



7 May 2021

The Manager
Department of Planning, Industry & Environment
Locked Bag 5022
Parramatta NSW 2124

Attention: Iwan Davies

SSI-10040 – SUBMISSIONS REPORT - PROJECT ENERGY CONNECT (NSW – WESTERN SECTION)

I refer to your correspondence regarding the subject Application which was referred to Transport for NSW (TfNSW) for assessment and comment.

From the Environmental Impact Statement (EIS) prepared by TransGrid dated October 2020 as revised by documentation dated April 2021 it is understood that the proposal referred to as Project Energy Connect – (NSW-western Section) includes the construction and operation of new 330kV transmission lines between the SA/NSW border and Buronga, an upgrade and expansion of the existing Buronga substation from an operating capacity of 220kV to 330kV and an upgrade of the existing transmission lines between Buronga and the NSW/Victoria border.

From the information provided the proposed route for the transmission lines between the SA/NSW Border and Buronga will traverse multiple public roads including 3 classified roads - Renmark Road (MR68), Silver City Highway (HW22) and Pooncarie Road (MR68). The Buronga substation is located with frontage and access to Arumpo Road (MR431) which is also a classified road. The additional works between Buronga and the NSW/Victoria border will cross Arumpo Road (MR431) and the Sturt Highway (HW14).

As outlined in the previous response TfNSW is particularly interested in the proposed sites for the construction compounds and the workers camps, the haulage routes for the large components and the proposed methodology for the stringing of the lines over public road corridors. TfNSW notes to inclusion of various water supply locations and access points to the public road network. The Submissions Report dated April 2021 addresses the previous response from TfNSW in section 6.9 and Mitigation measures TA1 to TA10.

TfNSW has reviewed the revised sites for the work camps and notes that 2 sites are now proposed, one with frontage and access to Renmark Road and the other to Arumpo Road, and that the previous camp site proposed with frontage to the Silver City Highway is to be retained as a construction compound only. As the compound proposed to be located with frontage and access to the Sturt Highway is now proposed to be a construction compound only mitigation measure TA1 needs to be amended to include accommodation camps and construction compounds.

TfNSW notes that mitigation measure TA1 indicates that the design of any accesses from public roads to be undertaken in accordance with the Austroads Guide to Road Design. This would include (among other elements identified in the design guide) considerations such as those identified by

Transport for NSW including minimum driveway widths, sight distance criteria and swept path requirements. Where the access are to a sealed road the driveway shall be sealed for at least 10 metres from the edge of the carriageway. Note that temporary access tracks shall be removed after the construction phase is finished, unless these are required for ongoing maintenance activities.

Note that as the Silver City Highway and the Sturt Highway are part of the State Road network the developer may be required to enter into a Works Authorisation Deed (WAD) with Transport for NSW before finalising the design or undertaking any construction work for access driveways within or connecting to the road reserve. The applicant is to contact the Team Leader Land Use for the South West Precinct on Ph. 02 6923 6611 for further detail. Works within the road reserve of any classified road shall be located, designed and constructed in accordance with the requirements of Transport for NSW and the Austroads Guide to Road Design for the posted speed limit and to cater for the largest size vehicle likely to access the site.

Section 6.11.2 of the Amendment Report acknowledges that given the location of these compounds within a high speed environment that the intersections for access to the compounds would need to address relevant safety requirements and need to provide for a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment as a minimum notwithstanding the traffic volumes. As the classified road listed above are road train routes these treatments are to be design and constructed in accordance with the Austroads Guide to Road Design for the posted speed limit and adopt a B-Triple heavy vehicle as the design vehicle.

The submitted documentation includes a Transport Route Study (Rex Andrews, 2021) for the route between Port Adelaide and the Buronga Substation. The Transport Route Study demonstrates the feasibility for oversized/overmass vehicles and delivery of large-scale material and equipment to the Buronga substation upgrade and expansion site without requiring any adjustments to the road network or bridge strengthening. Should the detailed development of the construction methodology identify that movements would be required from other port(s), such as Melbourne, Sydney, Newcastle or Wollongong, a similar review would be undertaken.

TfNSW notes that the Submission Report identifies that;

- should the detailed development of the construction methodology identify that movements would be required from other port(s), such as Melbourne, Sydney, Newcastle or Wollongong, a similar review would be carried with the intention that no works would be required to local or regional roads to facilitate movements.
- Any of the proposed long-distance haul routes required would be subject to permits granted by National Heavy Vehicle Regulator and would be assessed accordingly (refer to mitigation measure TA5).

Section 6.9 of the Submissions Report refers to the intent to prepare a traffic and transport plan as a sub-plan to the Construction Environmental Management Plan (CEMP). This sub-plan should be prepared in consultation with the relevant road authorities being both Council and Transport for NSW).

Section 6.9 of the Submissions Report refers to the methodology for the stringing of power lines across the road reserve of public roads. It is noted that The final detailed methodology for the stringing of transmission line cables, including traffic management requirements where this would occur across road reserve(s) for public roads, would be outlined in the traffic and transport sub-plan for the proposal. The Submission report acknowledges that a section 138 approval and a Road Occupancy Licence will be required for works within the road reserve of a classified road.

TfNSW emphasises the need to minimise the impact of proposed development on the existing public road network and maintain the level of safety, efficiency and maintenance along the road network. As the proposed development requires access from the classified road network at various

locations within a high speed environment the matters outlined above are raised for road safety and network efficiency reasons.

Transport for NSW notes the measures outlined in the revised documentation including the Amendment report dated April 2021 and the Submissions Report dated April 2021 in relation to road related matters and advises that no objection is raised in respect to the proposed development subject to consideration of the matters outlined above.

Any enquiries regarding this correspondence may be referred to Maurice Morgan, TfNSW (South Region), phone (02) 6923 6611.

Yours faithfully



Maurice Morgan
Team Leader, Development Services South