



Liddell Decoupling Works - Traffic Management Plan

Revision no: Rev B

AGL Macquarie Pty Ltd

Liddell Battery Decoupling Works Environmental Management Strategy
22 August 2022

Liddell Decoupling Works - Traffic Management Plan

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Acronyms and abbreviations

Acronym or abbreviation	Description
BAW	Bayswater Ancillary Works
CEMP	Construction Environmental Management Plan
DECC	Department of Environment, Climate Change and Water
DPE	Department of Planning and Environment
EMS	Environmental Management Strategy
EPA	Environment Protection Authority
EPL	Environment Protection Licence
TMP	Traffic Management Plan
AGLM	AGL Macquarie
OSOM	Over Size Over Mass
TfNSW	Transport for New South Wales
LoS A	Level of Service A
NHVR	National Heavy Vehicle Regulator
CTMP	Construction Traffic Management Plan

1. Introduction

1.1 Context

This Traffic Management Plan (TMP) has been developed to address the Development Consent Condition C1(e)(i) issued for the Project by the planning Secretary of the NSW Department of Planning and Environment (DPE). All relevant conditions are outlined in Table 1.

Table 1: Traffic Management – Development Consent Conditions

Condition	Requirement	TMP reference
C1(e)(i)	<p>Prior to commencing construction, the Applicant must prepare an Environmental Management Strategy for the development to the satisfaction of the Secretary. This strategy must:</p> <ul style="list-style-type: none"> provide the strategic framework for environmental management of the development; identify the statutory approvals that apply to the development; describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development; describe the procedures that would be implemented to: <ul style="list-style-type: none"> i. keep the local community and relevant agencies informed about the operation and environmental performance of the development; ii. receive, handle, respond to, and record complaints; iii. resolve any disputes that may arise; iv. respond to any non-compliance; v. respond to emergencies; and <p>include:</p> <ul style="list-style-type: none"> the following subplans: <ul style="list-style-type: none"> soil, stormwater, water quality, flood and spoil management; construction and decommissioning noise, including an out-of-hours works protocol; air quality management; contamination, including an unexpected finds protocol waste management; and traffic. references to any strategies, plans and programs approved under the conditions of this approval; and a clear plan depicting monitoring to be carried out under the conditions of this approval. 	This plan fulfills the requirement for a Traffic Management Sub Plan
A11	<p>Specifies that the Applicant must:</p> <ul style="list-style-type: none"> (a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by the development; and (b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development. <p><i>Condition to does not apply to the upgrade and maintenance of the road network, which is provided for in the conditions of the Development Consent.</i></p>	This plan, Section 1.1
A12	<p>Specifies that the Applicant must ensure that all plant and equipment used on site, or in connection with the development, is:</p> <ul style="list-style-type: none"> (a) maintained in a proper and efficient condition; and (b) operated in a proper and efficient manner. 	This plan, Section 5.1
B12	<p>Specifies that the Applicant must:</p>	This plan, Section 4.1. See Noise Subplan (Annex B)

Condition	Requirement	TMP reference
	(a) ensure that noise generated by any construction is managed in accordance with the <i>Interim Construction Noise Guideline</i> (DECC, 2009), or its latest version; and (b) take all reasonable and feasible steps to minimise noise from construction and operational activities.	

1.2 Purpose and Scope

The purpose of this TMP is to ensure the safe movement of vehicles, plant and pedestrian traffic, and the protection of workers from passing traffic. This TMP has been developed to address the construction and decommissioning activities specifically occurring in relation to Decoupling Works, in line with the conditions of approval provided by the NSW DPE. All works undertaken by the Project Contractor must comply with the mitigation measures outlined in this document.

1.3 Project Description

1.3.1 Project Overview

AGLM are progressing plans to facilitate the efficient, safe and reliable continuation of electricity generating works from Bayswater and Liddell. The Project would consist of the following:

- **Decoupling Works:** Alternative network connection arrangements for the Liddell 33 Kilovolt (kV) switching station that provides electricity to infrastructure required for the ongoing operation of Bayswater and associated ancillary infrastructure and potential third-party industrial energy users
- **The Battery:** A grid connected Battery Energy Storage System with capacity of up to 500 megawatt (MW) and 2 gigawatt hours (GWh)
- **Bayswater Ancillary Works (BAW):** Works associated with Bayswater which may include upgrades to ancillary infrastructure such as pumps, pipelines, conveyor systems, roads and assets to enable maintenance, repairs, replacement or expansion
- **Consolidated consents:** A modern consolidated consent for the continued operation of Bayswater through the voluntary surrender and consolidation into this application of various existing development approvals required for the ongoing operation of AGLM assets.

This TMP addresses only the Decoupling Works stage of the project, which will be progressed first in a staged approach to the project. The Decoupling Works are required to be completed first, as it provides an alternative network connection arrangement for the Liddell 33 kV switching station, which provides electricity to infrastructure required for the ongoing operation of the Bayswater Power Station (Bayswater). The decoupling works will allow for the shutdown and demolition of the Liddell Power Station, without disrupting operations at Bayswater.

1.3.2 Decoupling works

The key construction and decommissioning elements for the decoupling works of the Project addressed in this TMP include:

- Establishment of new 330 kV / 33 kV transformer compounds adjacent to the Liddell switchyard. The 33 kV / 330 kV transformers are expected to be around 7 metres in height
- Installation of new switch/control room building/s, and equipment near the existing Liddell transition point inclusive of auxiliary supplies
- Installation of new 33 kV cables to connect the 330 kV / 33 kV station transformers to the existing 730 and 731 33 kV feeders to the new 33 kV switch room
- Connection to the Liddell switchyard.

The following works may also be required within the Liddell switchyard:

- 330 kV tie ins
- Removal of existing Liddell station transformer 330 kV landing spans
- Earth grid tie-in to the earth grid of the 330 kV /33 kV transformer compounds

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- Replacement of protection panel equipment, installation and proofing of new rerouted protection and control cables
- Commissioning Works.

2. Regulatory Requirements

2.1 Relevant legislation and conditions

All legislation relevant to the TMP are included in the Environmental Management Strategy (EMS). The main guidelines, standards and policies relevant to this TMP include:

- Roads Act 1993
- Road Transport Act 2013
- NSW Environmental Planning and Assessment Act 1979
- State Environmental Planning Policy (Infrastructure) 2007
- NSW Road Noise Policy
- Heavy Vehicle National Law (NSW) (2013 No 42a)
- Work Health and Safety Act 2011 NSW
- Work Health and Safety Regulation 2011 NSW
- Traffic Management in Workplaces Code of Practice

The Minister's Conditions of Approval for the Project, relevant to the TMP, are listed in Table 1.

2.2 Standards and guidelines

The following standards and guidelines have been referred to during the development of this TMP:

- Austroads Guide to Traffic Management
- Austroads Guide to Temporary Traffic Management
- TfNSW Traffic Control at Worksites Technical Manual (2020)
- TfNSW Supplements to Austroads Guide to Temporary Traffic Management (2020)
- Australian Standard AS1742- Manual of Uniform Traffic Control Devices

3. Existing Environment

3.1 Access to Site

The AGLM landholding is connected to the surrounding road network via an access road and grade-separated interchange to and from the New England Highway, as shown in Figure 3-2.

The key surrounding road is the New England Highway, which is a national highway linking Newcastle to Brisbane. Near the Project area, the New England Highway is dual carriageway with two lanes in each direction and a central median. The speed limit in the vicinity of the Project area is 100 kilometres per hour (km/h).

Liddell is accessible from the New England Highway via an interchange with an unnamed east-west access road. The access road is a single carriageway road with one lane in each direction. The road has a sign posted speed limit of 60 km/h.

No public transport services operate, and no formal off-road pedestrian or cycling facilities are provided on the road network near the Project.

3.1.1 Heavy vehicle access

Between the Project area and Port of Newcastle where main Project components are expected to originate, the road network also consists of a number of motorways and state roads, carrying moderate volumes of traffic, including heavy vehicles. These form part of the approved 25 / 26 m B-double network and OSOM load carrying vehicle networks, and include the New England Highway, the unnamed east-west access road, Maitland Road, John Renshaw Drive and the Hunter Expressway.

3.2 Traffic volumes and generation

3.2.1 New England Highway

Traffic volumes for the New England Highway were obtained from the TfNSW permanent count station (ID 6153) located to the south of the Project, approximately 200 m north of Rix's Creek Lane, Rix's Creek. In 2019, the average weekday traffic volumes were approximately 14,500 vehicles per day, with 24 % of this volume being heavy vehicles. The hourly traffic volume profile for an average weekday in 2019 is shown on Figure 3-1. As shown on Figure 3-1, the peak hour traffic volume on the highway was about 1,037 vehicles per hour in each direction across the two lanes. The peak traffic hours occurred in the hours starting 5:00am and 5:00pm for the morning and evening peaks respectively. Traffic volumes on the New England Highway were similar in the morning and evening peak hours.

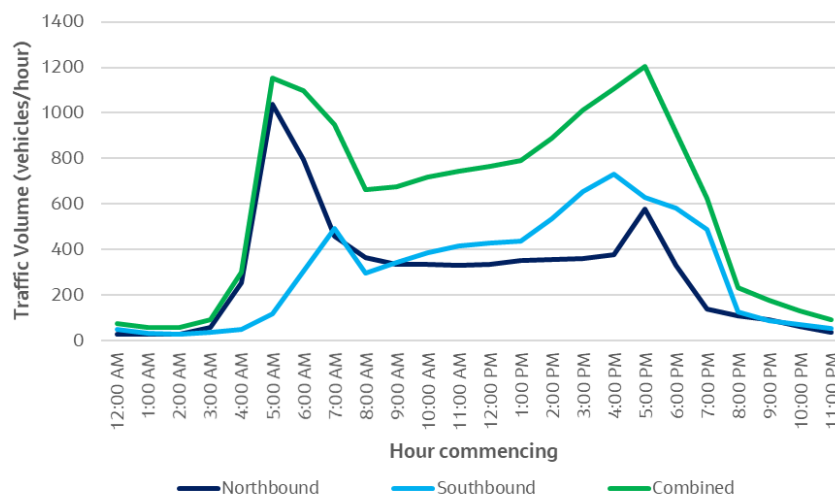


Figure 3-1: Hourly traffic volumes for the New England Highway (2019) on an average weekday

3.2.2 Liddell and Bayswater Interchange and Access Road

Traffic volumes for the Liddell and Bayswater interchange and access road were obtained from traffic surveys undertaken on 22 May 2018. At the interchange, the morning peak hour was 6:00am – 7:00am and the evening peak hour was 5:30pm – 6:30pm. The majority of the traffic generated by the site travels to and from the south, with only a small volume of traffic travelling between Bayswater and Liddell.

Heavy vehicle volumes at the interchange make up between 5 and 10 % of the total volume of traffic.

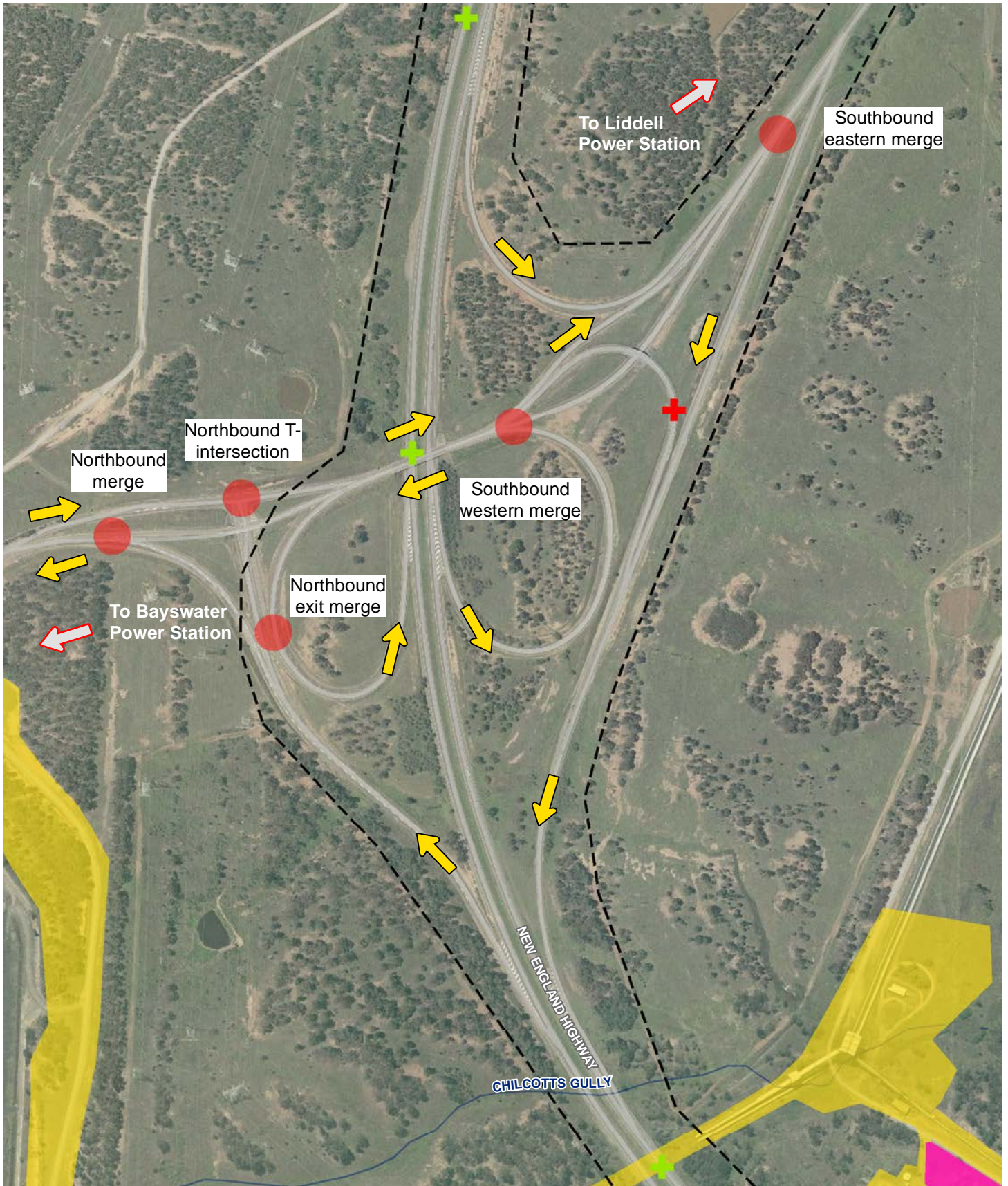
Table 2 summarises the existing traffic generated by Liddell and Bayswater during the morning and evening peak hours.

Table 2: Existing traffic generation during morning and evening peak hours

Period	Liddell		Bayswater		Total
	To the site (vehicles)	From the site (vehicles)	To the site (vehicles)	From the site (vehicles)	
Daily	577	560	1,116	1,121	3,374
Morning peak hour (6:00am – 7:00am)	142	27	387	14	570
Evening peak hour (5:30pm – 6:30pm)	20	30	58	246	354

3.3 Crash history

Crash data was provided by TfNSW in November 2020 for the most recent full five-year period of available data from January 2015 to December 2019. During this period, three crashes occurred on the New England Highway and one crash occurred at the interchange. Two crashes involved striking a kangaroo or straying stock (most common crash type), and the other two crashes occurred in darkness while raining.



Legend

- | | | |
|---------------------------|--------------------------------|-----------------------|
| Project area | Crash location and type | Model Location |
| Bayswater Ancillary Works | Moderate Injury | Model Location |
| Consolidated consent | Non-casualty (towaway) | |
| AGL owned land | | |

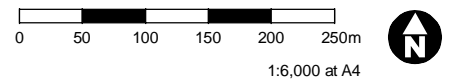


Figure 3-2 Liddell and Bayswater interchange with the New England Highway

Data sources
 Jacobs 2021
 AGL 2020
 © Department Finance, Services and Innovation 2019
 Imagery:
 © Department of Customer Service 2020
 GDA94 MGA56



4. Assessment of Impacts

4.1 Construction Hours

The majority of construction work will be undertaken during standard construction hours, which are defined as:

- 7:00am to 6:00 pm Monday to Friday, inclusive
- 8:00 am to 1:00 pm on Saturday
- At no time on Sunday or Public Holidays

Exceptions to conducting construction activities outside of these hours may occur for the following activities in accordance with Approval Conditions B14:

The following activities may be carried out outside the recommended construction hours:

- (a) construction that causes LAeq(15minute) noise levels that are:
 - (i) no more than 5 dB above Rating Background Level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009); and
 - (ii) no more than the Noise Management Levels specified in Table 3 of the Interim Construction Noise Guideline (DECC, 2009) at other sensitive land uses; or
- (b) Decoupling works required to be completed during station outages; or
- (c) for the delivery of materials required by the police or other authorities for safety reasons; or
- (d) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm.

To prevent unnecessary impact on nearby sensitive receivers where this occurs an Out of Hours Work (OOHW) Protocol will apply as detailed in the *Liddell Decoupling Works – Construction Noise Management Plan*, requiring regulatory approval for all OOHW.

4.2 Traffic Distribution

Traffic generated by the Project includes transportation of personnel, plant, equipment and materials. As a worst-case scenario, it is assumed that all light vehicle movements would occur within one hour before shift start and one hour after shift end. The majority of heavy traffic movements would occur between 6:00am to 7:00pm. It is assumed that heavy vehicle movements would be distributed evenly throughout the day across standard construction hours. The expected maximum additional traffic generated during the Decoupling Works of the Project is presented in Table 3.

The traffic distribution of vehicles generated by the Project is assumed to be similar to the existing proportion of vehicles travelling to the site each day. All light and heavy vehicles would travel to the Project area via the New England Highway and the Liddell and Bayswater interchange.

Table 3: Traffic generated by the Decoupling Works during construction

Project component	Timing ¹	Liddell		Bayswater	
		Daily light vehicle movements ²	Daily heavy vehicle movements	Daily light vehicle movements	Daily heavy vehicle movements
Decoupling	Between Project start and 2023	100	20	-	-

4.3 Intersection level of service and queue length

The criteria for evaluating the operational performance of intersections is defined in Table 4 and comes from the *Guide to Traffic Generating Developments* (Roads and Traffic Authority, 2002). For priority (sign-controlled) intersections, the criteria for evaluating the performance of intersections is based on the worst delay across all legs of the intersection during the peak hour. This average vehicle delay is equated to a corresponding level of service (LoS) from A (best) to F (worst). For rural roads, the desired LoS is LoS C. This LoS was adopted for the modelled intersections.

Table 4: Level of service definitions

LoS	Average delay (seconds/vehicle)	Give way and stop signs
A	Less than 15	Good operation
B	15 to 28	Acceptable delays and spare capacity
C	29 to 42	Satisfactory, but accident study required
D	43 to 56	Near capacity and accident study required
E	57 to 70	At capacity, requires other control mode
F	Over 70	Extreme delay, traffic signal or other major treatment required

SIDRA Intersection 8 software was used to model the existing and future Project scenarios of the four key constraint intersections on the New England Highway exit ramps at the interchange. The modelling indicates that the interchange currently operates at LOS A with abundant spare capacity. The modelled future year peak scenario queue lengths are also expected to be very low and are not expected to extend into, nor impact motorway operation. In addition, there is excess capacity to accommodate the cumulative additional traffic generation on the New England Highway without having a large impact on the operation of the highway.

4.4 Impacts of OSOM vehicles

The following OSOM vehicles are expected to be generated from the Port of Newcastle throughout the Project:

- Stage 1: three one-way movements to transport one new transformer to the Project area, and one refurbished transformer from and to the Project area
- Stage 2 onwards: up to eight one-way movements to transport up to four transformers to the Project site.

Furthermore, an additional 32 OSOM vehicle deliveries may be required including:

- Six transformer component deliveries to end of 2023
- Six transformer component deliveries between 2024 – 2026
- Ten deliveries of 33 kV equipment to end of 2023
- Ten deliveries of 33 kV equipment between 2024 – 2026.

The proposed OSOM vehicle routes from the Port of Newcastle have been assessed against the *NSW OSOM Load Carrying Vehicles Network Map* (TfNSW, 2020a), which shows the network for eligible vehicles operating under the following Heavy Vehicle National Law notices:

- Multi-State Class 1 Load Carrying Vehicles Mass Exemption Notice 2020, which authorises the use of Class 1 load carrying vehicles that are up to 5.5 m wide, 35 m long and 5 m high
- Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice 2020, which authorises the use of Class 1 load carrying vehicles that are up to 115 t.

The two proposed OSOM vehicle routes from the Port of Newcastle and the relevant restrictions from the *NSW OSOM Load Carrying Vehicles Network Map* are described in Table 5 and shown on Figure 4-1. It is noted

that physical constraints may exist on each route and would be determined via a detailed route survey as part of the construction traffic management plan, prior to construction.

To manage these OSOM vehicles, a permit would be sought from the National Heavy Vehicle Regulator (NHVR). This permit would undergo a separate approval process and a suitable contractor would be engaged for transportation. As part of the permit, the subcontractor would develop a construction traffic management plan (CTMP) and determine a suitable route based on the required OSOM vehicle dimensions and mass, in consultation with AGLM and the NHVR. These traffic movements would be undertaken under police escort and in accordance with any OSOM permit conditions.

Due to the low number of OSOM vehicle movements, combined with the fact that these OSOM vehicles would be likely to travel outside of peak periods, it is expected that the traffic impact of OSOM vehicles on the road network would be minimal.

4.5 Impacts on road safety

The additional traffic generation by the construction of the Project is unlikely to have an impact on future crash frequency. In addition, modelled future year peak scenario queue lengths are expected to be very low and are not expected to extend into nor cause safety issues on the New England Highway.

Table 5: Proposed OSOM vehicle routes and restrictions

No.	Proposed routes	Distance (km)	Restrictions
1	From Port of Newcastle: Selwyn Street, George Street, Industrial Drive, Maitland Road, New England Highway, John Renshaw Drive, Hunter Expressway, New England Highway, Golden Highway via Jerrys Plains, Denman Road, Thomas Mitchell Drive, New England Highway and Power Station Access Road to the site	168	<ul style="list-style-type: none"> ▪ New England Highway between Hexham and John Renshaw Drive: vehicles or combinations exceeding 3.5 m wide or 25 m long are not permitted to travel between 8:30am and sunset on weekends, or a state-wide public holiday ▪ Hunter Expressway between John Renshaw Drive and New England Highway: vehicles or combinations exceeding 3.2 m wide are not permitted to travel from Monday to Friday from 5:00am to 9:00am and from Monday to Friday from 4:00pm to 6:00pm (except on state-wide public holidays) ▪ New England Highway between Hunter Expressway and Golden Highway: vehicles or combinations exceeding 3.2 m wide are not permitted to travel from Monday to Friday from 5:00am to 9:00am and from Monday to Friday from 3:00pm to 6:00pm (except on state-wide public holidays)
2	From Port of Newcastle: Selwyn Street, George Street, Industrial Drive, Maitland Road, New England Highway, John Renshaw Drive, Hunter Expressway, New England Highway and Power Station Access Road to the site	111	<ul style="list-style-type: none"> ▪ New England Highway between Hexham and John Renshaw Drive: vehicles or combinations exceeding 3.5 m wide or 25 m long are not permitted to travel between 8:30am and sunset on weekends, or a state-wide public holiday ▪ Hunter Expressway between John Renshaw Drive and New England Highway: vehicles or combinations exceeding 3.2 m wide are not permitted to travel from Monday to Friday from 5:00am to 9:00am and from Monday to Friday from 4:00pm to 6:00pm (except on state-wide public holidays) ▪ New England Highway between Hunter Expressway and Singleton: vehicles or

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No.	Proposed routes	Distance (km)	Restrictions
			combinations exceeding 3.2 m wide are not permitted to travel from Monday to Friday from 5:00am to 9:00am and from Monday to Friday from 3:00pm to 6:00pm (except on state-wide public holidays)



Legend

Point of Interest	OSOM Network	Approved Routes with Travel Conditions	Railway
Restricted Structures - Bridges	NSW Oversize Overmass Load	Limited Access Locations	Road
Restricted Structures - Railway Level Crossings	Carrying Vehicles	Route 1	Waterway
Restricted Structures with Conditional Access - Railway Level Crossings	Network Approved Roads	Route 2	Waterbody
			National Park
			State Forest

1:610,000 at A4

Data sources

- Jacobs 2020
- NSW Spatial Services 2019
- AGL 2019
- Transport for New South Wales 2020
- GDA94 MGA56

Figure 4-1 Oversized overmass vehicle route map

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5. Traffic control measures

5.1 Mitigation and Management Measures

The management measures and mitigation strategies elected to reduce the risk associated with traffic have been outlined in Table 6.

Table 6: Traffic Mitigation and Management Measures

Measure	Details	Timing	Responsibility
Construction Traffic			
TMP1	The haulage contractor will prepare and implement a CTMP for oversized overmass vehicle movements, which will include: <ul style="list-style-type: none"> ▪ Identification of the routes ▪ Measures to provide an escort for the loads ▪ Times of transporting to minimise impacts on the road network ▪ Communication of strategy and liaising with emergency services and police. 	Pre – Construction	Principal EPC Contractor
TMP2	An oversized vehicle permit will be sought for all OSOM vehicle movements where required. The OSOM movements would be in accordance with the permit requirements and be outside of peak traffic periods where possible.	Pre – Construction	Principal EPC Contractor
TMP3	All roadways and/or access ways to be used by vehicles or any other mobile plant will be design in accordance with AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Pre – Construction	Principal EPC Contractor
TMP4	AGLM Site Speed Limits have been established, signed and communicated as per the AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Pre – Construction	Principal EPC Contractor
TMP5	Traffic Control Signage will be installed and maintained at AGLM detailing the road rules in accordance with AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Pre – Construction	Principal EPC Contractor
TMP6	Designated loading and unloading zones will be established in accordance with AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Pre – Construction	Principal EPC Contractor
TMP7	All persons required to control traffic shall have completed the Control Traffic with a Stop-Slow Bat Course (RIIWH5205D), or equivalent course. The training course is to be administered and accredited by a Registered Training Organisation and delivered by a qualified trainer and assessor. All personnel shall receive appropriate information and instruction regarding the AGLM Traffic Management Plan. Refresher training for Implement Traffic Management Plan Course (RIIWH5302D) and Control Traffic with a Stop-Slow Bat Course (RIIWH5205D) shall be carried out every 3 years.	Pre – Construction	Principal EPC Contractor
TMP8	The Construction Environmental Management Plan (CEMP) and general site induction will inform construction and operational personnel of the risk of collisions, particularly with animals during rain or periods of low light.	Construction	Principal EPC Contractor
TMP9	Applicant must ensure that all plant and equipment used on site, or in connection with the development, is: <ul style="list-style-type: none"> (a) maintained in a proper and efficient condition; and (b) operated in a proper and efficient manner. 	Construction	Principal EPC Contractor
TMP10	Site Driving Rules will be applicable to all personnel on-site, in accordance with AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Construction	Principal EPC Contractor

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Measure	Details	Timing	Responsibility
TMP11	All personnel are required to drive to the designated traffic flows appointed for this site in accordance with AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Construction	Principal EPC Contractor
TMP12	Right of Way Rules for vehicles and pedestrians will be applicable to all personnel on-site, in accordance with AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Construction	Principal EPC Contractor
TMP13	An external security provider will ensure prevention of unauthorized vehicles in accordance with AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Construction	Principal EPC Contractor
TMP14	Parking protocols for vehicles and mobile plant are to be followed where practicable, as outlined in AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Construction	Principal EPC Contractor
TMP15	Drivers and operators are responsible for undertaking pre-start inspections of their vehicle/ equipment prior to the use of such equipment and to notify their supervisor of any defects recorded in accordance with AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure. All defects will be entered into SAP.	Construction	Principal EPC Contractor
TMP16	All vehicles will be maintained and driven in accordance with AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Construction	Principal EPC Contractor
TMP17	Transportation of Materials will follow processes outlined in AGLM-HSE-PRO-007.04.02 Traffic and Pedestrian Management Procedure.	Construction	Principal EPC Contractor

6. Compliance management

This section describes the monitoring, environmental reporting, and auditing requirements needed to demonstrate the environmental performance of the Project compared to objectives and targets.

6.1 Roles and Responsibilities

Key roles and responsibilities are outlined in Section 7.3 of the Environmental Management Strategy.

All parties involved with the Project must comply with this overall TMP for which AGLM is accountable for compliance to the Department of Planning and the Environment (DPE).

6.2 Monitoring and reporting

A recommended monitoring and inspection plan is provided in Table 7.

Table 7. Traffic Management Monitoring Plan

Type of monitoring	Frequency	Responsibility	Records	Timing
<p>Environmental Site Inspection: Inspection of internal roads and the surrounding public road network for signs of deterioration and maintenance requirements Inspection of traffic signage to ensure they are: clearly visible and mounted securely Performing their function in directing traffic and alerting road users of heavy vehicles and potential safety issues. Inspection of site entrances to ensure they are clear, free of overgrowth and a clear line of sight is provided for vehicles exiting the project site.</p>	Weekly	Principal Contractor	Inspection Report	During Construction
<p>Adverse Weather Event Inspection:</p> <ul style="list-style-type: none"> Inspection of internal roads following periods of heavy rain or an adverse weather event 	As required	Principal Contractor	Inspection Report	During Construction

6.3 Incidents and Complaints

Incident management will be managed in accordance with the process outlined in Section 7.5 of the EMS.

Complaints and enquiries will be managed in accordance with the process outlined in Section 6.3 of the EMS.

6.4 Document review and update

It is a requirement of the Environmental Management Strategy that all associated plans, studies and strategies are reviewed and updated within three months of the following events:

- The submission of an environmental incident report
- The submission of an audit report
- The approval of any modification to the conditions of the Development Consent
- A direction of the Secretary.