



GUNSYND SOLAR FARM TRAFFIC MANAGEMENT PLAN

20 DECEMBER 2023

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The Director
Pekol Traffic and Transport
Level 2, 62 Astor Terrace
Spring Hill QLD 4000

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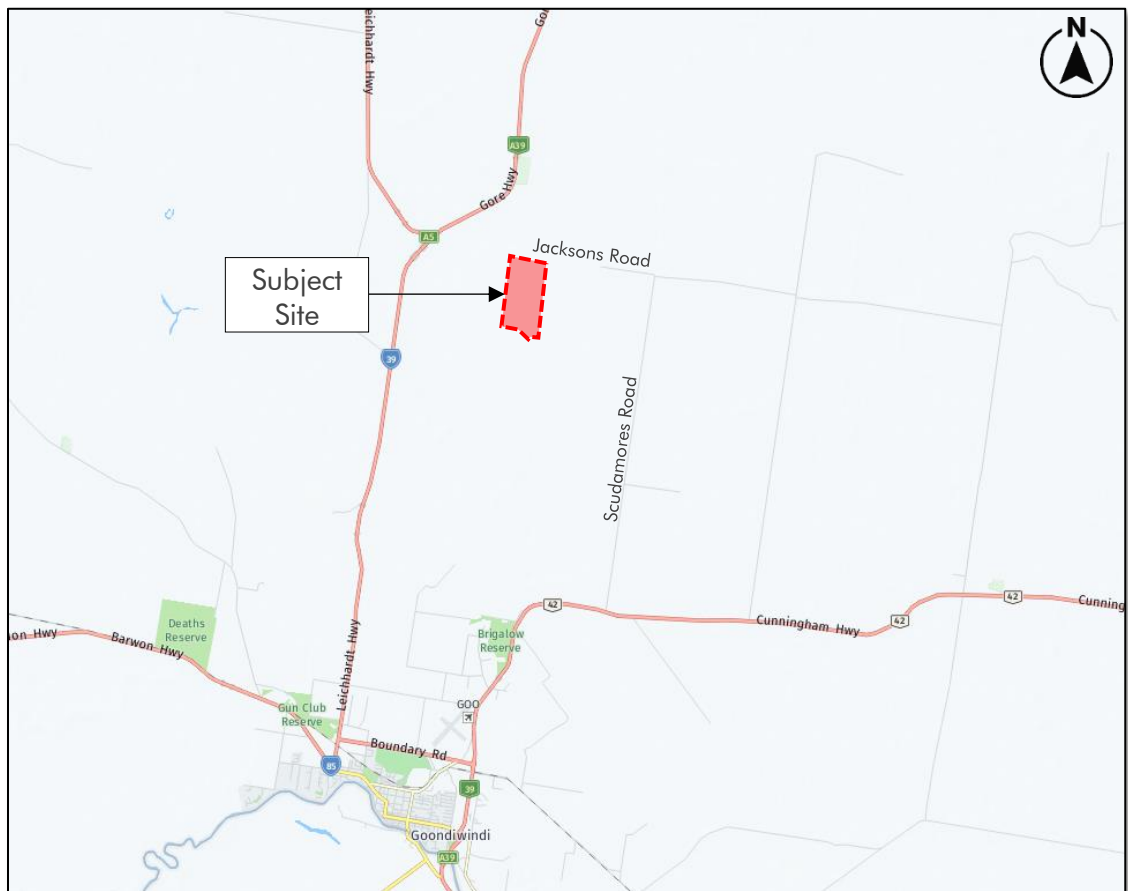
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1.0 INTRODUCTION

1.1 BACKGROUND

In August 2023, Pekol Traffic and Transport (PTT) was commissioned by Accent Environmental Pty Ltd to prepare a Traffic Management Plan (TMP) for the Gunsynd Solar Farm. The subject site is located approximately 14km north of Goondiwindi and falls within the jurisdiction of Goondiwindi Regional Council (Council). The location of the site is shown in Figure 1.1.

Figure 1.1: SITE LOCALITY



1.2 AIM

The aim of this assessment is to identify how traffic will be managed during the construction and operational phases of the Gunsynd Solar Farm. This TMP specifically addresses Condition 17 of the Goondiwindi Regional Council Decision Notice Approval (Application Number: 19/04W) which requires the preparation of a TMP prior to the commencement of construction.

1.3 SCOPE OF REPORT

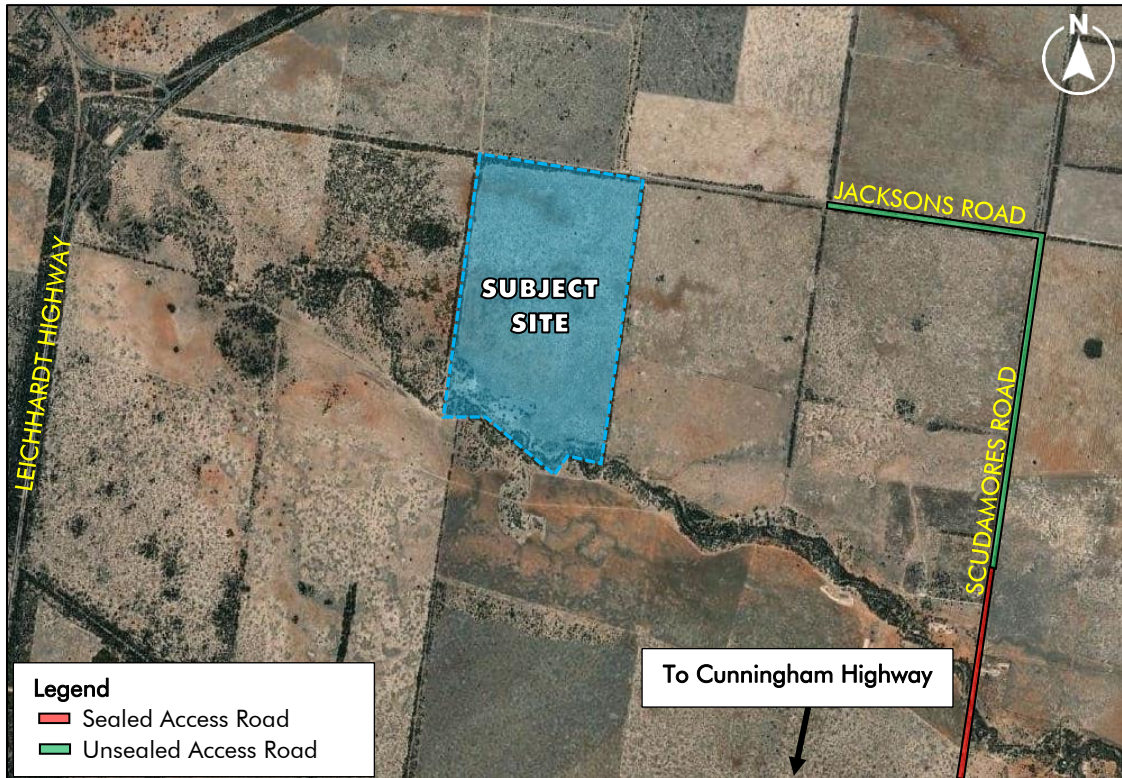
This report begins by summarising the characteristics of the existing road network and traffic operations (Chapter 2), followed by a description of the scope and scale of the construction phase (Chapter 3) and operational phase (Chapter 4). The access arrangements and site operations are discussed (Chapter 5) and the roles and responsibilities of project personnel outlined (Chapter 6). The report concludes with an outline of the processes for monitoring and inspections (Chapter 7) and consultation and complaints management (Chapter 8).

2.0 EXISTING CONDITIONS

2.1 SUBJECT SITE

The subject site is formally described as Lot 51 on MH115. According to Council’s Planning Scheme, the site is zoned as rural and has a total area of approximately 261 hectares. An aerial view of the subject site is shown in Figure 2.1.

Figure 2.1: SUBJECT SITE



The subject site is bounded by the Jacksons Road road reserve to the north and by rural land uses to the east, south and west. The surrounding area is predominantly rural.

2.2 ACCESS

Based on a desktop review, the Jacksons Road carriageway currently terminates approximately 1.5km east of the site, as shown in Figure 2.1. As such, there are no formal access driveways to the site.

2.3 ROAD NETWORK

Scudamores Road and Jackson Road are rural roads which fall under the jurisdiction of Council. Each road has an un-posted speed limit of 100km/h and are unsealed in the vicinity of the site. As indicated in Figure 2.1, Scudamores Road is sealed for a distance of approximately 7.4km, to a point at which it intersects with the Cunningham Highway to form a priority-controlled intersection to the south of the site.

The Cunningham Highway is a state-controlled road which runs east – west from a priority-controlled intersection with Scudamores Road. It is a sealed, undivided road with one lane of traffic in each direction and a posted speed of 100km/h.

2.4 TRAFFIC VOLUMES

We have obtained 2022 Average Annual Daily Traffic (AADT) data from the Department of Transport and Main Roads (TMR) for the Cunningham Highway from a counter site (ID: 50023) located approximately 20km to the east of the Cunningham Highway / Scudamores Road priority-controlled intersection. The data shows that the 2022 AADT volumes on the Cunningham Highway were as follows:

- 851 vehicles per day (vpd) travelling in the westbound direction
- 884 vpd travelling in the eastbound direction
- 1735 vpd two-way
- 43% heavy vehicles

3.0 CONSTRUCTION PHASE

3.1 CONSTRUCTION WORKS PROGRAM

The proposed development involves the construction of a solar farm in Goondiwindi. The construction phase is expected to consist of early works, including upgrades to the external road network, design reviews, permit approvals and registrations, followed by subsequent works for the construction of the solar farm site.

3.1.1 Early Works

The early works associated with the Gunsynd Solar Farm project are expected to be undertaken over a period of approximately 16 months as follows:

- Investigations and Management Plans: 6 months between July 2023 and January 2024
- Road Upgrades: 9 months between July 2023 and April 2024
- Engineering Reviews: 7 months between July 2023 and February 2024
- Development Permits: 5 months between November 2023 and April 2024
- Registrations: 11 months between December 2023 and November 2024

Conditions 13 – 15 of Council’s Decision Notice Approval specify a series of road upgrade works that are required to be completed prior to the commencement of construction. The extent of the upgrade works required are specified as part the conditions of approval below:

Condition 13

“Prior to commencement of construction, the intersection of Scudamores Road and the Cunningham Highway shall be upgraded to standards determined by the Department of Transport and Main Roads. The developer shall contact the Department of Transport and Main Roads to confirm the appropriate standards.”

Condition 14

“Prior to commencement of construction, Scudamores Road and Jacksons Road shall be upgraded to a minimum of 7m wide formation from the intersection with the Cunningham highway to the end of the existing constructed section of Jacksons Road at Chainage 1,503m.”

Condition 15

“Prior to commencement of construction, the unconstructed section of Jacksons Road shall be constructed to an all-weather gravel standard 7m wide formation from the end of the existing constructed section of Jacksons Road to the entrance of the development site.”

Prior to the commencement of construction activities, the above road upgrades should be completed in accordance with Conditions 13 – 15 of the approval.

The upgrade to the Scudamores Road / Cunningham Highway is expected to be undertaken between November 2023 to April 2024. It is expected that a separate TMP would be prepared for the management of traffic during this upgrade.

3.1.2 Subsequent Works

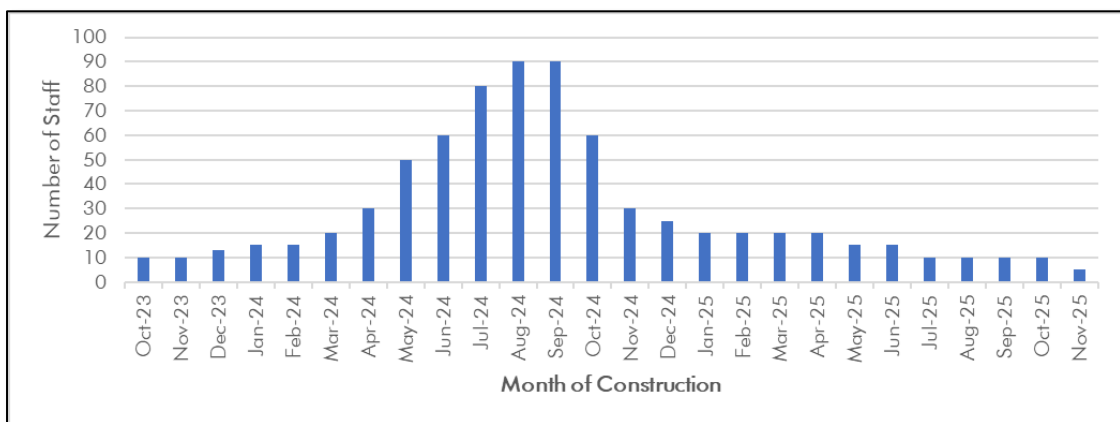
All additional works associated with the construction of the solar farm are expected to be undertaken as follows:

- **Materials**
 - Procurement: 11 months between October 2023 and September 2024
 - Delivery: 7 months between April 2024 and November 2024
- **Site and Solar Array Construction**
 - Site Works: 11 months between January 2024 and December 2024
 - Solar Array Construction: 13 months between April 2024 and May 2025
- **Substation Construction**
 - Designs: 8 months between June 2023 and February 2024
 - Procurement: 15 months between August 2023 and November 2024
 - Substation Construction: 11 months between February 2024 and January 2025
 - Handover: one month between January 2025 and February 2025
 - Finalisation: two months between January 2025 and March 2025
- **Validation Testing: 6 months between March 2025 and September 2025**
- **Project Closeout: 4 months between September 2025 and January 2026**

3.2 WORKFORCE

The workforce roster for the construction of the solar farm is limited to six days per week (ie Monday – Saturday) between 6:00am and 6:00pm. The construction activities are expected to require a workforce of between five to 90 workers, depending on activities to be completed. A full breakdown of the expected workforce as part of the construction phase is provided in Figure 3.1. As demonstrated, a maximum workforce of 90 workers is expected in August and September 2024. This largely coincides with the construction of the solar array and substation.

Figure 3.1: CONSTRUCTION PHASE WORKFORCE



3.3 VEHICLE FLEET

Details pertaining to the specific vehicle fleet associated with the construction phase are yet to be confirmed. However, a general overview of the vehicles to be used during construction are shown in Table 3.2.

Table 3.2: EXPECTED VEHICLE FLEET

VEHICLE TYPE	FREQUENCY
Private Vehicles (worker travel)	Dependent on workforce
Light Vehicles (deliveries)	60 per day
Heavy Vehicles	25 per day
Over-size / Over-mass (OSOM) Vehicles	10 for the duration of the phase

No shuttle buses will be used for staff transportation to / from the site. It is expected that all staff will travel to / from the site via private vehicle. It is expected that all remaining vehicles will be used to transport equipment and materials to the site. Accordingly, all vehicles would likely be loaded travelling inbound and unloaded travelling outbound, with all materials and equipment stored on-site.

3.4 TRAFFIC GENERATION

As demonstrated in Table 3.2, the traffic movements associated with the construction activities (ie equipment / material deliveries) are expected to be consistent throughout the construction period. Therefore, the construction phase traffic generation has been estimated based on the vehicle movements expected during the peak of construction (ie when the maximum number of workers are required), as shown in Table 3.3. It has been assumed that all vehicles will arrive at and depart the site each day.

Table 3.3: CONSTRUCTION PHASE TRAFFIC GENERATION

VEHICLE TYPE	SCALE	TRIPS PER DAY	IN : OUT SPLIT
Deliveries			
Light Vehicles	60 vehicles	120	60 : 60
Heavy Vehicles	25 vehicles	50	25 : 25
Oversized Vehicles	10 vehicles	20	10 : 10
Sub-Total		190	95 : 95
Worker Travel			
Light Vehicles	90 workers	180	90 : 90
Sub-Total		180	90 : 90
Total		370	185 : 185

As demonstrated in Table 3.3, it is estimated that the construction phase would generate a maximum of 370 trips per day (ie 185 inbound trips and 185 outbound trips), comprising 300 light vehicle trips, 50 heavy vehicle trips and 20 OSOM vehicle trips. This level of traffic generation is only expected to occur over a two-month period in September and August 2024 (ie when the maximum number of workers are required). Based on the 12 hour period in which construction activities can be undertaken (ie 6:00am – 6:00pm), this equates to approximately

31 vehicles per hour. Furthermore, the traffic generation associated with the construction phase of the solar farm is expected to be temporary and would largely cease upon completion of construction. Therefore, the addition of traffic generated by the construction phase is not expected to have a significant adverse impact on surrounding road network operations.

3.5 DILAPIDATION SURVEYS

Condition 17 of Council's Decision Notice Approval specifies the following in relation to the external road network:

Condition 17

"A joint condition inspection of the existing Council Road infrastructure must be undertaken prior to the commencement of road upgrade works, at the completion of road upgrade works prior to construction of the development and at the completion of construction of the development.

The developer must maintain Scudamores Road and Jacksons Road to a safe standard during construction of the development.

Scudamores Road and Jacksons Road must be restored to a condition equivalent to the condition agreed at the completion of road upgrade works prior to construction of the development."

Independent dilapidation surveys should be conducted by the engineering, procurement and construction (EPC) contractor (ie PCL Constructors Pacific Rim Pty Ltd (PCL)) in accordance with Condition 17, prior to road upgrades, at the completion of road upgrades but prior to construction of the site and upon completion of the development. If these dilapidation surveys identify a deterioration of Scudamores Road and Jacksons Road, the project proponent or EPC Contractor should repair these roads to the condition agreed at the completion of the road upgrades.

4.0 OPERATIONAL PHASE

4.1 OVERVIEW

During the operational phase of development, the solar farm is expected to operate 24 hours per day, with maintenance works undertaken as required.

4.2 WORKFORCE

Between two to three employees are expected to be permanently based on-site as part of the operational phase.

4.3 VEHICLE FLEET

Details pertaining to the specific vehicle fleet associated with the operational phase are yet to be confirmed. However, a general overview of the vehicles to be used during operations are shown in Table 4.1. In general, heavy vehicles / OSOM vehicles are unlikely to be required for the operational phase.

Table 4.1: EXPECTED VEHICLE FLEET

VEHICLE TYPE	FREQUENCY
Private Vehicles (worker travel)	2 – 3 per day
Light Vehicles (deliveries)	3 per day
Heavy Vehicles	2 per year
Over-size / Over-mass (OSOM) Vehicles	1 for the duration of the phase

4.4 TRAFFIC GENERATION

The operational phase traffic generation has been estimated, as shown in Table 4.2. It has been assumed that all vehicles will arrive at and depart the site each day.

As demonstrated in Table 4.2, it is estimated that the operational phase would generate 12 trips (ie six inbound and six outbound) per day for worker travel and light vehicle deliveries. An additional four trips per day would be expected in the event a heavy vehicle or OSOM vehicle is required to travel to / from the site. This level of traffic generation equates to less than 5% of the existing AADT volumes on the Cunningham Highway in the vicinity of the site and is not expected to have a significant adverse impact on surrounding road network operations.

Table 4.2: OPERATIONAL PHASE TRAFFIC GENERATION

VEHICLE TYPE	PURPOSE	SCALE	TRIPS PER DAY	IN : OUT SPLIT
Regularly				
Light Vehicles	Deliveries	3 vehicles	6	3 : 3
Light Vehicles	Worker Travel	3 vehicles	6	3 : 3
Sub-Total			12	6 : 6
Occasionally				
Heavy Vehicles	Deliveries	1 vehicle	2	1 : 1
Oversized Vehicles	Deliveries	1 vehicle	2	1 : 1
Sub-Total			4	2 : 2

5.0 ACCESS AND SITE OPERATIONS

5.1 ACCESS

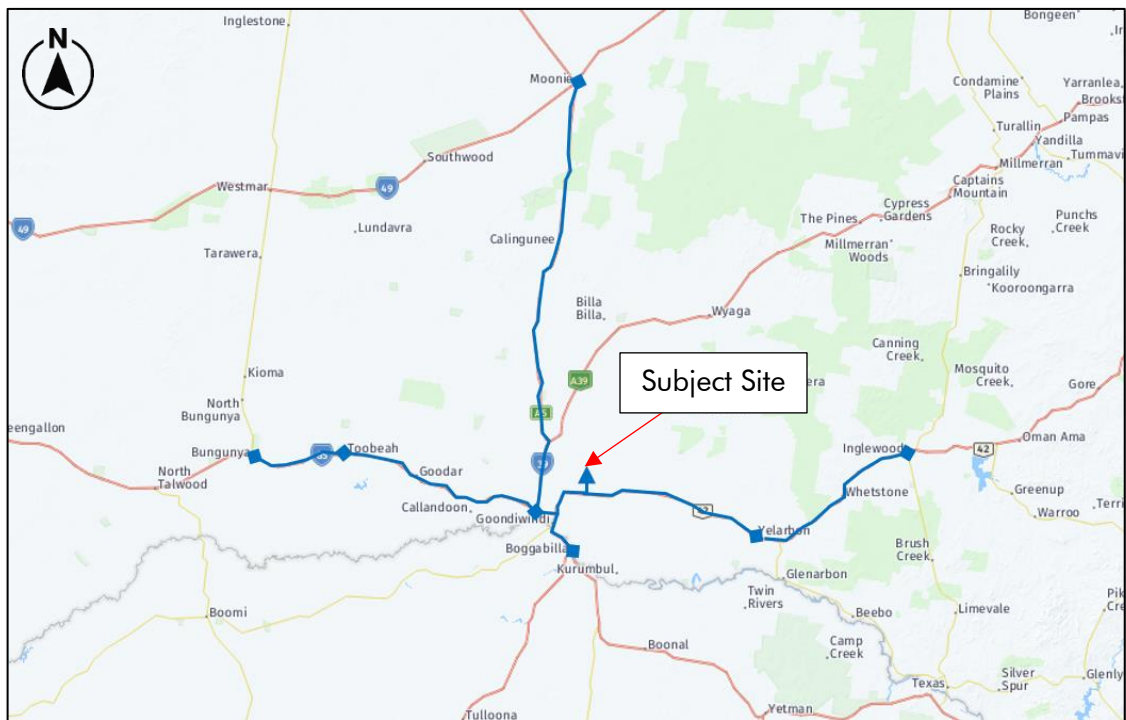
5.1.1 Staff Access Route

All staff accommodation will be self-sourced. It is expected that accommodation would be sourced from surrounding areas, including:

- Goondiwindi
- Boggabilla
- Yelarbon
- Toobeah
- Bungunyah
- Moonie
- Inglewood

Based on the above, it is expected that staff would travel to / from the site via one or more of the routes indicated in Figure 5.1. All vehicles should travel to / from the site via the Scudamores Road / Cunningham Highway intersection.

Figure 5.1: STAFF VEHICLE ACCESS ROUTE

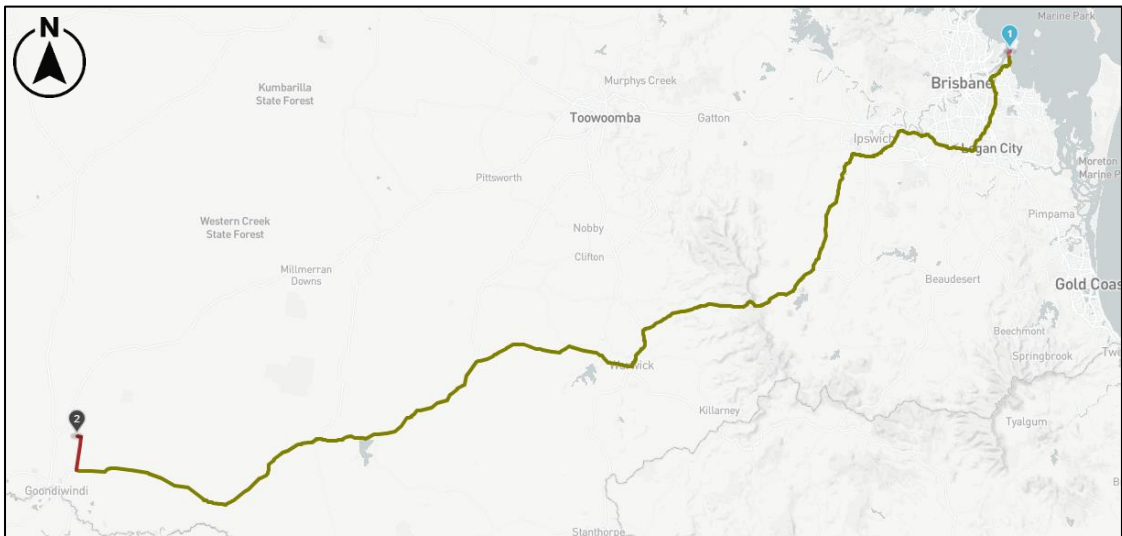


5.1.2 Heavy Vehicle Access Route

OSOM vehicles are expected to travel from the Port of Brisbane to the site (ie to / from the east of the Scudamores Road / Cunningham Highway intersection). The access route to be travelled by OSOM vehicles has been determined via the National Heavy Vehicle Regulator (NHVR) route planner. This access route is shown in Figure 5.2 and outlined below:

Port of Brisbane > Port of Brisbane Motorway > Gateway Motorway > Logan Motorway > Ipswich Motorway > Cunningham Highway > Scudamores Road > Jacksons Road

Figure 5.2: HEAVY VEHICLE ACCESS ROUTE



Details pertaining to the dimensions of the OSOM vehicles to be used as part of the construction phase are yet to be confirmed. However, a swept path assessment of a B-Double and a B-Triple navigating the Scudamores Road / Cunningham Highway intersection is shown in Figures 5.3 and 5.4, respectively. As shown, these vehicles can navigate the existing intersection geometry.

Figure 5.3: B-DOUBLE SWEEP PATH



Figure 5.4: B-TRIPLE SWEEP PATHS



5.1.3 OSOM Vehicle Permits

To manage large deliveries to the site, it is likely that various OSOM vehicles will be required. Depending on the specifications of each OSOM vehicle (which are yet to be confirmed), a pilot or escort vehicle may be required, in addition to a permit.

Prior to any OSOM vehicles travelling to the site, the EPC Contractor should assess the load and dimensional requirements and confirm any pilot or escort vehicle requirements. Additionally, as part of the permit process, it is recommended that a risk assessment and more detailed route assessment be undertaken to identify limited access for each specific vehicle along the route shown in Figure 5.2.

The transport company engaged will apply for the necessary OSOM permits from the NHVR, including all relevant documentation. This is expected to include heavy vehicle details (ie vehicle type, combination length, width, height, axle mass and spacing), load description and required access routes.

5.1.4 Site Access

Condition 12 of the approval specifies the requirements for the site access crossover as follows:

Condition 12

“All site accesses, from the edge of the existing road to the property boundary, shall be constructed to an industrial standard in accordance with Schedule 6.2.1 – Standard Drawing in Schedule 6.2 – Planning Scheme Policy 1 – Land Development Standards of the Goondiwindi Region Planning Scheme 2018, to the satisfaction of and at no cost to Council.”

“Crossovers shall be either constructed or bonded prior to the commencement of the use.”

Prior to the commencement of the use, the site access upgrades should be completed in accordance with Conditions 12 of the approval.

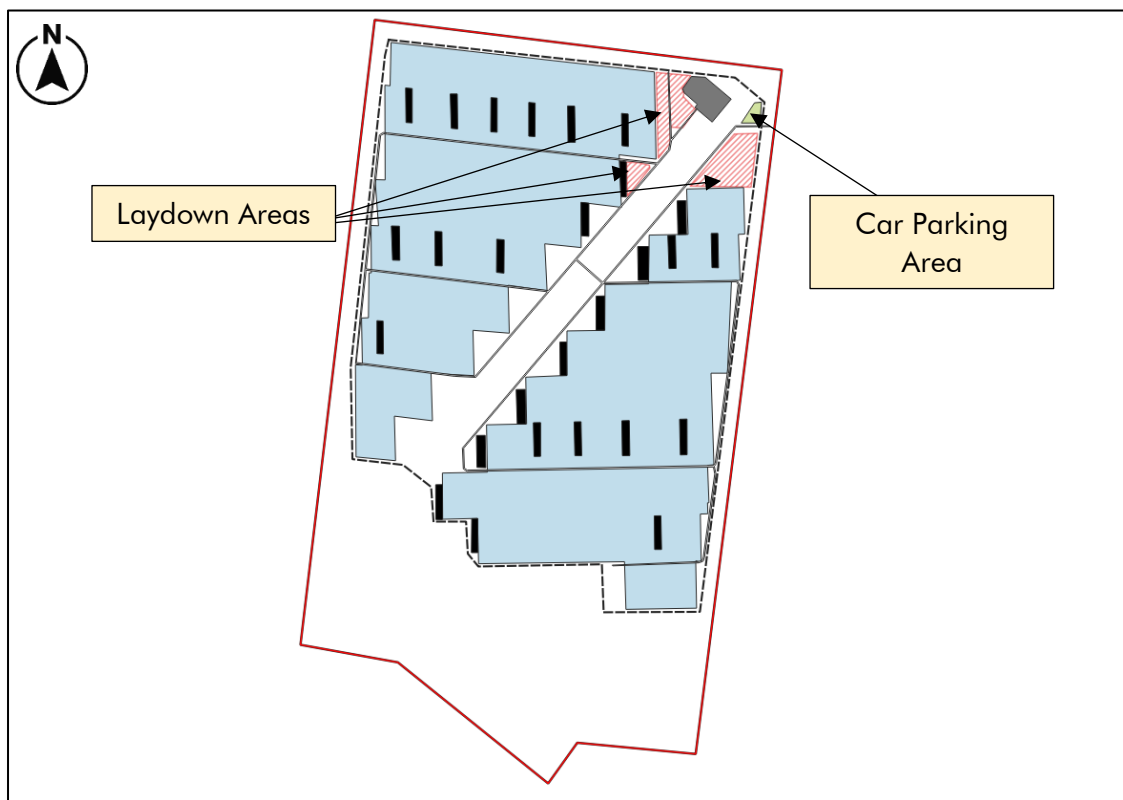
All vehicles should enter / exit the site via the approved site access points in a forward direction.

5.1.5 Queuing

To reduce the potential for queuing at the site access, a delivery schedule should be implemented to stage deliveries to the site. The real-time management of all deliveries should be overseen and controlled to prevent conflicts with other vehicles. Large deliveries should be scheduled outside of the morning and evening peak hour commuting periods, where possible.

Three separate laydown areas will be established for the laydown and storage of construction equipment / materials, as indicated in Figure 5.5. These areas should accommodate simultaneous unloading of multiple heavy vehicles to reduce the potential for queuing within the site.

Figure 5.5: CONCEPT LAYOUT



5.2 SPEED LIMITS

The speed limit within the site should be limited to 10km/h and speed limit signs, as shown in Figure 5.6, should be erected at numerous points around the site. All personnel associated with the construction and operational phases of the solar farm should be advised of the speed limit as part of the site induction and should strictly obey the imposed limit. The obligations of all personnel to abide by the imposed speed limits will be discussed daily during pre-start meetings and weekly at toolbox meetings.

The daily pre-start meetings will be attended by all project personnel on the project site. An attendance register will be maintained and all personnel will be required to sign in. All learnings and observations discussed at the pre-start meetings will be incorporated, as appropriate, into safe work method statements (SWMS).

Toolbox meetings will be held on a weekly basis, and as required, to discuss key safety topics relevant to the project works. All contactors will attend these meetings and attendance records will be maintained for consideration as part of the site training program. These meetings will involve more detailed discussions surrounding the key safety topics than those discussed at the pre-start meetings.

Furthermore, as detailed in the site Environmental Management Plan (EMP), PCL field staff will have the responsibility to monitor on-site speed limits daily and to issue warnings to any personnel not abiding by the imposed limits.

Figure 5.6: SPEED LIMIT SIGN



5.3 CAR PARKING

5.3.1 Construction Phase

As outlined in Section 3.3, all staff are expected to travel to / from the site via private vehicle. Based on a maximum workforce of 90 persons and an assumed vehicle occupancy of 2.0, approximately 45 parking spaces would be required during the construction phase. This equates to an area of approximately 1,575m². A car parking area is proposed in the north-east corner of the site, as shown in Figure 5.5. To accommodate all parking on-site, it is recommended that this car parking area be approximately 1,575m² in size. All light vehicles should park in this designated parking area during the construction phase.

It is not considered necessary to bitumen seal the car parking area given the temporary nature of the construction phase. Parking spaces could be delineated using devices such as wheel stops.

It is recommended that measures be implemented to promote car-pooling to / from the site to reduce the number of vehicles on the road network during the peak of construction.

5.3.2 Operational Phase

As part of the operational phase, it is recommended that on-site car parking be constructed in accordance with Australian Standard AS2890.1:2004 Parking Facilities Part 1: Off-Street Car Parking (AS2890.1). It is recommended that at least three formal parking spaces be provided in the designated on-site parking area to accommodate the number of workers expected during the operational phase. All light vehicles should park in this parking area during the operational phase.

5.4 DUST / SOIL MITIGATION

5.4.1 Internal

To minimise surface disturbance and dust generation, vehicle movements should be minimised throughout the site. Laydown and parking areas have been located to reduce the distance for vehicles to travel throughout the site. Accordingly, vehicle movements should be contained largely within these areas and between the site access. Furthermore, vehicles should strictly adhere to the imposed speed limits when travelling throughout the site to further reduce surface disturbance.

In the event of dry / windy weather conditions, vehicle movements should be minimised and vehicles should avoid travelling over unsealed surfaces, where possible. A water truck should be used for dust suppression along unsealed access roads, particularly during dry / windy conditions, as required.

All internal access roads should undergo regular inspection and maintenance to reduce the potential for deterioration and dust generation.

5.4.2 External

To minimise dust generation on the external road network, all loose materials (ie soil / aggregates) should be appropriately covered for transport to / from the site. A water truck should be used for dust suppression along unsealed access roads, particularly during dry / windy conditions, as required.

Furthermore, all vehicles should leave the site in a clean condition to minimise dust / soil being tracked onto the external road network.

5.5 REFUSE COLLECTION

Condition 28 of Council's Decision Notice Approval specifies the following in relation to waste collection:

Condition 28

"At all times while the use continues, provision must be made on site for the collection of general refuse in covered waste containers with a capacity sufficient for the use.

Waste receptacles shall be placed in a screen area. The site must maintain a general tidy appearance."

In accordance with Condition 28, all waste generated on-site would be removed via the site access.

6.0 ROLES AND RESPONSIBILITIES

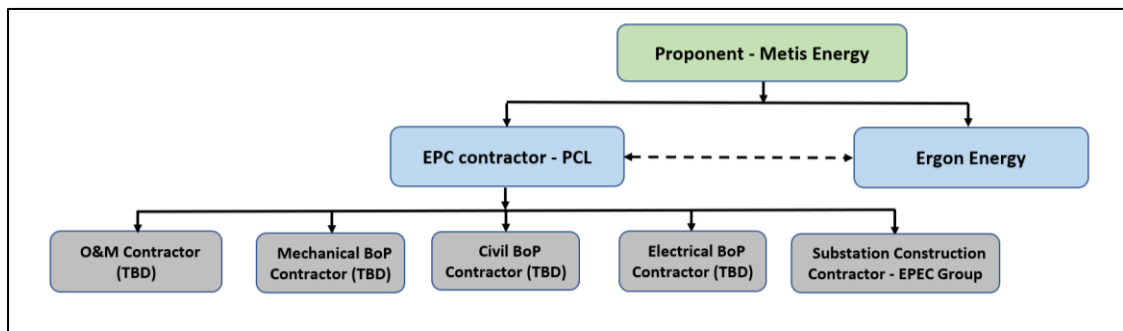
6.1 OVERVIEW

The Gunsynd Solar Farm project proponent is Metis Energy. Metis Energy hold the ultimate responsibility to ensure compliance with the conditions of consent (CoCs) outlined in the decision notice (DN) 19/04W. The proponent will ensure that the contractor is provided with all relevant resources and personnel capable to comply with conditions of approval and other statutory requirements.

Metis Energy has engaged PCL Constructors Pacific Rim Pty Ltd (PCL) as the engineering, procurement and construction (EPC) contractor for the project. The responsibility of PCL is to design, procure, construct and commission the Gunsynd Solar Farm and maintain the solar farm in a state of good repair. PCL will also engage balance of plant (BoP) subcontractors.

The organisational chart for the Gunsynd Solar Farm project is shown in Figure 6.1.

Figure 6.1: ORGANISATIONAL CHART



6.2 METIS ENERGY

The roles and responsibilities for the Metis Energy project team are outlined for the construction and operational phases in Table 6.1 and 6.2, respectively.

Table 6.1: METIS ENERGY ROLES AND RESPONSIBILITIES - CONSTRUCTION

ROLE	RESPONSIBILITIES
Project Manager	Accountable to Metis senior management
	To ensure all works undertaken are in accordance with the conditions of consent (CoCs) of Decision Notice (DN) 19/04W
	To engage PCL to undertake works
	To provide safety and environmental advice to project team
	To engage with regulators and the community
Health & Safety Advisor	Accountable to Metis Project Manager To provide assistance and support to Metis project team, EPC contractor and subcontractors to fulfil contractual and legislative obligations in relation to health and safety
Principal Engineer	To ensure operations of connection to the transmission line and construction of the solar farm are in accordance with the standards and specifications

Table 6.2: METIS ENERGY ROLES AND RESPONSIBILITIES - OPERATIONS

ROLE	RESPONSIBILITIES
Project Manager	Accountable to Metis senior management
	To ensure the solar farm and maintenance works undertaken are in accordance with the CoCs of Decision Notice 19/04W
	To engage PCL as the operations and maintenance contractor to undertake works
	To provide safety and environmental advice to project team
	To engage with regulators and the community

6.3 PCL

The roles and responsibilities for the PCL project team are outlined for the construction and operational phases in Table 6.3 and 6.4, respectively.

Table 6.3: PCL ROLES AND RESPONSIBILITIES - CONSTRUCTION

ROLE	RESPONSIBILITIES
Lead Project Manager	To implement all site related plans
	To prepare preconstruction constructability assessment, budget control, contract administration, planning subcontractor work, tendering and award, subcontract issuance and liaison, change management, safety management, complaint management and procedure and district and owner reporting
	To ensure all works comply with CoCs and all other relevant regulatory conditions
	Undertake direct communication with PCL project team
	To engage with the community regarding the PCL site
Construction Manager	Accountable to and draws authority from the lead construction manager
	To build excellent relationships with peers, supervisors, direct reports, clients, trade contractors and consultants
Health, Safety & Environment (HSE) Manager	Reports to Country Manager and works directly with Lead Construction Manager and HSE team on-site
	To undertake direct supervision of the on-site HSE Coordinator
	To conduct project audits and inspections
	To ensure the safety and environmental training of all construction staff on PCL's site (in consultation with subcontractor HSE representatives) and Metis HSE representatives
	To manage all field aspects of the project's budget, schedule, safety and general performance
	To provide proactive leadership in health, safety and environment, including construction procedures and safe work, and job safety analysis and project planning and execution
	To undertake incident investigation and management
To track and report all environmental and safety incidents	
Design and Commissioning Manager	To manage the safe energisation of plant

Table 6.4: PCL ROLES AND RESPONSIBILITIES – OPERATIONS

ROLE	RESPONSIBILITIES
Operations and Maintenance (O&M) Site Supervisor	To fulfil the role of Project Manager
	To implement solar farm training and inductions
	To operate the solar farm in accordance with the O&M specifications

6.4 BOP SUBCONTRACTORS

The responsibilities for the BoP subcontractors engaged by PCL are outlined in Table 6.5.

Table 6.5: BOP SUBCONTRACTORS RESPONSIBILITIES

ROLE	RESPONSIBILITIES
BoP Subcontractors	To plan, organise and implement training for all workers
	To liaise with the PCL HSE manager to assist in achieving outcomes

7.0 MONITORING, INSPECTIONS AND TRAINING

7.1 MONITORING AND INSPECTIONS

Regular inspections should be undertaken to ensure general compliance with the traffic control measures outlined in this TMP and the site EMP prepared for the development. During the construction phase, PCL and all subcontractors should conduct and maintain records of inspections to confirm compliance with this TMP. PCL has the responsibility to record and document monitoring works and inspections. A summary of the traffic management measures outlined in this TMP and the recommended monitoring frequency is provided in Table 7.1.

Table 7.1: TRAFFIC MANAGEMENT MEASURES AND MONITORING

TRAFFIC MANAGEMENT CONTROL	FREQUENCY
The Scudamores Road / Cunningham Highway intersection shall be upgraded in accordance with Condition 13 of the Decision Notice.	Prior to commencement of construction
Scudamores Road and Jacksons Road shall be upgraded in accordance with Condition 14 of the Decision Notice	Prior to commencement of construction
The unconstructed section of Jacksons Road shall be upgraded in accordance with Condition 15 of the Decision Notice	Prior to commencement of construction
Independent dilapidation surveys should be conducted in accordance with Condition 17 of the Decision Notice, with all three joint inspections undertaken by Metis Energy / PCL	First inspection: prior to road upgrades
	Second inspection: post road upgrades but prior to commencement of construction
	Third inspection: post construction
The site access upgrades should be completed in accordance with Conditions 12 of the Decision Notice	Prior to commencement of the use
All OSOM vehicles should hold a relevant permit from the NHVR to travel to / from the site	At all times
All OSOM vehicles should travel to / from the site via the access route specified by the NHVR	At all times
All vehicles should travel to / from the site via the Scudamores Road / Cunningham Highway intersection	At all times
All vehicles should enter / exit the site via the approved site access points in a forward direction	At all times
A delivery schedule should be implemented to stage deliveries to the site and the real-time management of all deliveries should be overseen and controlled to prevent conflicts with other vehicles.	Daily
Laydown areas should accommodate simultaneous unloading of multiple heavy vehicles to reduce the potential for queuing within the site	Daily
All personnel should be advised of the speed limit as part of the site induction and should strictly obey the imposed limit.	At all times

TRAFFIC MANAGEMENT CONTROL	FREQUENCY
All vehicles should park in the designated parking areas	At all times
Vehicle movements should be minimised throughout the site and should avoid travelling over unsealed surfaces, where possible	At all times
A water truck should be used for dust suppression along unsealed access roads, particularly during dry / windy conditions	As required
All internal access roads and surrounding roads to the project site should undergo regular inspection and maintenance to reduce the potential for deterioration	Monthly
All loose materials should be appropriately covered for transport to / from the site	At all times
All vehicles should leave the site in a clean condition to minimise dust / soil being tracked onto the external road network	At all times
All waste generated on-site should be removed via the site access	At all times

7.2 IMPROVEMENTS

Improvement of this TMP will be achieved through the regular inspections undertaken. Any areas identified for improvement will be addressed daily during pre-start meetings and recorded in the PCL's Safety Management Centre (SMC) in accordance with the SEMP.

7.3 DRIVER CODE OF CONDUCT

Prior to the commencement of works, all heavy vehicle driver personnel should be provided with a copy of the Driver Code of Conduct as part of the site induction. Each driver should be informed of the requirements outlined in the Driver Code of Conduct and complete a declaration to confirm that they have read and understood their obligations prior to entry to the site.

8.0 CONSULTATION AND COMPLAINTS MANAGEMENT

8.1 CONSULTATION

PCL has the responsibility to engage and consult with the community, Traditional Owners, relevant council departments, utility providers and government agencies for the duration of the construction and operation of the Gunsynd Solar Farm. The key stakeholder groups are detailed in Table 8.1.

Table 8.1: KEY STAKEHOLDER GROUPS

STAKEHOLDER GROUP	STAKEHOLDERS
Community	Community Groups
	Media
	Education and Business
	The broader community
Traditional Owners	Bigambul people
Near Neighbours	Neighbouring businesses
	Associated and non-associated farms within approximately 2km of the site
Services	Health services
	Emergency services
	Accommodations providers
	Power and water utilities
Government	Local, State and Commonwealth regulators and elected representatives

The key engagement stages will include:

- pre-construction
- construction
- operation

Further information regarding stakeholder communication and tools used for disseminating notifications is provided within the Community and Stakeholder Engagement Plan (CSEP) prepared for the development.

8.2 COMPLAINTS MANAGEMENT

A complaints register will be established for the Gunsynd Solar Farm development on the Gunsynd website and PCL will maintain an on-site register for the duration of construction. In the event of a complaint from the community, the PCL Project Managers, or their representatives, will ensure the complaint is recorded in PCL’s Safety Management Centre (SMC), reported to Metis Energy and further investigation is undertaken. PCL will maintain the records and provide a monthly report to Metis Energy detailing the number and nature of complaints. The details of each complaint will be recorded in the Complaints, Grievances and Enquiries Register and will include the following:

- the date and time, where relevant, of the complaint
- how the complaint was made (telephone, mail, email or in person)
- who received the complaint

- any personal details of the complainant that were provided, or if no details were provided, a note to that effect
- the nature of the complaint
- any actions taken in relation to the complaint, including timeframes for implementing the action
- if no action was taken in relation to the complaint, the reason(s) why no action was taken
- the status of the complaint (ie open/closed)
- measures to avoid reoccurrence (if any)

When PCL receives a complaint or grievance for which it has responsibility, the PCL Lead project manager or site manager will undertake further investigation and define mitigating actions. A response must be provided by PCL to the person who made the complaint or grievance within 48 hours after PCL has become aware of the complaint / grievance. PCL must update the Complaints, Grievances and Enquiries Register accordingly.

The avenues available for community complaints are provided in Section 5.3.3 of the CSEP prepared for the development.