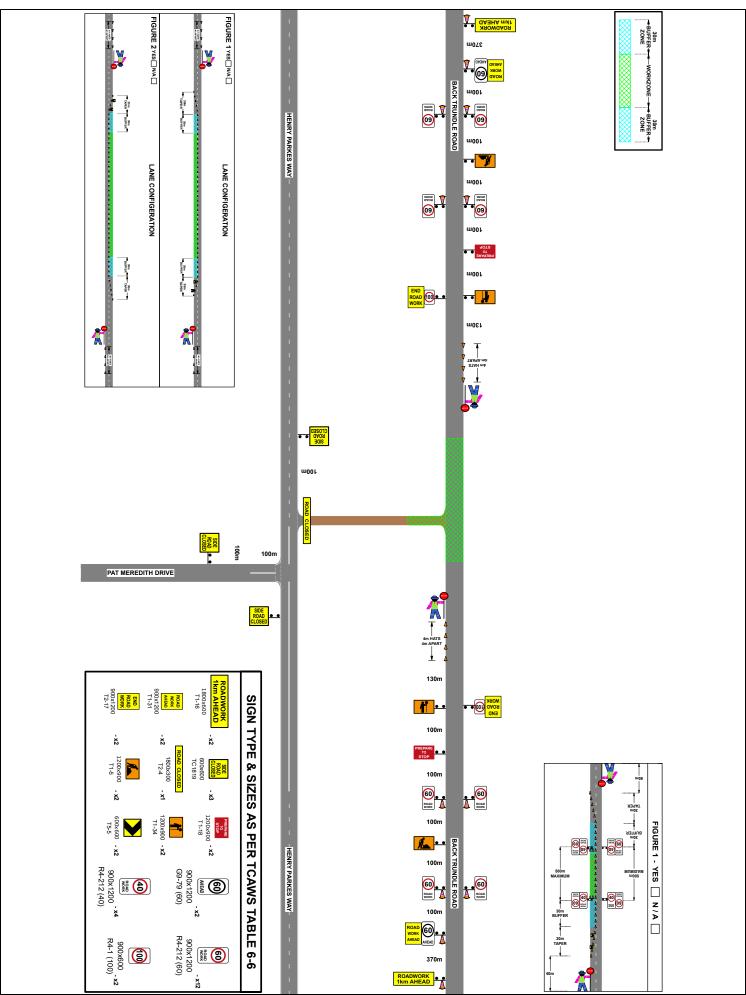


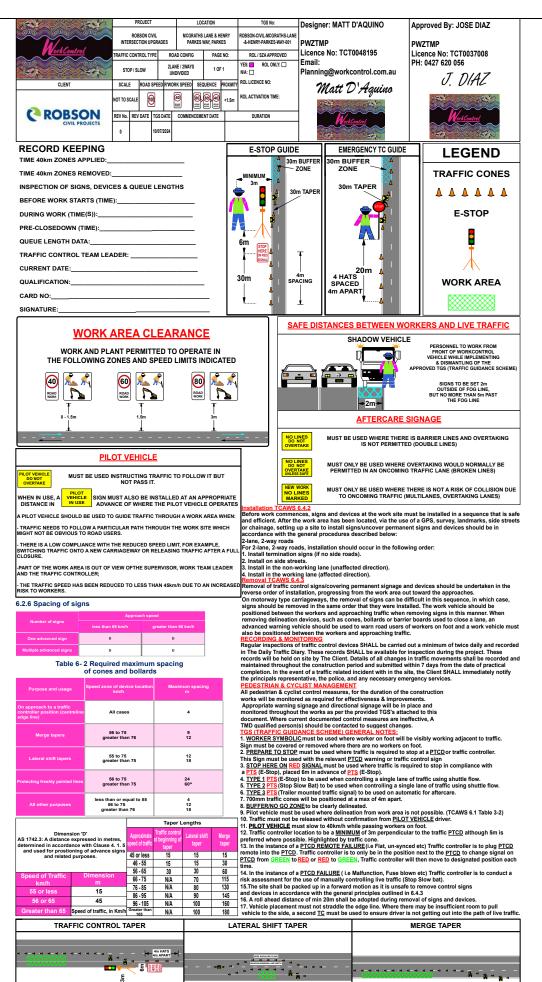


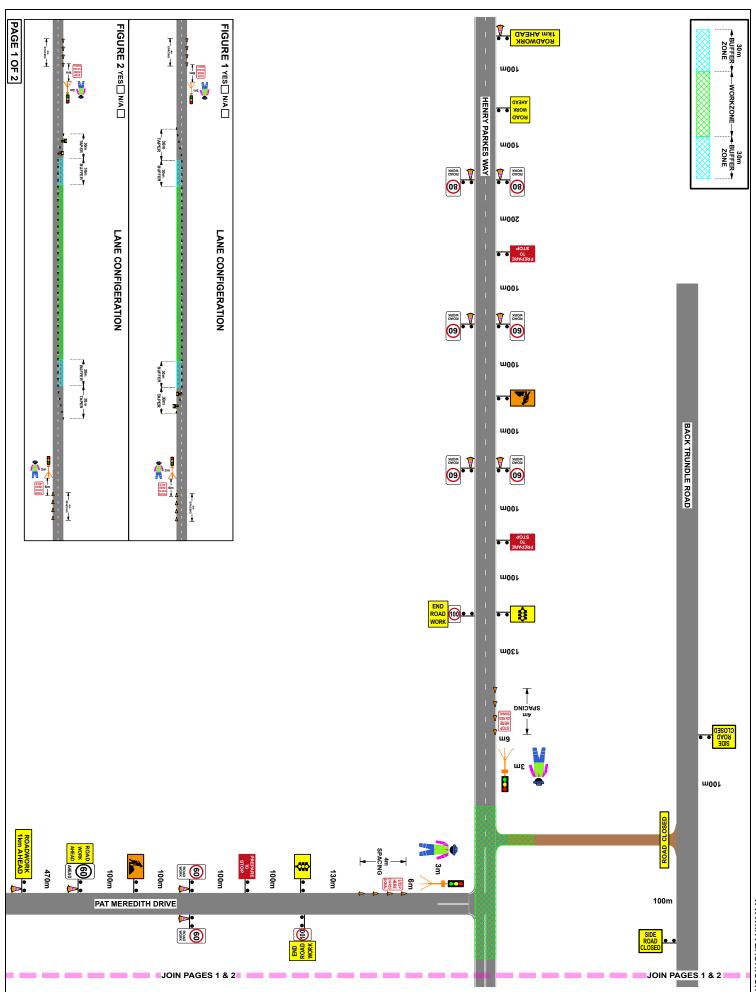
LATERAL SHIFT TAPER

MERGE TAPER

TRAFFIC CONTROL TAPER







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