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Friday, 4 March 2022

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

CC: Iwan Davies, Wayne Jones

Dear Ms Fishburn

Re: EnergyConnect (NSW – Western Section) (SSI-10040) – Request for Planning Secretary agreement to use additional roads (Condition D36)

I refer to EnergyConnect (NSW – Western Section) (SSI-10040) (the Project), which the 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 additional secondary routes that the Infrastructure Approval does not currently contemplate explicitly. Transgrid proposes that the additional secondary routes would form part of the Stage 2 Traffic Strategy (condition D37).

Proposed Additional Secondary Routes

Secondary access routes would provide intermediate access to the transmission line corridor and will only be required at certain times over the full construction program. The additional secondary routes covered by this request include:

- ~1.2 kilometres of Nulla Road - connecting from the transmission line alignment to Renmark Road;

- ~125 metres of Pine Camp Road - connecting from the transmission line alignment to Renmark Road;
- ~650 metres of Low Darling Road - connecting transmission crossing to a proposed access point (existing access track) to the north; and
- ~20 kilometres of Anabranh Mail Road - connecting from Renmark Road to the intersection of Milpara and Anabranh Mail Road.

Figure 1 (attached) outlines the location of these additional secondary access routes. Table 1 provides details of the proposed use of the additional roads.

Table 1 Proposed usage of additional roads

Location	Road information	Construction period vehicle movements per day (indicative)		Duration of use
		Peak	Typical	
Anabranh Mail Road (southern section from Milpara Road to Renmark Road)	Unsealed, 60 km/h	Light vehicles - 100 Heavy vehicles - 50	Light vehicles - 60 Heavy vehicles - 25	<1 year
Low Darling Road (additional sections north of transmission line crossing)	Unsealed, 60 km/h	Light vehicles - 60 Heavy vehicles - 50	Light vehicles - 40 Heavy vehicles - 25	<6 months
Nulla Road	Unsealed, 60 km/h	Light vehicles - 60 Heavy vehicles - 50	Light vehicles - 40 Heavy vehicles - 25	<1 year
Pine Camp Road	Unsealed	Light vehicles - 20 Heavy vehicles - 10	Light vehicles - 20 Heavy vehicles - 10	<1 year

Preliminary Assessment of Additional Routes

Due to the remote nature of the subject roads and the very low population densities generally in the areas they service, existing traffic volumes on each road are considered to be extremely low (likely less than 50 vehicles per day). Accordingly, potential traffic impacts due to construction-related traffic on the additional routes are anticipated to be negligible.

There are no residential or other sensitive receivers within 500 metres of the additional secondary routes (see Figure 2 attached). As such, dust, noise and other amenity impacts due to construction traffic along these additional secondary routes are anticipated to be negligible. The Stage 2 Traffic Strategy would confirm any potential impacts and include management mitigation measures that the Project will implement, as required by condition D37, if dust and noise impacts occur or the community raises concerns or complaints.

Consistency with the Infrastructure Approval

The use of the additional secondary routes does not trigger the need for a modification to the Infrastructure Approval.

Section 18.3.1 (Existing road network) of the EIS identifies that each of these local roads would be accessed as part of the construction of the proposal. However, the EIS did not include any specific assessments of the proposed use of the roads. The additional roads would be used as secondary routes, as they would provide immediate access to the construction areas (i.e. transmission line alignment) and would not be in use for the entire construction duration.

The proposed use of the small sections of Nulla Road and Pine Camp Road would be minor extensions of the approved usage of Renmark Road. The additional section of Low Darling Road is required to access a site access point and track that was included and contemplated in the EIS (the Response to DPIE Request for Information (10 August 2021)) but not shown as part of the approved secondary access route in the relevant figures. The additional section of Anabranth Mail Road, while around 20 kilometres in length, is similar to the approved Anabranth Mail Road secondary access route to the north and would be used similarly. The Project would use the additional roads in the same manner contemplated for the current approved secondary access routes.

The use of the additional roads would not change the nature, scope, scale and impact of the Project substantially. The existing revised mitigation measures included in Appendix G to the Response to DPIE Request for Information (10 August 2021) are appropriate to manage and mitigate all anticipated potential impacts. The Stage 2 Traffic Strategy will consider any necessary road upgrades and identify any additional mitigation measures, where required.

The use of the additional roads would, therefore, be generally in accordance with the EIS, as required by condition A2. The conditions of approval have mechanisms to facilitate the use of additional roads (see below). The proposed use of the additional roads would therefore be consistent with the approved Project and no modification of the Infrastructure Approval is required.

Compliance with the conditions of approval

Condition D36 potentially limits the use of roads to only those secondary routes identified in Appendix 2 to the Infrastructure Approval. Condition D36 b), however, indicates that the Planning Secretary has discretion regarding secondary access routes. Accordingly, Transgrid requests that the Planning Secretary allows the use of the additional secondary routes for the project, subject to:

- addressing the use of the additional secondary routes in the Stage 2 Traffic Strategy required by condition D37;
- implementing any required road upgrades to the additional secondary routes in accordance with condition D38 or as outlined in the Stage 2 Traffic Strategy;
- carrying out dilapidation surveys along the additional secondary routes in accordance with condition D39; and

- addressing the use of the additional secondary routes in the Traffic and Transport CEMP Sub-plan prepared in accordance with conditions D40, B2 and B6.

The Project already has processes and protocols in place to ensure that all these requirements are met for the approved project routes. These processes and protocols would be applied to the additional roads also.

With agreement from the Planning Secretary under condition D36 b), the use of the additional secondary routes would comply with all the requirements in conditions D36 to D40.

Consultation

Condition D37 requires the Project to prepare the Traffic Strategy in consultation with the relevant roads authorities. The Project has commenced consultation with Wentworth Shire Council and Transport for New South Wales regarding the use of all roads required for Stage 2 of the Project, including the additional roads included in this request.

A range of tools, in accordance with the Community Communication Strategy (CCS), will be implemented to notify and facilitate ongoing consultation and communication with the community and stakeholders regarding the project. Communication tools will be used to inform impacted residents of periodic traffic related impacts, including proposed road network changes, movement of oversize overmass vehicles and access impacts. Communication tools include, but are not limited to, stakeholder briefings, the project website, community drop-in sessions, door knocks and project factsheets. The CCS includes mechanisms for the affected community to contact the Project with enquiries and complaints and protocols for addressing those enquiries and complaints.

Thank you for considering this request. If you wish to discuss this request, please do not hesitate to contact the Project's Environmental Manager John Fisher (John.Fisher@transgrid.com.au or 0448 514 073).

Yours Sincerely



Yousseph Ters

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Attachments:

- Figure 1 - Additional secondary access routes (indicated in inset figures)
- Figure 2 - Sensitive receivers adjacent to secondary access routes

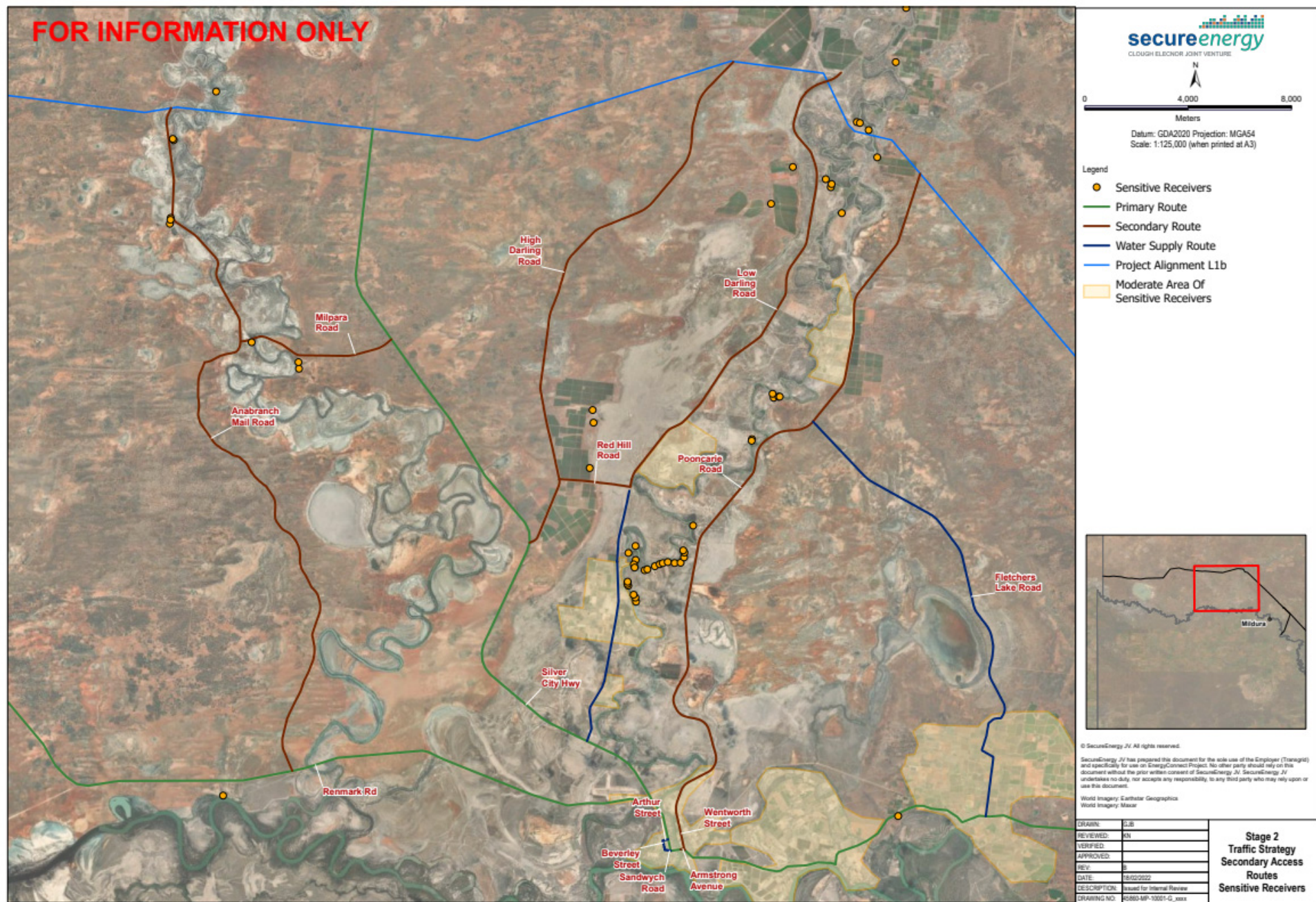


Figure 2 - Sensitive receivers adjacent to secondary access routes