PUBLIC

Condition D38 compliance statement – Stage 2, Access points, Renmark Road EnergyConnect (NSW - Western Section)

45860-HSE-REP-D-0040

REV	DATE	GENERAL DESCRIPTION	PREPARED	REVIEWED	VERIFIED	VERIFIED	APPROVED
A	27/02/2023	Issued for internal review	S Klocke	C.Curlewis	G.Crighton	-	S.Basanta
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Revision History	
Rev.	**Detailed Description**
A	Issued for internal review
B	Issued for DPE information

Key Document Stakeholders
To be communicated with during reviews and revisions of this document

Contents

Abbreviations

Acronym	Definition
BAL	Rural Basic Left Turn
BAR	Rural Basic Right Turn
Council	Wentworth Shire Council
DPE or Department	Department of Planning and Environment (formerly Department of Planning, Industry and Environment (DPIE))
GIS	Geographic information systems
L1	Transmission line 1, extending from the South Australia/NSW border to Buronga substation
L4	Transmission line 4, extending from Buronga substation to the NSW/Victoria border
NSW	New South Wales
PESCP	Progressive erosion and sediment control plan
project, the	EnergyConnect (NSW - Western Section)
RMMs	Revised management measures
ROPs	Road opening permit
SAP	Sensitive area plan
SecureEnergy	Elecnor and Clough Projects Australia Pty Ltd have formed the SecureEnergy Joint Venture (SecureEnergy). SecureEnergy is the contractor who will be carrying out the project on behalf of Transgrid.
TCPs	Traffic control plans

1 Purpose

In accordance with condition D38 of the Infrastructure Approval, prior to commencing construction, the road upgrades and mitigation measures identified in the Traffic Strategy (required by condition D37), must be implemented to the satisfaction of the relevant roads authority and the Planning Secretary, respectively. Condition D37 identifies road upgrades as including roads, intersections, crossing points and access points. Upgrades required for Stage 2 are restricted to access points, with no other road upgrades required.

On 20 May 2022, the Planning Secretary accepted the EnergyConnect (NSW – Western Section) (the project's) proposed approach to gain the Planning Secretary's satisfaction regarding the implementation of mitigation measures during the implementation of road upgrades. The project will prepare compliance statements for the required mitigation measures for each road upgrade, or groups of road upgrades identified in the relevant Traffic Strategy. The compliance statement will be provided to the Department of Planning and Environment (DPE) via the Major Project's Portal. These statements will satisfy the Planning Secretary, as required by condition D38 and no further assessment by DPE is required (with the exception of Access point #97, which will require assessment as it is located within 500m of a sensitive receiver).

This compliance statement will be provided to the Planning Secretary to achieve satisfaction regarding the implementation of the mitigation measures identified in the Stage 2 Traffic Strategy (45860-HSE-DOC-0008).

Satisfaction of the relevant road authority regarding the implementation of the road upgrades will be obtained separately to this statement.

2 Scope

2.1 This compliance statement

This Condition D38 compliance statement has been prepared to describe the implementation of mitigation measures identified in the Stage 2 Traffic Strategy for Access points 221, 225, 229, 237, 241, 249 and 253 (referred to as 'the access points'). The Stage 2 road upgrades are also described in the Stage 2 Traffic Strategy. The access points subject to this D38 compliance statement are presented in Table 2.1 and Figure 2.1 to Figure 2.7.

The satisfaction of the relevant roads authority is required regarding the implementation of a nominated road upgrade(s), and the satisfaction of the Planning Secretary is required regarding the implementation of the applicable mitigation measures. Once this occurs, the relevant section of the easement or other construction area, which the access point provides access to, can commence construction, subject to any relevant conditions of the Infrastructure Approval.

The relevant construction area for each access point is identified in Table 2.1. The table includes reference to transmission line 1 (L1) extending from the South Australia – NSW border to Buronga substation and transmission line 4 (L4) extending from Buronga substation to the NSW – Victoria border. While referring to L1 or L4, the work undertaken may consist of any construction activities within that geographical area, including but not limited to construction of access tracks, transmission line construction and utility adjustments and protection. Only one access point for a specific construction area is required to allow commencement of construction in that area. For example, once Access point 90 achieves the satisfaction of the roads authority (for the road upgrade) and the Planning Secretary (for the mitigation measures), construction may commence in the relevant construction area, subject to any other relevant conditions of the Infrastructure Approval.

Pre-construction minor works may commence in any area prior to the implementation and approval of the nominated road upgrades.

Table 2.1 - Stage 2 road upgrades (access points)

Access point	Description (road classification)	Scope	Construction area
Access point subject to this compliance statement			
Access point 73	Renmark Road (regional road), northern side of road allowing access to transmission line 1 (L1) at tower 221.	New access point, Type 4 (minor gravel road).	L1 between Renmark Road, including L1 towers 214 to 293.
Access point 69	Renmark Road (regional road), northern side of road allowing access to transmission line 1 (L1) at tower 225.	New access point, Type 4 (minor gravel road).	L1 between Renmark Road, including L1 towers 214 to 293.
Access point 65	Renmark Road (regional road), northern side of road allowing access to transmission line 1 (L1) at tower 229.	New access point, Type 4 (minor gravel road).	L1 between Renmark Road, including L1 towers 214 to 293.
Access point 57	Renmark Road (regional road), northern side of road allowing access to transmission line 1 (L1) at tower 237.	New access point, Type 4 (minor gravel road).	L1 between Renmark Road, including L1 towers 214 to 293.
Access point 53	Renmark Road (regional road), northern side of road allowing access to transmission line 1 (L1) at tower 241.	New access point, Type 4 (minor gravel road).	L1 between Renmark Road, including L1 towers 214 to 293.
Access point 45	Renmark Road (regional road), northern side of road allowing access to transmission line 1 (L1) at tower 249.	New access point, Type 4 (minor gravel road).	L1 between Renmark Road, including L1 towers 214 to 293.
Access point 41	Renmark Road (regional road), northern side of road allowing access to transmission line 1 (L1) at tower 253.	New access point, Type 4 (minor gravel road).	L1 between Renmark Road, including L1 towers 214 to 293.

Figure 2.1 - Access point 73 (Renmark Road, tower 221)

Figure 2.2 - Access point 69 (Renmark Road, tower 225)

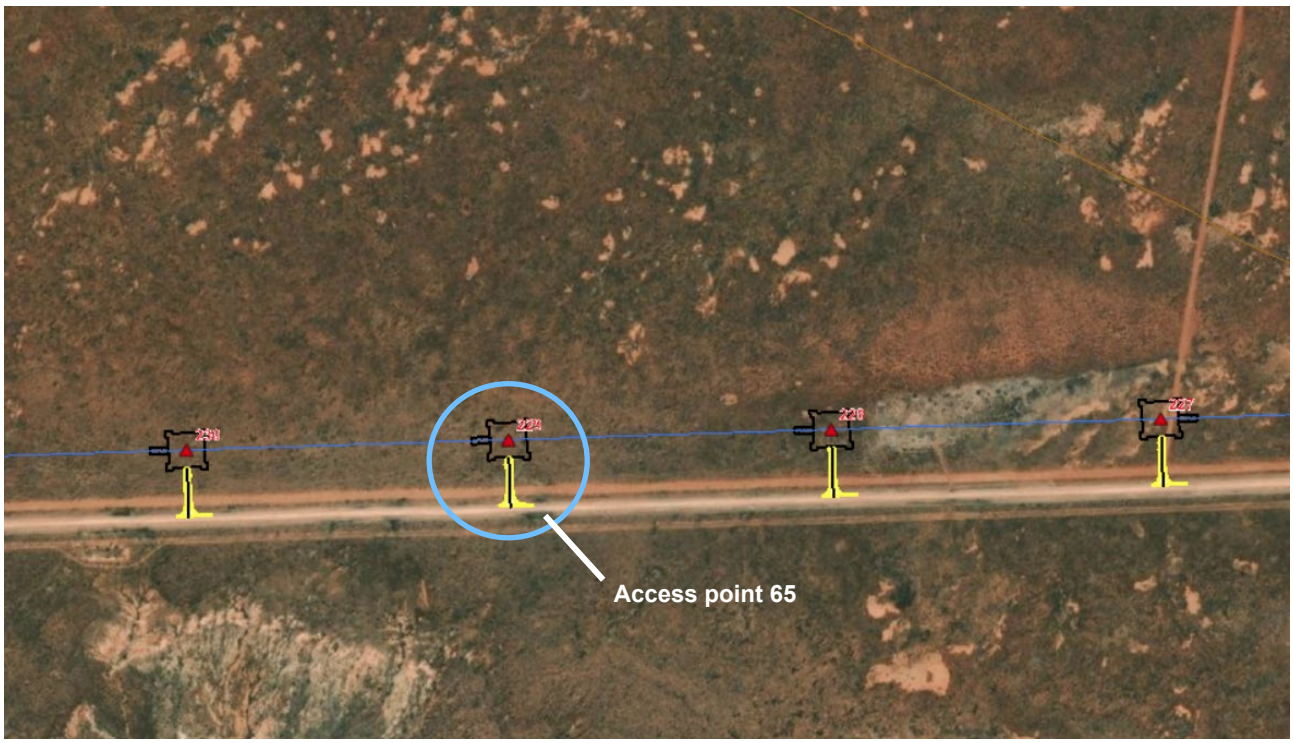

Figure 2.3 - Access point 65 (Renmark Road, tower 229)

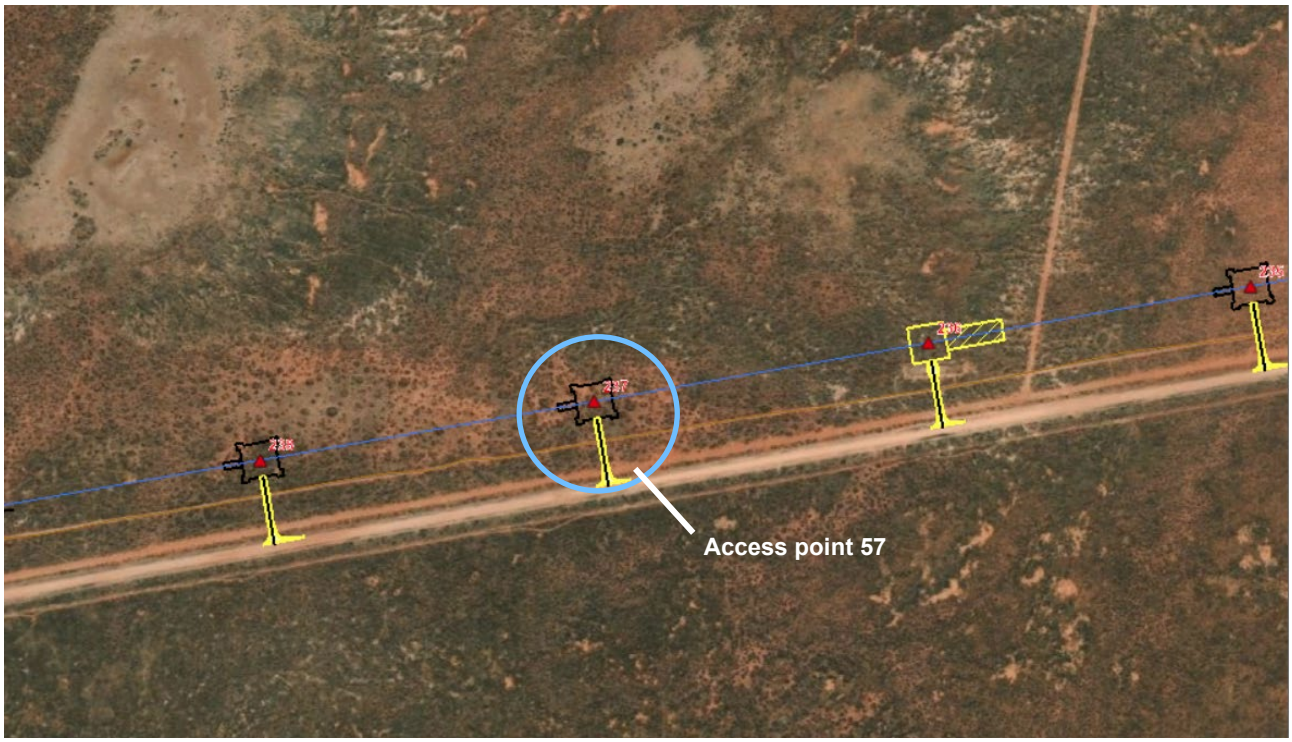

Figure 2.4 - Access point 57 (Renmark Road, tower 237)

Figure 2.5 - Access point 53 (Renmark Road, tower 241)

Figure 2.6 - Access point 45 (Renmark Road, tower 249)

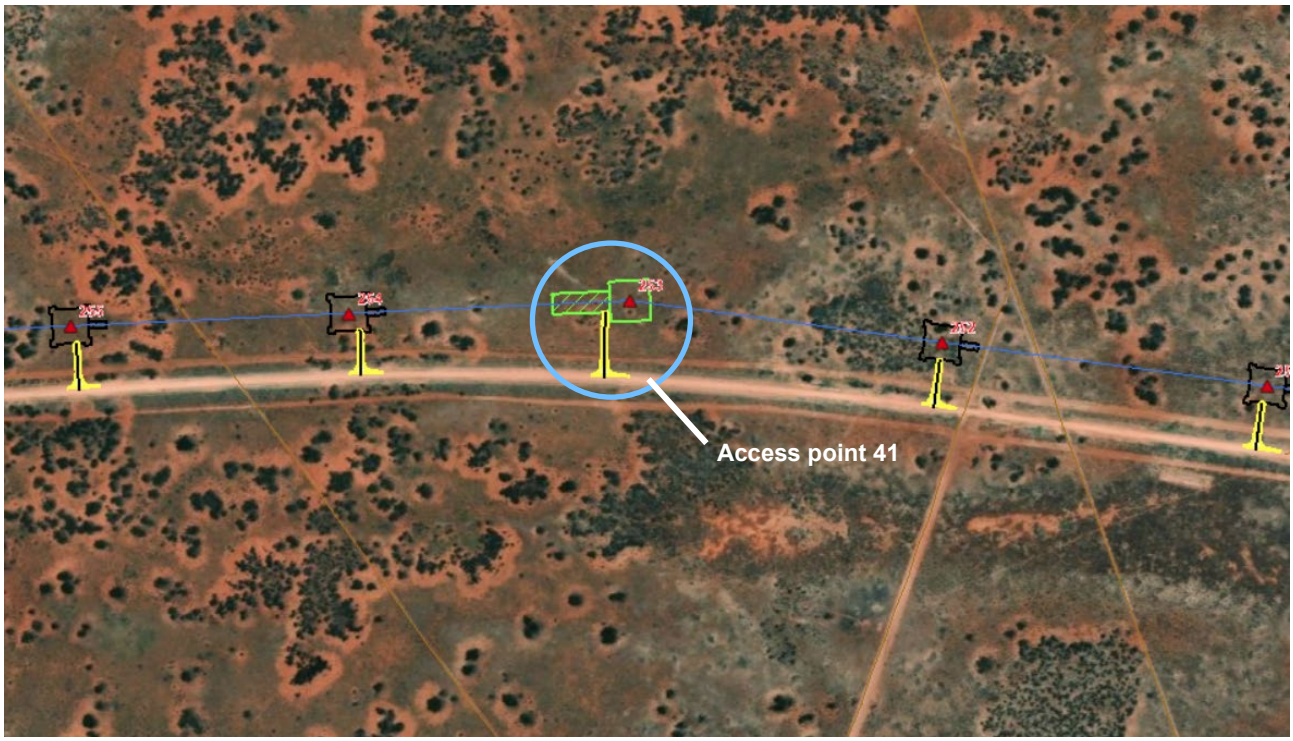

Figure 2.7 - Access point 41 (Renmark Road, tower 253)

2.2 Stage 2 Traffic Strategy mitigation measures

In accordance with condition D37, a Traffic Strategy must be prepared that includes consideration of appropriate mitigation measures. Mitigation measures to minimise the impacts associated with the road upgrades (access points) are described in Section 4.4 to 4.9 of the Stage 2 Traffic Strategy and included in Appendix A. The compliance status of the implementation of the mitigation measures is also included in Appendix A.

Appendix A – Compliance table

Applicable road upgrades: Access point 73, 69, 65, 57, 53, 45, 41 (Renmark Road)			
Aspect	**Mitigation measure**	**Timing**	**Comment / evidence**
Biodiversity	The following mitigation measures for managing biodiversity impacts associated with the proposed access points include:		
	• access will be designed to minimise vegetation removal where possible;	During implementation / complete	Where possible, the location of access points has been selected to minimise vegetation removal, while facilitating safe access and egress to the nominated work areas. The removal of vegetation has been unavoidable at some tower access points.
	• all vegetation clearing will be undertaken in accordance with the Pre-clearing and Clearing Procedure (45860-HSE-PR-D-0002);	During implementation / complete	The Pre-clearing and Clearing Procedure (45860-HSE-PR-D-0004) has been implemented during implementation of the road upgrades, as required. Requirements of the Pre-clearing and Clearing Procedure include, but are not limited to: • project ecologist undertakes pre-clearing inspections; and • site team obtains an approved Clearing and Land Disturbance Permit (45860-HSE-FO-G-1004).
	• the proposed disturbance footprint at the Alcheringa Drive and Fletchers Lake Road water supply point and the vegetation present will be confirmed by a suitably qualified ecologist prior to any to any vegetation clearing or ground disturbance associated with site access point installation;	N/A	The Alcheringa Drive water supply point was included in Condition D38 compliance statement – Stage 1, package 1 (45860-HSE-REP-D-0014). The Alcheringa Drive water supply point will continue to be used during Stage 2 of construction. The Fletchers Lake Road water supply point was included in Condition D38 compliance statement – Stage 2 (45860-HSE-REP-D-0038). The Fletchers Lake Road water supply point will continue to be used during Stage 2 of construction.
	• extent of clearing of native vegetation will be recorded to confirm actual impacts to biodiversity values to inform any final biodiversity offset requirements; and	During implementation / complete	The spatial extent and type of clearing (e.g. Disturbance Area A for all access points) will be recorded and maintained in the Land Clearing and Disturbance Register (45860-HSE-REG-G-1008). The data will be provided to TransGrid to calculate the final biodiversity offset requirements.
	• if any threatened species or threatened ecological communities are unexpectedly encountered during construction of the access points, the Unexpected	During implementation / complete	No unexpected threatened species finds were identified during implementation of the road upgrades.

Applicable road upgrades: Access point 73, 69, 65, 57, 53, 45, 41 (Renmark Road)			
Aspect	**Mitigation measure**	**Timing**	**Comment / evidence**
	Threatened Species Finds Procedure (45860-HSE-PR-D-0002) will be implemented.		
Heritage	The following mitigation measures for managing heritage impacts associated with the proposed access points include:		
	• if items or sites of Aboriginal heritage conservation significance are identified during the additional Archaeological heritage survey, and they will be impacted, the items and sites will be managed: – as outlined in RMMs AH1 to AH12 (as applicable); and – in accordance with the requirements of condition D29 (the Aboriginal Cultural Heritage Strategy) and D30 to D33 in the Infrastructure Approval;	N/A	The access points subject to this compliance statement are within areas that were previously identified as a PAD. These areas were assessed as required by RMMs AH1 to AH12 and in accordance with the requirements of the Aboriginal Cultural Heritage Strategy and conditions of approval D30 – D33.
	• test excavation will be undertaken where access points are located within areas of PADs as required in accordance with condition D29 and RMM AH4;	N/A	The access points subject to this compliance statement are within areas that were previously identified as PAD (PAD 1-ext to PAD 7-ext and PAD38). These areas were subject to a test excavation program as per the requirements of condition D29 and RMM AH4. These areas of previously identified PAD were no longer considered PAD as a result of the test excavation program. The findings of the test excavation program are reported in Stage 2 (2b) – Aboriginal Cultural Heritage Assessment Report, EnergyConnect (NSW – Western Section) 45860-G-70005-REP-U-00026.
	• known objects/features/items of heritage significance/PADs will be identified on sensitive area plans (SAPs) and/or the Geographical Information System (GIS) which will be communicated and made available to personnel working in the proximity of the relevant items;	During implementation / complete	SecureEnergy's GIS system provides detail of any areas of heritage significance in the vicinity of the access points. Sensitive Area Plans (SAPs) were provided to the relevant subcontractors for the access points. The information was attached to the Clearing and Land Disturbance Permit and the environmental work method statement. The nearest remaining areas of PAD to the road upgrades is located to the north of each of the Access Points beyond the access track that traverses the fence line along Renmark Rd. Some shell and midden material remains present in the vicinity of Access Point 41 and this is managed with exclusion zones where practicable. Impact, to these areas was assessed and reported in Stage 2 (2b) – Aboriginal Cultural Heritage Assessment Report,

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Aspect	**Mitigation measure**	**Timing**	**Comment / evidence**
			EnergyConnect (NSW – Western Section) 45860-G-70005-REP-U-00026.
	• if at any time during construction of the access points, any potential Aboriginal objects, or human remains or any items of potential non-Aboriginal archaeological significance are discovered, stop all work in the immediate vicinity of the find and notify the Site Supervisor and Environmental Manager; and	During implementation / complete	No unexpected finds were identified during implementation of the road upgrades. In the event any potential Aboriginal objects, or human remains or any items of potential non-Aboriginal archaeological significance are discovered during the use of the access points all works in the immediate vicinity of the find will cease and the Site Supervisor and Environmental Manager will be notified.
	• the Environmental Manager (or delegate) is to notify Transgrid of the unexpected find. SecureEnergy will comply with Instructions from the Employer in proceeding in accordance with the Unexpected Heritage Finds Procedure (45860-HSE-PR-G-1003).	During implementation / complete	No unexpected finds were identified during implementation of the road upgrades In the event any potential Aboriginal objects, or human remains or any items of potential non-Aboriginal archaeological significance are discovered during the use of the access points all works in the immediate vicinity of the find will cease and the Environmental Manager (or delegate) will notify Transgrid of the unexpected find. SecureEnergy will comply with Instructions from the Employer in proceeding in accordance with the Unexpected Heritage Finds Procedure (45860-HSE-PR-G-1003).
Soil and water	The following mitigation measures for managing soil and water impacts associated with the proposed access points include:		
	• Progressive Erosion and Sediment Control Plans (PESCPs) will be prepared and implemented for the installation of the access points. The PESCPs will outline controls to be implemented to manage and aim to minimise soil erosion and movement of sediment and other pollutants to land and/or waters;	During implementation / complete	An Erosion and Sediment Control Plan has been prepared for the access points identified in Table 2.1. The controls have been implemented during installation of the access points. The ESCP will be saved on the project's Sharepoint and recorded in Fusion.
	• promptly notify the Site Supervisor or Environmental Manager of any suspected or actual contamination exposed during construction activities. Cease all work activities within the vicinity of actual or suspected contaminated land. The Unexpected Contamination Finds Procedure (45860-HSE-PR-D-0003) is to be implemented;	During implementation / complete	No spills occurred during implementation of the road upgrades.

Applicable road upgrades: Access point 73, 69, 65, 57, 53, 45, 41 (Renmark Road)			
Aspect	**Mitigation measure**	**Timing**	**Comment / evidence**
	• in the event of a spill incident of chemicals, fuels or other hazardous substances, the Spill Response Procedure (45860-HSE-PR-G-1004) will be followed;	During implementation / complete During use of access point/ ongoing	No spills occurred during implementation of the road upgrades. The Spill Response Procedure (45860-HSE-PR-G-1004) will be implemented during the use of the access points, if required.
	• weekly environmental inspections are to be undertaken, which includes inspection of any erosion and sediment controls present on-site, stockpiles and the site access point(s).	During implementation / complete	Weekly environmental inspections (45860-HSE-CHK-G-108) were undertaken during the implementation of the access points. The inspection checklist includes a section on soil and water management for the inspected locations.
Noise and vibration	Mitigation measures as outlined the OOHW Protocol will be implemented to minimise the impact of any out of hours works to the sensitive receiver located near to the proposed access point #97.	N/A	The installation of access point 97 is not included in this statement.
	The following mitigation measures would be implemented to manage the noise and vibration impacts as a result of the access points:		
	• where sensitive receivers are expected to experience noise levels that exceed the noise management levels, consultation will be carried out to understand the affected receiver's preference for mitigation and management measures;	N/A	All access points are greater than 1km away from the nearest sensitive receivers. No receivers are expected to be noise affected (experience noise levels that exceed the project noise management levels) due to the implementation of the access points.
	• any works outside of the hours will be undertaken in accordance with the Out of Hours Work Protocol (45860-HSE-PR-D-0001); and	N/A	An Out of Hours Works permit (OOHW-002) was obtained for the work in accordance with the Out of Hours Works Protocol (45860-HSE-PR-D-0001). The works were assessed as being of negligible risk with no predicted exceedances of noise management levels at sensitive receivers. Out of Hours Works permits are retained on the project Sharepoint.
	• affected receivers will be notified prior to the commencement of relevant out of hours works.	N/A	No sensitive receivers are predicted to be noise affected (experience noise levels that exceed the project noise management levels) due to the implementation of the access points.
Traffic	The following mitigation measures would be implemented to manage the traffic impacts as a result of the access points:		

Applicable road upgrades: Access point 73, 69, 65, 57, 53, 45, 41 (Renmark Road)			
Aspect	**Mitigation measure**	**Timing**	**Comment / evidence**
	• Wentworth Shire Council will be involved in the consultation process regarding the installation of the access points;	During implementation / complete	The following documents, which include relevant information regarding the access points identified in Table 2.1, were prepared in consultation with Wentworth Shire Council: • Stage 2 Traffic Strategy (45860-HSE-DOC-D-0008); and • Stage 2 Construction Traffic Management Plan (45860-G-70108-PL-G-00001). The Stage 2 Construction Traffic Management Plan was reviewed and endorsed by Council. A Road Opening Permit (#126) was obtained for the nominated access points.
	• ROLs will be obtained for the installation of the access points, as required. The works would be carried out in accordance with any issued Road Occupancy Licences;	During implementation / complete	A Road Opening Permit/Road Occupancy Licence (#126) was obtained for the nominated access points. The works were carried out in accordance with this licence.
	• Traffic Control Plans (TCPs) will be developed and implemented for activities that impact traffic conditions and the safety of road users on the external or internal road network. TCPs will be developed in accordance with the appropriate standards and developed in consultation with relevant road authorities; and	During implementation / complete	Short-term Traffic Control Plans were prepared for the access points and included in Appendix B of the Stage 2 Construction Traffic Management Plan (45860-G-70108-PL-G-0001), which has been endorsed by Council. The TCPs were accepted by Wentworth Shire Council through the Road Opening Permit (#126). The Traffic Control Plans were implemented during the implementation of the access points.
	• temporary traffic controls, including detours and signage, will be identified in the TCPs and implemented for the duration of works as stated in the TCP.	During implementation / complete	Short-term Traffic Control Plans were prepared and included in Appendix B of the Stage 2 Construction Traffic Management Plan (45860-G-70108-PL-G-0001), which was prepared in consultation with the relevant road authorities. The Traffic Control Plans were implemented during the implementation of the access points, as required.
Air quality	The following mitigation measures would be implemented, if required, to manage the air quality impacts as a result of the installation of the access points:		
	• where safe to do so, exposed and disturbed surfaces at the site access point installation location, will be watered using dust suppression techniques such as water sprays (from water carts) or dust suppression surfactants. Any application of water or surfactants onto a public road	During implementation / complete	Standard measures to manage air quality impacts were implemented during implementation of the access points in line with the requirements of the Environmental Work Method Statement for access points (45860-HSE-WMS-D-0018).

Applicable road upgrades: Access point 73, 69, 65, 57, 53, 45, 41 (Renmark Road)			
Aspect	**Mitigation measure**	**Timing**	**Comment / evidence**
	would only be carried out in consultation with the relevant road authority; and	During use of access point/ ongoing	Standard measures to manage air quality impacts will be implemented during use of the access points in line with the appropriate environmental management documents.
	• Regularly conducting visual inspections of dust emissions and applying additional controls as required.	During implementation / complete	Regular visual inspections were undertaken during the works. Weekly environmental inspections (45860-HSE-CHK-G-108) were undertaken during the implementation of the access points. The inspection checklist includes a section on air quality for the inspected locations. Standard measures to manage air quality impacts were implemented during implementation of the access points in line with the requirements of the Environmental Work Method Statement for access points (45860-HSE-WMS-D-0018).