






INTERNAL



Traffic and Transport Management Plan EnergyConnect (NSW – Western Section) Stage 1 45860-HSE-PL-D-0004

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Revision History	
Rev.	Detailed Description
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B	Issued for Transgrid review
C	Updated following Transgrid review and to address the Infrastructure Approval
D	Updated following Transgrid review and receipt of agency comments
E	Updated following Environmental Representative review and receipt of agency comments
F	Updated following meeting with Wentworth Shire Council on the additional road upgrades
G	Updated following DPIE review
H	Updated following DPIE review

Key Document Stakeholders
To be communicated with during reviews and revisions of this document

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Abbreviations

Acronym	Definition
Amendment Report	<i>EnergyConnect (NSW – Western Section) Amendment Report</i>
BAL	Rural Basic Right Turn
BAR	Rural Basic Left Turn
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CoR	Chain of Responsibility
CSSI	Critical State significant infrastructure
Cth	Commonwealth of Australia
DAWE	Department of Agriculture, Water and the Environment
DCC	Driver's Code of Conduct
DECCW	(former) Department of Environment, Climate Change and Water
DPIE or Department	NSW Department of Planning, Industry and Environment
EIS	<i>EnergyConnect (NSW – Western Section) Environmental Impact Statement</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	(Commonwealth) <i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPL	Environment Protection Licence
ER	Environmental Representative
FRP	Flood Response Plan
GCM	Gross combination mass
GVM	Gross vehicle mass
HSSE	Health Safety Security and Environment
HVNL	Heavy Vehicle National Law
IVMS	In Vehicle Monitoring System
kV	Kilovolt
LGA	Local government area
LSE	Large specialist equipment
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
OSOM	Oversize Overmass
Planning Secretary	Planning Secretary under the EP&A Act, or nominee
project, the	EnergyConnect (NSW – Western Section)
PMT	Project Management Team
Response to DPIE Request for Information	The 'additional information letter dated 10 August 2021' in the definition section of the Infrastructure Approval; document is also titled <i>EnergyConnect (NSW – Western Section) Response to DPIE Request for Information – 7 May 2021 and subsequent discussions</i>
RMMs	Revised mitigation measures
ROL	Road occupancy licence
SA	South Australia
SAPs	Sensitive area plans

Acronym	Definition
SecureEnergy	Elecnor and Clough Projects Australia Pty Ltd have formed the SecureEnergy Joint Venture (SecureEnergy). SecureEnergy is the contractor who will be carrying out the project on behalf of Transgrid.
SSI	State significant infrastructure
Submissions Report	<i>EnergyConnect (NSW – Western Section) Submissions Report</i>
SWMP	Soil and Water Management Plan
TCP	Traffic Control Plans
TfNSW	Transport for New South Wales
TTMP, this plan	Traffic and Transport Management Plan
VMP	Vehicle Movement Plan
WMS	Work method statement

1 Introduction

1.1 Context

This Traffic and Transport Management Plan (TTMP or this plan) forms part of the Construction Environment Management Plan (CEMP) for Stage 1 of EnergyConnect (NSW – Western Section).

This plan has been prepared to address the relevant requirements of the Infrastructure Approval (SSI 10040), the *EnergyConnect (NSW – Western Section) Environmental Impact Statement (EIS)*, the *EnergyConnect (NSW – Western Section) Submissions Report (Submission Report)*, the *EnergyConnect (NSW – Western Section) Amendment Report (Amendment Report)* and the additional information letter dated 10 August 2021 (Response to DPIE Request for Information).

1.2 Background

On 29 August 2019, the New South Wales (NSW) Minister for Planning and Public Spaces declared EnergyConnect critical State significant infrastructure (CSSI) under the *Environmental Planning and Assessment Act 1979 (EP&A Act)* on the basis that it is critical to the State for environmental, economic or social reasons. Within NSW, EnergyConnect is therefore subject to assessment under Part 5, Division 5.2 of the EP&A Act.

Transgrid have two environmental planning approval applications for the sections within NSW:

- EnergyConnect (NSW – Western Section) – SA/NSW border to Buronga and Buronga to the NSW/Victorian border (the project); and
- EnergyConnect (NSW – Eastern Section) – Buronga to Wagga Wagga.

A referral under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)* was submitted on 27 May 2020. The Australian Department of Agriculture, Water and the Environment (DAWE) determined the project to be a controlled action on 26 June 2020 and thus, it would be assessed using the bilateral assessment process. As such, the project also requires approval from the Australian Minister for the Environment under the EPBC Act.

The EIS was prepared for the project in October 2020 and was placed on public exhibition from 30 October 2020 to 10 December 2020. A total of 20 submissions were received, with 15 from government agencies, three from organisations and two from the public.

The Submissions Report was prepared for the project in response to the submissions and was finalised on 14 April 2021.

Transgrid also prepared a separate Amendment Report to document design changes and additional environmental assessment undertaken since exhibition of the EIS. The Amendment Report describes the updated project for which approval has been sought and was finalised on 14 April 2021.

On 7 May 2021, Department of Planning, Industry and Environment (DPIE or Department) requested additional information (*EnergyConnect (NSW – Western Section) (SSI-10040) Request for Additional Information*) to assist with the assessment of the project. In response Transgrid prepared and provided the Response to DPIE Request for Information, which included revised mitigation measures (RMMs) which are to be applied. The Response to DPIE Request for Information was dated 10 August 2021.

Approval for the project under the EP&A Act was granted by the NSW Minister for Planning and Public Spaces (Infrastructure Approval SSI 10040). Approval for the project under the EPBC Act was granted by the Australian Minister for the Environment.

Transgrid have engaged SecureEnergy, a joint venture between Elecnor and Clough Projects Australia Pty Ltd to design and construct their portion of the EnergyConnect project.

1.3 Staging

Condition E2 allows preparation of plans on a staged basis, with the approval of the Planning Secretary. Where a plan is staged, the scope of works can be carried out without addressing particular requirements of conditions of approval that are not applicable to the particular stage. This TTMP is staged in accordance with condition E2.

On 26 November 2021 the project advised DPIE of the intention to stage construction of the project and sought the Secretary’s approval to prepare and submit any strategy, plan or program required by the Infrastructure Approval on a staged basis. The two proposed stages are as follows:

- Stage 1 – upgrade of the existing substation at Buronga, establishment of the Buronga accommodation camp and construction compound, and use and access of two water supply points off Corbett Avenue, Buronga to supply raw water for construction and potable water for the accommodation camp; and
- Stage 2 – all other construction activities.

On 24 December 2021 the Planning Secretary approved the submission of relevant strategies, plans or programs on this staged basis in accordance with condition E2 of Schedule 2 of the Infrastructure Approval. SecureEnergy will construct the project in accordance with the approved stages identified above and will prepare and submit the CEMP and CEMP Sub-plans (and other relevant strategies, plans or programs - including this SWMP) on a staged.

The conditions of the Infrastructure Approval, and the RMMs identified in the Appendix G of the Response to DPIE Request for Information, that are relevant to construction phase traffic and transport are included in Table 2.2. The applicability of each requirement to this TTMP is also addressed in the identified tables.

Stage 1 of construction (covered by this TTMP) is proposed to occur ahead of the main transmission line works in order to expedite the overall delivery program for EnergyConnect. The Department will be notified in writing via the Major Projects portal of the proposed date of commencement of Stage 1 of construction.

This TTMP will be prepared to prior to commencement of construction of Stage 2. The TTMP for Stage 2 will include details of Stage 2 construction activities and will ensure that the relevant conditions of approval are addressed in relation to those activities. Construction of Stage 2 will not commence until the Planning Secretary is satisfied with the CEMP and CEMP Sub-plans for Stage 2.

The Buronga substation is located on Arumpo Road in Buronga. The existing 220 kilovolt (kV) substation will be upgraded and expanded to a new 330kV substation on a land parcel adjacent to the existing 220kV substation.

The key project components of Stage 1 of construction include, but are not limited to, the activities provided in Table 1.1.

Table 1.1 - Key project components of Stage 1 of construction

Key activity	Description of key activity
Environmental investigations, including biodiversity and heritage protection, salvage and recordings.	These key activities nominated in this stage will have already commenced as part of the pre-construction minor works permitted in accordance with the Infrastructure Approval. The definition of ‘construction’ within the Infrastructure Approval excludes these activities. They will therefore not be subject to the Stage 1 CEMP and CEMP sub-plans.
Other survey work, such as road dilapidation surveys, and surveys of the general alignment and existing utilities.	

Key activity	Description of key activity
Site establishment at Buronga substation upgrade and expansion site	<p>The main site establishment activities that would be undertaken at Buronga substation upgrade and expansion site includes:</p> <ul style="list-style-type: none"> clearing of vegetation within the disturbance area (including scrub, undergrowth and ground vegetation); clearing and removal of topsoils. Topsoil would be stockpiled on site for later use; establishing crushing and screening plants (if required), ancillary facilities, including but not limited to offices and amenities, and internal roads; and installing fencing (including fencing around the site where required), signage and security measures as well as any necessary construction environmental management measures such as erosion and sediment controls.
Bulk earthworks at Buronga substation upgrade and expansion site	<p>Bulk earthworks to form the Buronga substation pad which includes placement of around 350,000 m³ of rock/gravel/soil from the earthworks material site to allow for the construction of the substation pad in preparation for concrete foundations. Crushing and screening activities may be required in order to meet the engineering requirements. Existing soil that does not meet engineering requirements for the substation pad will be temporary stockpiled.</p>
Site establishment of the Buronga accommodation camp	<p>The main activities that would be undertaken at Buronga construction compound and accommodation camp includes:</p> <ul style="list-style-type: none"> clearing of vegetation within the disturbance area (including scrub, undergrowth and ground vegetation); clearing and removal of topsoils. Topsoil would be stockpiled on site for later reuse; establishing the accommodation camp and associated facilities, including but not limited to site offices, amenities, wastewater treatment plant, power generators, hazardous material and fuel storage area and internal roads;
Site establishment and operation of the Buronga construction compound	<ul style="list-style-type: none"> establishing and operating site offices and other ancillary facilities, including but not limited to amenities, and internal roads; connections and pre-commissioning of on-site utilities (wastewater treatment plant, electrical power, lighting and etc.) for the construction compound and accommodation camps; and installing temporary fencing, signage and security measures as well as any necessary construction environmental management measures such as erosion and sediment controls, where required.
Access points	<p>The establishment of access points would include:</p> <ul style="list-style-type: none"> establishing vehicle access and egress points including adjustment of roads to ensure safe vehicle movements; and establishing truck wheel wash or rumble grids. <p>The definition of construction within the Infrastructure Approval does not include road upgrades (which includes access points). Road upgrade works are, however, incorporated within the Traffic and Transport Management Plan as required by condition D40 b).</p>
Water supply points – establishment and/or use	<p>A series of water supply points have been identified as suitable connection points to existing water supply pipelines. The proposed water supply points which are to be established and/or used include:</p> <ul style="list-style-type: none"> Alcheringa Drive, Buronga; and Modica Crescent, Buronga.
Utility works, adjustments and protection	<p>General utility works, adjustment and protection, including internal and external drainage, to allow for the Buronga substation expansion and upgrades works to occur, the establishment of the accommodation camp and the establishment and operation of the construction compound.</p>

Some activities nominated in this stage will have already commenced as part of the pre-construction minor works permitted in accordance with the Infrastructure Approval. These works will remain excluded from the definition of ‘construction’ and will therefore not be subject to the Stage 1 CEMP and this TTMP.

This TTMP has been prepared specifically for EnergyConnect (NSW – Western Section) Stage 1 of construction and will be implemented for the duration of Stage 1 construction.

1.4 Environmental management system

The overall Environmental Management System for the project is described in Section 4 of the CEMP.

This TTMP is a sub-plan that forms part of the CEMP and is also part of the environmental management framework for the project, as described in the CEMP. Figure 1.1 shows the CEMP framework for the project.

Management measures identified in this plan will be incorporated into relevant site-based documents including, but not limited to, site or activity specific work pack or work method statements (WMSs), sensitive area plans (SAPs) or training and awareness material.

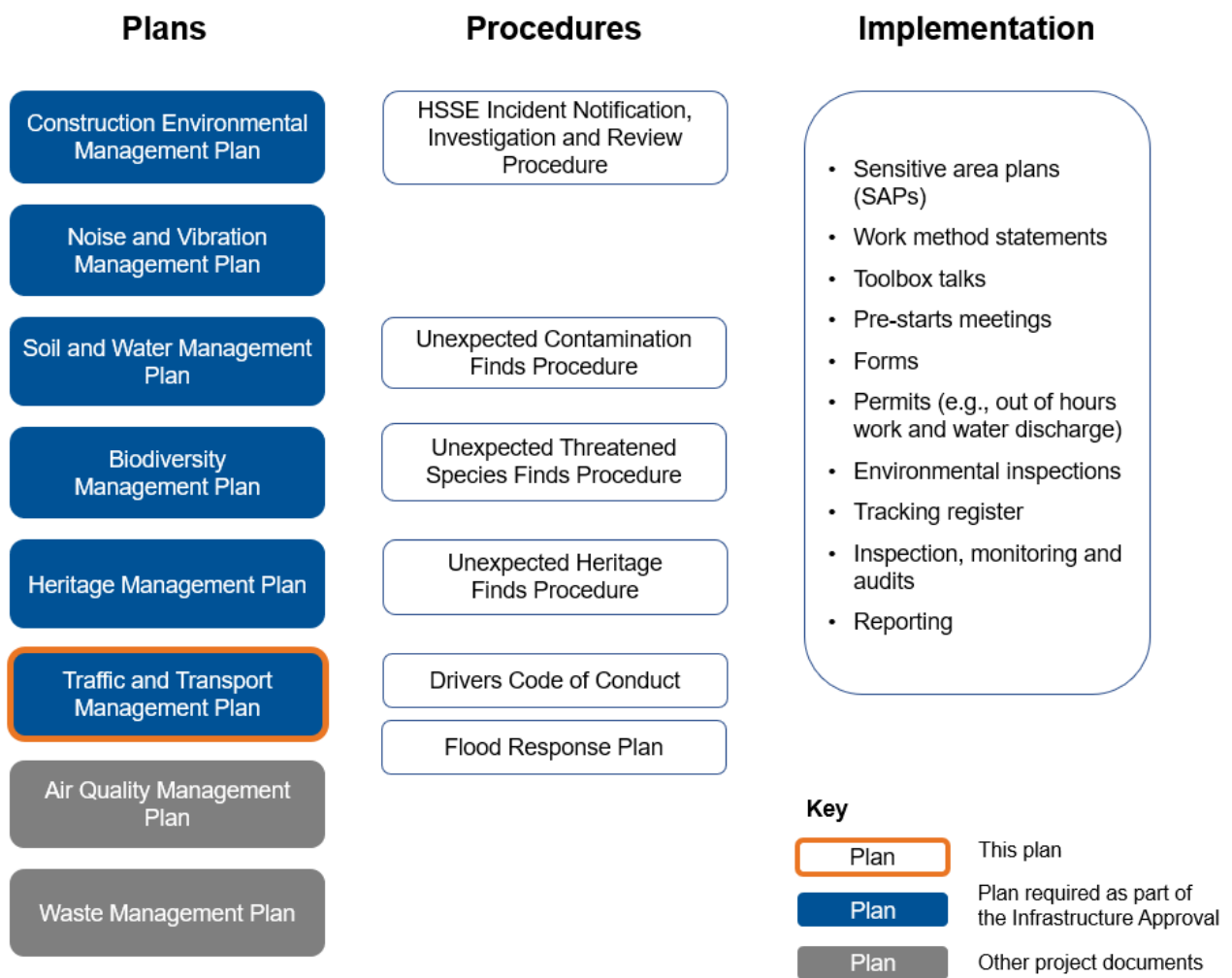


Figure 1.1 - CEMP framework

1.5 Purpose and objective

The purpose of this TTMP is to describe the approach to manage traffic and transport impacts that will be adopted during the construction of the project.

The key objective of this plan is to detail management measures and inform site procedures for implementation so that traffic and transport impacts are minimised and within the scope permitted by the Infrastructure Approval. To achieve this, Transgrid and/or SecureEnergy will undertake the following:

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- identify and implement appropriate measures to minimise traffic and transport impacts during the construction of the project;
- implement appropriate measures to address the requirements outlined in the Infrastructure Approval, EIS, Amendment Report and Response to DPIE Request for Information; and
- implement appropriate measures to comply with relevant legislation as described in Section 2.1 of this plan.

As a means of assessing environmental performance, environmental objectives (performance measures), targets (criteria) and performance indicators have been established for the project and are provided within Section 4.2 of the CEMP. The performance measures and indicators relevant to traffic and transport management are detailed within Table 1.2.

Table 1.2 - Environmental objectives, targets and performance indicators relevant to traffic and transport

Aspect	Objectives (performance measures)	Targets (criteria)	Performance indicators
Traffic	Provide a safe environment for road users	No death or injury to workers and the public as a result of traffic incidents	Number of incidents recorded relating to traffic
Traffic	Minimise disruption to traffic operation, road users, and access to adjoining properties	No traffic related infringements or penalties	Number of regulatory infringements, formal regulatory warning, audits
Traffic	Minimise complaints due to traffic, transport and access from community	Implementation of the management measures in this plan Respond to traffic related complaints in a timely manner, as outlined in the Community Communication Strategy	Follow up action of incidents as recorded in incident reports Follow up action of complaints as recorded in Consultation Manager
Traffic	Compliance with Road Occupancy Licence conditions	Zero non-compliances	Number of non-compliances arising from monitoring

1.6 Preparation of this plan

In accordance with condition B6 of the Infrastructure Approval, this plan has been prepared and reviewed by a suitably qualified and experienced person. This plan was prepared by Katrina Nestmann.

1.7 Consultation

1.7.1 Development of this plan

In accordance with condition B2(e) of the Infrastructure Approval, this plan has been prepared in consultation with:

- Transport for New South Wales (TfNSW); and
- Wentworth Shire Council.

This TTMP was issued to relevant stakeholders for review and comment. Wentworth Shire Council confirmed they had no comments in relation to the TTMP.

In relation to the Stage 1 Traffic Strategy, Wentworth Shire Council requested additional road upgrades. A traffic assessment was completed by a Chartered Engineer to determine if the additional road upgrades were warranted due to these activities. It was identified that the road upgrades requested by Wentworth Shire Council were not considered necessary given a number of factors including existing conditions, estimated number of construction vehicles, or the road upgrade was essentially road maintenance due to pre-existing defects.

On 10 January 2022, a meeting was held between representatives of Wentworth Shire Council, Transgrid and SecureEnergy to discuss the additional road upgrades. During the meeting, Wentworth Shire Council agreed that the additional road upgrades were not required, and SecureEnergy will adopt a monitoring approach for the relevant roads. The opportunity to reassess and request the road upgrades, if required, will be undertaken during Stage 2 of the project.

TfNSW confirmed that they endorsed the TTMP and provided comments relating to the proposed intersection upgrade on Arumpo Road, requesting that the upgrade is completed in accordance with s138(2) of the *Roads Act 1993* (refer to Section 6.2 of this plan). Further detail on the road upgrades is provided in the Traffic Strategy.

Details of all consultation with TfNSW and Wentworth Shire Council will be submitted to DPIE along with the submission of this TTMP.

1.7.2 Ongoing communication and consultation

SecureEnergy will use a range of tools in accordance with the *Community Communication Strategy* (CCS) (45860-CM-PL-G-1001) to facilitate ongoing consultation and communication with the community and stakeholders (including government agencies where necessary) regarding the project.

Communication tools will be used by the project to inform stakeholders and the community of periodic traffic related impacts, including proposed road network changes, movement of OSOM (oversize overmass) vehicles and access impacts. Communication tools include, but are not limited to, stakeholder briefings, project website, community drop-in sessions via the project's mobile van, door knocks and project factsheets. Notifications will be issued for, but not limited to following, commencement of construction, significant milestones and changes to the scope of work. Refer to the CCS for further information.

Co-ordination of traffic management arrangements between major construction projects will occur in consultation with the relevant road authorities (TfNSW and local councils). This will consider any potential conflicts in relation to deliveries and identified haulage routes during the program.

In accordance with condition E12 a) of the Infrastructure Approval, project documents including the EIS, approved strategies, plans or programs required under the conditions of approval and independent reports will be publicly available on the project website. The project website is <https://www.projectenergyconnect.com.au>. A 24-hour toll-free telephone number (1800 560 577) is also available for any project enquiries. In accordance with condition E12 b) the information will be kept up to date.

1.7.3 Complaints

Complaints will be managed by the Community and Stakeholder Engagement Team with the use of Consultation Manager database. Complaints will be received via phone calls, emails and letters. Any complaint received is regarded as a high priority and will be recorded, tracked and responded to in accordance with the CCS. Complaints will be investigated and dealt with impartially. The key principles of the complaint management process include:

- acknowledge - SecureEnergy staff should respect the communities' right to voice their concerns. All complaints received should be acknowledged to the complainant either by telephone or in writing;
- resolve - SecureEnergy staff should aim at first contact, resolution for all community concerns. SecureEnergy staff should investigate community concerns in detail before negotiating a resolution. All SecureEnergy staff should use their relevant discretions to achieve a mutually acceptable resolution to complaints;
- escalate - all SecureEnergy staff should aim to escalate the complaint if the community member remains dissatisfied with the investigation and/or resolution offered by their first point of contact at SecureEnergy. All complaints where community request to speak to a higher-level representative, should also be escalated;

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- record – SecureEnergy staff should aim through the Engagement Team at recording all relevant information, on the community account in Consultation Manager System, regarding customer concerns along with details of all discussions had with the community member in the process of investigating and/resolving the complaint. Detailed information on the resolutions offered to address community concerns should also be clearly recorded;
- communicate – SecureEnergy staff should remain in constant touch with the community member while their concerns are being investigated. The community member should be informed of all steps of the investigation and the resulting outcome at appropriate times;
- report – SecureEnergy should report on all complaints received to the SecureEnergy Management Team and Transgrid. The reporting should include information on the number as well as type of complaints being received, the status of these complaints from time to time and the resulting outcomes or resolutions offered to close them;
- feedback – the SecureEnergy Engagement Team should aim at regular and intensive reviews to identify possible trends in the complaints being received. These reviews should be aimed at highlighting improvements required to avoid complaints being repeated;
- action - SecureEnergy should aim at effective implementation of improvements suggested directly by the community or highlighted by complaint trends.

Wherever possible, complaints will be resolved directly between SecureEnergy and the stakeholder. If a complaints management process has been followed and the issue cannot be resolved, dispute resolution will be undertaken in accordance with the CCS. As part of this, a Community Complaints Mediator will be engaged to address any complaint where a member of the public is not satisfied by SecureEnergy's response. The escalated review process will include an assessment of the details of the complaint received, any findings of the investigation undertaken in response to the complaint, and any further matters raised by the complainant.

If a complaint requires referral to senior management and Transgrid, the complainant will be informed of this and the outcome of the review process. DPIE also may request that the Environmental Representative (ER) assist in dispute resolution of community complaints.

All complaints will be provided to the ER and a summary of complaints received, such as a complaints register, will be updated monthly on the project website.

1.8 Submission and approval

Prior to submission to DPIE, the TTMP will be reviewed by the ER to ensure that the plan is consistent with the requirements of the Infrastructure Approval. A written statement to this effect will be prepared and submitted to DPIE. This review will be undertaken in accordance with condition A19 of the Infrastructure Approval.

This TTMP will be submitted to DPIE for review and approval by the Planning Secretary prior to commencing Stage 1 of construction.

Stage 1 of construction will not commence until the CEMP and all sub-plans required under condition B2, or where staging is proposed the plans required for that stage, have been approved by the Planning Secretary. The approved TTMP will then be implemented for the duration of the Stage 1 construction activities.

1.9 Periodic review

This TTMP will be reviewed at least annually and updated, if required, in accordance with Section 1.10 of the CEMP – Updating the CEMP. This includes the review and, if necessary, revision of this TTMP within three months of the following:

- submission of an incident report under condition E6 of the Infrastructure Approval;
- submission of an audit report under condition E11 of the Infrastructure Approval; or

- any modifications to the Infrastructure Approval.

Any updates to the TTMP will be approved in line with Section 1.10 of the CEMP.

2 Environmental requirements

2.1 Legislation

Legislation relevant to the management of traffic and transport includes:

- *Environmental Planning and Assessment Act 1979*;
- *Environmental Planning and Assessment Regulation 2000*;
- *Roads Act 1993*;
- *Dangerous Goods (Road and Rail Transport) Act 2008*;
- *Road Transport Act 2013*;
- *Heavy Vehicle (Adoption of National Law) Act 2013 No 42a*;
- *Road Rules 2014*; and
- *Work Health and Safety Act 2011*.

Relevant provisions of the above legislation are detailed within the register of legal and other requirements included in Appendix A1 of the CEMP. The legislation relevant to traffic and transport is replicated in Appendix C of this TTMP.

2.2 Conditions of Approval

The conditions of the Infrastructure Approval relevant to traffic and transport are presented in Table 2.1. A cross reference is also included to indicate where the condition is addressed within this plan or other project management documents.

Table 2.1 - Conditions of Approval relevant to traffic and transport

Condition no.	Requirement	Where addressed	How addressed
B1	Prior to commencing construction, a Construction Environmental Management Plan (CEMP) must be prepared to detail how the performance outcomes, commitments and mitigation measures specified in the EIS will be implemented and achieved during construction to the satisfaction of the Planning Secretary.	Section 2.3 Section 6 The CEMP	The CEMP has been prepared and will be implemented during construction. The CEMP incorporates and responds to all relevant conditions of the Infrastructure Approval and RMMs identified in the EIS, Submissions Report, Amendment Report and Response to DPIE Request for Information. Section 2.3 and Section 6 of this TTMP describe how the commitments of the EIS relevant to traffic will be implemented.

Condition no.	Requirement	Where addressed	How addressed						
B2	<p>The following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan in Table 1.</p> <table border="1"> <thead> <tr> <th></th> <th>Required CEMP Sub-plan</th> <th>Relevant government agencies and stakeholders to be consulted for each CEMP Sub-plan</th> </tr> </thead> <tbody> <tr> <td>(e)</td> <td>Traffic and Transport</td> <td>TfNSW Council</td> </tr> </tbody> </table>		Required CEMP Sub-plan	Relevant government agencies and stakeholders to be consulted for each CEMP Sub-plan	(e)	Traffic and Transport	TfNSW Council	Section 1.7	<p>This TTMP was provided to TfNSW and Wentworth Shire Council for consultation.</p> <p>No comments were provided from Wentworth Shire Council. However, Wentworth Shire Council requested additional road upgrades in relation to the Stage 1 Traffic Strategy. A traffic assessment was completed by a Chartered Engineer to determine if the road upgrades were warranted due to these activities. It was identified that the road upgrades requested by Wentworth Shire Council were not considered necessary.</p> <p>Comments from TfNSW were received relating to the proposed intersection upgrade on Arumpo Road, requesting that the project ensure the upgrade is completed in accordance with s138(2) of the <i>Roads Act 1993</i>. This is incorporated into Section 6.2 of this plan. Further detail on the road upgrades is provided in the Traffic Strategy.</p>
	Required CEMP Sub-plan	Relevant government agencies and stakeholders to be consulted for each CEMP Sub-plan							
(e)	Traffic and Transport	TfNSW Council							
B3	Details of all information requested by an agency to be included in a CEMP Sub-plan as a result of consultation must be provided with the relevant CEMP Sub-Plan.	Section 1.7	This TTMP has been developed in consultation with TfNSW and Wentworth Shire Council stakeholders. Details of all consultation will be submitted to DPIE along with the submission of this TTMP.						
B4	Any of the CEMP Sub-plans may be submitted along with, or subsequent to, the submission of the CEMP but in any event prior to the commencement of construction.	Section 1.8	This TTMP will be submitted as a CEMP Sub-Plan to DPIE for review and approval by the Planning Secretary prior to commencing Stage 1 of construction.						
B5	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary. The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, must be implemented for the duration of construction. Where construction of the development is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been approved by the Planning Secretary.	Section 1.8	<p>Stage 1 of construction will not commence until the CEMP and all CEMP Sub-plans (including this TTMP), or where staging is proposed and the plans required for that stage, have been approved by the Planning Secretary.</p> <p>The CEMP and CEMP Sub-plans (including this TTMP) will be implemented for the duration of construction for Stage 1.</p>						
B6	The CEMP and CEMP Sub-plans required under this approval must be prepared by suitably qualified and experienced persons in accordance with relevant guidelines, and include where relevant:	Title page Section 1.6	This TTMP has been prepared by suitably qualified and experienced people and in accordance with relevant guidelines.						
	a) a summary of relevant background or baseline data;	Section 0	The existing environment related to traffic for Stage 1 is outlined in Section 0.						
	b) details of:								

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Condition no.	Requirement	Where addressed	How addressed
	(i) the relevant statutory requirements (including any relevant approval or licence conditions);	Section 2 Appendix C	The relevant legislation, conditions, RMMs and guidelines applicable to traffic and transport are outlined in Section 2. Appendix C provides further detail on the relevant legislation applicable to traffic and transport.
	(ii) any relevant limits or performance measures and criteria; and	Section 1.5 Section 4.2 of the CEMP – Objectives and targets	The objectives (performance measures) and targets (criteria) relevant to traffic and transport management are outlined in Section 1.5. The CEMP also provides project-wide environmental objectives (performance measures) and targets (criteria).
	(iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	Section 1.5 Section 4.2 of the CEMP – Objectives and targets	The performance indicators relevant to traffic and transport management are outlined in Section 1.5. The CEMP also provides project-wide performance indicators.
	c) any relevant commitments or recommendations identified in the EIS;	Section 2.3	Relevant traffic commitments and recommendations identified in the EIS, known as RMMs, have been outlined in Section 2.3.
	d) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Section 6	Specific traffic related safeguards and management measures to address potential impacts associated with Stage 1 of construction and comply with the relevant statutory requirements, limits and performance measures are outlined in Section 6.
	e) a program to monitor and report on the:		
	(i) impacts and environmental performance of the development (including a table summarising all the monitoring and reporting obligations under the conditions of this approval); and	Section 7, including: Section 7.3 Section 7.4 Section 7.5 Section 7.6	Monitoring, inspections, auditing and reporting is outlined in Section 7.3 to 7.6 of this TTMP.
	(ii) effectiveness of the management measures set out pursuant to paragraph d);	Section 7	Monitoring the effectiveness of the management measures is outlined in Section 7.

Condition no.	Requirement	Where addressed	How addressed
	f) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	Section 7.8 Appendix A Section 8 of the CEMP - Incidents and emergencies Section 10 of the CEMP – Reporting Section 11 of the CEMP – Non-compliance, non-conformance, corrective and preventative action	Section 7.8 outlines a contingency plan in the event that unpredicted impacts are identified. The CEMP also provides additional detail regarding incidents and emergencies, reporting, non-compliance, non-conformance, corrective and preventative actions.
	g) a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 1.9 Section 7 Section 1.9 of the CEMP – Continuous improvement	Section 7 of this TTMP outlines procedures for compliance management, including details for monitoring, inspections, auditing and reporting. This TTMP will reviewed at least annually as described in Section 1.9 of this TTMP and Section 1.9 of the CEMP. The Plan-Do-Check-Act model will be applied to the continuous improvement process, also outlined in Section 1.9 of the CEMP.
	h) a protocol for managing and reporting any: <ul style="list-style-type: none"> <li data-bbox="379 1238 735 1350">(i) incident, non-compliance or exceedance of any impact assessment criterion and performance criterion; 	Section 7.7 Section 7.8 Section 8 of the CEMP - Incidents and emergencies Section 10 of the CEMP – Reporting Section 11 of the CEMP – Non-compliance, non-conformance, corrective and preventative action	Section 7.7 and 7.8 describes the procedures for emergencies, incidents and non-compliances, including those related to traffic. Additional detail for managing incidents and emergencies, non-compliances and non-conformances is included in the CEMP. The protocol for reporting of any incidents, non-compliances or non-conformances is included in Section 10 of the CEMP.

Condition no.	Requirement	Where addressed	How addressed
	(ii) complaint; or	Section 1.7.3 Community Communication Strategy	A summary of the complaints management procedure and reporting of complaints is included in Section 1.7.3 of this TTMP. The procedure for managing and reporting any complaints is described in the <i>Enquiries, Complaint and Dispute Resolution Management Procedure</i> provided in the CCS. The procedure includes a complaints management process which outlines how SecureEnergy will respond to complaints related to the project.
	(iii) failure to comply with other statutory requirements; and	Section 7.7 Section 8 of the CEMP – Incidents and emergencies Section 10 of the CEMP – Reporting Section 11 of the CEMP – Non-compliance, non-conformance, corrective and preventative action	In the event of failure to comply with statutory requirements, the procedures summarised in Section 7.7 of this TTMP and described in more detail in the CEMP would be followed.
	i) set out the procedures that would be implemented to: (i) keep the local community and relevant agencies informed about the operation and environmental performance of the development;	Section 1.7.2 Community Communication Strategy Section 7.1 of CEMP – Communication	The local community and relevant agencies will be kept informed of construction progress and environmental performance through communication tools such as notifications, the project's mobile van and the project website as summarised in Section 1.7.2 of this TTMP and Section 7.1 of the CEMP. Detailed information regarding project communication is found in the CCS.
	(ii) receive, handle, respond to, and record complaints;	Section 1.7.3 Community Communication Strategy	Section 1.7.3 of this TTMP summarises the complaints management system, which includes a process to manage complaints including receiving, recording, tracking and responding to complaints within a defined timeframe. The complaints management system is described in detail in the CCS.

Condition no.	Requirement	Where addressed	How addressed
	(iii) resolve any disputes that may arise;	Section 1.7.3 Community Communication Strategy Section 7.2 of CEMP – Complaints management	Section 1.7.3 of this TTMP describes dispute resolution, which is described in detail in the CCS. Wherever possible, complaints will be resolved directly between SecureEnergy and the stakeholder.
	(iv) respond to any non-compliance;	Section 7.7 Section 10.1 of the CEMP – Reporting non-compliances Section 11 of the CEMP – Non-compliance, non-conformance, corrective and preventative action	Section 7.7 of this TTMP outlines that where a non-compliance has been identified, corrective actions will be developed as required and implemented to address the non-conformance that occurred (as described in more detail in the CEMP). Reporting of non-compliances will be undertaken as described in the CEMP.
	(v) respond to emergencies; and	Section 6.8 Section 7.7 Section 8.1 of the CEMP – Emergency preparedness and emergency responses	Emergency management and planning including environmental emergencies related to traffic will be undertaken in accordance with the Clough management system and relevant procedures as described in Section 6.8 and 7.7 of this TTMP. Additional detail regarding emergency management is described in the CEMP.
	j) a description of the roles and environmental responsibilities, authority and accountability for all relevant employees, as well as training and awareness; and	Table 6.1 Section 7.1 Section 7.2 Section 4.9 of the CEMP – Roles and responsibilities	Section 7.2 identifies that SecureEnergy’s organisational structure and overall roles and responsibilities are outlined in the CEMP. Specific responsibilities for the implementation of mitigation measures are detailed in Table 6.1 of this TTMP. Training and awareness for all site personnel is outlined in Section 7.1.
	k) a protocol for periodic review of the CEMP and associated subplans and programs.	Section 1.9 Section 1.10 of the CEMP – Updating the CEMP	This TTMP will be reviewed at least annually in accordance with the CEMP.
	The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.	Noted	Noted.

Condition no.	Requirement	Where addressed	How addressed
D1	Road upgrades, construction, upgrading and decommissioning activities may only be undertaken between: <ul style="list-style-type: none"> 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; unless the Planning Secretary agrees otherwise.	Section 6.7	The standard construction hours for the project are identified in Section 6.7. Refer to the Noise and Vibration Management Plan (NVMP) for further details. Section 6.7 also provides details for works undertaken during the hours defined in conditions D1, D2 and D7 of the Infrastructure Approval.
D4	The Proponent must take all reasonable and feasible steps to minimise the construction, upgrading or decommissioning noise of the development in the locations where the noise is audible to sensitive receivers, including any associated traffic noise.	Table 6.1 of the NVMP	Section 6 of the NVMP provides the management measures to minimise noise impacts on sensitive receivers.
D35	All over-dimensional vehicles associated with the development must only travel to and from the site via the Primary Access Routes described in the EIS, as identified in the figure in Appendix 2, unless the Planning Secretary agrees otherwise. <i>Notes:</i> <i>The Proponent is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network.</i>	Section 5.2 Table 6.1 - TT27	All over-dimensional vehicles associated with the development will only travel via the Primary Access Routes described in the EIS, unless the Planning Secretary agrees otherwise. Figure 5.1 outlines the oversize vehicle movements for Stage 1.
D36	All heavy and light vehicles associated with the development: <ul style="list-style-type: none"> a) must travel to and from the site via the Primary Access Route described in the EIS, as identified in the figure in Appendix 2; and 	Section 5.1 Table 6.1 - TT28	All heavy and light vehicles associated with the development will travel to and from the site via the Primary Access Route described in the EIS, as identified in Appendix 2 of the Infrastructure Approval. Figure 5.1 identifies the primary access routes and water supply routes to be used for Stage 1 construction activities, which will be utilised by heavy and light vehicles.
	<ul style="list-style-type: none"> b) may travel to and from the site via the Secondary Access Routes and Water Supply Routes, subject to the requirements in conditions D37 and D38, to the satisfaction of the relevant roads authority, unless the Planning Secretary agrees otherwise. 	Section 5.1 Table 6.1 - TT28	Light and heavy vehicles will also use Modica Crescent and Alcheringa Drive to access water for the construction of the project. Figure 5.2 identifies the water supply routes that will be utilised for Stage 1.
D37	Prior to commencing construction, the Proponent must prepare a Traffic Strategy, in consultation with the relevant roads authority, to the satisfaction of the Planning Secretary, which: <ul style="list-style-type: none"> a) for all access routes: <ul style="list-style-type: none"> • identifies the location and type of any necessary road upgrades (including roads, intersections, crossing points and access points), including consideration of relevant amenity impacts; • ensures that any road upgrades comply with the Austroads Guide to Road 	Traffic Strategy	The Traffic Strategy has been prepared to identify all the proposed access routes and water supply routes for the construction of Stage 1.

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Condition no.	Requirement	Where addressed	How addressed
	<p>Design (as amended by TfNSW supplements), unless the relevant roads authority agrees otherwise;</p> <ul style="list-style-type: none"> • includes a detailed assessment of potential impacts of any necessary road upgrades (such as heritage and biodiversity impacts), including consideration of appropriate mitigation measures; • identifies whether intersections, crossing points and access points would be permanent or temporary; and • includes measures for notifying, seeking feedback from and addressing the concerns of impacted residents along the routes; <p>b) for Secondary Access Routes and Water Supply Routes:</p> <ul style="list-style-type: none"> • provides detailed usage of the routes, including maximum daily numbers of heavy and light vehicles and approximate durations of use; • includes an assessment of dust impacts to any residences along the routes and identifies mitigation measures to minimise any impacts; and • identifies any residences along the routes that would experience road traffic noise above the relevant assessment criteria from Table 3 in NSW Road Noise Policy (DECCW, 2011) due to project-related traffic and identifies mitigation measures to minimise impacts. 		
D38	<p>Prior to commencing construction, the proponent must implement the road upgrades and the mitigation measures identified in the Traffic Strategy in condition D37, to the satisfaction of the relevant roads authority and the Planning Secretary, respectively.</p>	Traffic Strategy	<p>The Traffic Strategy outlines that the road upgrades and mitigation measures identified will be implemented prior to construction, to the satisfaction of the relevant roads authority and the Planning Secretary.</p>

Condition no.	Requirement	Where addressed	How addressed
D39	<p>The Proponent must:</p> <p>a) undertake an independent dilapidation survey to assess the:</p> <ul style="list-style-type: none"> • existing condition of all local roads on the transport route (including local road crossings) prior to construction, upgrading or decommissioning works; and • condition of all local roads on the transport route (including local road crossings): <ul style="list-style-type: none"> – within 1 month of the completion of any construction, upgrading or decommissioning works; – on an annual basis during construction works; – rehabilitate and/or make good any development-related damage <p>b) repair all local roads on the transport route (including local road crossings), if dilapidation surveys identify that the road has been damaged during construction, upgrading or decommissioning works; in consultation with the relevant roads authority, to the satisfaction of the Planning Secretary.</p>	<p>Section 6.1 Table 6.1 - TT3 and TT4</p>	<p>Dilapidation surveys will be undertaken in accordance with this condition and as outlined in Section 6.1.</p> <p>If the dilapidation surveys identify that a local road (or local road crossing) has been damaged during construction, upgrading or decommissioning works, the identified damage will be repaired.</p>
D40	<p>The Traffic and Transport CEMP Sub-Plan required under condition B2 must include:</p>		
	<p>a) details of the transport route to be used for all development-related traffic;</p>	<p>Section 5</p>	<p>Section 5 describes the construction haulage routes for heavy and light vehicles, as well as oversize vehicle movements.</p>
	<p>b) details of the road upgrade works required by condition D38 of this approval;</p>	<p>Section 6.3 Traffic Strategy</p>	<p>Section 6.3 outlines the road upgrade works required for Stage 1 works.</p> <p>Only upgrades of the access points are required as a consequence of construction traffic entering and exiting the Buronga substation and compound, and water supply point at Alcheringa Drive.</p> <p>The project does not propose to construct any new roads, intersections, or crossing points for Stage 1. The Traffic Strategy provides further details on the road upgrades, potential impacts from these road upgrades and consideration of appropriate mitigation measures.</p>
	<p>c) details of the measures that would be implemented to:</p> <ul style="list-style-type: none"> • minimise traffic safety impacts of the development and disruptions to local road users during construction, upgrading or decommissioning works, including: 	<p>Section 6</p>	<p>Section 6 outlines management measures to be implemented during construction to minimise traffic safety impacts.</p>

Condition no.	Requirement	Where addressed	How addressed
	– a description of the proposed dilapidation surveys required by condition D39 of this approval;	Section 6.1 Table 6.1 - TT3 and TT4	Section 6.1 describes the roads that will be subject to a dilapidation survey prior to construction (note only portions of the road may be surveyed) for Stage 1.
	– a description of the proposed measures for managing traffic flow around the work sites, construction compounds and accommodation camps;	Section 6.5 Table 6.1 – TT6	Section 6.5 outlines management measures to be implemented during construction to manage traffic flow around the work sites, construction compounds and accommodation camps. Road Occupancy Licences (ROLs) will also be obtained (as required) for any road closures (full or partial) on roads that intersect with the haulage routes prior to any such closure.
	– temporary traffic controls, including detours and signage;	Section 6.5 Table 6.1 - TT35	The temporary traffic controls will be developed as part of the Traffic Control Plans for Stage 1 and are outlined in Section 6.5 of this TTMP.
	– procedures for stringing cables and transmission lines across roads;	N/A	No stringing of cables and transmissions lines across roads will occur as part of the Stage 1 works.
	– notifying the local community about development-related traffic impacts;	Section 1.7.2 Community Communication Strategy	Communication tools will be used by the project to inform stakeholders and the community of periodic traffic related impacts, including proposed road network changes, movement of OSOM vehicles and access impacts.
	– procedures for receiving and addressing complaints from the community about development-related traffic;	Section 1.7.3 Community Communication Strategy	Complaints will be managed by the Community and Stakeholder Engagement Team with the use of Consultation Manager database.
	– minimising potential cumulative traffic impacts with other projects in the area;	Section 6.6 Table 6.1 - TT33	Traffic arrangements between major construction projects will occur in consultation with TfNSW and local councils.
	– minimising potential conflict between development-related traffic and rail services, stock movements and school buses, in consultation with local schools, including preventing queuing on the public road network;	Section 6.6 Table 6.1 - TT23 and TT34	Scheduling, outlined in Section 6.6, will act to minimise potential for conflict with traffic and rail services, stock movements and other projects in the area. With no anticipated impacts/conflicts to school bus services, consultation with the local schools will commence, however is applicable to Stage 2 works. Management measures for minimising conflict between development-related traffic are identified in TT23 and TT34.

Condition no.	Requirement	Where addressed	How addressed
	<ul style="list-style-type: none"> – implementing measures to minimise development-related traffic on the public road network outside of standard construction hours; 	<p>Section 6.7 Table 6.1 - TT24 and TT36</p>	<p>Development related traffic will be scheduled within standard hours, wherever possible.</p> <p>If works are required outside of standard construction hours, the OOHW Protocol will be implemented (in the NVMP).</p>
	<ul style="list-style-type: none"> – minimising dirt tracked onto the public road network from development-related traffic; 	<p>Table 6.1 - TT21</p>	<p>Management measure TT21 in Table 6.1 outlines the measures in order to minimise tracking of mud from project area onto public sealed roads.</p>
	<ul style="list-style-type: none"> – details of the employee shuttle bus service (if proposed), including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service; 	<p>Not applicable to Stage 1</p>	<p>No employee shuttle bus services will be used as part of the Stage 1 works.</p> <p>Regular employee shuttle bus services will be used to transfer workers to and from the airport and accommodation camps for Stage 2 works only.</p>
	<ul style="list-style-type: none"> – encouraging car-pooling or ride sharing by employees; 	<p>Table 6.1 - TT19</p>	<p>Management measure TT19 in Table 6.1 states that carpooling and other shared transport initiatives for construction workers will be encouraged throughout construction. Carpooling and other shared transport initiatives may be promoted through the implementation of tools such as toolboxes and awareness training.</p>
	<ul style="list-style-type: none"> – scheduling of haulage vehicle movements to minimise convoy length or platoons; 	<p>Section 6.6 Table 6.1 - TT13 to TT17</p>	<p>In order to limit cumulative impacts on the road network and impacts to motorists, scheduling of vehicle movements to avoid peak traffic periods and conflicts with other road users will be implemented.</p> <p>Management measures relating to scheduling of vehicles is outlined in management measures TT13 to TT17 of Table 6.1.</p>
	<ul style="list-style-type: none"> – responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding; 	<p>Section 6.6 Appendix B Table 6.1 - TT31</p>	<p>Scheduling will act to minimise potential for conflict with local climate conditions such as fog, wet weather and flooding.</p> <p>The Flood Response Plan in Appendix B outlines procedures and options for safe access to and from the site in the event of flooding.</p>
	<ul style="list-style-type: none"> – ensuring loaded vehicles entering or leaving the site have their loads covered or contained; 	<p>Table 6.1 - TT20</p>	<p>Management measure, TT20, in Table 6.1 states that all trucks entering or leaving the site with loads will have their loads covered.</p>

Condition no.	Requirement	Where addressed	How addressed
	<ul style="list-style-type: none"> - responding to any emergency repair or maintenance requirements; 	Section 6.8 Table 6.1 - TT18	Emergency repair and maintenance requirements is in Section 6.8 of this TTMP. Management measure, TT18, in Table 6.1 outlines that broken down vehicles will be moved off the road, and hazard lights used.
	<ul style="list-style-type: none"> - provisions for maintaining emergency vehicle access at all times; 	Section 6.2 Table 6.1 - TT9	Management measure, TT9, states that access to properties will be provided at all times for emergency vehicles.
	<ul style="list-style-type: none"> - a traffic management system for managing over-dimensional vehicles; and 	Section 6.4	Section 6.4 of this TTMP describes the measures to be implemented for managing over-dimensional vehicles, including Vehicle Movement Plans (VMP).
	<ul style="list-style-type: none"> - fatigue management 	Section 6.10 Appendix A	The DCC in Appendix A describes driver's obligations including the management of fatigue. Appendix A also provides additional requirements for heavy vehicles or over dimension vehicles.
	<ul style="list-style-type: none"> • comply with the traffic conditions in this approval; 	Section 7	Section 7 of this TTMP describes compliance management related to traffic impacts for Stage 1, to ensure compliance with the traffic conditions in this approval.
	d) include a drivers code of conduct that addresses:		
	<ul style="list-style-type: none"> • travelling speeds; 	Section 6.10 Appendix A	The DCC in Appendix A describes driver's obligations including obeying the speed limits.
	<ul style="list-style-type: none"> • procedures to ensure that drivers to and from the development adhere to the designated over-dimensional and heavy vehicle routes; 	Section 6.10 Appendix A	The DCC in Appendix A describes the additional requirements for heavy vehicles or over dimension vehicles.
	<ul style="list-style-type: none"> • procedures to ensure that drivers to and from the development implement safe driving practices; and 	Section 6.10 Appendix A	The DCC in Appendix A describes all site personnel (including sub-contractors) will undertake an induction which will include details relating to the DCC.
	<ul style="list-style-type: none"> • include a detailed program to monitor and report on the effectiveness of these measures and the code of conduct; and 	Section 6.10 Section 6.11 Appendix A	The effectiveness of the management measures identified in this DCC will be monitored and reported through daily and weekly visual inspections. In Vehicle Monitoring System (IVMS) will be utilised on the project.
	e) a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	Section 6.12 Appendix B	A Flood Response Plan describing the procedures and options for safe access to and from the Buronga substation in the event of flooding, has been prepared and is included as Appendix B of this TTMP.

Condition no.	Requirement	Where addressed	How addressed
D44	The Proponent must ensure that the storage, handling, and transport of dangerous goods is undertaken in accordance with the relevant Australian Standards and guidelines, particularly <i>AS1940 The storage and handling of flammable and combustible liquids</i> and <i>AS/NZS 1596:2014 The storage and handling of LP Gas</i> , the <i>Dangerous Goods Code</i> , and the EPA's <i>Storing and Handling of Liquids: Environmental Protection – Participants Manual</i> .	Section 6.9 Table 6.1	Dangerous goods will be stored, handled and transported in accordance with <i>AS1940 The storage and handling of flammable and combustible liquids</i> and <i>AS/NZS 1596:2014 The storage and handling of LP Gas</i> , the <i>Dangerous Goods Code</i> , and the EPA's <i>Storing and Handling of Liquids: Environmental Protection – Participants Manual</i> .
E1	The Proponent must review and, if necessary, revise the strategies, plans or programs required under this approval to the satisfaction of the Planning Secretary within 3 months of the: <ul style="list-style-type: none"> • submission of an incident report under condition E6; • submission of an audit report under condition E11; or • any modification to the conditions of this approval. 	Section 1.9 Section 1.10 of the CEMP – Updating the CEMP	The Stage 1 TTMP will be reviewed and updated, if necessary, in the event of the following: <ul style="list-style-type: none"> • submission of an incident report under condition E6 of the Infrastructure Approval; • submission of an audit report under condition E11 of the Infrastructure Approval; or • any modifications to the Infrastructure Approval. Section 1.9 provides details that the TTMP will be reviewed and updated in accordance with Section 1.10 of the CEMP.

Condition no.	Requirement	Where addressed	How addressed
E2	<p>With the approval of the Planning Secretary, the Proponent may:</p> <p>(a) prepare and submit any strategy, plan or program required by this approval on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program);</p> <p>(b) combine any strategy, plan or program required by this approval (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and</p> <p>(c) update any strategy, plan or program required by this approval (to ensure the strategies, plans and programs required under this approval are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).</p> <p>If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this approval. If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program. If the Planning Secretary agrees, a strategy, plan or program may be staged without addressing particular requirements of the relevant condition of this approval if those requirements are not applicable to the particular stage.</p>	<p>Section 1.3 Section 1.9 Section 1.10 of the CEMP – Updating the CEMP</p>	<p>This TTMP has been prepared for Stage 1 works. The Stage 1 TTMP will be reviewed annually and updated, if necessary, in accordance with condition E1.</p> <p>A separate Stage 2 TTMP will be prepared for the Stage 2 works. The Stage 2 TTMP, once approved, will supersede the Stage 1 TTMP. This will be clearly stated in the Stage 2 TTMP.</p> <p>Similar to the Stage 1 TTMP, the Stage 2 TTMP will also be reviewed annually or in the event of the following:</p> <ul style="list-style-type: none"> • submission of an incident report under condition E6 of the Infrastructure Approval; • submission of an audit report under condition E11 of the Infrastructure Approval; or • any modifications to the Infrastructure Approval. <p>For further detail on updates to the TTMP, refer to Section 1.10 of the CEMP – Updating the CEMP.</p> <p>The Stage 1 TTMP is not combined with any other strategy, plan or program.</p>
E3	<p>Prior to commencing construction, operations, upgrading or decommissioning of the development or, the Proponent must notify the Department in writing via the Major Projects website portal of the date of commencing the relevant phase.</p> <p>If any of these phases of the development are to be staged, then the Proponent must notify the Department in writing prior to commencing the relevant stage, and clearly identify the development that would be carried out during the relevant stage.</p>	<p>Section 1.3 Section 2.3 of the CEMP - Staging</p>	<p>Section 1.3 outlines that the Department will be notified in writing via the Major Projects portal of the proposed date of commencement of Stage 1 of construction.</p>
E6	<p>The Department must be notified via the Major Projects website portal immediately after the Proponent becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one) and set out the location and nature of the incident. Subsequent notification requirements must be given, and reports submitted in accordance with the requirements set out in Appendix 3.</p>	<p>Section 8.3.1 of the CEMP – Incident notification and reporting in accordance with the Infrastructure Approval</p>	<p>Incident notification and reporting in accordance with the Infrastructure Approval is outlined in Section 8.3.1 of the CEMP, and outlines the protocol for managing and reporting incidents as set out in Appendix 3 of the Infrastructure Approval.</p>

Condition no.	Requirement	Where addressed	How addressed
E7	The Planning Secretary must be notified in writing via the Major Projects website within seven days after the Proponent becomes aware of any non-compliance.	Section 7.7.3	Section 7.7.3 includes acknowledgment that the Planning Secretary will be notified of non-compliances within seven days.
E8	A non-compliance 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, or will be, undertaken to address the non-compliance.	Section 7.7.3 Section 10.1.1 of the CEMP - Reporting non-compliances in accordance with the Infrastructure Approval	Section 7.7.3 includes a summary of the notification process for a non-compliance. Refer to Section 10.1.1 of the CEMP for further detail on non-compliance notifications.

2.3 Revised mitigation measures

The revised mitigation measures (RMMs) are defined in Appendix G of the Response to DPIE Request for Information. The RMMs relevant to traffic and transport are presented in Table 2.2 below.

A cross reference is also included to indicate where the measure is addressed within this plan or other project management documents. The management measures that will be implemented for the project are provided in Section 6 of this TTMP.

Table 2.2 - Revised mitigation measures relevant to traffic and transport

Reference	Revised mitigation measures	Location	Where addressed	How addressed
TA1	Site access/egress points will be designed to minimise conflicts with vehicle movements on the road network and in accordance with relevant safety requirements. This may include the provision of acceleration and deceleration lanes at accommodation camp locations. Any designs will be in accordance with the Austroads Guide to Road Design and Austroads Guide to Traffic Management, Traffic Control at Worksites and approved by the relevant road authority.	All roads that intersect with the transmission line corridor or are on haulage routes	Section 5.4 Section 5.5 Section 6.2 Section 6.3 Traffic Strategy	The site access points for Stage 1 are identified in Section 5.4 and Section 5.5. Road upgrades for access to Buronga accommodation camp and substation will be completed in accordance with s138(2) of the <i>Roads Act 1993</i> , including the BAL/BAR treatment and the Safe Interaction Sight Distance requirements as outlined in <i>Austroads Guide to Road Design Part 4A</i> . An access point is also proposed at the Alcheringa Drive water supply location. SecureEnergy will obtain certification from the road designer that the road design drawings comply with the relevant standards.

Reference	Revised mitigation measures	Location	Where addressed	How addressed
TA2	<p>Road pre-condition will be carried out for the public road network in the vicinity of access points to construction compounds, construction camps and construction areas, and for roads for which proposal-related traffic within the Wentworth Shire LGA will be the main source of traffic prior to the use of the roads by proposal-related heavy vehicles. The pre-condition surveys will be undertaken in consultation with relevant councils and road owners. This will include identification of existing conditions and mechanisms to repair damage to the road network caused by construction vehicles associated with the proposal.</p> <p>Construction haulage access routes will be subject to regular inspections, at a frequency to be determined in consultation with the relevant roads authority, to monitor the condition of these roads. Any identified issues attributable to project-related use will be rectified to maintain road safety.</p>	All roads that intersect with the transmission line corridor or are on haulage routes	Section 6.1 Section 7.4	<p>Independent dilapidation surveys will be undertaken in accordance with condition D39. The dilapidation surveys will be undertaken in consultation with relevant councils and road owners, as outlined in Section 6.1.</p> <p>Section 7.4 of this TTMP describes that weekly inspections will be performed by the Environmental Advisor and documented in a weekly environmental checklist.</p>
TA3	The community will be notified in advance of proposed road network changes through appropriate forms of communication.	All locations	Section 1.7.2 Table 6.1 - TT5	Communication tools will be used by the project to inform stakeholders and the community of periodic traffic related impacts, including proposed road network changes, movement of OSOM vehicles and access impacts.
TA4	Road Occupancy Licence(s) will be sought (as required) for any road closures (full or partial) prior to any such closure. The timing of any closures will be carried out to minimise impacts to the road network in accordance with the conditions of the licence.	All roads that intersect with the transmission line corridor or are on haulage routes	Section 2.4.1	An ROL will be obtained from the relevant road authorities for construction activities that are likely to impact on the operational efficiency of the road network (classified and unclassified roads). This includes activities impacting a traffic lane or lanes or off-road activities which affect traffic flow.

Reference	Revised mitigation measures	Location	Where addressed	How addressed
TA5	<p>Permits from the National Heavy Vehicle Regulator (NHVR) will be obtained where required to provide oversized and overmass vehicles access during construction.</p> <p>Permit applications will be supported by a Vehicle Movement Plan (VMP), prepared to indicate the proposed heavy vehicle route(s). The Vehicle Movement Plan would consider activities of adjoining land uses and safety of the public, particularly when entering urban areas from rural highways.</p>	All roads that intersect with the transmission line corridor or are on haulage routes	<p>Section 2.4.2</p> <p>Section 6.4.2</p> <p>Table 6.1 - TT7</p>	<p>If vehicles exceed the dimension or mass limits contained in a Class 1 Notice or Ministerial Order, an access permit from the NHVR will be required to operate on the NSW road network.</p> <p>Permits from the NHVR will be obtained, where required, to provide oversized and overmass vehicles access during construction. Permit applications will be supported by a VMP.</p>
TA7	Adjustments to haulage routes in response to road closures by Wentworth Shire Council (e.g. during wet weather conditions or during other maintenance or other upgrade activities) will be identified in consultation with Wentworth Shire Council and affected residents, and suitable management measures identified and implemented.	Local roads within the study area	<p>Section 6.6</p> <p>Table 6.1 - TT8</p>	Management measure, TT8, outlines that haulage routes will be adjusted in response to road closures by Wentworth Shire Council, and where required will be identified in consultation with the council and affected residents.
TA8	Access to properties for emergency vehicles will be provided at all times.	All locations	<p>Section 6.2</p> <p>Table 6.1 - TT9</p>	Management measure, TT9, in Table 6.1 states access to properties will be provided at all times for emergency vehicles.
TA9	Access to properties will be maintained or alternative arrangements agreed in consultation with landholders.	All locations	<p>Section 6.2</p> <p>Table 6.1 - TT10</p>	Management measure, TT10, in Table 6.1 states access to properties will be maintained or alternative arrangements will be agreed upon in consultation with landholders.
TA10	Following completion of construction, condition surveys of road pavements will be carried out. Any damage as a result of construction vehicles will be repaired following the completion of construction (and as needed through the construction period to maintain safe road conditions).	All roads that intersect with the transmission line corridor or are on haulage routes	<p>Section 6.1</p> <p>Table 6.1 - TT4</p>	Independent dilapidation surveys will be undertaken in accordance with condition D39. The dilapidation surveys will be undertaken in consultation with relevant councils and road owners, as outlined in Section 6.1.

Reference	Revised mitigation measures	Location	Where addressed	How addressed
TA11	TransGrid will commit to a Road Maintenance Agreement with Wentworth Shire Council to ensure appropriate remediation of roads used by project-related vehicles to address any damage and deterioration caused by the construction of the proposal.	Roads maintained by Wentworth Shire Council	Section 6.1	Procedures to be developed in consultation with the local Council authority to facilitate a regime for the repair of damage to the existing road structure that is clearly attributable to the Contractor, incurred as part of undertaking the Project Works.
LP6	Procedures will be implemented so that potential impacts or conflicts between livestock and construction activities are appropriately managed. Procedures will be developed in consultation with affected landholders will include management of: <ul style="list-style-type: none"> • ... • vehicle movements and other activities within the vicinity of livestock • ... 	Transmission line	Table 6.1 - TT23 NVMP	Procedures will be developed in consultation with affected landholders to include vehicle movements and other activities within the vicinity of livestock.
HF2	Detailed construction planning will consider flood risk at construction areas. This will include identification of measures that will be implemented to not worsen flood impacts downstream and on other property and infrastructure during construction up to and including the 1% AEP flood event, and review of site layout and staging of construction works to avoid or minimise obstruction of overland flow paths and to limit the extent of flow diversion required. Procedures as detailed in the flood emergency management procedures will be implemented in response to flood events, including the evacuation of personnel.	Transmission lines and construction sites within flood prone land	Appendix B SWMP	The Flood Response Plan in Appendix A describes flood emergency management procedures. Further detail refer to the SWMP.
HR9	Dangerous goods and hazardous substances will be transported in accordance with relevant legislation and codes, including the Dangerous Goods (Road and Rail Transport) Act 2008, Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998 and the Australian Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2007).	All locations	Section 6.9 Table 6.1 - TT22	Section 6.9 and management measure, TT22, outlines the measures to transport dangerous good and hazardous substances.

Reference	Revised mitigation measures	Location	Where addressed	How addressed
CI1	Co-ordination of traffic management arrangements between major construction projects will occur in consultation with the relevant road authorities (Transport for NSW and local councils) and/or other proponents as relevant. This will consider any potential conflicts in relation to deliveries and identified haulage routes during the program.	Silver City Highway and Arumpo Road	Section 1.7.2 Table 6.1 - TT33	Section 1.7.2 and management measure, TT33, outlines traffic arrangements between major construction projects will occur in consultation with TfNSW and local councils.

2.4 Licences and permits

2.4.1 Road occupancy licence

In accordance with Section 138 of the *Roads Act 1993*, a road occupancy licence (ROL) will be obtained from the relevant road authorities for construction activities that are likely to impact on the operational efficiency of the road network (classified and unclassified roads). This includes activities impacting a traffic lane or lanes or off-road activities which affect traffic flow.

Any ROL required during construction will be obtained from the relevant road authorities. Where a ROL is required, the works covered by the ROL will not commence until that ROL has been issued. The work will be carried out in compliance with the conditions of ROLs. In conjunction with an ROL, it may be necessary to reduce the speed limit of the roadway for the period of the occupancy for the safety of road users and workers. Roadwork speed zones will be established in accordance with AS1742.3-2009 *Traffic control devices for works on roads* in consultation with the road authority(s). The speed zone authorisations will form part of the ROL application process as required by the road authority.

2.4.2 Oversize Overmass access permit

The National Heavy Vehicle Regulator (NHVR) administers the one set of laws and regulations under the Heavy Vehicle National Law (HVNL). NSW, Victoria and South Australia have changed their respective legislation to mirror the requirements under the HVNL. The aim of the HVNL is to:

- manage the impact of heavy vehicles on the environment, road infrastructure and public amenity;
- promote industry productivity and efficiency; and
- consolidate the current national heavy vehicle model laws and replaces corresponding state and territory legislation.

If vehicles exceed the dimension or mass limits contained in a Class 1 Notice or Ministerial Order, an access permit from the NHVR will be required to operate on the NSW road network. Oversize overmass (OSOM) vehicles are defined as Class 1 vehicles under the *Heavy Vehicle National Law*.

A vehicle or vehicle combination is considered to be OSOM if it exceeds any general access mass or dimension limits. A Transport Management Plan is required for any of the following OSOM movements:

- all OSOM movements that are classified as 'High Risk' due to their dimensions and/or weights;
- all OSOM movements that travel on a 'High Risk' route; and
- all OSOM movements that involve the transport of a 'Critical/Sensitive' load.

The Transport Management Plan will include the nominated vehicle size, weight of the OSOM load, proposed route & analysis of the required turn movements. The Transport Management Plan will be prepared to accompany the access permit application and submitted to TfNSW to obtain approval prior to these movements occurring.

2.5 Guidelines

The main guidelines, specifications and policy documents relevant to this plan include:

- *Austroads Guide to Road Design*;
- *Austroads Guide to Traffic Management*;
- *Austroads Guide to Road Design Part 4A (Unsignalised & Signalised Intersections)*;
- *Traffic Control at Work Sites – Version 6*;
- Australian Standard 1742 Parts 1 to 14 *Manual of Uniform Traffic Control Devices*;
- Australian Standard 1742.3-2009 *Traffic control devices for works on roads*;
- NSW *Heavy Vehicle Access Policy Framework* (TfNSW, 2018); and
- *Transport of Dangerous Goods by Road and Rail*, Edition 7.7 (National Transport Commission, 2020).

The documents identified above are considered by the project as described and referenced throughout this TTMP.

3 Existing environment

The following section summarises the existing traffic and transport activities within and adjacent to Stage 1 of the project. The key reference documents include:

- Section 18 and Technical Paper 9 of the EIS;
- Section 6.11 of the Amendment Report; and
- Appendix J of the Amendment Report (Addendum Traffic, transport and access impact assessment).

3.1 Local, State and National Roads

The existing road network within the Wentworth Shire Local Government Area (LGA) consists of a combination of national, state, regional and local roads. The key roads within the project area for Stage 1 are detailed in Table 3.1.

Table 3.1 - Roads used for the delivery of Stage 1

Name	Description	Classification	Authority	Type
Silver City Highway (B79)	<p>A 683-kilometre-long sealed highway with two lanes, which is a state road with the Gazetted Road Number of 22 that connect Buronga to Queensland Border.</p> <p>It runs in an east-west alignment between Wentworth and Buronga and north-south between Wentworth and Broken Hill. It has a general speed limit of 100km per hour and 60km per hour in larger town centres such as Buronga and Dareton.</p> <p>There are no dedicated pedestrian and cycling facilities within Wentworth Shire LGA, no pedestrian footpath or shoulder on Silver City Highway with pedestrians traversing along road verge and cyclists in traffic lanes. The speed along the highway and rural nature of the area (general lack of pedestrian destinations) results in minimal pedestrian and cycle activity.</p>	State	TfNSW	Primary access route
Sturt Highway (A20)	<p>A state road which is a major east-west highway that connects Buronga to Wagga Wagga, allows for passenger vehicles and heavy vehicles, is a sealed highway with one lane in each direction in a north-south alignment in Wentworth LGA. General speed limit of 100km per hour and 60km per hour in town centres. Has a dedicated cycling facility and a dedicated pedestrian footpath only on the West side on George Chaffey Bridge between Mildura and Buronga. A narrow road shoulder in both directions allows some room for cyclists but is deficient of minimum standard width, outside of town centres the speed of the traffic leads and rural nature of the area (general lack of pedestrian</p>	State	TfNSW	Primary access route

Name	Description	Classification	Authority	Type
	destinations) to minimal pedestrian and cycle activity.			
Arumpo Road	Sealed regional road with unsealed road shoulders, connects traffic from Silver City Highway and Sturt Highway to Lake Mungo, with a speed limit of 80km per hour and one lane in each direction.	Regional	TfNSW	Primary access route
Renmark Road	Partially sealed regional road that connects South Australian border with Silver City Highway. Sealed from Silver City Highway for around 18km with unsealed road shoulders, where the rest of the road to South Australia border is unsealed. Has a speed limit of 100km per hour with one lane in each direction.	Regional	TfNSW	Primary access route
Alcheringa Road	Sealed local road	Local	Wentworth Shire Council	Water supply route
Corbett Avenue	Sealed local road	Local	Wentworth Shire Council	Water supply route
Modica Crescent	Sealed local road	Local	Wentworth Shire Council	Water supply route

3.2 Existing traffic volumes

The Technical Paper 9 (Traffic and transport impact assessment) provides the traffic volume data of the key roads identified for Stage 1. Table 3.2 provides a summary of the existing daily traffic volumes, peak hourly traffic estimates and capacity of the existing roads used for Stage 1 works.

Table 3.2 - Summary of existing road information

Road name	Daily traffic volume (vehicles per day)	Peak hourly traffic estimates	Capacity (vehicles per hour)
Regional roads			
Arumpo Road	327	32 (in both directions)	3,600 (in both directions)
Renmark Road	<50	<10	-
State roads			
Silver City Highway			
Ellerslie – between Broken Hill and Wentworth (from Broken Hill to Perry Street)	358	35	3,600 (in both directions)
Within Wentworth Town Centre (from Perry Street in Wentworth to Delta Road in Wentworth)	2,559	255	2,000 (in both directions)
Mourquong – between Dareton and Buronga (from Fletchers Lake Road to Corbett Avenue)	2,228	222	3,600 (in both directions)
Within Buronga Town Centre (from Corbett Avenue to Sturt Highway)	5,478	547	2,000 (in both directions)
Sturt Highway			
George Chaffey Bridge – between Mildura and Silver City Highway, Buronga	10,593	1,059	3,600 (in both directions)

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Road name	Daily traffic volume (vehicles per day)	Peak hourly traffic estimates	Capacity (vehicles per hour)
Within Buronga (between Silver City Highway and Knights Road in Gol Gol)	2,730	273 (in eastern direction)	500 (in eastern directions)

3.3 Water supply points

A series of water supply points have been identified in the EIS as suitable connection points to existing water supply pipelines. The water supply points nominated for Stage 1 are provided in Table 3.3 below.

Additional water supply points may also be identified as the detailed design stage is progressed in order to reduce distance for, and number of, vehicle movements associated with water supply. For further detail on the water supply points, refer to the *Soil and Water Management Plan (SWMP)*(45860-HSE-PL-D-0008) and the *Traffic Strategy* (45860-G-70108-REP-G-00001).

Table 3.3 - Water supply points

Location	Description
Alcheringa Drive, Buronga	The water supply point will be located at the point of the existing Buronga re-lift pump station. The proposed works will include installation of a new standpipe and connection. The area is currently cleared and adjacent to Alcheringa Drive.
Modica Crescent, Buronga	Water will be filled through a metered hydrant from the water main on the side of the road.

3.4 Heavy vehicle route restriction

Due to magnitude of the works a large range of vehicle types are proposed to be used in the project, including those with restricted access and oversized and overmass (OSOM) vehicles.

The classified regional roads (Silver City Highway and Sturt Highway) and the unclassified regional roads (Renmark Road and Arumpo Road) in the project area, currently permit access by restricted access vehicles, and road trains (except for AB-triple and Type 2 A-triple). Classified roads permit access to oversized and overmass vehicles, however, unclassified regional roads require prior approval.

The majority of local roads typically only allow access of up to the largest general vehicle type (i.e. semi-trailer).

3.5 Public transport

Buses provide the primary public transport service in the Wentworth LGA, operated by Buslink.

The key bus corridors and routes include the Buslink routes along Sturt Highway in NSW (routes 950, 951, 953, 954, 955, 956) and Buslink routes along Silver City Highway in NSW (routes 950, 951, 955, 956). The section of Sturt Highway (including George Chaffey Bridge) between Mildura and Buronga serves all the Buslink services entering NSW, all of which originate from Mildura, with a peak of three buses per hour in each of the weekday AM and PM period direction. The frequency of the remaining services provides either no or between one to two peak services only. Given the relatively small contribution that project-related traffic will make to existing traffic volumes along these primary access routes, the project is unlikely to create conflicts between or increase any existing risks to any bus services, including school buses, using these routes.

There is no public bus route along Arumpo Road and Alcheringa Drive. The Alcheringa Drive water supply point is located more than 2.5km away from the nearest school and there are no known school buses routes along Alcheringa Drive. The Buronga compound and Buronga substation are located more than 8km away from the nearest school. There are no residential properties in the vicinity of the Buronga substation and school buses are not anticipated along Arumpo Road.

Accordingly, impacts/conflicts to school bus services from project-related vehicle movements are not anticipated.

4 Environmental aspects and impacts

4.1 Construction activities

An environmental aspect is an element of an organisation's activities, products, or services that has or may have an impact on the environment (ISO 14001 Environmental management systems). The relationship of aspects and impacts is one of cause and effect.

The key aspects that could result in adverse impacts to traffic and transport include:

- increase in light vehicle movements on the primary access routes by an indicative peak of around:
 - 500 movements per day for construction of the entire construction program;
- increase of heavy vehicle movements on the primary access routes by an indicative peak of around:
 - 400 movements per day for construction of the entire construction program;
- increase in traffic on surrounding roads that are not haulage routes due to overall increase in access into the town with workers;
- transport of heavy, oversize and overmass vehicles;
- acceleration and deceleration of heavy vehicles; and
- increase of oversize and overmass vehicles.

4.2 Impacts

Potential traffic and transport impacts attributable to Stage 1 works might include:

- increased heavy vehicle volumes and associated impacts, including road deterioration and impacts to motorists;
- short term road closures and/or traffic restrictions and delays during the transport of oversize and heavy loads; and
- short term restrictions for properties that have been consulted with.

5 Construction traffic and parking

5.1 Construction haulage routes (heavy and light vehicles)

Construction heavy vehicle movements will be required at the Buronga substation and compound for a variety of activities (i.e. earthworks, clearing and grubbing activities). This will be undertaken within the proposal study area, to minimise impacts on the public road network. However, use of public roads will also be required.

All heavy and light vehicles associated with the development will travel to and from the site via the Primary Access Route described in the EIS, as identified in Appendix 2 of the Infrastructure Approval. The primary access routes are the potential haulage routes and key access routes for the Stage 1 works. The primary access routes for Stage 1 include Sturt Highway, Silver City Highway, Renmark Road and Arumpo Road. Given the limited number of route options, these routes will be used by both general construction traffic and for heavy vehicle haulage routes. Figure 5-1 identifies the primary access routes and water supply routes to be used for Stage 1 construction activities, which will be accessed by both heavy and light vehicles.

The water supply point on Alcheringa Drive will be used to supply raw water for the Stage 1 scope of works. This site will be located at the point of the existing Buronga re-lift pump station. The proposed works will include installation of a new standpipe and connection. The area is currently cleared and adjacent to Alcheringa Drive. Figure 5.2 shows the water supply route for Alcheringa Drive.

The water supply point on Modica Crescent will be used to supply potable water for the Stage 1 scope of works. Water will be filled through a metered hydrant from the water main on the side of the road. Figure 5.2 shows the water supply route for Modica Crescent.

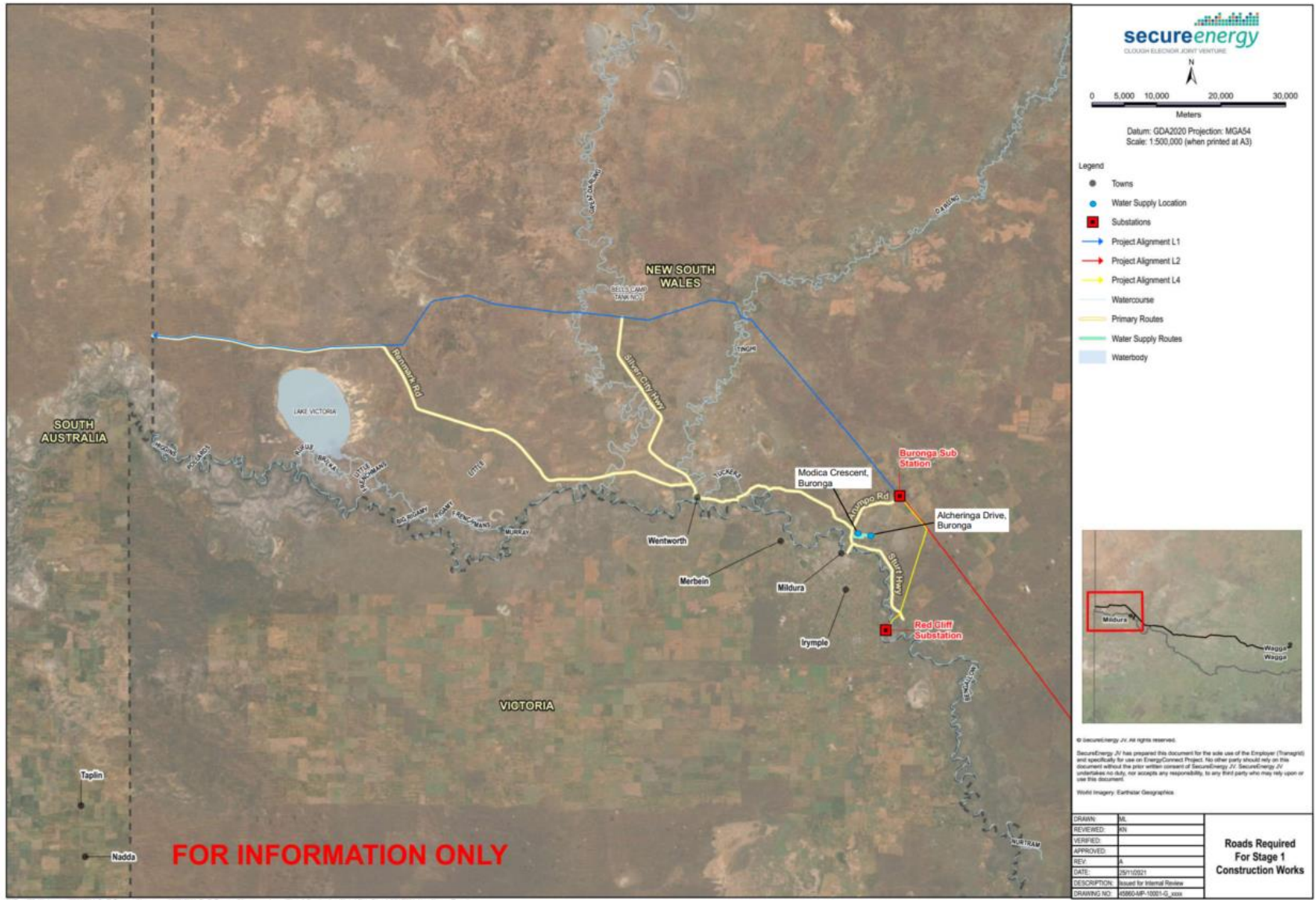


Figure 5.1 - Primary access routes and water supply routes for Stage 1

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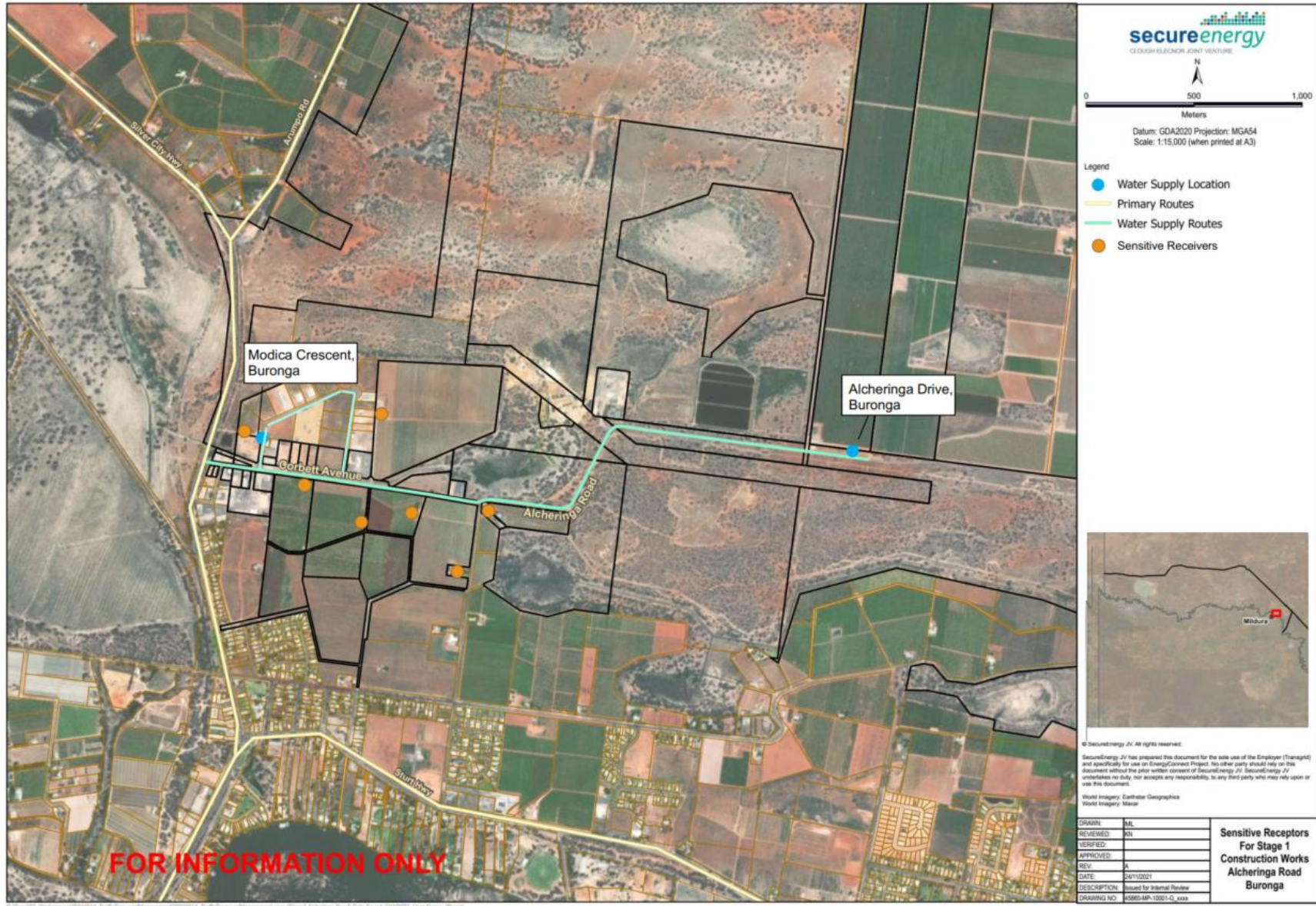


Figure 5.2 - Alcheringa Drive and Modica Crescent water supply route

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5.2 Construction haulage routes (oversize vehicle movements)

All over-dimensional vehicles associated with the development will only travel to and from the Buronga Substation site via the Primary Access routes described in the EIS, unless the Planning Secretary agrees otherwise. Figure 5.1 identifies the primary access routes that will be utilised by oversize vehicle movements for Stage 1.

Any of the long distance haul routes will be subject to permits granted by NHVR and will be assessed accordingly.

Haulage routes from port facilities may include:

- Port Botany – travel from Sydney to Buronga via Wagga Wagga along the Hume Highway (M31) and Sturt Highway (A20), before reaching Arumpo Road to access the Buronga substation;
- Port Kembla – travel from Wollongong to Buronga via Wagga Wagga along the Hume Highway (M31) and Sturt Highway (A20), before reaching Arumpo Road to access the Buronga substation;
- Port Newcastle – travel from Newcastle to Buronga via Wagga Wagga along the Pacific Motorway (M1), Westlink M7, Hume Highway (M31) and Sturt Highway (A20), before reaching Arumpo Road to access the Buronga substation;
- Port of Adelaide – travel from Adelaide to Buronga via Broken Hill along Silver City Highway (B79), before reaching Arumpo Road to access the Buronga substation; and
- Port of Melbourne – travel from Melbourne to Buronga via Mildura along Calder Highway (A79) and Benetook Avenue (C255) on the Victorian side, before crossing the Murray River along George Chaffey Bridge on Sturt Highway (A20) and reaching Arumpo Road to access the Buronga substation.

5.3 Construction worker parking

For the construction works at the Buronga substation, it is expected that relevant workers will be typically based within the accommodation camp at this work site or travel to the site locally from the surrounding towns such as Buronga, Gol or Mildura and park within the Buronga main construction compound or substation area.

5.4 Buronga substation and compound access

Temporary access will be located off Arumpo Road into compound area and will be removed following completion of construction. Temporary access will also be located off Arumpo Road into the substation area. This site access will be constructed to a permanent access point following completion of construction.

SecureEnergy will utilise a Rural Basic Right Turn (BAR) and Rural Basic Left Turn (BAL) configurations on Arumpo Road for site access for Stage 1 works. This will involve localised pavement widenings to provide adequate space for motorists to pass construction vehicles turning into the site access. The use of a BAR and BAL has been assessed utilising the *Austrroads Guide to Road Design Part 4A (Unsignalised & Signalised Intersections)*.

Figure 5.3 outlines a BAR and BAL configuration.

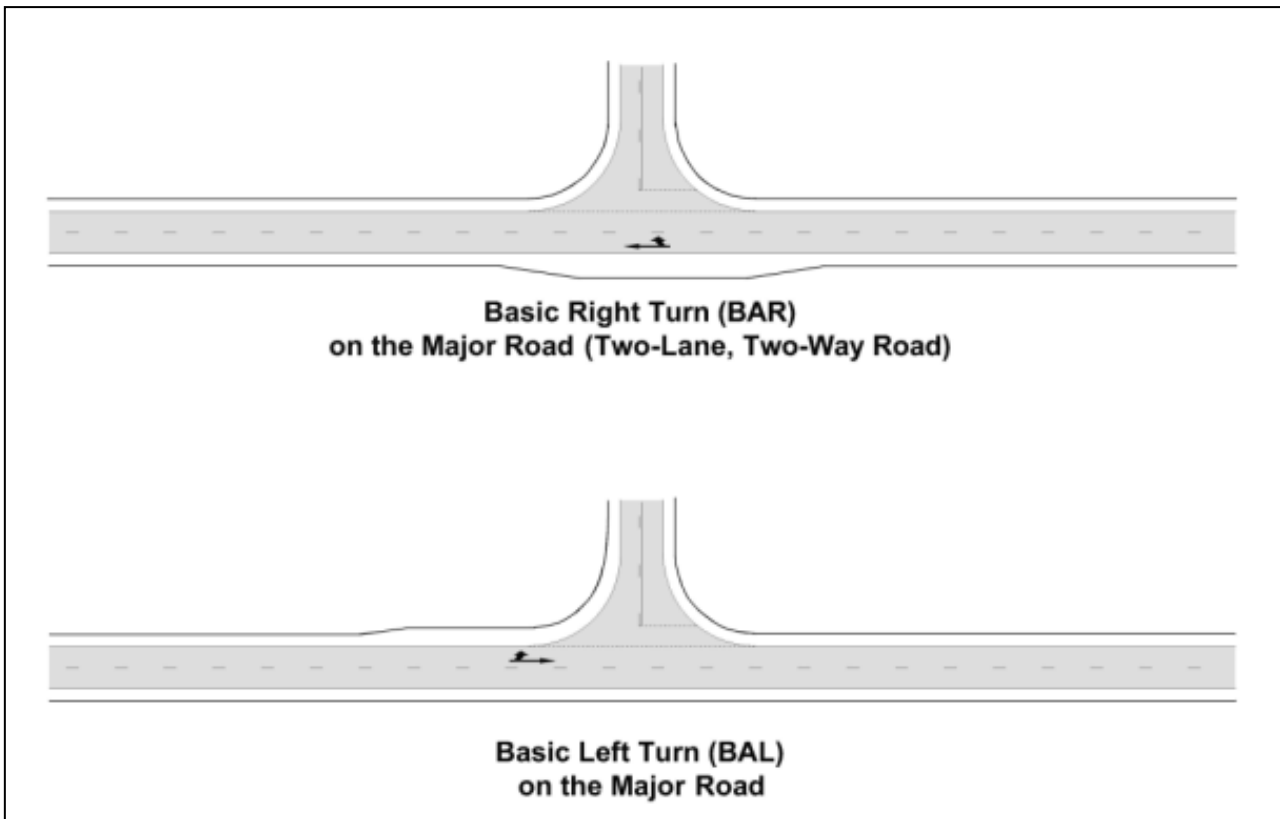


Figure 5.3 - Rural Basic Right Turn and Rural Basic Left Turn configurations

5.5 Alcheringa Drive water supply point access

An access point is also proposed at the Alcheringa Drive water supply location. This access point will allow for the trucks to access the water supply point. The access point will consist of gravel with a sealed access.

6 Management measures

Management measures to be implemented during construction are described in the following section. To minimise impacts the management measures related to traffic and transport, included in Table 6.1, will be applied.

6.1 Dilapidation surveys

Independent dilapidation surveys will be undertaken in accordance with condition D39. The dilapidation surveys will be undertaken in consultation with relevant councils and road owners.

Dilapidation surveys will include the following areas:

- for the public road network in the vicinity of access points to the construction compounds, construction camps and construction areas; and
- for roads for which project-related traffic within the Wentworth Shire LGA will be the main source of traffic.

Dilapidation surveys will be undertaken prior to construction, upgrading or decommissioning works to assess the existing conditions of all local roads on the transport route (including local road crossings).

The following local roads will be subject to a dilapidation survey prior to construction:

- Entire length of Modica Crescent;
- Corbett Avenue from Silver City Highway to Alcheringa Drive; and
- Alcheringa Road from Corbett Avenue to the Alcheringa Drive water supply point.

The following State and Regional roads will be subject to a dilapidation survey prior to construction:

- Renmark Road
- Arumpo Road;
- Silver City Highway; and
- Sturt Highway.

Dilapidation surveys will be undertaken on an annual basis during construction. Also, within one month of the completion of any construction, upgrading or decommissioning works, a dilapidation survey will be undertaken to assess the condition of all local roads on the transport route (including local road crossings).

If the dilapidation surveys identify that a local road (or local road crossing) has been damaged during construction, upgrading or decommissioning works, the identified damage will be repaired. This will be undertaken in consultation with the relevant roads authority, to the satisfaction of the Planning Secretary.

In addition, a Road Maintenance Agreement will be developed in consultation with the local Council authority to facilitate a regime for the repair of damage to the existing road structure that is clearly attributable to the SecureEnergy activities, incurred as part of undertaking the Project Works.

6.2 Access points

Any designs for site access/egress points will be completed in accordance with the *Austrroads Guide to Road Design* and *Austrroads Guide to Traffic Management, Traffic Control at Worksites*, and approved by the relevant road authority.

The road upgrades at Arumpo Road will be completed in accordance with s138(2) of the *Roads Act 1993*, including the appropriate BAL/BAR treatment and Safe Intersection Sight Distance requirements outlined in *Austrroads Guide to Road Design Part 4A*. The BAR/BAL treatment will also

be designed to accommodate both the through and turn movements of the nominated design vehicles (i.e. 36.5 m road train).

During Stage 1 works, access to properties will be maintained or alternative arrangements agreed in consultation with landholders. Access to properties for emergency vehicles will be provided at all times.

To provide safe entry and exit to the worksite from the designated site gates the following will occur:

- monitor the number of access points in use;
- ensure the access points nominated can accommodate the turning movement of the largest vehicle that will be accessing the site as required;
- ensure all access points are clearly visible to approaching traffic and signposted accordingly; and
- ensure that vehicles will enter and exit the access gates in forward direction only. If this is not possible, traffic control will be implemented to assist.

Traffic control will be utilised to manage this interface. All temporary access points will be removed upon completion of works unless directed to remain by Transgrid or the landowner.

6.3 Road upgrades

The definition of construction within the Infrastructure Approval does not include road upgrades. Road upgrade works are, however, incorporated within this TTMP as required by condition D40 b).

As per the Technical Paper 9 (Traffic and transport impact assessment), only upgrades of the access points are required to mitigate impacts to the road network entering and exiting the Stage 1 construction areas. The project does not propose to construct any new roads, intersections, or crossing points for Stage 1.

Stage 1 will involve access to the Buronga substation, accommodation camp and construction compound and earthworks material site on Arumpo Road, Buronga (regional road). The road upgrades for the access points off Arumpo Road will facilitate the works required to complete Stage 1 works. It is proposed to provide two separate access points, one for access to the Buronga substation area and one for access to the camp and compound.

There is also a proposed road upgrade for the access point proposed at the Alcheringa Drive water supply location. This access point will allow for the trucks to access the water supply point. The access point will consist of gravel with a sealed access.

In accordance with condition D37, the Traffic Strategy provides the specific details on the road upgrades, potential impacts from these road upgrades and consideration of appropriate mitigation measures.

6.4 Heavy vehicle and over-dimensional vehicles

6.4.1 Chain of Responsibility

The Heavy Vehicle National Law (HVNL) requires that every party in the heavy vehicle transport supply chain has a duty to ensure the safety of their transport activities.

The Chain of Responsibility (CoR) requirements apply to heavy vehicles, which are:

- owned or hired by SecureEnergy;
- used by subcontractors to:
 - undertake work for SecureEnergy; and
 - supply goods and materials to SecureEnergy.

Under the HVNL, a road-going vehicle that has a gross vehicle mass (GVM) of more than 4.5t must meet a number of requirements in relation to mass, dimension, loading and speed. Vehicles that

have a GVM or gross combination mass (GCM) of more than 12t, or a bus with a GVM of more than 4.5t, designed to carry more than 12 people including the driver, are fatigue-regulated heavy vehicles and subject to fatigue management requirements.

A heavy vehicle is determined by its GVM rating, not the load it is carrying at the time. There are still legislative obligations regarding speed and fatigue which must be complied with when a heavy vehicle is returning to its depot without a load.

Stage 1 will require the use of heavy vehicles to transport:

- plant, equipment and materials to Buronga substation site from suppliers; and
- waste to regional landfill(s) or to specific waste disposal sites as described in the project *Waste Management Plan* (45860-HSE-PL-D0013).

SecureEnergy recognises their role to manage and control transport of plant, equipment and materials to meet the CoR requirements.

6.4.2 Vehicle movement plans

Permits from the NHVR will be obtained, where required, to provide oversized and overmass vehicles access during construction. Permit applications will be supported by a Vehicle Movement Plan (VMP).

The VMP will be developed to indicate the proposed heavy vehicle routes and will be used to communicate approved heavy haulage routes and include travel directions, permitted intersection turning movements, speeds, approved parking, lay-up areas, areas off-limits to parking, types / size of trucks to be used and any traffic control required.

The VMP will consider activities of adjoining land uses and safety of the public, particularly when entering urban areas from rural highways.

The VMP will be developed for key areas of the project as required, details will include (but not limited to):

- key intersections;
- key project roads shown on Table 3.1; and
- internal project access roads.

SecureEnergy will ensure that suppliers and subcontractors are notified of the approved routes in and around the Stage 1 site prior to commencing work. Specific construction driver training to understand route constraints, expectations, safety issues, human error and its relationship with fitness for work and chain of responsibility duties, and to limit the use of compression braking is to be completed where necessary.

6.4.3 Heavy vehicle haulage routes

All over-dimensional vehicles associated with the development will only travel to and from the site via the Primary Access Routes described in the EIS, as identified in the figure in Appendix 2 of the Infrastructure Approval, unless the Planning Secretary agrees otherwise.

The *NSW Heavy Vehicle Access Policy Framework* (TfNSW, 2018) provides a framework for heavy vehicle access in NSW for both state and local council roads. Heavy vehicle routes to and from construction sites have been prepared with the objectives being to minimise impacts to local roads and maximise the utilisation of State and regional roads where feasible and reasonable. Where an emergency requires, non-project listed roads, including local roads may be used by light vehicles and heavy vehicles only where safe to do so and authorised by the relevant authorities.

Heavy vehicle haulage routes will be adjusted in response to road closures by Wentworth Shire Council (e.g. during wet weather conditions or during other maintenance or other upgrade activities). Where this results in the use of local roads within the project areas, these will be identified in

consultation with Wentworth Shire Council and affected residents, and suitable management measures identified and implemented.

Heavy vehicle parking, idling and queuing on public roads will be minimised where practicable particularly within the regional towns of Wentworth and Buronga.

At all times heavy vehicle drivers will be required to obey the road rules which includes covering loads when in transit to and exit from the project site.

6.5 Traffic control plans

TCPs will be developed as part of the construction planning process for all construction activities that affect traffic conditions and the safety of road users on the external or internal road network. TCPs would be prepared by appropriately qualified persons and sent to the relevant road authority for approval and be communicated to all workers prior to implementation.

Specifically for Stage 1 works, short term TCPs will be developed to facilitate the following activities:

- widening of the existing pavement at the Stage 1 access point to construct BAR and BAL treatments; and
- short term stoppages to assist vehicle movements in and out of the Stage 1 access points.

TCPs will be developed progressively during construction in accordance with the Roads and Maritime publication *Traffic Control at Work Sites – Version 6* and *the Australian Standard AS1742-2002 Manual of Uniform Traffic Control Devices*. The TCPs will be developed in consultation with the relevant road authority(s), including TfNSW and Wentworth Shire Council.

The TCPs will establish the specific management measures to be implemented to ensure the safety of road users and to maintain efficient road network operations. They will include:

- the traffic control devices to be installed in advance of the works which may include cones, detours, barriers, signs, traffic controllers and temporary traffic signals etc and how these are to be established;
- additional advisory signs or speed restrictions to be installed during construction;
- road occupancy requirements and approvals;
- road speed reductions required for the safety of the public and workers; and
- traffic management inspection and maintenance requirements.

Emergency services will be notified prior to the implementation of traffic changes to ensure that they are aware of the potential impacts that may affect emergency responses.

6.6 Scheduling

In order to limit cumulative impacts on the road network and impacts to motorists, scheduling of vehicle movements to avoid peak traffic periods and conflicts with other road users will be implemented.

Scheduling will act to:

- minimise potential for conflict with local climate conditions such as fog, wet weather and flooding;
- minimise potential conflict with schedule events through consultation with relevant stakeholders;
- minimise potential for conflict with traffic and rail services, stock movements and other projects in the area, as far as practicable; and
- minimise convoying or platoons.

Drivers are to avoid forming convoys where other road users are limited in vehicle movements by no-break in heavy vehicles. The impact of heavy vehicles from convoys and congestion through local townships during peak traffic periods are to be mitigated through the following initiatives:

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- convoys will be limited during travel and avoid travel during peak periods through townships.;
- deliveries will be scheduled and staggered to prevent vehicles queuing. Deliveries will be arranged so they travel at an ordered distance allowing for a steady entry into the site without the need to queue;
- heavy vehicles will aim to travel staggered from one another when in transit in order to minimise delays to non-construction vehicle movements. This will be managed by scheduling of vehicle movements and staggering of the departure of trucks from SecureEnergy sites at the direction of site personnel; and
- drivers will communicate via radio and aim to maintain distance between each heavy vehicle.

OSOM permits will be obtained from NHVR for all OSOM deliveries. The issuing authority typically take into account the scheduling and conditions of the OSOM movements to minimise cumulative impacts on the road network. Scheduling requirements from OSOM permits and associated VMP will be included in driver inductions and will be reiterated through pre-start meetings.

6.7 Outside of standard construction hours

Condition D1 identifies standard construction hours for the project and provides that road upgrades and construction can occur outside standard construction hours with agreement from the Planning Secretary.

Development related traffic will be scheduled within standard hours, wherever possible.

If works are required Out-of-Hours Work (OOHW), the OOHW Protocol will be implemented. The OOHW Protocol (required in accordance with condition D3) is provided in Appendix A of the Noise and Vibration Management Plan (NVMP) and identifies the process for the consideration, management and approval of works to be undertaken outside the hours defined in conditions D1, D2 and D7 of the Infrastructure Approval. The OOHW Protocol will be approved by the Planning Secretary before commencing works as required by condition D3. Once approved, the OOHW Protocol will provide the agreement from the Planning Secretary required by condition D1.

Works that comply with the conditions D2 and D7 are not required to be undertaken in accordance with the processes outlined in the OOHW Protocol.

Works undertaken during the standard construction hours identified in condition D1 are not required to be undertaken in accordance with the OOHW Protocol.

6.8 Emergency repair/maintenance

Vehicles that have broken down will be moved off the road, provided this can be done so safely. Where vehicles require maintenance on the roadside, hazard lights will be used. The hazard will be communicated using available communication systems (i.e. radio channels) in order to warn other drivers and operators.

Before towing operations commence on haul roads, notification will be given to all haul road users through the communication system. Before earthmoving equipment is towed, a risk assessment will be conducted and control measures implemented in accordance with project safety requirements.

6.9 Dangerous goods

In New South Wales, the transportation of dangerous goods and hazardous substances is governed by the *Dangerous Goods (Road and Rail Transport) Act 2008*. All contractors involved in the transportation of such will be expected to adhere to the requirements of this Act, *Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998* and the *Australian Code for the Transport of Dangerous Goods by Road and Rail* (National Transport Commission, 2007) while travelling on both public roads and on the site.

Dangerous goods will be stored, handled and transported in accordance with *AS1940 The storage and handling of flammable and combustible liquids* and *AS/NZS 1596:2014 The storage and*

handling of LP Gas, the *Australian Code for the Transport of Dangerous Goods by Road and Rail* (National Transport Commission 2020), and the EPA's *Storing and Handling of Liquids: Environmental Protection – Participants Manual*.

Although RMM HR9 requires compliance with the *Australian Code for the Transport of Dangerous Goods by Road and Rail* (National Transport Commission, 2007) , the Code has been more recently updated (2020).

Examples of dangerous goods and hazardous substances anticipated to be transported for Stage 1 include:

- pesticides and herbicides;
- fuel, oils and lubricants; and
- paints and other paint markers.

The Australian Code for the *Transport of Dangerous Goods by Road and Rail, Edition 7.7. 2020* sets out requirements for transporting dangerous goods by road and rail. The transport of hazardous and dangerous goods will be managed in accordance with the CoR requirements.

6.10 Drivers Code of Conduct

The safety of workers and road users is of paramount importance to SecureEnergy, and the fit and proper behaviour of drivers is directly related to establishing and maintaining a high safety standard during project delivery.

Furthermore, all drivers involved in the project must comply with the legal obligations whilst operating vehicles. To assist in achieving safe outcomes during construction, a DCC has been developed and is included in Appendix A of this TTMP. The DCC addresses the following:

- travelling speeds;
- procedures to ensure that drivers adhere to the designated over-dimensional and heavy vehicle routes;
- procedures to ensure that drivers implement safe driving practices; and
- detailed program to monitor and report on the effectiveness of these measures and the code of conduct.

Prior to working on the project, all vehicle drivers will be required to have read the DCC and acknowledge their compliance with it throughout their involvement in the project. The expectations of the DCC will also be established in the project induction and will be reiterated through pre-starts. SecureEnergy will retain copies of the signed DCCs.

The DCC includes an element of fatigue management. This includes the requirements for drivers on the project to manage their fatigue, be suitably rested and for operators of heavy vehicles to comply with the CoR legal requirements under the National Heavy Vehicle Law (*Heavy Vehicle (Adoption of National Law) Act 2013 No 42*).

6.11 In vehicle monitoring systems

An In Vehicle Monitoring System (IVMS) will be utilised on the project as per the Employee Requirements (Health and Safety). An IVMS will be included as part of the specification for any project-specific site vehicle. Mobile IVMS will also be provided at the access control point for non-project specific vehicles which are using project-specific roads.

The IVMS will allow the location of vehicles on the site to be tracked remotely by authorised personnel at the security and traffic management centre. It will also allow monitoring of driver behaviour patterns.

The IVMS will record live data, including but not limited to:

- vehicle location;

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- speed; and
- hours spent driving.

The IVMS system will be monitored for compliance regularly. Monthly compliance reports will be provided to SecureEnergy by the IVMS supplier. Compliance is reported as part of the Monthly Progress Reports.

6.12 Flood Response Plan

A Flood Response Plan has been prepared detailing procedures and options for safe access to and from the site in the event of flooding (refer to Appendix B).

In the event of a flood, evacuation from the Buronga substation, Buronga construction compound and accommodation camp, and the earthworks material sites will be via a determined safe route given by the Project Management Team (PMT). To determine the safest route, the PMT will monitor warning channels to determine the status of surrounding roads. There are no roads that are expected to be flood prone within the vicinity of Buronga. Therefore the road that can be used in case of evacuation is Arumpo Road which leads towards the Silver City Highway and Sturt Highway.

Table 6.1 - Traffic and transport management measures

ID	Management measure	When to implement	Responsibility	Source document
TT1	Training will be provided to all project personnel, including relevant sub-contractors on the relevant traffic management requirements from this plan through inductions, toolboxes and targeted training.	Pre-construction and construction	Environmental Manager, HSE team	Good practice
TT2	Site access/egress points to access Buronga site and the associated acceleration and deceleration lanes will be: <ul style="list-style-type: none"> designed to minimise conflicts with vehicle movements on the road network; designed in accordance with relevant safety requirements; designed in accordance with the Austroads Guide to Road Design and Austroads Guide to Traffic Management, Traffic Control at Worksites; and approved by the relevant road authority. 	Detailed design	Design Manager	RMM TA1
TT3	Independent dilapidation surveys will be undertaken prior to construction, upgrading or decommissioning works to assess the existing conditions of all local roads on the transport route (including local road crossings). Following this, dilapidation surveys will be undertaken on an annual basis during construction works.	Pre-construction and construction	Project Operations Director, Environmental Manager	Condition D39 RMM TA2
TT4	Within one month of the completion of any construction, upgrading or decommission works, another dilapidation survey will be undertaken to assess the condition of all local roads on the transport route (including local road crossings). Any damage as a result of construction vehicles will be repaired following the completion of construction.	One month of completion of construction	Project Operations Director, Environmental Manager	Condition D39 RMM TA10
TT5	The community will be notified in advance of proposed road network changes through appropriate forms of communication.	Construction	Engagement Manager	RMM TA3
TT6	Road Occupancy Licence(s) will be obtained (as required) for any road closures (full or partial) on roads that are on haulage routes prior to any such closure. The timing of any closures will be carried out to minimise impacts to the road network in accordance with the conditions of the licence. The conditions of the licence and the requirements of any associated Traffic Control Plans will be implemented for the relevant activities.	Construction	Project Operations Director (or delegate)	RMM TA4
TT7	Permits will be obtained from the National Heavy Vehicle Regulator (NHVR) for the movement of oversize and overmass vehicles as required. The permit applications will be supported by a Vehicle Movement Plan (VMP), prepared to indicate the proposed heavy vehicle route(s). The VMP will consider activities of adjoining land uses and safety of the public, particularly when entering urban areas from rural highways. All oversize and overmass vehicle movements will occur in accordance with permits from NHVR and associated VMP.	Construction	Project Operations Director (or delegate)	RMM TA5
TT8	Haulage routes will be adjusted in response to road closures by Wentworth Shire Council (e.g. during wet weather conditions or during other maintenance or other upgrade activities). Where this	Construction	Project Operations Director (or delegate)	RMM TA7

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ID	Management measure	When to implement	Responsibility	Source document
	results in the use of alternative routes and/or local roads within the study areas, these will be identified in consultation with Wentworth Shire Council and affected residents, and suitable management measures identified and implemented.			
TT9	Access to properties will be provided at all times for emergency vehicles.	Construction	Supervisors	RMM TA8
TT10	Access to properties will be maintained or alternative arrangements will be agreed upon in consultation with landholders.	Construction	Supervisors	RMM TA9
TT11	A Road Maintenance Agreement will be developed in consultation with the local Council authority to facilitate a regime for the repair of damage to the existing road structure that is clearly attributable to SecureEnergy activities, incurred as part of undertaking the Project Works.	Construction	Engagement Manager, Environmental Manager, Project Operations Director	RMM TA11
TT12	In vehicle monitoring system (IVMS) will be required for all project specific site vehicle. Mobile IVMS will be provided at the access control point for non-project specific vehicles which are using project specific roads. IVMS will record live data such as vehicle location, speed and hours spent driving.	Construction	Supervisors	SecureEnergy H&S
TT13	Scheduling of vehicle movements will be undertaken to avoid peak traffic periods, and conflicts with other road users and local climate conditions.	Construction	Supervisors	Condition D40(c)
TT14	Deliveries will be scheduled and staggered to prevent vehicles queuing. Deliveries will be arranged so they travel at an ordered distance allowing for a steady entry into the site without the need to queue.	Construction	Supervisors	Condition D40(c)
TT15	Heavy vehicles will aim to travel staggered from one another when in transit in order to minimise delays to non-construction vehicle movements. This will be managed by scheduling of vehicle movements and staggering of the departure of trucks from SecureEnergy sites at the direction of site personnel.	Construction	Supervisors	Condition D40(c)
TT16	Drivers will communicate via radio and aim to maintain distance between each heavy vehicle.	Construction	Supervisors	Condition D40(c)
TT17	Scheduling requirements from OSOM permits and associated VMP will be included in driver inductions and will be reiterated through pre-start meetings.	Construction	Supervisors	Condition D40(c)
TT18	Vehicles that have broken down will be moved off the road, provided this can be done so safely. Hazard lights will be used when vehicles require maintenance on the roadside. The hazard will also be communicated using available communication methods (i.e. radio channels) in order to warn other drivers and operators.	Construction	Supervisors	Condition D40(c)
TT19	Carpooling and other shared transport initiatives for construction workers will be encouraged throughout construction.	Construction	Supervisors	Condition D40(c)
TT20	All trucks entering or leaving the site with loads will have their loads covered.	Construction	Supervisors	Condition D40(c)

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ID	Management measure	When to implement	Responsibility	Source document
TT21	In order to minimise tracking of mud from the project area onto public sealed roads, the following will be implemented: <ul style="list-style-type: none"> implementing progressive erosion sediment control plans (ESCP) to minimise on-site mud installation of rumble grids or wheel washes where necessary where weather warrants, inspections to monitor the condition of public sealed roads will be undertaken by the traffic team covering of heavy vehicle loads where necessary public sealed roads will be maintained. 	Construction	Supervisors	Condition D40(c)
TT22	Dangerous goods and hazardous substances will be transported in accordance with relevant legislation and codes, including: <ul style="list-style-type: none"> <i>Dangerous Goods (Road and Rail Transport) Act 2008</i>; <i>Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998</i>; the <i>Australian Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2020)</i>; <i>AS1940 The storage and handling of flammable and combustible liquids</i>; <i>AS/NZS 1596:2014 The storage and handling of LP Gas</i>; and <i>EPA's Storing and Handling of Liquids: Environmental Protection – Participants Manual</i>. 	Construction	Environmental Advisor, Supervisors	RMM HR9 Condition D44
TT23	Procedures will be developed in consultation with affected landholders to include vehicle movements and other activities within the vicinity of livestock.	Construction	Engagement Manager, Supervisors	Condition D40(c) RMM LP62 NVMP
TT24	The OOHW Protocol will be implemented for works outside of standard construction hours to minimise traffic impacts on the public road network.	Construction	Environmental Manager, Supervisors	Condition D40(c)
TT25	Traffic control plans (TCPs) will be developed for activities that impact traffic conditions and the safety of road users on the external or internal road network. TCPs will be developed in accordance with the appropriate standards and developed in consultation with relevant road authorities.	Construction	Supervisors	Condition D40(c)
TT26	Emergency services will be notified prior to the implementation of traffic changes to ensure that they are aware of the potential impacts that may affect emergency responses.	Construction	Engagement Manager, Supervisors.	Condition D40(c)
TT27	All over-dimensional vehicles associated with the development will only travel to and from the site via Figure 5.1, unless the Planning Secretary agrees otherwise. All relevant permits under the Heavy Vehicle National Law (NSW) will be obtained for the use of over-dimensional vehicles on the road network.	Construction	Supervisors	Condition D35
TT28	All heavy and light vehicles associated with the development will travel to and from the site via Figure 5.1 unless the Planning Secretary agrees otherwise.	Construction	Supervisors	Condition D36

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ID	Management measure	When to implement	Responsibility	Source document
TT29	Notification will be given to all haul road users through the communication system before a broken down vehicle is towed.	Construction	Supervisors	Condition D40(c)
TT30	Driver's code of conduct will be implemented for all drivers involved in the project.	Construction	All drivers	Condition D40(d)
TT31	The Flood Response Plan (Appendix B) will be implemented in the event of a flood. The Flood Response Plan details the procedures and options for safe access to and from the site in the event of flooding.	Construction	Environmental Manager, Supervisors	Condition D40(c)
TT32	Project staff will be made aware of the need to report any impacts on the road network so that reactive measures can be implemented.	Construction	Environmental Manager, Supervisors	Condition D40(c)
TT33	Traffic arrangements between major construction projects will occur in consultation with TfNSW and local councils.	Construction	Engagement Manager, Environmental Manager	RMM C11
TT34	Consultation will occur will local schools if there is the potential for conflict between development related traffic and school buses.	Construction	Engagement Manager, Environmental Manager	Condition D40(c)
TT35	Temporary traffic controls, including detours and signage, will be identified in the TCPs and implemented for the duration of works as stated in the TCP.	Construction	Site Supervisors	Condition D40(c)
TT36	Development related traffic will be scheduled within standard hours, wherever possible.	Construction	Site Supervisors	Condition D40(c)

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7 Compliance management

7.1 Training and awareness

All site personnel will undergo the SecureEnergy site induction training prior to the personnel participating in on-site construction activities. The induction training addresses elements related to traffic management including, but not limited to:

- the environmental management system, including the CEMP;
- existence and requirements of this TTMP;
- relevant legislation;
- complying with the conditions of the Infrastructure Approval;
- roles and responsibilities for traffic management;
- arrangements for transport of workers to site;
- management measures that are necessary to comply with to minimise and manage potential impacts to those features;
- fauna strike and near miss reporting;
- INVS requirement for all site vehicles;
- driver behaviour and the DCC; and
- procedures to be implemented in the event of an incident (e.g. traffic accidents).

Targeted training in the form of toolbox talks or specific training will also be delivered to personnel with a key role in traffic, transport and access management. Examples of training topics include:

- VMP – approved heavy vehicle haulage routes, safe entry and exit and other access restrictions;
- delivery driver's induction, which will include safe protocols to be followed whilst travelling on internal and external roads. The briefing will reinforce posted speed limits, advisory speeds and historic high accident points on winding sections of road;
- triggers to report impacts on the road network to project management for response;
- driver fatigue awareness training. Targeted training in the form of toolbox talks or pre-start briefs will also be provided to personnel with a key role in traffic, transport and access management;
- working hours; and
- flood response.

Records of training, including attendance, will be retained by SecureEnergy.

7.2 Roles and responsibilities

SecureEnergy's organisational structure and overall roles and responsibilities are outlined in Section 4 of the CEMP.

The project environmental management structure incorporates the following site personnel:

- Environmental Manager responsible for overall management of the CEMP and CEMP sub-plans; and
- Environmental Advisors to assist in implementing and monitoring measures in the CEMP and CEMP sub-plans.

SecureEnergy's Project Director, in consultation with functional managers, will ensure that appropriate resources are available to effectively manage the implementation of the CEMP and CEMP sub-plans during delivery of the project. All SecureEnergy staff, subcontractors and visitors

are required to operate in accordance with this SWMP and related environmental management plans during construction.

Specific responsibilities for the implementation of mitigation measures are detailed in Section 6 of this TTMP.

7.3 Monitoring

The impacts and environmental performance of the project relevant to traffic and transport, and the effectiveness of the management measures identified in Section 6 will be monitored through the proposed monitoring program in Table 7.1.

Table 7.1 - Monitoring program

Item	Scope	Frequency	Responsibility	Record/reporting
Daily inspections	Visual inspections of road conditions, safety and traffic signage	Daily	Project Operations Director (or delegate)	Site diary report
Weekly inspection	Inspection of the environmental controls and implementation of the traffic and transport mitigation measures outlined in Table 6.1	Weekly	Project Operations Director (or delegate)	Weekly environmental inspection checklist
Weather monitoring	Inclement weather impacting project light and heavy vehicles	As required	Environmental Advisor	Communications

7.4 Inspections

Weekly inspections will be performed by the Environmental Advisor and documented in a weekly environmental checklist. The inspections will check the implementation and effectiveness of the management measures identified in Section 6 and the environmental performance of the project relevant to traffic and transport. Visual inspection of the local roads, signage and road closure delineation will be undertaken.

Inspections for works covered by ROLs will be conducted to ensure all required controls outlined in the TCP are in place before occupying the identified roads.

7.5 Auditing

Audits will be undertaken to assess the effectiveness of the management measures and overall compliance with this plan, and other relevant approvals, licences and guidelines. Audit requirements are detailed in Section 9.3 of the CEMP.

7.6 Reporting

Reporting which will be undertaken in accordance with the TTMP is summarised within Table 7.2.

Table 7.2 - Reporting program

Item	Scope	Frequency	Responsibility	Recipient
Road Dilapidation Survey	Assess existing condition of all local roads on the transport route	Prior to construction, upgrading or decommissioning works	Traffic Manager	Transgrid Relevant road authority (in consultation with the relevant road authority)

Item	Scope	Frequency	Responsibility	Recipient
	Assess condition of all local roads on the transport route	Within 1 month of the completion of any construction, upgrading or decommissioning works Annual basis during construction works	Traffic Manager	Transgrid Relevant road authority (in consultation with the relevant road authority)
Weekly Environment Checklist	Visual inspection of local roads	Weekly	Environmental Manager	Transgrid
Audit reports	Independent audits undertaken in accordance with the Infrastructure Approval will include audits of traffic and transport measures (based on the Independent Auditor's program). Audit reports will be prepared. Further detail in relation to auditing is provided within Section 9.3 of the CEMP.	At intervals, no greater than 26 weeks from the date of the initial Independent Audit or as otherwise agreed by the Secretary.	Environmental Manager/ Independent Auditor	Transgrid DPIE

Reporting requirements and responsibilities are documented in the Section 10 of the CEMP - Reporting.

7.7 Emergencies, incidents and non-compliances

7.7.1 Emergencies

Emergency management and planning including emergencies related to traffic and transport, will be undertaken in accordance with the Clough management system and relevant procedures. Emergencies will be managed through Clough three-tiered management system approach. Depending on the severity of the emergency, emergencies will be managed in accordance with the following:

- Level 1 – on-site emergencies will be in accordance with the *Project Specific Emergency Preparedness and Response Plan* (45860-HSE-PL-G-1015);
- Level 2 – emergency situations where response exceeds the capacity of site resources incidents will be coordinated by the Incident Coordination Team; and
- Level 3 – an emergency situation where the incident has the potential to, or has impacted, the business in terms of, reputation, and commercial liability. Incidents will be supported by the Major Incident Management Team.

Emergencies will be responded to in accordance with the level of the emergency (listed above). For each level of emergency, the situation will be assessed, the site support requirements will be established and notification will occur. A Level 1 emergency will result in activation of the *Project Specific Emergency Preparedness and Response Plan* (45860-HSE-PL-G-1015). A Level 2 emergency will result in activation of the Incident Coordination Team, and a Level 3 emergency will result in activation of the Incident Management Team.

Refer to Section 8.1 of the CEMP – Emergency preparedness and emergency response for further details.

7.7.2 Incidents

Environmental incidents, including incidents related to traffic and transport will be managed as described in Section 8.2 of the CEMP – Environmental incidents and the Incident, Notification and Investigation Procedure Flowchart provided in Appendix A4 of the CEMP. All site personnel are authorised to suspend a work activity that is likely to cause, or is actually causing or contributing to

an incident. A supervisor/manager may request additional staff be deployed to the site to provide additional capacity or capability to manage the incident.

Incident reporting is described in Section 8.3 of the CEMP – Incident notification and reporting.

All environmental incidents that occur on the project, regardless of how minor, must be reported to a supervisor by personnel involved or witnesses to the incident immediately after the incident occurs. The Environmental Manager will be notified immediately of any environmental incident. Transgrid will be notified of incidents and near misses immediately. Formal, documented reporting of incidents will be completed, and will be submitted to Transgrid in accordance with requirements under the Contract. The Environmental Representative will also be included on all incident notifications.

For incidents which are reportable to DPIE, notification will occur to DPIE via the Major Projects website immediately after becoming aware that an incident has occurred. A written notification will then be provided to DPIE via the Major Projects website within seven days after becoming aware of the incident. Refer to Section 8.3.1 of the CEMP - Incident notification and reporting in accordance with the Infrastructure Approval for further details requirements of the notification.

7.7.3 Non-compliances

Where a non-compliance with the Infrastructure Approval has been identified, including those relevant to traffic and transport, corrective actions will be developed as required and implemented to address the non-conformance that occurred.

Reporting of non-compliances will be undertaken as described in Section 10.1 of the CEMP – Reporting non-compliances. The Planning Secretary will be notified in writing via the Major Projects website within seven days after Transgrid becomes aware of any non-compliance. The written non-compliance notifications will contain the requirements set out in condition E8 of the Infrastructure Approval and will include details such as:

- the non-compliance;
- the reasons for the non-compliance (if known); and
- what actions have been taken, or will be taken, to address the non-compliance

The notification will also need to identify the development, application number and condition of approval that the development is non-compliant with. Refer to Section 10.1.1 of the CEMP - Reporting non-compliances in accordance with the Infrastructure Approval for further details requirements of the notification.

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

Failure to comply with other statutory requirements such as the EPBC Act Approval will be reported in accordance with Section 10.1.2 of the CEMP. Any other reporting will occur in accordance with Section 10.1.3 of the CEMP.

Where a non-compliance has been identified, the non-compliance will be reviewed by the Environmental Manager to determine the reason for the non-compliance, and what corrective actions have, or will be taken, to address the non-compliance. Preventative actions will be developed as required and implemented to minimise the potential for recurrence.

Section 11 of the CEMP – Non-compliance, non-conformance, corrective and preventative action describes the process for non-compliance management.

7.8 Contingency plan

Although the project has been assessed through the environmental impact assessment process and potential impacts identified, unpredicted impacts may occur as the project progresses. In the event that unexpected impacts are identified, the action or cause will be categorised and as required will be managed as:

- an emergency or environmental incident in accordance with Section 8 of the CEMP – Incidents and emergencies; and/or
- a non-compliance or non-conformance in accordance with Section 11 of the CEMP – Non-compliance, non-conformance, corrective and preventative action.

Reporting of the unpredicted impacts would be in line with the above processes and as described in Section 10 of the CEMP – Reporting.

Corrective and preventative actions may be generated from a number of sources, including but not limited to incidents, audits and management reviews. The actions will be managed in accordance with the Clough management system to ensure that the required actions are tracked and closed out in a timely manner. The completion of the required actions will be recorded, and will include details on the source of the action (e.g. audit, inspection or other), the action required, target close out date, actual close out date and the person responsible.

Through the identification of corrective and/or preventative actions through the above processes, the following steps will be considered as relevant:

- a) determine the relevant impact assessment criterion/criteria, below which the impact should be reduced, consistent with the requirements of this TTMP;
- b) identify options to reduce the unexpected impacts to below the relevant criterion/criteria and appropriate timeframe for implementation;
- c) implement the selected measure(s) to reduce the unexpected impacts; and
- d) identify and implement an appropriate monitoring program to determine the effectiveness of the selected measure(s) to reduce the unexpected impact.

If the above monitoring program identifies that the unexpected impacts have not been reduced to below the nominated criterion/criteria, items b) to d) of the contingency process will be repeated.

The consequences of the impact will be assessed when identifying corrective and preventative actions related to incidents and non-compliances/nom-conformances.

7.9 Continuous improvement

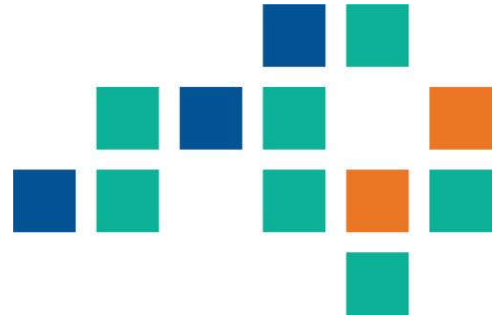
A continuous improvement process is described in Section 1.9 of the CEMP and is based on a Plan-Do-Check model. The Plan-Do-Check-Act model outlines the following:

- Plan stage - outlines the environmental objectives and the process to achieve the results;
- Do stage - focuses on the implementation of the EMS; and
- Check stage - comprises ongoing monitoring of the environmental management performance against the environmental objectives, for the purpose of identifying opportunities for improvement; and
- Act stage - undertaking the required actions in order to achieve the environmental objectives.


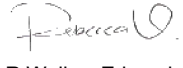
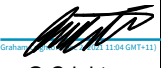


Appendix A – Driver’s Code of Conduct

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INTERNAL



Driver's Code of Conduct EnergyConnect 45860-HSE-PR-G-1009

REV	DATE	GENERAL DESCRIPTION	PREPARED	REVIEWED	VERIFIED	VERIFIED	APPROVED
A	30/04/2021	Issued for internal review	L.Coetzee	R.Walker-Edwards	G.Crighton	JL.Barrenechea	D.Whatmough
B	19/05/2021	Issued for Transgrid review	L.Coetzee	R.Walker-Edwards	G.Crighton	JL.Barrenechea	D.Whatmough
C	30/09/2021	Issued for Transgrid review	K.Nestmann	R.Walker-Edwards	G.Crighton	JL.Barrenechea	D.Whatmough
D	19/11/2021	Issued for Transgrid review	K.Nestmann	R.Walker-Edwards	G.Crighton	JL.Barrenechea	D.Whatmough
E	2/12/2021	Addressing ER comments	 K.Nestmann	 R.Walker-Edwards	 G.Crighton	 JL.Barrenechea	 D.Whatmough

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Revision History	
Rev.	Detailed Description
A	Issued for internal review
B	Issued for Transgrid review
C	Updated following Transgrid review and to address the Infrastructure Approval
D	Revised in response to Transgrid comments
E	Revised in response to ER comments

Key Document Stakeholders
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1 Introduction

This Driver's Code of Conduct (DCC or Code) has been prepared to address the requirements of condition D40(d) of the Infrastructure Approval (SSI 10040) granted by the Minister for Planning and Public Spaces. This Driver's Code of Conduct is part of the Traffic and Transport Management Plan (TTMP) for the delivery of EnergyConnect and forms part of the overall environmental management framework for the project.

1.1 Purpose and scope

The purpose of this DCC is to ensure that the impacts of construction related traffic on local roads and the local community and businesses is minimised. This DCC clearly defines acceptable driver behaviour for all vehicle drivers in connection with the project including SecureEnergy staff, suppliers and subcontractors using private and company vehicles. The DCC applies to all personnel travelling to and from the project.

The DCC will be provided in the project onboarding process for workers employed on the project.

This DCC is applicable to all drivers involved in EnergyConnect. Project staff will be required to acknowledge their obligations and accept responsibility with regards to the safe and legal operation of vehicles at all times whilst working on the project.

2 Induction/Training

All site personnel (including sub-contractors) will undertake an induction which will include details relating to this DCC. Training may also occur through delivery driver inductions, toolbox talks, pre-starts and targeted training as required.

3 Driver's obligations

All drivers are to comply with this DCC. Drivers' obligations for driving to, from or on the project are detailed below. Targeted training in the form of toolbox talks or specific training will be delivered to site personnel to ensure they understand the DCC. Specific safe driving practices outlined in this DCC will be included in the training. Failure to comply with this DCC may lead to either the issue of a warning notice or disciplinary action.

Monitoring of the safe driving practices outlined in the DCC will be conducted through daily and/or weekly inspections.

3.1 Over-dimensional and heavy vehicles

All drivers to and from the development will adhere to the designated over-dimensional and heavy vehicle routes.

Targeted training in the form of toolbox talks or specific training will be delivered to the site personnel. Approved over-dimensional and heavy vehicle haulage routes will be included in the training. This will be undertaken to inform site personnel of the designated over-dimensional and heavy vehicles haulage routes.

Monitoring of the over-dimensional and heavy vehicles will be conducted through daily and weekly inspections to determine if site personnel are using the dedicated haulage routes.

4 Monitoring and reporting

The monitoring of the effectiveness of the DCC will be completed through daily and/or weekly visual inspections. The daily inspections will be conducted through visual inspections of site personnel adhering to the measures outlined in the DCC. The weekly inspections will be documented via a weekly environmental inspection checklist. The responsibility of the monitoring of the DCC will be undertaken by the Construction Manager, Health, Safety, Security and Environment (HSSE) and/or the Project Engineer.

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Regular audits of the DCC will be carried out to monitor performance of the mitigation measures outlined in the DCC. Audits will be completed by HSSE and/or Project Engineers to check compliance against the DCC including speed of trucks and compression braking.

In addition, the In-Vehicle Management System (IVMS) will be utilised for SecureEnergy's vehicles which combines the installation of an electronic device in a vehicle with purpose designed computer software to enable the driver to monitor key driving metrics. The IVMS system also provides real time feedback to the worker in the form of an alarm so that the driver can modify their driving behaviour, in a short period of time, within the parameters set by the IVMS.

Driver's Code of Conduct EnergyConnect

Drivers obligations

- 1) Drivers MUST at all times:
 - adhere to all of the obligations required by law;
 - hold a current and appropriate licence for the class of vehicle they are operating;
 - drive at no more than the legal speed limit including those imposed by the project;
 - ensure the vehicle is roadworthy, registered, insured and well maintained;
 - comply with all construction and road work signs and Vehicle Movement Plans (VMPs);
 - comply with all Oversize Overmass (OSOM) permits;
 - take the necessary and/or prescribed rest breaks so that operation of the vehicle is not affected by fatigue;
 - enter and leave the site with loads covered or contained and enter and leave the site in a forward direction;
 - operate the vehicle free from the effects of drugs and alcohol;
 - ensure that vehicles are operated calmly, safely and with a high degree of care and attention; and
 - operate vehicles will be operated in a manner that is suitable to the road and weather conditions including consideration for the likelihood for encountering wildlife. In the event of a fauna strike or near miss, on major project access roads, drivers are to follow details below.
- 2) There shall be no littering either onsite or whilst operating on the roads. Rubbish is to be disposed of in appropriate bins.
- 3) Drivers are to notify their employer or operator immediately should the status or conditions of their driver's licence change in any way.
- 4) Drivers must ensure they can be contacted at all times when on duty, either through ultra high frequency (UHF) radio or other handsfree devices. Vehicle specification requirements for UHF radio or satellite phones are found in the *Driving and Journey Management Work Instruction (45860-HSE-WI-G-0041)*.
- 5) Drivers are to give due consideration to the public at all times. This includes:
 - behaving and driving professionally at all times;
 - deliveries are to be staggered to allow steady entry into site and to avoid queuing on public roads;
 - use horns only in an emergency or for safety reasons; and
 - responding courteously if approached by members of the public and directing them to the EnergyConnect community contact number (1800 490 666).
- 6) Fatigue will be managed in accordance with the *Driving and Journey Management Work Instruction (45860-HSE-WI-G-0041)*.
- 7) Fitness to drive will be managed in accordance with *Driving and Journey Management Work Instruction (45860-HSE-WI-G-0041)*.

Fauna strike during transit

If during travel to and from the project on nominated project road or access tracks, SecureEnergy personnel or subcontractors, accidentally strike fauna the following is to occur:

- where safe to do so, direct the vehicle to a slow stop in a safe location with clear visibility to other oncoming vehicles;
- if the animal is deceased, where safe to do so, and if physically possible, move the animal off to the side of the road as far away from the road edge as practical. This will prevent any further fauna strike to other animals feeding on the carcass. If it is not physically possible to move the animal (due to size, nature of impact or safety concerns), leave it in place, note the location of and report the event to the Supervisor on return to the work site or camp. The Supervisor is to report the strike to the Environment team who will record the event in the *Fauna Strike Register* (45860-HSE-REG-D-0001);
- if the animal is alive, and escapes into adjacent habitat, note the location of the impact and the report the strike to the Environment team;
- if the animal is alive but injured, first aid should be provided and the Environment team should be contacted. The animal should be taken to a Veterinarian for further assessment and treatment;
- if the animal is alive but too dangerous to assist (e.g., a raptor such as a Wedge-tailed Eagle), note the location and report the event to the Supervisor on return to the work site or camp. The supervisor is to report the strike to the Environment Team; and
- if the animal is deceased but has an orphan in the pouch, contact the Environment team who will seek advice from the project ecologist regarding the best way to remove, store and transport the orphaned fauna. If the joey's mouth is attached to the teat, do not try to detach them, but instead, if possible, take the deceased mother, or cut off the teat. Where possible and safe to do so, recover the animal, keep warm in blanket or towel and transport in an aerated box to the work site or camp. Personnel to report immediately to the supervisor who will report the strike to the Environment team who will complete the *Fauna Handling Record Sheet* (45860-HSE-FO-D-001) and manage the animal in accordance with advice from the project ecologist.

Refer to the *Fauna Handling Procedure* (45860-HSE-PR-G-1005) for further detail on the management of fauna handling.

Additional requirements for heavy vehicles or over dimension vehicles

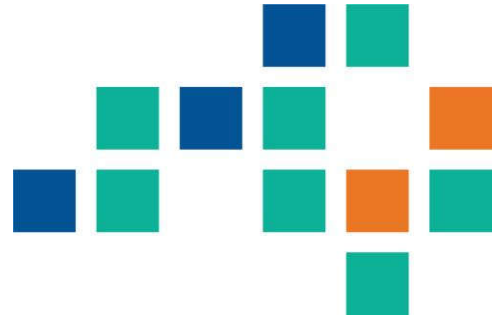
In addition to the general driver requirements, all heavy or over-dimension vehicle drivers are to comply with the additional requirements related to heavy vehicles.

- 1) Drivers MUST at all times:
 - adhere to their Chain of Responsibility requirements;
 - ensure the heavy vehicle is operated within its legal mass and dimension limits;
 - adhere to any permit to travel requirements;
 - adhere to direction of road authorities and OSOM permit; and
 - adhere to the designated over-dimensional and heavy vehicle routes.
- 2) Drivers are to take regular rest breaks to manage fatigue and breaks of no less than the minimum periods prescribed by the National Heavy Vehicle Regulator.
- 3) Convoys and congestion can have a large impact on the local community, motorists and road authority operations and are of particular concern. Drivers are to avoid forming convoys where other road users are limited in vehicle movements by no-break in heavy vehicles. Convoys will be limited during travel and avoid travel during peak periods through townships.

Appendix B – Flood Response Plan

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INTERNAL



Flood Response Plan EnergyConnect (NSW - Western Section) Stage 1 45860-HSE-PL-D-0010

REV	DATE	GENERAL DESCRIPTION	PREPARED	REVIEWED	VERIFIED	VERIFIED	APPROVED
A	29/04/2021	Issued to internal review	M.Lee / N.Whatmough	R.Walker-Edwards	G.Crighton	JL.Barrenechea	D.Whatmough
B	11/05/2021	Issued to TransGrid	N.Whatmough	R.Walker-Edwards	G.Crighton	JL.Barrenechea	D.Whatmough
C	01/07/2021	Issued to TransGrid	N.Whatmough	R.Walker-Edwards	G.Crighton	JL.Barrenechea	D.Whatmough
D	06/08/2021	Issued to TransGrid	N.Whatmough	R.Walker-Edwards	G.Crighton	JL.Barrenechea	D.Whatmough
E	30/09/2021	Issued to TransGrid	N.Whatmough	R.Walker-Edwards	G.Crighton	JL.Barrenechea	D.Whatmough
F	15/12/2021	Issued to TransGrid	<i>N.Whatmough</i> N.Whatmough	<i>R.Walker-Edwards</i> R.Walker-Edwards	<i>G.Crighton</i> G.Crighton	<i>JL.Barrenechea</i> JL.Barrenechea	<i>D.Whatmough</i> D.Whatmough

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Revision History	
Rev.	Detailed Description
A	Issued for internal review including aspects from <i>EnergyConnect (NSW – Western Section) Submissions Report</i> .
B	Issued for TransGrid review
C	Updated following receipt of TransGrid comments
D	Updated following receipt of TransGrid comments and draft conditions of Approval
E	Updated following TransGrid review and to address the Infrastructure Approval
F	Updated with Environmental Representative comments

Key Document Stakeholders
To be communicated with during reviews and revisions of this document

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Abbreviations

Acronym	Definition
AEP	Annual exceedance probability
Amendment Report	<i>EnergyConnect (NSW – Western Section) Amendment Report</i>
AS/NZ	Australian Standard / New Zealand Standard
AWS	Automatic weather station
BoM	Bureau of Meteorology
CEMP	Construction Environmental Management Plan
CSSI	Critical State significant infrastructure
DAWE	Department of Agriculture, Water and the Environment
DPIE or Department	NSW Department of Planning, Industry and Environment
EIS	<i>EnergyConnect (NSW – Western Section) Environmental Impact Statement</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA	NSW Environment Protection Authority
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPL	Environment Protection Licence
FRP, this plan	Flood Response Plan
NSW	New South Wales
NSW SES	New South Wales State Emergency Service
PESCP	Progressive erosion and sediment control plans
Planning Secretary	Planning Secretary under the EP&A Act, or nominee
PMT	Project Management Team
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
project, the	EnergyConnect (NSW – Western Section)
RMMs	Revised mitigation measures
SA	South Australia
SAP	Sensitive area plans
SecureEnergy	Elecnor and Clough Projects Australia Pty Ltd have formed the SecureEnergy Joint Venture (SecureEnergy). SecureEnergy is the contractor who will be carrying out the project on behalf of TransGrid.
SSI	State significant infrastructure
Submissions Report	<i>EnergyConnect (NSW – Western Section) Submissions Report</i>
WM Act	<i>Water Management Act 2000</i>
WMS	Work method statements

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1 Introduction

1.1 Context

This Flood Response Plan (FRP or plan) forms part of the *Traffic and Transport Management Plan* (45860-HSE-PL-D-0004) and the overall Construction Environmental Management Plan (CEMP) for Stage 1 of EnergyConnect (NSW – Western Section).

This plan has been prepared to address the relevant requirements of the Infrastructure Approval (SSI 10040), the *EnergyConnect (NSW – Western Section) Environmental Impact Statement* (EIS), the *EnergyConnect (NSW – Western Section) Submissions Report* (Submission Report), the *EnergyConnect (NSW – Western Section) Amendment Report* (Amendment Report) and the additional information letter dated 10 August 2021 (Response to DPIE Request for Information).

1.2 Purpose and objective

The purpose of this plan is to address the requirements of condition D40e) of the Infrastructure Approval, which requires the preparation of the Flood Response Plan.

The key objective of this plan is to meet the requirements of condition D40e), that is to detail the procedures and options for safe access to and from site in the event of flooding.

2 Environmental requirements

2.1 Legislation

There are no legislative requirements relevant to this Flood Response Plan.

2.2 Conditions of Approval

The conditions of the Infrastructure Approval relevant to the flooding aspects are presented in Table 2.1. A cross reference is also included to indicate where the condition is addressed within this plan or other project management documents.

Table 2.1 - Conditions of Approval relevant to flooding

Condition no.	Requirement	Where addressed	How addressed
D40	The Traffic and Transport CEMP Sub-Plan required under condition B2 must include:		
	c) details of the measures that would be implemented to: <ul style="list-style-type: none"> • minimise traffic safety impacts of the development and disruptions to local road users during construction, upgrading or decommissioning works, including: <ul style="list-style-type: none"> – responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding; 	Section 4	Section 4 details preparation and response to minimise traffic safety impacts as a result of extreme weather or flooding.
	e) a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	This plan Section 4.4, Section 4.5.1 and Table 4.1	Safe access roads have been identified in Section 4.5.1. The procedure in response to an event of flooding is summarised in Table 4.1.

2.3 Revised mitigation measures

The revised mitigation measures (RMMs) are defined in Appendix G of the Response to DPIE Request for Information. The RMMs relevant to flood emergency are detailed in Table 2.2 below.

A cross reference is also included to indicate where the measure is addressed within this plan or other project management documents. The management measures that will be implemented for the project are provided in Section 5 of this plan.

Table 2.2 - Revised mitigation measures relevant to flooding

Reference	Revised mitigation measures	Applicable locations	Where addressed	How addressed
HF2	Detailed construction planning will consider flood risk at construction areas. This will include identification of measures that will be implemented to not worsen flood impacts downstream and on other property and infrastructure during construction up to and including the 1% AEP flood event, and review of site layout and staging of construction works to avoid or minimise obstruction of overland flow paths and to limit the extent of flow diversion required. Procedures as detailed in the flood emergency management procedures will be implemented in response to flood events, including the evacuation of personnel.	Transmission line and construction sites within flood prone land	Section 4.2, Section 4.5 and Section 4.6	In the event of a flood the flood response procedure should be followed as summarised in Section 4.6

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2.4 Guidelines

The main guidelines, specifications and policy documents relevant to this plan include:

- *Wentworth Local Environment Plan 2011.*

The documents identified above are considered by the project as described and referenced throughout this FRP.

3 Site characteristics

This section summarises the existing environmental setting in relation to the hydrology and flooding aspects within and adjacent to Stage 1. The information below is from Chapter 15 and 20 of the EIS, Technical Paper 6 (Hydrology, flooding and water quality) and Section 6.8 of the Amendment Report.

3.1 Topography

The topography of the project is largely flat with gentle slopes towards the existing large watercourses including the Darling River, Darling Anabranch and the Murray River. The elevation across Buronga substation is approximately 52m Australian Height Datum (mAHD).

3.2 Climate and rainfall

Climatic data were obtained from the Bureau of Meteorology (BoM). The BoM collects data from three automatic weather stations (AWS) near the project to determine the relative long-term climate statistics. The three AWS are as follows:

- Mildura Airport AWS – located 21km to the southwest of Buronga substation and 16km to the west of the closest transmission line;
- Lake Victoria Storage AWS – located approximately 15km to the south of the closest transmission line, and greater than 100km west of Buronga substation; and
- Wentworth Post Office AWS – located 24km to the south west of the closest transmission line. However, as most of the climatic data has not been collected at the Wentworth Post Office AWS since 1967 except for rainfall, the climate statistics data from this station were not considered in the EIS.

As the land is relatively flat surrounding the project, the climatic data at Mildura Airport AWS and Lake Victoria Storage AWS were selected in the EIS as the representative climate of the project. However, given that Lake Victoria Storage AWS is located more than 100km west of Buronga substation, only climate statistics data from Mildura Airport AWS is considered for the Buronga substation.

The climate data considered in the EIS for Mildura Airport AWS is from 1946 to 2020. The mean annual rainfall for Mildura Airport AWS is 285.8mm/year. Table 3.1 provides a summary of the climate statistics for Mildura Airport AWS.

Table 3.1 - Summary of climate statistics for Mildura Airport AWS

Month	Temperature (1946 to 2020)		Rainfall (1946 to 2020)		Mean 9am condition (1946 to 2020)			Mean 3pm condition (1946 to 2020)		
	Max (°C)	Min (°C)	Mean rainfall (mm)	Mean days of rain	Temp. (°C)	Relative humidity (%)	Wind speed (km/h)	Temp. (°C)	Relative humidity (%)	Wind speed (km/h)
Jan	32.5	16.8	21.9	2.5	21.7	52	15.7	30.5	27	16.9
Feb	31.8	16.5	21.5	2.1	20.9	56	14.5	29.9	30	16
Mar	28.5	13.9	19.4	2.4	18.5	61	13.4	27.1	33	15.6
Apr	23.7	10.2	19.5	2.8	14.9	68	11.6	22.7	40	15.4
May	19.1	7.4	25.3	4.1	10.8	81	9.5	18.3	50	15.1
Jun	16	5.2	22	4.6	7.8	88	9.4	15.3	56	15.6
Jul	15.5	4.4	24.7	5.1	7.1	86	10.4	14.6	54	17.3
Aug	17.3	5.2	25.2	5.1	9.1	78	12.8	16.4	47	19.3
Sep	20.6	7.3	26.6	4.3	12.7	67	15.7	19.4	40	19.7
Oct	24.2	9.8	28.2	4.4	16.1	57	17.4	22.6	34	19.7

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Month	Temperature (1946 to 2020)		Rainfall (1946 to 2020)		Mean 9am condition (1946 to 2020)			Mean 3pm condition (1946 to 2020)		
	Max (°C)	Min (°C)	Mean rainfall (mm)	Mean days of rain	Temp. (°C)	Relative humidity (%)	Wind speed (km/h)	Temp. (°C)	Relative humidity (%)	Wind speed (km/h)
Nov	27.7	12.6	25.9	3.6	18.4	53	16.6	25.9	30	18.4
Dec	30.4	15	25.5	2.8	20.5	50	16	28.4	27	18.1
Annual average	23.9	10.4	285.8 *	43.8 *	14.9	67	13.6	22.6	39	17.3

Note: * = Annual total

Technical Paper 6 (Hydrology, flooding and water quality) also obtained data from Irymple weather station (station number: 076015), located approximately 16km south of Buronga substation. Irymple weather station recorded an average annual rainfall of 271mm between 1908 and 2020. The data indicated that rainfall occurs fairly evenly across the year, with higher peak rainfall values from November to April.

3.3 Floodplain

The historical flood patterns of the project area are highly variable due to the semi-arid climate, sporadic rainfall, drought events and the topography.

A high-level flood risk assessment was completed by BECA in 2020 to understand the potential extent of flooding in the vicinity of the project with key findings included in Technical Paper 6 (Hydrology, flooding and water quality). The BECA flood risk assessment found that the Buronga substation area is located outside of the floodplain with Gol Lake, located some 1.5km to the south west being the nearest flooded area. As a result, the locations where works are proposed around the Buronga substation during Stage 1 are unlikely to experience flooding, and the activities proposed in this location are unlikely to affect flood behaviour or exacerbate existing flooding characteristics.

Flood data for the Murray River is largely historic due to much of the flow being regulated through releases from the Hume Dam. The primary flood risk for Murray River is associated with the flooding extent rather than the flood depth. Technical Paper 6 (Hydrology, flooding and water quality) indicated the Murray River floodplain is up to four kilometres in width. However, the Murray River is highly regulated, meaning flows within the river are controlled. Therefore, river flows and subsequently flooding are predominantly controlled by releases from the Hume Dam storage over 600km east of Mildura.

4 Flood preparation and response

Response encompasses actions to reduce the threat to life, property and the environment following the onset of an emergency. This includes mobilisation prior to on-set of the flood.

For Stage 1 of the project, Buronga substation, Buronga construction compound and accommodation camp, and the earthworks material sites are highly unlikely to experience flooding as the area is located outside of the floodplains at 1% AEP.

Access in the project is generally not affected by flooding unless the area is within proximity to the Great Darling Anabranch and the Darling River. Flooding of the Darling River affects Pooncarie Road, Low Darling Road and High Darling Road. These roads are not required during Stage 1 works.

The roads required for access and egress for Buronga substation, and Buronga construction compound and accommodation camp are Arumpo Road, Silver City Highway and Sturt Highway which are not reported within the Technical Paper 6 (Hydrology, flooding and water quality) to experience flooding.

The following is a prepared response in case of extreme and severe weather events.

4.1 Extreme weather monitoring

Local conditions and weather will be monitored and interpreted onsite via the BOM Warning Centre website (<http://www.bom.gov.au/australia/flood/>).

In the lead up to severe or extreme weather events (as defined by BoM), there may also be warnings of a flood or storms through:

- media reports;
- NSW State Emergency Services (SES) total flood warning systems;
- the Murray Darling Basin Authority (for information in relation to the Hume Dam); and
- WaterNSW's early warning network.

Monitoring of information via these channels will be used to inform the appropriate planning for work tasks to be undertaken for the day, including consideration of potential flooding to various work zones and access to and from site.

Where a weather event is expected to be a localised inundation event (storm), pre-rainfall inspections would be undertaken as required by the *Soil and Water Management Plan* (45860-HSE-PL-D-0008).

4.2 Site preparation

All construction areas will be inspected and prepared in accordance with the Health and Safety Management Plan (which is relevant to the on-site emergency response). The Flood Incident Guideline provided in Appendix A will be completed.

4.3 Flood response

If a flood event is forecast, site personnel requirements will be reviewed.

Personnel on site will follow instructions at their work site and/or accommodation where a roll-call will be completed. All personnel will be directed to seek shelter at the Buronga accommodation camp and construction compound or their nominated off-site accommodation (where safe to do so), at the appropriate times staged as below:

- non-essential personnel including support personnel shall return to flood refuge (accommodation) on notice from the PMT via a determined safe route as described in Section 4.5;

- semi-essential personnel may be required to remain on site to assist with flood preparedness. This may include the work teams, engineers, and anyone deemed useful by the PMT or Superintendent to carry out preparedness duties; and
- skeleton crew will involve essential personnel to carry out final preparedness, including supervisors, riggers and welders and anyone deemed appropriate.

No attempt should be made to enter or cross any flood waters that is above a minor flood level, or where the flood inundation level is not known.

Should a life-threatening situation arise in a flood event, emergency services will be contacted (000) immediately. Based on an assessment of the likely length of disruption to site activities, site personnel remaining may be directed to vacate the site if it is safe to do so.

4.4 Action and alarm

The following actions and alarm levels are proposed in the event of severe or extreme weather:

Category 1: Site preparation

- when 80mm (or greater) of rainfall is forecast over a 24-hour period (or less). Site preparation in accordance with Section 4.2 of this plan will occur and will include the completion of the Flood Incident Guideline (refer to Appendix A).

Category 2: Alarm

- Project Management Team (PMT) will determine when to raise a Category 2 Alarm. The Site Supervisor and relevant members of the PMT are to monitor weather and river conditions for potential warning signs of flood events and overland flows. It should be noted that severe rainfall events occurring in areas beyond the project boundary can flow into the rivers systems that are part of the project's catchment area. Following the assessment, if a flood event is imminent, the appropriate evacuation procedures will be initiated and followed. Further details relating to evacuation are provided in Section 4.5 of this plan.

4.5 Evacuation

Buronga substation, Buronga construction compound and accommodation camp, and the earthworks material sites are not at risk of flooding. As such, an area within the Buronga substation, construction compound and accommodation camp will be nominated by PMT as the muster point, in the event that personnel are required to stop work and muster.

Prior to or during a flood, personnel may however be required to leave the site to return to their accommodation or place of residence.

Weather monitoring and monitoring of media would provide ample identification of potential flooding risk and would allow safe and orderly evacuation of site personnel if required. The site would be closed and remain closed for the duration of the flood event except in an emergency or as directed by emergency service providers.

The *Emergency Preparedness & Response Plan* (45860-HSE-PL-G-1015) has been prepared to include a section on flood emergency management that will be implemented in response to flood events.

4.5.1 Site access and egress


In the event of a flood, access and egress to and from the Buronga substation, Buronga construction compound and accommodation camp, and the earthworks material sites will be via a safe route determined by the PMT. If a skeleton crew is required to stay on site a safe route will be ensured for access and egress between accommodation and the worksite.

To determine the safest route, the PMT will monitor warning channels to determine the status of surrounding roads.

If evacuation is towards Wentworth then Pooncarie Road, Low Darling Road and High Darling Road which are all secondary access routes, are to be avoided during times of flood.

Evacuation routes towards Mildura and Buronga are not expected to be impacted by flooding as there are no roads that are indicated as being flood affected. Therefore, the road that can be used to access and leave the Buronga substation, Buronga construction compound and accommodation camp, and the earthworks material safely is Arumpo Road which leads towards the Silver City Highway and Sturt Highway. This is shown in Figure 4.1.

Further information on road closures can be obtained from:

- [Wentworth Shire Council](#);
- Barrier Police District;
- Transport for NSW - for information on road closures due to flood, Transport for NSW can be contacted on 132 701 or visit the [Live Traffic NSW website](#). The [Live Traffic App](#)  can also be used to provide information on mobile devices; and
- [NSW SES Murray Region Headquarters](#).

Contact details are also provided within Appendix B.

Access back to the site, once deemed safe, will be assessed as per Section 5.1.



Figure 4.1 – Flood access route from Buronga substation

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4.6 Flood response procedure summary

The flood response procedure to be undertaken in the event of extreme weather or flooding is summarised in Table 4.1.

Table 4.1 - Summary of flood response procedure

Response Item	Action	Procedure	Responsibility	Timeframe
Monitor	Daily weather monitoring	Monitor BoM website, SES flood information and media coverage on a daily basis	Environmental Manager Site Supervisor	Daily
BoM warning for flooding or flash flooding	Increase level of alert	Monitor BoM website Notify all Site Supervisors of warning Complete actions within Section 4.2 - Site preparation and Section 4.3 - Personnel	Environmental Manager	In event of flood
Flood Occurrence	Raise a category 2 Alarm and commence procedure	Once alarm has been raised under Section 4.4, complete Section 4.5 - Evacuation.	Site Supervisor Construction Manager Project Manager	When 80mm of rainfall is expected within 24 hours
Post-flood	Conduct safety walk through	Determine whether it is safe to return to site and repair any damage	Environmental Manager Construction Manager Site Supervisor HSSE Manager	Following flood event

5 Flood recovery

5.1 Site inspections

The site would be opened only once it is deemed safe following a site inspection by the HSE Manager and Site Supervisor. Other specialists, such as structural engineers, may be requested to assess the site prior to reopening. The inspection would identify if any environmental and/or safety hazards remain.

5.2 Reporting

Should the flood event and associated project response actions constitute an incident, then investigation, notification and reporting will occur in accordance with Section 8 of the CEMP. Incidents may include for example, a spill or release of contaminants due to floodwaters inundating machinery or equipment.

The investigation will include a review of events leading up to the incident and implement improved practices as required.

Appendix A - Flood Incident Guideline

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Flooding - Inclement Weather

Scenario description	Flooding from rain deluge			
General outline of emergency response	Increased level of alert of flooding. Initiate site preparation and PMT/safety to make decision whether all crew are to leave the site via a safe route or establish a skeleton crew to remain on site. Once alarm raised, complete PMT/safety plan. Involve appropriate external agencies if required.			
Disciplines required (indicate) – Guide only	Firefighting	<input type="checkbox"/>	First Aid	<input type="checkbox"/>
	Vehicle extraction	<input type="checkbox"/>	Breathing apparatus	<input type="checkbox"/>
	Hazmat	<input type="checkbox"/>	Rescue	<input type="checkbox"/>
	Specialist	<input type="checkbox"/>	Other	<input type="checkbox"/>
Emergency response resources and their location	Site	ERT, HSE Manager		
	ER Internal Support	Fire and Rescue, NSW SES		
QUESTIONS		Y/N	ACTIONS	
Can work be relocated to a drier area?			If Y, then work can proceed	
Is there alternative work available at a drier location?			If Y, then work can proceed	
Can tarps and/or enclosures be erected to keep out the rain?			If Y, then work can proceed	
Can truck unloading be performed in a dry area?			If Y, then work can proceed	
Can non-electrical work be performed?			If Y, then work can proceed if workers remain dry	
Will wet weather gear keep the user dry?			If Y, then work can proceed if work can be done safely	
Will wearing of wet weather gear cause additional hazards, excessive sweating, heat stress?			If Y, then wet weather gear is not suitable and alternative work required	
Can slings and/or chains be prevented from slipping? Can lift be performed safely?			If Y, then work can proceed if workers remain dry	
Is work to be performed within an excavation?			If Y, then alternative work is required	
Is lightning and thunder evident?			If Y, then personnel must work under cover	
Is the area likely to flood?			If Y, then consider damming area, temporary sump pump or alternative work.	
Is it safe to access/leave site?			If Y, then provide detail on the safe access routes to use	

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Appendix B - Emergency contact list

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The following details will be refined during construction.

EXAMPLE EMERGENCY CONTACT LIST

Position	Name	Contact
Person in Charge	Project Director	Phone: TBA Email: TBA
Person in Charge	Site Supervisor	Phone: TBA Email: TBA
Person in Charge	Construction Manager	Phone: TBA Email: TBA
HSSE	HSSE Manager	Phone: TBA Email: TBA
HSSE	Environmental Manager	Phone: TBA Email: TBA
Log Keeper	HSE Administrator	Phone: TBA Email: TBA
Emergency Response Team	External Agencies	Phone: TBA Email: TBA

Note that this contact list is an example only, live lists will be kept up to date within the project office.

EXAMPLE EMERGENCY SERVICE CONTACT DETAILS

Emergency Contacts	
IN AN EMERGENCY and FOR ALL FIRES: DIAL 000 (TRIPLE ZERO) Secondary Emergency Call from Mobiles: Dial 112	
DO NOT CALL 000 FOR INFORMATION OR ADVICE. CALLING 000 UNNECESSARILY MAY PUT OTHERS WHO ARE IN A GENUINE EMERGENCY SITUATION AT RISK.	
All emergencies including flooding	Dial 000
NSW RFS	https://www.rfs.nsw.gov.au/fire-information/fires-near-me
NSW Ambulance	131 233
State Emergency Service	132 500
Fire and Rescue NSW General Enquires	02 9265 2999
TransGrid (emergencies)	1800 027 253
SafeWork NSW	13 10 50
EPA Pollution Incident Hotline	131 555
Transport for NSW	13 22 13
Barrier Police District	08 8082 7299
NSW SES Murray Region Headquarters	02 6058 5300



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Appendix C – Relevant legislation

Legislation/ Regulations	Aspect	Reference	Requirement	Applicability	Responsibility
New South Wales legislation					
<i>Environmental Planning and Assessment Act 1979 (EP&A Act)</i>	All	Section 5.5	A determining authority has the duty to fully consider the environmental impact (including Aboriginal or non-Aboriginal heritage) of an activity and is required to 'take into account the fullest extent possible all matters affecting, or likely to affect the environment' arising from the proposal.	<p>The <i>EnergyConnect (NSW - Western Section) - Environmental Impact Statement</i> was submitted to Department of Planning, Industry and Environment in October 2020 and publicly exhibited between 26 September 2019 and 10 December 2020.</p> <p>On 14 April 2021, the response to submissions was finalised in the <i>EnergyConnect (NSW - Western Section) – Submissions Report</i>.</p> <p>A separate <i>EnergyConnect (NSW - Western Section) – Amendment Report</i>, to document design changes and additional environmental assessment undertaken, was also finalised on 14 April 2021.</p> <p>Transgrid prepared and provided a memorandum titled <i>EnergyConnect (NSW – Western Section) Response to DPIE Request for Information – 7 May 2021</i> and subsequent discussions to DPIE on the 10 August 2021 in response to DPIE requested additional information (<i>EnergyConnect (NSW – Western Section)(SSI-10040) Request for Additional Information</i>).</p>	Transgrid
<i>Roads Act 1993</i>	Road usage	Section 138	Road occupancy licences (ROLs) required for any activity likely to impact on traffic flow ROL may be required from TfNSW or Wentworth Shire Council based on road owner	A Road Occupancy Licence (ROL) will be obtained for all activity likely to impact the operational efficiency of the road network, as required by the relevant roads authority. The licence applies to the occupation of the road corridor only and does not grant approval for the works being undertaken.	SecureEnergy
<i>Work, Health and Safety Act 2011</i> <i>Work Health and Safety and Regulation 2011</i>	Health and safety of workers and workplaces	All	This Act provides work health and safety regulations for the management of contaminated waste such as asbestos as well as consideration of health and safety hazards to on-site workers associated with normal construction operations.	Yes, management of contaminated waste including hazardous waste such as asbestos are detailed in the Waste Management Plan. The health and safety of on-site workers' wellbeing are detailed in the HSSE Plan.	SecureEnergy
<i>Dangerous Goods (Road and Rail Transport) Act 2008</i>	Hazards and risks	Section 9	Ensure that dangerous goods are transported in a safe manner.	<p>Dangerous goods are required to be transported in a safe manner.</p> <p>Vehicles that transport dangerous goods are required to be licensed.</p>	SecureEnergy and SecureEnergy's Subcontractors

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Legislation/ Regulations	Aspect	Reference	Requirement	Applicability	Responsibility
				<p>Drivers transporting dangerous goods are required to be licensed.</p> <p>Licences to transport dangerous goods will be obtained if required.</p>	
<i>NSW Road Rules 2014</i>	Safe and efficient movement of traffic	All	<p>To consolidate in a single instrument the road rules that are applicable in New South Wales.</p> <p>To provide for road rules that are based on the Australian Road Rules so as to ensure that the road rules applicable in this State are substantially uniform with road rules applicable elsewhere in Australia,</p> <p>To provide for other road rules to be observed in this State in relation to matters that are not otherwise dealt with in the Australian Road Rules</p>	Support the objectives of the legislation by ensuring mitigation recommendations are aligned with the Road Rules.	SecureEnergy
<i>Road Transport Act 2013</i>	Provisions concerning road users, road transport and the improvement of road safety	All	<p>To consolidate most of the existing statutory provisions concerning road users, road transport and the improvement of road safety in this jurisdiction.</p> <p>To provide the Agreed Reforms within the meaning of the Inter-Governmental Agreement for Regulatory and Operational Reform in Road, Rail and Intermodal Transport entered into by the Commonwealth, the States and the Territories.</p> <p>To facilitate recovery of expenses incurred in the administration of this Act and the collection of fees and charges payable.</p> <p>To provide for additional matters concerning the regulation of road users and road transport and the improvement of road safety in this jurisdiction.</p>	<p>All drivers are required to have a valid driver's licence.</p> <p>All vehicles must be registered with the applicable vehicle registration system.</p>	SecureEnergy and SecureEnergy's Subcontractors

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