



200MW/400MWh BESS Project Steel River Traffic Management Plan – Stage 1

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Authority

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History

Revision	Date	Amended By (Name)	Details of Amendment
A	28/10/2025	Mick Harrison	Review
B	18/02/2026	Mick Harrison	Update to align to CoC/EIS
C	25/03/2026	Mick Harrison	Comments incorporated from Ausgrid
D	01/05/2026	Mick Harrison	Incorporate comments from TFNSW and City of Newcastle
E	20/06/2026	Mick Harrison	Address comments from DPHI

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1 General

1.1 Purpose of this TMP

The intended purpose of this Traffic Management Plan (TMP) is to ensure the safe and effective management of interactions between light and heavy vehicles, plant, equipment and pedestrians during the execution of the Project.

This TMP covers Stage 1 of construction, which involves:

- Site access, establishment and enabling works
- Civil, structural, mechanical and electrical works

A separate TMP will be prepared for Stage 2 of construction, which involves:

- Delivery and installation of prefabricated items, including battery units, switch room, cabling and other ancillary electricity infrastructure
- Testing and commissioning works

This TMP has been prepared to ensure compliance with the State Significant Development (SSD) Conditions of Consent, the mitigation measures found in the Environmental Impact Statement (EIS) and all other applicable statutory and approval requirements, as outlined below.

Table 1: Reconciliation table

CoC Ref	Condition Heading	Sub-Heading	Overview	TMP Section(s)	Comments
B1	Heavy Vehicle Restrictions	(a)	The Applicant must ensure that the development does not generate more than 20 heavy vehicle movements a day (a maximum of 2 heavy vehicle movements per hour) during construction, upgrading, or decommissioning, unless the Planning Secretary agrees otherwise	5.1	This TMP covers Construction Stage 1
B1	Heavy Vehicle Restrictions	(b)	The Applicant must ensure that the length of any vehicles used for the development does not exceed 26 metres, unless the Planning Secretary agrees otherwise.	5.1	
B2	Heavy Vehicle Restrictions		The Applicant must keep accurate records of the number of heavy vehicles entering or leaving the site each day for the duration of the project.	7.1	
B3	Access Route		Unless the Planning Secretary agrees otherwise, all heavy vehicles must travel to and from the site via Industrial Drive, Steel River Boulevard and McIntosh Drive	5.1	

CoC Ref	Condition Heading	Sub-Heading	Overview	TMP Section(s)	Comments
B4	Site Access	(a)	Unless the Planning Secretary agrees otherwise, all vehicles associated with the development (excluding light vehicles during construction) must enter and exit the site via the eastern site access off McIntosh Drive	5.1 Appendix C	
B4	Site Access	(b)	Unless the Planning Secretary agrees otherwise, during construction, light vehicles may only enter and exit the site via the eastern site access or western site access off McIntosh Drive		
B5	Road Maintenance	(a) (i)	The Applicant must, in consultation with the relevant roads authority, undertake an independent dilapidation survey to assess the existing condition of Steel River Boulevard and McIntosh Drive prior to construction, upgrading or decommissioning works	5.4	This TMP covers Construction Stage 1
B5	Road Maintenance	(a) (ii)	The Applicant must, in consultation with the relevant roads authority, undertake an independent dilapidation survey to assess the condition of Steel River Boulevard and McIntosh Drive, following the completion of construction, upgrading or decommissioning activities	5.4	
B5	Road Maintenance	(b)	On completion of the dilapidation reports undertaken in conditions B5(a)(i) and B5(a)(ii) the Applicant must provide a copy to the relevant roads authority	5.4	
B5	Road Maintenance	(c)	The Applicant must repair and/or make good any development-related damage to Steel River Boulevard and McIntosh Drive identified in dilapidation surveys during construction, upgrading or decommissioning works	5.4	This TMP covers Construction Stage 1
B6	Operating Conditions	(a)	The Applicant must ensure the internal roads are constructed and maintained as all-weather roads	1.2	
B6	Operating Conditions	(b)	The Applicant must ensure there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site	5.9	
B6	Operating Conditions	(c)	The Applicant must ensure the capacity of the existing roadside drainage network is not reduced	5.1	There will be no impact to roadside drainage

CoC Ref	Condition Heading	Sub-Heading	Overview	TMP Section(s)	Comments
B6	Operating Conditions	(d)	The Applicant must ensure all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction	4.3	
B6	Operating Conditions	(e)	The Applicant must ensure development-related vehicles leaving the site are in a clean condition to minimise dirt being tracked onto the sealed public road network	5.5, Appendix B	
B7	Traffic Management Plan	(a)	detail the transport route to be used for all development-related traffic	5.1	
B7	Traffic Management Plan	(b)	include a reconciliation table to demonstrate all traffic-related management measures and recommendation measures identified in the EIS have been included in the plan	Table 1	
B7	Traffic Management Plan	(c) (i)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including details of dilapidation surveys required by condition B5 of this consent	5.4	This TMP covers Construction Stage 1
B7	Traffic Management Plan	(c) (ii)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including temporary traffic controls, including detours and signage	5.1, 5.8	This TMP covers Construction Stage 1
B7	Traffic Management Plan	(c) (iii)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including notifying the local community about development-related traffic impacts	3, 4.1, 5.5, 6.2	This TMP covers Construction Stage 1
B7	Traffic Management Plan	(c) (iv)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including procedures for receiving and addressing complaints from the community about development related traffic	6.3	This TMP covers Construction Stage 1
B7	Traffic Management Plan	(c) (v)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including minimising potential cumulative traffic impacts with other projects in the area during construction, upgrading or decommissioning works	5.1	This TMP covers Construction Stage 1

CoC Ref	Condition Heading	Sub-Heading	Overview	TMP Section(s)	Comments
B7	Traffic Management Plan	(c) (vi)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including minimising potential for conflict with school buses and other road users as far as practicable, including preventing queuing on the public road network	6.4, 7.1	This TMP covers Construction Stage 1
B7	Traffic Management Plan	(c) (vii)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including minimising dirt tracked onto the public road network from development-related traffic	5.5	This TMP covers Construction Stage 1
B7	Traffic Management Plan	(c) (viii)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including details of employee shuttle bus service (if utilised), including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service as described in the EIS	5.9	There is no project requirement for a shuttle bus service
B7	Traffic Management Plan	(c) (ix)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including encouraging car-pooling or ride sharing by employees	5.9	This TMP covers Construction Stage 1
B7	Traffic Management Plan	(c) (x)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including scheduling of heavy vehicle movements to minimise convoy length or platoons, and to minimise conflict with light vehicles	7.1	This TMP covers Construction Stage 1
B7	Traffic Management Plan	(c) (xi)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding	4.2	This TMP covers Construction Stage 1

CoC Ref	Condition Heading	Sub-Heading	Overview	TMP Section(s)	Comments
B7	Traffic Management Plan	(c) (xii)	detail the measures that would be implemented to minimise traffic impacts during construction, upgrading or decommissioning works, including responding to any emergency repair or maintenance requirements	5.5	This TMP covers Construction Stage 1
B7	Traffic Management Plan	(d) (i)	include a driver's code of conduct that addresses driver fatigue	, Appendix B	
B7	Traffic Management Plan	(d) (ii)	include a driver's code of conduct that addresses procedures to ensure that drivers adhere to the designated transport routes and speed limits	Appendix B	
B7	Traffic Management Plan	(d) (iii)	include a driver's code of conduct that addresses procedures to ensure that drivers implement safe driving practices	Appendix B	
B7	Traffic Management Plan	(e)	include 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	4.1, 4.3, Appendix B,	Drivers will receive suitable training via site induction process (for regular drivers) or short-term worker induction process for ad-hoc drivers.
B7	Traffic Management Plan	(f)	include a flood response plan detailing procedures and options for emergency access to and from site in the event of flooding.	4.2	The project area is not mapped as flood-prone by the City of Newcastle

Table 1-2: EIS mitigation measures

Mitigation ID	Description	TMP Section(s)
T-1	Prior to construction, a pre-condition survey of McIntosh Drive will be undertaken by the appointed contractor in consultation with Council. During construction the sections of the road network utilised by Project traffic will be monitored and maintained to ensure continued safe use by all road users, and any faults attributed to construction of the BESS would be rectified. At the end of construction, a post-condition survey would be undertaken to ensure the road network is left in a condition equivalent to that at the start of construction.	5.4
T-2	Neighbouring properties will be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access.	6.2
T-3	Warning signs advertising change of traffic conditions will be implemented if deemed necessary and will be located on the transport routes along Council roads.	5.1
T-4	A local bus company may be contacted to implement a shuttle bus program during a portion of the construction phase to transport workers to and from the site. Measures to ensure that a potential shuttle bus runs effectively will be detailed in the CTMP.	Not applicable – no requirement for a shuttle bus
T-5	Heavy vehicles will avoid travel during peak bus operating times to limit the interaction of larger vehicles and vulnerable road users. Buses operate along Tourle Street.	6.4
T-6	All OSOM vehicle trips would be scheduled to avoid other OSOM vehicles within the surrounding area. This will be coordinated as part of the permit application.	5.1
T-7	A CTMP will be created in accordance with the Australian Standard 1742.3 and the Work Health and Safety regulation 2017. The CTMP would provide further information on the following: • Road transport volumes, distribution and vehicle types broken down into: - Hours and days of construction - Schedules for phasing/staging of the Project. • The origin, destination and routes for: - Employee and contractor light vehicles - Heavy vehicle traffic - OSOM vehicles. • A map of the primary haulage routes highlighting critical locations • An induction process for vehicle operators and regular toolbox meetings • A complaint resolution and disciplinary procedure • Local climatic conditions that may impact road safety of employees throughout all project phases (e.g. fog, wet and significant dry, dusty weather).	• 1.2 • 5.1 • 4.1, 4.3, App. B • 6.3 • 4.2

1.2 Scope of Work

This TMP applies to construction Stage 1 of the Steel River Battery Energy Storage System (BESS) Project, located at 1 McIntosh Drive, Mayfield West, approximately 7 km north-west of the Newcastle CBD, New South Wales. In Stage 1, the project will receive the follow components via road transport:

- Site Facilities inclusive of Office buildings, amenities, Construction containers
- Civil Equipment as listed below
 - Rollers
 - Dump Trucks
 - Concrete Pumps
 - Excavators
 - Graders
 - Cable Trenching and Pulling Equipment
 - Drilling Rigs
- Cranes and Crane support components
- Select Fill for Civil works
- Removal of construction waste

Additional construction activities include:

- Design finalisation and engineering support (construction-related only).
- Civil works including clearing, earthworks, benching, drainage, trenching, foundations, retaining walls, fencing, internal all weather roads and hardstand areas.
- Construction of cable connection to the high voltage transformer at the Mayfield West zone substation

In Stage 2 the project will receive

- Supply and installation of the 33 kV Switchroom and control room.
- Supply and installation of 33 kV RMU units.
- Supply and installation of OEM Battery Units
- Supply and installation of auxiliary transformers and standby generator.
- Installation of transportable operations and maintenance (O&M) buildings.
- Construction of warehouse facilities.
- Commissioning activities (excluding Tesla Megapacks).

Unless the Planning Secretary agrees otherwise, construction activities will only occur on site from 7am to 6pm Monday to Friday, and 8am to 1pm on Saturdays. In accordance with Condition B16, the delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons may occur outside of these hours.

SCEE's scope of work includes the provision of labour, supervision, materials, plant, equipment and services required to undertake the above construction activities in accordance with contractual, statutory and approval requirements.

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1.3 Relationship to Approvals, EIS and Other Management Plans

This TMP defines how approved transport and logistic requirements are implemented and managed during Construction Stage 1 of the Steel River BESS Project.

This TMP has been developed in accordance with the following approval hierarchy:

- Conditions of Consent (CoC) - legally binding requirements applicable to construction.
- Environmental Impact Statement (EIS) - approved impacts, mitigation measures and commitments relevant to construction.
- This TMP - the primary document that implements CoC requirements and EIS mitigation measures related to traffic and transport for Construction Stage 1 through site controls, monitoring and records.
- Project procedures and contractor systems - supporting documents used to implement the requirements of this TMP.

Where any inconsistency occurs, the requirements of the higher order document will prevail.

This TMP interfaces with other project plans where required by the Conditions of Consent or scope of works, including soil and water management, erosion and sediment control, and emergency response arrangements.

These documents provide supporting detail for specific activities but do not replace or override the requirements of this TMP.

2 Definitions and Abbreviations

Term / Acronym	Definition
Active Operational Area	Any location where surface operational activities occur and where there is routine interaction between heavy equipment, other traffic, pedestrians or wildlife / environment.
BESS	Battery Energy Storage Systems
BMS	Battery Management System
BoD	Basis of Design
Competent Person	Refers to a person who has acquired through training, qualification or experience, the knowledge and skills required to do a designated task competently.
Controlled	An area or intersection where traffic movement is controlled by standard road signs.
Controls	Measures that reduce or eliminate a hazard
GET	Ground Engaging Tools i.e. bucket, ripper, blade etc
Hazard	A source or a situation with a potential for harm in terms of human injury or ill health, damage to property or the environment or a combination of these (AS4801).
HME / HV	Heavy Mining Equipment / Heavy Vehicles - Excavators, Haul Trucks, Graders, Dozers, Drills, Front End Loaders, Rollers / Compactors
HSE	Health, Safety and Environment
LV / Light Vehicles	All Sedans, Utilities, Wagons and similar light commercial vehicles and Buses.
TNSW	Transport for NSW
OHL	Overhead Line (Electrical Transmission/Power Line)
Project Personnel	Project workforce members and contracting partners engaged for the Project works.
RAV	Restricted Access Vehicle
Risk	In relation to any potential injury or harm, the likelihood and consequence of that injury or harm occurring. (AS4801)
Road Works	Maintenance or construction of roads other than clean up or routine grading.
Slow Wheeled Vehicle	Any vehicle that is not capable of travelling the prescribed speed
SME	Surface Mining Equipment
Support Vehicles	Emergency Vehicles, Fuel and Water Trucks, Service Trucks, Cranes, Forklifts and Backhoes.
TCP	Traffic Control Plan
TCAW	Traffic Control at Work Sites
TMP	Traffic Management Plan
Uncontrolled	An area where standard road signs do not control traffic movement.

3 Roles and Responsibilities

Responsible Person	Roles and Responsibilities
Project Manager	• Responsible for the implementation of Traffic Management Plans • Notifying Stakeholders of any proposed traffic management changes • Monitoring of onsite traffic control and operating conditions
Construction Manager	• Assist in the implementation of Traffic Management Plans • Assist PM in notifying stakeholders of any proposed traffic management changes when PM is unavailable • Monitoring of onsite traffic control and operating conditions
Superintendents/Supervisors / Leading Hands	• Implementation of traffic Management plan on site including setting up traffic control equipment and barriers • Set up pedestrian walkways, delineation from mobile plant. • Communicate any changes to TMP or TCP to contracting partners and employees. • Monitoring of onsite traffic control and operating conditions
HSE Advisor	• Review and internally approve TCP and TMP • Monitoring of onsite traffic control • Complete traffic control inspections as required. • Submitting of TMP and TCP to client including revisions as they occur • Monitoring of onsite traffic control • Auditing of the TMP • Communicate TMPs with relative internal and external stakeholders

4 General Safety and/or Environmental Requirements

4.1 General Safety

Project activities involving mobile plant and equipment shall be subject to a risk assessment. Outcomes from this risk assessment shall be integrated within appropriate safe work procedures, job hazard analyses (JHAs) or other documentation.

HSE risks associated with the use of roads to access the Project site include:

- The additional buildup of traffic surrounding the Project site
- The potential for construction traffic to impact on the local community (e.g. dust from unsealed roads, mud on roads, noise, traffic disruptions, vehicle interactions or other associated hazards)
- The safety of drivers travelling to and from site
- Trucks moving through local communities
- Potential truck movements on steep gradients to and from Port of Newcastle, Port Botany and other origins

It is the responsibility of the Construction Manager to communicate regular road hazard topics (weather alerts, lighting or other poor visibility issues) to all site personnel via site pre-start meetings, and major changes via toolbox meetings.

The information in this TMP, and any specific traffic control plans (TCPs), will be communicated via the induction and orientation program presented by HSE Advisors.

Changes to specific TCPs shall be submitted to the project for review. Once approved, the information is to be communicated as follows:

- Project Manager to communicate to relevant stakeholders in advance, at least 24 hours prior; and
- Construction Manager to communicate to internal workforce via site pre-start meetings and site notice boards.

4.2 Weather Conditions

Mayfield West is Located within the City of Newcastle, which has a sub-tropical climate with hot, humid summers, mild winters, frequent rainfall and moderate-strong coastal winds.

A consideration of weather conditions and their impact on vehicles can be found in Table 3 below.

Table 3: Weather conditions

Weather Factor	Newcastle Conditions	Impact on Vehicles
High Temperatures/Heat Waves	Average temp 26-27°C with heat waves exceeding 40°C	Engine over heat risk Driver fatigue without adequate cabin cooling
Rainfall and Wet Roads	Consistent year-round rainfall ranging between 70 – 119mm/month with highest rainfall periods between Feb-June	Reduced traction and longer stopping distances Hydroplaning risk Lower visibility Possible flooding in low areas
High Humidity	Humidity often in the Mid 70% range in Mid-Summer	Windscreen Fogging Issues Visibility Issues Early Morning Fog Driver Fatigue
Wind/Coastal Winds	Typical afternoon winds 26–35 km/h; gusts up to ~25 km/h	Stability issues for high-profile vehicles Potential movement of temporary traffic devices Increased road debris
Winter Cold Snaps	Mild Winters but Nighttime temps can drop to around 0°C	Reduced Tyre Grip Frost/Dew on windscreens

Section 5.5 of this plan outlines the maintenance requirements and the measures implemented to minimise the transfer of mud, dirt, and dust onto local road infrastructure. These controls are designed to reduce associated hazards and risks, ensuring the safety of all local road users.

According to City of Newcastle Floods Information Resources,

- The McIntosh Drive project area is not mapped as flood-prone by the City of Newcastle;
- The site is outside the PMF extent, meaning it is not subject to flood-related development controls;
- There is no local flood impact designation requiring additional management measures.

In accordance with Section 6 of the Project's Flood Water Management Plan (included as an appendix to the Soil and Water Management Plan), weather forecasts and Bureau of Meteorology rainfall warnings will be monitored by site supervision or a nominated delegate at least daily, and more frequently where significant rainfall or severe weather conditions are forecast, to identify conditions that may increase flood risk at the Project site. Construction sequencing, access arrangements and

temporary works may be adjusted, modified, deferred or suspended where significant rainfall or flooding is forecast or observed.

During extreme rainfall or PMF conditions, temporary inundation of sections of the northern shared driveway and eastern site entry may occur. In these circumstances, affected access routes would be isolated, non-essential works suspended, and site access managed in accordance with the Emergency Response Management Plan and site emergency arrangements until conditions are confirmed safe.

Relevant information from the Project’s Emergency Response Management Plan has been reproduced below.

Commented [AK1]: Added information from Emergency Plan and Flood Water Management Plan to satisfy DPHI’s comment: “The intent of the condition is to provide a flood response plan for the site e.g. egress to the east on Industrial Drive may not be feasible as Industrial Road is cut by floods within 1km of the site.

Please include what will occur on site when a flood event occurs in Newcastle”

Retrieval of a person from EWP:	
A flooding emergency scenario involves rising water levels caused by heavy rainfall, river overflow, stormwater inundation, or dam release, posing a risk to personnel, plant, structures, and electrical systems. The following steps outline how to respond safely and effectively to a flood event in NSW.	
Flood response actions are aligned with the Project Flood Water Management Plan and site stormwater controls.	
Task Steps	Actions
Assess the Situation	Quickly assess water levels, flow speed, weather conditions, and flood warnings. Identify immediate risks such as fast-moving water, submerged hazards, unstable ground, or electrical infrastructure.
Alert Emergency services	Initiate the site Emergency Response Plan. Notify the Site Supervisor, Project Manager, and HSEQ personnel.
Call Emergency Services	Dial 000 if life is at risk. Provide accurate details including site location, access points, number of people affected, and current flood conditions.
Evacuate to Higher Ground	Move personnel to nominated higher ground or designated flood assembly points. Follow approved evacuation routes.
Isolate Electrical and Hazardous Systems	If safe to do so, isolate electrical supplies, plant, and hazardous materials. Do not touch electrical equipment if water is present.
Do Not Enter Floodwater	Do not walk, drive, or operate plant through floodwater. Floodwater may conceal hazards and contaminants.
Account for Personnel	Conduct a roll call at the assembly point to ensure all personnel are accounted for. Report missing persons immediately.
Secure the Area	Barricade flooded areas and prevent unauthorised access until declared safe.
Monitor Conditions	Monitor weather updates and NSW SES warnings. Maintain communication with emergency services and site management.
Provide First Aid	Provide first aid within the scope of training. Seek medical assistance where required.
Await Authorisation to Re-enter	Do not re-enter flood-affected areas until inspected and declared safe.
Post-Flood Inspection and Recovery	Inspect structures, excavations, electrical systems, and ground conditions before recommencing work.

4.3 Deliveries and Escort Drivers

The Project will issue transport providers with a basic HSE information pack for the instruction of their delivery drivers, prior to their travel to site, which details the required PPE, radio channel for communication, and restrictions on delivery times. This will also include fitness for work requirements and the SCEE Electrical Code of Conduct.

Companies will be encouraged to engage consistent drivers for deliveries to the Project. These drivers can then be fully site inducted.

Ad-hoc deliveries and drivers will be required to submit a Visitor/Delivery Driver Form and be signed off by the Management Team onsite 72hrs before coming to site. A Short-Term Worker Induction shall be conducted and agreed to by the driver before site access is granted.

Small deliveries can be left at the security hut for collection. For larger deliveries, these drivers shall present to the security hut for blood alcohol concentration (BAC) testing and be issued a visitor pass for access.

The escort process for deliveries is as follows:

- Driver presents to Security, completes BAC testing and receives Visitor Pass
- Escort arrives and inspects delivery vehicle and load
- Delivery escorted to site for unloading
- Delivery driver to stay with vehicle at all times
- Delivery driver to be escorted back to Security Hut to sign out and return Visitor Pass

Additionally, drivers shall not participate in the loading or unloading of loads unless they are fully inducted for the Project worksite and are included in the development of a specific JHA. The driver may give advice with respect to the sequence of releasing or securing of any load restraints.

Notwithstanding the above, the driver shall however participate in and ensure to his/her satisfaction, the adequate placement and securing of all loads prior to the commencement of a new vehicle movement.

Assessment of the load and rejection of the vehicle will occur if it is not safely loaded and presents a risk to personnel during unloading, as per chain of responsibility requirements.

All vehicles must be loaded and unloaded on site. The unloading of loads will be performed only in clearly marked, designated areas. The unloading crew shall have a clear method of communication and shall use a dedicated radio channel as the preferred means of communication while unloading.

Wherever practicable, the delivery of materials on the transport provider's trucks shall be loaded such that they can be removed with fork equipped machinery. Where this is not practicable, loads shall be arranged such that they can be unloaded without personnel accessing truck beds or trailers where fall risk exists and no fall protection is present.

All vehicles must enter and leave the site in a forward direction.

All transportation shall comply with the chain of responsibility legislation and meet the performance standards detailed in the National Transport Commission – [Load Restraint Guide 2004 Full Copy.pdf](#)

See Appendix C for a map of vehicle access to site.

4.4 Radio Channels and Protocols

All vehicles accessing site shall be fitted with UHF radios, or carry a portable radio, and shall have full radio contact whilst operating on site.

Personnel must use radio channels designated for different areas of site with clear communication when entering work areas. Work groups on site will have access to handheld radios.

Radio channel allocations will be communicated as both a part of the site induction process, and at pre-start and other meetings as required.

4.5 Non-Potable Construction Water

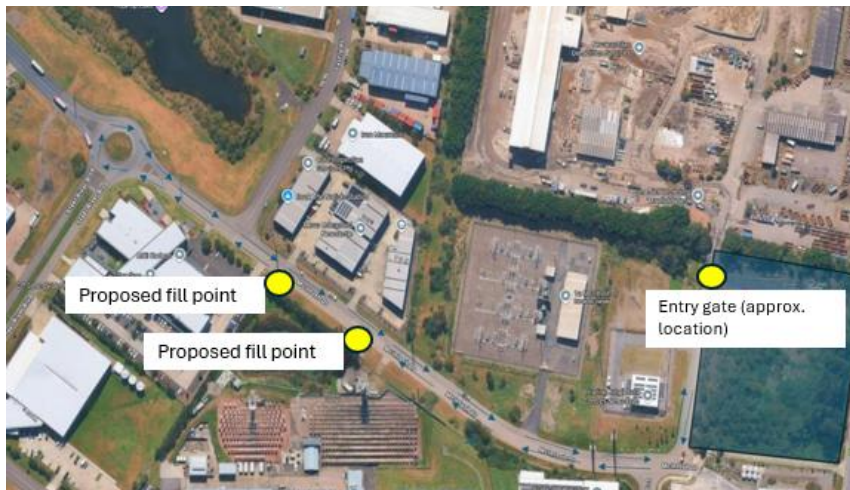
All non-potable construction water shall be collected in line with Hunter Water policies and procedures. A collection standpipe will be collected from Hunter Water and installed at a point along McIntosh Drive for use on the project. The standpipe shall be inspected every four (4) months in line with Hunter Water terms of hire. Only inspected and approved collection vehicles will be authorised to utilise the standpipe.

Figure 3: Example of collection from standpipe



High-visibility cones or triangles are to be used at the rear of the vehicle to identify potential obstruction for fellow road users. The area must remain open and accessible to the public at all times. The use of traffic cones, barriers, signage, or any other devices to reserve or restrict access to the area for exclusive use is strictly prohibited

Figure 4: Proposed non-potable water collection location and route



5 Transportation – General

5.1 Vehicle Movements

The project will not generate more than 20 heavy vehicle movements a day (a maximum of 2 heavy vehicle movements per hour) and the length of any vehicles used will not exceed 26 metres, unless the Planning Secretary agrees otherwise.

All heavy vehicles must travel to and from the site via Industrial Drive, Steel River Blvd and McIntosh Drive. This includes all heavy vehicles referred to in other sections of this Traffic Management Plan. See Figure 5 below for a map of the approved traffic route for the Project.

Most employee and contractor light vehicles will travel to the site from across Newcastle and the Hunter. The site is accessible via major roads, including Industrial Drive, which connects to Pacific Highway to the west.

Materials and equipment will be sourced from Newcastle and the surrounding area where practicable, with larger plant expected to be delivered from Port of Newcastle or Port Botany. It is anticipated that 50% of both light and heavy vehicles will access the area from the west on Industrial Drive, and 50% from the east.

Figure 5: Traffic route for the Project



All heavy vehicles will enter and exit the site via the eastern site access off McIntosh Drive. Light vehicles may enter the site via the eastern or western site access off McIntosh Drive. See Appendix C for a map of vehicle access to site.

Peak hour traffic movements at the project site are expected to occur at 7 am – 9 am and 4:00 pm - 6:00 pm, with the greatest volumes during the construction phase.

There is no direct overlap of haulage routes of nearby projects that would generate significant cumulative impacts. As such, it is expected that the cumulative traffic impacts on the surrounding road network will be negligible.

The Project will further consider traffic management issues, inclusive of:

- The delivery of oversize components and dangerous goods.
- Staggering of site deliveries to limit impact to community road users.
- Truck movements through the township at night, or during busy periods such as nearby school drop offs or holidays.
- Restricted Access Vehicle network, operation of trucks classified as Tandem Drive Network 4 (trucks to 27.5m in length) – if required.
- Road Conditions and maintenance to ensure conditions do not impact local business and other road users
- Warning signs advertising change of traffic conditions will be implemented if deemed necessary and will be located on the transport routes along Council roads.

The Project also commits to not reduce the capacity of the existing roadside draining network.

5.2 Road Rules

The New South Wales Australian road rules, as specified in the NSW Roads and Traffic Act 2013 and requirements shall apply to all Project construction activities.

All Light Vehicles and other road registered plant travelling to and from site and onsite, shall meet the state transport authority / Transport for NSW standards for a road worthy vehicle / plant and be approved for site as a minimum requirement.

All drivers travelling to and from site are to ensure that they have had sufficient rest in accordance with the Project’s Fitness for Work Procedure before operating any vehicle.

Drivers are to refrain from, where possible, driving at night or during the hours of dawn and dusk due to increased amount of fauna on the roads.

Any vehicle coming onto the Project site is subject to inspection by Project representatives.

Refer: [SCEE-HR-HR-PRO-0009 Fitness for Work](#)

5.3 Legislation

SCEE Management is responsible for identifying and understanding the legislative and approval obligations applicable to the Steel River BESS Project. These obligations include the Conditions of Consent associated with the project approval, as well as relevant Commonwealth and NSW legislation applicable to construction activities.

All personnel engaged on the project will be made aware of their environmental duty of care obligations and key legal requirements applicable to their work through site induction, toolbox talks and ongoing supervision.

Legislation relevant to the construction phase of the Project includes, but is not limited to, the following:

Jurisdiction	Legislative Reference
AUST	Work Health and Safety Regulations 2022.
AUST	Occupational Health and Safety Amendment (Dangerous Goods) Regulations
NSW	Road traffic Act NSW 2013.
NSW	Dangerous Goods Safety (Road and Rail Transport) Act NSW 2008.
NSW	Work Health and Safety Act NSW 2011.
NSW	Work Health and Safety Amendment (Review) Act NSW 2020

5.4 Dilapidation Survey

The SCEE Electrical Construction Manager, prior to mobilisation, will engage the services of a suitably qualified independent consultant to conduct a Pre-Construction Report. This will be done in consultation with City of Newcastle Council, as the relevant roads authority. The project will keep records of this consultation.

The report shall include, but not be limited to, the below:

1. Existing Condition Assessment of Steel River Blvd
2. Existing Condition Assessment of McIntosh Drive
3. Existing Condition Assessment of all council assets inclusive of Gutters, Kerbs, Trees, Footpaths and Driveways
4. Photographs of Roads and Infrastructure
5. Defect Register

The completed Pre-Construction Dilapidation report will be submitted to City of Newcastle Council.

A Post-Construction Dilapidation Report will be conducted as soon as practicable after construction activities are completed. This will be done in consultation with City of Newcastle Council, as the relevant roads authority. The project will keep records of this consultation.

The report shall include, but not be limited to, the below:

1. Condition Assessment of Steel River Blvd
2. Condition Assessment of McIntosh Drive
3. Condition Assessment of all council assets inclusive of Gutters, Kerbs, Trees, Footpaths and Driveways
4. Photographs of Roads and Infrastructure
5. Defect/Rectification Register
6. Monitoring Reports

The completed Post-Construction Dilapidation report will be submitted to City of Newcastle Council.

Any development-related damage identified to Steel River Blvd and McIntosh Drive will be repaired and/or made good, in compliance with Condition B5(c). If there is a dispute between Ausgrid and City of Newcastle Council about any repairs required, either party may refer the matter to the Planning Secretary for resolution.

5.5 Roadway Maintenance

Daily and weekly inspections will be conducted by Project Management and HSE personnel. All inspections will be formally documented, including any identified defects. Required rectification works will be recorded, actioned, and communicated to all relevant stakeholders who may be affected.

All roads accessed by the project during construction will be routinely inspected and monitored to ensure the following:

- **Road surfaces remain free from hazards**, ensuring safe travel for all road users.
- **Road conditions are not adversely impacted** by construction activities, with any deterioration addressed promptly.
- **Airborne dust generation is minimised** through effective dust-suppression measures.
- **Construction vehicle behaviour and compliance** with NSW road rules and project-specific traffic requirements are monitored.
- **Roadways remain unobstructed**, with no interference to external stakeholders, neighbouring properties, or public access.

Controlling any dirt or mud that may be tracked onto public roads is a high priority to ensure the safety of all road users. To minimise and, where possible, eliminate this hazard, SCEE Electrical will implement measures including the use of water trucks, sweeper trucks, and wheel wash systems in accordance with NSW road safety and environmental management requirements.

SCEE Electrical will engage a suitably qualified local road maintenance contractor to undertake all scheduled maintenance activities and respond to any emergency repair requirements as needed, in accordance with NSW road and traffic management standards.

Any complaints made from external stakeholders shall be documented and investigated, with outcomes and rectification communicated to the stakeholders and source of complaint. See Section 7.3 for further information about the complaints management process.

5.6 Vehicle Requirements

All light and support vehicles and heavy equipment on the Project shall comply with all site requirements prior to mobilisation.

Compliant vehicles and equipment shall be identified by way of a site sticker to the vehicle. Weed and seed certification may be required for ground engaging earthmoving equipment.

All drivers shall hold a valid driver's license (Open C Class licence) and be authorised to drive on site.

All heavy equipment operators shall be ticked and have completed a verification of competency (VOC) for the specific machine type they will be required to operate on site.

Typical vehicles to be used during construction of the Project are listed in Table 3 below.

Table 4: Vehicles used during construction

Vehicle Type	Definition
Light Vehicles	These include passenger cars, SUVs, vans, and light pickups with a lower gross vehicle weight rating
Rigid Trucks	A single-unit truck where the chassis is one rigid frame and does not articulate or bend in the middle.
Truck and Dog	A rigid truck towing a full trailer, commonly called a “dog trailer,” which has its own front and rear axles.
Semi-Trailers	A tractor–semi-trailer combination, where the trailer is supported at the front by the prime mover (tractor)
B-Doubles	A prime mover towing two semi-trailers, where the first trailer has a fifth-wheel coupling supporting the second trailer.
Special Purpose Vehicles	Vehicles designed not primarily for carrying freight, but for performing a specific function such as cranes, road rollers, or other heavy vocational machinery.
Non-High Risk OSOM	OSOM vehicles exceed standard dimension or mass limits but do not fall into the <i>high-risk</i> category.

5.7 Powerlines and Low Clearance Areas

No cranes, elevated work platforms or other heavy equipment shall be parked or operated within a power line corridor unless a High Voltage Vicinity Permit has been raised and approved by the relevant Project representative. All works in the vicinity of power lines shall be in compliance with applicable legislation.

Any transported load or mobile equipment which has a height from ground level which will intrude into safe clearance zones for overhead power lines (OHL) must have a permit issued prior to passing under the lines.

It is not anticipated that any loads delivered to site will intrude into the safe approach distance of the OHL lines on site.

Any oversize loads shall be transported according to legislative requirements, including assessment for overhead conductors along the haulage routes.

Current overhead conductors at Steel River are at the approximate heights shown in Table 4 below.

Table 5: Overhead conductor heights

Conductor	Height in Metres
Bottom Phase	16.87m
Centre Phase	20.87m
Top Phase	24.87m
OHEW	32.87m

5.8 Pedestrian Management

Drivers and operators shall remain alert to the movement of pedestrians anywhere on site, particularly where personnel may be required to transgress roads where there is no designated pedestrian walkway. Heavy vehicular traffic shall be escorted to mitigate the heavy vehicle operator's larger blind spot radius.

The intent of this TMP and specific TCPs is to avoid any interaction between mobile plant and pedestrians during construction works in and around the Project.

Pedestrians shall ensure that they:

- Adequately check for approaching vehicles prior to crossing roads.
- Have visual / verbal contact and acknowledgment with the vehicle operator before proceeding.
- Do not enter the 'Blind Spot' of operating mobile plant, or approach mobile plant until positive communication with the operator has been obtained, and verification of safe access has been provided. Ground engaging tools shall be grounded prior to approach. If the pedestrian cannot see the vehicle operator's face, then the vehicle operator cannot see the pedestrian.
- Radio calls shall be made when entering / exiting construction areas notifying operators of pedestrian/s accessing area.
- Pedestrian access to site shall be via a designated walkway from the site office compound. Pedestrian limiting access barriers and signage/traffic controllers shall be installed as hold points prior to embarking into traffic zones.
- Note – Traffic Controllers are to ensure safe passage for pedestrians and not to stop the flow of traffic to neighboring businesses.

5.9 Vehicle Parking

On-site parking for the project is limited and located in the vicinity of the Site Offices. Approximately 30 car spaces will be provided to service the project. The current projected number of personnel peaks at 60 people. Assuming carpooling and 2 people per vehicle, 30 car spaces will fulfill the requirement.

Communication via Toolboxes, Pre-starts and Site Notices will encourage work crews to carpool or utilise public transport to the project. Environmental and Financial Statistics Posters will be displayed to show the benefits of reducing the traffic footprint and savings made.

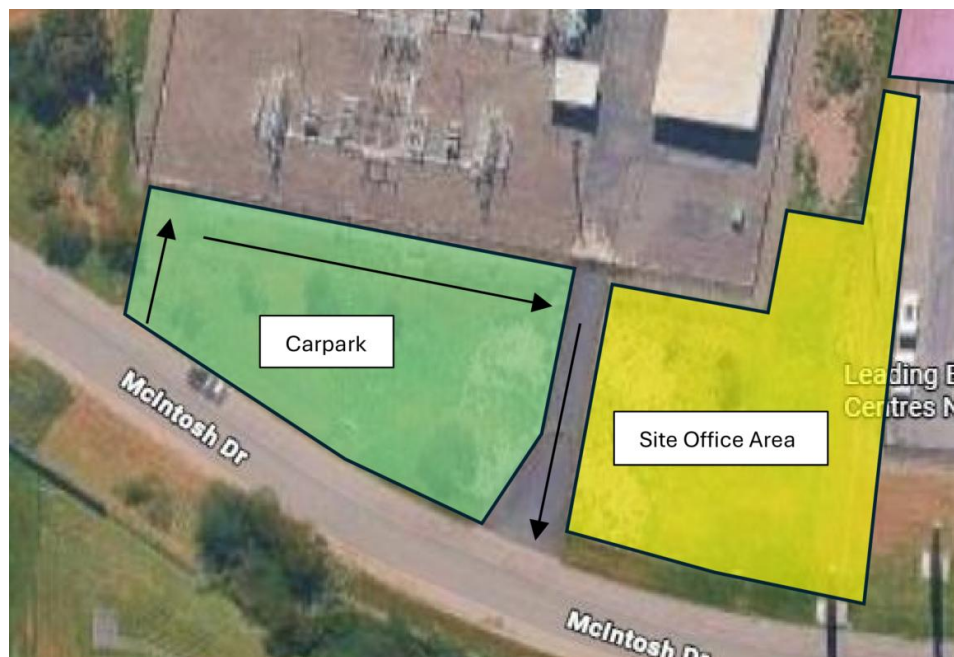
HSE will monitor daily for compliance with the site parking and ensure members of the work crew are not using the roadside parking.

The following are minimum requirements that shall be adhered to for vehicle parking onsite or in the provided car park:

- Parking bays are to be provided with a backstop, windrow or 'V' drain and in accordance with Australian Standard AS1890.
- Designated parking bays shall be located so that approaching traffic is visible to drivers of emerging vehicles with a typical maximum of ten (10) km/h speed limit set for the area.
- All vehicles shall be reverse parked
- Walkways shall be provided, limited to gaps no greater than two (2) meters, where appropriate, to allow safe access to buildings and separation of pedestrians.
- Vehicles shall be parked with the engine off, transmission in gear and hand brake applied.
- Vehicles shall not be left running when unattended.
- Vehicles are to be always left in a fundamentally stable parked position.
- When not parked in designated parking area or V-drain, wheel chocks may be used.

At this stage, there is no project requirement for a shuttle bus service as outlined in Condition of Consent B7 (C vii).

Figure 6: Vehicle parking on site



5.10 Vehicle Breakdowns

Any vehicle, plant or equipment that is broken down shall be moved off the road and parked in a safe area, as far as is practicable.

- If on-site, the equipment is to be demarcated,
- If off site, it is to be secured as far as practicable until it can be recovered.

During the hours of darkness the vehicle shall be highlighted by the use of orange or red flashing lights and road markers.

No person shall work where they are at risk of being hit by passing traffic unless a second person either slows passing traffic or acts as a spotter to warn the person conducting the maintenance.

6 Nearby Roads and Facilities

6.1 Main Roads

Street Name	Description
Tourle Street	State Road at 21.8m width with 2x lanes plus bicycle lane in each (North & South) direction mostly at 80km/h speed limit reducing to 60km/h at the Industrial Drive intersection.
Industrial Drive	State Road at 23m width with 2x lanes plus bicycle lane in each (NW & SE) direction at 80km/h speed limit.
Steel River Boulevard	Local Road at 9m width, single lane in each (generally North / South) direction.
McIntosh Drive	Local Road at 13m width, single lane in each (generally NW & SE) direction, 50km/h speed limit and allows parking on both sides of the road.
Murray Dwyer Circuit	Local Road at 12.1m width with one of lane plus bicycle lane in each (generally East / West) direction, 50km/h speed limit.

6.2 Neighbouring Facilities

There are 3 facilities located immediately adjacent to the project: Benedict Recycling, Heidelberg Materials and Leading Edge Data Centre. These properties will be consulted and notified regarding the timing of major deliveries which may require additional traffic control and disrupt access. The Project Manager/Construction Manager will manage this consultation and notification, which will occur minimum 7 days in advance.

The facilities must take priority when it comes to road activities. Interruption of access to existing businesses will be minimised as much as possible. Communications with these key stakeholders must be maintained, and they will be included in all notifications for traffic management, including any large deliveries.

Table 6: Neighbouring facilities

Name	Contact Details	Operating Hours	Activity
Benedict Recycling	Site Enquires – 02 49609977	Mon -Fri 0600-1730 Sat – 0600 – 1400 Sun - Closed	Recycling company operating an extremely active site, in excess of 50 vehicle movements daily. Priority access.
Heidelberg Materials	Site Enquires – 02 9183 8777	Mon -Fri 0600-1600 Sat – 0600 – 1200 Sun - Closed	Concrete supply company with 12 – 14 trucks operating at any one time. Access from McIntosh Road to be unimpeded.
Leading Edge Data Centre	Site Enquires – 02 – 8073 9777	24/7	Unmanned site, expected to provide constant access and no interruptions to current business.

Nearby businesses that are not located immediately adjacent to the project will receive monthly updates during construction, via email or newsletter. These updates will also be available on the project website. Information on any major deliveries will be included in these updates where possible.

6.3 Complaints management

Complaints about traffic or construction impacts will be managed in accordance with the project proponent's Complaint and Dispute Resolution Procedure. Community members may submit complaints via email or phone. These details will be provided on site signage, as well as on the project's website and all emails or newsletters distributed to the community.

All complaints received directly by SCEE will be referred to the proponent's Community and Stakeholder Engagement Lead, who will assess and respond to the complaint. Complaints received directly by the proponent will also be communicated to SCEE's Construction Manager to ensure visibility of any issues and appropriate coordination.

All complaints will be recorded in a dedicated register for the project, including details of the complainant, the nature of the complaint, a summary of investigations and actions taken in response, outcomes, and how this was communicated to the complainant.

Complaints deemed to be urgent will be responded to within 24 hours. Routine complaints will be responded to within 5 days, when possible. The complainant will be notified if these timeframes cannot be met due to complexity or other issues.

Any unresolved complaints will be escalated to the project proponent's Stakeholder, Communications and Planning Manager. Community members also have the right to contact external authorities such as the Energy and Water Ombudsman NSW

6.4 Public Transport

There are Three Bus services that operate along Tourle St (Stop ID # 230453). Of these, one also services schools (route 138), running twice in the morning and once in the afternoon. This route passes near the site twice between 7.30am and 7.45am, and once around 4pm.

These times align with the peak traffic times for the area, identified in the project's Traffic Impact Assessment as part of the Environmental Impact Statement. See Section 7.1 for further details.

Heavy vehicles will avoid travel during these school bus operating times to limit the interaction of larger vehicles and vulnerable road users. This mitigation measure will be clearly communicated to all relative parties through,

- Site inductions - which will specifically identify restricted heavy vehicle travel times on Tourle Street, identification of Bus Operating times and expectation for compliance
- Daily pre-start meetings - Where upcoming deliveries and vehicle movements will be reviewed against bus operating times.
- Distribution of written delivery windows to all suppliers, subcontractors, and haulage contractors, with explicit instruction that drivers must comply with the restrictions.

Site Management, Supervision and Material Handling Coordinator will actively manage and enforce compliance though,

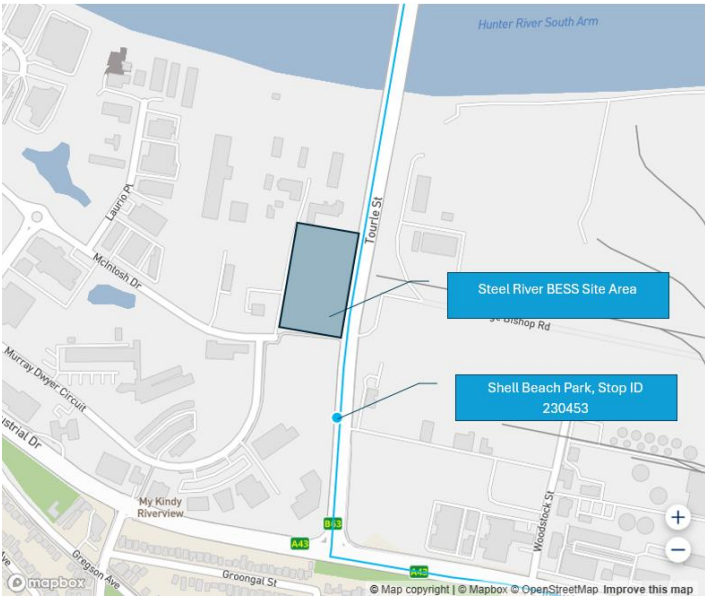
- Monitoring Heavy Vehicle arrival and departures via movement logs complete by HSE Advisors (As mentioned in 7.1 of this plan)
- Recorded and addressing any non-compliance though corrective actions, retraining, warnings or removal of driver access
- Auditing and reviewing the effectiveness of controls and updating if necessary

Table 7: Bus services on Tourle Street

Route Number	Service	Nearest Stop
130	Fingal Bay to Newcastle via Gan Gan Rd	Shell Beach Park, Stop ID # 230453
131	Fingal Bay to Newcastle (Express Service)	Shell Beach Park, Stop ID # 230453
138	Newcastle Interchange to Lemon Tree Passage via Airport	Shell Beach Park, Stop ID # 230453

Up to date timetables can be found at NSW Transport Website - (transportnsw.info - Routes, stops and timetables).

Figure 7: Location of bus stop on Tourle Street



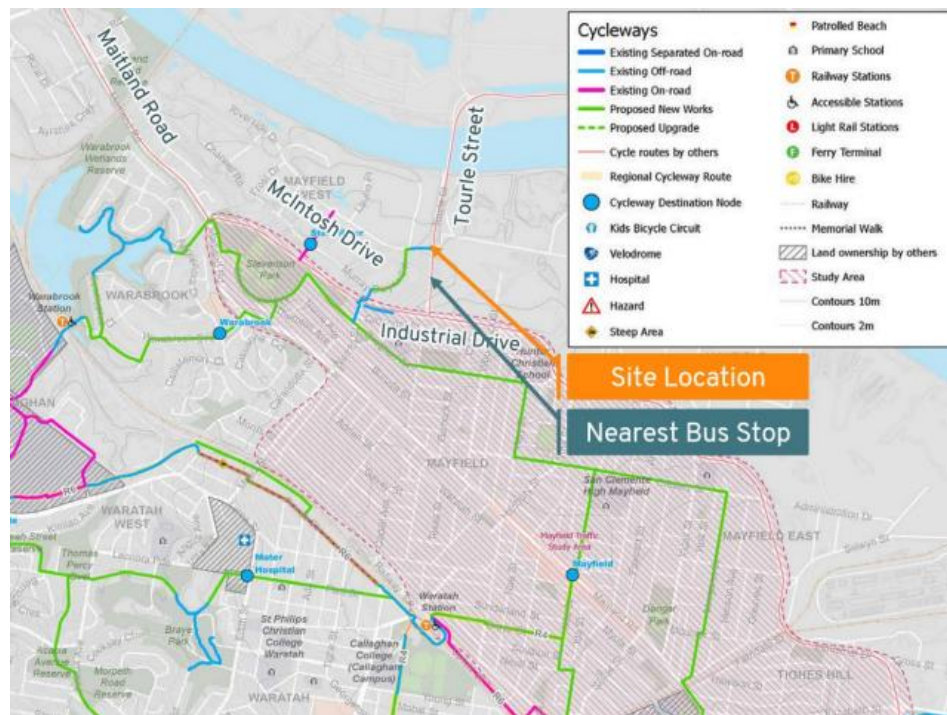
Source: NSW Transport

6.5 Cycling Lanes

A shared path running along the southern boundary of the site provides a link via various bicycle lanes on adjacent roads to the City's bicycle path network.

The figure below, taken from the City of Newcastle Cycling Plan, highlights cycle paths in the area.

Figure 8: Newcastle Cycling Plan 2021-2030



7 Transportation – OSOM Vehicles

7.1 Special Purpose Vehicles/OSOM

There is a variety of SPV/OSOM Vehicles that will be required for the Steel River BESS Site. These vehicles are not classified as high risk and consist of the below:

- Cranes
- Rollers
- Dump Trucks
- Concrete Pumps
- Excavators
- Graders
- Cable Trenching and Pulling Equipment
- Drilling Rigs

The vehicles nominated above would not create daily traffic congestion. The initial delivery period would be staged to ensure traffic congestion is limited and not during peak times. As per the project's Traffic Impact Assessment, these peak times are 7.30am – 7.45am and 4.15pm – 4.30pm. Deliveries will occur outside of these windows.

Material Handling Coordinator will ensure OSOM movements do not coincide with other OSOM movements within the surrounding road network.

Prior to each movement, the Material Handling Coordinator will,

- Confirm proposed movement times with local council, Police and TfNSW
- Check for known OSOM movements in the area through operator coordination and permit conditions
- Allocate approved movement windows to avoid overlap with other OSOM vehicles
- Brief OSOM Drivers and escort crews on approved travel times

Compliance will be enforced through movement scheduling controls, escort supervision, and review of OSOM movement records.

Any deviation from approved movement times will be treated as non-compliance and corrective action implemented.

The effectiveness of OSOM movement management will be monitored throughout Stage 1 and updated as required in consultation with TfNSW to maintain safe network operations.

TCP's will be generated and distributed to all stakeholders to notify the delivery days, size of delivery and route to be taken.

SCEE Electrical HSE Advisors are responsible for maintaining a complete log of all heavy vehicles entering and exiting the site, including the exact time of each entry and exit.

A map of the heavy vehicle route for site access is shown below in Figure 7-1.

Figure 9: Site access route



7.2 Battery Delivery

Delivery of the batteries is the responsibility of Tesla, the battery OEM. Information will be provided in the Construction Stage 2 TMP for the Project.

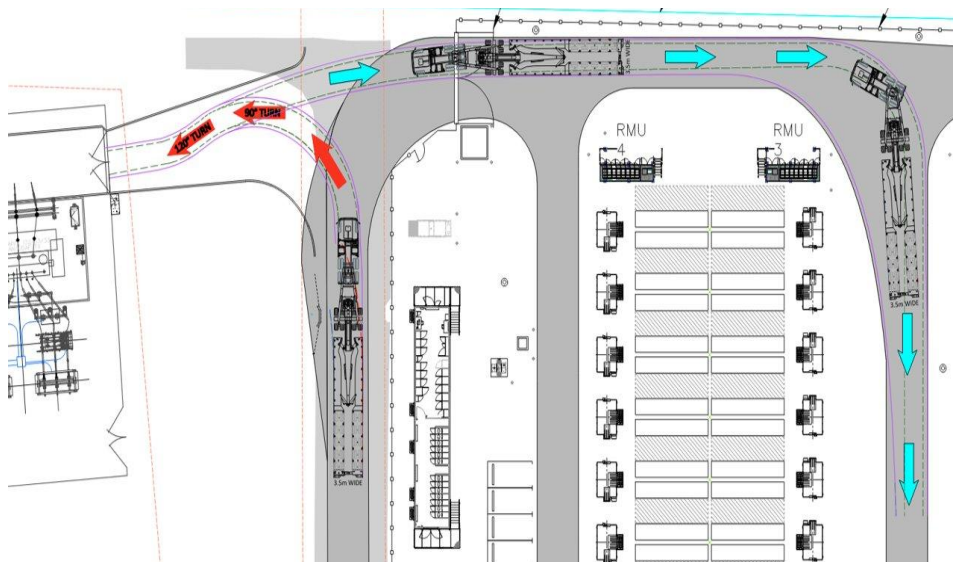
Deliveries are expected to utilize Heavy Haul Prime Mover and Multi Axle Low Loader Configuration. City of Newcastle permission will be required to enter the Steel River Industrial Estate as this is currently not an approved Class 1 OSOM Route. A review of load limits on all bridges and structures along the route will be undertaken as part of the permit process.

An indicative route for this delivery is provided in Figure 7-2 below, along with a diagram of the site access for this delivery. Complete information will be provided in the Construction Stage 2 TMP.

Figure 10: Indicative battery delivery route



Figure 11: Battery delivery site access



7.3 Control/Switch room Delivery

Delivery of the switch room is the responsibility of the switch room manufacturer. Complete information about this delivery will be provided in the Construction Stage 2 TMP for the Project.

7.4 Traffic Control Plans

Traffic Control Plans (TCPs) shall be prepared for all works and deliveries that alter traffic conditions, including movements of Special Purpose Vehicles (SPVs) and Over Size Over Mass (OSOM) vehicles. TCPs shall detail proposed traffic control measures, vehicle access routes, and arrival and departure arrangements.

These TCPs are supplementary to this Traffic Management Plan (TMP) and do not replace its requirements.

Over Size Over Mass (OSOM) vehicles are those exceeding statutory dimension or mass limits and require approval to operate on the road network. OSOM access is regulated by the National Heavy Vehicle Regulator (NHVR) under the Heavy Vehicle National Law, with Transport for NSW (TfNSW) and local councils acting as road managers.

SCEE Electrical shall obtain all necessary approvals for OSOM movements prior to travel, including:

- NHVR permits for restricted access vehicles operating outside approved notice networks;
- TfNSW approvals or OSOM permits for travel on State and Regional roads; and
- Any required local council approvals for travel on local roads.

All OSOM movements shall comply with permit conditions, including approved routes, travel times, escort requirements, and any specified traffic management controls.

Where traffic management extends beyond the site or impacts the public road network, the Contractor shall:

- Submit the TCP to the relevant road authority for approval; and
- Notify affected stakeholders, including adjoining properties and businesses, with supporting plans.

The Contractor shall obtain a Road Occupancy Licence (ROL) for any works or vehicle movements impacting the road reserve, including the carriageway, footway, and nature strip.

All traffic management measures shall be approved by the Project Manager prior to implementation.

Works and vehicle movements shall not commence until all required permits, approvals, and traffic management controls are in place.

8 Vehicle Accidents & Events

8.1 Events

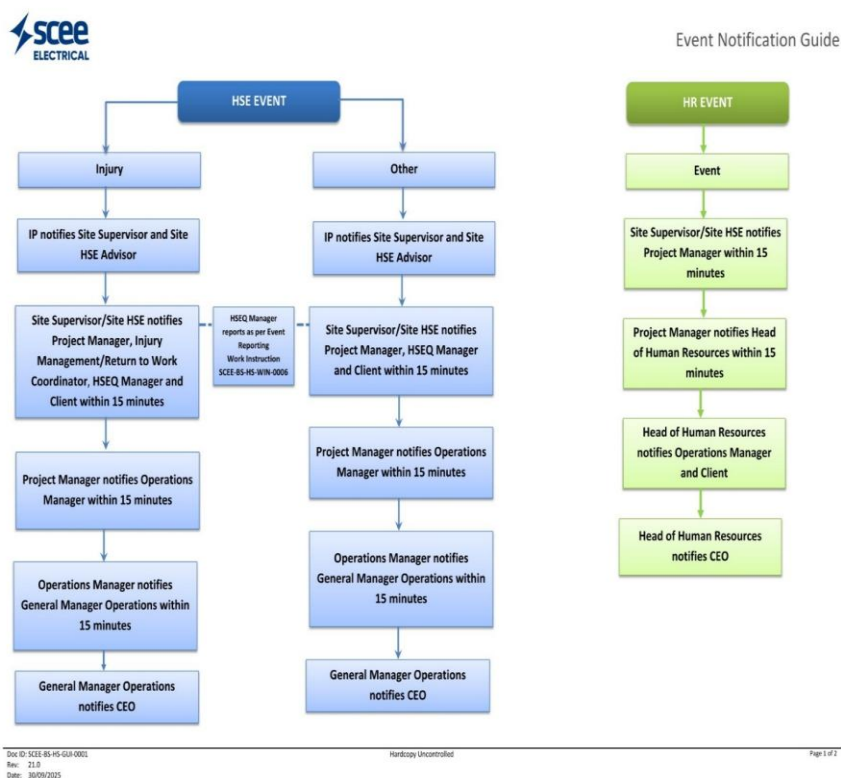
Where safe to do so, any vehicle involved in an incident onsite shall not be moved until such time as the incident has been investigated and the Project Manager or their nominee has issued permission for the vehicle to be moved.

Incidents that occur at the Project site, including any incident along access roads, must be reported to the Project Manager or their nominee as soon as possible.

A driver of any vehicle involved in an accident shall be required to undertake a Drug and Alcohol test.

Refer to SCEE Electrical Notification Guide SCEE-BS-HS-GUI-0001

Figure 1243: Event notification process



8.2 Emergency Response

Personnel shall raise the alarm on the appropriate site channel to inform emergency response personnel of an incident and to request appropriate assistance. Personnel shall follow the Project Emergency Response Procedure. Emergency Contact Numbers as per table below

Work Crews and Contractors shall read and understand the Emergency Response Plan - 201085-SE-PLN-0002 Section 18.7 regarding traffic-related emergency responses. This information will be made available via notices and toolboxes

Emergency Services (24/7)

Table 8: Emergency service contact details

Service	Contact	When to Use
Police / Fire / Ambulance	000	Life-threatening emergencies, serious injury, fire, rescue
NSW State Emergency Service (SES)	132 500	Flooding, storm damage, non-life-threatening rescue
NSW State Emergency Service (SES)	000	Flooding or rescue where life is at risk

External Authorities – Hunter Region NSW

Authority	Contact	Purpose
SafeWork NSW	13 10 50	Notifiable incidents, serious injury or fatality
NSW EPA (Environment Line)	131 555	Pollution incidents, environmental harm
Hunter New England Local Health District	Via 000	Medical emergencies, public health response

Nearest Medical Facilities

Facility	Location	Contact
John Hunter Hospital	New Lambton Heights NSW	Via 000
Calvary Mater Newcastle	Waratah NSW	Via 000
Maitland Hospital	Metford NSW	Via 000

Site Emergency Contacts

Role	Name	Phone	Responsibility
Project Director	Zach Tariq	0408 478 554	Overall emergency control, site shutdown, liaison with emergency services
Project Manager	Mick Harrison	0418 127 458	Client notification, resourcing, recovery coordination, Electrical isolation, asset safety, re-energisation approval
HSEQ	TBA	TBA	Incident management, environmental response
First Aid Officer	TBA	TBA	First aid response, casualty management

9 Appendix A

Visitor/Short Term Worker Access Request

Steel River Battery Energy Storage Project

Site Security Access Request (Visitors)

Site Security access request form(s) for all visitors must be submitted to **(Email Address to be determined)** a minimum of 72 hours prior to personnel arriving on site. Security access approval is required prior to anyone gaining access onto the Steel River Project Site. Emergency Access can be granted at the SCEE Electrical Project Manager or delegate's discretion, if 72 hours' notice is unachievable.

Proposed Visitors Details

Please acknowledge as a visitor that prior to entering the construction site you will be under escort at all times and shall follow all direction given by your escort. You shall be requested to undertake a Blood Alcohol Concentration (BAC) test on entering the site to ensure Fitness for Work mandatory requirements (0.00) are met (there is potential that you may also be subject to random drug testing during your visit). Visitors shall wear long trousers, a long-sleeved hi-vis shirt or vest, steel cap or composite toe above ankle lace up boots.

On arrival at the carpark please proceed through the designated walkway to the security office.

Visitor's Name		Email	
Mobile Phone		Company	
Reason for Visit			
Parking Required		Vehicle Registration	
Emergency Contact		Mobile Phone	
Escort Email Address			
Visit Dates		Visitor's Signature	

Escort Details

The nominated site escort must be a fully mobilised site supervisor or leadership representative. The escort is responsible for the safety and conduct of any visitors whilst on site. The Escort shall maintain emergency contact in case of an emergency and shall remain with the visitors at all time whilst on site, at no time should the visitors be unescorted. A visitor is not permitted to undertake any physical work on site, their scope is limited to observations only.

Escort Name	
Escort Company	
Escort Position	
Escort Signature	

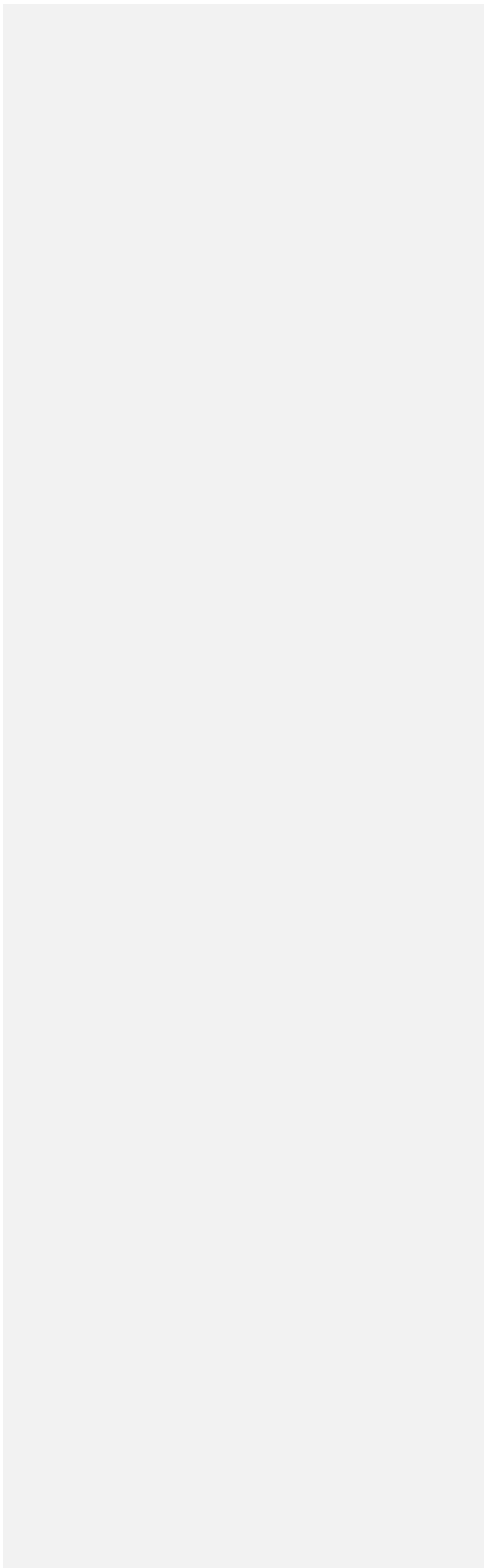
FOR SCEE ELECTRICAL OFFICE USE ONLY

Authorisation (SCEE Electrical Project Manager or Delegate)

Name		Signature	
Approved	Yes No	Date	

10 Appendix B

Please refer to the Delivery Driver’s Information Pack



11 Appendix C

Site Map for Delivery and Vehicle Movements



12 Appendix D

Consultation with TfNSW Summary Table Below

Section of plan	Feedback from TfNSW	Outcome
6.4	Heavy vehicles should avoid travel during peak bus operating times to limit the interaction of larger vehicles and vulnerable road users. Buses operate along Tourle Street. Section 6.4 of the TMP does state "heavy vehicles will avoid travel during the operation of the three bus services on Tourle Street (7.30am and 7.45am and around 4pm)". However, there is no mention on how this mitigation measure will be implemented, communicated and enforced. Further information is therefore required that details how this mitigation measure will be effectively implemented and enforced for stage 1 of the project.	Heavy vehicles will avoid travel during these school bus operating times to limit the interaction of larger vehicles and vulnerable road users. This mitigation measure will be clearly communicated to all relative parties through, • Site inductions - which will specifically identify restricted heavy vehicle travel times on Tourle Street, identification of Bus Operating times and expectation for compliance • Daily pre-start meetings - Where upcoming deliveries and vehicle movements will be reviewed against bus operating times. • Distribution of written delivery windows to all suppliers, subcontractors, and haulage contractors, with explicit instruction that drivers must comply with the restrictions. Site Management, Supervision and Material Handling Coordinator will actively manage and enforce compliance though, • Monitoring Heavy Vehicle arrival and departures via movement logs (As mentioned in 7.1 of this plan) • Recorded and addressing any non-compliance though corrective actions, retraining, warnings or removal of driver access • Auditing and reviewing the effectiveness of controls and updating if necessary

7.1	Any OSOM vehicle trips are to be timed so they do not coincide with other OSOM vehicles within the surrounding area to limit the impact to the road network, which can be undertaken, no information as to how OSOM vehicles will be staggered or managed to prevent coinciding movements with other OSOM vehicles on the network. TMP must be updated to address this requirement as OSOM are proposed as part of Stage 1.	Material Handling Coordinator will ensure OSOM movements do not coincide with other OSOM movements within the surrounding road network. Prior to each movement, the Material Handling Coordinator will, • Confirm proposed movement times with local council, Police and TfNSW • Check for known OSOM movements in the area through operator coordination and permit conditions • Allocate approved movement windows to avoid overlap with other OSOM vehicles • Brief OSOM Drivers and escort crews on approved travel times Compliance will be enforced through movement scheduling controls, escort supervision, and review of OSOM movement records. Any deviation from approved movement times will be treated as non-compliance and corrective action implemented. The effectiveness of OSOM movement management will be monitored throughout Stage 1 and updated as required in consultation with TfNSW to maintain safe network operations.
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13 Appendix E

Consultation with City of Newcastle Summary Table Below

Section of plan	Feedback from City of Newcastle	Outcome
4.5	Parking to access the standpipe is acceptable subject to the vehicles parking legally and that they do not use traffic cones or the like to reserve parking.	The area must remain open and accessible to the public at all times. The use of traffic cones, barriers, signage, or any other devices to reserve or restrict access to the area for exclusive use is strictly prohibited
7.4	It is confirmed any occupation of the road reserve requires a road occupancy licence approval from the road authority (City of Newcastle for local and regional roads, Transport for NSW for State Roads). This applies to any part of the public road, footway, or nature strip. This should be added into section 7.4. The shared path on the southern edge is to remain unaffected by the development activity at all times; unless temporary impacts are approved by a road occupancy licence.	Traffic Control Plans (TCPs) shall be prepared for all works and deliveries that alter traffic conditions, including movements of Special Purpose Vehicles (SPVs) and Over Size Over Mass (OSOM) vehicles. TCPs shall detail proposed traffic control measures, vehicle access routes, and arrival and departure arrangements. These TCPs are supplementary to this Traffic Management Plan (TMP) and do not replace its requirements. Over Size Over Mass (OSOM) vehicles are those exceeding statutory dimension or mass limits and require approval to operate on the road network. OSOM access is regulated by the National Heavy Vehicle Regulator (NHVR) under the Heavy Vehicle National Law, with Transport for NSW (TfNSW) and local councils acting as road managers. SCEE Electrical shall obtain all necessary approvals for OSOM movements prior to travel, including: - NHVR permits for restricted access vehicles operating outside approved notice networks; - TfNSW approvals or OSOM permits for travel on State and Regional roads; and - Any required local council approvals for travel on local roads. All OSOM movements shall comply with permit conditions, including approved routes, travel times, escort requirements, and any specified traffic management controls.

		Where traffic management extends beyond the site or impacts the public road network, the Contractor shall: • Submit the TCP to the relevant road authority for approval; and • Notify affected stakeholders, including adjoining properties and businesses, with supporting plans. The Contractor shall obtain a Road Occupancy Licence (ROL) for any works or vehicle movements impacting the road reserve, including the carriageway, footway, and nature strip. All traffic management measures shall be approved by the Project Manager prior to implementation. Works and vehicle movements shall not commence until all required permits, approvals, and traffic management controls are in place.
6.1	It is also noted table 6.1 is in error as Steel River Boulevard is not a private road (as highlighted within the table below).	Wording has been removed
	The TMP needs to address over sized vehicles and National Heavy Vehicle Regulator (NHVR) permits.	Traffic Control Plans (TCPs) shall be prepared for all works and deliveries that alter traffic conditions, including movements of Special Purpose Vehicles (SPVs) and Over Size Over Mass (OSOM) vehicles. TCPs shall detail proposed traffic control measures, vehicle access routes, and arrival and departure arrangements. These TCPs are supplementary to this Traffic Management Plan (TMP) and do not replace its requirements. Over Size Over Mass (OSOM) vehicles are those exceeding statutory dimension or mass limits and require approval to operate on the road network. OSOM access is regulated by the National Heavy Vehicle Regulator (NHVR) under the Heavy Vehicle National Law, with Transport for NSW (TfNSW) and local councils acting as road managers.

		SCEE Electrical shall obtain all necessary approvals for OSOM movements prior to travel, including: • NHVR permits for restricted access vehicles operating outside approved notice networks; • TfNSW approvals or OSOM permits for travel on State and Regional roads; and • Any required local council approvals for travel on local roads. All OSOM movements shall comply with permit conditions, including approved routes, travel times, escort requirements, and any specified traffic management controls. Where traffic management extends beyond the site or impacts the public road network, the Contractor shall: • Submit the TCP to the relevant road authority for approval; and • Notify affected stakeholders, including adjoining properties and businesses, with supporting plans. The Contractor shall obtain a Road Occupancy Licence (ROL) for any works or vehicle movements impacting the road reserve, including the carriageway, footway, and nature strip. All traffic management measures shall be approved by the Project Manager prior to implementation. Works and vehicle movements shall not commence until all required permits, approvals, and traffic management controls are in place.
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