

Belmont Desalination Plant

Traffic and Pedestrian Management Sub-Plan

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Revisions and Distribution

Revisions

Draft issues of this document are identified as Revision A, B, C, etc. Upon initial issue (generally Contract Award) this will be changed to a sequential number commencing at Revision 0. Revision numbers will continue at Revision 1, 2, etc.

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Terms and Abbreviations

Term/Abbreviation	Definition/Expanded text
AMS	Activity Method Statement
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
CTMP	Construction Traffic Management Plan
CNVMP	Consider Noise and Vibration Management Plan
DPHI	Former Department of Planning and Environment, now Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EMS	Environmental Management System
EWMS	Environmental Work Method Statement
JH	John Holland Group
Environmental Assessment Documentation	Collective term utilised to describe: - The initial Project Environmental Impact Statement (GHD, 2020) - The Amendment Report and Submissions Report (GHD, 2021) - Modification Report for the Permanent Desalination Plant Project (Jacobs, 2024) - Submissions Report (, Jacobs 2024) - Submissions Report RF11 Response Report (Jacobs, May 2024)
REMMs	Revised Environmental Management Measures
LoS	Level of Service
OOHW	Out of Hours Works
OSOM	Oversize Overmass Vehicles
ROL	Road Occupancy Licence
RSA	Road Safety Audit
SSI	State Significant Infrastructure
SMART	Specific, Measurable, Achievable, Relevant and Time-Bound
SZA	Speed Zone Authorisation
Transport	Transport for New South Wales
TGS	Traffic Guidance Scheme
TMC	Traffic Management Centre
TMP	Traffic Management Plan
CTPMSP	Construction Traffic and Pedestrian Management Sub-Plan
VMP	Vehicle Management Plan
VMS	Variable Message Sign

Construction Traffic and Pedestrian Management Sub-Plan

Plan Profile

Management System	The Project will use John Holland's Environmental Management System (EMS) and core Project plans to support Project delivery. Additional functional plans have been developed for the Project
Name	Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP or Plan)
Authorisation	All personnel employed on the Project will perform their duties in accordance with the requirements of this CTPMSP and in compliance with Project system procedures and any specific Project instructions. This Plan is authorised by the Project Director and approved by DPHI.
Review and update	The CTPMSP will be regularly reviewed, developed, and updated: • For changes in design or construction sequence, staging, methodology or resourcing • To consider progress of the Project Company's Work • For changes in access to the Project Site. Changes will be approved by DPHI

1. Introduction

1.1. Context

This Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP or Plan) forms part of the Construction Environmental Management Plan (CEMP) for the construction of the Belmont Desalination Plant (the Project).

This CTPMSP has been prepared to address the requirements of the Conditions of Approval (CoA) and the measures listed in the Environmental Assessment Documentation (known as the Revised Environmental Management Measures (REMMs)), and all applicable guidelines and legislation.

1.2. Background

This document provides mitigation measures and addresses risk contained within the Environmental Assessment Documentation relating to traffic and pedestrian management, namely:

- The Belmont Desalination Plant EIS (Chapter 7.11 and Appendix O), identified potential impacts and risk to traffic and pedestrians during construction of the Project typically associated with construction traffic access points, property access points, bus routes and pedestrian impact;
- Amendment Report (Section 3.6.2.6 and Appendix P) and supplementary Response to Submissions report;
- Modification Report Chapter 6.3, Appendix G – Traffic Assessment and Appendix B – Updated Mitigation Measures Table, identified potential impacts and risk to traffic and pedestrians during construction of the Project (as modified) typically associated with additional truck movements for the importation of fill material to the site;
- Submissions Report – Responses to submissions from Lake Macquarie City Council, DPHI, Transport for NSW and individuals; and
- Submissions Report RFI1 Response Section 2 – Traffic.

The assessments concluded that impacts from construction activities can be managed through implementation of the CoA and REMMs.

1.3. Environment Management Systems Overview

The Environmental Management System (EMS) overview is described in the CEMP in Section 1.6. The EMS also incorporates the Project-specific CEMP and sub-plans. The EMS provides overarching environmental management actions for implementation by Project personnel and contractors and will apply for the duration of construction.

1.3.1. Relationship between this Plan and other Project documents

Other Project documents that interface with this Plan to ensure the Project CoA and REMMs are implemented include:

- CEMP and associated Sub-Plans
- Construction Management Plan
- Safety Management Plan
- Sustainability Management Plan
- Community Communication Strategy

Section 1.6 of the CEMP provides a full list of plans, procedures and other documents that form the EMS.

The Construction Manager will develop, maintain and be responsible for implementation of the traffic management documents listed in Table 1-1.

Table 1-1: Key Construction Documents

Document	Details
Traffic Management Plan (TMP) – will be developed as a separate document for consultation with LMCC	An overarching project TMP has been developed as part of detailed design and identified construction methodologies. The TMP is a JH requirement developed for road safety and construction vehicle requirements. Some projects have a number of TMP's, for different construction zones.
Construction Traffic Staging Plan	The construction traffic staging plans will be developed during delivery and are separate to the CEMP approvals process and will generally include the following information; • Road design drawings • Traffic lane configurations • Areas of road to be occupied • Road alignment and geometry • Intersection layouts • Provision for buses • Provisions for cyclists and pedestrian areas, • Road drainage requirements • Traffic signs and pavement markings • Parking facilities
Vehicle Management Plan (VMP) -	Produced during construction to be progressive. A diagram showing the preferred travel paths for vehicles associated with a work site entering, leaving, or crossing through traffic streams. A VMP may be combined or superimposed on a TGS and describes measures to ensure the safety of local traffic associated with the works and may detail specific site information for construction vehicles inclusive of access points, radio protocols, turning areas and parking areas.
Traffic Guidance Scheme –	Produced during construction to be progressive. Traffic Guidance Scheme supports short-term road occupations requiring the installation of traffic control signs and devices which are removed at the completion of each shift. A Traffic Guidance Scheme (TGS) is installed then packed up for each shift. Traffic Guidance does not apply to long-term occupations of a road which are described in the Traffic Management Plan mentioned above. Where requirements for short-term road occupations are required, a TGS (or Traffic Control Plan in some jurisdictions) must be developed to detail the shift-specific temporary controls installed for each day/night's road work.

1.4. Consultation for Preparation

In accordance with the requirements of CoA C18(b), this CTPMSP has been prepared as part of the CEMP in consultation with the following agencies and councils:

- Lake Macquarie City Council
- Transport for NSW.

This CTPMSP was provided to the above listed agencies on 11 September 2024. All comments received were considered and the CTPMSP updated accordingly.

Appendix A provides a summary of the consultation undertaken for the development of this Plan and the key issues identified by the relevant stakeholders. Table 1-2 provides a summary of consultation periods and outcomes.

Table 1-2 Consultation summary

Stakeholder	Total Review Period (Calendar days)	Outcome
Lake Macquarie City Council	21	No comments / objections received. No updates required
Transport for NSW	13	Minor comments received regarding references and driver's code of conduct. Plan updated to address comments. Closed out with TfNSW.

Ongoing consultation with relevant stakeholders, including unique local receivers (e.g. residents, businesses, neighbouring Belmont WWTW etc), may be undertaken for specific issues pertaining to the Project's impact on traffic, and pedestrians. Community feedback and complaints pertaining to traffic, transport, and access impacts will be dealt with in accordance with the Community Communication Strategy and the Complaints Management System (See Section 7.3 of this Plan).

In accordance with the AGTTM and the TCAWS Manual, this document has been prepared and reviewed by suitably experienced people in the design and implementation of traffic management plans of equivalent complexity to those required in the Deed and holding the "Prepare a Work Zone Traffic Management Plan" qualification. A certified Traffic Engineer (Kharina Protasiewytch, Certification No. PWZ TMP: TCT1037594) has developed this plan. Karl Brock, Group Manager, Traffic Engineering has reviewed this Plan (PWZTMP: TCT0039113).

In accordance with CoA A43, this Plan was endorsed by the Environmental Representative (ER) on 24 October 2024 prior to submission to the Planning Secretary for approval.

Construction cannot commence until this sub-plan and all other CEMP documents required by the CoA have been approved.

2. Purpose and Objectives

2.1. Purpose

The purpose of this plan is to describe how the Project will manage and maintain safe access for vehicles, cyclists and pedestrians to local properties and side roads during construction of the Project. The Construction Traffic and Pedestrian Management Sub -Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network.

2.2. Objectives

The key objective of this CTPMSP is to ensure all approval requirements relevant to traffic and transport are described, scheduled, and assigned responsibility as outlined in the Environmental Assessment Documentation.

To achieve compliance with the conditions and objectives of the Project documents above, the Project will undertake the following:

- Ensure measures (Section 6 of this CTPMSP) are implemented to address the relevant CoA outlined in Section 3.2. and the safeguards detailed in the REMMs in Section 3.3.
- Ensure best management practice controls and procedures are documented, communicated, and implemented during construction activities to avoid or minimise traffic and pedestrian impacts.

2.3. Environmental Targets

The following targets have been established for the management of traffic and pedestrians during Project construction:

- Ensure full compliance with the relevant legislative requirements, CoA, and REMMs
- Implement reasonably practicable measures to minimise impacts to traffic and pedestrians during construction
- Minimise disruption and delays by considering the needs of all road users, while maintaining the safety of workers and the public
- Ensure training on best practice management is provided to all construction personnel (incl truck drivers as appropriate) through site inductions prior to commencing works on-site.
- Compliance with the Drivers Code of Conduct (DCOC) – Appendix C.

3. Environment Requirements

3.1. Relevant Legislation and Guidelines

Table 3-1 lists the principal legislation, regulation, plans, policies, guidelines, specifications, and Australian Standards that apply to traffic, transport, and access management.

Table 3-1: Principal legislation and regulation relevant to traffic and pedestrians

Legislation	NSW Legislation • <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act) • <i>Workplace Health and Safety Act 2011</i> (NSW) and regulations • <i>Roads Act 1993</i> • <i>Transport Administration Act 1988</i> • <i>Road Transport Act 2013</i> • <i>Local Government Act 1993</i> • <i>Dangerous Goods (Road and Rail Transport) Act 2008</i>
Guidelines and Specifications	• AS1742.3 Traffic Control for Works on Roads • AS1743-2001 Road Signs-Specifications • AUSTROADS Guide to Traffic Management 2020 – Parts 1-13 • AUSTROADS Guide to Road Design – Parts 1-8 (2020) • AUSTROADS Guide to Road Safety _ Parts 1-9 (2019) • AUSTROADS Cycling Aspects of Austroads Guides, 2017 • AUSTROADS Guide to Temporary Traffic Management, 2019 - Parts 1-10 • Department of Infrastructure, Planning and Natural Resources Planning Guidelines for Walking and Cycling (2004) • Transport – Traffic Control at Work Sites – Version 6.1 - 2022 • Transport – Guide to Traffic Generating Developments, 2002 • Transport – Bicycle Guidelines Version 1.2, 2005 • Transport – Speed Zoning Guidelines, 2011 • Transport – Traffic Control at Worksites Manual, 2020. • Transport – Sustainable Design Guidelines Version 4.0, 2017 • Transport – Safety Barrier Acceptance • Transport – VMS Guidelines • Transport – Delineation Manual • Transport – Traffic Modelling Guidelines • Transport – Technical Direction (TDT 2009/07) Speed Enforcement on Worksites

3.2. Conditions of Approval – SSI-8896

The CoA relevant to this Plan are listed in Table 3-2. A cross reference is also included to indicate where the condition is addressed in this Plan or other Project management documents.

Table 3-2: CoA relevant to this CTPMSP

CoA No.	Condition Requirements	Document Reference
A1	In addition to meeting the specific performance measures and criteria in this approval, all reasonable and feasible measures must be implemented to prevent, and if prevention is not reasonable and feasible, minimise, any material harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this approval	CEMP
A2	The development may only be carried out:	Section 1.1 and 2.2
	a) in compliance with the conditions of this approval	
	b) in accordance with all written directions of the Planning Secretary	
	c) in accordance with the EIS, Amendment Report, Response to Submissions and additional information provided in support of the application during the assessment period	
	d) in accordance with the management and mitigation measures in Appendix 2	

CoA No.	Condition Requirements	Document Reference
A8	Where the terms of this approval require consultation with an identified party, the proponent must:	Section 1.4 Appendix A, Communications Strategy
	a) Consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval, and	
	b) Provide details of that consultation, matters resolved and unresolved; and (a) The outcome of that consultation, matters resolved and unresolved; and (b) Details of any disagreement remaining between the party consulted and the proponent and how the proponent has addressed the matters not resolved;	
C5	Prior to the commencement of construction, the Proponent must: (a) consult with the relevant owner and provider of services that are likely to be affected by the development to make suitable arrangements for access to, diversion, protection and support of the affected infrastructure, (b) prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths); and (c) submit a copy of the dilapidation report to the Planning Secretary and Council.	Section 6.1 (Table 6-1)
C6	Prior to the commencement of construction, the Proponent must submit a pre-commencement dilapidation report to Council and relevant property owners along Beach Street and Ocean Park Road. The report must provide an accurate record of the existing condition of adjoining private properties, and Council assets that are likely to be impacted by the proposed works.	Section 6.1 (Table 6-1)
C12	The proponent must: (a) Not commence construction of the development until the CEMP is approved by the Planning Secretary (b) Carry out the construction of the development in accordance with the CEMP approved by the Planning Secretary and as revised and approved by the Planning Secretary from time to time.	Section 1.4
C18	The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following: a) Be prepared by a suitably qualified and experienced person(s)	Section 1.4
	b) Be prepared in consultation with Council and TfNSW	Section 1.4 Appendix A
	c) Detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services; and	Section 4 Section 5.2 Section 6
	d) Detail heavy vehicle routes, access and parking arrangements that must include sufficient parking facilities on-site to ensure that construction traffic associated with the development does not utilise public and residential streets or public parking facilities	Section 6.1 (Table 6-1) Appendix B
	e) A Driver Code of Conduct must be prepared and communicated by the Proponent to heavy vehicle drivers and must address the following: a. Minimise the impacts of earthworks and construction on the local and regional road network; b. Minimise conflicts with other road users; c. Minimise road traffic noise; and d. Ensure truck drivers use specified routes	Section 6.3 Appendix C
	f) Includes the details of the traffic control arrangements to manage the separation of pedestrian and bicycles from the vehicles at the intersection of Ocean Park Road and Green Street and any other location they are required	Section 0
D3	Construction, including the delivery of materials to and from the site, may only be carried out between the following hours: (a) between 7am and 6pm, Mondays to Fridays inclusive; and (b) between 8am and 1pm, Saturdays. No work may be carried out on Sundays or public holidays.	Section 6.1

CoA No.	Condition Requirements	Document Reference
D4	Notwithstanding Conditions D3 and D7 Construction may be undertaken outside the hours specified in the following circumstances (a, b, c or d below): (a) Safety and Emergencies, including: (i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or (ii) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm. On becoming aware of the need for emergency work in accordance with Condition D4(a)(ii), the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavours must be used to notify all noise and/or vibration affected residents and owners/occupiers of properties identified sensitive receivers of the likely impact and duration of those Construction activity(ies). If an activity is scheduled to take a long period to be completed, this activity should be commenced as early as possible and aim to be started and completed within the Construction hours identified in Condition D3. Poor programming should not form part of the rational to undertake safety and emergencies under Condition D4(a)(ii) It is essential to prioritise timely completion of activities to ensure the safety and well-being of workers and anyone else who may be affected by the construction activities. (b) Construction that meets the following criteria, including: (i) Construction that causes LAeq(15 minute) noise levels: • no more than 5 dB(A) above the rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009), and • no more than the 'Noise affected' NMLs specified in Table 3 of the Interim Construction Noise Guideline (DECC, 2009) at other sensitive receivers; and (ii) Construction that causes LAFmax noise levels no greater than 15 dB(A) above the night period rating background level at any residence during the night period as defined in the Interim Construction Noise Guideline (DECC, 2009); and (iii) Construction that causes: • continuous or impulsive vibration values, measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), and • intermittent vibration values measured at the most affected residence are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006). (c) By Approval, including: (i) where different hours are permitted or required under an EPL in force in respect of the SSI; or (ii) Construction which is not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition C29; or (iii) negotiated agreement with the substantial majority of affected residents and sensitive receivers for Construction which is not subject to an EPL. <i>Note: Refer to Appendix 4 of this approval for guidance regarding negotiated agreements.</i> (d) By Activity, including: (i) MicroTBM activities at site can occur 24 hours a day, seven days a week. This does not permit material deliveries associated with MicroTBM activities. (ii) Helicopter movements in accordance with Condition D39. (iv) Offshore works at the jack-up barge from 5:00am to 8:00pm seven days a week. <i>Note: Although certain activities identified in Condition D4(d) are permitted to occur outside the construction hours defined in Condition D3, these activities still need to be managed in accordance within the environmental management framework established within this approval.</i>	Commitment to the requirements of this condition are provided in detail in the Construction Noise and Vibration Management Plan and the Out of Hours Works(OOHV) Protocol. Relevant traffic related requirements are included in Section 6.1
D9	All construction vehicles are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping	Section 6.1 (Table 6-1)

CoA No.	Condition Requirements	Document Reference
D11	The public way (outside of any approved construction works zone) must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances	Section 6.1 (Table 6-1)
D20	During construction, the Proponent must ensure that: (a) exposed surfaces and stockpiles are suppressed by regular watering; (b) all trucks entering or leaving the site with loads have their loads covered; (c) trucks associated with the development do not track dirt onto the public road network; (d) public roads used by these trucks are kept clean; and (e) land stabilisation works are carried out progressively on site to minimise exposed surfaces.	Covered in CEMP main document

3.3. Revised Environmental Management Measures

Relevant REMMs are listed in Table 3-3 below. This includes reference to required outcomes, the timing of when the commitment applies and cross reference to indicate where the requirement is addressed in this Plan or other Project management documents.

Table 3-3: Revised Environmental Management Measures relevant to this CTPMSP

Ref #*	Commitment	Timing	CTPMSP Reference
TT01	In consultation with Lake Macquarie City Council, a Construction Traffic Management Plan (CTMP) will be prepared and include detail with respect to: • Appropriate Traffic Control Plans • Traffic control measures in work areas • Controls associated with the delivery of heavy plant and materials to site during peak traffic periods • Appropriate entry/exclusion points for the proposed construction compound areas • Advising motorists of the change in traffic conditions associated with the work.	Pre-construction	This Plan Developed as a separate document for consultation with LMCC refer to Table 1-1
TT02	Appropriate exclusion barriers, signage and site supervision is to be employed so that the Project site is controlled and that unauthorised vehicles and pedestrians are excluded from the works area.	Construction	Section 6.1 (Table 6-1)
TT03	All traffic control devices are to be in accordance with AS 1742.3-2009 – Manual of uniform traffic control Devices: Traffic control for works on roads and Roads and Maritime Traffic control at worksites manual.	Construction	Section 6.1 (Table 6-1)
TT04	Hunter Water would ensure relevant requirements of AS 2890.2-2002 Parking facilities - Off-street commercial vehicle facilities are considered and documented in the CEMP for the Project	Construction	Section 6.1 (Table 6-1)
TT05	Only existing roads and access roads are to be utilised.	Construction	Section 6.1 (Table 6-1)
TT08	Independent dilapidation surveys will be undertaken prior to and following the construction of the Project along all local roads proposed to be used as heavy vehicle routes (i.e. Beach Street and Ocean Park Road). This will include a factual geotechnical pavement report including appropriate geotechnical testing such as Benkelman Beam tests and CBR testing. Local roads used for heavy vehicle routes will be maintained to a trafficable standard during construction. A dilapidation report and factual geotechnical pavement report that compares pre and post conditions, along all local roads proposed to be used as heavy vehicle routes, will be submitted to Council at the completion of works. If pavements require reconstruction, the road is to be designed for a 30-year design life and to account for increased heavy vehicle movements due the ongoing operation of the desalination plant. The cost of rehabilitation of these pavements will be borne by Hunter Water. Following construction of the proposal the final works as executed plans are to be provided that clearly state final pavement materials to be used for road construction with supplier's details.	Construction	Section 6.1 (Table 6-1)
TT09	The CTMP will include the following additional measures to manage impacts associated with additional construction traffic from the Proposed Modification: • An arrival and departure plan will be developed for heavy and light vehicles during construction to minimise congestion at the Beach Street and Pacific Highway intersection • A strategy for car-pooling for construction personnel to reduce the number of light vehicles required to park at the Project area, especially during the peak construction period • Confirmation of haulage routes	Construction	Section 6.1 (Table 6-1) Section 6.4 Appendix B Section 7.4

Ref #*	Commitment	Timing	CTPMSP Reference
	- Heavy vehicles will be scheduled to arrive at site between standard construction hours where possible and any necessary out of hours heavy vehicle movements will be managed through the Out of Hours Protocol to be provided in the Project's Conditions of Approval - Consultation with the emergency services to ensure that procedures are in place to maintain safe, priority access for emergency vehicles - A response plan for any construction related traffic incident - Monitoring, review and amendment mechanisms. - The delivery of fill will be staggered where possible during the earthworks phase and this will include scheduling deliveries ahead of time to minimise the risk of trucks queuing on Beach Street - Encouraging suppliers to avoid peak traffic times for deliveries - The development and implementation of a driver code of conduct. - Monitoring the condition of vehicles that enter site, with contractual requirements for all vehicles to be properly maintained to minimise associated noise and emissions. - Traffic controllers would be provided at the new separated bike path during the three months of high heavy vehicle numbers associated with the import of mass fill.		
TT10	Development and issue of Heavy Vehicle and Light Vehicle Movement Plans (VMP's) which specifically identifies the Heavy Vehicle and Light Vehicle route to access the project site. These will be referenced and enforced through each subcontract and supplier agreement. Acknowledgement of Heavy Vehicle and Light Vehicle routes as part of project inductions for all staff and workforce attending site. Issue of VMP's and driver code of conduct documents with purchase orders, subcontracts and supply agreements.	Construction	Section 6.1 (Table 6-1) Section 6.4 Appendix B Appendix C
TT11	To manage OSOM vehicle movements, a permit will be sought from the NHVR and a separate OSOM Transport Management Plan will be prepared and will include: - Identification of route - Measures to provide an escort for the loads - Times of transporting to minimise impacts on the road network - Communication strategy and liaising with emergency services and police.	Construction	Section 6.2
TT12	Affected parties including emergency services will be notified in advance of any disruptions to traffic and restriction of access impacted by project activities.	Construction	Section 6.1 (Table 6-1)
TT13	A site induction must be conducted to inform construction personnel of the risk of collisions, speeding and fatigue on safety. A Driver Code of Conduct must be prepared and used to outline the rules and behaviours which drivers associated with the Project would be required to adhere to. The Driver Code of Conduct will outline arrangements for light and heavy vehicle drivers including: - General requirements including site induction requirements - Travelling speeds and safe driving practices, particularly through residential areas and school zones - Fatigue management - Adherence to designated transport routes and heavy vehicle noise - Public complaint resolution, penalties, and disciplinary action - Drivers must report any queueing or other potential safety issues.	Construction	Section 6.3 Appendix C
TT14	Pedestrians and cyclists using Ocean Park Road and Beach Street must be made aware of the construction activities and educated on safety surrounding construction vehicles during construction.	Construction	Section 6.1 (Table 6-1) Section 0

Ref #*	Commitment	Timing	CTPMSP Reference
VA4	Following completion of the minor upgrade to the power connection at the intersection of Hudson Street and Marriot Street, Belmont South, the existing footpaths and road surfaces will be reinstated to original condition prior to the works.	Construction	Section 6.1 (Table 6-1)
HR1	Review proposed transport of dangerous goods logistics. If notable differences to what was assessed are proposed, repeat the screening process to determine if a route evaluation is required.	Construction	Section 6.1 (Table 6-1)
HR5	- Develop and implement a traffic management plan including standard traffic rules, site speed limits, signage and designated pedestrian areas - Ensure transport of dangerous goods complies with the Australian Dangerous Goods (ADG) code, including driver competency - Develop a construction management plan.	Construction	Section 6.1 (Table 6-1)
NV15	The following measures will be implemented to manage construction traffic noise: - Schedule construction traffic movements, especially heavy vehicles, to minimise night periods - Reduce the speed of construction related Heavy Vehicle traffic to 40 km/hour along Beach Street and Ocean Park Road and to 20 km/hr within the Project area - Organise consultations and messaging (letterbox drops, phone calls, etc) to alert and inform residents along the affected construction traffic routes. Consultation should include, as a minimum, the predicted noise levels along the construction traffic Heavy Vehicle routes and the timings of traffic movements.	Construction	Section 6.1

* Notes: Identifying references in this table are for the purpose of identifying the specific REMMs and are identification numbers

3.4. Other Permits and Licences

Other permits and licenses that may be required to facilitate Project construction are as follows:

- Works Authorisation Deed
- Road Occupancy Licence
- Work Zone Permit
- Heavy Vehicle (HV) Permit
- Roadside Advertising Permit
- Road Opening Permit/ Application for temporary traffic management (Lake Macquarie City Council / TfNSW).

These will be the responsibility of the Construction Manager (or delegate) to identify and obtain and will be included in relevant work packs for construction activities.

4. Existing Environment

The following section summarises what is known about the traffic and transport networks within and surrounding the Project construction footprint.

4.1. Key Reference Documents

The key reference documents are detailed below:

- Belmont Drought Response Desalination Plant – Environmental Impact Statement (GHD, November 2019)
- Belmont Drought Response Desalination Plant – Appendix O: Traffic Assessment (GHD, November 2019)
- Belmont Drought Response Desalination Plant – Submissions and Amendment Report (GHD, August 2020)
- Belmont Drought Response Desalination Plant – Appendix P: Technical Advice Memo – Traffic (GHD, June 2020).
- Belmont Desalination Project Submissions Report and Response to Request for Information Reports (Jacobs, 2024).
- Relevant guidelines, and legislation (Section 3.1 of this Plan).

4.2. Existing Road Network

The existing road network of State and Local roads in the vicinity of the Project is shown in Figure 4-1. The Project is located within the Lake Macquarie City Council local government area in the Hunter Region, south of Newcastle NSW.

Table 4-1 details the existing traffic conditions at key State and local roads within and surrounding the Project. No regional roads were identified in the vicinity of the Project.

Table 4-1: Existing traffic conditions for State and Local roads

Road	Configuration	Description
State Roads		
Pacific Highway	Dual carriageway with two lanes in each direction and additional turning lanes at signalised intersections	Parking: Limited parking available on Pacific Highway Speed Limit: 60 km/hr Pedestrian facilities: footpaths / grassed verges provided on both sides of the road. Bicycle facilities: Transport for NSW identify the Pacific Highway as moderate / high difficulty on-road route Public Transport: A small number of bus services operate on the Pacific Highway. A bus stop is located in the southbound turning lane from Pacific Highway to Beach Street.
Local Roads		
Beach Street / Ocean Park Road	One lane of travel in each direction, width of approximately 10 m intersects with the Pacific Highway at a signalised junction. The road currently serves as vehicular access to Belmont WWTW	Parking: Unrestricted Speed Limit: 50 km/hr Pedestrian facilities: grassed verges provided on both sides of the road. Bicycle facilities: Ocean Park Road intersects the pedestrian walkway / bicycle path at the eastern extent of Ocean Park Road Public Transport: No dedicated facilities.



Figure 4-1: Existing Road Network

4.3. Existing Road Network Performance

Peak hour traffic surveys were undertaken for the EIS at the intersection of Pacific Highway/Beach Street on 19 June 2019.

The traffic counts were undertaken in 15-minute intervals for the following times, to coincide with peak periods of road network activity:

- 7:00 am – 9:30 am
- 4:30 pm – 7:00 pm

The observed traffic network peak hours were identified as the following:

- 7:30 am – 8:30 am and 4:30 pm – 5:30 pm for the Pacific Highway and Beach Street.
- The data from the current peak hour traffic volumes for the intersections of interest indicates that:
 - Traffic volumes on the Pacific Highway are tidal with higher northbound traffic flows in the AM peak and higher southbound traffic flows in the PM peak.
 - Traffic volumes on Beach Street are relatively minor, between 11 – 88 vehicles per hour in each direction.

The operation of the Pacific Highway / Beach Street intersection was assessed for the EIS using SIDRA 8.0. The data from SIDRA indicates that the intersection of Pacific Highway/Beach Street will operate with an overall good Level of Service (LoS) in 2024. Amendment report Appendix P shows that LOS for Pacific Highway both North and South is A but Beach Street and Pacific Highway is D during the peaks. Queue lengths are over 200m on Pacific Highway during peaks.

A review of the traffic assessment has been completed as part of the Response to Submissions Report (Jacobs, 2024) based on revised construction traffic numbers from JH which assesses impacts on traffic flow, safety, and congestion. The updated traffic survey has also been completed to verify numbers used in the previous traffic assessments completed for the EIS, Amendment Report and the Modification Report.

Updated traffic counts were completed between 21 and 28 March 2024 of the Beach Street and Pacific Highway intersection and five other surrounding local roads including:

- Robert Street and Pacific Highway intersection
- William Street and Pacific Highway intersection
- Clara Street and Pacific Highway intersection
- Arthur Street and Pacific Highway intersection
- Harry Street and Pacific Highway intersection.

An assessment of impacts associated with load sharing of light vehicles was completed following traffic counts of these intersections completed on 21 March 2024 between 7AM and 10AM and between 4PM and 7PM. The assessment has found that:

- Currently the vast majority of general traffic exiting Belmont South on the seaward side of the Pacific Highway that turn right to travel northbound on Pacific Highway utilise the Beach Street signals (rather than the unsignalized intersections at Robert Street, Clara Street and Harry Street).
- Construction traffic is assumed to follow the same pattern.
- Construction traffic turning left (southbound) onto the Pacific Highway would be shared across Beach Street and other local roads to the south of Beach Street (i.e. Williams Street, Clara Street, Arthur Street, Harry Street and Thompson Street) as shown in Appendix B.
- General traffic currently using these local roads and turning onto Pacific Highway is relatively low indicating plenty of spare capacity.
- In general, the additional light vehicle traffic generated during construction of the Proposed Modification would not impact performance on these local roads turning at Pacific Highway. Local roads would be well within acceptable performance limits based on Austroads and TfNSW guidelines.
- Additional queueing and/or delays for vehicles currently turning onto Pacific Highway is anticipated to be minimal and would not warrant any requirement for additional mitigation measures to the ones stated in the Modification Report.
- Currently a modest number of general traffic turn left from the Pacific Highway southbound into Robert Street (especially in the afternoon peak) rather than turning left at Beach Street.

- Construction light vehicles are expected turn left into Robert Street especially in the mornings. However, Robert Street as well as Ellen Street and McEwan Street would be well within acceptable performance limits based on Austroads and TfNSW guidelines.
- Although some light vehicles construction traffic may also use Harry Street, Clara Street and Robert Street to turn right to travel northbound however these intersections do not have traffic signals and traffic numbers on the Pacific Highway may make this move difficult.

The analysis on the updated traffic survey counts for the submissions report indicated the following:

- Traffic assumptions including general background traffic volumes used in all traffic assessments for the Project are still valid. The updated counts suggest minimal change in traffic since assessment. No further traffic assessment or modelling is required, nor would it provide an outcome different to the outcomes presented in the traffic assessments undertaken to date.

4.4. Car parking

Formal parking areas within the vicinity of the Project are predominantly off-road parking associated with residential housing on Beach Street and Ocean Park Road. Informal parking is generally limited to roadside verge parking along the local roads.

4.5. Public Transport Network

Local buses operate on the Pacific Highway and not on Beach Street / Ocean Park Road.

Bus stop ID 228044 is located on Pacific Highway southbound near the intersection with Beach Street. There is also a northbound bus stop on the Pacific Highway in the vicinity of the Beach Street intersection.

4.6. Pedestrian and Cyclist Access

There are no existing dedicated cycle paths within the construction footprint. No pedestrian infrastructure exists within Beach Street / Ocean Park Road. There is a dedicated Council managed shared user path that crosses Ocean Park Road at the end of Beach Street. Interactions with vehicles will be managed via mitigation measures outlined in Section 6.1.

5. Construction Traffic Aspects and Impacts

5.1. Construction activities

The Project will involve a range of activities incorporating heavy machinery, plant and equipment. During construction, the Project will have impacts on the surrounding road network due to:

- Access to the site from public roads
- Speed limit restrictions, temporary changes to traffic arrangements
- Increased localised traffic, particularly from heavy vehicle movements due to earthworks, transport of materials and deliveries to site
- Possible temporary changes to street parking on Beach Street and Ocean Park Road
- Traffic generating activities.

This CTPMSP provides general management measures for the project to implement as required by CoA and the REMMs. Stage by stage details of the management of these impacts will be included in specific TMPs for consultation and approval with LMCC.

5.2. Construction aspects and impacts

Potential traffic impacts from the construction of the Project were assessed in the Environmental Assessment Documentation.

The Project will be constructed on HWC owned land, situated off the existing public road alignment, whereby impacts to traffic and pedestrians will be managed in accordance with approval requirements. In alignment with the Environmental Assessment Documentation, the following sections provide a summary of Project impacts with consideration to:

- Construction traffic including:
 - Project workforce and workhours
 - Proposed ancillary facilities and haulage routes
 - Predicted traffic movements, including possible OSOM vehicles
- Other transport modes including:
 - Public transport
 - Pedestrians
 - Cyclists
- Cumulative impacts.

Maritime traffic impacts are discussed within the Offshore Construction Works Management Plan under the CEMP. Helicopter movements will be managed in accordance with the Helicopter Management Plan.

5.2.1. Construction traffic

The following sections provide detail on Project workforce and workhours, proposed haulage routes, predicted traffic movements, OSOM vehicle requirements, and temporary changes to the road network.

5.2.1.1. Program and Workforce travel

Construction of the Project is expected to begin in late 2024 and end in 2027 (indicative), with work occurring across the full length of the construction footprint during this period. An overview of the construction program is provided in the CEMP.

5.2.1.2. Construction workhours

The size and composition of the construction workforce will vary throughout construction depending on the activities carried out and the construction program and staging. The workforce is expected to peak at about 215 Full Time Equivalent (FTE) workers, including construction workers and professional and administrative staff. Multiple work crews may construct the Project at any one time.

5.2.1.3. Standard Hours

The Noise and Vibration Management Sub-Plan and associated Out of Hours Work Protocol provides key details of Project working hours and the assessment and approval process for variation of working hours as authorised

under the CoA or otherwise permitted under an EPL. The following provides a summary of key requirements per the CoA relevant to traffic.

In accordance with CoA D3, the approved working hours for the Project are:

- 7:00am to 6:00pm Mondays to Fridays, inclusive
- 8:00am to 1:00pm Saturdays
- At no time on Sundays or public holidays.

Notwithstanding the above approved working hours for the Project, works may be undertaken outside of the approved working hours in certain circumstances, in accordance with CoA D4. Further detail is included in the CNVMP.

5.2.1.4. Heavy vehicle routes

There is only one heavy vehicle route on this project, as shown in Figure 5-1 below:



Figure 5-1: Heavy Vehicle Route (yellow line, red dash)

5.2.1.5. Construction traffic movements

The main traffic generating activities associated with Project construction are as follows:

- Heavy vehicle haulage for import of construction materials, plant and equipment to site
- Light vehicle movements associated with construction staff and workforce
- OSOM deliveries of construction materials and plant (precast concrete panels, drainage, TBM components, excavators, drill rigs, and concrete pump trucks).

The Proposed Modification included SIDRA modelling of the Beach Street and Pacific Highway intersection which assessed a worst case for peak hour periods (AM and PM) for heavy vehicle and light vehicle use. The assessment considers the increase in heavy vehicle movements of around 10,000 vehicle movements over the three-year duration of construction. This has currently been revised to up to 23,500 movements, however this does not change the maximum number of heavy vehicle traffic peaking at around 180 – 200 heavy vehicle movements per day which was the basis of the traffic assessment. The increase in the number of heavy vehicles is required to cater for the increased volume of fill required, transport of pipe segments and other construction material. This equates to around 10 inbound heavy vehicles and 10 outbound heavy vehicles per hour or one inbound heavy vehicle every six minutes and one outbound heavy vehicle every six minutes.

Light vehicle movements would also vary over the duration of the day and the construction period. The peak time that staff would be arriving to site would be between 6 AM to 7 AM to start a shift at 7 AM.

Staff scheduling for the Proposed Modification indicate that light vehicle construction traffic volumes would vary throughout construction as follows:

- The first 11 months: around 18 - 82 light vehicles inbound in the morning and repeated in the afternoon
- The next 12 months: around 147 – 215 light vehicles inbound in the morning and the same number outbound in the afternoon
- The next 12 months: 32 - 79 light vehicles inbound in the morning and the same number outbound in the afternoon.

Consideration of load sharing across adjacent local roads will be undertaken to further reduce the pressure on the Beach Street and Pacific Highway intersection. Load sharing of local roads would be allowed for light vehicles only on the roads shown in Appendix B including:

- Robert Street, McEwan Street, Ellen Street to the north of Beach Street
- Williams Street, Green Street, Marriot Street, Hudson Street, Clara Street, Arthur Street and Harry Street to the south of Beach Street.

5.2.1.6. OSOM vehicles

Due to the low number of OSOM deliveries and the occurrence of OSOM vehicle movements outside of peak periods, it is expected that the traffic impact of project related OSOM vehicles on the road network would be minimal.

During construction, the Project would require the transportation of certain oversized equipment to the Project area. To manage OSOM vehicles, an access permit from the National Heavy Vehicle Regulator (NHVR) is required. The permit would undergo a separate approval process and a suitable contractor will be engaged for transportation. As part of the permit, the subcontractor may be required by NHVR to develop an OSOM Traffic Movement Plan and determine the suitable route based on the required OSOM vehicle dimensions and mass in consultation with the NHVR. These traffic movements would be undertaken at night or outside of peak traffic periods under police escort (if required) and in accordance with any OSOM permit conditions.

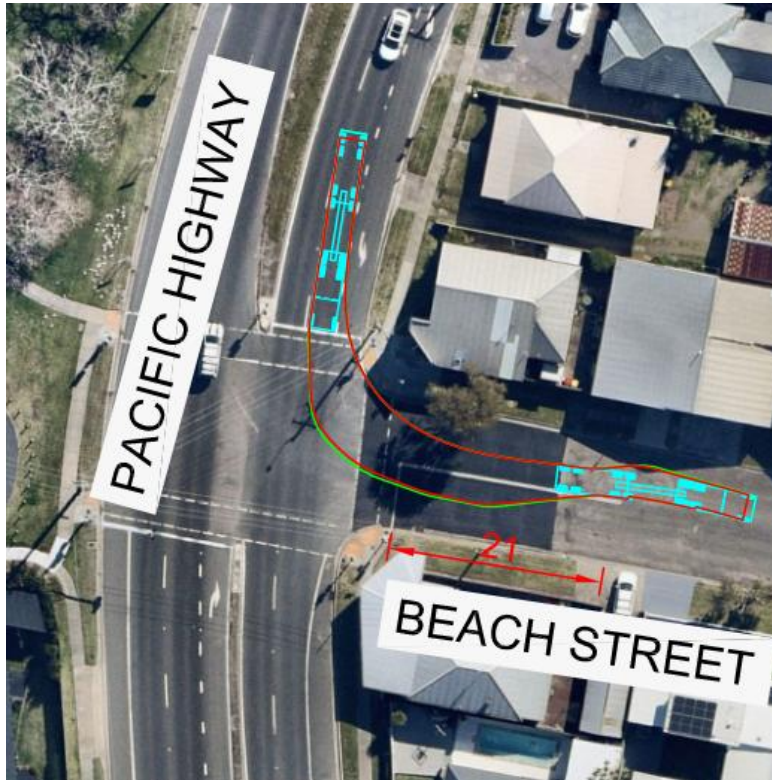
The OSOM Traffic Movement Plan for the movement of these OSOM vehicles would be undertaken to identify risks and minimise impacts to the wider road network. The plan would cover:

- Identification of route
- Measures to provide an escort for the loads (if required)
- Times of transporting to minimise impacts on the road network
- Communication strategy and liaising with emergency services and police

Swept path analyses were undertaken for the modification report to demonstrate the turning movement of typical Heavy Vehicles (including a 19m semi) at the Beach Street and Pacific Highway intersection. The swept path analysis at this intersection indicates that there would be minimal impact caused by the design vehicle to the road furniture.

Additional swept path analysis completed by JH for heavy vehicle movements has identified that additional controls (intersection adjustments) will be investigated at this intersection to allow for the turn of southbound trucks into Beach Street from the Pacific Highway (refer to Figure 5-2). These works would be completed under appropriate TfNSW approvals (S138 or equivalent) and potentially a Road Occupancy Licence (ROL) obtained from Council.

Figure 5-2 Swept Path Analysis / Proposed temporary intersection amendments at Beach Street Intersection



Swept path analysis



Indicative intersection amendment

5.2.2. Cumulative impacts

The results from the Modification report (Jacobs, 2024) and the SIDRA modelling indicate that the overall impact of the construction traffic on the existing transport network is expected to be minimal as a result of the Project. The overall level of service at the Pacific Highway intersection is expected to remain at LoS A, and LoS D in peaks.

Overall, the contribution of the Project to the cumulative impact on traffic in the area is minor and construction will be managed through the implementation of the traffic and pedestrian mitigation measures defined in Section 6.1.

6. Environmental Control Measures

6.1. Traffic and Pedestrian Management During Construction

Specific measures and requirements to meet the objectives of this CTPMSP and to address impacts on traffic, transport and access are outlined in Table 6-1. Further explanatory detail on particular measures / requirements where noted in the evidence column is provided in the following sections.

Table 6-1: Traffic and Pedestrian Management and Mitigation Measures

ID	Measure/Requirement	When to implement	Responsibility	Reference	Evidence
Planning					
TTAMM1	In consultation with Lake Macquarie City Council, a Construction Traffic Management Plan (CTMP) will be prepared and include detail with respect to: • Appropriate Traffic Control Plans • Traffic control measures in work areas • Controls associated with the delivery of heavy plant and materials to site during peak traffic periods • Appropriate entry/exclusion points for the proposed construction compound areas • Advising motorists of the change in traffic conditions associated with the work. This additional plan (TMP) and stage specific Traffic Control Plans will be developed in consultation with LMCC.	Prior to construction and during construction	Construction Manager Foreperson	REMM TT01	TMP AMS Risk Assessments Toolbox talks
TTAMM2	Prior to the commencement of construction, the Proponent must: (a) consult with the relevant owner and provider of services that are likely to be affected by the development to make suitable arrangements for access to, diversion, protection and support of the affected infrastructure; (b) prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths); and (c) submit a copy of the dilapidation report to the Planning Secretary and Council.	Prior to construction	Construction Manager	CoA C5	Dilapidation Reports

ID	Measure/Requirement	When to implement	Responsibility	Reference	Evidence
TTAMM3	Prior to the commencement of construction, the Proponent must submit a pre-commencement dilapidation report to Council and relevant property owners along Beach Street and Ocean Park Road. The report must provide an accurate record of the existing condition of adjoining private properties, and Council assets that are likely to be impacted by the proposed works, including Beach Street and Ocean Park Road.	Prior to construction	HWC (properties) Construction Manager (Council Assets)	CoA C6 REMM TT08	Dilapidation Reports
TTAMM4	Haulage routes, suppliers and delivery staging will be planned to minimise movements on the road network during the peak periods as far as reasonably practicable. The delivery of fill will be staggered where possible during the earthworks phase and this will include scheduling deliveries ahead of time to minimise the risk of trucks queuing on Beach Street.	Construction	Construction Manager	Best practice REMM TT01 REMM TT09	TMP(s) Delivery Schedules
TTAMM5	Vehicle Management Plans (VMPs) will be prepared detailing the movement of vehicles associated with the work site and depict the preferred travel paths, access points, turning areas, speed limits, signage, designated pedestrian areas and parking areas for construction vehicles. The VMP will ensure the safe integration of construction vehicles with local traffic. Requirements of VMP(s) will be included in AMS and associated risk assessments and will be communicated in pre-starts / toolboxes.	Prior to construction and during Construction	Construction Manager Foreperson	Best practice HR05	VMP AMS / Risk Assessments Pre-starts / toolboxes
TTAMM6	Access to the construction site will be managed appropriately. Site controllers/drivers will actively communicate and keep entry and exit locations always clear to prevent traffic queuing. JH will monitor the condition of vehicles that enter site, with contractual requirements for all vehicles to be properly maintained to minimise associated noise and emissions.	Construction	Construction Manager	CoA E142 REMM TT01 REMM TT09	TGS(s) VMP(s)
TTAMM7	Construction staff will be briefed during Project induction on approved construction routes, travel times, VMP(s), and gate entry and exit protocols.	Construction	Construction Manager Construction Manager	Best practice REMM TT01	Project inductions Pre-starts / toolboxes
TTAMM8	Works will be planned and staged in a way that causes the least possible disruption to traffic flow. This will be achieved via staging and timing of works to avoid peaks where possible.	Construction	Construction Manager Foreperson	REMM TT01 Best Practice	VMP(s)
TTAMM9	Parking for construction personnel will be provided at the project site. for the carpooling strategy, personnel will be advised of suitable	Construction	Construction Manager	REMM TT01 REMM TT04	Project inductions Pre-starts / toolboxes

ID	Measure/Requirement	When to implement	Responsibility	Reference	Evidence
	parking arrangements as part of the Project induction and encouraged to carpool to the site. Contracts for main subcontractors will include carpooling requirements. Parking can be undertaken located in an approved on-street work construction zone, and vehicles must enter the site or an approved on-street work zone before stopping (refer to Figure 6-1) Parking will otherwise not be allowed on local roads.		Foreperson	REMM TT09 CoA C18(d) CoA D9	
TTAMM10	The public way (outside of any approved construction works zone) must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances	Construction	Construction Manager Foreperson	CoA D11	Project inductions Pre-starts / toolboxes
TTAMM11	Only existing roads and access roads are to be utilised	Construction	Construction Manager Foreperson	REMM TT05	Project inductions Pre-starts / toolboxes
TTAMM12	Construction, including the delivery of materials to and from the site, may only be carried out between the following hours: (a) between 7am and 6pm, Mondays to Fridays inclusive; and (b) between 8am and 1pm, Saturdays. (c) No work may be carried out on Sundays or public holidays. Heavy vehicles will be scheduled to arrive at site between standard construction hours where possible. If necessary out of hours heavy vehicle movements will be managed through the OOHV Protocol included as an appendix to the Construction Noise and Vibration Management sub-Plan. In accordance with Condition D4 (d) JH can undertake MicroTBM activities at site 24 hours a day, seven days a week. This does not permit material deliveries associated with MicroTBM activities.	Construction	Construction Manager Foreperson	REMM TT09 COA D3 D4	Project inductions Pre-starts / toolboxes
TTAMM13	Heavy Vehicle operators will comply by the Drivers Code of Conduct	Construction	Construction Manager Foreperson	REMM TT13 C18 (e)	Signed induction records
TTAMM14	The following measures will be implemented to manage construction traffic noise:	Construction	Construction Manager Foreperson	REMM NV15	Inspection records TCPs Consultation records

ID	Measure/Requirement	When to implement	Responsibility	Reference	Evidence
	- Schedule construction traffic movements, especially heavy vehicles, to minimise night periods - Reduce the speed of construction related Heavy Vehicle traffic to 40 km/hour along Beach Street and Ocean Park Road and to 20 km/hr within the Project area Organise consultations and messaging (letterbox drops, phone calls, etc) to alert and inform residents along the affected construction traffic routes. Consultation should include, as a minimum, the predicted noise levels along the construction traffic Heavy Vehicle routes and the timings of traffic movements.				
Licenses and Permits					
TTAMM15	All necessary licenses and permits for any work or traffic controls on public roads, including Road Occupancy Licenses (ROLs), will be obtained prior to commencement of works requiring an ROL. Communication of licences and permits and associated requirements to construction personnel will be done through AMS and associated risk assessments.	Construction	Construction Manager	Transport Road Occupancy Manual	TMP(s) ROL(s) AMS / Risk Assessments
Notification to Road Network Authorities					
TTAMM16	Prompt approval will be sought from the existing road network authority regarding any changes in traffic conditions or bus stops. Changes to property access, and pedestrian/cyclist facilities will also be notified.	Construction	Construction Manager Communications Manager	CoA C18c	Notification records, e.g., Letterbox drops, meetings Consultation records Agreement with bus stop operators
Pedestrian and Vehicular access and Parking					
TTAMM17	Safe pedestrian and cyclist access will be maintained around work sites during construction. Signage and Slowing down measures (Safety Barriers) will be provided to ensure that Pedestrians and cyclists using Fernleigh – Awabakal Fast Track, Ocean Park Road and Beach Street are made aware of the construction activities.	Construction	Foreperson Construction Manager	REMM TT14	TMP Alternative access plans AMS / Risk Assessments
TTAMM18	The existing roadway at and adjacent to the access and egress points of the construction areas will be maintained. Safe passage for cyclists will be provided for cyclists for the Fernleigh – Awabakal Fast Track.	Construction	Foreperson Construction Manager	REMM TT01 REMM TT09	TMP Alternative access plans AMS / Risk Assessments

ID	Measure/Requirement	When to implement	Responsibility	Reference	Evidence
Emergency Services					
TTAMM19	JH will ensure that emergency access is maintained throughout the construction period.	Construction	Construction Manager Communications Manager	Best practice	Consultation records Emergency access and alternative Fire Trail Plan(s)
TTAMM20	Access for emergency vehicles will be maintained at all times during construction. Any changes required due to construction will be made in consultation with the relevant emergency services agency. If there are any changes to road access arrangements, consultation will be undertaken with the emergency services to ensure that procedures are in place to maintain safe, priority access for emergency vehicles. Requirements of emergency vehicle access routes will be included in relevant AMS and associated risk assessments.	Construction	Construction Manager	REMM TT09	AMS and associated risk assessments Consultation records
TTAMM21	Affected parties including emergency services will be notified in advance of any disruptions to traffic and restriction of access impacted by project activities.	Construction	Construction Manager	REMM TT12	Consultation Records
OSOM					
TTAMM22	The Project will provide safe and efficient access for any OSOM vehicles, ensuring that the project site can accommodate their dimensions and complying with regulations. Prior notification will be provided in instances where delivery of materials by OSOM vehicles will be undertaken outside of normal hours due to safety and emergency circumstances.	Construction	Construction Manager Foreperson	REMM TT11	Section 6.2 ROLs NHVR permits
Approved Haul Routes					
TTAMM23	Only the Heavy Vehicle Haul Routes (Appendix B of this Plan) will be used by heavy vehicles. Light vehicles will also follow the VMP provided in Appendix B. Communication of approved routes to construction personnel will be done through site induction and site notices.	Construction	Construction Manager	REMM TT10 CoA C18 (c)	Heavy Vehicle Haul Routes (Appendix B) Induction records Site notices Planning Secretary Approval of alternative routes
TTAMM24	Haulage routes will be issued to major suppliers and communicated during inductions as part of Project onboarding.	Construction	Construction Manager	Best practice REMM TT01	Subcontractor Information Pack

ID	Measure/Requirement	When to implement	Responsibility	Reference	Evidence
	Communication of approved routes to construction personnel will be done through subcontractor engagement packs, site induction and site notices.				Subcontractor contracts Toolbox records Project inductions
TTAMM25	Dangerous Goods transportation would be undertaken in accordance with the relevant Australian Standard and guidelines and the Australian Dangerous Goods (ADG) Code	Construction	Construction Manager	HR01 HR05	Compliance with standard
Traffic Control Devices					
TTAMM26	Traffic control devices will be installed in accordance with AS 1742.3-2009 – Manual of uniform traffic control Devices and: Traffic control for works on roads and Roads and Maritime Traffic control at worksites manual, in order to regulate, warn and/or guide road users. Traffic control devices for the Project may include: • Safety barriers • Portable Variable Message Sign (VMS) • Pavement markings and signs • Notification and signage specific to pedestrians and users of Council cycle path and pedestrian footpaths in the vicinity of Ocean Park Road • Temporary speed zones • Lighting towers • Vehicle warning devices fitted to plant and equipment Requirements for traffic controls devices will be included in relevant TMP(s), VMP(s), AMS and associated risk assessments.	Construction	Foreperson Construction Manager	REMM TT03	TMP(s) VMP(s) AMS / Risk Assessments
TTAMM27	Temporary safety barriers will be implemented to protect work areas and pedestrian areas from construction works and other traffic (if required). These barriers will comply with the Transport Specification (R132) Safety Barrier System and Austroads Guidelines. Requirements for safety barriers will be included in relevant VMP(s), AMS and associated risk assessments.	Construction	Foreperson Construction Manager	REMM TT02 Best practice	TMP VMP(s) AMS Inspections and checklists
Routine Maintenance					
TTAMM28	Routine maintenance on roadways, including monitoring the condition of footpaths and walkways, repairing hazards to pedestrians, fixing potholes, cleaning kerbs and gutters as appropriate will be performed. Maintenance will encompass the pavement and drainage of existing roadways (including shoulders and kerb and gutter) utilised by JH.	During and post Construction	Construction Manager Foreperson	Best Practice	Inspections and checklists Maintenance records

6.2. OSOM Transport Network

The Project is committed to providing safe and efficient access for OSOM heavy vehicle operation in delivering freight. OSOM vehicles are allowed to have a trailer axle ground contact width up to 4.6 m. The frequency of vehicles operating under Notice is not currently available however, the commitment remains to accommodate their requirements. Any vehicles exceeding the specified mass or dimension limits will be required to obtain a permit via the National Heavy Vehicle Regulator (NHVR).

When developing the OSOM Transport Management Plan, the considerations provided in Table 4-7 of the Traffic Control at Work Sites (TCAWS) manual for heavy vehicles such as OSOM and Restricted Access Vehicles (RAV) accessing the network under notice or permit will be identified and detailed. These details will be incorporated into the TMP as part of the commitment to ensuring the safety and efficiency of operations.

6.3. Drivers Code of Conduct

The site induction will inform construction personnel of the risk of collisions, speeding and fatigue on safety. This Drivers Code of Conduct (DCOC) outlines the rules and behaviours which drivers associated with the Project would be required to adhere to. An excerpt of this DCOC will be provided to companies likely to provide bulk deliveries of construction material to the site that are not necessarily under the operational control of JH. These include:

- Quarry material heavy vehicle drivers
- Construction material delivery drivers

A site-specific DCOC, providing entry conditions for drivers is provided in Appendix C and will be part of the contract for major earthworks contractors. The DCOC can minimise the impacts of earthworks and construction on the local and regional road network and other road users, by providing relevant project traffic measures, including measure to minimise road traffic noise; and advise truck drivers of approved routes. The DCOC will form part of our subcontractor and supplier agreements.

Any personnel wishing to enter the Belmont Desalination Project site to conduct work must be inducted via the full site induction system, with the induction outlining minimum site rules as shown in the DCOC including parking, speed limits, working hours and other CEMP expectations. All inductee's will sign off the DCOC during the inductions. The DCOC will also be included in applicable Contracts.

Heavy and light vehicles may enter the site from the Pacific Highway (north and southbound) through Beach Street and Ocean Park Road intersection. Refer to Appendix B. Upon exit from the site, light vehicles may utilise other streets from the project site to access the Pacific Highway.

Operating in a noise sensitive area, drivers must operate in a safe and considerate manner. JH will encourage HV drivers to limit Engine Brakes on Ocean Park Road and Beach Street within the Project site, in accordance with NSW Road Regulations. In addition, all vehicles must strictly follow all posted speed limits, traffic signs, traffic lights, instructions from authorised traffic control officers and the requirements of the DCOC.

Drivers are to comply with fatigue management protocols and principles in accordance with JH Safety procedures. Disciplinary action will be faced for drivers / contracting companies who do not comply with the DCOC.

6.4. Arrival and Departure Plan

Heavy and light vehicle movement plans are included in Appendix B. These will be referenced and enforced through each subcontract and supplier agreement and acknowledgement of the DCOC as part of project inductions for all staff and workforce attending site.

Light vehicles will utilise local roads as shown in Appendix B and heavy vehicles will utilise the heavy vehicle route as required.

The VMP's and driver code of conduct documents will be supplied with purchase orders, subcontracts and supply agreements (where appropriate).

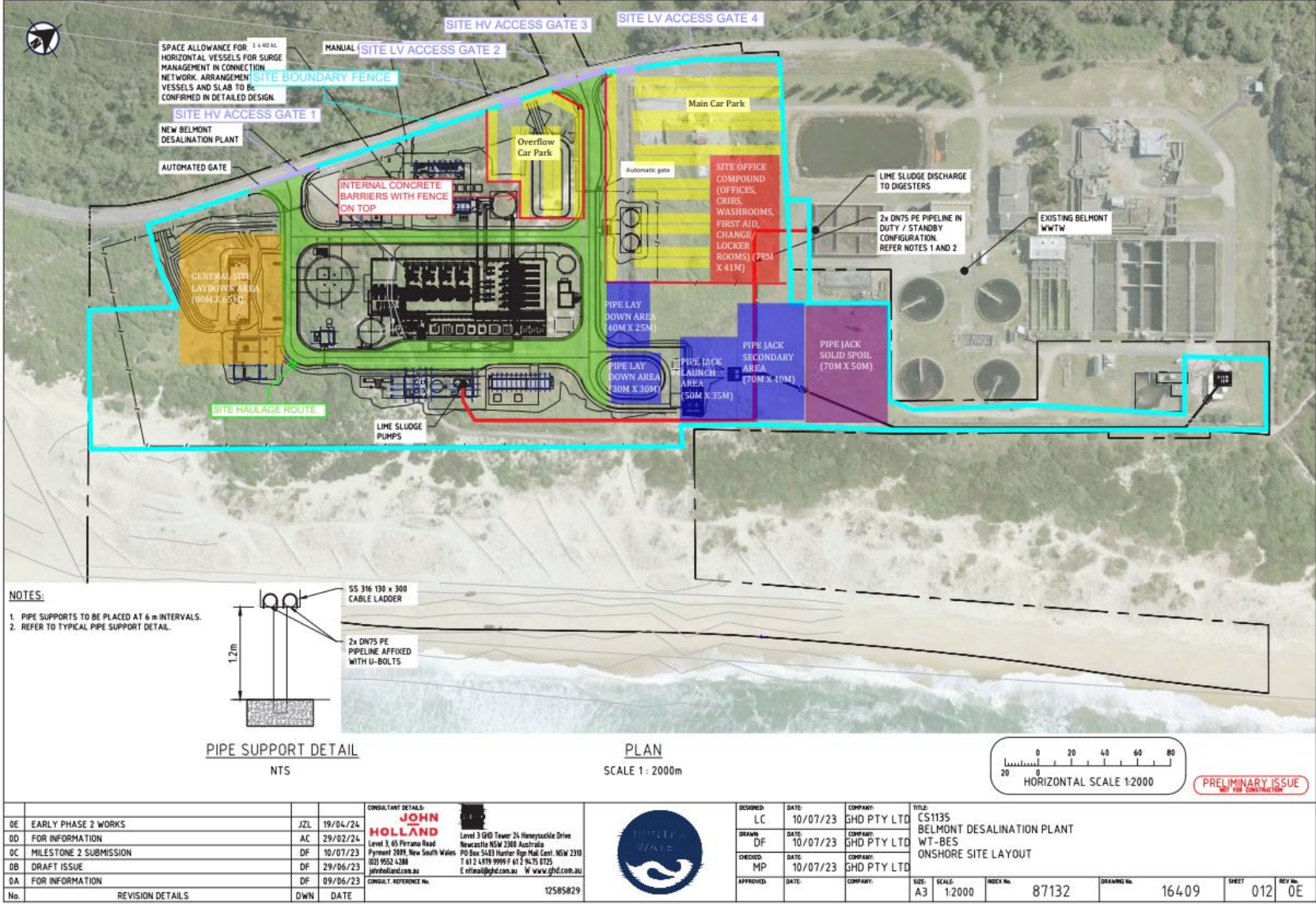


Figure 6-1 Indicative Site Layout Showing Carparking Area

Figure 6-1 shows the indicative site layout and car parking areas. JH note that the location of the overflow carpark is shown in an area that is proposed for the construction of an operational stormwater basin in later stages of construction. The proposed approximate sequencing for the use of this area is as follows:

- Stage 1: Acid Sulfate Soils (ASS) Management Pad - March to June 2025
- Stage 2: Overflow car park, only during peak workforce – approximately August 2025 onwards.
- Stage 3: Final Operational Stormwater basin, to be constructed and landscaped in approximately mid 2026 depending on construction staging and progress towards completion

The abovementioned timeframes are approximate only. Exact extents and configuration may vary based on concept design areas shown in the figure.

6.5. Council Bike Path Management

Indicative signage and cycleway controls are shown in the image below (Figure 6-2). A relevant construction staging traffic plan (s) will be developed following consultation and approval of the CEMP suite, incorporating controls following consultation with Council and TfNSW (as applicable). The intent of the controls as shown is to provide adequate warning to bike path users to slow their approach and look for construction traffic.

In accordance with REMM TT09, traffic controllers would be provided at the new separated bike path during the three months of high heavy vehicle numbers associated with the import of mass fill.



Figure 6-2 - Bike Path Traffic Controls

7. Compliance Management

7.1. Roles and Responsibilities

The Project Team's organisational structure and overall roles and responsibilities are outlined in the CEMP. Specific roles not mentioned in the CEMP but are required for the implementation of traffic, transport and access management controls are detailed in Table 7-1.

Table 7-1: Roles and responsibilities relevant to this Plan

Role	Duties
Foreperson	• Participate in the planning and staging of works. • Implement approved plans. • Coordinate construction activities. • Assist with traffic management and safety on construction site. • Maintain access to, utilities, businesses, and properties. • Schedule construction-related transport movements. • Consult with emergency services regarding traffic management. • Conduct regular site inspections to ensure compliance with traffic management plans. • Maintain accurate records and documentation related to traffic management activities. • Monitor and evaluate the effectiveness of traffic management measures and propose improvements as needed.
Construction Manager	• Plan and stage work to ensure efficient traffic flow. • Prepare and approve plans. • Consult with emergency services to address any traffic-related concerns. • Liaise with road network authorities for coordination of construction traffic. • Conduct traffic audits and inspections. • Issue haulage routes for construction-related transportation. • Manage access to businesses, and properties. • Obtain and ensure compliance with licenses and permits required for work or traffic controls on public roads. • Notify Project stakeholders about traffic conditions and changes. • Engage an independent road dilapidation contractor. • Provide training and guidance to construction staff on traffic management procedures. • Conduct regular site inspections to ensure compliance with traffic management plans. • Maintain accurate records and documentation related to traffic management activities. • Monitor and evaluate the effectiveness of traffic management measures and propose improvements as needed.
Communications Manager	• Collaborate with the Construction Manager to gather traffic management information necessary for the preparation of community information, responses to inquiries, and media communication. • Prepare, approve, and disseminate community and stakeholder information regarding changed traffic conditions. • Liaise with the media and organise community and stakeholder meetings to address traffic-related concerns.
Independent Road Dilapidation Contractor	• Complete Dilapidation Reports to identify the condition of relevant public infrastructure in the vicinity of the site.

7.2. Training

All Project personnel, including contractors working onsite, will undergo site induction training relating to traffic and pedestrian management. The induction training will address elements related to traffic and pedestrian management, including:

- Existence and requirements of this Plan
- Applicable and relevant legislative requirements
- Roles and responsibilities for traffic and pedestrian road management
- Typical construction activities that may impact traffic and pedestrian road usage
- Approved construction haulage routes
- Drivers code of conduct information
- Procedures to be implemented in the event of traffic incidents
- Specific access or parking restrictions

- Risk of collisions, speeding and fatigue on safety, including the need for drivers to report any queueing or other potential safety issues
- Mitigation and management measures related to traffic and pedestrians.

Targeted training in the form of toolbox talks or specific training will be provided to personnel with a key role in construction traffic management, such as traffic controllers and heavy vehicle operators. See Table 7-2 for details specific to this Plan.

Table 7-2: Training responsibilities relevant to this Plan

Training	Delivery
Project Induction, Toolbox and Pre-start topics including: • Traffic management procedures and policies • Implementation of TMPs, TGSSs, and VMPs • Traffic control measures • Property access, pedestrian, and cyclist access routes • Traffic flow and congestion • Emergency vehicle access routes • Safety controls when working around and with live traffic • Identifying potential hazards and risks associated with live traffic • Establishing effective communication methods with traffic controllers and road users • Understanding and following safe work procedures • Implementing control measures to ensure worker and road user safety	Foreperson WHS Manager (as required) Construction Manager

Further details regarding staff induction and training are outlined in Section 4.6 of the CEMP.

7.3. Complaints Management

In accordance with CoA Part B, all community feedback, enquiries, and complaints will be managed via the Community Communication Strategy and Complaints Management System. Further details of this process are outlined in the CEMP.

A variety of communication tools will be used throughout construction to consult and inform stakeholders and the local community of impacts, including but not limited to:

- Tailored messaging regarding increased traffic volumes or expected delays
- Meetings/briefing with MPs, local councils, local businesses, and other community organisations
- Information sessions and pop-up displays
- Functional advertising through print, radio, television, and digital channels
- Signage including VMS and other dynamic signage
- Project website updates.

The JH Environment Manager (or other relevant Project delegate e.g. Construction Manager, WHS Manager) will complete a site inspection and record observations and traffic conditions in response to any community complaints associated with traffic and pedestrian management. Actions or rectification (if required) will be undertaken by the construction team as soon as reasonably practicable.

7.4. Monitoring and Inspection

Monitoring, inspections, and reporting requirements are outlined in Table 7-3. Additional requirements and responsibilities relating more broadly to monitoring and inspections are documented in the CEMP.

Table 7-3: Monitoring, inspections and reporting requirements

Type	Frequency	Standards	Location	Reporting	Responsibility
Inspections					
Construction site layout inspection	Periodic inspections during site establishment and construction	Pre-construction site layout inspections for traffic and pedestrian related issues. Inspection includes implementation and effectiveness of traffic control measures, property access, pedestrian and cyclist access routes, traffic flow and	Site-wide	Pre-construction inspection report(s)	Construction Manager Foreperson

Type	Frequency	Standards	Location	Reporting	Responsibility
		congestion, and emergency vehicle access routes.		Periodic inspection report(s)	
Weekly inspections	Once a week during environmental inspections	Weekly inspections which, as part of the weekly environmental inspection further outlined in the CEMP, will include inspection of the environmental controls and mitigation measures outlined in Section 6 of this Plan. Action lists are to be produced to address any maintenance issues or additional controls required, and a register of all actions raised and detailing the close out of actions is to be maintained.	Site-wide	Weekly environmental inspection	Environment Manager (or delegate) Foreperson
Monitoring					
Traffic congestion and management including notifications/ observations by construction personnel in the field.	Ongoing, as needed. As specified in TMP(s) and VMP(s).	Monitoring of effectiveness of traffic control measures, property access, pedestrian and cyclist access routes, traffic flow and congestion, and emergency vehicle access routes.	Site-wide	Site Diaries Inspection Reports / Checklists Monitoring reports (if required)	Construction Manager Foreperson All personnel
Road maintenance	Ongoing as needed.	Monitoring the condition of residential roads (Beach Street and Ocean Park Road) repairing hazards to pedestrians, repairing potholes, cleaning kerbs and gutters, reinstating pavement markings, removing debris from roadway.	Site-wide	Site Diaries	Foreperson Construction Manager

Non-conformance reporting protocols are outlined in Section 7.7 of this Plan.

7.5. Auditing

Audits (both internal and independent) will be undertaken to assess the effectiveness of environmental controls, compliance with this Plan, CoA and other relevant approvals, licenses, and guidelines. These audits will be undertaken at planned intervals to provide information on whether the Project:

- Is meeting its compliance obligations
- Conforms to this Plan
- Determines if this Plan is effectively implemented and maintained.

The approach to internal and independent audits, including audit requirements and the auditing schedule, are detailed in the CEMP.

7.6. Reporting

Table 7-4 presents the reporting requirements specific to traffic and pedestrian management. A full list of reporting requirements and responsibilities are documented in the CEMP.

Table 7-4: Reporting requirements specific to traffic and pedestrian management

Report	Requirement	Timing	Responsibility	Recipient
Infrastructure Dilapidation Report (CoA A17)	A17. Before the commencement of construction, the Proponent must: (a) consult with the relevant owner and provider of services that are likely to be affected by the development to make suitable arrangements for access to, diversion, protection and support of the affected infrastructure; (b) prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths); and (c) submit a copy of the dilapidation report to the Planning Secretary and Council.	Prior to Construction	Construction Manager Environment Manager (or delegate)	HWC Relevant Councils TfNSW (as required)
Pre-construction property Dilapidation Report (CoA C6)	Prior to the commencement of construction, the Proponent must submit a pre-commencement dilapidation report to Council and relevant property owners along Beach Street and Ocean Park Road. The report must provide an accurate record of the existing condition of adjoining private properties, and Council assets that are likely to be impacted by the proposed works.	Prior to Construction	HWC to complete	LMCC
Preconstruction road dilapidation report (REMM TT08)	Independent dilapidation surveys will be undertaken prior to and following the construction of the Project along all local roads proposed to be used as heavy vehicle routes (i.e. Beach Street and Ocean Park Road). This will include a factual geotechnical pavement report including appropriate geotechnical testing such as Benkelman Beam tests and CBR testing. Local roads used for heavy vehicle routes will be maintained to a trafficable standard during construction. A dilapidation report and factual geotechnical pavement report that compares pre and post conditions, along all local roads proposed to be used as heavy vehicle routes, will be submitted to Council at the completion of works. If pavements require reconstruction, the road is to be designed for a 30-year design life and to account for increased heavy vehicle movements due the ongoing operation of the desalination plant. The cost of rehabilitation of these pavements will be borne by Hunter Water. Following construction of the proposal the final works as executed plans are to be provided that clearly state final pavement materials to be used for road construction with supplier's details	Prior to Construction / Post construction	Construction Manager Environment Manager (or delegate)	HWC Relevant Councils TfNSW (as required)
Post Construction Dilapidation Report (CoA E8)	Prior to commencement of operation, the Proponent must engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of construction. This report is:	Prior to operation	Construction Manager Environment Manager (or delegate)	HWC LMCC

Report	Requirement	Timing	Responsibility	Recipient
	(a) to ascertain whether the construction created any structural damage to adjoining buildings or infrastructure; (b) to be submitted to the ER. In ascertaining whether adverse structural damage has occurred to adjoining buildings or infrastructure, the Certifier must: (i) compare the post-construction dilapidation report with the pre-construction dilapidation report required by these conditions; and (ii) have written confirmation from the relevant authority that there is no adverse structural damage to their infrastructure and roads. (c) to be forwarded to Council for information.			
Incident reporting	Environmental incident classification, notification, and reporting in accordance with the Environmental Incident Classification and Reporting Procedure Refer to CEMP.	As specified in the CEMP Environmental Incident Classification and Reporting Procedure	Environment Manager (or delegate)	HWC Relevant Regulatory Agencies
	Environmental incident notification to the Planning Secretary that causes or threatens to cause material harm as defined within the CoA A26.	As soon as possible and no later than 24 hours after becoming aware. Refer to CEMP and CoA A26.	Environment Manager (or delegate)	DPHI
Complaint Reporting	Complaint management and reporting in accordance with the Communication Strategy. Refer to the CEMP and CoA Section B.	As specified within the CEMP and the Communication Strategy.	Environment Manager (or delegate) Community and Stakeholder Manager	HWC

7.7. Non-compliance and Non-conformance

The CEMP defines non-compliance and non-conformance and their associated reporting requirements. Generally, a non-compliance refers to a breach of the CoA or failure to implement the CEMP and CEMP sub-plans, requiring notification to the Planning Secretary, while a non-conformance is a failure to comply with environmental requirements, standards or procedure established by the Project EMS in addition to the CoA.

Where a non-compliance/non-conformance is detected or monitoring/observations indicates risks directly attributable to the Project (i.e. are influenced by factors under the direct control of the Project, e.g. trucks using incorrect routes), the process will typically include:

- An analysis of the results by the Project Environment Manager or delegate in more detail, with the aim of determining possible causes
- A site inspection by the Project Environment and Sustainability Manager or delegate
- Advising relevant personnel of the problem
- Identifying and agreeing on actions to resolve or mitigate the risk
- Implementing actions to rectify or mitigate the risk.

A Non-compliance/Non-conformance Report may be issued by the Project Environment Manager if it is found to be related to construction. The timing for any improvement or rectification will be agreed between the Foreperson, Construction Manager, and Project Environment Manager based on the level of risk (e.g. a significant risk will require immediate action).

7.8. Incident Response

In the event of a traffic related incident affecting JH access roads (Pacific Highway Intersection, Beach Street, Ocean Park Road), JH will implement the incident response process in alignment with the site Safety Management Plan:

- If potential harm to persons, contact emergency services for first response
- If impacting adversely on project traffic movements / public road movements, temporarily halt traffic movements to/from the site until situation is resolved.
- Contact HW to report incident and advise of next steps
- JH and HW to investigate cause(s) of incident to confirm if JH mitigation measures are considered appropriate
- HW to liaise with Council / TfNSW if applicable.

In the event of an environmental incident, the Project will implement classification, notification, and reporting requirements in accordance with JHs Project Environmental Incident Procedure.

The Project Environment Manager (or delegate) will be responsible for investigating, tracking, communicating, and closing out non-conformances, and implementing corrective and preventative actions. Higher level incidents will require the Project Director to review and close out. The HWC Environmental Manager, and JH Environmental Team, and the ER, will provide supporting functions as required.

Environmental incident reports will include lessons learnt and proposed measures to prevent the occurrence of a similar incident. All efforts will be undertaken immediately to avoid and reduce impacts of incidents and suitable controls put in place. Incidents will be closed out as quickly as possible, taking all required action to resolve each environmental incident.

7.8.1. Notification and Reporting to the Planning Secretary

In accordance with CoA A26, the Planning Secretary will be notified via the Major Projects Website immediately or within 24 hours after the Proponent becomes aware of an incident. The notification must identify the SSI and set out the location and nature of the incident.

Subsequent written notification will be provided to the Planning Secretary in accordance with CoA A27 as follows:

- A written incident notification addressing the requirements set out below must be submitted to the Department via the Major Projects website within seven days after the Proponent becomes aware of an incident. Notification is required to be given under this condition even if the Proponent fails to give the notification required under Condition A26 or, having given such notification, subsequently forms the view that an incident has not occurred.
- Written notification of an incident must:
 - Identify the development and application number.
 - Provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident).
 - Identify how the incident was detected.
 - Identify when the Proponent became aware of the incident.
 - Identify any actual or potential non-compliance with conditions of approval.
 - Describe what immediate steps were taken in relation to the incident.
 - Identify further action that will be taken in relation to the incident.
 - Identify a Project contact for further communication regarding the incident.
- Within 30 days of the date on which the incident occurred, the Proponent must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.
- The Incident Report must include:
 - A summary of the incident.
 - Outcomes of an incident investigation, including identification of the cause of the incident.

- Details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence.
- Details of any communication with other stakeholders regarding the incident.

For clarity, the State Infrastructure Approval instrument provides the following definitions for incident and material harm:

An 'Incident', as defined in the State Infrastructure Approval instrument, is:

An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.

“Material Harm” as defined in the State Infrastructure Approval instrument:

is harm that:

- (a) involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial; or
- (b) results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).

The Project will maintain and provide all records of the environmental incidents and regulatory action to the HWC Project team.

8. Review and Improvement

8.1. Continuous Improvement

Continuous improvement of this Plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives, and targets for the purpose of identifying opportunities for improvement.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of environmental management and performance
- Determine the cause or causes of non-conformances and deficiencies
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies
- Verify the effectiveness of the corrective and preventative actions
- Document any changes in procedures resulting from process improvement
- Make comparisons with objectives and targets.

8.2. CTPMSP Version Control

Only the JH Environment Manager (or delegate) has the authority to approve changes to the requirements of this Plan. Minor amendments to the Plan will be endorsed by the ER and approved by the Planning Secretary.

Continual review and improvement of the CEMP will occur in response to:

- Issues raised during environmental inspections and/or monitoring.
- Change to scope of work.
- Changes in legislation.
- Environmental incidents.
- Environmental non-compliances.

The CEMP and an analysis of key environmental risks will be reviewed during Project construction in response to:

- Opportunities identified by HWC or the ER.
- Changes to the Project EMS.
- Non-compliances, incidents, or recurring issues.
- In response to internal or external audits.
- Changes in legislation.
- Changes in environmental management practices or technology.

In accordance with CoA A31, within three months of:

- the submission of a compliance report under condition A34;
- the submission of an incident report under condition A27;
- the submission of an Independent Audit under condition D36 or D37;
- the approval of any modification of the conditions of this approval; or
- the issue of a direction of the Planning Secretary under condition A2 which requires a review,

The strategies, plans and programs required under the approval must be reviewed, and the Planning Secretary and the ER and Certifier must be notified in writing that a review is being carried out.

A copy of the updated Plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure, as detailed in the CEMP.

Appendix A – Consultation Responses

Lake Macquarie City Council Engagement Log per CoA A8 (a) and Comment Register per CoA A8 (b)

Date	Details of Engagement / Attempted Engagement
14/08/2024	Meeting held with JH and LMCC to discuss upcoming plans and project.
11/09/2024	Draft plans were provided by JH for LMCC review and comment
11/09/2024	JH attempted contact via phone to confirm LMCC had received draft plans. No response was received by JH
12/09/2024	JH attempted contact via phone to confirm LMCC had received draft plans. No response was received by JH
18/09/2024	JH contacted LMCC via phone. LMCC provided a commitment to confirm plans were under review. No response was received by JH
26/09/2024	JH contacted LMCC via text message. No response was received by JH
01/10/2024	JH sent LMCC an email detailing comments received from TfNSW regarding the Plan. No response was received by JH

Comment Raised	Project Response	Where addressed	Status
N/A			

Transport for NSW Engagement Log per CoA A8 (a) and Comment Register per CoA A8 (b)

Date	Details of Engagement / Attempted Engagement
19/08/2024	Meeting held with JH and LMCC to discuss upcoming plans and project.
11/09/2024	Draft plans were provided by JH for LMCC review and comment
24/09/2024	JH received comments from TfNSW via email regarding the Traffic and Pedestrian Management Sub-plan
08/10/2024	JH email to TfNSW confirming if TfNSW requires review of updated Traffic and Pedestrian Management Sub-plan following TfNSW comments
08/10/2024	TfNSW email to JH confirming submission of the Traffic and Pedestrian Management Sub-plan to DPHI can occur without further TfNSW review

Comment Raised	Project Response	Where addressed	Status
Traffic and Pedestrian Management Sub-Plan: Sect 5.2.1.6 has a minor typo in the last paragraph on page 23. Approvals would be via the s138 process, not s128.	Section 5.2.1.6 updated to refer to S138.	Section 5.2.1.6	Minor change. Closed out
Driver's Code of Conduct: Drivers' Code of Conduct should reflect the proposed strategy at 4.3 of the Traffic and Pedestrian Management Sub-Plan regarding Light Vehicles exiting the work site considering alternate routes (load sharing).	Driver's Code of Conduct updated to align with the load sharing strategy in Section 4.3 of the Traffic and Pedestrian Management Sub-Plan.	Driver's Code of Conduct	Minor addition to Driver's Code of Conduct. Closed out

Appendix B –Vehicle Routes

Heavy Vehicle Route



Light Vehicle Routes



Appendix C – Drivers Code of Conduct

Refer to CS1135-WT-BEL-EN-PRO-0012 - Drivers Code of Conduct