

Smithfield BESS Traffic Management Plan

SMITHFIELD BESS TRAFFIC MANAGEMENT PLAN



PROJECT LOCATION: LOT 33, 6 Herbert Place Smithfield NSW

REVISION CONTROL					
REVISION	DATE	REASON	BY	REVIEWED	APPROVED
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Smithfield BESS Traffic Management Plan

1. INTRODUCTION

1.1. Purpose

This Traffic Management Plan establishes the controls required to ensure the safe movement of all vehicles and personal to, from, and within the Smithfield Facility, for the Smithfield BESS Project, including those internal to the facility land by ACLE Services Pty Ltd as Principal Contractor.

The purpose of this document is to ensure the safe and successful completion of the construction, installation and commissioning works considering the interaction of traffic required for construction works, ongoing plant activities and surrounding business activities.

The document describes the implementation of traffic ingress/egress management on site. All vehicle drivers are required to comply with traffic rules and instructions as indicated in this document.

This Traffic Management Plan will be reviewed weekly upon commencement of site works and will assist project supervisors / traffic control supervisors in assessing the factors relating to traffic control and to develop traffic control plans appropriate to the site. The intent of the traffic control plan is to clearly direct and control the flow of traffic with as little interruption to the normal flow as possible.

This plan meets the requirements of:

- ACLE Services' Policies and Procedures
- Workplace Health and Safety Legislation
- AS 45001 Health and Safety Management System
- Codes of Practice

1.2. PLAN APPROVAL

	NAME	POSITION	SIGNATURE	DATE
Plan Developed by:	Henry Bussa	Project Engineer - ACLE		30/10/2024
Plan Reviewed by:	Arsalan Usmani	PMO Manager - ACLE		30/10/2024
Plan Approved by:	Stuart Cuthbertson	Senior Project Manager-ACLE		30/10/2024
Endorsed by	Andrew Davis	Project Manager IBA		2/12/24

DATE OF PLAN

2/12/24

VERSION NO.

F

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1.3. PROJECT DESCRIPTION AND DETAILS

This Traffic Management Plan (TMP) has been prepared to ensure that the project is managed effectively and suitably, by ensuring safety requirements are achieved as per the Work Health and Safety Act 2011, Work Health and Safety Regulation 2011, standards, and relevant Codes of Practice, through the planning and procedures as stated in this Plan.

Resource activities shall be identified and adequately provided and will include internal inspections of traffic management carried out at determined intervals. Inspections will be made by persons who have been properly trained in traffic management.

This Traffic Management Plan defines the processes and practices that will be applied, whilst undertaking work activities on the Lot 33 6 Herbert pl, Smithfield NSW.

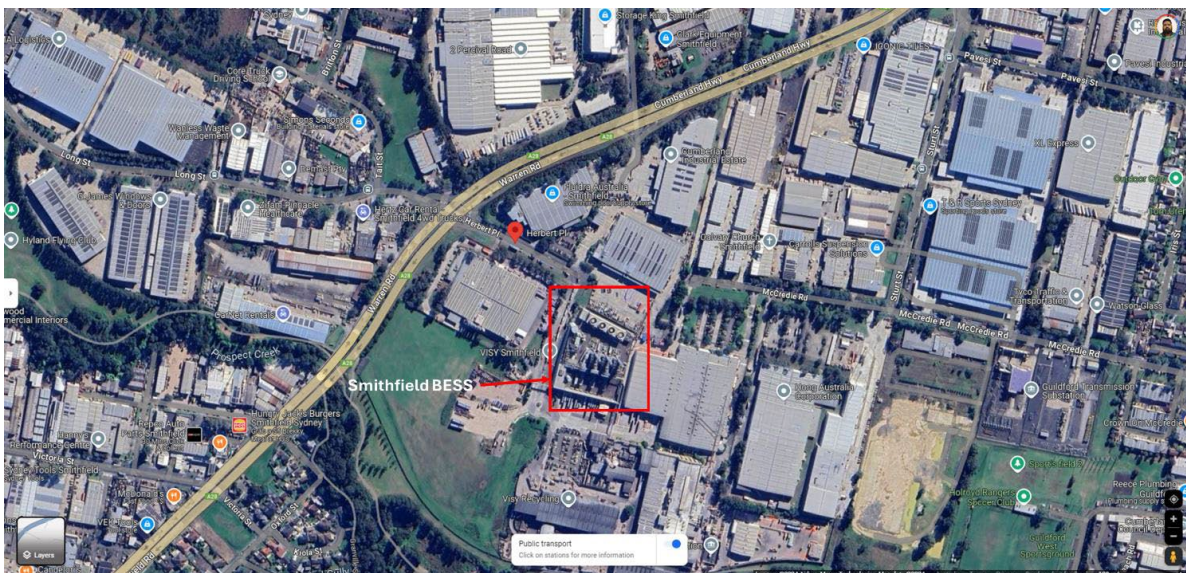


Figure 1 – SF BESS Location

PROJECT NAME	SMITHFIELD BESS
PROJECT CODE	SMTB
EXACT SITE LOCATION	Lot 33, 6 Herbet Pl, Smithfield, NSW -33.849220, 150.949043
START DATE	JAN 2025
FINISH DATE	DEC 2025

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Figure 2 – Site Lot

2. SCOPE OF WORKS

2.1. Traffic Management Purpose

The purpose of the Traffic Management Plan is to:

- Provide suitable traffic control for works to proceed appropriately while ensuring public, employee and sub-contractor safety always by warning, instructing and guiding road users in the safe negotiation of worksites on roads. Appropriate traffic control and guidance measures will be accounted for both during periods when person(s) is present, as well as, when the construction site is unattended by construction personnel.
- To provide suitable traffic control to minimise traffic flow delay/disruption, driver frustration and/or reduce speed compliance through the construction site; and,
- Provide a framework outlining ACLE Services ‘traffic management obligations in relation to: The purpose of the specific TMP;
 - The physical scope that it covers;
 - The main kinds of risks it aims to mitigate;
 - Employee responsibilities;
 - Consultation and communication processes;
 - Approval and review processes;
 - Inspection processes;
 - Notification processes; and
 - Record keeping processes.

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This Traffic Management Plan (TMP) will be developed and implemented for this Project. This (TMP) outlines the traffic management procedures to be implemented by the Project Manager to manage potential hazards associated with the traffic movement on the site during the project

2.2. Traffic Management Objectives

There are four guiding principles to be considered as part of the preparation and review of TMPs:

- Provide the road infrastructure manager with confidence that all relevant issues have been identified and considered, and an approach to each has been developed.
- Provide the principal contractor with the means to do the job.
- Address the travel needs of the public.
- Integrate the works with the local community.

It is important to consider how all road users will perceive and understand the traffic management measures required by the TMP.

2.2.1. Traffic Assessment

- The Project Comprises the delivery and control of Tesla Megapacks, Medium Voltage Transformers, Switchgear, Conduits, Cable Drums and Earthworks and civil equipment using the identified routes as per the Smithfield BESS Traffic Management Plan.
- The Project will be Day work only, with standard working hours:
 - 7:00am to 6:00pm Monday to Friday
 - 8:00am to 1:00 pm Saturdays – No works on Sundays or Public Holidays
- All vehicles (light/ heavy) will use Warren Road and Herbert PI for Entering and Exiting the Smithfield Facility. Signage and traffic control will be used where necessary to avoid conflicts with ongoing operations or required during specific Equipment delivery dates.

2.2.2. Route Inspection

Prior to any traffic movements, the initial inspection of the proposed route will be undertaken by the transport company and reviewed periodically. The inspection will consider, but not be limited to, the following:

- Visibility at intersections;
- Width of load and the route to be taken;
- Condition of road shoulder and its weight bearing capacity;
- Areas of low clearance or height restrictions;

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- Overhead services;
- Location of and availability of barricades for road closures;
- Location of Traffic Controllers;
- Potential for disruption to Operations;
- Permits required e.g. road closures;
- National Heavy Vehicle Licensing (NHVL) permits or restrictions;
- Authority to Work permit;
- Notifications required e.g. Operations, Security;
- Potential for collisions; and
- Construction zones/ controlled areas on route or road closures



Figure 3 – Traffic Access Route

Regular inspections to be conducted for the duration of this project and documented in the Project signage weekly check. The Project Manager will be the Contractors Representative in any traffic co-ordination committee convened by the Superintendent.

2.2.3. Site Access and Egress Constraints

- Speed limit – 5 kmph
- Facilities for pedestrians and cyclists – Designated walking area
- Traffic volume – 25 vehicles per day
- Allowable hours of Oversize Over mass (OSOM) deliveries – 10:00 am to 3:00 pm

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ACLE Services will contact the Iberdrola and relevant stakeholders if there is uncertainty regarding potential impacts, or if services to be performed impact on the above points.

Access will be through the SEF Main Gate Area and drivers are required to contact the Site Supervisor on the nominated UHF channel prior to entry, channel details will be clearly displayed at the site entrance.

All drivers are required to be inducted. On entry to the site, drivers will be directed to the designated area.

All vehicles transporting scrap metal or waste materials are to weigh each load of material being transported (using the gauges on the truck) to ensure compliance to the NHVL requirements.

Construction vehicles entering and exiting the traffic stream shall be mindful of the conditions that may affect the safety of these movements. All entry and exit movements will be in accordance with the Road Traffic Code and shall be undertaken in the following manner. Access points shall be notified to work personnel and suppliers.

Vehicles shall:

- Decelerate slowly and signal their intention by indicator to leave the traffic stream.
- Activate the vehicle's rotating/flashing amber lamp, where fitted, once a speed of 10 km/h. has been reached and at least 50m prior to the exit location.
- Where risks associated with unassisted exit or entry to or from the traffic stream are high, Traffic Controllers should be used to assist entry and exit movements.

Vehicles fitted with rotating/flashing amber lamps shall have the vehicle's rotating/flashing lamp activated prior to entering the traffic stream and shall undertake the following.

- Switch off the vehicle hazard lights.
- Indicate intention to enter the traffic stream using direction indicators.
- Ensure there is a suitable gap from oncoming traffic to allow for a safe entry manoeuvre.

2.3. Traffic Movements

All trucks must enter and exit the site in a forward position. If this was not possible, trucks could reverse onto the private Visy road, but not onto Herbert place. Further Information in relation to Long and oversized Load movements are included in **Section 8**.

All traffic movements will be discussed during the course of the daily prestart meeting and managed with specific traffic control.

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2.4. Loading/ Unloading of Vehicles

All loads delivered to site are unloaded in the designated area as defined by the Site Supervisor at time of entry. When unloading, truck drivers are to always follow the instruction of the plant operator and be in radio contact with plant operators and Site Supervisor. All vehicles are to comply with their prescribed weight limits. All truck loads leaving site will be covered or secured where required and trucks will be free from loose material so as not to track dirt onto public roads.

All vehicles will be unloaded/loaded on site at 6 Herbert Street, Smithfield and no unloading or loading activities will take place on street.

2.5. General Awareness

Daily activities and all traffic movements will be communicated in Toolboxes and Daily Pre-Start meetings and will be communicated to the Site Supervisor for approval prior to implementation and via UHF radio;

- Take care at all intersections, vehicle interaction on all the main road junctions;
- Maintain 10m following distance behind any other long vehicle;
- All incoming/outgoing trucks will be coordinated with a spotter at the site entrance. The spotter is to make sure the entrance is cleared before letting a truck in/out;
- Travel for Oversized and Over Mass Vehicle will obtain a permit from the relevant authority prior to coming to site.
- Procedures will be implemented to ensure that drivers:
 - adhere to the designated transport routes
 - adhere to speed limits; and
 - implement safe driving practice

2.6. Specific Instructions

Fatigue Management - Rest Breaks and Stops

- All drivers must ensure their own safety and that of other road users by taking a break from the driving task if feeling symptoms of fatigue.
- Rest breaks should be scheduled to be taken at approved rest stops where possible.

Parking

- All vehicle to be parked in designated areas;
- Due to limited car park onsite, teams are encouraged to park in a designated off-site area;

Fatigue Management - Rest Breaks and Stops

- In addition to route inspection, the transport company will undertake a Site Dilapidation Survey.

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3. RESPONSIBILITIES AND AUTHORITIES

3.1. Project Supervisor

The Project Supervisor is responsible for:

- Preparing and carrying out amendments to the Traffic Management Plan;
- Ensuring the Traffic Guidance Schemes are in accordance with AGTTM Parts 1 to 10 requirements for the project which may require specific traffic control measures;
- Attend project and traffic coordination meetings convened by the Superintendent as required and inform the Project Engineer of the outcomes;
- Ensuring traffic control measures are in accordance with the Traffic Guidance Schemes and AGTTM Parts 1 to 10 in conjunction with the Project Supervisor and Quality Assurance Officer;
- Ensuring resources are available to carry out necessary traffic control;
- Maintaining all records associated with traffic control;
- Ensuring frequent inspections of all traffic control devices are carried out;
- Supervision of traffic control personnel;
- Supervision of the construction, erection and compliance of traffic control measures as detailed in the Traffic Guidance Schemes;
- Ensuring day-to-day inspections and control of traffic control measures, including all necessary cleaning, repairs and maintenance to ensure compliance to Traffic Guidance Schemes and procedures in accordance with AGTTM Parts 1 to 10.

3.2. Quality Assurance Officer

The Quality Assurance Officer is responsible for:

- Maintaining all records associated with traffic control;
- Ensuring frequent inspections of all traffic control devices are carried out;
- Supervision of the construction and erection of traffic control measures as detailed in Traffic Control Plans and ensuring compliance to Traffic Control Plans and procedures.

3.3. Workers

The Workers (including plant operators and Sub-Contractors) responsibility to ensure;

- That they don't tamper or in-advertently restrict any traffic control devices that are in place to assist the travelling public;
- Assist the traffic control company with setting up any traffic control devices and to report any damaged or misplaced devices.

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4. HAULAGE ROUTES

Deliveries will be transported via SEF Gate and this transport will conform to the New South Wales Road Rules. If there are more than 2 trucks waiting for loading on site, the second and third truck should be parked at Herbert Place. Maximum number of trucks will be managed by the Contractor to ensure all trucks on site will be accommodated.

5. PEDESTRIAN MOVEMENTS

All pedestrian movements within the Site will require approval from the project manager and be required to have a radio for communication. Any non-inducted pedestrian or visitor who enters the Site must be always accompanied with an inducted person. Positive communication and eye contact with plant operator is required before entering the vicinity of any plant.

Pedestrian traffic will be directed by signage at the existing pedestrian walkway.

6. EMERGENCIES

Procedures for any emergency or evacuation shall be in accordance with the Emergency Management Plan. If an emergency is declared, the project manager must be informed immediately. Any vehicle movements associated with evacuation must adhere to the Emergency Management Plan.

The relevant authorities and emergency services shall be given no less than 48 hours' notice of any changes to normal traffic movements or possible disruptions. All emergency service vehicles shall have priority through site when safe.

Provide details to allow notification of emergency services of:

- The proposed works.
- Site access arrangements in case of an emergency on the work site; and
- Arrangements made by the TMP that may impact on route and travel times of emergency services.

At all times when employees are on site, the Site Supervisor will take whatever action is practicable to assist emergency vehicles, tow trucks and/or service vehicles to gain access to crash or vehicle breakdown sites which are causing or have the potential to cause an obstruction to traffic flow or imperil the safety of road users

Appendix A includes Emergency Information and contact information.

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7. NOTIFICATION REQUIREMENTS

The Project Manager shall forward advice of key staging to the Principal's representative sufficiently in advance of changes to allow for Principal's approval.

The Project Manager shall arrange for all necessary notifications for significant changes to traffic movements (at least 48 hours' notice is to be given prior to changes).

Notifications will occur through the platform Autodesk.

Environmental aspects will be managed by complying with the project Environmental Management Strategy. Iberdrola will notify nearby businesses of upcoming works and will implement signage in vicinity of the works.

8. OSOM – OVER SIZE / OVER MASS

The project will manage Oversize and Over Mass (OSOM) vehicle movements in accordance with the required applications and declarations required by TFNSW.

Materials likely to require consideration of the OSOM requirements will be for Tesla Megapack transportation from the Port Botany, Wilsons Medium Voltage Transformers from Glen Waverley in Victoria, and 300T mobile crane locally in western Sydney.

If required, all material movements will follow rules and regulations set by relevant authority and ensure all permits and approvals required are acquired prior to any OSOM movements.

All site deliveries will be done by either standard body trucks, trucks and dogs, or prime movers with triple axel trailers. The construction methodology and traffic management staging have considered and identified enough width to handle over dimension vehicles. Additional measures will include traffic controllers stopping traffic to allow these vehicles enough room to maneuver in and out of the delivery areas (when required).

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8.1. Movements

Oversized Movements for the Smithfield BESS Project;

Stage	Activity
1	4 x BESS Megapack
2	4 x BESS Megapack
3	4 x BESS Megapack
4	4 x BESS Megapack
5	2 x BESS Megapack
6*	5 x BESS Megapack
7*	5 x BESS Megapack
8*	5 x BESS Megapack
9*	4 x BESS Megapack
10	9 x Transformers

*Anticipated Reversing Movements onto Visy Road per Figure 6,7,and 8 of Appendix B.

8.2. Recommendations

- > All deliveries will enter through Kingspan area from Herbert Place for Installation stages 1 to 5 and stage 10
- > All deliveries will enter through IBA facility from Herbert Place for Installation stages 6 to 9 & Concrete, Excavated and Trench fill material. Approximately 19 Movements will require reversing onto the Visy Private Road and turn in the laydown to exit onto Herbert place in a forward fashion.
- > Once entered Kingspan and IBA facility, 5Kmph speed is maintained.
- > A traffic controller shall be placed at the entry point to coordinate using 2-way Radio channel

8.3. Traffic Management Plan for Southern Megapack Installation Deliveries

8.3.1. Truck Movements:

Reversing out of the site and onto Herbert Place is expected to be completed in a single continuous reversing movement. However, if required, the truck may pull forward briefly to adjust its angle before continuing with a second reversing movement to ensure proper alignment. There will be no three-point turns during the manoeuvring process. The truck's exit path requires a continuous reversing operation due to the spatial constraints within the facility and surrounding streets. **(Refer to Fig XX and XX in Appendix B)**

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8.3.2. Traffic Controller Coordination:

- > A designated Traffic Controller will be stationed at the entrance of the IBA facility. The controller will:
 - Coordinate with the crane operator for smooth truck movement.
 - Manage traffic flow at the facility entrance to ensure safe ingress and egress.
 - Oversee and coordinate the interaction with Visy trucks to avoid delays and conflicts along Visy Lane:
 - Communication with Visy drivers to hold or stagger movements during IBA truck reversing operations.
 - Clear signage and signals to guide all vehicles safely through shared areas.

8.3.3. Delivery Schedule:

Deliveries to the IBA facility will be limited to weekends only to minimize disruption to regular traffic, including Visy trucks and pedestrian activity.

8.3.4. Justification for Reversing Movement:

- > The southern megapack installation site's design and layout constrain manoeuvrability. A three-point turn is not feasible for trucks due to:
 - Insufficient space within the facility and the adjoining areas.
 - Safety concerns and the need to maintain efficient traffic flow on public roads.
- > Reversing along Visy Lane is the only viable solution to facilitate the movement of trucks while ensuring the safety of all personnel and the public.

8.3.5. Traffic Management Provider:

- > A detailed Traffic Management Plan (TMP) will be developed and supplied by an approved traffic management provider before the works begin. This plan will include:
 - Signage placement.
 - Barriers and traffic cones for safe movement.
 - Communication protocols between the traffic controller, Visy truck drivers, crane operator, and delivery drivers.

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9. TRANSPORT FOR NSW (TFNSW) REQUIREMENTS

The following general requirements from Transport for NSW apply to this project and should be adhered to by the Contractor/Suppliers as applicable;

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
- Access to be maintained for residents, businesses and emergency vehicles at all times.
- *Page 12/27 "If there are more than 2 trucks waiting for loading on site, the second and third truck should be parked at Herbert Place. Maximum number of trucks will be managed by the Contractor to ensure all trucks on site will be accommodated."* - **No marshalling or queuing of construction vehicles are to occur on public roads.** Overflow of trucks onto the cul-de-sac will affect the operational capability of vehicles turning around and this blockage will affect the Cumberland Highway that is 200 metres away.
- Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- Access to the site should be at the farthest point from the intersection as practicable to reduce additional conflicting vehicle manoeuvres.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area.
- Any approved Works Zone should only be used for work activities. No infrastructure, including bins, tanks or traffic control equipment should be left on the road when the works zone is not in use by a vehicle. All non-vehicular items must be contained with the work area and not on the carriageway. When a work zone is not in use, the area/lane must be opened up to allow for normal trafficable conditions.
- Should TfNSW Network and Asset Management, Network Operations, CJP Operations, Network and Safety or other TfNSW business area determine that that more information is to be provided for review and acceptance, including other TCS locations, this information must be submitted prior to the CTMP being implemented, or otherwise agreed upon.
- Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742

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10. REFERENCES

The traffic management plan has been developed and will be implemented with due consideration and in accordance with the following legislative, environment and industry standards where applicable.

International Standards:

- AS/NZS ISO 31000:2018 Risk Management – Principals and guidelines

Federal Legislation:

- Work Health and Safety Act 2011

Austroroads:

- Austroroads Guide to Temporary Traffic Management (AGTTM) Parts 1 to 10
- Guide to Road Design
- Guide to Road Safety
- Guide to Traffic Management

Australian Standards (AS):

- AS 1742 Manual of Uniform Traffic Control Devices, the complete suite of national guidance published by Standards Australia.

Internal Documents

- (CON43-FORM-06) Traffic Management Planning procedure
- Smithfield Traffic Management Plan
- Smithfield Environmental Management Strategy
- This list should not be considered exhaustive. There may be other legislation, guidelines or reference documents that apply to the project, and they will be listed within the relevant construction, safety, or environment management plans as required.

The requirements of these documents and other relevant information will be monitored and the Traffic Management Plan adjusted to meet changing requirements where necessary.

11. RECORDS AND REPORTING

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16.1. TRAFFIC MANAGEMENT PLAN

During the construction phase, the Project is anticipated to have up to 30 construction staff on-site at peak times. Upon completion of construction, the Project is expected to have a 30-year operational lifespan, with a maximum of five (5) staff required on-site for operational activities.

This layout is meticulously designed to prioritise safety and operational efficiency, featuring two strategically positioned emergency access points to ensure quick response in case of incidents. The plan mandates a maximum speed limit of 10 km/h throughout the site to enhance vehicle control and monitoring, aligning with Health, Safety, and Environmental (HSE) regulations. Additionally, it specifies clearly marked areas for car parking, material laydown, and one-way traffic routes, ensuring that all vehicular movements are organised and predictable, thereby reducing potential hazards and improving overall site management.

16.1.1. EMERGENCY VEHICLE ACCESS

Access will be through the SEF Main Gate Area.

16.1.2. FREQUENCY AND RESPONSIBILITY

TASKS	ACTION	TIMING	RESPONSIBILITY	EVALUATION MEASURE
Measures described in the TMP	Complete all the measures described in the TMP.	At all times	Contractor in consultation with the Principal	Check records during site audits
Measures described in the SECP	Design parking and internal access roads according to the requirements of the Erosion and Sediment Control Plan	Prior to commencement of construction	Contractor in consultation with the Principal	Check infrastructure during site audits
Minimise interactions between construction vehicles and farm machinery	As appropriate, work with local landholders to develop loading and unloading regimes which does not impact on livestock, access and harvesting.	Prior to commencement of construction and ongoing, particularly during harvest time	Contractor in consultation with the Principal	Check records during site audits

<p>movements on roads</p>	<p>Measures to minimise interactions may include:</p> <ul style="list-style-type: none"> > Delaying deliveries to equipment to site when harvesting activity traffic is scheduled to use the nearby roads > Ensuring drivers are aware that farm machinery use is scheduled. <p>Where other measures to minimise interactions can be identified, they should be implemented as practicable on the project.</p>			
<p>All service vehicles carry out loading/unloading will be parked within the premises</p>	<p>Requirement to be part of site induction</p>	<p>At all times</p>	<p>Contractor in consultation with the Principal</p>	<p>Check records during site audits</p>
<p>Site Wide Speed Compliance</p>	<p>Ensuring construction vehicles keep to designated internal roads, access points, and site-wide speed limits</p>	<p>At all times</p>	<p>Contractor in consultation with the Principal</p>	<p>Check records during site audits</p>
<p>Record keeping and reporting</p>	<p>Maintain a record of all enquiries/complaints received in relation to construction activities including complainant details, nature of enquiry and corrective actions undertaken on Consultation Manager.</p>	<p>Ongoing during Construction</p>	<p>Contractor in consultation with the Principal</p>	<p>Check records during site audits</p>

12. APPENDICES

Appendix A – Emergency Information

[To be completed prior to commencing works]

Relevant contact numbers:

SERVICE	ADDRESS	CONTACT NUMBER
POLICE		000
FIRE BRIGADE		000
HOSPITAL		000
AMBULANCE		000
POSITION	NAME	CONTACT NUMBER
Supervisor/Project Manager		
Director of Works		
CEO		
Safety Officer		
Traffic Management Designer (Internal)		
Traffic Management Designer (External)		

Appendix B – Site Vehicle Management Plan

- All deliveries and trucks transporting materials and equipment to and from site are to strictly follow the directions to site as per Figure 1 and 2.
- All drivers are to sign in & out at the Site Office.
- All drivers are required to have undertaken the Site-specific Induction prior to working on site.



Figure 4 – Site Location

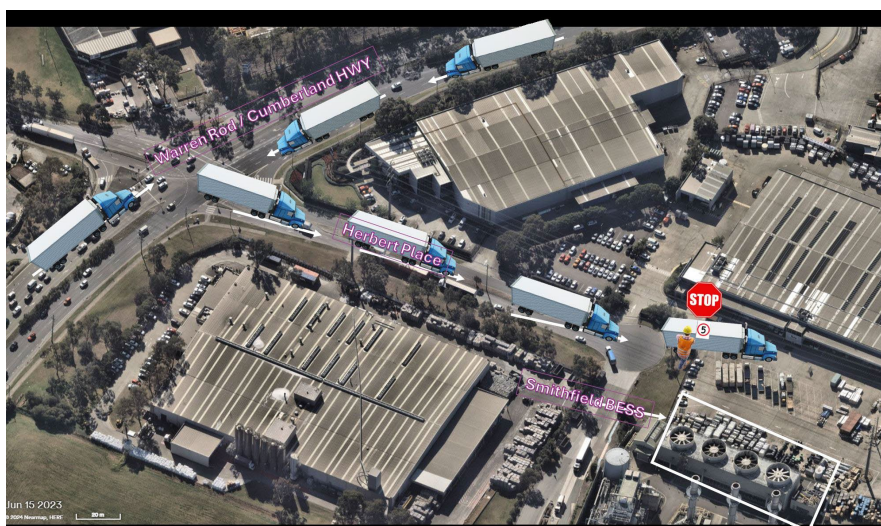


Figure 5 – Site Entry to Laydown and North Site Entry

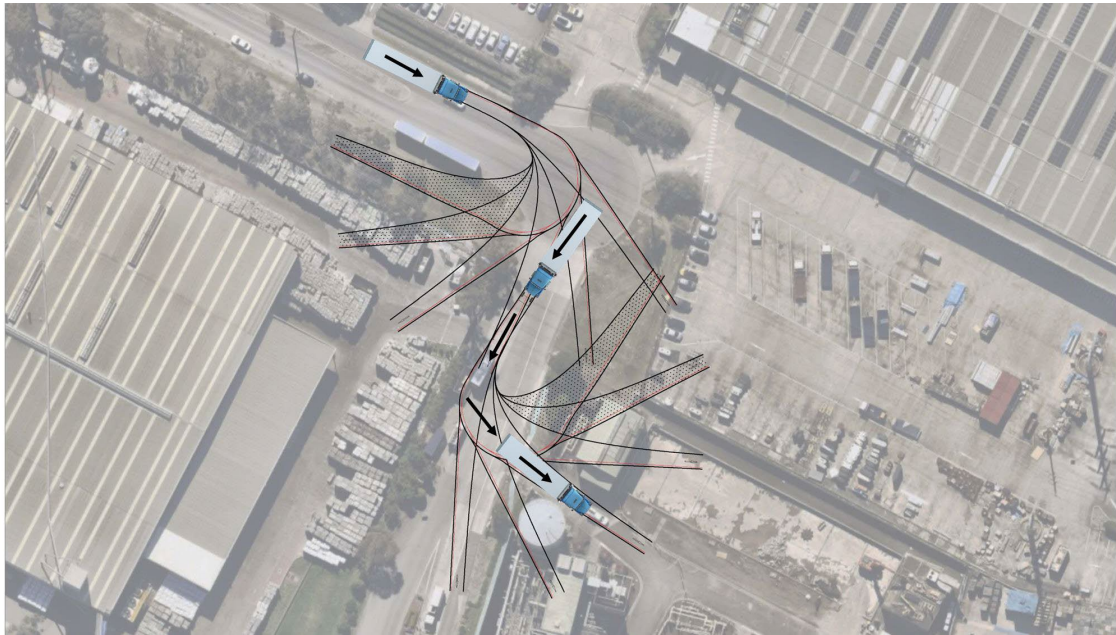


Figure 6 Site Oversize Delivery into Visy Road

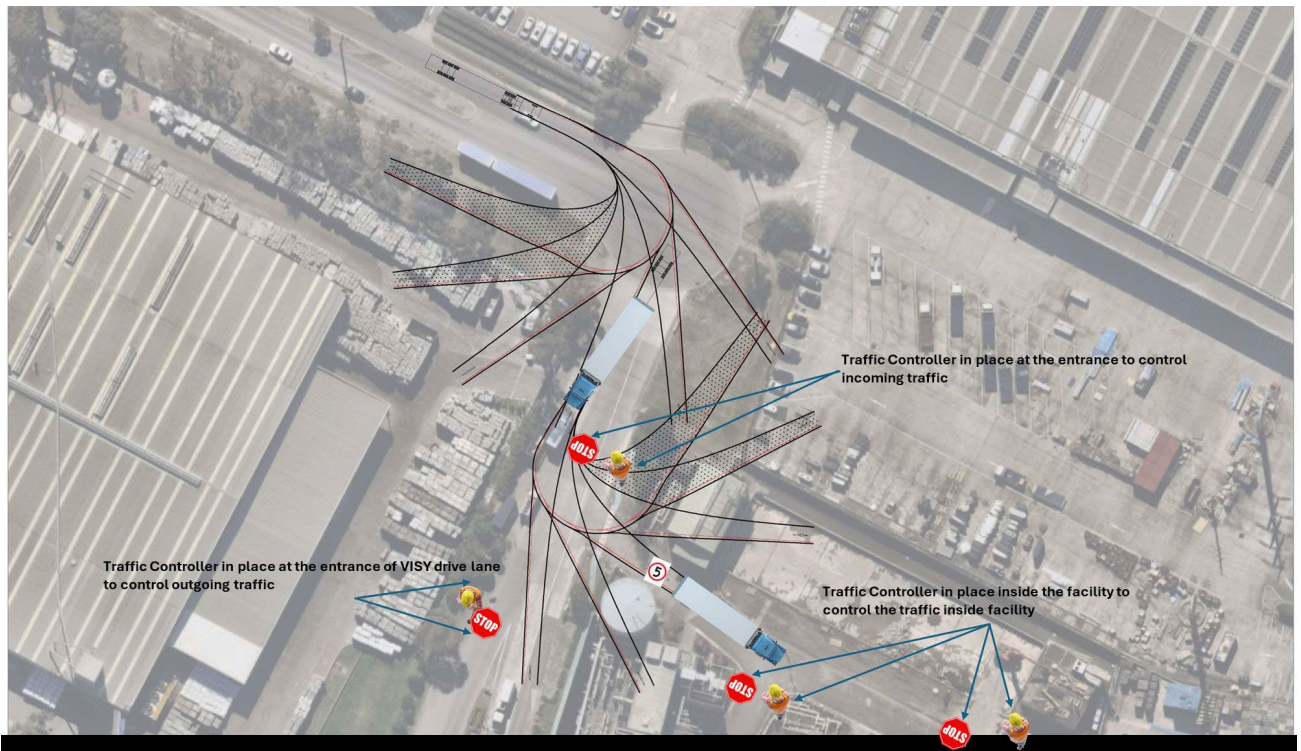


Figure 7 – Oversize Truck Reverse and Site Traffic Control Placement



Figure 8 Oversize Truck Reverse and Site Traffic Control Placement

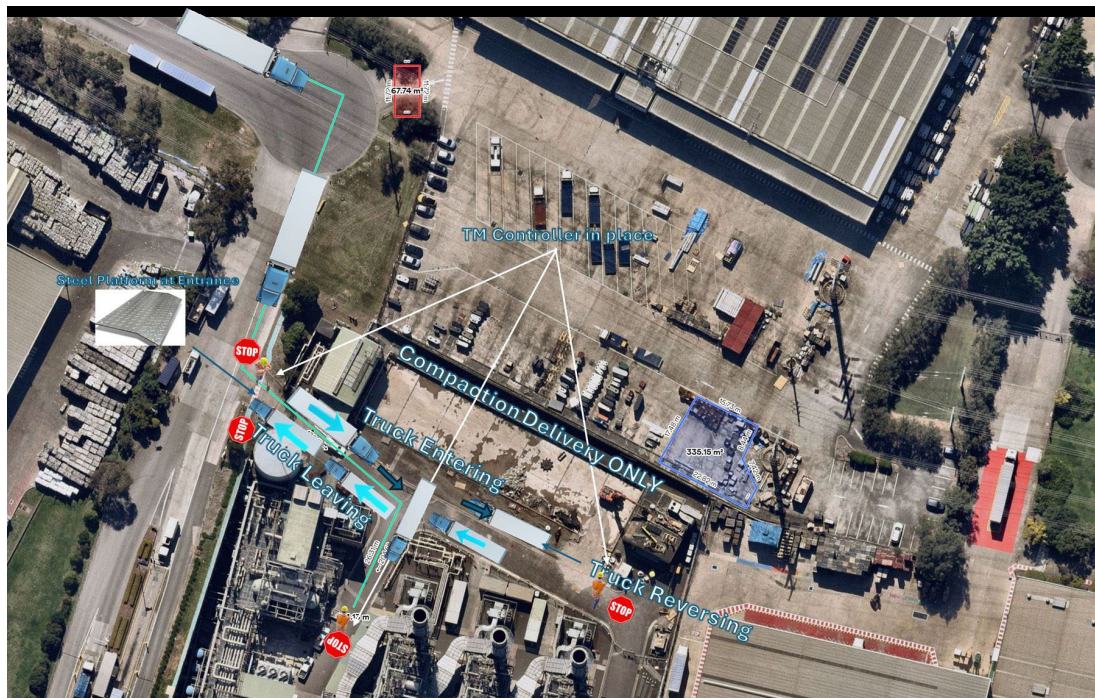


Figure 9 Civil works truck entry and internal movement

Appendix C – Truck Drivers Induction

Attention Drivers: All drivers onsite must comply with the following site conditions & sign on to the following form as acknowledgement that they agree to abide by these conditions.

- All drivers must undertake a Truck Drivers Induction at the Site office before commencing any works.
- No smoking on site.
- Mobile phones must not be used while driving or walking.
- Driver's licence & (where applicable) construction general induction card.
- Driver to communicate by radio on nominated channel
- Truck drivers to follow Site Vehicle Management Plan
- Truck must stop if a pedestrian is within 10 m in direction of travel.
- Spotter required for all reversing and 3 point Turning – spotter must not be behind reversing truck.
- Truck drivers must be out of cab & in designated safe zone during truck loading/unloading.
- If truck driver is required to be near the truck to assist with loading/unloading, to move the truck during loading/unloading or to enter the cab to drive the truck away the driver must first make positive radio or visual communication with the loading machine operator & the loading machine operator must have ceased loading/unloading & be in a stationery position with attachment lowered to the ground.
- When out of the truck, the driver must be wearing the following PPE – hard hat, safety glasses, long sleeved shirt & trousers, high visibility shirt or safety vest, safety boots &, when signposted or advised, hearing protection. Gloves must be carried & worn when undertaking any manual tasks, e.g. closing tailgates, cleaning draw bar etc.
- Where side handrailing systems are not provided on truck trays persons on tray must maintain 3 points of contact while on tray & not have their back to the edge of the tray.
- Before loading/unloading, ensure truck is stabilised. Ensure all non-essential workers are clear before lifting load. High risk work licence is required for VLC rated ≥ 10 metre tonnes.
- Ensure all personnel are clear of truck prior to raising or lowering the truck body & body is lowered before truck is driven away.
- Driver must monitor weight during loading to ensure truck is not overloaded.
- When closing tailgates or working around pinch points driver must keep both hands-on tail gate & ensure all limbs & other workers are clear prior to closing.
- Driver must not climb up the trailer to visually inspect the Load.
- Load restraint must be adequate for type of load carried.
- Truck tyres must be clean prior to entering or exiting the site.
- All hazards, injuries or incidents must be reported to the Site Supervisor.

Appendix D – Low Loader MV Transformer Movement

MV Transformer;

- The transformer and switch board will be delivered on a common skid assembly. Dimensions. 5,011mm x 3,920mm x 3,700mm.
- Mass. 33,500kg.
- The assembly will travel on a 4x4 Low Loader trailer or similar combination to the drawing above

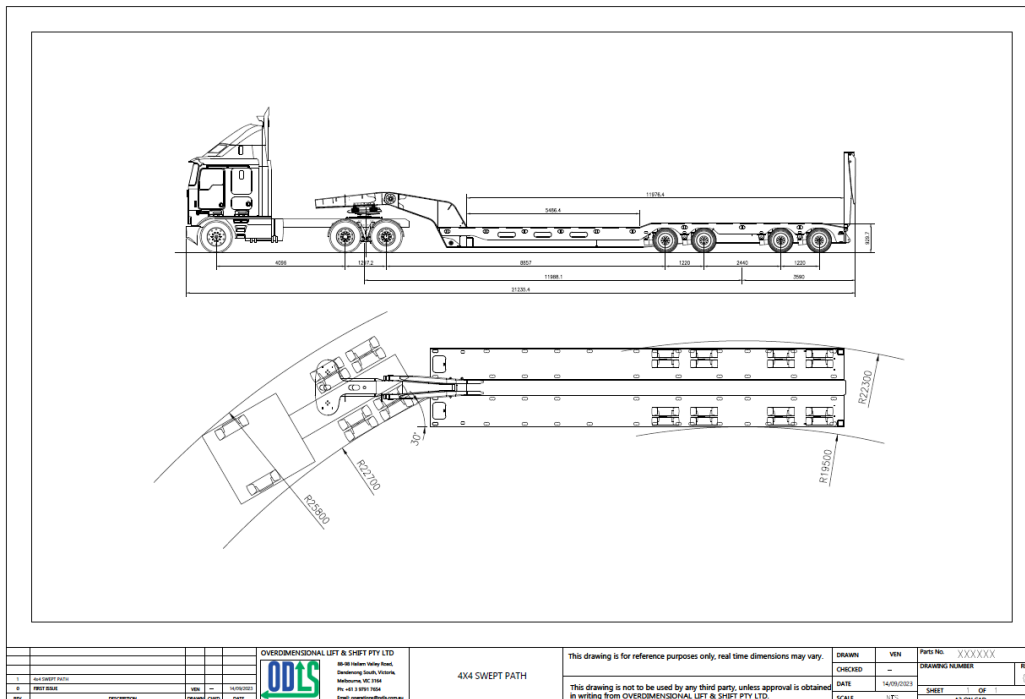
The width of the assembly is classified as a wide load and requires pilot vehicles to follow the load all the way to site. This will be arranged by the transport contractor and will not require any third parties.

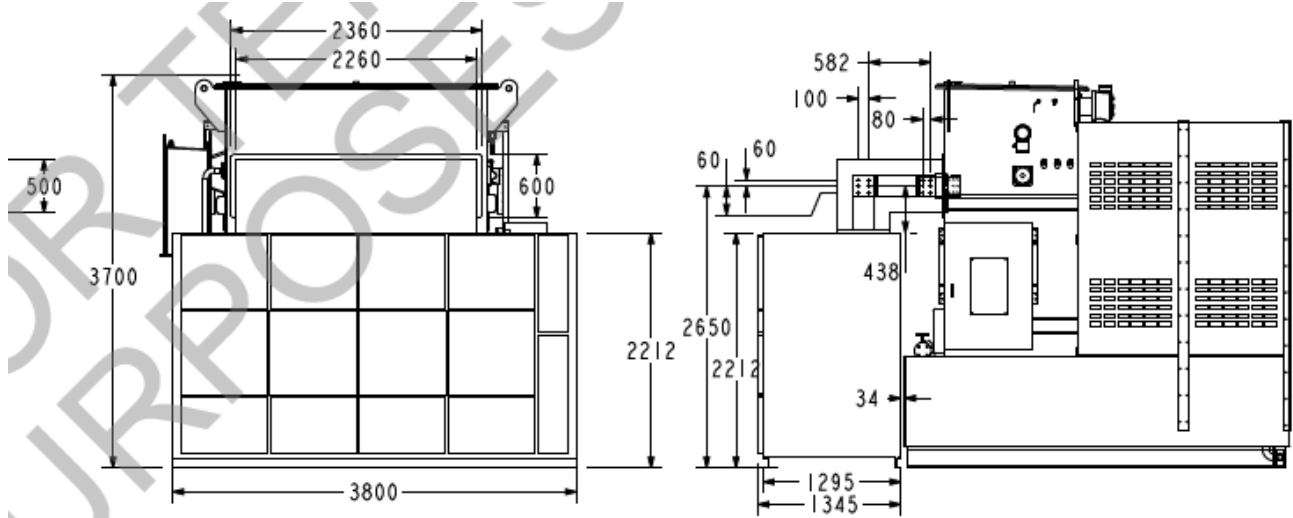
The height of the unit on the trailer will not exceed 5m therefore bridges and overhead powerlines will not be a concern.

The transport company will be able to travel on green roads, meaning there will be no approvals from third parties (councils etc.).

The only permit application required will be to NHVR.

There will be 9 deliveries in total.



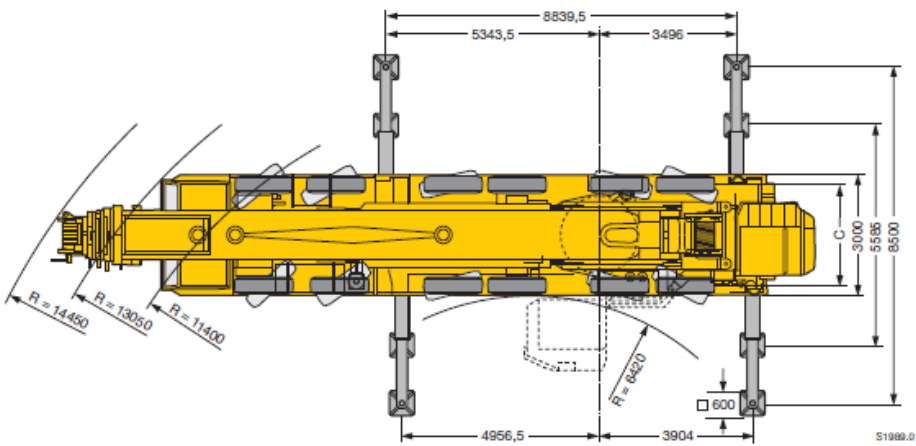
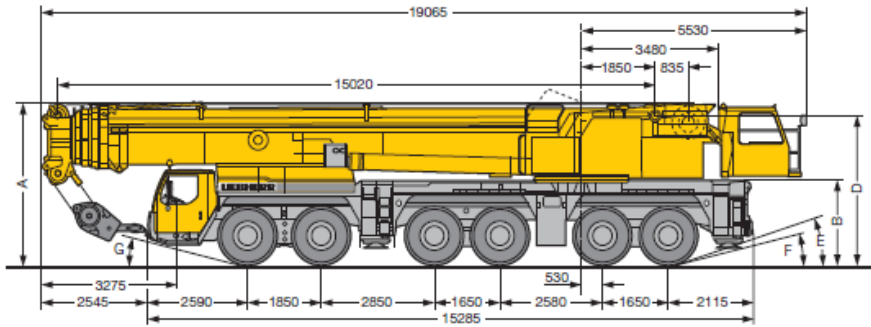


CONCEPTUAL ASSEMBLY OF TRANSFORMER WITH LV BOARD

Appendix E – Mobile Crane

LTM 1300

Maße
Dimensions
 Encombremet - Dimensioni
 Dimensiones - Габариты крана



	A	A	B	C	D	E	F	G
14.00 R 25	3950	150 mm*	2015	2612	3650	17°	11°	12°
16.00 R 25	4000	3800	2065	2552	3700	19°	13°	14°

* abgelenkt - lowered - abbassat - abbassato - suspension abaz - шасси опущено

Appendix F – Tesla Low Loader

Battery Transportation

