

10 November 2025

Taryn Pace
Senior Planning Officer
Townsville City Council - Planning & Development Section, Executive Office Division
142 Walker Street
Townsville, QLD 4810

Re: MCU25/0060 Traffic Impact Assessment - construction light vehicle movement estimate adjustment

Dear Taryn,

This letter has been prepared by EMM Consulting Limited (EMM) on behalf of Solquartz Pty Ltd and Private Energy Partners (PEP) to update the construction light vehicle movement estimate provided within the EMM's *Traffic Impact Assessment - BESS, Substation and Transmission Line, Version 2-0 dated 28/08/2025 (TIA)*.

The update is intended to provide sufficient information to facilitate assessment and approval of MCU25/0060 Major Electricity Infrastructure, Substation and Undefined Use - Battery Energy Storage System (BESS) located at 128 Manton Quarry Road, Calcium QLD 4816.

Baseline traffic volumes calculated for the TIA were completed using a conceptual construction manning plan. Based on this conceptual construction manning plan the highest number of full-time equivalent (FTE) workers that were anticipated to be on site during construction phase was 93 FTEs. Therefore, the light vehicle (LV) estimate utilised in the assessment was based on this assumption. It has since been identified that additional personnel will be at the development site during this construction phase which were not accounted for in this base assumption including, specialist trades and Private Energy Partners personnel. Based on these additional personnel inclusions, it is estimated that the peak construction workforce will be increased to 150. There are no proposed changes to the heavy vehicle (HV) or operational traffic movements.

EMM has undertaken a high-level review of the increase in LV movements during the construction phase and has evaluated that the change will impact the analysed Flinders Highway/Woodstock-Giru Road/Glenn Road intersection in peak hours (morning and evening). Furthermore, additional workforce will require additional car parking provision on site during the construction phase. It is therefore recommended that these modifications be further refined and confirmed throughout the detailed design phase and then appropriately managed based on the subsequent analysis and outcome. It is proposed that the mitigation measures be incorporated within the Construction Traffic Management Plan (CTMP) which will include:

- Adequate traffic management measures to minimise traffic impacts at the adjoining road networks
- Preparation of an effective Drivers Code of Conduct and monitoring strategy

- Provision of sufficient car parking within the site to minimise any potential parking impact on the adjoining public roads.

I trust the above provides the adequate information for your consideration, however, if you require any additional information, please do not hesitate to reach out to EMM Consulting for further information required.

Yours sincerely



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