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Thursday, 25 January 2024

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 Ms Fishburn

EnergyConnect (NSW – Eastern Section) (SSI-9172452) - Request for use of additional roads (condition C32)

I refer to EnergyConnect (NSW – Eastern Section) (SSI-9172452) (the project), which the then NSW Minister for Planning and Public Spaces approved on 12 September 2022 under section 5.19 of the *Environmental Planning and Assessment Act 1979* (NSW).

This letter seeks the Planning Secretary's agreement, in accordance with condition C32, to use three additional access routes which are not currently included within the Infrastructure Approval. This letter was issued to Department of Planning and Environment (the Department) on 25 January 2024. The letter has been revised to address questions received from the Department on 15 January 2024.

Proposed additional secondary access route

Consultation has been occurring between Elecnor Australia (Elecnor) and Balranald Shire Council (Council) in relation to the two additional water supply points in Euston. These water supply points are located at 10 Perry Street, Euston and Carey Street/Sturt Highway, Euston. The water supply point at 10 Perry Street, Euston is an existing standpipe associated with Council's Euston Water Filtration plant on Murray Terrace that does not require any additional works by the

project. The water supply point at Carey Street/Sturt Highway does not currently exist, but which Council proposes to install (a standpipe) at an existing Council depot.

The project seeks the Planning Secretary's agreement, per condition C32, to use three additional roads as a construction access route (water supply route) for the existing water supply point at 10 Perry Street, Euston (a water supply route). These routes are:

- Murray Terrace;
- Perry Street; and
- Selwyn Street.

There are no additional construction access routes required for the water supply point at Carey Street/Sturt Highway. The Sturt Highway is approved as a primary access route for the project. The road is therefore already approved for use and requires no further approval. The location of the approved road, Sturt Highway, for the water supply point at Carey Street/Sturt Highway is identified in Figure 1. The existing access point into the location of the Carey Street/Sturt Highway water supply point will be utilised.



Figure 1 – Location of approved road for the Carey Street/Sturt Highway Euston water supply point

Murray Terrace, Perry Street and Selwyn Street are sealed, two-way local roads, located within the town of Euston. The location of the roads are identified in Figure 2. These three additional roads are required for access to the 10 Perry Street, Euston water supply point.



Figure 2 – Location of additional roads for 10 Perry Street, Euston water supply point

Preliminary assessment of additional route

Traffic impacts

The use of Murray Terrace, Perry Street and Selwyn Street is required for vehicles to access the water supply point at 10 Perry Street, Euston. However, once Council has installed the proposed standpipe at its depot on Carey Street/Sturt Highway, the project will favour the use of that as a water supply point. When that occurs, the project road will only use the 10 Perry Street water supply point on limited occasions, such as when the water supply point on the Sturt Highway is offline.

It is estimated that 20 vehicles per hour in one direction will access Murray Terrace, Perry Street and Selwyn Street. It is estimated that typical construction traffic would generate five vehicle

movements per day along these roads. At peak, it is estimated that ten vehicle movements would occur each day on these roads. As these roads will only be used on limited occasions, the number of vehicle movements in this location is expected to be low. Accordingly, potential traffic impacts due to construction-related traffic on the additional routes are anticipated to be negligible.

As mentioned above, Sturt Highway is approved as a primary access route for the project. The road is therefore already approved for use and requires no further approval. Technical Paper 11 (Traffic and transport impact assessment) of the EIS provides traffic volume data for key roads within the project. It was identified that the section of Sturt Highway between Buronga and Robinvale has a surveyed and estimated value of 50 vehicles per hour in one direction. The number of vehicle movements accessing the Carey Street/Sturt Highway water supply point is expected to be at peak around ten vehicle movements per day and typical around five vehicle movements per day. Accordingly, potential traffic impacts due to construction-related traffic at the Carey Street/Sturt Highway water supply point is anticipated to be minimal based off the existing traffic numbers.

Noise impacts

The TfNSW Noise Estimator tool was used to determine the estimated noise level contributions from construction-related traffic on Murray Terrace, Perry Street, Selwyn Street and Carey Street/Sturt Highway. The assessment indicated that the noise levels generated from construction vehicles utilising this route comply with relevant amenity-based noise criteria at the nearest identified sensitive receivers along each proposed route.

The estimated noise level contribution and the relevant RNP criteria for the use of the additional roads is identified in the table below. The road noise levels generated by construction traffic utilising Murray Terrace, Perry Street and Selwyn Street will not exceed the NSW Road Noise Policy day-time criteria of 55 decibel (dBA) equivalent noise level ($L_{eq\ 1hr}$) for local roads. The road noise levels generated by construction traffic utilising Sturt Highway/Carey Street for access to the water supply point will not exceed the NSW Road Noise Policy day-time criteria of 55 dBA equivalent noise level ($L_{eq\ 1hr}$) for local roads. No further assessment is required as the noise level increases are less than 2 dBA.

It is noted that the predicted road noise levels and associated increases will only occur during the day-time period and any noise impacts associated with construction-related traffic would be temporary.

Road name	Road classification	Construction period vehicle movements per day (indicative)		Nearest sensitive receiver (estimated)	Estimated noise level contribution from construction traffic (dBA)	Change in noise levels (dBA)
		Peak	Typical			
Murray Terrace	Dense graded asphalt, 50km/hr	Heavy vehicles - 10	Heavy vehicles - 5	Around 15m from street frontage	54 Leq 1hr	0.7
Perry Street	Dense graded asphalt, 50km/hr	Heavy vehicles - 10	Heavy vehicles - 5	Around 15m from street frontage	54 Leq 1hr	0.7
Selwyn Street	Dense graded asphalt, 50km/hr	Heavy vehicles - 10	Heavy vehicles - 5	Aaround 15m from street frontage	54 Leq 1hr	0.7
Sturt Highway / Carey Street*	Dense graded asphalt, 50km/hr	Heavy vehicles - 10	Heavy vehicles - 5	Around 50m from street frontage	54 Leq 1hr	0.1

* Sturt Highway/Carey Street is not an additional road, as it was approved in the previous versions of the TTMP. However, an additional water supply route located on Sturt Highway / Carey Street has been included in this TTMP. As such, a noise assessment has been completed to understand if noise impacts are anticipated as a result of the water supply point at Sturt Highway / Carey Street.

Air quality impacts

In terms of potential air quality impacts, these roads are sealed, therefore negligible air quality impacts are anticipated.

Consistency with Infrastructure Approval

Condition 32 of the Infrastructure Approval for Project EnergyConnect (NSW – Eastern Section) states that all heavy and light vehicles associated with construction must travel to and from the site via the primary access routes, secondary access routes and the water supply routes as described in the EIS and identified in the figure in Appendix 3, unless the Planning Secretary agrees otherwise.

The additional roads were not included within the Traffic and Transport Impact Assessment or Table 6-8 of Appendix B of the Amendment Report. Therefore, the routes are listed as additional access routes within the most recent draft of the *Traffic and Transport Management Plan EnergyConnect (NSW – Eastern Section) Stage 1 and Stage 2* (45860-HSE-PL-D-0109) (Revision 5) that is currently with the Department for approval (the current draft Traffic and Transport Management Plan (Revision 5)).

Approval is being sought for the use of these roads as water supply routes. Water supply routes provide connection between the water supply points and the primary or secondary access routes.

Approval for the water supply point is not required under the Infrastructure Approval. Assessment is in place for water supply points where ground disturbance occurs, including biodiversity and heritage. However, no ground disturbance by the project is required for the water supply point at 10 Perry Street and Carey Street/Sturt Highway.

The use of the additional roads would not change the nature, scope, scale and impact of the Project substantially. The existing management measures included in the current draft Traffic and Transport Management Plan are appropriate to manage and mitigate all anticipated potential impacts.

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 the 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.

Condition C32 limits the use of roads to the primary, secondary and water supply routes as described in the EIS and identified in Appendix 3 to the Infrastructure Approval, unless the Planning Secretary agrees otherwise. Accordingly, Transgrid requests that the Planning Secretary agrees to the use of Murray Terrace, Perry Street and Selwyn Street as a water supply route for the project and in accordance with the current draft Traffic and Transport Management Plan (Revision 5).

Road Maintenance

Independent dilapidation surveys will be undertaken in accordance with condition C34. Dilapidation surveys will be undertaken on all local roads on the transport route, including the three additional roads for the 10 Perry Street water supply point (Murray Terrace, Perry Street and Selwyn Street). The dilapidation surveys will be undertaken in consultation with relevant roads authorities.

Refer to Section 6.1 of the TTMP Revision 5 for further detail regarding dilapidation surveys.

Consultation

Elecnor consulted Council in the preparation of the current draft Traffic and Transport Management Plan (Revision 5). In an email on 5 October 2023 (supplied to the Department with the current draft Traffic and Transport Management Plan (Revision 5)), Council approved the use of Murray Terrace, Perry Street and Selwyn Street to access the standpipe at 10 Perry Street, Euston. In relation to the proposed use, Council requested the following management measures, all of which have been incorporated into the current draft Traffic and Transport Management Plan (Revision 5):

- *heavy vehicles must not access the standpipe during school bus operation times. (7:00am to 9:00am and 2:00pm to 4:00pm, on an official school day.);*

- *appropriate signage must be displayed to warn other road users of heavy vehicle movement; and*
- *council requests that Secure Energy:*
 - *organise a letter drop to the affected residents; and*
 - *place an advert in the Robinvale Sentinel and Swan Hill Guardian newspapers for public information.*

Overall, Council have no objections to the use of the water supply point at 10 Perry Street, Euston and the use of the associated roads as a water supply route for the project, subject to the implementation of the requested management measures. Approval of the current draft Traffic and Transport Management Plan (Revision 5) will formalise Council's request measures as project requirements, which Elecnor will then implement.

In accordance with the Community Communication Strategy (CCS), a range of tools will be implemented to notify and facilitate ongoing consultation and communication with the community regarding the project. 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 further, please contact the undersigned.

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