



SC212

29 August 2025

## NSW Department of Planning, Housing and Infrastructure

### RE: Murrumbidgee Council Submission – Victoria to NSW Interconnector West Transmission Line project number SSI-72887208

Murrumbidgee Council (Council) wishes to submit the following comments and proposed condition of consent in relation to the proposed VNI West Transmission Line within the Murrumbidgee Council area.

Council understands that the following local roads have been identified by consultants working for Transgrid and as mentioned in the EIS;

Road Name	Project Traffic Volume AM?PM	Potential Cumulative Impact	Proposed Road Improvement Works by Transgrid
Conargo Road	30LV/hr 38HV/hr	Likely	No improvement works proposed
Mabins Well Road	30LV/hr 38HV/hr	Likely	No improvement works proposed
McLennons Bore Road	30LV/hr 38HV/hr	Likely	No improvement works proposed
Moonbria Road	30LV/hr 38HV/hr	Likely	No improvement works proposed
Showground Road	30LV/hr 38HV/hr	Likely	No improvement works proposed
Wilson Road	30LV/hr 38HV/hr	Likely	No improvement works proposed
Cadell Road	30LV/hr 38HV/hr	Likely	No improvement works proposed

Council advises that all of these local roads have been constructed and maintained for low levels of local community needs ranging from between 20 to 50 vehicle movements per day.



Transgrid have confirmed that their development will result in traffic volume increases of up to 680 combined light and heavy traffic movements a day.

Further, the majority of these roads have been constructed using a local material source onsite principally clay and sand with a minimum wearing course of gravel and are single lane and can be classified under the Austroad Standards as being a Class U4 or at most a U3.

These roads are similar, and in some cases the same roads currently being used during the construction of the Dinawan Substation and the Project Energy Connect transmission line under a general condition of a pre and post dilapidation report.

Over the past 2 years of construction this approach has proven to be a failure, non-workable, and must not again be used for renewable energy developments.

The increased traffic from the VNI West Transmission line will result in more damage, unusable roads, community safety issues and a greater financial impost on Council and will not be accepted.

Council has recently endorsed a draft Policy which requires that a developer wishing to use Council local roads must upgrade the roads used by the development during both construction and operational stages to the appropriate Austroads standard applying to the increased level of traffic movements caused by the development. A copy of this Policy is attached.

### **Recommended Condition of Consent**

**That Transgrid enter into a Voluntary Planning Agreement with Murrumbidgee Council to achieve the outcomes and road upgrade and maintenance required under the Murrumbidgee Council Development Road Upgrades and Maintenance Policy.**





## Development Road Upgrades & Maintenance Policy

	Name	Position	Signature	Date
Responsible Officer	Garry Stoll	Director Planning & Infrastructure		
Authorised By	John Scarce	General Manager		

Document Revision History	
Date adopted by Council:	(Original Document)
Minute Number:	(Original Document)
Revision Number:	(Revision #)
Review Date:	(Review Date)
Date adopted by Council:	
Minute Number:	
Next Review:	See item 10. of this Policy
Revision Number:	
Review Date:	
Date adopted by Council:	
Minute Number:	

October 2025

## Contents

1. Purpose .....	3
2. Policy Objectives .....	3
3. Definitions .....	3
4. Current Levels of Service .....	3
5. Standards Applying to Required Road Upgrade Works.....	4
6. Undertaking Required Road Upgrade Works .....	4
7. Road Management Procedure and Levels of Service.....	4
8. Shared Roads – Apportioning Contributions.....	5
9. Dwellings on Unsealed Road.....	5
10. Policy Review .....	5
11. Attachments .....	5
12. References .....	5
Attachment 1 .....	6

## 1. Purpose

Murrumbidgee Council (Council) is the Local Roads Authority (LRA) under Section 145 (3) of the NSW Roads Act 1993 for all local roads within the Council area.

As the LRA Council provides and maintains local roads in accordance with its adopted Roads Asset Plan based on typical traffic volumes and vehicle types as established over time in line with community needs.

This policy establishes minimum road construction standards, including bridges, culverts and drainage, for developments that result in an increase in either vehicle movements and/or non-typical vehicle types that are considered by Council to be above the capacity of the road proposed to be used by the development.

## 2. Policy Objectives

The objectives of this policy is to:

- Outline Council's road requirements for developments which will result in either an increase in traffic movements and/or the number of non-typical vehicle types using local roads, during the construction or operational phase of a development.
- Maintain public safety, reliable all weather access, consistent and efficient road standards for residents, farming operations, emergency services and developments in accordance with AustRoads principles and guidelines.
- Ensure that if the class of the road proposed to be used by the developer is lower than the appropriate road class applicable to the traffic volume caused by the development, the developer will be required to fund all costs required to upgrade and maintain that road.

## 3. Definitions

**AustRoads Standards** means the Australian and New Zealand Association of Governments

**Council** means Murrumbidgee Council

**Class 4 vehicles** as per Austroad guidelines

**Local Roads** means all roads within Murrumbidgee Council that are not State Controlled Roads (e.g. Newell Highway, Sturt Highway and Kidman Way)

**LRA** means Local Roads Authority

**Non-Typical vehicles** means any vehicle from a B-Double and larger

## 4. Current Levels of Service

Council currently provides and maintains local roads appropriate to community needs in accordance with Council's Roads Asset Plan and budgets.

For unsealed rural roads this is generally a Class U4 standard with one traffic lane having a daily usage of 20 vehicles per day as per the attached table under AustRoads Standards (see attachment 1).

For some unsealed rural roads having higher use such as bus routes this may be to a Class U3 standard with 2 traffic lanes having a daily usage of up to 100 vehicles per day with 10% of Class 4 vehicles.

For sealed roads, Council generally maintains a minimum sealed pavement width of 7.6 metres having two traffic lanes.

Bridges and culverts are to be rated to a maximum traffic load of 10 tonnes.

## **5. Standards Applying to Required Road Upgrade Works**

Should Council receive an application for a development considered to increase either traffic movements or the numbers of non-typical vehicles on a Council road, as determined by any traffic management plan accompanying the development application, the increase will be assessed in accordance with the required standards as per the attached AustRoads table (see attachment 1).

This assessment will consider both the construction and operational phases of the development.

If this assessment of the proposed traffic impact determines that the development will result in either an increase in traffic movements or vehicle types above what the local road has been constructed and or maintained to, the developer will be required to upgrade the road to the required standard at their full cost.

Should Council assess that the proposed development only has a short construction time frame or that the expected vehicle movements are considered not to have a deleterious effect on the local road, Council will require a pre and post construction dilapidation report to be carried out. This report will be used to determine the required remediation works that will be required at the completion of the works.

Council will notify the developer and advise to what class the road/s will need to be upgraded to and the corresponding works, including any culvert, bridge or drainage upgrades, which will be required to bring it to this standard.

## **6. Undertaking Required Road Upgrade Works**

As the Local Roads Authority, Council will undertake all required upgrade works and routine maintenance on local roads.

Following the assessment of the traffic impacts and level of upgrade works required, council will submit a quote to undertake these works, which will form the basis of a Contract of Works to be signed by Council and the developer prior to any works commencing.

## **7. Road Management Procedure and Levels of Service**

Following the completion of road works during both a development's construction and operational phases, Council will undertake all required road maintenance of that road

in accordance with Clause 4 of Council's Road Management Procedure and Levels of Service at the developer's cost.

## **8. Shared Roads – Apportioning Contributions**

Council is aware that in some circumstances certain local roads will be used by different developers during similar construction and operational timeframes creating a cumulative effect on that road/s.

Where Council is aware of this occurring, it will endeavour, as much as possible, to apportion contributions for any required road upgrade and maintenance works based on nominated expected traffic movements submitted as part of the development applications and/or subsequent traffic management plans, with such apportioned contribution expressed as a percentage.

## **9. Dwellings on Unsealed Road**

Where an unsealed local road is to be used by a development which has been assessed by Council as having the potential to create a dust issue, the developer is to bitumen seal the road for a length of 300m either side of the entry to the dwelling.

## **10. Policy Review**

This policy:

- Will be reviewed within the first year of the new Council term.
- May be reviewed and amended at any time at Council's discretion (or if legislative or State Government policy changes occur).

## **11. Attachments**

Austroads Table – Rural Unsealed road: General Classification

## **12. References**

- NSW Environmental Planning & Assessment Act 1979
- NSW Local Government Act 1993
- NSW Roads Act
- Austroads Guidelines
- NSW DPIE Cumulative Impact Assessment Guidelines for State Significant Project October 2022

## Attachment 1

### Rural unsealed road : General Classification

CLASS	DAILY TRAFFIC	TRAFFIC SPECTRUM	ATTRIBUTEES	DESCRIPTION	MATERIAL QUALITY AND CONFIGURATION	APPLICATION	MC COUNCIL STANDARD
U1	More 200vpd	>200 vpd & >20% Class 4	Up to 100 Km/h & 2-Lane and shoulder	<ul style="list-style-type: none"> <li>All-weather formed pavement with adequate drainage provided. At least two pavement layers over subgrade.</li> <li>Granular or modified materials may be adopted in the base and wearing course. Dust suppressants may be incorporated in maintenance strategies.</li> </ul>	<ul style="list-style-type: none"> <li>Crushed quarry materials or in situ processed natural gravels.</li> <li>20 mm max. size** wearing course, min. 100 mm thick.</li> <li>40 mm max. size base, min. 150 mm thick.</li> <li>55 mm max. size subbase, min. 150 mm thick.</li> </ul>	<ul style="list-style-type: none"> <li>Main unsealed roads carrying significant freight or livestock.</li> <li>Links to major resource developments, e.g. mines, gas fields, etc.</li> </ul>	
U2	100-200 vpd	100-200 & >10% Class 4	Up to 100 Km/h & 2-Lane and shoulder	<ul style="list-style-type: none"> <li>Mostly all-weather formed pavement with some drainage. Two pavement layers over subgrade.</li> <li>Granular or modified materials may be adopted in the wearing course. Dust suppressants may be incorporated in maintenance strategies.</li> </ul>	<ul style="list-style-type: none"> <li>Crushed quarry materials, crushed pit material, 'on road' processed natural gravels.</li> <li>40 mm max. size wearing course, min. 100 mm thick.</li> <li>55 mm max. size base, min. 150mm thick</li> </ul>	<ul style="list-style-type: none"> <li>Main links between communities, national parks, recreational areas, haul roads.</li> </ul>	
U3	20-100	20-100 vpd & <10% Class 4	Up to 80 Km/h & 2-Lane	<ul style="list-style-type: none"> <li>Formed pavement with surface drainage. Max. of two pavement layers over subgrade.</li> <li>Granular or modified materials may be adopted in the wearing course. Dust suppressants may be incorporated in maintenance strategies.</li> </ul>	<ul style="list-style-type: none"> <li>Natural gravels, pit materials or quarry wastes.</li> <li>40 mm max. size wearing course, min. 100 mm thick.</li> <li>55 mm max. size subbase, min. 150 mm thick.</li> </ul>	<ul style="list-style-type: none"> <li>Links between smaller communities, national parks, recreational and remote areas, haul roads within quarries/mines.</li> </ul>	
U4	less 20	<20 vpd	Up to 80 Km/h & 1-Lane	<ul style="list-style-type: none"> <li>Unformed pavement with single pavement layer over subgrade.</li> </ul>	<ul style="list-style-type: none"> <li>Natural gravels, pit materials or quarry waste.</li> <li>50 mm max. size wearing course, min. 150 mm thick.</li> </ul>	<ul style="list-style-type: none"> <li>Main access to remote areas, difficult terrains and fire protection, national park access.</li> </ul>	Mostly MC council rural unsealed road. Re-sheeting process :Formation grade and prepare 100mm resheating/wearing course. (100mm renewable depth)
U5	less10	<10 vpd	Up to 60 Km/h & 1-Lane	<ul style="list-style-type: none"> <li>Unformed pavement comprising subgrade only.</li> </ul>	<ul style="list-style-type: none"> <li>Vegetation cleared subgrade.</li> </ul>	<ul style="list-style-type: none"> <li>Minor access (four wheel drive or heavy duty vehicles) to remote locations, fire protection.</li> </ul>	

N.B. Classification based on Guide to Pavement Technology Part 6 (Unsealed Pavements), Murrumbidgee Council Componentisation of road Assets Update & Asset Management Plan(MC Council)

