

Traffic Management Sub Plan

Camden Gas Project
February 2023





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1. Introduction

This Traffic Management Sub Plan (**TMSP**) has been prepared to supplement the Environment Management Plan (**EMP**) for the Camden Gas Project ('the project' or '**CGP**').

The TMSP has been developed to specifically address and manage potential traffic issues within the Road Reserve and on public roads for the construction, operation and decommissioning of the CGP, in line with the requirements of relevant leases and Development Consents. This Plan describes higher-level protocols, procedures and management measures that will be implemented to mitigate and minimise potential traffic impacts on the community and environment during the CGP operations.

The construction phases for all current development consents has now been completed, and the CGP is now a mature operating field that is progressively undertaking rehabilitation works prior to ceasing gas production in late 2023. **Note: All historical references to construction activities have been retained in this plan for completeness and to document compliance with Licence and Development Consent requirements.**

1.1 Objective

To outline traffic management measures for construction and operation activities of the CGP, to minimise the potential traffic impacts on public roads.

1.2 Target

- Zero non-conformances with statutory traffic conditions.
- Zero incidents or complaints received concerning traffic disruption.

1.3 Responsibilities

Personnel responsible for implementing this Traffic Management Sub Plan include the following:

- Field and Rehabilitation Operator (or delegate) responsible for liaising with the Roads and Maritime Service (**RMS**) and/ or Council regarding works with the potential to impact upon traffic flows on a public road.
- Environment Business Partner responsible for informing site personnel of the required procedures and protocols for traffic management via an induction program.
- Environment Business Partner responsible for monitoring compliance with this Sub Plan and site specific requirements.
- Operations Superintendent responsible for ensuring all AGL vehicles are properly maintained and serviced.
- Field and Rehabilitation Operator responsible for landowner consultation with assistance from the Community Relations Manager in addressing and managing public enquiries in relation to traffic movements and access arrangements.
- All employees responsible for working in a manner which minimises potential traffic impacts on safety and the community.



2. Requirements

Table 2.1 lists the key licence and development consent requirements for the CGP in relation to traffic.

2.1 Key licence/development consent requirements

Table 2.1: Summary of key licence/consent/approval requirements

Reference	Requirement
DA 15-1-2002-I-22	<p>Traffic Management Plan – The Applicant shall prepare and implement a Traffic Management Plan for the whole site. This plan shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> a) Identification of the potential traffic and transport impacts associated with the development and measures to limit traffic movements in the PAL 1 area [note that as at July 2013, PAL 1 no longer exists]; b) Restrictions on the movement of heavy vehicles during school pick-up/drop off times; c) Details of traffic management measures associated with the construction of pipelines within public roads; and d) Measures to reduce the transportation of plant material and/or dirt offsite.
DA 282-6-2003i (Sch 4, Cond 112) Fields - Rosalind Park, Wandinong, EMAI (EM01-20, 38-40), Glenlee (GL05, 07-10, 14-17)	<p>The Applicant shall prepare a Road Reserve Environment Management Plan (EMP) in consultation with Wollondilly Shire Council and Campbelltown City Council. The Road Reserve EMP shall be submitted to the Director-General for approval one month prior to the construction of the gas gathering line within the Road Reserve or within such period as approved the Director-General. The Road Reserve EMP shall include:</p> <ul style="list-style-type: none"> a) Proposed construction methods; b) Soil erosion and sediment control measures for works undertaken during construction and following completion of the works; c) Traffic control plans; and d) Techniques for construction of the gas gathering line across Menangle Bridge.
DA-9-1-2005 – Sch 2, cond 10c	<p>The Applicant shall comply with the following in the construction of the gas gathering system pipeline:</p> <ul style="list-style-type: none"> (c) local council traffic guidelines in respect of work carried out on road verges and underneath roads shall be implemented;

Reference	Requirement
PA 06_0291 (Sch 3 Cond 22) Fields – Spring Farm and Menangle Park	<p>The Proponent shall prepare and implement a Construction Traffic Management Plan for the project in consultation with the RTA, Camden Council and Campbelltown City Council, and to the satisfaction of the Director-General. The plan shall be submitted to the Director-General prior to construction commencing (or as otherwise agreed by the Director-General) and shall include:</p> <ul style="list-style-type: none"> a) a description of the measures that would be implemented to: <ul style="list-style-type: none"> i) maintain access; ii) minimise the potential noise and safety impacts associated with the construction of the gas gathering lines and construction traffic; and iii) keep the community informed of any traffic disruptions that would be caused by the project; b) traffic control plans, where appropriate.
Petroleum Production Lease (PPL) 1 and PPL 2 (cond 10) Fields – EMAI (part), Johndilo, Joe Stanley, Kay Park, Loganbrae, Lipscombe	<p>In the event of operations being conducted on the surface of any road, track or fire trail traversing the subject area or in the event such operations causing damage to or interference with any such road, track or fire trail the lease holder must if directed in writing by the Minister provide in writing to the satisfaction of the Minister an alternative road, track or fire trail in a position as required by the Minister and must allow free and uninterrupted access along such alternate road, track or fire trail and, if required by the Minister, the leaseholder must upon completion of operations rehabilitate the surface of the original road, track or fire trail to a condition satisfactory to the Minister.</p> <p>The lease holder must consult with prior to and implement local Council and Roads and Traffic Authority (RTA) guidelines as applicable in respect of works carried out on road verges and underneath shire roadways.</p>

2.2 Key legislative and regulatory requirements

The key legislative and regulatory requirements relating to traffic control and management include the following:

Petroleum (Onshore) Act 1991

The CGP PPLs (including all conditions relevant to traffic and roads) are granted under this Act.

Environmental Planning and Assessment Act 1979

Requires consideration of the environmental impacts of a proposed development, including those related to traffic and access.

Road Transport Act 2013; Road Transport (Vehicle Registration) Regulation 2017

Limits the overall size (width, height and length) and some internal dimensions of vehicles to ensure that they have adequate manoeuvrability and that they are compatible with road systems and other traffic. A



permit is required from the RMS to exceed dimensions if the length, rear overhang, forward projection, width or height of a vehicle exceeds the limits allowed by the Regulation.

Transport for NSW - Vehicle Standards Information Sheet No. 5 – Vehicle Dimension Limits

Sets out the limits for vehicle length, height and width, ground clearance, projecting loads and equipment, loading space, rear overhang, turning circle and axle groups and suspension systems.

Roads Act 1993

Section 138 requires that any works on over a public road or connection to a public road require consent from the appropriate roads authority.

Other requirements include Australian Standard AS 1742.3 and the RMS's "Traffic Control at Work Sites" manual.



3. Management measures

3.1 Overview

The activities of the project have previously included the use of the Road Reserve for the construction of gas gathering lines and provision of access to well surface locations. Gas gathering line construction activities have largely included trenching parallel to, and underboring of public roads.

The activities of the project also require vehicles to use the public roads, including heavy vehicles, to transport machinery and personnel to and from well surface locations and gas gathering lines in the field. The most significant number of vehicle movements occurs during construction works with intermittent vehicle activity during the production (or operational) and rehabilitation phases of the project.

AGL does not currently own oversized vehicles and contractors will be responsible for their own oversized vehicles. Contractors will be required to adhere to relevant legislation regarding oversized vehicles.

3.2 Potential traffic impacts

3.2.1 Gas gathering line

Sections of the gas gathering network have been installed adjacent to roadways, and within the Road Reserve. Any future maintenance or rehabilitation works would, where required, be undertaken in consultation with the RMS or Council, out of peak traffic times (where possible) and would be conducted under traffic conditions described in traffic control plans, thereby minimising impacts to road users. Traffic Control Plans will be prepared and designed to manage traffic and guide it around or past, or if necessary through the work site.

It should be noted that traffic control measures related to works within the Road Reserve are addressed in this TMSP. This is described in Section 3.3.

3.2.2 Access requirements

Activities associated with the CGP require the use of some existing access points, both public and private. Operational works have the potential for minor, short term impact on roadways and access ways through the increase in vehicles, the need for additional access ways, and requirements for manoeuvring within the proposed work areas. This is not expected to significantly impact on the locality given the temporary nature of the activities and current land use and development around the proposed well surface locations.

3.3 Control measures – traffic management

The following control measures would be put in place for the construction, operation and decommissioning phases of the project where necessary.

Table 3.1: Control measures

Activity	Action	Responsibility
Operation, Decommissioning	Unnecessary vehicle movements would be minimised where possible.	Operations Superintendent
Operation, Decommissioning	Transportation of equipment and machinery likely to cause delays to traffic flows would be timed to avoid peak traffic flows, wherever possible.	Operations Superintendent



Activity	Action	Responsibility
Operation, Decommissioning	Vehicle operators would be advised of designated access routes and roadways during the site specific induction. These specific routes would be used to access sites to minimise potential impacts on larger areas of the locality. Appendix A includes a plan of the major public roads used to access the different parts of the field operations.	Operations Superintendent
Operation, Decommissioning	Works undertaken in proximity to roadways may be conducted under traffic conditions, (including as described in traffic control plans where relevant), which would be prepared for works potentially impacting traffic.	Operations Superintendent
Operation, Decommissioning	Community members potentially affected by works adjacent to roads would be notified in accordance with Section 5.3 of the EMP and provided with details of the works including expected duration, hours of work and contact details.	Field and Rehabilitation Operator/ Community Relations Manager
Operation, Decommissioning	Appropriate signage of works would be displayed in accordance with Road Occupancy Permit, where required.	Environment Business Partner/ Contractor
Operation, Decommissioning	The use of oversized vehicles would be in accordance with relevant regulations and RMS guidelines.	Operations Superintendent / Contractor
Operation, Decommissioning	Where proposed works are located within the Road Reserve and have the potential to disrupt traffic flows or access, a Traffic Control Plan will be prepared and designed to manage traffic and guide it around or past, or if necessary through the work site. The plans will be prepared by specialist contractors prior to the commencement of works in consultation with the RMS and/ or local government authorities and AGL, to address the specific measures stipulated within this TMSP, and will comply with the requirements of Australian Standard AS 1742.3 and the RTA's "Traffic Control at Work Sites" manual. Where relevant, the contractor would also apply for permits and approvals required for road occupancy and other road corridor works.	Operations Superintendent / Environment Business Partner



Activity	Action	Responsibility
Operation, Decommissioning	To minimise the transportation of plant material and/ or dirt off site: <ul style="list-style-type: none"> • Vehicles must keep to hardstand access roads where possible; • Inspect vehicles, plant and equipment before travelling to/ from site to remove excess dirt and vegetation material if possible; • Minimise unnecessary vehicle movements on unsealed roads during periods of wet weather; • Cover all loads of plant and dirt before leaving site to avoid loss of load. 	All AGL employees and contractors
Operation, Decommissioning	Where regular heavy vehicle movements are required to directly pass schools in the immediate vicinity of the CGP, such movements may be restricted (where possible) during the following school pick-up/drop off times: <ul style="list-style-type: none"> • 8.00am to 9.30am • 2.30pm to 4.00pm 	Environment Business Partner/ Operations Superintendent



4. Monitoring and reporting

Planning and monitoring to ensure works are being carried out in compliance with this Sub Plan will be done by:

- Completion of the *Pre Mobilisation Hazard Identification Form (AEL 8611201)* prior to mobilising the workover rig or civil contractors to any well site location.
- Completion of the *Environmental Management Sub Plan Compliance Audit – Traffic (AEL 8616768)*
- Site specific inductions;
- Toolbox meetings;
- Spot checks;
- Regular site inspections; and
- Review of records including minutes of Site specific inductions and Toolbox meetings, the complaints register and incident reports.

Complaints and incidents related to traffic management will be recorded, addressed and reported in accordance with sections 5.3.4 and 6.4 of the EMP and with this TMSP.



5. Administrative

5.1 Site specific plans

Appendix A contains a plan of the Camden Gas Project well fields and the major public access routes.

5.2 Definitions

Not applicable

5.3 HSEMS references

- AGL-HSE-STD-007.4 Vehicle, Driving and Traffic Management Standard
- AGL-HSE-SDM-007.4.2 Traffic Management Standard Methodology.



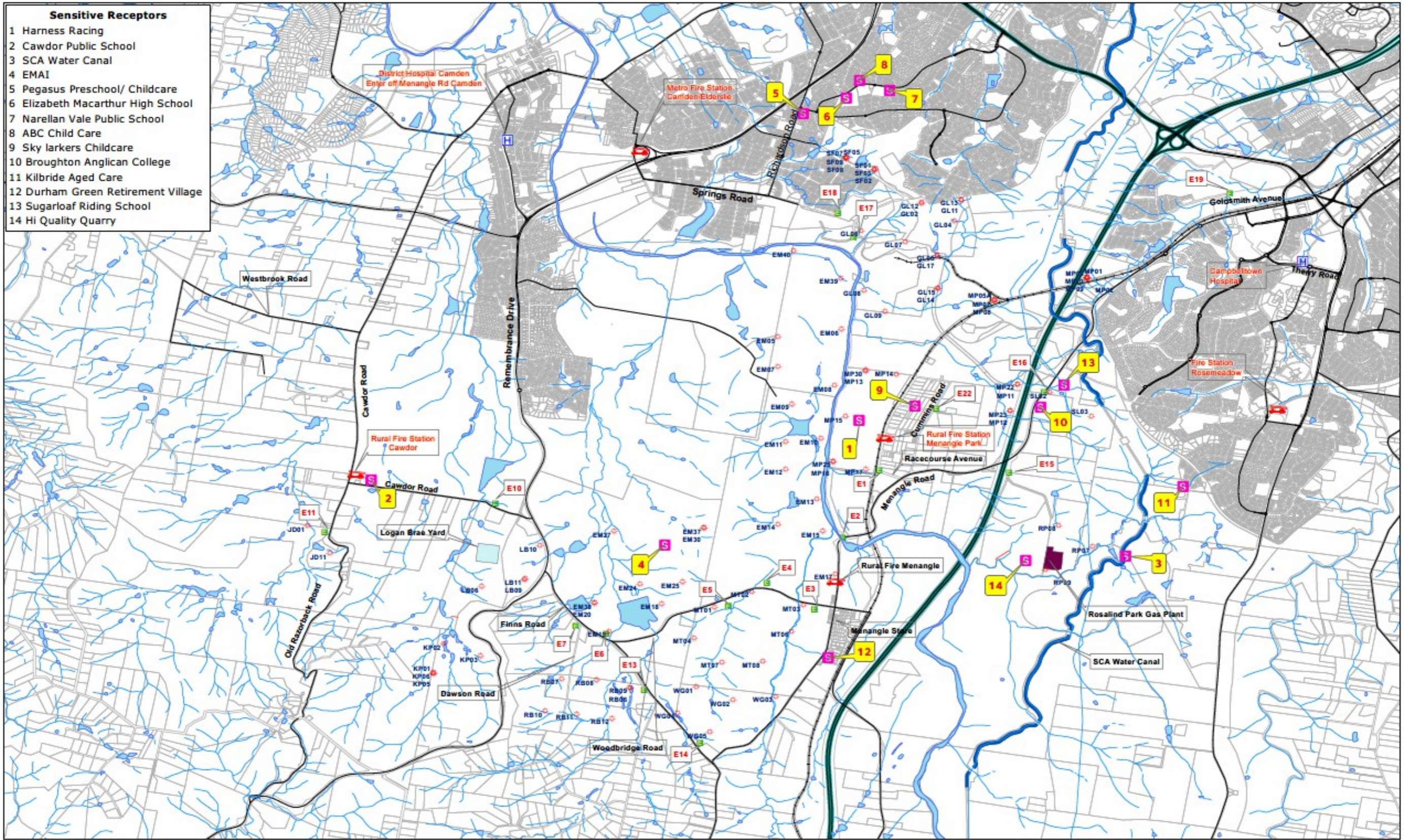

6. References

- Australian Standard AS 1742.3
- RMS's "Traffic Control at Work Sites" manual.

Appendix A

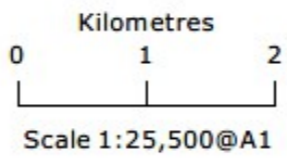
Traffic access plan

- Sensitive Receptors**
- 1 Harness Racing
 - 2 Cawdor Public School
 - 3 SCA Water Canal
 - 4 EMAI
 - 5 Pegasus Preschool/ Childcare
 - 6 Elizabeth Macarthur High School
 - 7 Narellan Vale Public School
 - 8 ABC Child Care
 - 9 Sky larkers Childcare
 - 10 Broughton Anglican College
 - 11 Kilbride Aged Care
 - 12 Durham Green Retirement Village
 - 13 Sugarloaf Riding School
 - 14 Hi Quality Quarry

Author: Gas Operations
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Camden South Sensitive Receptors Plan



Legend

- AGL Well Head
- Sensitive Receptors
- Fire Station
- Hospital
- Property Entry
- Public Roads
- Waterlines
- Hume Highway
- Nepean River
- Railway
- Logan Brae Yard
- RPGP
- Property Boundaries

Sources: AGL Energy Limited, MapData Sciences, Omnalink PSMA Data

Disclaimer: While AGL has taken great care and attention to ensure the accuracy of the data represented on this map, no liability shall be accepted for any errors or omissions. No part of this map may be reproduced without prior permission of AGL.

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