

Traffic Management Plan

BROKEN HILL BESS

10 November 2023

Document Control Number: 0775-ENV-GEN-90-015

Revision Number: F0

Parent Doc: 0775-ENV-GEN-90-011

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Reviewer: Sally Stahmer

Approver: Anthony Hickman



Revision History

Date	Revision No	Details
26 May 2023	A0	Issued for review (Fluence Energy)
30 May 2023	B0	Issued for Review (AGL)
17 July 2023	C0	Updated as per AGL Comments
01 August 2023	D0	Updated Figure 1 and commentary for Figure 3
08 September 2023	E0	Updated Figure 1 and commentary for Figure 3
10 November 2023	F0	Updated Figure 2 and commentary for Figure 2

Management sign-off

Date	Name	Position
10 November 2023	Chris Stewart	Principal Consultant (SQE Solutions)
10 November 2023	Anthony Hickman	Services Manager - Fluence

Record of Consultation

Date	Issues Raised	Addressed	Approved



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1. KEY ACROMYMS AND ABBREVIATIONS

Acronym or Abbreviation	Meaning
BESS	Battery Energy Storage System
BOP	Balance of Plant
COA	Conditions of Approval
DPE	NSW Department of Planning and Environment
EIS	Environmental Impact Statement
EMS	Environmental Management Strategy
HM	Hazardous Material
HV	High Voltage
NHVR	National Heavy Vehicle Regulator
RMS	NSW Roads and Maritime Services
Sales Force	Fluence Incident Management System
TGS	Traffic Guidance Scheme
TMP	Traffic Management Plan
TfNSW	Transport for New South Wales

2. INTRODUCTION

This Traffic Management Plan (TMP) is a Subplan to the Environmental Management Strategy (EMS) for the Broken Hill Battery Energy Storage System (BESS) Project.

This TMP has been prepared by Fluence Energy Australia (Fluence) for the applicant AGL Macquarie Pty Limited (AGL) to meet the requirements set out in Schedule 3 Condition 9 of the Development Consent (SSD-11437498).

Schedule 3 Condition 9 of the Development Consent states:

Prior to commencing site access works, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council and to the satisfaction of the Planning Secretary. This plan must include:



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- a) *details of the transport route to be used for all development-related traffic;*
- b) *details of the temporary on-site construction car park*
- c) *details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:*
 - *details of the dilapidation surveys required by condition 6 of Schedule 3 of this consent;*
 - *temporary traffic controls, including detours and signage);*
 - *notifying the local community about development-related traffic impacts;*
 - *procedures for receiving and addressing complaints from the community about development related traffic;*
 - *minimising potential cumulative traffic impacts with other projects in the area, including during construction, upgrading or decommissioning works;*
 - *minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network (measures also required during operation of the project);*
 - *minimising dirt tracked onto the public road network from development-related traffic*
 - *scheduling of haulage vehicle movements to minimise convoy length or platoons;*
 - *responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;*
 - *monthly monitoring for, and responding to, any emergency repair and/or maintenance requirements; and*
- d) *a driver's code of conduct that addresses:*
 - *travelling speeds;*
 - *driver fatigue;*
 - *procedures to ensure that drivers adhere to the designated transport routes and speed limits; and*
 - *procedures to ensure that drivers implement safe driving practices;*
- e) *a program to ensure drivers working on the development receive suitable training on the code of*
 - *conduct and any other relevant obligations under the Traffic Management Plan.*

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

On the 1st of December 2021, the Director of Energy Assessments (Department of Planning Industry & Environment) gave AGL approval to develop the project in three stages as per below:

- Stage 1: Construction of the BESS



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- Stage 2: Construction of the transmission line and connection works; and
- Stage 3: Operation of the BESS.

2.1 Preparation of the Traffic Management Plan

This TMP has been aligned with the Development Consent Approval under Section 4.38 of the *Environmental Planning & Assessment Act 1979* which has been authorised by the Minister for Planning and Public Spaces and is registered as the Broken Hill Battery Storage System (BESS) Stage 3 – Application Number SSD-11437498.

SQE Solutions Pty Ltd has assisted and worked with Fluence in the preparation of this TMP to meet the requirements under the Development Consent. Fluence during Operations and Maintenance of the Broken Hill BESS will continue to hold the responsibility of implementing the TMP.

As per the Traffic and Access Impact Assessment, the Operations of the Broken Hill BESS is likely to result in a negligible impact on the surrounding road network as there are expected to only be up to three employees on-site during operations. The operation of the BESS is also not expected to result in any changes to the active transport, public transport networks or on private property access.

2.2 Applicability

This TMP is for the operation of the Broken Hill BESS and any further upgrade activities, or decommissioning will require an amendment to the TMP as required by Schedule 4 Condition 2 of SSD – 11437498.

This plan will be considered the “Standard Operating Procedure” for routine journeys during operations. This procedure does not apply to specialist transport contractors carting goods to or on behalf of Fluence, where they are Heavy Vehicle (HV)-accredited and operating under their own internal procedures.

It is the responsibility of the Fluence Operations and Maintenance (O&M) Team and any additional subcontractors to comply with the objectives and requirements of this TMP and related documents where required by their respective scope of works.

2.3 Consultation Requirements

The Stage 1 and 2 TMPs have been submitted and approved by the Planning Secretary.



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Prior to commencing Operations (Stage 3), this TMP will be submitted to TfNSW and Broken Hill Council for consultation. Consultation with TfNSW and Broken Hill Council will be completed to the satisfaction of the Planning Secretary.

3. OPERATIONAL OVERVIEW

3.1 Scope of Works

Fluence will be responsible for all required planned and unplanned maintenance services at Broken Hill BESS.

The Project operations will operate 24 hours a day, 7 days a week and will have up to three full time employees. The Broken Hill BESS would typically be managed remotely and staffed as required during planned and unplanned maintenance periods.

The Operations and Maintenance categories are generally as per below: -

- BESS Core – Cubes, ancillary systems, IT infrastructure, and power conversion units;
- HM & HV BOP – Transformers, switches and protection, and related accessories;
- Fire Suppression – BESS system and devices, building systems, and first response;
- Facility – Site access, grounds and yard management, and amenities control; and
- 24/7 on call site support.

The Broken Hill BESS is located at 74 - 80 Pinnacle Place, Broken Hill NSW.



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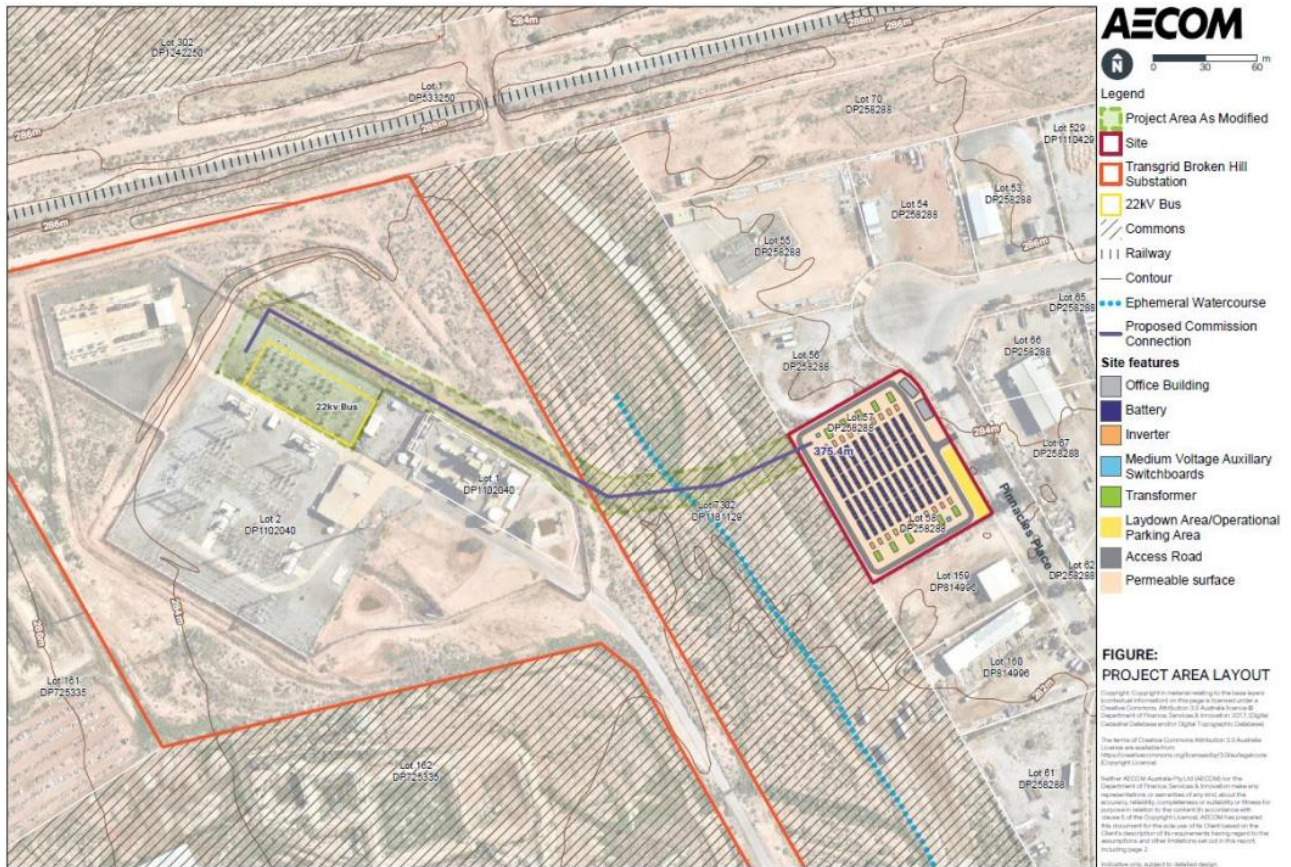


Figure 1 - Project Boundaries (AECOM)

3.2 Traffic Operational Impacts

Heavy vehicles are not anticipated to access the Site during operation, with heavy vehicle access only required for maintenance work or battery unit replacements, should this be required. As a result, the traffic generation during operations would be low, and as such is not expected to impact the road network surrounding the Site.

4. DEVELOPMENT CONSENT CONDITIONS

Development Consent -Schedule 5, Condition 9	References
<p>Prior to commencing road upgrades, the applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council and to the satisfaction of the Planning Secretary.</p> <p>This plan must include:</p>	



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Details of the transport route to be used for all development related traffic;	Section 5 - Transport Routes
Details of the temporary on-site construction car park;	N/A for Stage 3
<p>Details of the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including:</p> <ul style="list-style-type: none"> • Details of the Dilapidation surveys required by condition 6 of Schedule 3 of this consent; • Temporary traffic controls, including detours and signage; • Notifying the local community about development-related traffic impacts • Procedures for receiving and addressing complaints from the community about development related traffic • Minimising potential cumulative traffic impacts with other projects in the area, including during construction, upgrading or decommissioning works; • Minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network (measures also required during operation of the project); • Minimising dirt tracked onto the public road network from development-related traffic; • Scheduling of haulage vehicle movements to minimise convoy lengths or platoons; • Responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding; • Monthly monitoring for, and responding to, any emergency repair and/or maintenance requirements; 	<p>Section 9 – Dilapidation Survey</p> <p>N/A for Stage 3</p> <p>Section 12 – Consultation with Community</p> <p>Section 13 – Complaint Management Process</p> <p>N/A for Stage 3</p> <p>Section 11 – Dust and Soil Management</p> <p>N/A for Stage 3</p> <p>N/A for Stage 3</p> <p>Section 8 – Driver Code of Conduct</p>
<p>A Drivers code of conduct that addresses:</p> <ul style="list-style-type: none"> • Travelling speeds; • Driver fatigue; • Procedures to ensure that drivers adhere to the designated transport routes and speed limits; and • Procedures to ensure that drivers implement safe driving practices; 	<p>Section 8 – Driver Code of Conduct</p> <p>Section 8 – Driver Code of Conduct</p> <p>Section 5 – Transport Routes</p> <p>Section 8 – Driver Code of Conduct</p>



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A program to ensure drivers working on the development receive suitable training on the code of conduct and any other relevant obligations under the Traffic Management Plan.	Section 15 – Training Management
Following the Planning Secretary’s approval, the Applicant must implement the Traffic Management Plan.	

5. TRANSPORT ROUTES

During operations there will be predominantly light vehicles and service trucks accessing the Broken Hill BESS for operational works and maintenance activities.

If a battery cube is to be replaced, then this would be delivered through Port of Adelaide via a flatbed truck. This would typically be a 2 or 3 axle rigid truck with a maximum length of 12.5 metres and total combination mass of maximum 22.5t. There would be no requirement for any temporary traffic control to enable this transportation.

A crane would be supplied from Broken Hill Township for lifting of the equipment into place at the BESS. There shall not be any over dimensional vehicles required for operations of the Broken Hill BESS.

The following transport routes are displayed below using the NHVR Route Planner Tool and although are suitable for Class 2-B doubles and Class 1 prime movers with extendable trailers, these will most likely not be required during operations. Any movement of heavy vehicles would be planned for outside School bus route hours of 7am to 9am and 2pm to 4pm on School days.



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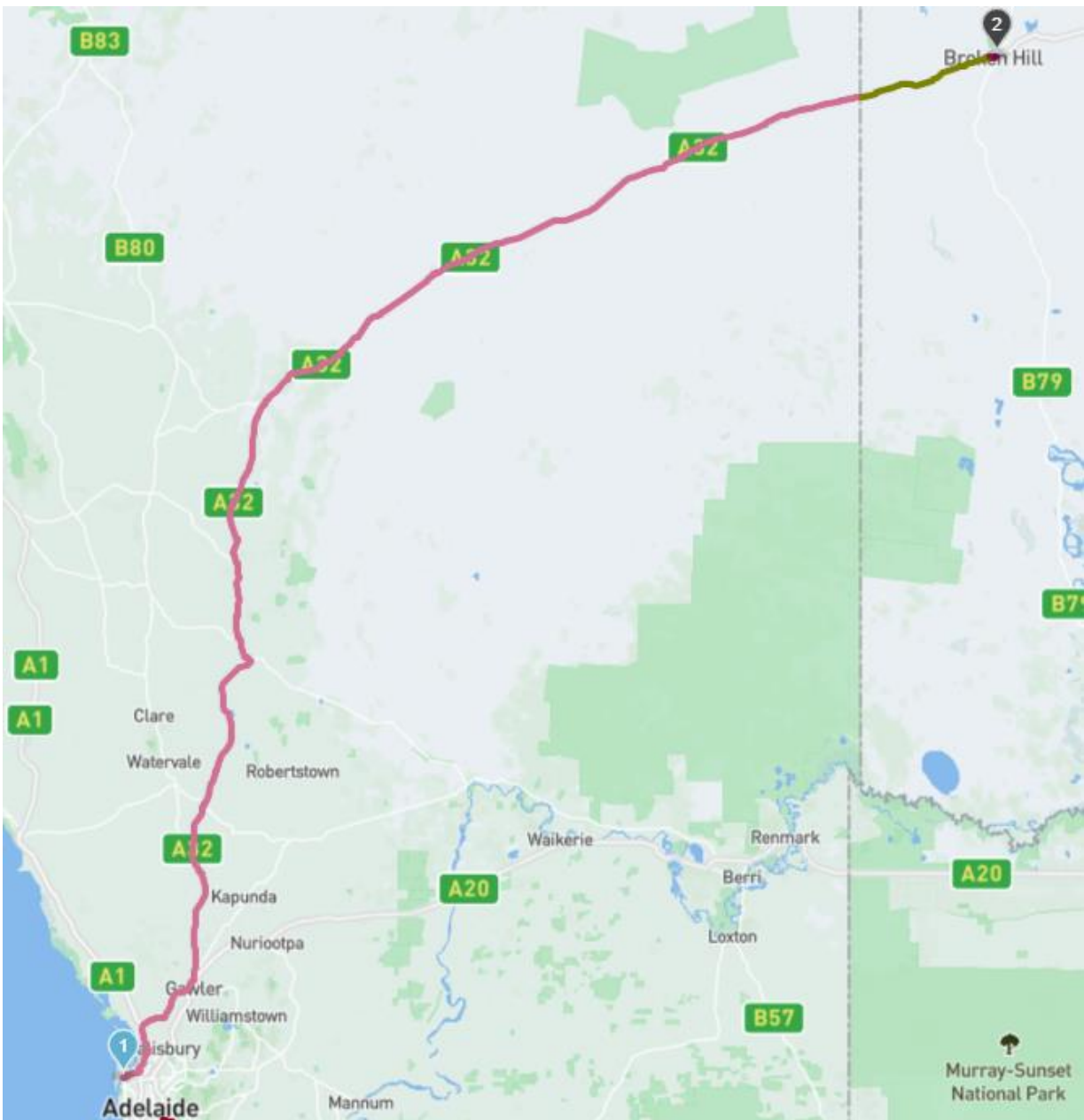


Figure 2 - Transport Route from Adelaide to Broken Hill - Flatbed Truck to be used if a full battery is to be replaced.



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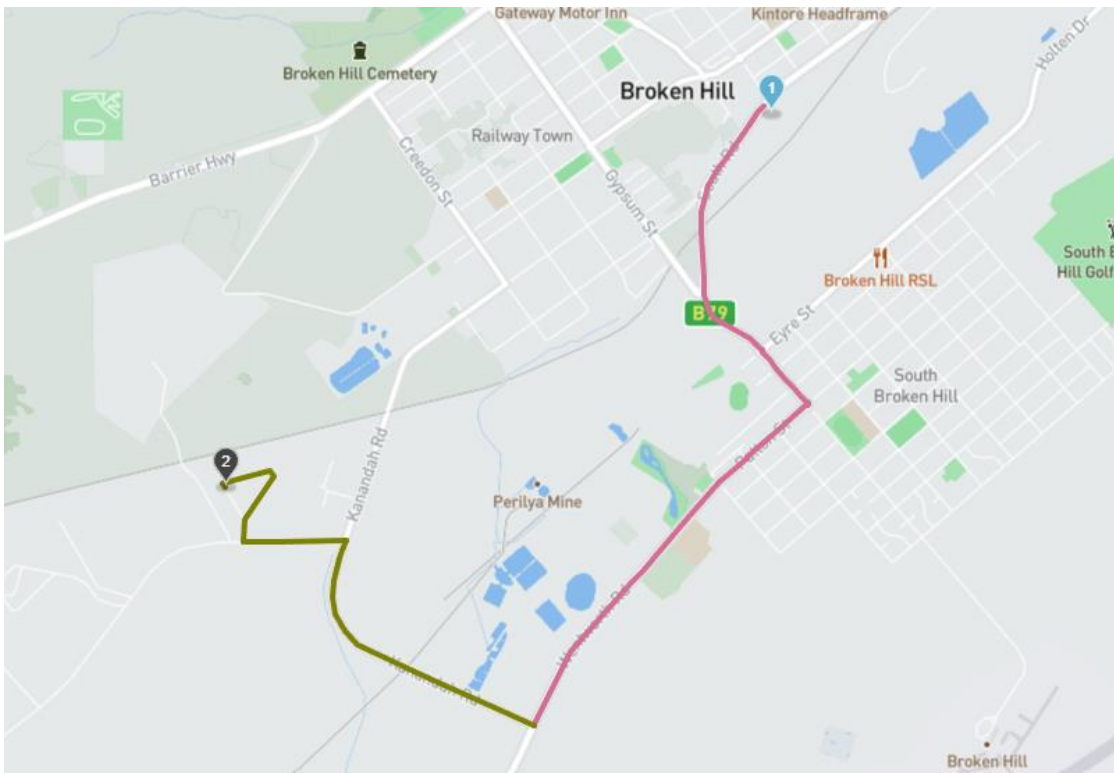


Figure 2 - Transport Route from Broken Hill Hire to Broken Hill BESS (for Crane Hire if required).

- **Start:** 1 South Road, Broken Hill NSW
- Bonanza Street, Broken Hill
- Bonanza Street, Broken Hill
- Patton Street, Broken Hill
- Wentworth Road, Broken Hill
- Kanandah Road, Broken Hill
- Pinnacles Road, Broken Hill
- **End:** 74-76 Pinnacles Pl, Broken Hill NSW 2880

Please Note: - This revised route avoids the railway bridge over Kanandah Road with a 5.3 metre clearance. This road is approved for B-Double Vehicles although not for Over Size and Over Mass Vehicles

6. Facility Traffic and Parking Protocol

Vehicles and mobile plant must follow Australian road rules conventions and installed signage while in use and must always give way to pedestrians. In addition, all operators must comply with this TMP.



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6.1 Entrance and Exit

Access to the BESS site will be maintained via a single access point provided off Pinnacles Place during operations (Highlighted in yellow in figure 3). The pedestrian access on both the eastern and western boundaries provided of the site will also be retained for use as an emergency access and egress for personnel.

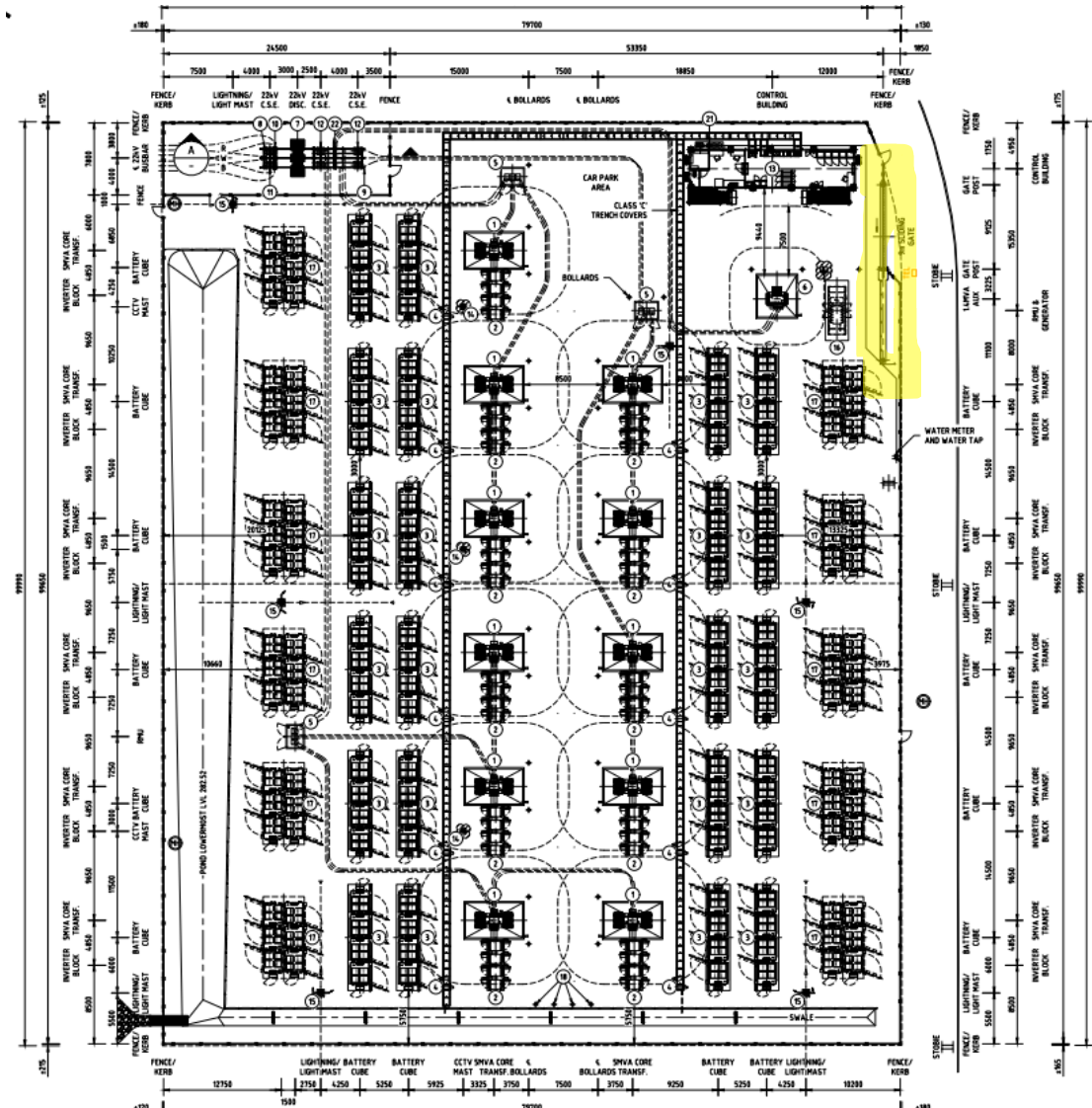


Figure 3 - Broken Hill BESS - General Layout

For Operations there is no requirement for a Traffic Guidance Scheme as all works on the Roads will be completed and entry to the operating BESS will be from the permanent and approved entry point as per above (Figure 3).



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6.2 Roadways

Designated roadways and boundaries are indicated by permanently installed posts throughout the site. Standard light vehicles are not permitted to travel outside of the designated areas and approach equipment and assets unless planned and approved by Fluence Services Lead.

- 1 Meter distance must be allowed between facility equipment or structure and vehicles.
- A speed limit of 10 km/h must be observed within the facility, unless otherwise shown by signage.

6.3 Parking

Parking and equipment laydown is provided in dedicated areas. Up to three car parking spaces will be provided on the Site to meet the staff parking requirements for operations.

Stopped vehicles must never obstruct roadways or other stopped vehicles. Parking and temporary storage which is outside of those areas is permitted, providing:

- BESS equipment access lanes are NOT blocked or obstructed,
- Equipment that is intended to be worked on is not obstructed,
- The vehicle or plant can be moved on immediate notice.

7. Traffic and Vehicle Safety

All personnel entering the site have a responsibility to site safety rules and are subject to the mandates specified by the Health and Safety Management Plan. Only authorised persons are permitted to drive unaccompanied inside the BESS facility.

7.1 Fit for Service

Vehicles and mobile plant being used within the facility are required to be roadworthy and fit for service.

7.2 Spotters

A spotter is required at any time where a vehicle or mobile plant is being operated outside of the designated roadways and parking areas referenced by the BESS site overview figure 3 of this plan. The spotter must ensure that a clear means of communication is available with a driver or plant operator to notify and prevent breaching a 1-meter clearance to any other personnel, equipment, or structure.



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7.3 Incidents and Emergencies

As with any near-miss or incident associated with equipment or personnel, each event must be reported to the Fluence Service Manager in accordance with the Incident Notification Protocol, 14343-HAS-GEN-90-017.

In the event of an accident or incident, and driver behaviour is a potential contributory factor, the Driver will be sent to a designated testing location for alcohol and drug testing. This will be managed by the Fluence Services Lead.

7.4 Infractions

Breaching the rules and mandates set forth in this Traffic Management Plan may result in a suspension or cancellation of site access authority, and the ability to drive and operate plant on site, based on the assessment of Fluence management of the severity of an infraction.

8. Driver Code of Conduct

The Fluence Services Lead is responsible for ensuring that the Driver Code of Conduct must educate drivers and provide drivers with a copy of this Traffic Management Plan for their own perusal and awareness.

8.1 Reinforcement and Discipline

Fluence recognises individuals or workgroups who positively reinforce good driver behaviours. To continuously improve motor vehicle safety performance, poor drivers shall be held accountable through the Fluence HR and IR Procedures and as per below:

Recommended Action for Driving Infractions

Behaviour	1st Offense	2nd Offense
Violation of other vehicle operating standards (e.g. excessive speed, failure to wear seat belts or failure to report an incident)	A	B-C
Loss or misuse of driver's personal identification	A	B-C
Driving monitor damage or manipulation, evidence of driving monitor information manipulation	A	B-C

Key to the above:



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A = Warning letter to personal file, coaching session with Line Supervisor and next level of management

B = Discipline to range from one-week suspension of driving privileges to removal from the Project; level of discipline to be determined by the Line Supervisor's next of Management (i.e., Field Superintendent) based on the driver's historical data and feedback recorded on the Driver Review and Development Plan

C = Removal from the Project (If not part of level B discipline)

A coaching session may be conducted within one week of the report date of all drivers. These sessions shall establish the reasons for the poor driving behaviours and agree on a Coaching plan to modify driving behaviour. A coaching session should be conducted in one of the following ways:

- One-to-one discussion with driver
- Group discussion (if numbers of individuals are being coached, group discussions shall not be used to identify individual poor performers).
- Practical coaching or mentoring sessions

It is the responsibility of the driver's Supervisor to administer the development plan in consultation with the next level of management, as necessary.

All driver review, feedback and coaching discussions will be formally documented and stored locally for referral (for a period of 12 months).

8.2 Risk Management

Fluence will continue to identify key risks associated with this TMP through the risk management process. A risk assessment shall be performed if:

- A traffic Control Plan needs to be completed.
- Tasks that pose significant hazards and risks to the Project for safety, health, finance, or production down time; and
- Tasks deemed by a the Fluence representative or Client representative as requiring a risk assessment.

All risk assessments shall be carried out in accordance with *Fluence Hazard Identification, Risk Assessment and Control*. The Fluence HSE Advisor and subcontractor will facilitate formal risk assessments, in conjunction with the Fluence Operations Team, WHS representatives and



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subject matter experts (where required). Once the risk assessment is complete, the required approvals from the Fluence Operations Team are to be obtained before the task may proceed. Logistics and transportation shall be covered in the Risk Register.

8.3 Fatigue Management

Fluence is committed to monitoring fatigue management. Fluence shall enforce and adhere to the Fluence Fatigue Management Procedure (00SQ-PRO-GEN-90-006-R00-INF – Fatigue Management Procedure).

9. DILAPIDATION SURVEYS

Valmec Pty Ltd as part of the Stage 1 and Stage 2 Project Consortium, has undertaken an independent dilapidation survey to assess the existing condition of Pinnacles Place, Pinnacles Road, Kanandah Road and Creedon Street along the transport route, prior to construction. This survey has been completed by Ausdilaps job reference number ADN22270.

Valmec Pty Ltd is required to undertake an independent dilapidation survey to assess the condition of Pinnacles Place, Pinnacles Road, Kanandah Road and Creedon along the transport route, following construction. Following construction Valmec Pty Ltd must repair Pinnacles Place, Pinnacles Road, Kanandah Road and Creedon along the transport route if dilapidation surveys identify that the road has been damaged because of vehicle movements related to the project during construction.

If roads or public property are damaged during operations, it will be the responsibility of Fluence to ensure repairs are undertaken. Damage will be identified through inspection completed during monthly maintenance and inspections or from Client or Community feedback.

10. TEMPORARY TRAFFIC CONTROLS

Nil Temporary Traffic controls are required for ongoing operations and maintenance of the Broken Hill BESS.

Where temporary traffic controls are required an accredited traffic control company will be engaged to complete traffic guidance scheme. Consultation as required will be undertaken with AGL and Local Council regarding temporary arrangements.



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11.ENVIRONMENTAL MANAGEMENT

During operations there will be minimal dust and soil impact, and this will be managed as per the Soil and Water Management Plan. There should be no tracked dirt onto public roads, although if there is fluence will minimise the impact and ensure appropriate clean-up is completed.

All scheduling of haulage vehicle movements will be to minimise convoy length or platoons.

Fluence will work with the Services Team to respond to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding.

12.CONSULTATION WITH LOCAL COMMUNITY

Nominated Fluence personnel will be available to meet with any neighbours affected by the Operations of the Broken Hill BESS to discuss the proposed measures mentioned within this TMP. Regular consultation to be held with Council’s manager for social and community services.

13.COMPLAINT MANGEMENT PROCESS

Complaints shall be registered, tracked, and responded to in accordance with the following timeframes:

- Complaint entered into Sales Force.
- Initial response provided to the complainant and Client within 24 hours indicating the matter is being addressed; and
- Detailed response including details of the complaint and the action taken / further action planned to alleviate the problem provided to the client within ten working days.

The following details will be recorded as a minimum:

- Date;
- Issue / complaint;
- Affected stakeholders;
- Activity date;
- Follow up / complaints – actions; and
- Follow up / complaints – date.

The complainant should be contacted by Fluence Field Services Technician if additional information is required to confirm the complaint issues or the outcome sought, or to provide



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information about the customer complaints management process, such as timeframes and complainant responsibilities.

The Services Field Technician must advise the complainant of the outcome of the assessment and resolution process. This should include:

- A clear explanation of the final decision of any recommendations.
- Any review options available to the complainant, including internal or external review.

14. MONITORING AND INSPECTION

All aspects of the TMP should be audited and reviewed at regular intervals to ensure continuing suitability, adequacy and effectiveness of the controls for eliminating risk, for the best continuous improvement process possible. The plan must be reviewed when circumstances change at the site, rostering patterns change or when there is any indication that traffic risks are not being controlled.

15. TRAINING PROGRAM

Personnel must have the functional capacity to operate the vehicle and ensure they are fit to drive in accordance with the Fluence Fitness for Work procedure and the Drivers Code of Conduct outlined in this TMP. As part of the Fluence Induction procedures, employees and subcontractors working at the BESS facility will review and acknowledge this TMP. All employees will also be provided a copy of the TMP for their perusal and awareness.

Drivers must hold a current licence of a class appropriate for their vehicle, and load where applicable, as law. Drivers must immediately notify their Supervisor/ Manager if their licence has been suspended or revoked, or if restrictions have been placed upon it that may affect their work activities or ability to drive. A current license is considered evidence that the driver is competent.



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16.APPENDIX 1 – CONSULTATION RECORDS

16.1 Broken Hill City Council

No concerns as per below email correspondence

From: Georgina Falkner <Georgina.Falkner@brokenhill.nsw.gov.au>
Sent: Wednesday, August 30, 2023 9:51 AM
To: Hugh Stone <hughstone@sqesolutions.com.au>
Cc: Christopher Stewart <christewart@sqesolutions.com.au>
Subject: RE: Traffic Management Plan - Broken Hill Battery Energy Storage System

Hi Hugh,

Thank you for providing Council with a copy of the Traffic Management Plan.

At this stage there are no concerns from us. Should we have any comments or concerns in future we will be in touch.

Kind regards,

Georgina Falkner
Strategic Land Use Planner
240 Blende St
PO Box 448
Broken Hill NSW 2880
Phone 08 8080 3312
Mobile 0428059952
Georgina.Falkner@brokenhill.nsw.gov.au
www.brokenhill.nsw.gov.au



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16.2 Transport for NSW – Round 1

Transport for NSW



30 August 2023

TfNSW reference: WST20/00422/05 | SF2020/422439

Your reference: SSD-11437498

Vicki Brady

AGL

By Email: VBrady@agl.com.au

Review of Draft Traffic Management Plan for Broken Hill BESS Stage 3

Dear Vicki,

Reference is made to the draft Traffic Management Plan (TMP) for Stage 3 of the Broken Hill BESS project (see **Attachment 2**) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition 9 of Notice of Determination for SSD-11437498 issued 8 September 2021.

TfNSW has reviewed the TMP prepared by Fluence Energy, dated 1 August 2023 and is not satisfied that the document adequately manages operating traffic associated with the development. TfNSW provides the following comments:

1. Details on the laden load and the type/size of vehicle that will be utilised to transport a full battery from Adelaide to the BESS. Any temporary traffic controls that are required to enable transportation will also need to be identified.
2. More details are required on heavy vehicle routes that are likely to be utilised for maintenance work or battery unit replacements. This includes details the proposed haulage route within Broken Hill for transporting replacement batteries. TfNSW notes that it is not possible to discern the detailed route within Broken Hill in Figure 1.
 - o There is a railway bridge over Kanandah Road with a 5.4metre clearance along the transport route from Broken Hill Hire to Broken Hill BESS, as shown in Figure 2 of the TMP. The vehicle and laden loads for this task will need to take this clearance into consideration. TfNSW notes that Kanandah Road is [approved](#) for 25-26 metre B-Double vehicles, but not for OSOM vehicles.
3. Ensure that the TMP for Broken Hill BESS Stage 3 is consistent with the conditions within the Notice of Determination for Broken Hill BESS pertaining to transport requirements.
4. TfNSW notes that the following points identified in the letter dated 28 September 2022 (see **Attachment 3**) need to be included in the TMP for Stage 3:
 - o **The responsible owner of the Driver Code of Conduct must educate drivers about the Code and provide drivers with a copy of the Driver Code of Conduct for their own perusal and awareness.**
 - o The TMP needs to include a link to the Fluence Fatigue Management Procedure, as referenced in Part 8.3 – Fatigue Management.

OFFICIAL

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5. TfNSW notes that the points in Attachment 3 were not formally addressed prior to the approval of the TMPs for Stages 1 and 2.

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

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

Yours faithfully



Alexandra Power
Team Leader Development Services West (Renewables)
Community and Place
Regional and Outer Metropolitan

Cc. Department of Planning and Environment

<u>TfNSW Feedback</u>	<u>Fluence Update</u>
<p>1. Details on the laden load and the type/size of vehicle that will be utilised to transport a full battery from Adelaide to the BESS. Any temporary traffic controls that are required to enable transportation will also need to be identified</p>	<p>If a battery cube is to be replaced, then this would be delivered through Port of Adelaide via a flatbed truck. This would typically be a 2 or 3 axle rigid truck with a maximum length of 12.5 metres and total combination mass of maximum 22.5t. There would be no requirement for any temporary traffic control to enable this transportation.</p>
<p>2. More details are required on heavy vehicle routes that are likely to be utilised for maintenance work or battery unit replacements. This includes details the proposed haulage route within Broken Hill for transporting replacement batteries. TfNSW notes that it is not possible to discern the detailed route within Broken Hill in Figure 1.</p> <p>a. There is a railway bridge over Kanandah Road with a 5.4metre clearance along the transport route from Broken Hill Hire to</p>	<p>Figure 1 is only an overview of the Development and does not have any details in regards to proposed haulage routes.</p> <p>Wording added after Figure 2</p> <p><u>Please Note:</u> - In the red circle there is a railway bridge over Kanandah Road with a 5.3 metre clearance. This road is approved</p>



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<p>Broken Hill BESS, as shown in Figure 2 of the TMP. The vehicle and laden loads for this task will need to take this clearance into consideration. TfNSW notes that Kanandah Road is approved for 25-26 metre B Double vehicles, but not for OSOM vehicle</p>	<p>for B-Double Vehicles although not for Over Size and Over Mass Vehicles</p>
<p>3. Ensure that the TMP for Broken Hill BESS Stage 3 is consistent with the conditions within the Notice of Determination for Broken Hill BESS pertaining to transport requirements.</p>	<p>From our review the TMP is Compliant.</p>
<p>4. TfNSW notes that the following points identified in the letter dated 28 September 2022 (see Attachment 3) need to be included in the TMP for Stage 3:</p> <ul style="list-style-type: none"> a. The responsible owner of the Driver Code of Conduct must educate drivers about the Code and provide drivers with a copy of the Driver Code of Conduct for their own perusal and awareness. b. The TMP needs to include a link to the Fluence Fatigue Management Procedure, as referenced in Part 8.3 – Fatigue Management 	<p>Wording added to Section 8</p> <p>The Fluence Services Lead is responsible for ensuring that the Driver Code of Conduct must educate drivers and provide drivers with a copy of this Traffic Management Plan for their own perusal and awareness.</p> <p>Document reference has been added</p>
<p>5. TfNSW notes that the points in Attachment 3 were not formally addressed prior to the approval of the TMPs for Stages 1 and 2.</p>	<p>Fluence Notes.</p>



16.3 Transport for NSW – Round 2

Transport for NSW

13 October 2023

TfNSW reference: WST20/00422/06 | SF2020/222439

Your reference: SSD-11437498



Kurtis Wathen
Department of Planning and Environment
By Email: kurtis.wathen@dpie.nsw.gov.au

Review of updated Draft Traffic Management Plan for Broken Hill BESS Stage 3

Dear Kurtis,

Reference is made to the draft Traffic Management Plan (TMP) for Stage 3 of the Broken Hill BESS project (see **Attachment 2**) submitted for Transport for NSW (TfNSW) consideration in accordance with consent Condition 9 of Notice of Determination for SSD-11437498 issued 8 September 2021.

TfNSW has reviewed the updated TMP prepared by Fluence Energy (Revision Number E0, dated 14 September 2023) and is not satisfied that the document adequately manages operating traffic associated with the development. TfNSW provides the following comments in relation to the Stage 3 TMP:

- A zoomed in depiction of the heavy vehicle routes within Broken Hill is required. It is not possible to discern the detailed routes within Broken Hill in Figure 1.
TfNSW notes that in the response to feedback table in Appendix 1, the proponent states that Figure 1 is meant to be an overview of the route only. However, as per Condition 9, details of transport routes are required and there is no other description of the proposed routing apart from Figure 1. Therefore, a zoomed in map showing the routing within Broken Hill will still be required.
- The laden load of the proposed crane hire transport from Broken Hill Hire to Broken Hill BESS (if required on a contingency event) must be transportable by a B-Double vehicle and fall within the clearance limit of the railway bridge over Kanandah Road.

TfNSW also notes that the points in **Attachment 2** were not formally addressed prior to the approval of the TMPs for Stages 1 and 2.

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

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

Yours faithfully,

A handwritten signature in black ink, appearing to read "Alexandra Power".

Alexandra Power
Team Leader Development Services (West)
Community and Place
Regional and Outer Metropolitan
Cc. Department of Planning and Environment

OFFICIAL

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<u>TfNSW Feedback</u>	<u>Fluence Update</u>
<p>1. A zoomed in depiction of the heavy vehicle routes within Broken Hill is required. It is not possible to discern the detailed routes within Broken Hill in Figure 1.</p>	<p>A detailed Route has been provided following Figure 2.</p>
<p>2. The laden load of the proposed crane hire transport from Broken Hill Hire to Broken Hill BESS (if required on a contingency event) must be transportable by a B-Double vehicle and fall within the clearance limit of the railway bridge over Kanandah Road</p>	<p>The Route has been changed to avoid the railway bridge over Kanandah Road.</p>



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