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Thursday, 6 April 2023

The Planning Secretary
NSW Department of Planning and Environment
12 Darcy Street
Parramatta NSW 2150
Locked Bag 5022
Parramatta NSW 2124

CC: Nicole Brewer

Dear Mr Cassel

EnergyConnect (NSW – Western Section) (SSI-10040) – Request for additional secondary access route (condition D36)

I refer to EnergyConnect (NSW – Western Section) (SSI-10040) (the Project), which the then NSW Minister for Planning and Public Spaces approved on 28 September 2021 under section 5.19 of the NSW *Environmental Planning and Assessment Act 1979*.

This letter seeks the Planning Secretary's agreement, in accordance with condition D36 b), to use an additional access route not currently permitted by the Infrastructure Approval.

Proposed additional secondary access route

The Project has been consulting with Transport for New South Wales (TfNSW) concerning the installation of an access point on the southern side of the Sturt Highway to access the development area (Access Point 98 from the approved Traffic Strategy EnergyConnect (NSW – Western Section) Stage 2 for the Project (the Stage 2 Traffic Strategy)). This section of the transmission line (between Sturt Highway and the Murray River at Monak) requires the construction of five transmission line poles and subsequent decommissioning and removal of the existing transmission line (refer to Figure 1, poles 54 to 58). Despite engagement with TfNSW during the preparation of the EIS and Amendment Report and two sets of Traffic Strategies (condition D37) and Traffic and Transport Management Plans (condition D40), TfNSW has indicated that an access point cannot be installed on Sturt Highway in this

area due to traffic safety risks. Construction of the Project, therefore, requires alternative access to this section of the development area from the public road network. Without alternative access, the Project cannot be completed.

There are only two relevant public roads for this infrastructure section: Sturt Highway and Bonnie Doon Road, Monak. Due to TfNSW's position concerning access from Sturt Highway, the Project has no option other than to access the development area from Bonnie Doon Road. The Project, therefore, requires and requests the use of the 400-metre-long section of Bonnie Doon Road extending south from the intersection with Sturt Highway to an existing access track (outside the road corridor) as an additional secondary access route. The use of this additional project route is critical to Project delivery.

Bonnie Doon Road is a sealed, two-way local road located east of the existing transmission line easement and development area in Monak. Bonnie Doon Road comes off the Sturt Highway, an approved primary access route. Figure 1 (attached) shows the location of the proposed secondary access route.

Table 1 provides details of the proposed use of the additional access route.

Table 1 Proposed usage of the additional access route

Location	Road information	Construction period vehicle movements per day (indicative)*		Duration of use
		Peak	Typical	
Bonnie Doon Road	Sealed, 60 km/h	Light vehicles - 40 Heavy vehicles - 10	Light vehicles - 12 Heavy vehicles - 6	~14 months

*A movement equals a one way movement on the road. The number of vehicles therefore equals half of this number.

Preliminary assessment of additional route

Bonnie Doon Road provides access to three residences (refer to Figure 2) and the adjacent agricultural areas. Due to the presence of the Murray River to the south, it is a no-through road. As such, existing traffic volumes along the road are low (likely less than 50 vehicles per day). Accordingly, the potential for significant traffic disruption and impacts due to project-related vehicle movements on Bonnie Doon Road is low.

The three sensitive receivers may experience elevated road traffic noise levels from project-related vehicles using Bonnie Doon Road. However, due to the low number of project-related vehicle movements per day and distances between the residences and the road, any changes in traffic noise at the residences due to the project-related vehicles are not anticipated to be substantial and would be transient and short-lived.

As Bonnie Doon Road is sealed and the residences are not immediately adjacent, substantial air quality impacts from project-related vehicles using the route would be unlikely.

The existing intersection of Bonnie Doon Road and Sturt Highway and the proposed additional access route require no upgrades to make them suitable for project-related vehicle movements. The Project would install a new access point at the southern extent of the 400-metre-long additional access route.

The Project will revise the current approved Stage 2 Traffic Strategy to include and assess the potential impacts of the new access point (road upgrade) on Bonnie Doon Road and the potential road traffic noise and dust impacts associated with the project-related use of the additional access route, as required by condition D37.

Compliance with the conditions of approval

Condition D36 restricts the Project to the secondary access routes identified in Appendix 2 to the Infrastructure Approval, unless otherwise agreed to by the Planning Secretary. Accordingly, Transgrid requests that the Planning Secretary agree to the use of Bonnie Doon Road subject to:

- addressing the use of the additional access route and installation of an additional site access point on Bonnie Doon Road in a revised Stage 2 Traffic Strategy prepared in accordance with condition D37;
- carrying out dilapidation surveys along the additional access route in accordance with condition D39; and
- addressing the use of the additional access route in a revised Traffic and Transport CEMP Sub-plan prepared in accordance with conditions D40, B2 and B6.

In this manner, the Project would meet all relevant conditions of approval relating to the of the additional access route.

Consultation

The Project has consulted Wentworth Shire Council regarding the proposed use of Bonnie Doon Road. Wentworth Shire Council requested that dilapidation surveys occur and traffic control to keep heavy vehicles to 40 km/hour. As noted above, the Project proposes no alterations to Bonnie Doon Road other than at the site access point required at the southern extent. The Project will ensure that dilapidation surveys occur as per condition D39 and rectify any damage to the road caused by project-related vehicle use. The Project will ensure that project-related vehicles do not exceed 40 km/hour along Bonnie Doon Road.

In accordance with the Community Communication Strategy (CCS), the Project will use a range of tools to notify and facilitate ongoing consultation and communication with the community regarding the Project, including the occupants of the three residences along Bonnie Doon Road. The CCS includes mechanisms for the affected community to contact the Project with enquiries and complaints and protocols for addressing those enquiries and complaints.

The resolution of this additional access is a priority item for the Project to ensure timely delivery of the project: without the use of Bonnie Doon Road construction of the infrastructure cannot be completed. We would therefore appreciate a response to this request by **Thursday 20 April 2023**.

Thank you for considering this request. If you wish to discuss this request, please do not hesitate to contact the undersigned.

Yours Sincerely



John Fisher
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Attachments:

- Figure 1 – Southern section of the transmission line where access is required (towers 54 to 58)
- Figure 2 – Additional secondary access route (Bonnie Doon Road)

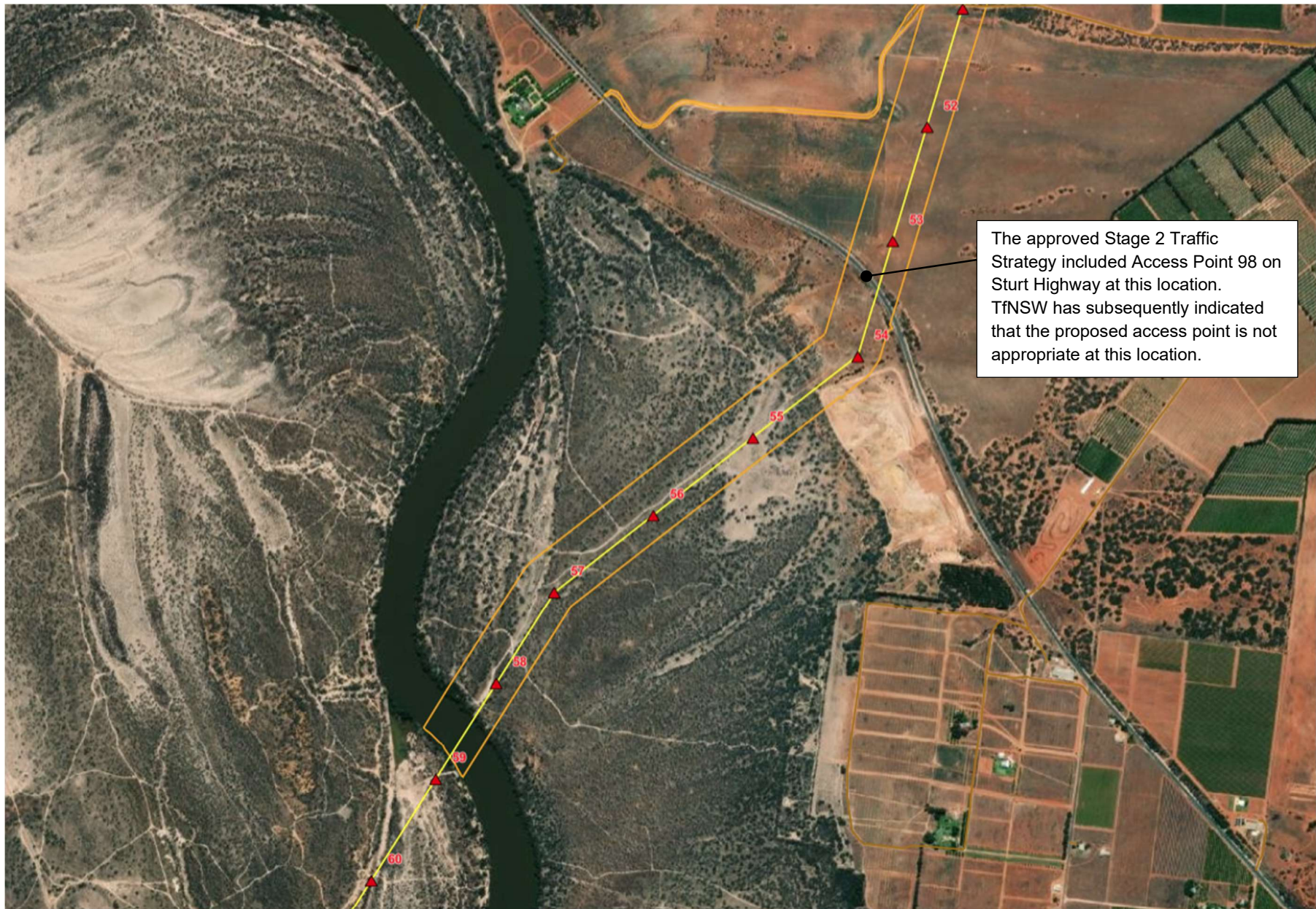


Figure 1 – Southern section of the transmission line where access is required (towers 54 to 58)



Figure 2 - Additional secondary access route (Bonnie Doon Road)