

PUBLIC

Traffic and Transport Management Plan EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2

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7	Revised to address DPHI comments
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11	Revised to include additional roads

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

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Abbreviations

Acronym	Definition
Amendment Report	<i>Amendment Report EnergyConnect (NSW – Eastern Section)</i>
BAL	Rural Basic Left Turn
BAR	Rural Basic Right Turn
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CoR	Chain of Responsibility
CSSI	Critical State significant infrastructure
Cth	Commonwealth of Australia
DAWE	(former) Department of Agriculture, Water and the Environment
DCC	Drivers Code of Conduct
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DECCW	(former) Department of Environment, Climate Change and Water
DPE	NSW Department of Planning and Environment, now known as NSW Department of Planning, Housing and Infrastructure
DPHI or Department	NSW Department of Planning, Housing and Infrastructure
DPIE	NSW Department of Planning, Industry and Environment, now known as NSW Department of Planning, Housing and Infrastructure
EIS	<i>Environmental Impact Statement EnergyConnect (NSW – Eastern Section)</i>
Elecnor Australia	Elecnor
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPL	Environment Protection Licence
ER	Environmental Representative
FRP	Flood Response Plan
GCM	Gross Combination Mass
GIS	Geographical information system
GVM	Gross Vehicle Mass
HSSE	Health, Safety, Sustainability and Environment
HVNL	Heavy Vehicle National Law
IVMS	In Vehicle Monitoring System
kV	Kilo Volt
LGA	Local government area
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
OSOM	Oversize Overmass
Planning Secretary	Planning Secretary under the EP&A Act, or nominee
project, the	EnergyConnect (NSW – Eastern Section)
PMT	Project Management Team

Acronym	Definition
Response to DPE Request for Information	EnergyConnect (NSW - Eastern Section) Response to Department of Planning and Environment Request for Information (30 August 2022)
RMMs	Revised mitigation measures
ROL	Road occupancy licence
SA	South Australia
SAP	Sensitive area plan
SecureEnergy	Transgrid has engaged Elecnor Australia, trading as SecureEnergy, to design and construct the EnergyConnect project.
SSI	State significant infrastructure
Stage 1	Stage 1 of construction of the project. This includes establishment of three accommodation camps, establishment and operation of five construction compounds, site establishment and construction works for the upgrade of Wagga Wagga substation and Dinawan substation and water supply points.
Stage 2	All construction activities associated with EnergyConnect (NSW - Eastern Section). Once approved the Stage 2 CEMP and the relevant Stage 2 CEMP sub-plans will supersede the existing Stage 1 CEMP and Stage 1 CEMP sub-plans. The Stage 2 CEMP and Stage 2 CEMP sub-plans do not address the operational phase of the project.
Submissions Report	<i>Submissions Report EnergyConnect (NSW - Eastern Section)</i>
SWMP	Soil and Water Management Plan
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales
TTMP, this plan	Traffic and Transport Management Plan
UGRL	UGL Regional Linx
VMP	Vehicle Movement Plan
WMS	Work Method Statement

1 Introduction

1.1 Context

This Traffic and Transport Management Plan (TTMP or plan) forms part of the Construction Environmental Management Plan (CEMP) for Stage 2 of EnergyConnect (NSW - Eastern Section).

This document has been prepared for construction activities undertaken during Stage 2 of the project. This plan supersedes the Stage 1 TTMP. It does not address the operational phase of the project.

This plan has been prepared to address the relevant requirements of the Infrastructure Approval (SSI-9172452), the *Environmental Impact Statement EnergyConnect (NSW - Eastern Section)* (EIS), *Submissions Report EnergyConnect (NSW - Eastern Section)* (Submissions Report) and the *Amendment Report EnergyConnect (NSW - Eastern Section)* (Amendment Report).

1.2 Background

On 29 August 2019, the then New South Wales (NSW) Minister for Planning and Public Spaces declared the NSW component of EnergyConnect to be critical State significant infrastructure (CSSI) under the *Environmental Planning and Assessment Act 1979* (EP&A Act) on the basis that it is critical to the State for environmental, economic or social reasons. Within NSW, EnergyConnect is therefore subject to assessment under Part 5, Division 5.2 of the EP&A Act.

Transgrid have two environmental planning approval applications for the sections within NSW:

- EnergyConnect (NSW - Western Section) - SA/NSW border to Buronga and Buronga to the NSW/Victorian border; and
- EnergyConnect (NSW - Eastern Section) - Buronga to Wagga Wagga (the project).

A referral under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) was submitted for the project on 25 August 2020. The Australian Department of Agriculture, Water and the Environment (DAWE) determined the project to be a controlled action on 30 September 2020 and thus, it would be assessed using the bilateral assessment process. As such, the project also requires approval from the Australian Minister for the Environment under the EPBC Act.

The EIS was prepared for the project in January 2022 and was placed on public exhibition from 19 January 2022 to 15 February 2022. A total of 75 submissions were received, with five from special interest groups, nine from local councils and 44 from the public. In addition, 17 government agencies also provided advice during this time.

The Submissions Report was prepared for the project in response to the submissions received during the public exhibition of the EIS and includes the final set of revised mitigation measures (RMMs) that are to be applied. The Submissions Report was finalised in May 2022.

Transgrid also prepared a separate Amendment Report to document design changes and additional environmental assessment undertaken since exhibition of the EIS. The Amendment Report was also finalised in May 2022.

On 2 June 2022, the Department requested additional information (Project EnergyConnect (NSW - Eastern Section) (SSI-9172452) Request for Additional Information (June 2022)) to assist with the assessment of the project. In response Transgrid prepared and provided the *EnergyConnect (NSW - Eastern Section) Response to Department of Planning and Environment Request for Information* (Response to DPE Request for Information) to address the various requests for information raised by the Department. The Response to DPE Request for Information was dated 30 August 2022.

Approval for the project under the EP&A Act was granted by the NSW Minister for Planning (Infrastructure Approval SSI-917245). Approval for the project under the EPBC Act was granted by the Australian Minister for the Environment.

Transgrid have engaged Elecnor Australia (Elecnor) trading as SecureEnergy, to design and construct their portion of the EnergyConnect project.

1.3 Staging

Condition A8 allows preparation of plans on a staged basis, with the approval of the Planning Secretary. Where a plan is staged, the scope of works can be carried out without addressing requirements of the Infrastructure Approval that are not applicable to the particular stage. This TTMP is staged in accordance with condition A8. The two stages are as follows:

- Stage 1 – establishment of three accommodation camps, establishment and operation of five construction compounds, site establishment and construction works for the upgrade of Wagga Wagga substation and Dinawan substation, water supply points; and
- Stage 2 – Stage 1 and all other construction activities (i.e. all construction activities associated with EnergyConnect (NSW – Eastern Section)).

The plans for Stage 2 incorporate and supersede the Stage 1 plans and cover the entire construction phase of the project.

This TTMP has been prepared specifically for EnergyConnect (NSW – Eastern Section) Stage 2 and will be implemented for the duration of Stage 2 of construction. The key project components of Stage 2 of construction include, but are not limited to, the activities provided in Table 1.1. The location of the key project components are presented in Figure 1.1.

Table 1.1 - Key project components of construction (Stage 2)

Key activity	Description of key activity
Pre-construction minor works permitted in accordance with the Infrastructure Approval.	The definition of ‘construction’ within the Infrastructure Approval excludes following ‘pre-construction minor works’ activities. They will therefore not be subject to the Stage 2 CEMP and CEMP sub-plans. Irrespective of this, these activities will occur in accordance with the relevant conditions of the Infrastructure Approval. Key activities include: • environmental investigations, including biodiversity and heritage protection, salvage and recordings; • Aboriginal heritage assessment, mitigation (e.g. exclusion zones) and salvage activities including subsurface testing/test excavation, additional survey, and consultation with RAPs; • other survey work, such as road dilapidation surveys, and surveys of the general alignment and existing utilities; • installing of environmental management measures (including erosion and sediment controls), fencing, signage and security measures, enabling work; and • connections and pre-commissioning of utilities (wastewater treatment plant, electrical power, lighting etc.).
Continuation of any outstanding Stage 1 construction activities	Construction activities undertaken during Stage 1 of the project will continue where required. This includes, but is not limited to continuation of the following activities: • outstanding construction activities at Dinawan and Wagga Wagga substations; • operation of earthworks material site, including the crushing and screening plant, where required; • operation of the construction compound including offices and laydown area; and • use of traffic access routes and access and egress points.

Key activity	Description of key activity
Establishment of ancillary facilities on the transmission line construction corridor	A number of minor staging, storage and laydown ancillary areas would be required within the project corridor for temporary storage of materials, plant and equipment required to construct the various elements of the proposal (in particular transmission line structures). Some temporary mobile batching plant locations may also need to be established to enable easy access to concrete. These sites would be in place for shorter periods at locations suitable to support the construction works as they move along the alignment.
Property adjustment work, including adjustments to property fencing	Installation or adjustment of gates and fences would be required at some locations along the alignment to enable access from the nearest roadway to construction areas. These would be constructed in consultation with the relevant council and/or affected landholder.
Water supply points - establishment and/or use	A number of water supply points have been identified as along the length of the project to support construction water needs for the project. The proposed water supply points which are to be established and / or used include: • Lake Benanee*, Balranald Shire Council; • 159 Church Street, Balranald Shire Council; • 10 Perry Street, Euston*, Balranald Shire Council; • Ivanhoe Road*, Iluka Fill Point, Balranald Shire Council; • Carey Street/Sturt Highway, Euston*, Balranald Shire Council; • Ravensworth, Hay Shire Council [Ravensworth in Amendment Report]; • Moulamein Road 2, Edward River Council [Moulamein Road, Moulamein in Amendment Report]; • Burraburoon*, Edward River Council; • Carrathool Road, Four Corners*, Edward River Council; • Kidman Way*, Murrumbidgee Council; • Crosby Road*, Murrumbidgee Council; • Newell Highway, Morundah*, Federation Council; • Urana-Lockhart Road, Brookong*, Lockhart Shire Council; • Brookdale*, Lockhart Shire Council; • Federation Way/Coonong Road*, Federation Council; • Newell Highway/Arrawidgee Road*, Federation Council; • Federation Way*, Federation Council; • Red Hill Road, Wagga Wagga, Wagga Wagga City Council [Glenfield in Amendment Report]; • 1254 Four Corners Road, Coleambally, Murrumbidgee Council [1254 Four Corners Road in Amendment Report]; • Wonga Station, Four Corners Road, Edward River Council [Wonga in Amendment Report]; • Four Corners Road Mabins Well; Edward River Council [Four Corners Road, Mabins Well in Amendment Report]; • Booroorban-Tchelery Road*, Booroorban, Edward River Council; • Strongs Lane*, Lockhart, Lockhart Shire Council; • Slys Lane*, Lockhart Shire Council; • Bullenbung-the-Rock Road*, Lockhart Shire Council; • French Park-Bullenbung Road*, Lockhart Shire Council; • Napier Road*, Lockhart Shire Council; • Albury Road*, Lockhart, Lockhart Shire Council; • 3 Bencubbin Avenue, Coleambally, Murrumbidgee Council [3 Bencubbin Avenue in Amendment Report]; • Keri Keri Road, Murray River Council [Keri Keri in Amendment Report]; • 78 Murray Street, Tooleybuc*, Murray River Council;

Key activity	Description of key activity
	• intersection of Young Street and Carne Street*, Murray River Council; • Federation Way* (near corner Federation Way and Stephen Street), Federation Council; • McLennons Bore Road, Coleambally, Murrumbidgee Council [McLennons Bore Road in Amendment Report]; • 8955 Newell Highway Bundure, Murrumbidgee Council [Newell Highway, Bundure in Amendment Report]; • Paraway at Four Corners Road*, Murrumbidgee Council; • Paraway at Cobb Highway*, Hay Shire Council; • North Boundary Road*, Murrumbidgee Council; • Off Sturt Highway* Wentworth Shire Council; • 16 Mile Gums*, Hay Shire Council; • Cadell Street, Hay, Hay Shire Council; • Jerilderie Road*, Hay Shire Council; • 59 Thelangerin Road, Hay*, Hay Shire Council; • Court Street/Sturt Highway*, Balranald Council; • Boiling Down Road*, Wagga Wagga City Council; and • continued use of the Stage 1 water supply points. The water supply points may require works to the existing infrastructure to enable connection and use by the water supply vehicles. The definition of 'construction' within the Infrastructure Approval excludes these activities. They will therefore not be subject to the Stage 2 CEMP and CEMP sub-plans. Irrespective of this, these activities will occur in accordance with the relevant conditions of the Infrastructure Approval. * The water supply points denoted above with an asterisk are additional to the water supply points identified in the EIS. Section 6.9.2 of Appendix B of the Amendment Report identifies potential sources of water for the project and notes that the final water sources, including any additions, would be confirmed in consultation with the water suppliers. Consultation with potential water suppliers has progressed and the list of proposed water supply points above has been amended accordingly. Prior to the use of each additional water supply point, the project would: • confirm that the water supply point could be accessed using the approved access routes identified in Appendix 3 to the Infrastructure Approval, or otherwise obtain the Planning Secretary's agreement in accordance with condition C32; • reach agreement with the water supplier regarding the use of the water supply point for the project; and • carry out any additional assessments which may be required (i.e. heritage or biodiversity).
Traffic access routes and access points	Construction vehicle movements will be required for a variety of activities (i.e. earthworks, clearing and grubbing activities). All construction vehicles associated with the development will travel via the access routes as identified in Appendix 3 of the Infrastructure Approval or as otherwise approved. The establishment of access points would include establishing vehicle access and egress points to ensure safe vehicle movements. Existing access points may also be used. The definition of construction within the Infrastructure Approval does not include road upgrades (which includes access points). Road upgrade works are, however, incorporated within the Traffic and Transport Management Plan as required by condition C35 b).
Construct access tracks	Access to each tower would be required during construction. Access tracks would be required to be traversable by a range of vehicles. Access tracks would fall into the broad groups:

Key activity		Description of key activity
		- un-improved access tracks - using existing roads or tracks, or driving on existing soil or ground surface with minimal or no prior preparation; - improved access track - using existing roads or tracks where minor modification (such as grading or widening of the existing track) is required; and - constructed access tracks - around six metres wide and would generally follow the natural contour of the land as far as practicable to minimise the amount of cut and fill and soil disturbance. Access tracks would also include drainage control features such as table drains or cross banks to minimise erosion. Constructed access tracks would be required in areas where there are no existing roads or tracks, or where terrain conditions prevent continuous access along the line easement between road crossings. Local waterway spans and causeways may be required, where alternative access routes are impractical, along the length of the proposal.
Temporary works		The project will require a significant quantity of temporary works during construction. The temporary works will include, but not be limited to, the following: - earthworks, including trenches, excavations, temporary slopes, stockpiles, and embankments; - laydown and parking areas for the towers; - structures, such as formwork, shoring, edge protection, barriers and signage, temporary scaffold; and - equipment/plant foundations, such as work platforms, crane, and piling platforms.
Optical repeater sites		Three optical repeater site communication huts would need to be constructed at Balranald, Booroorban and Lockhart. The optical repeater sites are communication huts to ensure the stability of the communications system over great distances during the operation phase. The key activities for the construction of the optical repeater sites would consist of the following: - site establishment, including vegetation removal and establishment of temporary construction site office, if required; - earthworks and preparation of the site for concrete foundations; - construction of a new communication hut building at each site; - installation of new pole-mounted transformers; - installation of electrical cables and terminations (either through the installed conduits or stringing of the aboveground poles); - installation of site wiring and electrical control equipment within each building; - trenching for underground conduit between the Balranald optical repeater hut and transmission line; - installation of new above ground poles between the transmission line and the respective Booroorban and Lockhart optical repeater sites; - provision of power connections between the transmission line and associated optical repeater site; and - removal of waste and remediation of site areas.
Transmission line construction	Earthworks and transmission tower footing construction	Excavation works and establishment of construction pads at each tower site would be required for the installation of foundations, levelling around the individual tower foundations, drainage and grading or preparation for construction at the tower site. Excavations would typically be up to five metres in depth. Construction of footings and foundation works for the new transmission line towers includes: - piling. Typical transmission line tower piling depth would be generally up to 6-15 metres below ground level and would depend on ground conditions (e.g. greater piling depths would be required where soft soil types are present). The foundation type would also vary (subject to detailed design) but would consist of either: - bored pile (reinforced concrete); - driven or screw pile (concrete or steel); and

Key activity	Description of key activity
	– helical screw anchor, or cast in-situ reinforced concrete. • excavation to create bench sites (stepped ground excavation) where required to provide a level platform for equipment setup, the erection of the tower and other construction activities. Benching would be constructed by use of earthing equipment such as graders and excavators; • steel fabrication works; and • concrete pours.
Assembly and erection of transmission line towers	The transmission line towers would typically be erected by assembling in sections on the ground and hoisting or lifting successive sections into place using cranes. Alternatively, towers may be erected in place on the footings by installing individual members. These towers would include infrastructure such as step bolts, climbing attachment plates, ladders, platforms, climbing barriers, identification plates, warning plates, other fixtures and fittings for the attachment of earth wires and insulators.
Stringing of transmission lines including conductors and overhead earth wires and optical ground wire	Following erection and securing of the tower, the transmission line would be strung by either a ground pulled draw wire (with brake/winch sites) or a line stringing drone. The area required for the construction of each tower would require access for tower assembly and stringing works. Where a transmission tower is proposed to allow for a direction change of the transmission line, a larger area would be required (to allow for brake and winching sites). At a typical site, this would include a temporary area of up around 60 metres by 80 metres at each transmission line tower location. The transmission line would require spanning across a series of major watercourse. The general construction methodology is to assemble and erect a transmission line structure on either side of each major river crossing. A drone would then be used to take a lead wire over the river to allow cables to then be pulled and strung tower to tower. Similar methodology will be undertaken when stringing transmission line across major road networks and railway lines.
Installation of earthing conductors	The following key activities will be undertaken: • installation of earthing conductors at each of the transmission tower arms; • installation of earthing or isolation sections of fences and gates where the transmission line crosses or closely runs parallels to a metallic fence; and • connection of incoming transmission lines at the Dinawan and Wagga Wagga substations.
Utility adjustments and protection	General utility protection and adjustment works, where required, to allow for the Wagga Wagga substation expansion and upgrades works to occur, the optical repeater sites, the establishment and operation of the construction compounds and accommodation camps, and where else required.
Site rehabilitation and landscaping	Site rehabilitation would be carried out progressively along completed sections of the transmission line as well as the substation sites. This phase would occur following the completion of construction and involve the removal of materials not required during the operation of the substation and/or transmission lines. This phase would include the removal/remediation of the construction compounds and camp sites, removal of temporary facilities and site buildings and temporary environmental controls. Works may also be undertaken to restore: • water infrastructure facilities to pre-existing conditions before arrival on site in consultation with landowners; • natural drainage in areas where temporary facilities were provided; and • fences, gates, etc., which may have been damaged during construction. Installation of the permanent TransGrid property boundary fence surrounding the expanded substation site would also likely occur during this phase.
Demobilisation	Elecnor will start to downsize the construction team with gradual demobilisation as particular key construction activities are completed.

Some activities nominated in this stage will have already commenced as part of the pre-construction minor works permitted in accordance with the Infrastructure Approval. These works will remain excluded from the definition of 'construction' and will therefore not be subject to the Stage 2 CEMP and this TTMP. Activities that were approved to be carried out under the Stage 1 TTMP will continue under this TTMP.

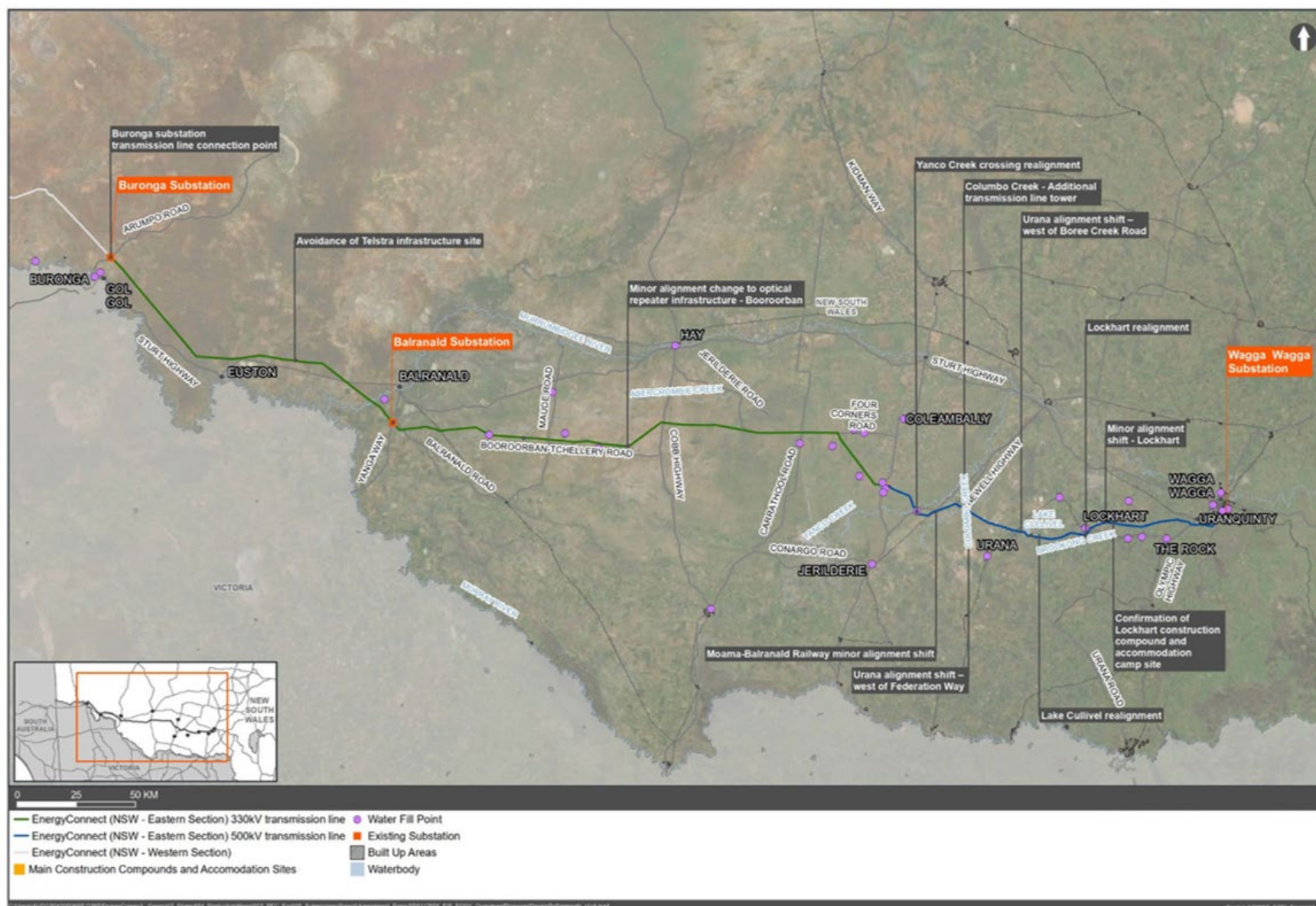


Figure 1.1 - Key features of EnergyConnect (NSW - Eastern Section)

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1.4 Environmental management system

The overall environmental management system for the project is described in Section 4 of the CEMP – Environmental management system. This TTMP is a sub-plan that forms part of the CEMP and is also part of the environmental management framework for the project, as described in the CEMP.

Management measures identified in this plan will be incorporated into relevant site-based documents including, but not limited to, site or activity specific work pack or work method statements (WMS), the geographical information system (GIS)/sensitive area plans (SAPs) or training and awareness material.

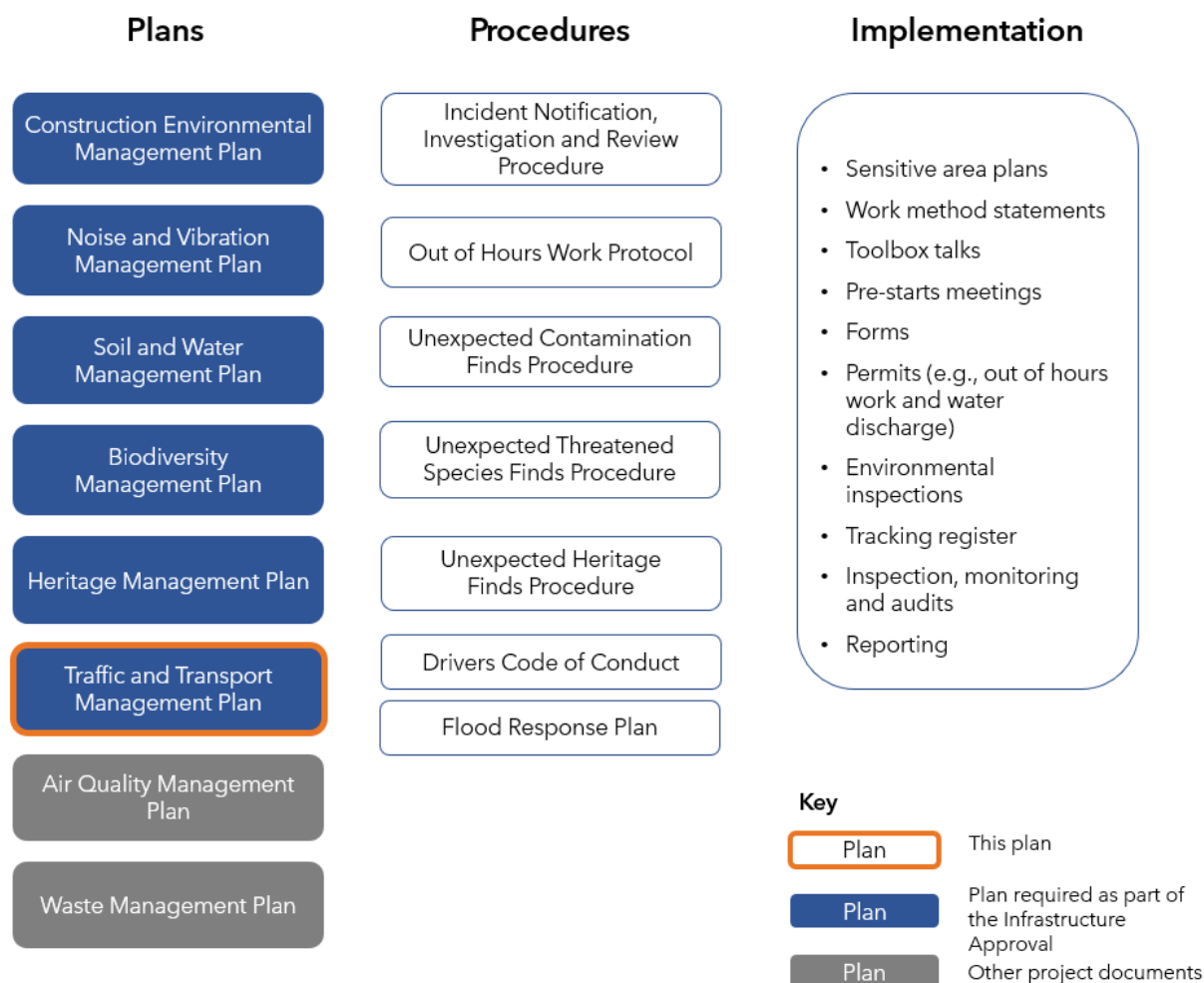


Figure 1.2 - CEMP framework

1.5 Purpose and objective

The purpose of this TTMP is to describe the approach to manage traffic and transport impacts that will be adopted during construction of the project.

The key objective of this TTMP is to detail management measures and inform site procedures for implementation so that traffic and transport impacts are minimised and within the scope permitted by the Infrastructure Approval. To achieve this, the following will be undertaken:

- implement appropriate measures to minimise traffic and transport impacts during construction of the project;

- implement appropriate measures to address the requirements outlined in the Infrastructure Approval, EIS, Submissions Report and Amendment Report; and
- implement appropriate measures to comply with relevant legislative requirements as outlined in Section 2.1 of this plan.

As a means of assessing environmental performance, environmental objectives (performance measures), targets (criteria) and performance indicators have been established for the project and are provided within Section 4.2 of the CEMP – Objectives and targets. The performance measures and indicators that are most relevant to traffic and transport management are detailed within Table 1.2.

Table 1.2 - Environmental objectives, targets and performance indicators relevant to traffic and transport

Aspect	Objectives (performance measures)	Targets (criteria)	Performance indicators
Traffic	Provide a safe environment for road users	No death or injury to workers and the public as a result of traffic incidents	Number of incidents recorded relating to traffic
Traffic	Minimise complaints due to traffic, transport and access from community	Implementation of the management measures in this plan Respond to traffic related complaints in a timely manner, as outlined in the Community Communication Strategy	Follow up action of incidents as recorded in incident reports Follow up action of complaints as recorded in the Sales Force database

1.6 Preparation of this plan

In accordance with condition B1 of the Infrastructure Approval, this plan has been prepared and reviewed by suitably qualified and experienced persons. This plan was prepared by Katrina Nestmann and Martin Lee, and reviewed by Rebecca Walker-Edwards and Graham Crighton.

1.7 Consultation

1.7.1 Development of this plan

In accordance with condition B1 e) of the Infrastructure Approval and RMM TA1, this TTMP has been prepared in consultation with:

- Transport for New South Wales (TfNSW); and
- relevant councils (Balranald Shire Council, Murray River Council, Edward River Council, Hay Shire Council, Murrumbidgee Council, Federation Council, Lockhart Shire Council, Wentworth Shire Council, Wagga Wagga City Council, Berrigan Shire Council and Narrandera Shire Council).

This TTMP was issued to relevant stakeholders for review and comment. As described in the Agency Consultation Report, not all councils have provided comments on the plan. Comments from the consultation process will be incorporated into this plan where appropriate. Details of all consultation will be submitted to Department of Planning, Housing and Infrastructure (DPHI) along with the submission of this TTMP.

1.7.2 Ongoing communication and consultation

Elecnor will use a range of tools in accordance with the *Community Communication Strategy* (CCS) (45860-HSE-DOC-D-0024) to facilitate ongoing consultation and communication with the community and stakeholders (including government agencies where necessary) regarding the

project. Communication tools include, but are not limited to, stakeholder briefings, project website, community drop-in sessions, door knocks and project factsheets. Refer to the CCS for further information.

Co-ordination of traffic management arrangements between major construction projects will occur in consultation with the relevant road authorities (TfNSW and local councils). This will consider any potential conflicts in relation to deliveries and identified haulage access during the program.

In accordance with condition D12 a) of the Infrastructure Approval, project documents including the EIS, approved strategies, plans or programs required under the conditions of approval and independent reports will be publicly available on the project website. The project website is <https://www.transgrid.com.au/projects-innovation/energyconnect>. A 24-hour toll-free telephone number (1800 490 666) is also available for any project enquiries. In accordance with condition D12 b) the information will be kept up to date.

1.7.3 Complaints

Complaints will be managed by the Engagement Team with the use of the Sales Force. Complaints will be received via phone calls, emails and letters. Any complaint received is regarded as a high priority and will be recorded, tracked and responded to in accordance with the CCS. Complaints will be investigated and dealt with impartially. The key principles of the complaint management process include:

- acknowledge - Elecnor staff should respect the communities' right to voice their concerns. All complaints received should be acknowledged to the complainant either by telephone or in writing;
- resolve - Elecnor staff should aim at first contact, resolution for all community concerns. SecureEnergy staff should investigate community concerns in detail before negotiating a resolution. All Elecnor staff should use their relevant discretions to achieve a mutually acceptable resolution to complaints;
- escalate - all Elecnor staff should aim to escalate the complaint if the community member remains dissatisfied with the investigation and/or resolution offered by their first point of contact at Elecnor. All complaints where community request to speak to a higher-level representative, should also be escalated;
- record - Elecnor staff should aim through the Engagement Team at recording all relevant information, on the community account in Sales Force, regarding customer concerns along with details of all discussions had with the community member in the process of investigating and/resolving the complaint. Detailed information on the resolutions offered to address community concerns should also be clearly recorded;
- communicate - Elecnor staff should remain in constant touch with the community member while their concerns are being investigated. The community member should be informed of all steps of the investigation and the resulting outcome at appropriate times;
- report - Elecnor should report on all complaints received to the Elecnor Management Team and Transgrid. The reporting should include information on the number as well as type of complaints being received, the status of these complaints from time to time and the resulting outcomes or resolutions offered to close them;
- feedback - the Elecnor Engagement Team should aim at regular and intensive reviews to identify possible trends in the complaints being received. These reviews should be aimed at highlighting improvements required to avoid complaints being repeated; and

- action – Elecnor should aim at effective implementation of improvements suggested directly by the community or highlighted by complaint trends.

Wherever possible, complaints will be resolved directly between Elecnor and the stakeholder. If a complaints management process has been followed and the issue cannot be resolved, dispute resolution will be undertaken in accordance with the CCS. DPHI may request the Environmental Representative (ER) to assist in dispute resolution of community complaints.

All complaints will be provided to the ER and a summary of complaints received, such as a complaint register, will be updated monthly on the project website.

1.8 Submission and approval

Prior to submission to DPHI, the TTMP was reviewed by the ER to ensure the plan was consistent with the requirements of the Infrastructure Approval. A written statement to this effect was prepared and submitted to DPHI. The ER review was undertaken in accordance with condition A12 of the Infrastructure Approval.

This TTMP was then submitted to DPHI for review and approval by the Planning Secretary prior to the commencement of Stage 2 of construction.

Stage 2 of construction did not commence until the CEMP and all sub-plans required under condition B1, or where staging is proposed the plans required for that stage, were approved by the Planning Secretary. The approved TTMP will be implemented for the duration of the Stage 2 construction activities.

1.9 Periodic review

This TTMP will be reviewed at least annually and updated, if required, in accordance with Section 1.10 of the CEMP – Updating the CEMP. This includes the review and, if necessary, revision of this TTMP in accordance with condition D2, within three months of the following:

- submission of an incident report under condition D6 of the Infrastructure Approval;
- submission of an audit report under condition D11 of the Infrastructure Approval; or
- any modifications to the Infrastructure Approval.

Any updates to the TTMP will be approved in line with Section 1.10 of the CEMP.

2 Environmental requirements

2.1 Legislation

Legislation relevant to the management of traffic and transport includes:

- *Environmental Planning and Assessment Act 1979*;
- *Environmental Planning and Assessment Regulation 2000*;
- *Roads Act 1993*;
- *Dangerous Goods (Road and Rail Transport) Act 2008*;
- *Road Transport Act 2013*;
- *Heavy Vehicle (Adoption of National Law) Act 2013 No 42a*;
- *Road Rules 2014*; and
- *Work Health and Safety Act 2011*.

Relevant provisions of the above legislation are detailed within the register of legal and other requirements included in Appendix A1 of the CEMP.

2.2 Conditions of Approval

The conditions of the Infrastructure Approval relevant to traffic and transport for Stage 2 of the project are presented in Table 2.1. A cross reference is also included to indicate where the condition is addressed within this plan or other project management documents.

Table 2.1 - Conditions of Approval relevant to traffic and transport

Condition no.	Requirement	Where addressed	How addressed
A1	In meeting the specific performance measures and criteria of this approval, all reasonable and feasible measures must be implemented to prevent, and if prevention is not reasonable and feasible, minimise, any material harm to the environment that may result from the construction, operation, rehabilitation, upgrading or decommissioning of the development.	Section 6	Section 6 identifies the management measures to be implemented to prevent, and if prevention is not reasonable and feasible, minimise harm.
A19	All plant and equipment used on site, or in connection with the development, must be: a) maintained in a proper and efficient condition; and b) operated in a proper and efficient manner.	Table 6.3 - TT54	Management measure TT54 in Table 6.3 requires that all plant and equipment used on the project is maintained in a proper and efficient condition, and operated in a proper and efficient manner.
B1	Prior to commencing construction, an Environmental Management Plan (EMP) comprising the Sub-plans listed in Table 1 must be prepared by suitably qualified and experienced persons, to the satisfaction of the Planning Secretary. Following the Planning Secretary's approval, the Proponent must implement the Environmental Management Plan.	Section 1.6 Section 1.7 Section 5 The CEMP	The CEMP (in lieu of an EMP) has been prepared by suitably qualified and experienced persons prior to the commencement of construction. This TTMP has been provided to TfNSW and relevant councils for consultation. Following consultation, the outcomes of consultation have been

Condition no.	Requirement	Where addressed	How addressed						
	Table 1: EMP Sub-plans <table><tr><th></th><th>Required EMP Sub-plan</th><th>Relevant government agencies and stakeholders to be consulted for each EMP Sub-plan</th></tr><tr><td>(e)</td><td>Traffic and Transport</td><td>TfNSW Relevant council</td></tr></table>		Required EMP Sub-plan	Relevant government agencies and stakeholders to be consulted for each EMP Sub-plan	(e)	Traffic and Transport	TfNSW Relevant council		incorporated throughout the TTMP where appropriate.
	Required EMP Sub-plan	Relevant government agencies and stakeholders to be consulted for each EMP Sub-plan							
(e)	Traffic and Transport	TfNSW Relevant council							
B2	The EMP Sub-plans must be prepared in accordance with relevant guidelines and in consultation with the relevant government agencies identified for each Sub-plan in Table 1, and include:	Section 1.7 Section 2.5	This TTMP has been prepared in accordance with relevant guidelines and has been provided to TfNSW and the relevant councils for consultation, in accordance with condition B1.						
	a) a summary of relevant background or baseline data;	Section 3	The existing environment related to traffic and transport for Stage 2 is outlined in Section 3.						
	b) details of: (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions);	Section 2 Appendix A1 of the CEMP	The relevant legislation, conditions, RMMs and guidelines applicable to traffic and transport are outlined in Section 2. Appendix A1 of the CEMP provides further detail on the relevant legislation applicable to traffic and transport.						
	(ii) any relevant limits or performance measures and criteria; and	Section 1.5 Section 4.2 of the CEMP - Objectives and targets	The objectives (performance measures) and targets (criteria) relevant to traffic and transport management are outlined in Section 1.5. The CEMP also provides project-wide environmental objectives (performance measures) and targets (criteria).						
	(iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	Section 1.5 Table 1.2 Section 4.2 of the CEMP - Objectives and targets	The performance indicators relevant to traffic and transport management are outlined in Section 1.5 and Table 1.2. The CEMP also provides project-wide performance indicators.						
	(iv) any relevant commitments or recommendations identified in the EIS;	Section 2.3	Relevant traffic commitments and recommendations identified in the EIS, known as RMMs, have been outlined in Section 2.3. Section 2.3 and Section 6 of this TTMP describe how the commitments of the EIS relevant to traffic management will be implemented.						

Condition no.	Requirement	Where addressed	How addressed
	c) a description of the management measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Section 6	Specific traffic related safeguards and management measures to address potential impacts associated with Stage 2 of construction and comply with the relevant statutory requirements, limits and performance measures are outlined in Section 6.
	d) a program to monitor and report on the: (i) impacts and environmental performance of the development (including a table summarising all the monitoring and reporting obligations under the conditions of this approval); and (ii) effectiveness of the management measures set out pursuant to paragraph (c);	Section 7, including: Section 7.3 Section 7.4 Section 7.5 Section 7.6	The management measures will be managed through regular monitoring, inspections, audits outlined in Sections 7.3 to 7.6 of this TTMP.
	e) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	Section 7.8 Section 8 of the CEMP - Incidents and emergencies Section 10 of the CEMP - Reporting Section 11 of the CEMP - Non-compliance, non-conformance, corrective and preventative action	Section 7.8 outlines a contingency plan in the event that unpredicted impacts are identified. The CEMP also provides additional detail regarding incidents and emergencies, reporting, non-compliance, non-conformance, corrective and preventative actions.
	f) a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 1.9 Section 7 Section 1.9 of the CEMP - Continuous improvement	Section 7 of this TTMP outlines procedures for compliance management, including details for monitoring, inspections, auditing and reporting. This TTMP will be reviewed at least annually as described in Section 1.9 of this TTMP and Section 1.9 of the CEMP. The continuous improvement process outlined in Section 1.9 of the CEMP will be implemented.

Condition no.	Requirement	Where addressed	How addressed
	g) a protocol for managing and reporting any: (i) incident, non-compliance or exceedance of any impact assessment criterion and performance criterion;	Section 7.7 Section 7.8 Section 8 of the CEMP - Incidents and emergencies Section 10 of the CEMP - Reporting Section 11 of the CEMP - Non-compliance, non-conformance, corrective and preventative action	Section 7.7 and 7.8 describe the procedures for emergencies, incidents and non-compliances, including those related to traffic and transport. Additional detail for managing incidents and emergencies, non-compliances and non-conformances is included in the CEMP. The protocol for reporting of any incidents, non-compliances or non-conformances is included in Section 10 and 11 of the CEMP.
	(ii) complaint; or	Section 1.7.3 Community Communication Strategy	A summary of the complaints management procedure and reporting of complaints is included in Section 1.7.3 of this TTMP. The procedure for managing and reporting any complaints is described in the <i>Enquiries, Complaint and Dispute Resolution Management Procedure</i> provided in the CCS.
	(iii) failure to comply with other statutory requirements;	Section 7.7 Section 8 of the CEMP - Incidents and emergencies Section 10 of the CEMP - Reporting Section 11 of the CEMP - Non-compliance, non-conformance, corrective and preventative action	In the event of failure to comply with statutory requirements, the procedures summarised in Section 7.7 of this TTMP and described in more detail in the CEMP would be followed.
	h) public sources of information and data to assist stakeholders in understanding environmental impacts of the development; and	Section 1.2 Section 1.7.2	The TTMP contains publicly available data sources to assist with understanding the environmental impacts of the development. The local community and relevant agencies will be kept informed of construction progress and environmental performance through communication tools such as notifications and the project

Condition no.	Requirement	Where addressed	How addressed
			website as summarised in Section 1 of this TTMP.
	i) a protocol for periodic review of the EMP and EMP Sub-plans.	Section 1.9 Section 1.10 of the CEMP - Updating the CEMP	This TTMP will be reviewed at least annually in accordance with the CEMP.
	The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.	Noted	Noted.
C1	Road upgrades, construction, upgrading and decommissioning activities may only be undertaken between: a) 7 am to 6 pm Monday to Friday; b) 8 am to 1 pm Saturdays; and c) at no time on Sundays and NSW public holidays; unless the Planning Secretary agrees otherwise.	Section 6.7 NVMP	The standard construction hours for the project are identified in Section 6.7. Refer to the <i>Noise and Vibration Management Plan</i> (45860-HSE-PL-D-0110) for further details. Section 6.7 also provides details for works undertaken during the hours defined in conditions C1, C2 and C10 of the Infrastructure Approval.
C3	The Proponent must take all reasonable and feasible steps to minimise the road upgrades, construction, upgrading or decommissioning noise of the development in the locations where the noise is audible to sensitive receivers, including any associated traffic noise.	NVMP	The NVMP provides the management measures to minimise noise impacts on sensitive receivers.
C31	All over-dimensional vehicles associated with the development must only travel to and from the site via the Primary Access Routes described in the EIS, as identified in the figure in Appendix 3, unless the Planning Secretary agrees otherwise. <i>Note: The Proponent is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the road network.</i>	Section 5.3 Table 6.3 - TT17	All over-dimensional vehicles associated with the development will only travel via the primary access routes described in the EIS, as identified in the figure in Appendix 3, unless the Planning Secretary agrees otherwise. Appendix E outlines the primary access routes which can be used by over-dimensional vehicles.
C32	All heavy and light vehicles associated with construction, upgrading and decommissioning of the development must travel to and from the site via the Primary Access Routes, Secondary Access Routes and Water Supply Routes as described in the EIS and identified in the figure in Appendix 3, unless the Planning Secretary agrees otherwise	Section 5.1 Section 5.2 Table 6.3 - TT18	All heavy and light vehicles associated with construction, upgrading and decommissioning will travel to and from the site via the primary, secondary and water access routes as described in the EIS and identified in Appendix 3 of the Infrastructure Approval, unless the Planning Secretary agrees otherwise. Appendix E identifies the primary and secondary access routes and water supply routes to be used for Stage 2 construction activities. Section 5.2 outlines the additional approved access

Condition no.	Requirement	Where addressed	How addressed
			routes which the project will use during Stage 2 works.
C33	Unless the Planning Secretary agrees otherwise, the Proponent must implement the road upgrades identified in Appendix 3 in accordance with the relevant standard and timing requirements, to the satisfaction of the relevant roads authority.	Section 6.2	Section 6.2 outlines the road upgrades required as identified in Appendix 3 of the Infrastructure Approval.
C34	The Proponent must: a) undertake independent dilapidation surveys to assess the: (i) existing condition of all local roads on the transport routes (including local road crossings) prior to construction, upgrading or decommissioning works; and (ii) condition of all local roads on the transport routes (including local road crossings): - within 1 month of the completion of construction, upgrading or decommissioning works, or within a timeframe agreed to by the relevant roads authority; - on an annual basis during construction, or within a timeframe agreed to by the relevant roads authority; b) repair (or pay the full costs associated with repairing) any damage to local roads on the transport route (including local road crossings), if dilapidation surveys identify that the road has been damaged by the development during construction, upgrading or decommissioning works; and c) prepare a report in consultation with the relevant roads authority. If there is a dispute about the road maintenance works, or the implementation of these works, then either party may refer the matter to the Planning Secretary for resolution	Section 6.1 Table 6.3 - TT2 and TT3	Dilapidation surveys will be undertaken in accordance with this condition and as outlined in Section 6.1. If the dilapidation surveys identify that a local road (or local road crossing) has been damaged during construction, upgrading or decommissioning works by the development, the identified damage will be repaired.
C35	The Traffic and Transport EMP Sub-Plan required under condition B2 must include:		
	a) details of the transport route to be used for all development-related traffic;	Section 5	Section 5 describes the construction access routes for heavy and light vehicles, as well as oversize vehicle movements.
	b) details of the road upgrade works required by condition C33 of this approval, including;	Section 6.2	Section 6.2 outlines the road upgrade works, including minor access points, required for Stage 2 works. A list of the road upgrades required is identified in

Condition no.	Requirement	Where addressed	How addressed
	(i) final number, location and type of Minor Access Points intersections to be implemented; and (ii) verification that the proposed types of intersection treatments have sufficient capacity for the proposed vehicle numbers;		Appendix 3 of the Infrastructure Approval. The project does not propose to construct any new roads or intersections for Stage 2. The intersection treatments will be verified as having sufficient capacity for the proposed number of vehicles. Refer to Section 6.2.1 for further details.
	c) details of the measures that would be implemented to: (i) minimise traffic safety impacts of the development and disruptions to local road users during construction, upgrading or decommissioning works, including:	Section 6	Section 6 outlines management measures to be implemented during construction to minimise traffic safety impacts.
	- a description of the proposed dilapidation surveys required by condition C34 of this approval;	Section 6.1 Table 6.3 - TT2 and TT3	Section 6.1 outlines the dilapidation surveys that will occur prior to construction for Stage 2.
	- a description of the proposed measures for managing traffic flow around the work sites, construction compounds and accommodation camps;	Section 5.7 Section 6.2 Section 6.5	Section 6.2 and Section 6.5 outline measures to manage traffic flow around the work sites, construction compounds and accommodation camps during construction. The access points listed in Section 6.2 will be completed in accordance with s138(2) of the <i>Roads Act 1993</i>, including the appropriate BAR/BAL treatment and Safe Intersection Sight Distance requirements outlined in <i>Austroads Guide to Road Design Part 4A</i>. The design will consider traffic flow into and around the work site, accommodation camps and construction compounds. The access points at the accommodation camps and construction compounds will be constructed in accordance with Appendix 3 unless the Planning Secretary agrees otherwise. At each of the access points that need to be installed at the camps and compounds, signage will also be provided to assist in directing and addressing traffic flow. Access points that need to be installed will be approved by the relevant road authority prior to use in accordance with condition C33, unless the Planning Secretary agrees otherwise.

Condition no.	Requirement	Where addressed	How addressed
			Traffic Control Plans will be prepared to address all construction activities that affect traffic conditions, including those for the camp and compounds. Road Occupancy Licences (ROLs) will also be obtained (as required) and complied with for any road closures (full or partial) on roads that intersect with the access routes prior to any such closure.
	– temporary traffic controls, including detours and signage;	Section 6.5	The temporary traffic controls will be developed as part of the TCPs for Stage 2 and are outlined in Section 6.5 of this TTMP.
	– procedures for stringing cables and transmission lines across roads;	Section 5.4	Where stringing is required over roads, the relevant ROLs will be obtained from the relevant road authorities. Detail of the process intended to be used will be provided with the ROL application.
	– notifying the local community about development-related traffic impacts;	Section 1.7.2 CCS	Communication tools will be used by the project to inform stakeholders and the community of periodic traffic related impacts, including proposed road network changes, movement of OSOM vehicles and access impacts.
	– procedures for receiving and addressing complaints from the community about development- related traffic;	Section 1.7.3 CCS	Complaints will be managed by the Engagement Team with the use of the Salesforce database.
	– minimising potential cumulative traffic impacts with other projects in the area;	Section 6.6	Section 6.6 outlines the cumulative traffic impacts with other projects in the area. Traffic arrangements between major construction projects will occur in consultation with TfNSW and local councils.
	– minimising potential conflict between development-related traffic and rail services, stock movements and school buses, in consultation with local schools, including preventing queuing on the public road network;	Section 3.5 Section 6.6 Table 6.3 - TT6 to TT10	Scheduling, outlined in Section 6.6, will act to minimise potential for conflict with traffic and rail services, stock movements and other projects in the area. Management measures for minimising conflict between development-related traffic are identified in TT6 to TT10.
	– implementing measures to minimise development-related traffic on the public road network outside of standard construction hours;	Section 6.7 Table 6.3 - TT15	Development related traffic will be scheduled within standard hours, wherever possible. If works are required outside of standard construction hours, the

Condition no.	Requirement	Where addressed	How addressed
			OOHW Protocol will be implemented (in the NVMP).
	minimising dirt tracked onto the public road network from development-related traffic;	Table 6.3 - TT51	Management measure TT51 in Table 6.3 outlines the measures in order to minimise tracking of mud from project area onto public sealed roads.
	details of the employee shuttle bus service (if proposed), including pick-up and drop-off points and associated parking arrangements for construction workers, and measures to encourage employee use of this service;	Section 5.6	Regular employee shuttle bus services will be used to transfer workers to and from the airport and accommodation camps.
	encouraging car-pooling or ride sharing by employees;	Table 6.3 - TT49	Management measure TT49 in Table 6.3 states that carpooling and other shared transport initiatives for construction workers will be encouraged throughout construction. Carpooling and other shared transport initiatives may be promoted through the implementation of tools such as toolboxes and awareness training.
	scheduling of haulage vehicle movements to minimise convoy length or platoons;	Section 6.6 Table 6.3 - TT33 to TT36	In order to limit cumulative impacts on the road network and impacts to motorists, scheduling of vehicle movements to avoid peak traffic periods and conflicts with other road users will be implemented. Management measures relating to scheduling of vehicles is outlined in management measures TT33 to TT36 in Table 6.3.
	responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;	Section 6.6 Appendix B Table 6.3 - TT16	Scheduling will act to minimise potential for conflict with local climate conditions such as fog, wet weather and flooding. The Flood Response Plan in Appendix B outlines procedures and options for safe access to and from the site in the event of flooding.
	ensuring loaded vehicles entering or leaving the site have their loads covered or contained;	Table 6.3 - TT50	Management measure TT50 in Table 6.3 states that all trucks entering or leaving the site with loads will have their loads covered or contained.

Condition no.	Requirement	Where addressed	How addressed
	- responding to any emergency repair or maintenance requirements;	Section 6.8 Table 6.3 - TT41	Emergency repair and maintenance requirements are detailed within Section 6.8 of this TTMP. Management measure TT41 in Table 6.3 outlines that broken down vehicles will be moved off the road, and hazard lights used.
	- provisions for maintaining emergency vehicle access at all times;	Section 6.2 Table 6.3 - TT31	Management measure TT31 in Table 6.3 states that access to properties will be provided at all times for emergency vehicles.
	- a traffic management system for managing over-dimensional vehicles; and	Section 6.4	Section 6.4 of this TTMP describes the measures to be implemented for managing over-dimensional vehicles, including Vehicle Movement Plans (VMP).
	- fatigue management; and	Section 6.10 Appendix A	The Drivers Code of Conduct (DCC) in Appendix A describes driver's obligations including the management of fatigue.
	(ii) comply with the traffic conditions in this approval;	Section 7	Section 7 of this TTMP describes compliance management related to traffic impacts for Stage 2, to ensure compliance with the traffic conditions in this approval.
	d) include a drivers code of conduct that addresses:	Appendix A	The Drivers Code of Conduct (DCC) is included in Appendix A.
	(i) travelling speeds;	Section 6.10 Appendix A	The DCC in Appendix A describes driver's obligations including obeying the speed limits.
	(ii) procedures to ensure that drivers to and from the development adhere to the designated over-dimensional and heavy vehicle routes;	Section 6.4 Section 10 Appendix A	The DCC in Appendix A describes the additional requirements for heavy vehicles or over dimension vehicles.
	(iii) procedures to ensure that drivers to and from the development implement safe driving practices; and	Section 6.10 Appendix A	The DCC in Appendix A describes all site personnel (including sub-contractors) will undertake an induction which will include details relating to the DCC.
	(iv) include a detailed program to monitor and report on the effectiveness of these measures and the code of conduct; and	Section 6.10 Section 6.11 Section 7.3 Appendix A	The effectiveness of the management measures identified in this DCC will be monitored and reported through daily and weekly visual inspections. In Vehicle Monitoring System (IVMS) will be utilised on the project.

Condition no.	Requirement	Where addressed	How addressed
	e) a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	Section 6.12 Appendix B	A Flood Response Plan, describing the procedures and options for safe access in the event of flooding, has been prepared and is included as Appendix B of this TTMP.
C41	The Proponent must ensure that the storage, handling, and transport of dangerous goods is undertaken in accordance with the relevant Australian Standards and guidelines, particularly <i>AS1940 The storage and handling of flammable and combustible liquids</i> and <i>AS/NZS 1596:2014 The storage and handling of LP Gas</i> , the <i>Dangerous Goods Code</i> , and the EPA's <i>Storing and Handling of Liquids: Environmental Protection - Participants Manual</i> .	Section 6.9	Dangerous goods will be stored, handled and transported in accordance with <i>AS1940 The storage and handling of flammable and combustible liquids</i> and <i>AS/NZS 1596:2014 The storage and handling of LP Gas</i> , the <i>Dangerous Goods Code</i> , and the EPA's <i>Storing and Handling of Liquids: Environmental Protection - Participants Manual</i> .

2.3 Revised mitigation measures

The revised mitigation measures (RMMs) are provided in Appendix B of the Submissions Report and Appendix C of the Amendment Report. The RMMs relevant to traffic and transport are presented in Table 2.2 below.

A cross reference is also included to indicate where the measure is addressed within this plan or other project management documents. The management measures that will be implemented for the project are provided in Section 6 of this TTMP.

Table 2.2 - Revised mitigation measures relevant to traffic and transport

Ref.	Revised mitigation measures	Applicable location	Where addressed	How addressed
TA1	A Traffic and Transport Management sub-plan would be developed and implemented. The sub-plan would detail how potential proposal-related traffic and access impacts during construction would be minimised and managed. This plan would be prepared in consultation with the local councils and Transport for NSW.	All locations	This plan Section 1.7	This TTMP outlines the management measures to manage and minimise impacts related to proposal related traffic and access requirements. This TTMP has been provided to TfNSW and all councils for consultation. The outcomes of consultation have been incorporated throughout the TTMP where appropriate.
TA2	The Traffic and Transport Management sub-plan would outline the process for obtaining road occupancy licences, and preparing and implementing traffic management plans and traffic controls plans, as required by the relevant roads authority, for road works. Road occupancy licences would be obtained prior to any such occupancy.	All locations	This plan Section 2.4.1 Section 6.5	Any ROLs required during construction will be obtained from the relevant road authorities. Where an ROL is required, the occupancy covered by the ROL will not commence until that ROL has been issued. TCPs will be developed as required as part of the construction planning process for construction activities that affect traffic conditions and

Ref.	Revised mitigation measures	Applicable location	Where addressed	How addressed
				the safety of road users on the external or internal road network.
TA3	Any permits required under the National Heavy Vehicle Law for oversized and overmass vehicle movements associated with the proposal would be obtained from the National Heavy Vehicle Regulator. Permit applications would be supported by a Vehicle Movement Plan prepared to identify the proposed heavy vehicle route(s). The plan would consider activities of adjoining land uses and safety of the public, particularly when entering urban areas from rural highways.	Construction haulage routes, access/egress points to access tracks and main construction compound and accommodation camps.	Section 2.4.2 Section 6.4.2 Table 6.3 - TT12	If vehicles exceed the dimension or mass limits contained in a Class 1 Notice or Ministerial Order, an access permit from the NHVR will be required to operate on the NSW road network. Permits from the NHVR will be obtained, where required, to provide oversized and overmass vehicles access during construction. Permit applications will be supported by a VMP.
TA4	Measures that are required to address potential road safety issues associated with proposal-related use of access routes would be identified in consultation with the relevant roads authority. Any road upgrade works to facilitate construction of the proposal would be designed in accordance with Austroads guidelines as relevant. The Traffic and Transport Management sub-plan would include a program for monitoring road safety along proposal access routes and addressing any construction-related issues identified.	Construction haulage routes, access tracks, main construction compound and accommodation camp accesses	Section 1.7 Section 6.2.2 Section 7.3	This TTMP has been provided to TfNSW and all relevant councils for consultation. The consultation outcomes have been incorporated throughout the TTMP where appropriate. Any designs for road upgrades will be completed in accordance with the Austroads Guide to Road Design as required. The effectiveness of the management measures identified in Section 6 will be monitored through the proposed monitoring program in Section 7.3.
TA5	A Driver Code of Conduct would be developed and implemented. The code would: - define acceptable driver behaviour for proposal personnel to promote road safety - address fatigue management - ensure that the impacts of construction-related vehicle movements on local roads and the local community are minimised.	Construction haulage routes, access tracks, main construction compound and accommodation camp accesses	Appendix A	The purpose of the DCC in Appendix A is to ensure that the impacts of construction-related traffic on local roads, the local community and businesses is minimised. The DCC defines acceptable driver behaviour for all vehicle drivers in connection with the project. The DCC also describes how fatigue will be managed in accordance with the DCC and the <i>Driving and Journey Management Work Instruction</i> (45860-HSEWI-G-0041)
TA6	Consultation with rail authorities (operators) would occur for all proposal activities required in active rail corridors. The consultation would confirm	Where the transmission line requires access	Table 6.3 - TT8	Consultation with relevant rail authorities (operators) will occur for all works required in active rail corridors.

Ref.	Revised mitigation measures	Applicable location	Where addressed	How addressed
	authority requirements (such as track occupancy authorisations) and necessary requirements for staff working within the rail corridor (accreditations). All works in active rail corridors would occur in accordance with the identified requirements.	within the rail corridor.		
TA7	Road condition surveys would be carried out for all local roads that would be used as construction haulage routes, in consultation with the relevant roads authority. The surveys would be carried out prior to the road being used by heavy vehicles to support construction of the proposal. A road condition monitoring and maintenance program would be developed in consultation with the relevant roads authority for all local roads used as construction haulage routes and implemented for the duration of construction. Post-construction road condition surveys would be carried out for local roads used as a construction haulage route when use by construction vehicles ceases. Damage to the roads (and other infrastructure such as stock grids) that is attributed to the proposal would be addressed in consultation with the relevant roads authority and within three months of construction use concluding or as otherwise agreed with the relevant roads authority. Roads would be reinstated to equivalent or better condition.	All sealed local roads (within the vicinity or 200 m of the proposal) and/or all unsealed roads on haulage routes.	Section 6.1 Table 6.3 - TT2 and TT3	Independent dilapidation surveys will be undertaken in accordance with condition C34 and this RMM. If the dilapidation surveys identify that a sealed local road (within 200m of the project) or unsealed roads on access (haulage) routes has been damaged during construction, upgrading or decommissioning works, and that damage is attributable to the project, the identified damage will be repaired within three months of construction use concluding or as otherwise agreed with the relevant roads authority. A road condition monitoring and maintenance program will be developed in consultation with the relevant roads authority for all local roads used as construction access routes and implemented for the duration of construction.
TA8	Actions to ensure that existing road structures proposed to be used during construction are suitable for the proposed use would be investigated and implemented where required. These would include: - while establishing access tracks, a suitably qualified engineer would assess the existing structures for suitability considering structure type, condition, vehicle types, loading and frequency of use - if structures are deemed unsuitable, the following alternatives would be	Existing bridge and drainage / culvert assets	Section 3.7 Table 6.3 - TT20	The majority of bridges located on State and regional roads have been classified to be utilised for certain vehicle types with specific load limits. It is therefore acknowledged that the restricted access vehicle and OSOM vehicles can only traverse these bridges subject to any constraints for the vehicle type.

Ref.	Revised mitigation measures	Applicable location	Where addressed	How addressed
	considered and implemented where practicable and appropriate: – alternative routes (access via easement) – alternative vehicle types (smaller loads) – temporary works (e.g. propping, or similar) in consultation with asset owners. Any damage to road structures caused by proposal- related heavy vehicle usage would be rectified at the conclusion of use.			
TA9	A Community Communications Strategy would be developed and implemented to manage communications in order to engage and notify local communities of major works that could disrupt the road network. The Community Communication Strategy would be developed in conjunction with the Traffic and Transport Management sub-plan to detail the methodology, frequency and response measures in relaying information to the community and for addressing community concerns. All affected communities would be notified in advance of any disruptions to the transport network. This may be in the form of variable message signs, website notices, public notices in local publications and personal correspondence.	All locations	Section 1.7.2 Community Communications Strategy	Communication tools will be used by the project to inform stakeholders and the community of periodic traffic related impacts, including proposed road network changes, movement of OSOM vehicles and access impacts. This includes a Community Communications Strategy.
TA10	Road Occupancy Licence(s) would be sought for all temporary lane closures (as required by the relevant roads authority). Associated activities within the road reserve would occur in accordance with the relevant licences. Any road closures with significant impact, such as short-term full road closure and long-term temporary lane/road closures would be assessed on a case-by- case basis, and approval sought from the relevant road authority. Where feasible, temporary road closures are to be planned outside of the	All roads that intersect with the transmission line alignment (for stringing of transmission lines) or on haulage routes.	Section 2.4.1 Table 6.3 - TT11	An ROL will be obtained from the relevant road authorities for construction activities that are likely to impact on the operational efficiency of the road network (classified and unclassified roads). This includes activities impacting a traffic lane or lanes or off-road activities which affect traffic flow.

Ref.	Revised mitigation measures	Applicable location	Where addressed	How addressed
	traffic peak periods to minimise impact to the road network.			
TA11	Vehicle Movement Plans would be prepared as part of the Traffic and Transport Management sub-plan and implemented for all proposal heavy vehicle routes. The plans would identify the allowable heavy vehicle routes and include travel directions, permitted intersection turning movements, speeds, approved parking and lay- up areas, maximum allowable types/size of trucks and any traffic control required. The requirements of Vehicle Movement Plan would be communicated to all construction heavy vehicle drivers	All roads on haulage routes, as identified in Table 4.4 of Technical paper 4.	Section 6.4.2 Section 6.4.3 Table 6.3 - TT12	Vehicle Movement Plans (VMP) will be implemented as outlined in Section 6.3.2. Section 6.4.3 outlines further details of the heavy vehicle access routes associated with construction. Management measure TT12 in Table 6.3 states that the VMP will be used to support permit applications.
TA12	Significant traffic generating developments in the vicinity of the proposal would be identified. Consultation would occur with those developments and the relevant roads authority regarding proposal-related vehicle movements and road works. Measures to address any potentially significant cumulative traffic and access impacts would be identified and implemented.	All locations	Section 6.6	Section 6.6 describes the scheduling measures to limit cumulative impacts on the road network and motorists
TA13	The appointed Construction Contractor would coordinate and appropriately manage movements on the alternative route options and communicate the changes to the affected residents and the council as part of the communication process of the Traffic and Transport Management sub-plan. This would be implemented should local road closures be required and alternative route provided.	Local roads as identified in Table 4.4 of Technical paper 4.	Table 6.3 - TT16	Management measure TT16 in Table 6.3 outlines the use of alternative routes will be identified in consultation with the relevant road authority and affected residents.
TA14	A Fatigue Management Plan would be developed and implemented for proposal that addresses driver fatigue and associated regulatory requirements. This plan is to be implemented during construction	All roads on haulage routes, as identified in Table 4.4 of Technical paper 4.	Appendix A Section 6.10	The DCC in Appendix A describes driver's obligations including the management of fatigue. Section 6.10 outlines that fatigue will also be managed in accordance with the <i>Driving and Journey Management Work Instruction</i> (45860-HSE-WI-G0041).
TA15	Road and surface conditions and the traffic controls implemented at each proposal site access/egress point from the	Access / egress points to access tracks and the main	Table 6.3 - TT4	Management measure TT4 in Table 6.3 states road and surface conditions and the traffic controls implemented

Ref.	Revised mitigation measures	Applicable location	Where addressed	How addressed
	sealed road network would be monitored during construction. Any identified issues would be rectified.	construction compound and accommodation camps		at the access point from the sealed road network, will be monitored during construction.
TA16	Existing connections to the public road network would be considered for use when access to construction locations via private land is required. Existing site access points would be used for construction access where feasible and reasonable and in consultation with the relevant landholder. Consultation with the relevant roads authority would occur for all new site access points.	Access / egress points to access tracks	Section 6.2.1 Section 6.2.2	Section 6.2.1 outlines that existing connections will be utilised wherever feasible and reasonable. Consultation will occur with the relevant landholder. Section 6.2.2 outlines that consultation with the relevant road authority will occur for new access points connected to the public road network.
TA17	Temporary access points within the road reserve that are not required for operational reasons would be removed and restored in consultation with the relevant roads authority following the completion of construction.	Access / egress points to access tracks	Table 6.3 - TT30	Management measure TT30 in Table 6.3 states that temporary access points within the road reserve, not required for operational reasons, will be removed in consultation with the relevant roads authority following the completion of construction.
TA18	Construction access tracks would be retained for operational access, where required and practicable in consultation with the relevant landholder.	Access tracks	Section 6.3	Access tracks retained for operational purposes will be consulted with Transgrid and the relevant landholder.
LP6	Procedures would be implemented so that potential impacts or conflicts between livestock and construction activities are appropriately managed. Procedures would be developed in consultation with affected landholders and would include management of: ... - vehicle movements and other activities within the vicinity of livestock ...	Transmission line	Table 6.3 - TT6 NVMP	Procedures will be developed in consultation with affected landholders to include vehicle movements and other activities within the vicinity of livestock. Aspects of this revised mitigation measure relating to noise intensive activities and potential stressors created by construction activities is addressed in the <i>Stage 2 Noise and Vibration Management Plan</i> (45860-HSE-PL-D-0116).
HF2	Detailed construction planning would consider flood risk at construction areas. This would include: identifying measures that would be implemented to not worsen flood impacts downstream and on other property and infrastructure during construction up to and including the five per	Transmission lines and construction sites within flood prone land	Appendix B SWMP	The FRP in Appendix B describes flood emergency management procedures. For further detail refer to the <i>Soil and Water Management Plan</i> (SWMP)(45860-HSE-PL-D-0118).

Ref.	Revised mitigation measures	Applicable location	Where addressed	How addressed
	cent AEP design flood event, and confirming site layouts to avoid or minimise obstruction of overland flow paths and to limit the extent of flow diversion required. Practicable measures identified to minimise potential flood risks at construction areas would be implemented.			
HR13	Dangerous goods and hazardous substances would be transported in accordance with relevant legislation and codes, including the <i>Dangerous Goods (Road and Rail Transport) Act 2008</i> , Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998 and the <i>Australian Code for the Transport of Dangerous Goods by Road and Rail</i> (National Transport Commission, 2018).	All locations	Section 6.9 Table 6.3 - TT52	Section 6.9 and management measure TT52 outline the measures to transport dangerous goods and hazardous substances.
CI1	Consultation with relevant roads authority would occur in relation to road use.	All locations	Section 1.7	This TTMP has been provided to TfNSW and the relevant councils for consultation. The outcomes of consultation have been incorporated throughout the TTMP where appropriate.

2.4 Licences and Permits

2.4.1 Road occupancy licences

In accordance with Section 138 of the *Roads Act 1993*, a road occupancy licence (ROL) will be obtained from the relevant road authorities for construction activities that are likely to impact on the operational efficiency of the road network (classified and unclassified roads). This includes activities impacting a traffic lane or lanes or off-road activities which affect traffic flow.

Any ROL required during construction will be obtained from the relevant road authorities. Where a ROL is required, the works covered by the ROL will not commence until that ROL has been issued. In conjunction with an ROL, it may be necessary to reduce the speed limit of the roadway for the period of the occupancy for the safety of road users and workers. Roadwork speed zones will be established in accordance with AS1742.3-2009 *Traffic control devices for works on roads* in consultation with the road authority(s). The speed zone authorisations will form part of the ROL application process as required by the road authority.

2.4.2 Oversize overmass (OSOM) access permits

The National Heavy Vehicle Regulator (NHVR) administers the one set of laws and regulations under the Heavy Vehicle National Law (HVNL). NSW, Victoria and South Australia have changed their respective legislation to mirror the requirements under the HVNL. The aim of the HVNL is to:

- manage the impact of heavy vehicles on the environment, road infrastructure and public amenity;

- promote industry productivity and efficiency; and
- consolidate the current national heavy vehicle model laws and replaces corresponding state and territory legislation.

If vehicles exceed the dimension or mass limits contained in a Class 1 Notice or Ministerial Order, an access permit from the NHVR will be required to operate on the NSW road network. Oversize overmass (OSOM) vehicles are defined as Class 1 vehicles under the *Heavy Vehicle National Law*. All OSOM permit requests are lodged through the NHVR portal.

A vehicle or vehicle combination is considered to be OSOM if it exceeds any general access mass or dimension limits. A Transport Management Plan is required for any of the following OSOM movements:

- all OSOM movements that are classified as 'High Risk' due to their dimensions and/or weights;
- all OSOM movements that travel on a 'High Risk' route; and
- all OSOM movements that involve the transport of a 'Critical/Sensitive' load.

The Transport Management Plan will include the nominated vehicle size, weight of the OSOM load, proposed route & analysis of the required turn movements. The Transport Management Plan will be prepared to accompany the access permit application and submitted to TfNSW to obtain approval prior to these movements occurring.

2.5 Guidelines

The main guidelines, specifications and policy documents relevant to this plan include:

- *Austroads Guide to Road Design*;
- *Austroads Guide to Traffic Management*;
- *Austroads Guide to Road Design Part 4A (Unsignalised & Signalised Intersections)*;
- *Traffic Control at Work Sites – Version 6*;
- *Australian Standard 1742 Parts 1 to 14 Manual of Uniform Traffic Control Devices*;
- *Australian Standard 1742.3-2009 Traffic control devices for works on roads*;
- *NSW Heavy Vehicle Access Policy Framework (TfNSW, 2018)*;
- *Transport of Dangerous Goods by Road and Rail, Edition 7.7 (National Transport Commission, 2020)*; and
- *Towards Zero – Safe System 2016*.

The documents identified above are considered by the project as described and referenced throughout this TTMP.

3 Existing environment

The following section summarises the existing traffic and transport activities within and adjacent to Stage 2 of the project. The key reference documents include:

- Section 19 and Technical Paper 11 of the EIS; and
- Amendment Report.

Appendix C provides a summary of the existing daily traffic volumes, peak hourly traffic estimates and capacity of the existing roads used for Stage 2 works.

3.1 Local, State and National Roads

The existing road network consists of a combination of national, State, regional and local roads. The key roads (access routes) within the project area for Stage 2 are detailed in the following sections.

As a result of consultation undertaken with the relevant councils on this plan, some approved access routes were either:

- removed from this plan (as council requested that the road not be used for construction of the project); or
- restricted in use.

The restriction in use is typically that light vehicles only are permitted to use the road as a result of construction. One road (Brunskill Road, Wagga Wagga) is restricted in use to light vehicles only, with heavy vehicles permitted to use this road as an alternate flood access. Table 3.1 to Table 3.3 list the approved access routes and any restrictions which apply. These restrictions are also indicated within Appendix E and within the project geographical information system (GIS).

Elecnor confirms that the removal of the approved roads will not increase the impacts, such as traffic volumes and noise, on other assessed and approved roads.

Elecnor also confirms that the restrictions on some approved roads for use by light vehicles only will not increase the impacts (i.e. heavy vehicle traffic volumes and noise) on other assessed and approved roads.

The changes made to the approved roads within this plan, will not affect the ability of Elecnor to adequately carry out the project.

3.1.1 State roads

The State roads within the project area for Stage 2 are detailed in Table 3.1.

Table 3.1 - State roads used for the delivery of Stage 2

Name	Description	Access road type	Authority
Sturt Highway (A20)			
Sturt Highway (A20) (Buronga)	Sealed	Primary	TfNSW
Sturt Highway (between Buronga and Robinvale)	Sealed	Primary	TfNSW
Sturt Highway (between Robinvale and Balranald)	Sealed	Primary	TfNSW
Sturt Highway (between Balranald and Cobb Highway)	Sealed	Primary	TfNSW
Sturt Highway (between Cobb Highway and Newell Highway)	Sealed	Primary	TfNSW

Name	Description	Access road type	Authority
Sturt Highway (within Murrumbidgee LGA)	Sealed	Primary	TfNSW
Sturt Highway (east of Wagga Wagga)	Sealed	Primary	TfNSW
Sturt Highway (between Olympic Highway and Wagga Wagga)	Sealed	Primary	TfNSW
Sturt Highway (between Newell Highway and Olympic Highway)	Sealed	Primary	TfNSW
Colin Knott Drive (Wagga Wagga, part of Sturt Highway)	Sealed	Primary	TfNSW
Hammond Avenue (Wagga Wagga, part of Sturt Highway)	Sealed	Primary	TfNSW
Edward Street (Wagga Wagga, part of Sturt Highway)	Sealed	Primary	TfNSW
Market Street (Balranald, part of Sturt Highway)	Sealed	Primary	TfNSW
Moama Street (part of Sturt Highway)	Sealed	Primary	TfNSW
Silver City Highway (B79)			
Silver City Highway (B79)	Sealed	Primary	TfNSW
Cobb Highway (B75)			
Cobb Highway	Sealed	Primary	TfNSW
Cobb Highway (south of Deniliquin) (including Hay Road)	Sealed	Primary	TfNSW
Hay Road (Deniliquin, part of Cobb Highway)	Sealed	Primary	TfNSW
Davidson Street (Deniliquin, part of Cobb Highway)	Sealed	Primary	TfNSW
Charlotte Street (Deniliquin, part of Cobb Highway)	Sealed	Primary	TfNSW
Ochertyre Street (Deniliquin, part of Cobb Highway)	Sealed	Primary	TfNSW
Hardinge Street (Deniliquin, part of Cobb Highway)	Sealed	Primary	TfNSW
Lachlan Street (part of Cobb Highway)	Sealed	Water	TfNSW
Riverina Highway (B58)			
Riverina Highway (east of Finley)	Sealed	Primary	TfNSW
Riverina Highway (west of Finley)	Sealed	Primary	TfNSW
Riverina Highway (north of Corowa in Federation Council)	Sealed	Primary	TfNSW
Finley Road (Deniliquin, part of Riverina Highway)	Sealed	Primary	TfNSW
Honour Avenue (Federation, part of Riverina Highway)	Sealed	Primary	TfNSW
Chanter Street (Berrigan, part of Riverina Highway)	Sealed	Primary	TfNSW
Barragunda Road (Berrigan, part of Riverina Highway)	Sealed	Primary	TfNSW
Tuppall Street (Berrigan, part of Riverina Highway)	Sealed	Primary	TfNSW
Kidman Way (B87)			
Kidman Way (near Morundah Road)	Sealed	Primary	TfNSW
Kidman Way (near Sturt Highway) (including Jerilderie-Darlington Point Road)	Sealed	Primary	TfNSW

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Name	Description	Access road type	Authority
Olympic Highway (A41)			
Olympic Highway (between Urana Street in The Rock and Yarrangundry Street in Uranquinty)	Sealed	Primary	TfNSW
Olympic Highway (between Sturt Highway and Yarrangundry Street in Uranquinty)	Sealed	Primary	TfNSW
Olympic Highway (south of The Rock)	Sealed	Primary	TfNSW
Olympic Highway (north of Wagga Wagga)	Sealed	Primary	TfNSW
Railway Street (Lockhart, part of Olympic Highway)	Sealed	Primary	TfNSW
Moorong Street (Wagga Wagga, part of Olympic Highway)	Sealed	Primary	TfNSW
Newell Highway (A39)			
Newell Highway (north of Jerilderie)	Sealed	Primary	TfNSW
Newell Highway (south of Jerilderie)	Sealed	Primary	TfNSW
Jerilderie Street (Jerilderie, part of Newell Highway)	Sealed	Primary	TfNSW
Southey Street (Jerilderie, part of Newell Highway)	Sealed	Primary	TfNSW
Murray Street (Berrigan, part of Newell Highway)	Sealed	Primary	TfNSW
Dean Street (Berrigan, part of Newell Highway)	Sealed	Primary	TfNSW
Other State roads			
Murray Valley Highway	Sealed	Primary	TfNSW
Yanga Way (including Tooleybuc Road and Lea Street)	Sealed	Primary	TfNSW
Hume Highway	Sealed	Primary	TfNSW

3.1.2 Regional roads

The regional roads within the project area for Stage 2 are detailed in Table 3.2.

Table 3.2 - Regional roads used for the delivery of Stage 2

Name	Description	Access road type	Authority
Roads within Wentworth LGA			
Arumpo Road	Sealed	Primary	Wentworth Shire Council
Roads within Balranald LGA			
Mayall Street	Sealed	Secondary/Water	Balranald Shire Council
Ivanhoe Road	Sealed	Primary/Water	Balranald Shire Council
Roads within Murray River LGA			
Baratta Street	Sealed	Primary	Murray River Council
Carne Street	Sealed	Primary	Murray River Council
Kyalite Road	Sealed	Primary	Murray River Council
Moulamein Road	Sealed	Primary	Murray River Council
Paterson Street	Sealed	Secondary	Murray River Council
Pretty Pine Road (west)	Sealed	Primary	Murray River Council
Tallow Street	Sealed	Primary	Murray River Council

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Name	Description	Access road type	Authority
Balranald Road (near Moulamein)	Sealed	Primary	Murray River Council
Maude Road	Sealed/unsealed	Secondary	Murray River Council
Roads within Hay LGA			
Maude Road	Sealed/Unsealed	Secondary	Hay Shire Council
Roads within Edward River LGA			
Pretty Pine Road (east)	Sealed	Primary	Edward River Council
Wanderer Street	Sealed	Secondary	Edward River Council
Maude Road	Sealed/Unsealed	Secondary	Edward River Council
Roads within Murrumbidgee LGA			
Conargo Road (in Conargo)	Sealed	Primary	Murrumbidgee Council
Morundah Road	Sealed	Primary	Murrumbidgee Council
Yamma Road	Sealed	Primary	Murrumbidgee Council
Conargo Road (near Sturt Highway)	Sealed	Primary	Murrumbidgee Council
Jerilderie - Urana Road	Sealed	Primary	Murrumbidgee Council
Roads within Federation LGA			
Back Berrigan Road	Sealed	Secondary	Federation Council
Boree Creek Road	Sealed	Secondary	Federation Council
Brookong Creek Road	Sealed	Primary	Federation Council
Chapman Street	Sealed	Primary	Federation Council
Cocketgedong Road	Sealed	Primary	Federation Council
Federation Way (north of Urana)	Sealed	Primary	Federation Council
Federation Way (south of Urana)	Sealed	Primary	Federation Council
Mahonga Road	Sealed	Secondary	Federation Council
William Street	Sealed	Primary	Federation Council
Woodhouse Street	Sealed	Primary	Federation Council
Roads within Lockhart LGA			
Albury Road	Sealed	Secondary	Lockhart Shire Council
East Street	Sealed	Primary	Lockhart Shire Council
Ford Street	Sealed	Secondary	Lockhart Shire Council
Green Street (light vehicles)	Sealed	Secondary	Lockhart Shire Council
Boree Creek Road	Sealed	Secondary	Lockhart Shire Council
Lockhart Collingullie Road	Sealed	Primary	Lockhart Shire Council
Lockhart-Kywong Road	Sealed	Secondary	Lockhart Shire Council
Lockhart Road (west of Bullenbong Creek)	Sealed	Secondary	Lockhart Shire Council
Reid Street	Sealed	Secondary	Lockhart Shire Council
The Rock-Collingullie Road	Sealed	Secondary	Lockhart Shire Council
Urana Street (The Rock)	Sealed	Primary	Lockhart Shire Council
Urana-Lockhart Road	Sealed	Primary	Lockhart Shire Council

Name	Description	Access road type	Authority
Roads within Wagga Wagga LGA			
Holbrook Road	Sealed	Secondary	Wagga Wagga City Council
Lockhart Road (east of Bullenbong Creek)	Sealed	Primary	Wagga Wagga City Council
Tumbarumba Road	Sealed	Primary	Wagga Wagga City Council
Bourke Street (light vehicles)	Sealed	Primary	Wagga Wagga City Council
Docker Street (light vehicles)	Sealed	Primary	Wagga Wagga City Council
Roads within Narrandera LGA			
Lockhart Road	Sealed	Secondary	Narrandera Shire Council
Roads within Berrigan LGA			
Oaklands Road	Sealed	Primary	Berrigan Shire Council
Carter Street	Sealed/Unsealed	Primary	Berrigan Shire Council
Jerilderie Street	Sealed	Primary	Berrigan Shire Council

3.1.3 Local roads

The local roads within the project area for Stage 2 are detailed in Table 3.3.

Table 3.3 - Local roads used for the delivery of Stage 2

Name	Description	Access road type	Authority
Roads within Wentworth LGA			
Corbett Avenue	Sealed	Water	Wentworth Shire Council
Dansons Road	Unsealed	Secondary	Private
Modica Crescent	Sealed	Water	Wentworth Shire Council
Alcheringa Drive	Sealed	Water	Wentworth Shire Council
Roads within Balranald LGA			
Abbotts Tank Road	Unsealed	Secondary	Balranald Shire Council
Benanee Road	Unsealed	Secondary	Balranald Shire Council
Euston Prungle Road	Sealed	Secondary	Balranald Shire Council
McCabe Street	Sealed	Primary/Water	Balranald Shire Council
Unnamed Road off Ivanhoe Road	Unsealed	Water	Balranald Shire Council
Windomal Road	Sealed	Secondary	Balranald Shire Council
Church Street	Sealed	Primary/Water	Balranald Shire Council
Murray Terrace	Sealed	Water	Balranald Shire Council
Perry Street	Sealed	Water	Balranald Shire Council
Selwyn Street	Sealed	Water	Balranald Shire Council
Moa Street	Sealed	Water	Balranald Shire Council
Roads within Murray River LGA			
Baldon Road	Unsealed	Secondary	Murray River Council
Balranald Road (south of alignment)	Unsealed/Sealed	Secondary	Murray River Council
Balranald Road (north of alignment)	Unsealed/Sealed	Secondary	Murray River Council

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Name	Description	Access road type	Authority
Binbinette Road	Unsealed	Secondary	Murray River Council
Brougham Street	Sealed	Secondary	Murray River Council
Cedar Avenue	Sealed	Primary	Murray River Council
Impimi Road	Unsealed	Secondary	Murray River Council
Keri Keri Road (south)	Unsealed	Secondary	Murray River Council
Keri Keri Road (north)	Unsealed	Secondary	Murray River Council
Morago Street	Sealed	Secondary	Murray River Council
Berambong Road	Unsealed	Secondary	Murray River Council
Perekerton Road	Unsealed	Secondary	Murray River Council
Murray Street	Sealed	Water	Murray River Council
Lea Street	Sealed	Water	Murray River Council
River Street	Sealed	Water	Murray River Council
Carne Street (north of Tallow Street)	Sealed	Water	Murray River Council
Young Street	Sealed	Water	Murray River Council
Roads within Hay LGA			
Glenhope Road	Unsealed	Secondary	Hay Shire Council
Jerilderie Road	Sealed	Primary	Hay Shire Council
Romani Road	Sealed	Secondary	Hay Shire Council
West Burrabogie Road	Unsealed	Primary	Hay Shire Council
Thelangerin Road	Sealed	Water	Hay Shire Council
Showground Road	Sealed	Water	Hay Shire Council
Dunera Way	Sealed	Water	Hay Shire Council
Roads within Edward River LGA			
Boooroban-Tchelery Road	Sealed	Secondary	Edward River Council
Carrathool Road (south-west of Moonbria Road intersection)	Sealed	Primary	Edward River Council
Carrathool Road (north of Moonbria Road intersection)	Sealed	Secondary	Edward River Council
Dry Lake Road	Unsealed	Secondary	Edward River Council
East-West Road	Unsealed	Secondary	Edward River Council
Millears Road	Sealed	Secondary	Edward River Council
Monimail Road	Sealed	Secondary	Edward River Council
Moonbria Road	Unsealed	Primary	Edward River Council
Nesbits Road	Sealed	Secondary	Edward River Council
Wandook Road	Sealed	Primary	Edward River Council
Warwillah Road	Unsealed	Secondary	Edward River Council
Willurah Road	Sealed	Secondary	Edward River Council
Goolgumbula Road	Unsealed	Primary	Edward River Council (also Murrumbidgee Council)
Pooginook Road	Unsealed	Primary	Edward River Council

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Name	Description	Access road type	Authority
Unnamed track (located off Four Corners Road)	Unsealed	Secondary	Edward River Council
Roads within Murrumbidgee LGA			
Bundure Road	Sealed/Unsealed	Secondary	Murrumbidgee Council
Cadell Road	Sealed	Secondary	Murrumbidgee Council
Colombo Road	Unsealed	Secondary	Murrumbidgee Council
Crutchs Road	Unsealed	Secondary	Murrumbidgee Council
Fernbank Road	Unsealed	Secondary	Murrumbidgee Council
Four Corners Road	Sealed	Primary	Murrumbidgee Council
Liddles Lane	Unsealed	Primary	Murrumbidgee Council
Mcdonald Road	Unsealed	Secondary	Murrumbidgee Council
Mclennons Bore Road	Unsealed	Secondary	Murrumbidgee Council
North Boundary Road	Sealed	Primary	Murrumbidgee Council
Six Mile Lane	Unsealed	Secondary	Murrumbidgee Council
Thurrowa Road	Sealed/Unsealed	Primary and Secondary	Murrumbidgee Council
Wilson Road	Sealed	Primary	Murrumbidgee Council
Crosby Road	Unsealed	Secondary	Murrumbidgee Council
Gilbert Road	Sealed	Secondary	Murrumbidgee Council
Jimmy Cull Road	Sealed	Water	Murrumbidgee Council
Bencubbin Avenue	Sealed	Water	Murrumbidgee Council
Goolgumbra Road	Unsealed	Primary	Murrumbidgee Council (also Edward River Council)
Roads within Federation LGA			
Barragunda Road	Unsealed	Secondary	Federation Council
Battens Road	Sealed	Secondary	Federation Council
Berrigan Oaklands Road	Sealed	Primary	Federation Council
Browley Street	Sealed	Primary	Federation Council
Coonong Road	Unsealed	Secondary	Federation Council
Cullivel Road	Sealed	Secondary	Federation Council
Drummond Street	Sealed	Secondary	Federation Council
Eades Street	Sealed	Secondary	Federation Council
Greenvale Road	Sealed	Secondary	Federation Council
Gums Road	Unsealed	Secondary	Federation Council
Lachlan Street	Sealed	Secondary	Federation Council
Mallons Road	Unsealed	Secondary	Federation Council
Meritons Road	Unsealed	Secondary	Federation Council
Spraydon Road	Unsealed	Secondary	Federation Council
Strontian Road	Sealed	Secondary	Federation Council
West Gums Road	Unsealed	Secondary	Federation Council

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Name	Description	Access road type	Authority
Yarrabee Street	Sealed	Primary	Federation Council
Boree Creek Road (north of Boree Creek)	Sealed	Secondary	Federation Council
Richmond Street	Sealed	Secondary	Federation Council
Stephen Street	Sealed	Water	Federation Council
Roads within Lockhart LGA			
Andriskes Lane	Unsealed	Secondary	Lockhart Shire Council
Ben Hoffmans Lane	Unsealed	Secondary	Lockhart Shire Council
Bidgeemia Road	Sealed	Secondary	Lockhart Shire Council
Boyds Road/Somervilles Road	Unsealed	Secondary	Lockhart Shire Council
Bullenbung The Rock Road	Sealed	Primary	Lockhart Shire Council
County Boundary Road	Sealed	Secondary	Lockhart Shire Council
Dunleveys Lane	Unsealed	Primary	Lockhart Shire Council
Flood Detour Road	Unsealed	Secondary	Lockhart Shire Council
Frank Westblades Lane	Unsealed	Secondary	Lockhart Shire Council
French Park-Bullenbung Road	Unsealed	Secondary	Lockhart Shire Council
Hendersons Road	Unsealed	Secondary	Lockhart Shire Council
Lockhart Boree Creek Road	Sealed	Secondary	Lockhart Shire Council
Lockhart The Rock Road	Sealed	Secondary	Lockhart Shire Council
Mangoplah Road	Sealed	Secondary	Lockhart Shire Council
Old French Park-Bullenbung Road	Sealed	Water	Lockhart Shire Council
Osborne Yerong Creek Road	Sealed	Secondary	Lockhart Shire Council
Ryans Lane	Unsealed	Secondary	Lockhart Shire Council
Soldier Settlement Road	Sealed	Secondary	Lockhart Shire Council
Slys Lane	Sealed	Secondary	Lockhart Shire Council
Spanish Avenue	Sealed	Secondary	Lockhart Shire Council
Strongs Lane	Unsealed	Secondary	Lockhart Shire Council
Tenison Lane	Unsealed	Secondary	Lockhart Shire Council
The Rock Mangoplah Road	Sealed	Secondary	Lockhart Shire Council
Tribolets Road	Unsealed	Secondary	Lockhart Shire Council
Urana Street (Lockhart)	Sealed	Secondary	Lockhart Shire Council
Wandella Lane	Unsealed	Secondary	Lockhart Shire Council
Webbs Lane	Unsealed	Secondary	Lockhart Shire Council
Yuluma Road	Sealed	Secondary	Lockhart Shire Council
Edwards Road	Unsealed	Secondary	Lockhart Shire Council
Humphries Lane	Unsealed	Secondary	Lockhart Shire Council
Mortons Lane	Unsealed	Secondary	Lockhart Shire Council
Napier Road	Unsealed	Secondary	Lockhart Shire Council
Bullenbong Road	Sealed	Secondary	Lockhart Shire Council

Name	Description	Access road type	Authority
Commera Wilson Lane	Unsealed	Secondary	Lockhart Shire Council
Tinamba Lane	Unsealed	Primary	Lockhart Shire Council
Tutty's Lane	Unsealed	Secondary	Lockhart Shire Council
Wattles Road	Unsealed	Primary	Lockhart Shire Council
Kings Lane	Unsealed	Secondary	Lockhart Shire Council
Roads within Wagga Wagga LGA			
Ashfords Road	Sealed	Primary	Wagga Wagga City Council
Boiling Down Road	Unsealed	Primary	Wagga Wagga City Council
Brunskill Road (light vehicles with heavy vehicles permitted to use as an alternate flood access)	Sealed	Primary	Wagga Wagga City Council
Dunns Road (light vehicles)	Sealed	Primary	Wagga Wagga City Council
Elizabeth Avenue (from Sturt Highway to Inglewood Road)	Sealed	Primary	Wagga Wagga City Council
Elizabeth Avenue (from Inglewood Road and Gregadoo East Road)	Sealed	Secondary	Wagga Wagga City Council
Glenfield Road	Sealed	Primary	Wagga Wagga City Council
Gregadoo East Road	Sealed	Primary	Wagga Wagga City Council
Gregadoo Road (light vehicles)	Sealed	Primary	Wagga Wagga City Council
Hanging Rock Road	Sealed	Secondary	Wagga Wagga City Council
Inglewood Road	Sealed	Primary	Wagga Wagga City Council
Koorinal Road	Sealed	Primary	Wagga Wagga City Council
Lake Albert Road (Sturt Highway to Koorinal Road)	Sealed	Primary	Wagga Wagga City Council
Lake Albert Road (Koorinal Road to Brunskill Road) (light vehicles)	Sealed	Primary	Wagga Wagga City Council
Lloyd Road	Sealed	Primary	Wagga Wagga City Council
Mitchell Road (from Inglewood Road to Gregadoo East Road)	Sealed	Primary	Wagga Wagga City Council
Mitchell Road (from Kyeamba Avenue to Inglewood Road)	Sealed	Secondary	Wagga Wagga City Council
Old Station Road	Unsealed	Secondary	Wagga Wagga City Council
Oxley Bridge Road	Sealed	Secondary	Wagga Wagga City Council
Pearson Street	Sealed	Primary	Wagga Wagga City Council
Plumpton Road	Sealed	Primary	Wagga Wagga City Council
Red Hill Road	Sealed	Primary	Wagga Wagga City Council
Rowan Road (Holbrook Road to the access point that provides access to Line 5, Tower 9 and 10)	Unsealed	Secondary	Wagga Wagga City Council
Rowan Road (Line 5, Tower 9 and 10 access point to Plumpton Road) (light vehicles)	Unsealed	Secondary	Wagga Wagga City Council
Somervilles Road	Unsealed	Secondary	Wagga Wagga City Council

Name	Description	Access road type	Authority
The Rock-Narrandera Road	Sealed	Water	Wagga Wagga City Council
Uranquinty Cross Road	Sealed	Secondary	Wagga Wagga City Council
Yarragundry Street	Sealed	Secondary	Wagga Wagga City Council
Key Street	Sealed	Secondary	Wagga Wagga City Council
Ryan Street	Sealed	Secondary	Wagga Wagga City Council
Bakers Lane	Sealed	Primary	Wagga Wagga City Council
Bullenbong Road	Sealed	Secondary	Wagga Wagga City Council
Kyeamba Avenue	Sealed	Secondary	Wagga Wagga City Council
Redbank Road (heavy and light vehicles on the section from Boiling Down Road to the transmission line easement)	Unsealed	Secondary	Wagga Wagga City Council
Vincent Road	Sealed	Secondary	Wagga Wagga City Council
Roads within Narrandera LGA			
Kywong Boree Creek Road	Sealed	Secondary	Narrandera Shire Council
Strontian Road	Sealed	Secondary	Narrandera Shire Council
Roads within Berrigan LGA			
Strathvale Road	Sealed/Unsealed	Primary	Berrigan Shire Council

3.1.4 Crown roads

Crown roads are public roads and are set aside for existing or future access. Crown roads can be identified as paper roads because they only exist on maps and are not built. There are Crown roads that are not used or required for public access. When Crown roads are not managed by the local road authority (i.e. Council), the roads have been treated within the EIS, and therefore this TTMP, as access tracks.

One unnamed track located between access point 2084 and 2085 is identified as a Crown road. The unnamed track is currently not being used for public access. Edward River Council are not responsible for the maintenance and repair of this unnamed track.

3.2 Existing traffic volumes

Technical Paper 11 (Traffic and transport impact assessment) provides the traffic volume data of the key roads identified for Stage 2. Appendix C provides a summary of the existing daily traffic volumes, peak hourly traffic estimates and capacity of the existing roads used for Stage 2 works.

3.3 Water supply points

A series of indicative water supply points have been identified in Appendix B of the Amendment Report as suitable connection points for the supply of either potable or non-potable water for the project.

The water supply points nominated for the project are provided in Table 3.4. The project will also continue to use the nominated water supply points from Project EnergyConnect (NSW - Western Section).

Water will be purchased under licensing agreements with the various water suppliers/landholders as required. These agreements are part of ongoing discussions and final locations will be determined during final negotiations. Additional water supply points may also be identified as the detailed design stage is progressed in order to reduce the distance to, and the number of

vehicle movements associated with water supply. Where additional access routes are required to access the additional water supply points, the Planning Secretary's agreement would be sought in accordance condition C32. Refer to Section 5.2.

It is estimated that, during peak construction, each water supply point would accommodate up to 20 loads per day (indicatively using water trucks with capacity between 15,000L and 40,000L). Visual assessment will be undertaken to assess the access and existing water supply infrastructure for each water supply points. Any subsequent minor adjustment works required to ensure compatibility and enable the required flow rates will be determined during detailed design and enacted in line with the EIS and Infrastructure Approval.

Table 3.4 - Water supply points

Location	Owner	Council	Type	Considered in Amendment Report	Included in TTMP (Stage 1)	Name in Amendment Report	Indicative access routes
Located within Balranald LGA							
Church Street, Balranald	Balranald Shire Council	Balranald Shire Council	Potable	Yes	Yes	Church Street, Balranald	Access via Sturt Highway, McCabe Street and Church Street
159 Church Street, Balranald	Balranald Shire Council	Balranald Shire Council	Potable	No	No	-	Access via Sturt Highway, Market Street, Moa Street and Church Street
Lake Benanee	Private	Balranald Shire Council	Non-potable	No	No	-	Access off Sturt Highway
812 Windomal Road, Balranald	Private	Balranald Shire Council	Non-potable	Yes	Yes	Lucerne at Balranald	Access via Sturt Highway and Windomal Road
Court Street/Sturt Highway	Balranald Shire Council	Balranald Shire Council	Non-potable	No	No	-	Access off Sturt Highway
10 Perry Street, Euston	Balranald Shire Council	Balranald Shire Council	Potable	No	No	-	Access via Murray Terrace, Perry Street and Selwyn Street Following installation of Balranald Shire Council's new standpipe on the Sturt Highway, this water supply point will only be used on limited occasions, such as when the water supply point on the Sturt Highway is offline.
Carey Street / Sturt Highway, Euston	Balranald Shire Council	Balranald Shire Council	Potable	No	No	-	Access off Sturt Highway
Iluka Fill Point	Private	Balranald Shire Council	Raw	No	No	-	Access via Ivanhoe Road and an unnamed local road
Located within Hay LGA							
Ravensworth	Private	Hay Shire Council	Non-potable	Yes	No	Ravensworth	Access via Sturt Highway and Maude Road
Paraway at Cobb Highway	Private	Hay Shire Council	Non-potable	No	No	-	Access off Cobb Highway

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Location	Owner	Council	Type	Considered in Amendment Report	Included in TTMP (Stage 1)	Name in Amendment Report	Indicative access routes
16 Mile Gums	LLS	Hay Shire Council	Non-potable	No	No	-	Access off Cobb Highway
Jerilderie Road	Private	Hay Shire Council	TBC	No	No	-	Access off Jerilderie Road
59 Thelangerin Road	Hay Shire Council	Hay Shire Council	Potable	No	No	-	Access via Lachlan Street, Showground Road and Thelangerin Road
Located within Murray River LGA							
6204 Yanga Way, Yanga	Old Goodnight	Murray River	Non-potable	No	Yes	-	Access via Yanga Way and Balranald Road
Keri Keri Road	Private	Murray River	Non-potable	Yes	No	Keri Keri Road, Keri Keri	Access via Balranald Road and Keri Keri Road
78 Murray Street, Tooleybuc	Murray River Council	Murray River	Non-potable	No	No	-	Access via Murray Street and Lea Street
Intersection of Young Street and Carne Street	Murray River Council	Murray River	Raw	No	No	-	Access via Tallow Street, Carne Street, Young Street and Paterson Street
Located within Murrumbidgee LGA							
137 Cadell Road, Jerilderie	Private	Murrumbidgee Council	Non-potable	No	Yes	-	Access via Kidman Way and Cadell Road
Kidman Way	Coleambally Irrigation	Murrumbidgee Council	Non-potable	No	No	-	Access via Kidman Way and Liddles Lane
Crosby Road	Coleambally Irrigation	Murrumbidgee Council	Non-potable	No	No	-	Access via Newell Highway and Thurrowa Road or access via Kidman Way, Gilbert Road and Crosby Road
Dinawan Stock & Domestic	Private	Murrumbidgee Council	Non-potable	Yes	Yes	Red Swamp / Dinawan Station	Access via Kidman Way and Bundure Road
Paraway at Four Corners Road	Private	Murrumbidgee Council	Non-potable	No	No	-	Access via Conargo Road or Carrathool Road then Four Corners Road
North Boundary Road	Private	Murrumbidgee Council	Non-potable	No	No	-	Access via Conargo Road or Carrathool Road then North Boundary Road

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Location	Owner	Council	Type	Considered in Amendment Report	Included in TTMP (Stage 1)	Name in Amendment Report	Indicative access routes
Dinawan Camp and Laydown	Private	Murrumbidgee Council	Non-potable	Yes	Yes	Red Swamp / Dinawan Station	Access off Kidman Way
1254 Four Corners Road, Jerilderie	Coleambally Irrigation	Murrumbidgee Council	Both	Yes	No	1254 Four Corners Road	Access off Four Corners Road
137 Cadell Road, Coleambally	Private	Murrumbidgee Council	Non-potable	Yes	Yes	Cadell Road, Coleambally	Access via Kidman Way and Cadell Road
McLennons Bore Road, Coleambally	Private	Murrumbidgee Council	Non-potable	Yes	No	McLennons Bore Road	Access via Kidman Way and McLennons Bore Road
8955 Newell Highway Bundure	Private	Murrumbidgee Council	Non-potable	Yes	No	Newell Highway, Bundure	Access via Newell Highway and Thurrowa Road
3 Bencubbin Avenue, Coleambally	Murrumbidgee Council	Murrumbidgee Council	Potable	Yes	No	3 Bencubbin Avenue	Access via Bencubbin Avenue and Jimmy Cull Road
Located within Wagga Wagga LGA							
50 Elizabeth Avenue, Forest Hill	Riverina Water	Wagga Wagga City Council	Potable	No	Yes	Forest Hill	Access via Sturt Highway, Elizabeth Avenue or access via Mitchell Road, Inglewood Road, Elizabeth Avenue
Boiling Down Road	Private	Wagga Wagga City Council	Non-potable	No	No	-	Access via Ashfords Road and Boiling Down Road
Ashfords Road, Wagga Wagga	Riverina Water	Wagga Wagga City Council	Potable	Yes	Yes	Ashfords Road	Access off Ashfords Road
Lake Albert (Plumpton Road), Wagga Wagga	Riverina Water	Wagga Wagga City Council	Potable	Yes	Yes	Lake Albert	Access via Ashfords Road, Mitchell Road, Plumpton Road and Lake Albert Road
Red Hill Road	Riverina Water	Wagga Wagga City Council	Potable	Yes	No	Glenfield	Access via Boiling Down Road, Plumpton Road, Olympic Highway and Red Hill Road
Located within Edward River LGA							
Burraburoon	Private	Edward River Council	Non-potable	No	No	-	Access off West Burrabogie Road

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Location	Owner	Council	Type	Considered in Amendment Report	Included in TTMP (Stage 1)	Name in Amendment Report	Indicative access routes
Moulamein Road 2	Private	Edward River Council	Non-potable	Yes	No	Moulamein	Access off Maude Road
394 Hay Road, Deniliquin	Edward River Council	Edward River Council	Potable	Yes	Yes	394 Hay Road, Deniliquin	Access off Hay Road
Carrathool Road, Four Corners	Coleambally Irrigation	Edward River Council	Non-potable	Yes	No	Shown in Figure 6-9 of the Amendment Report, but unclear of name in Table 6-5 of Amendment Report.	Access off Carrathool Road
Boooroorban-Tchelery Road	Private	Edward River Council	Non-potable	No	No	-	Access off Boooroorban Tchelery Road
Wonga Station, Four Corners Road	Private	Edward River Council	Both	Yes	No	Wonga	Access off Four Corner Road
Four Corners Road Mabins Well	Coleambally Irrigation	Edward River Council	Non-potable	Yes	No	Four Corners Road Mabins Well	Access via Carrathool Road
Located within Lockhart LGA							
39 Urana Street, The Rock	Riverina Water	Lockhart Shire Council	Potable	Yes	Yes	The Rock	Access off Urana Street
2850 Lockhart the Rock Road, Tootool	Riverina Water	Lockhart Shire Council	Potable	Yes	Yes	Tootool	Access off Lockhart the Rock Road.
Old French Park-Bullenbong Road, French Park	Riverina Water	Lockhart Shire Council	Potable	Yes	Yes	French Park	Access via Lockhart the Rock Road and Old French Park-Bullenbong Road
Urana-Lockhart Road, Brookong	Private	Lockhart Shire Council	Non-potable	No	No	-	Access off Urana-Lockhart Road

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Location	Owner	Council	Type	Considered in Amendment Report	Included in TTMP (Stage 1)	Name in Amendment Report	Indicative access routes
Brookdale	Private	Lockhart Shire Council	Non-potable	No	No	-	Access off Hendersons Road
Strong's Lane, Lockhart	Private	Lockhart Shire Council	Non-potable	No	No	-	Access via Lockhart Collingullie Road, Dunleveys Lane, Ben Hoffmanns Lane and Strong Lane
Slys Lane	Private	Lockhart Shire Council	Non-potable	No	No	-	Access via Lockhart Road, French Park Bullenbung Road and Slys Lane or access via County Boundary Road and Slys Lane
Lockhart - the Rock Road, Lockhart	Riverina Water	Lockhart Shire Council	Potable	Yes	Yes	Lockhart	Access via County Boundary Road and Lockhart The Rock Road,
Bullenbung-the-Rock Road	Private	Lockhart Shire Council	Non-potable	No	No	-	Access off Bullenbung Road
French Park-Bullenbung Road	Private	Lockhart Shire Council	Non-potable	No	No	-	Access off French Park-Bullenbung Road
Napier Road	Private	Lockhart Shire Council	Non-potable	No	No	-	Access off Napier Road
Albury Road, Lockhart	Private	Lockhart Shire Council	Non-potable	No	No	-	Access via Napier Road and Albury Road
Located within Federation LGA							
Federation Way/Coonong Road	Private	Federation Council	Non-potable	No	No	-	Access off Federation Way
Newell Highway/Arrawidgee Road	Private	Federation Council	Non-potable	No	No	-	Access via Newell Highway and Colombo Road
Federation Way	Private	Federation Council	Non-potable	No	No	-	Access off Federation Way
Richmond Street, Boree Creek	Riverina Water	Federation Council	Potable	Yes	Yes	Boree Creek	Access via Lockhart Boree Creek Road, Drummonds Street, Eades Street and Richmond Street

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Location	Owner	Council	Type	Considered in Amendment Report	Included in TTMP (Stage 1)	Name in Amendment Report	Indicative access routes
Newell Highway, Morundah	Private	Federation Council	Non-potable	No	No	-	Access via Newell Highway and Coonong Road
Federation Way (near corner Federation Way and Stephen Street)	Riverina Water	Federation Council	Potable	No	No	-	Access via Federation Way.
Located within Wentworth LGA							
Alcheringa Drive, Buronga ¹	Western Murray Irrigation	Wentworth Shire Council	Non-potable	Yes	Yes	Alcheringa Road	Access via Silver City Highway, Corbett Avenue and Alcheringa Drive
Modica Crescent, Buronga ¹	Wentworth Shire Council	Wentworth Shire Council	Potable	Yes	Yes	Modica Crescent, Wentworth	Access via Silver City Highway, Corbett Avenue and Modica Crescent
Fletchers Lake Road, Dareton ¹	Western Murray Irrigation	Wentworth Shire Council	Non-potable	No	Yes	-	Access via Silver City Highway and Fletchers Lake Road.
Off Sturt Highway	Private	Wentworth Shire Council	Non-potable	No	No	-	Access off Sturt Highway
¹ These water supply points have been included in the Project EnergyConnect (NSW - Western Section) Construction Environmental Management Plan and the associated CEMP Sub-plans and will continue to be used for Project EnergyConnect (NSW - Eastern Section).							

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Section 6.9.2 of Appendix B of the Amendment Report identifies potential sources of water for the project and notes that the final water sources, including any additions, would be confirmed in consultation with the water suppliers. Consultation with potential water suppliers has progressed and the list of proposed water supply points above has been amended accordingly. Prior to the use of each additional water supply point, the project would:

- confirm that the water supply point could be accessed using:
 - the existing access points; or
 - through using the approved access routes identified in Appendix 3 to the Infrastructure Approval, or otherwise obtain the Planning Secretary's agreement in accordance with condition C32;
- reach agreement with the water supplier regarding the use of the water supply point for the project; and
- carry out any additional assessments which may be required.

3.4 Heavy vehicle route restriction

The heavy vehicle restrictions on access routes are outlined in Section 4.2 and illustrated in Figure 4-3 of Technical Paper 11 (Traffic and Transport Impact Assessment).

Vehicles known as general access vehicles (GAV) which comply with mass and dimension requirements do not require a notice or permit to operate on the road network. Heavy vehicles other than GAV are subject to road network restrictions according to the vehicle types:

- restricted access vehicles (RAV) (i.e. 19m, 23m and 25/26m B-doubles);
- road trains (Type 1 A-double, modular B-triple, B-triple, AB-triple and Type 2 A-triple); and
- over size and over mass (OSOM) vehicles, which are defined as a vehicle (or vehicle combination) that exceeds any general access mass or dimension limits.

Several State roads that would be utilised as access routes are part of the existing approved RAV, road train and OSOM network. The abovementioned heavy vehicles do not require a notice or permit to access this approved road network. These include Sturt Highway (A20) between Buronga and Wagga Wagga, Yanga Way and Kidman Way.

Along the approved access routes, some state roads such as Cobb Highway and Newell Highway as well as regional roads provide approved access for certain types of heavy vehicles. Most local roads along access routes are not part of the existing approved RAV, road train and OSOM network.

Further information on roads and areas approved for RAV, road train and OSOM can be found on Transport for NSW Road Train Network Map online.

3.5 Public transport

Buses provide the primary public transport service in the towns in the project area. Coach services are available for Buronga, Euston, Balranald, Hay, Urana, Lockhart and Wagga Wagga. These form part of TfNSW's Regional Train and Coaches Network which generally runs an infrequent return trip once daily or for several times a week only.

The Wagga Wagga LGA itself is generally well serviced by local bus network operated by Busabout, other local private bus operators including Junee Buses (providing services to Junee, north-east of Wagga Wagga) and Allens Coaches providing services for schools. School bus services exist between Wagga Wagga and Coolamon, Gainmain, Flowerdale, Marrar, Methul, Tooyal, Lockhart, Currawarna on school days only.

Bus services would not experience any delays on the access routes given the negligible adverse impacts identified from the road network performance review.

3.6 Regional rail services

The project crosses the following active railway lines, according to the TfNSW, NSW Public Level Crossing Finder:

- Main Southern Railway operated by ARTC (operational railway line), approximately three kilometres southwest of Uranquinty;
- the Rock Oakland Railway operated by UGL Regional Linx (UGRL) (operational railway line), approximately two kilometres southeast of Lockhart;
- the Rock Oakland Railway operated by UGRL (non-operational railway line), approximately nine kilometres northeast of Urana;
- Narrandera Tocumwal Railway operated by UGRL (non-operational railway line), near intersection of Colombo Road and Crutchs Road, Bundure; and
- Moama Balranald Railway operated by VLine (operational railway line), approximately 25 kilometres southeast of Balranald.

Refer to Figure 3.1.

3.7 Bridges and culverts

Bridges and culverts have been identified on the access routes proposed in the EIS. The majority of bridges are located on State and regional roads that have been classified to be utilised for certain vehicle types with specific load limits. It is therefore acknowledged that the restricted access vehicles and OSOM vehicles are able to traverse these bridges.

Through the EIS consultation process, preliminary engagement has been completed with councils in relation to bridge and culvert load limits and these have been considered in the EIS.

3.8 Active transport

The construction activities are anticipated to have limited interactions with pedestrians and cyclists, with only limited active transport infrastructure within the project study area. This potential interaction occurs when the access route forms part of the main street through the town. The impacts from these additional construction traffic movements are considered minor given the low number of movements and the off-road active transport facilities enabling separation between vehicles and pedestrians/cyclists.

EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

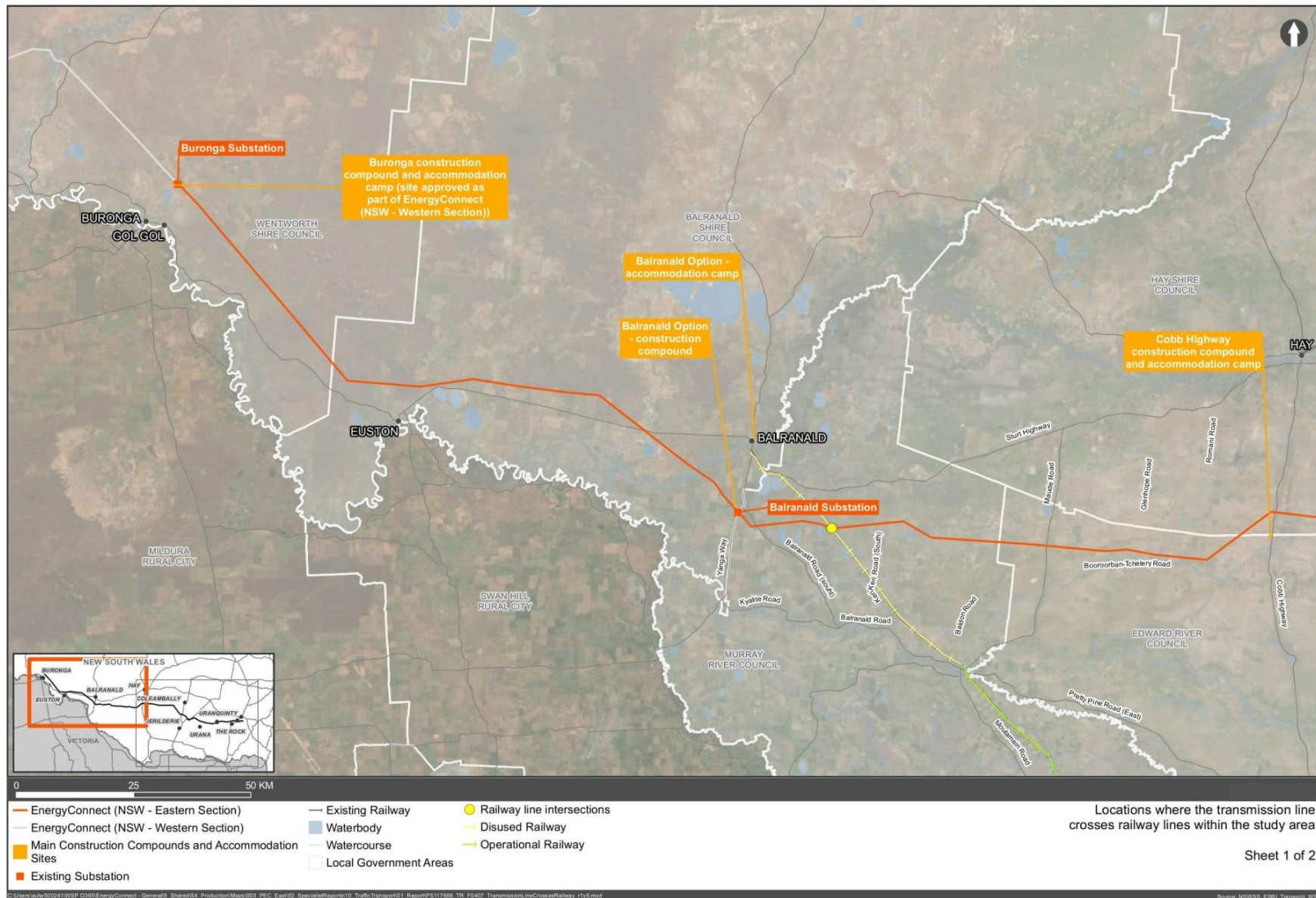


Figure 3.1 - Transmission line intersection with railway lines

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

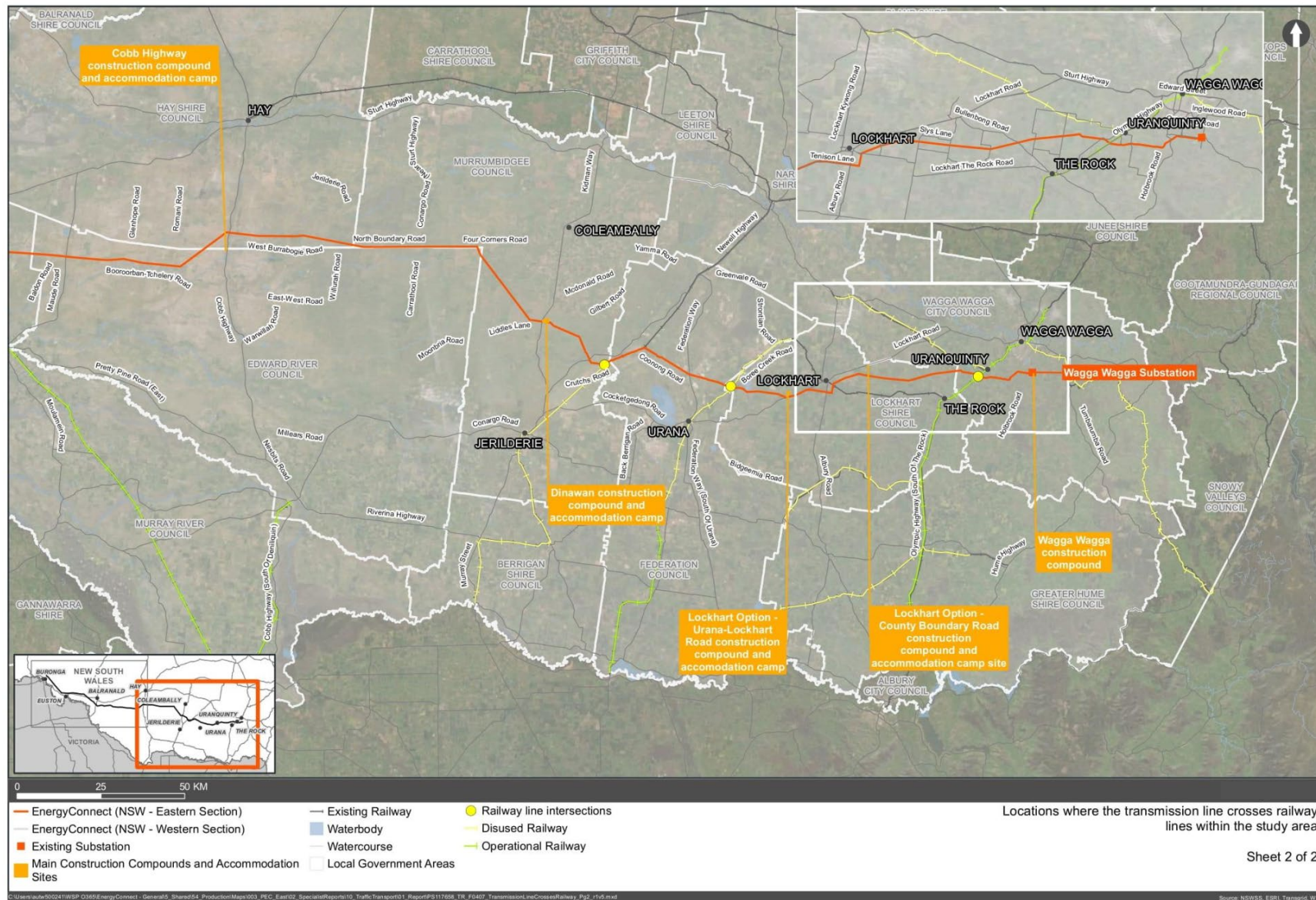


Figure 3.1 - Transmission line intersection with railway lines (continued)

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4 Environmental aspects and impacts

4.1 Construction activities

An environmental aspect is an element of an organisation's activities, products, or services that has or may have an impact on the environment (ISO 14001 Environmental management systems). The relationship of aspects and impacts is one of cause and effect.

The key aspects that could result in adverse impacts to traffic and transport include:

- increase in heavy and light vehicle movements on the access routes that would range between three and 91 vehicles per hour in one direction;
- increase in traffic on surrounding roads that are not access routes due to overall increase in access into the town(s) with workers;
- transport of heavy, oversize and overmass vehicles;
- acceleration and deceleration of heavy vehicles; and
- increase of oversize and overmass vehicles.

4.2 Impacts

Potential traffic and transport impacts attributable to Stage 2 works might include:

- increased heavy vehicle volumes and associated impacts, including road deterioration and impacts to motorists;
- potential interaction with pedestrians and cyclists when the access route forms part of the main street through the town;
- regional rail activities;
- short term road closures and/or traffic restrictions and delays during the transport of oversize and heavy loads; and
- short term restrictions for properties that have been consulted with.

5 Construction traffic and parking

5.1 Construction access routes (heavy and light vehicles)

Construction heavy vehicle movements will be required for a variety of activities (i.e. earthworks, clearing and grubbing activities).

All heavy and light vehicles associated with construction, upgrading and decommissioning will travel via the access routes as identified in the EIS and the figure in Appendix 3 of the Infrastructure Approval or on routes otherwise to by the Planning Secretary as per condition C32 (refer to Section 5.2). The primary, secondary and water access routes are the potential access routes for the Stage 2 works. These access routes will be used by both general construction traffic and heavy vehicle access routes. Section 3.1.2 of Technical Paper 11 - Traffic and Transport Impact Assessment classified the access routes as follows:

- primary access routes - haulage routes between ports to the main construction compounds which may involve OSOM transport movements. It also encompasses haulage routes between all main construction compounds and/or accommodation camp sites for the project (including camp to camp) as well as routes to secondary haulage routes from main construction compounds, accommodation camps and other ancillary sites;
- secondary access routes - haulage routes between the main construction compounds and the transmission line work area. This route does not involve the movements of OSOM vehicles unless otherwise approved by Planning Secretary; and
- water access routes - identified routes proposed to be used by water trucks to travel between water sources and the nearest primary or secondary routes.

In addition to the access route types above, heavy and light vehicles associated with the project will travel via private tracks / unnamed tracks during the project. These tracks are primarily to access the transmission line work area.

5.2 Additional construction access routes

Table 5.1 identifies several additional construction access routes that are required by the project. These access routes are additional to the routes in the EIS and Appendix 3 of the Infrastructure Approval as described in the Section 3.1.

In accordance with condition C32, all heavy and light vehicles associated with construction, upgrading and decommissioning must travel to and from the site via the primary access routes, secondary access routes and water supply routes as described in the EIS and identified in Appendix 3, unless the Planning Secretary agrees otherwise.

Any further additional construction access routes which may be proposed will be subject to an assessment and obtaining the Planning Secretary's agreement as required by condition C32.

Table 5.1 - Additional construction access routes

Road name	Description	Proposed access route type	NSW road network classification	Road authority	Reason for use
Roads within Balranald LGA					
Church Street (extension)	Sealed	Water	Local road	Balranald Shire Council	Required to access proposed water supply point located at Church Street, Balranald
Moa Street	Sealed	Water	Local road	Balranald Shire Council	Required to access proposed water supply point located at Church Street, Balranald
McCabe Street (extension)	Sealed	Primary/Water	Local Road	Balranald Shire Council	Required to access Iluka water supply point located off Ivanhoe Road, Balranald
Mayall Street	Sealed	Secondary/Water	Regional Road	Balranald Shire Council	Required to access Iluka water supply point located off Ivanhoe Road, Balranald
Ivanhoe Road	Sealed	Primary/Water	Regional Road	Balranald Shire Council	Required to access an unnamed local road to Iluka water supply point located on a private property
Unnamed Local Road	Unsealed	Water	Local Road	Balranald Shire Council	Required to access the Iluka water supply point off Ivanhoe Road
Roads within Edward River LGA					
Goolgumbra Road	Unsealed	Primary	Local road	Edward River Council	Required to access transmission line easement and provides alternate access to canal crossing during flood
Pooginook Road	Unsealed	Primary	Local road	Edward River Council	Required to access transmission line easement and provides alternate access to canal crossing during flood
Unnamed track (located off Four Corners Road)	Unsealed	Secondary	Track	Crown land	Required to access transmission line easement with access points 2084 and 2085
Roads within Federation LGA					
Spraydon Road (extension)	Unsealed	Secondary	Local road	Federation Council	Required extension to access points 5078 and 5079 to the intersection of West Gums Road and Spraydon Road
Stephen Street	Sealed	Water	Local road	Federation Council	Required to access approved water supply point located at intersection of Federation Highway and Stephen Street

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name	Description	Proposed access route type	NSW road network classification	Road authority	Reason for use
Roads within Hay LGA					
Lachlan Street (part of Cobb Highway)	Sealed	Water	State road	TfNSW	Required to access proposed water supply point located at 59 Thelangerin Road, Hay
Thelangerin Road	Sealed	Water	Local road	Hay Shire Council	Required to access proposed water supply point located at 59 Thelangerin Road, Hay
Showground Road	Sealed	Water	Local road	Hay Shire Council	Required to access proposed water supply point located at 59 Thelangerin Road, Hay
Dunera Way	Sealed	Water	Local road	Hay Shire Council	Required to access proposed water supply point located at 59 Thelangerin Road, Hay
Roads within Lockhart LGA					
Commera Wilson Lane	Unsealed	Secondary	Local road	Lockhart Shire Council	Required to access transmission line easement (access point 5056/57)
Strongs Lane (extension)	Unsealed	Secondary	Local road	Lockhart Shire Council	Required to access transmission line easement (access point 5032/32a)
Tinamba Lane	Unsealed	Primary	Local road	Lockhart Shire Council	Required to access transmission line easement
Tutty's Lane	Unsealed	Secondary	Local road	Lockhart Shire Council	Required to access transmission line easement
Wattles Road	Unsealed	Primary	Local road	Lockhart Shire Council	Required to access transmission line easement
Kings Lane	Unsealed	Secondary	Local road	Lockhart Shire Council	Required to access transmission line easement
Roads within Murray River LGA					
Keri Keri Road (south)	Unsealed	Secondary	Local road	Murray River Council	Provide alternate access to Binbinette Road, and Balranald Road if flooding occurs on Binbinette Road
Berambong Road	Unsealed	Secondary	Local road	Murray River Council	Provide alternate access to Binbinette Road, and Balranald Road if flooding occurs on Binbinette Road
Murray Street (extension)	Sealed	Water	Local road	Murray River Council	Required to access proposed water supply point located at 78 Murray Street, Tooleybuc
Lea Street (extension)	Sealed	Water	Local road	Murray River Council	Required to access proposed water supply point located at 78 Murray Street, Tooleybuc

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name	Description	Proposed access route type	NSW road network classification	Road authority	Reason for use
River Street	Sealed	Water	Local road	Murray River Council	Required to access proposed water supply point located at 78 Murray Street, Tooleybuc
Perekerton Road	Unsealed	Secondary	Local road	Murray River Council	Provide alternate access to Binbinette Road, and Balranald Road if flooding occurs on Binbinette Road
Carne Street	Sealed	Water	Local Road	Murray River Council	Required to access / egress water supply point located at the intersection of Young Street and Carne Street
Young Street	Sealed	Water	Local Road	Murray River Council	Required to access / egress water supply point located at the intersection of Young Street and Carne Street
Roads within Murrumbidgee LGA					
Jimmy Cull Road	Sealed	Water	Local road	Murrumbidgee Council	Required to access approved water supply point located at 3 Bencubbin Street, Coleambally
Bencubbin Avenue	Sealed	Water	Local road	Murrumbidgee Council	Required to access approved water supply point located at 3 Bencubbin Street, Coleambally
Thurrowa Road (extension)	Sealed / unsealed	Primary	Local road	Murrumbidgee Council	Required to access transmission line easement and access point 5114
Mclennons Bore Road	Unsealed	Secondary	Local road	Murrumbidgee Council	Required to access transmission line easement and provides alternate access to canal crossing during flood
Goolgumbra Road	Unsealed	Primary	Local road	Murrumbidgee Council	Required to access transmission line easement and provides alternate access to canal crossing during flood
Wilson Road (extension)	Sealed	Primary	Local road	Murrumbidgee Council	Required to access transmission line easement and provides alternate access to canal crossing during flood
Roads within Wagga Wagga LGA					
Kyeamba Avenue	Sealed	Secondary	Local road	Wagga Wagga City Council	Required to access transmission line easement to avoid using the approved light vehicle only roads, Brunskill Road and Lake Albert Road

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name	Description	Proposed access route type	NSW road network classification	Road authority	Reason for use
Redbank Road	Unsealed	Secondary	Local road	Wagga Wagga City Council	Required to access transmission line easement (heavy and light vehicles on the section from Boiling Down Road to the transmission line easement)
Vincent Road	Sealed	Secondary	Local road	Wagga Wagga City Council	Required to access transmission line easement to avoid using the approved light vehicle only roads, Brunskill Road and Lake Albert Road
Mitchell Road (extension)	Sealed	Secondary	Local road	Wagga Wagga City Council	Required to access transmission line easement to avoid using the approved light vehicle only roads, Brunskill Road and Lake Albert Road
Roads within Berrigan LGA					
Jerilderie Street	Sealed	Primary	Regional road	Berrigan Shire Council	Council requested the use of this road to minimise traffic along Carter Street and Oaklands Street
Strathvale Road	Sealed / unsealed	Primary	Local road	Berrigan Shire Council	Council requested the use of this road to minimise traffic along Carter Street and Oaklands Street

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5.3 Construction access routes (oversize vehicle movements)

In accordance with condition C31, all over-dimensional vehicles associated with the development must only travel via the primary access routes described in the EIS, as identified in figure Appendix 3 of the Infrastructure Approval, unless the Planning Secretary agrees otherwise.

The project is therefore required to seek the Planning Secretary's agreement for over-dimensional vehicles associated with the development to travel along access routes that are not identified as primary access routes.

Any of the long distance haul routes will be subject to permits granted by NHVR and will be assessed accordingly.

The OSOM vehicles would travel using primary access routes along OSOM-approved roads (within NSW) to access the Dinawan substation site via Kidman Way. It is not expected that OSOM deliveries would be required to the Wagga Wagga substation. In the event that the Wagga Wagga substation site requires a delivery via an OSOM vehicle, the appropriate approvals would be sought at that point in time.

5.4 Transmission line crossings

5.4.1 Transmission line crossings over roads

The transmission line corridor will intersect and traverse over, the public roads listed in Table 5.2.

Table 5.2 - Transmission line crossings

Road name	Road authority	Road name	Road authority
Euston Prungle Road	Balranald Shire Council	Spraydon Road	Federation Shire Council
Benanee Road	Balranald Shire Council	Barragunda Road	Federation Shire Council
Abbotts Tank Road	Balranald Shire Council	Boree Creek Road	Federation Shire Council
Sturt Highway (A20)	TfNSW	Cullivel Road	Federation Shire Council
Windomal Road	Balranald Shire Council	Commera Wilson Lane	Lockhart Shire Council
Yanga Way	TfNSW	Urana-Lockhart Road	Lockhart Shire Council
Balranald Road	Murray River Council	Albury Road	Lockhart Shire Council
Keri Keri Road	Murray River Council	Napier Road	Lockhart Shire Council
Baldon Road	Murray River Council	Lockhart The Rock Road	Lockhart Shire Council
Maude Road	Edward River Council	Ben Hoffmanns Lane	Lockhart Shire Council
Boooroban-Tchelery Road	Edward River Council	Dunleveys Lane	Lockhart Shire Council
Romani Road	Hay Shire Council	County Boundary Road	Lockhart Shire Council
Cobb Highway	TfNSW	Pat Gollashes Lane	Lockhart Shire Council
Jerilderie Road	Hay Shire Council	French Park-Bullenbung Road	Lockhart Shire Council
Conargo Road	Murrumbidgee Council	Hendersons Road	Lockhart Shire Council
Four Corners Road	Murrumbidgee Council	Bullenbung Road	Lockhart Shire Council

Road name	Road authority	Road name	Road authority
Fernbank Road	Murrumbidgee Council	Boyds Road	Lockhart Shire Council
McLennons Bore Road	Murrumbidgee Council	The Rock-Collingullie Road	Lockhart Shire Council
Kidman Way	TfNSW	Hanging Rock Road	Wagga Wagga City Council
Bundure Road	Murrumbidgee Council	Olympic Highway	TfNSW
Thurrowa Road	Murrumbidgee Council	Old Station Road	Wagga Wagga City Council
Newell Highway	TfNSW	Oxley Bridge Road	Wagga Wagga City Council
Crutchs Road	Murrumbidgee Council	Holbrook Road	Wagga Wagga City Council
Colombo Road	Murrumbidgee Council	Plumpton Road	Wagga Wagga City Council
Coonong Road	Federation Council	Boiling Down Road	Wagga Wagga City Council
Federation Way	Federation Council		

Where stringing is required over roads, the following will occur:

- in accordance with Section 2.4.1, ROLs will be obtained from the relevant road authorities;
- the appropriate traffic control measures will be established;
- rider poles, scaffolding or other appropriate protection will be used to ensure that the conductors remain at height.

Detail of the process intended to be used will be provided with the ROL application.

Stringing of the transmission line over roads may occur through one of the two processes outlined below, however this will be subject to change as the process is finalised through the ROL process.

Line crossing method

The following approach is applied for this method:

- the ports will be assembled by sections, ensuring that the minimum proximity distance is maintained;
- once the supports are installed, the side rails will be installed between them, making good use of the crane and controlling their movement with insulation ropes, or using service pulleys and/or gear placed on the head of the supports;
- wearing insulated gloves, the insulation ropes will be passed from one side of the line to the other, making a mesh between the side rails.



Figure 5.1 - Example of the crossings method

Crossing through the installation of safety mesh

The following approach is applied for this method:

- assembly of the protection:
 - installation of cranes in defined location/s;
 - cranes to be supplied with a basket and pulley to avoid the stay rope falling while it is being hung;
 - the stay rope is hung through pulleys installed in the cranes that protect the crossings;
 - once the rope is hung, the steel stay will be passed and duly braced, securing its attachment to a static element (blocks);
 - a mesh comprising steel ropes and slings between both hung stay (safety) in order to cover the services to be protected and prevent a cable accidentally falling;
 - this protection will be installed until the stringing is concluded. Once the work is completed the owner of the services will be informed, which will proceed to disassemble said protection;
- disassembly of the protection. For the removal of the protection area, the following steps will be followed:
 - the mesh comprising steel ropes and slings between the hung stays will be removed;
 - once the mesh is removed, the stay cables will be removed one by one. This operation will be done using as support, the lower phases of the recently strung line.

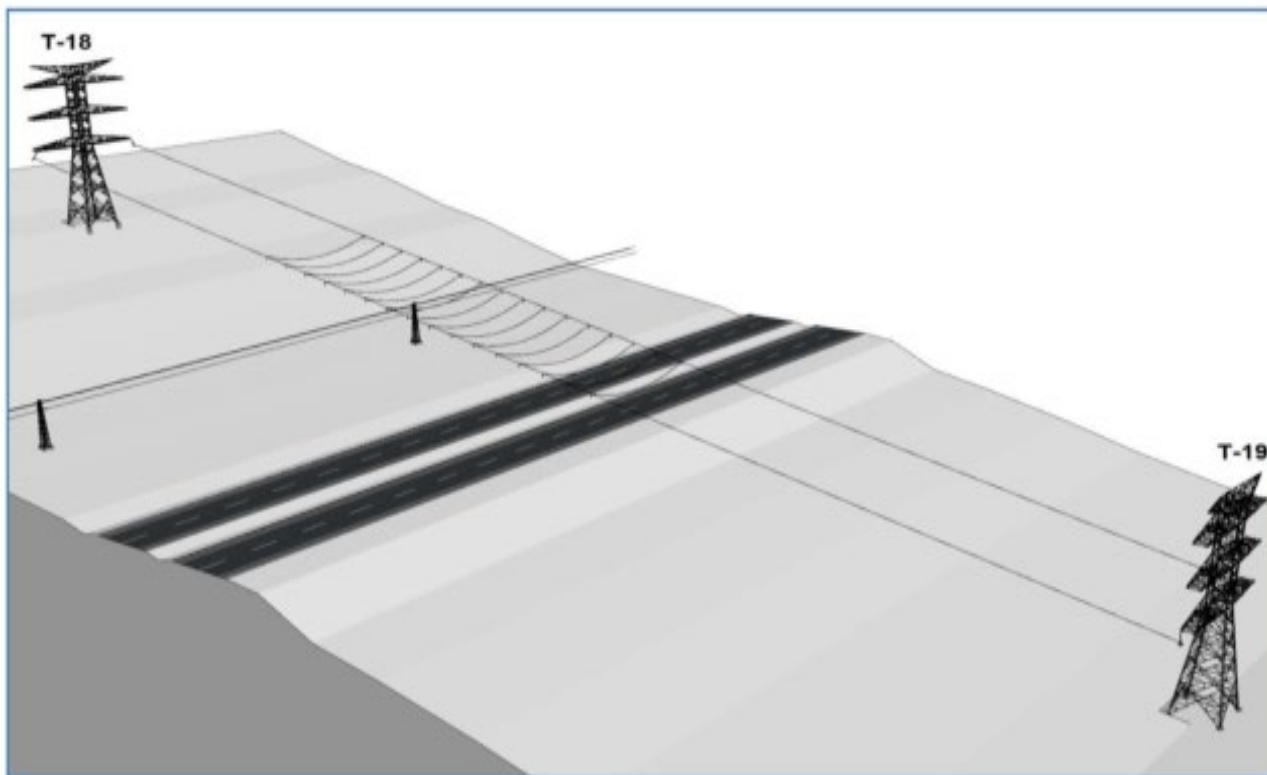


Figure 5.2 - Example of the safety mesh method

5.4.2 Transmission line crossings over rail corridors

The transmission line corridor will intersect several active and disused railway easements as outlined in Section 3.6. Consultation with the relevant rail authorities (operators) will occur for transmission line stringing works required in active rail corridors. The requirements (such as track occupancy authorisations) and necessary requirements for staff working within the rail corridor (accreditations) will be confirmed with the relevant rail authorities. Works in active rail corridors will occur in accordance with the identified requirements. The existing railway line that runs parallel to Olympic Highway between The Rock and Uranquinty often experiences traffic congestion at the railway level cross points while the train is approaching. The project will consider the utilisation of the following railway crossing points:

- Yarragundry Street, Uranquinty (preferred option);
- Bon Accord Road, The Rock (least preferred option);
- Old Trunk Road, The Rock (least preferred option); and
- Urana Street, The Rock (preferred option).

5.4.3 Transmission line crossings over watercourses

The transmission line corridor will also intersect numerous natural watercourses, waterbodies (such as lakes) and man-made waterways intersect the study area, including unnamed drainage lines, dry rivers, perennial rivers, canals and drains. Consultation with TfNSW Maritime will be undertaken, where required, prior to the commencement of transmission line stringing works over these watercourses. Drones will likely be used when traversing the watercourses.

5.5 Construction worker parking

During the construction phase, it is expected that relevant workers will typically be based within the accommodation camps and will park within the respective main construction compounds or substation area. Construction workers may travel to the site locally from the surrounding towns.

5.6 Construction shuttle bus service

During the Stage 2 construction phase, a dedicated employee shuttle bus service will be utilised to transfer workers to and from the airports and the accommodation camps (following establishment of the accommodation camps).

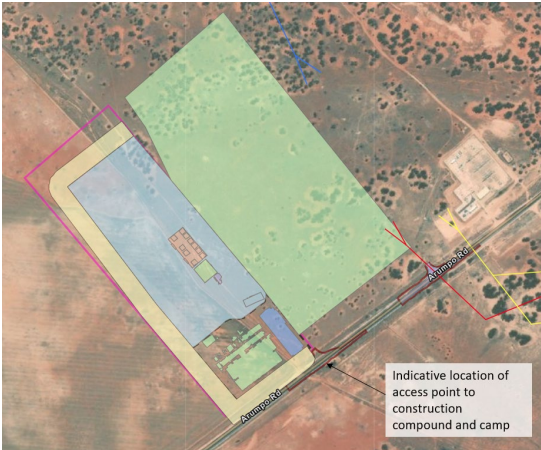
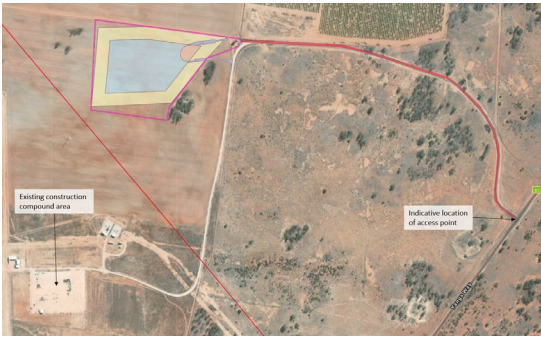
Workers that require aviation transportation will be likely flown into Mildura and Wagga Wagga airports. Workers will be picked-up from the arrival terminal of the airport and dropped-off at the appropriate accommodation camps and vice versa. Employees will be encouraged to use the dedicated shuttle bus to travel between the project accommodation camps and the airports.

The shuttle bus routes will utilise the primary and secondary routes, as much as possible. The shuttle bus may require the use of roads that are part of the public road network such as local roads to access the airport terminal.

5.7 Construction compound and accommodation camp site access

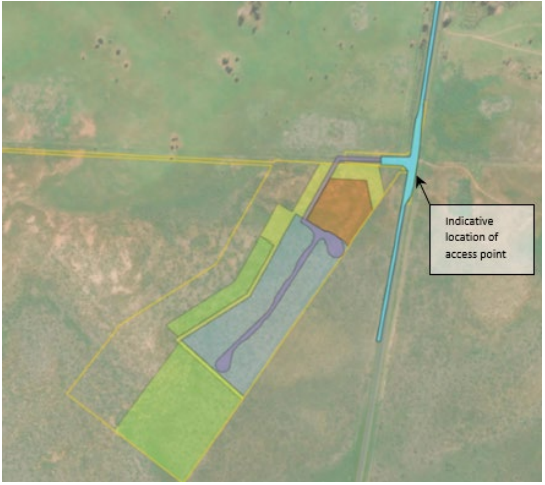
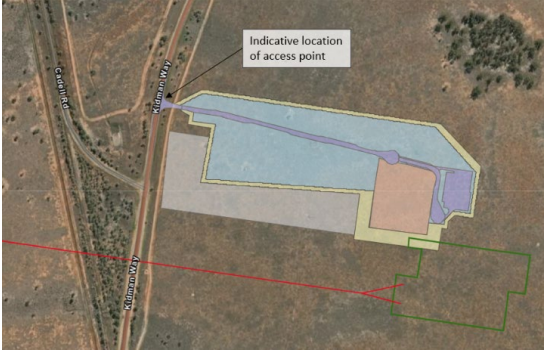
The main construction compound and accommodation camp sites, including diagrams of the general location of the construction compound, accommodation camp and the relevant access points are detailed in Table 5.3.

Table 5.3 - Construction compound and accommodation camp access points

Location	Considered in EIS / Amendment Report?	General access point works	General site layout
Buronga construction compound and accommodation camp	Yes	A combined accommodation camp and construction compound is located on Arumpo Road adjacent to the existing Buronga substation. An access point (Basic Right Turn and Basic Left Turn) has been constructed from Arumpo Road directly to the Buronga construction compound and accommodation camp as part of the approved EnergyConnect (NSW – Western Section). This access point will also be used by construction vehicles supporting works for Eastern.	
Balranald construction compound	Yes	The main construction compound would be located on Yanga Way and has an existing access point (Basic Right Turn and Basic Left Turn). The project is considering the opportunity to use an alternative, existing construction compound area (Limondale construction compound) located approximately 1km south of the Balranald	

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Location	Considered in EIS / Amendment Report?	General access point works	General site layout
		construction compound. This area was used previously for the Limondale solar farm project and connects to the same access point on Yanga Way. The use of the Limondale solar farm construction compound was not considered in the Project EnergyConnect (NSW-Eastern Section) EIS/Amendment Report, however was fully assessed within the Environmental Impact Statement for the Limondale Solar Farm project (SSD-8025). If used as an alternative to the Balranald construction compound, it would require no additional disturbance/impact and would avoid direct impacts at the Balranald construction compound site, including to Matters of National Environmental Significance (Mallee Bird Community EEC).	
Deniliquin laydown yard	No	This existing subdivision/development site is located on the corner of Ochertyre Street (Cobb Highway) and Cemetery Road, Deniliquin, and has an existing access point connecting to Ochertyre Street (Cobb Highway), which is an approved primary access route for the project. The access point and associated internal access road, and all associated consultation with and concurrence from TfNSW, is addressed in the subdivision determination granted by Council (refer to DA18/19). No alteration of the existing site access point would be required to facilitate use of the site by project-related traffic.	

Location	Considered in EIS / Amendment Report?	General access point works	General site layout
Cobb Highway construction compound and accommodation camp	Yes	This combined site is located on Cobb Highway within the Edward River Council local government area. This would require the construction of an access point, directly from Cobb Highway road shoulder to the new construction compound site.	
Dinawan substation construction compound and accommodation camp	Yes	This would require the construction of an access point, directly from Yanga Way road shoulder to the new construction compound site.	
Lockhart construction compound and accommodation camp	Yes	This would require the construction of an access point, directly from the County Boundary Road road shoulder to the new construction compound site.	
Wagga Wagga construction compound	Yes	This would require the construction of an access point, directly from the Ashford Road road shoulder to the new construction compound site. There is the potential that an access point would be required on Boiling Down Road to enter the substation area for both construction of the substation and establishment of a small construction compound.	

The construction compounds and accommodation camp sites have been selected to be located near a sealed main road to facilitate journeys to worksites, airports, local services and amenities.

Suitably sized and located temporary access points off the adjacent roadways are either installed or are required for each of these main construction compound and accommodation camp sites.

The access point design will be developed in consultation with the relevant road authority.

5.8 Access points

Elecpor will aim to use existing access points which connect to the public road network, where possible, to minimise the number of access points that need to be installed.

New temporary access points may be required to provide connection from a gazetted road to the project access tracks. The access tracks are required to access the transmission line easement and other construction areas. The temporary access points installed by the project within the road reserve, which are not required for operational reasons, will be removed following completion of construction, unless directed to remain by Transgrid or the landowner.

In most instances, access for transmission tower construction areas would cater for low vehicle movements. The type of access point will be determined with consideration to the type of road that is being impacted (e.g. minor paved road, major road or highway or gravel road). Sealed access points would be provided where the access point connects to a sealed road in consultation with the relevant road authority.

Table 5.4 - Temporary access point connection

Type	Description	Access point type	Example
1	Access off major road/highway	Type 1 access points are defined by coming directly off a high-speed major road or highway.	
2	Access off minor paved road	Type 2 access points are defined as a connection to a paved road that is deemed to be minor.	
3	Access off gravel road	Type 3 access points are defined as a connection to a road that is constructed of gravel and has table drains.	
4	Access off gravel road with minimal temporary works required	Type 4 access points are defined as a connection to a gravel road where there is no table drain present or where there is limited access required to a tower.	

5.8.1 Access point treatment

The project will aim to use existing access points, including access points at nominated water supply points, which connect to the public road network, where possible, to minimise the number of access points that need to be installed. Use of existing connections to the public road network will be considered in consultation with the relevant landholder, when accessing construction areas via private land.

The project will establish an access point to the gazetted road network where there are no existing access points or the existing access point is unsuitable. The type of access point treatment will be determined in consideration to the type of road that is being impacted.

Refer to Section 6.2 for details on the indicative number of access points connecting from a gazetted road to the transmission line easement, or other construction areas for construction activities.

Unless the Planning Secretary agrees otherwise, Elecnor will utilise a Rural Basic Right Turn (BAR) and Rural Basic Left Turn (BAL) configurations for the following access points:

- Cobb Highway construction compound and accommodation camp;
- Dinawan construction compound, accommodation camp and substation;
- Lockhart construction compound and accommodation camp; and
- Wagga Wagga construction compound on Ashfords Road.

The BAR/BAL configuration will involve localised pavement widenings to provide adequate space for motorists to pass construction vehicles turning into the site access. The use of a BAL and BAR has been assessed utilising the *Austroads Guide to Road Design Part 4A (Unsignalised & Signalised Intersections)*. Figure 5.3 outlines a BAL and BAR configuration. The temporary access points listed above will be removed following completion of construction.

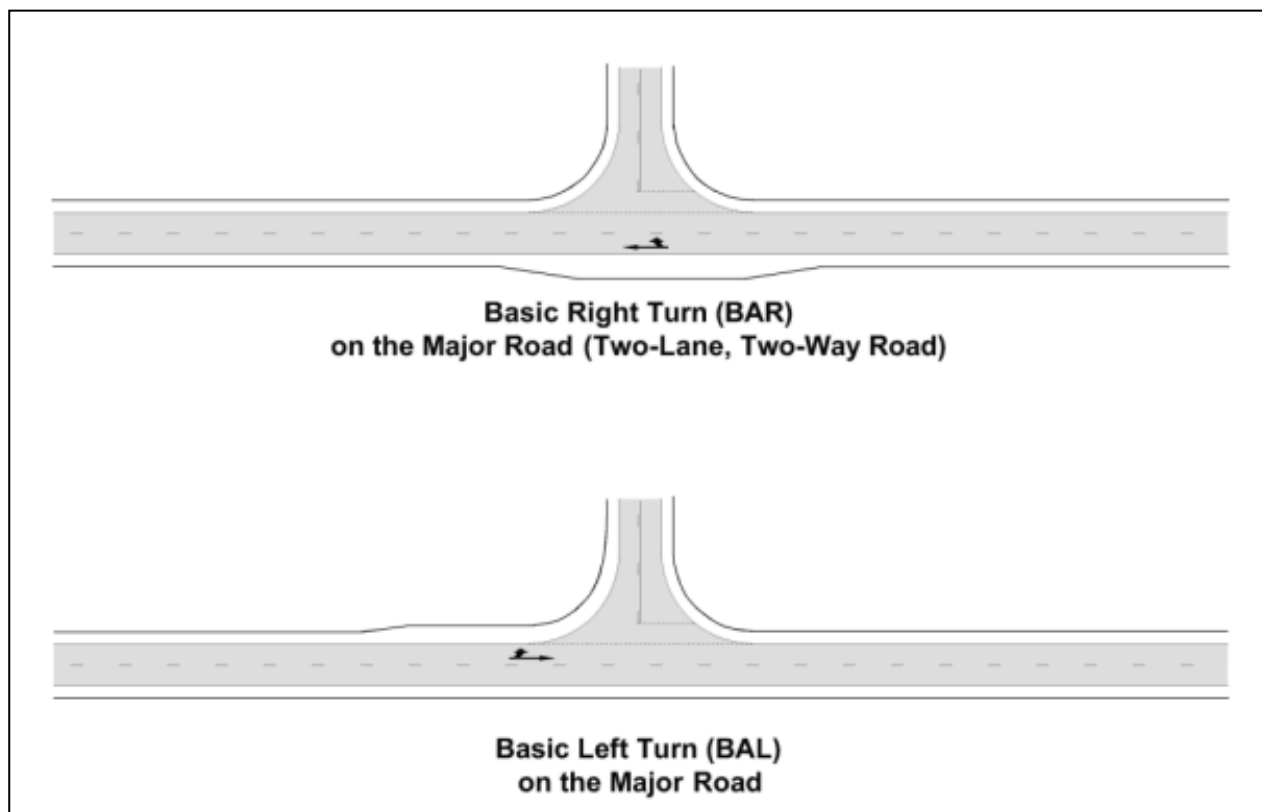


Figure 5.3 - Rural Basic Right Turn and Rural Basic Left Turn configurations

Other access points required for access from the access road to the transmission line easement or construction area will be designed in accordance with the relevant guidelines and in consultation with the relevant road authority. Refer to Section 6.2.2 for further details. These access points do not require road widening like BAR/BAL design.

The variation between these access points is based on the material that the access point is constructed of. Examples of access point treatment are as follow:

1. compact the existing surface material overlaid with sub-base and base material with a sealed finished surface;
2. compact the existing surface material overlaid with sub-base and unsealed base material;
3. compact the existing surface material overlaid with unsealed base material; and
4. use as existing surface with limited clearing and grubbing only.

5.9 Water supply point access

Access to the nominated water supply locations identified in Section 3.3 will require an access point.

The project will seek to use existing access points that connect to the public road network, where possible, to minimise the number of access points that need to be installed. Refer to Section 6.2.1 for further details on existing access points.

Where there is no existing access point or the existing access point is deemed unsuitable at the nominated water supply point, the project will install a new, or upgrade the existing access point. The access point will likely consist of gravel looped access tracks with connection to the existing road pavement to allow trucks to access the water supply point. Refer to Section 6.2.2 for further details on the design requirements of new access points.

6 Management measures

Management measures to be implemented during construction are described in the following section. To minimise impacts the management measures related to traffic and transport, included in Table 6.3, will be applied.

6.1 Dilapidation surveys

Independent dilapidation surveys will be undertaken in accordance with condition C34 and RMM TA7. The dilapidation surveys will be undertaken in consultation with relevant roads authorities.

Dilapidation surveys will be undertaken on all local roads on the transport route (including local road crossings). Local roads on the transport route are those that would be used for construction access routes.

Dilapidation surveys will be undertaken for the portion of the local road network, listed in Table 3.3, that will be used by the project during the construction phase. The dilapidation surveys will be undertaken prior to construction, upgrading or decommissioning works to assess the existing conditions of all local roads on the transport route (including local road crossings).

Dilapidation surveys will then be undertaken in accordance with the timing listed below unless otherwise agreed to by the relevant road authority:

- on an annual basis during construction;
- within one month of the completion of any construction, upgrading or decommissioning works.

If the dilapidation surveys identify that a local road (or local road crossing) has been damaged during construction, upgrading or decommissioning works, the identified damage will be repaired (or the full costs will be paid associated with repairing) any damage to local roads on the transport route (including local road crossings). Damage to the roads (and other infrastructure such as stock grids) that is attributed to the project would be addressed in consultation with the relevant roads authority and within three months of construction use concluding or as otherwise agreed with the relevant roads authority. Roads would be reinstated to equivalent or better condition.

6.2 Road upgrades

The definition of construction within the Infrastructure Approval excludes road upgrades. Road upgrade works are, however, incorporated within this TTMP as required by condition C35 b).

Unless the Planning Secretary agrees otherwise, the road upgrades as identified in Appendix 3 of the Infrastructure Approval, will be implemented to the relevant standard and timing requirements as identified in Appendix 3 and to the satisfaction of the relevant roads authority. Appendix 3 of the Infrastructure Approval noted that the number, location and type of minor access point intersections will be confirmed in the Traffic and Transport Management Plan (this plan).

The list of the road upgrades identified in Appendix 3 of the Infrastructure Approval for Stage 2 works are outlined Table 6.1.

Table 6.1 - Road upgrades

Type	Number of access points	Location	Intersection treatment	Timing	Road authority
Water supply points	As listed in Section 3.3	Relevant road as described in Section 3.3	As described below and in Section 6.2.1, utilise existing access point where possible, otherwise installed a minor access point.	Prior to construction of the relevant minor access track off the public road network	Relevant council
Minor access points intersections (any access point associated with minor access tracks off public road network)	As listed in Section 5.8	Relevant road as described in Section 5.8	As described below and in Section 6.2.1, utilise existing access point where possible, otherwise installed a minor access point.	Prior to construction of the relevant minor access track off the public road network	Relevant council

The final location of the access points to the transmission line easement and water supply points would be confirmed during detailed design or confirmed during final negotiations with the water supplier. The project will seek to utilise existing access points, wherever possible. Refer to Section 6.2.1 for details on existing access points. If an existing access point is not available or the access point is deemed unsuitable, the project will seek to use an alternative existing access point.

Otherwise, the project will install a minor access point as outlined in Section 6.2.2, where required. The details associated with the minor access points will be consulted with the relevant road authority. The installation of these minor access points will be temporary and will be removed at the end of the project in consultation with the relevant road authority.

There may be circumstances where refinements or changes to the location of an access point, or a new access point, will be required. These circumstances would include, for example:

- where changes in tower locations are required as part of the detailed design process and the location of the access point is affected by the movement of the tower; or
- due to the results reported in the Addendum Aboriginal Cultural Heritage Assessment Report.

As a result of a relocated or new access point, changed impacts may be introduced. Proposed changes to the location of an access point will be communicated to the Elecnor Environment team. In accordance with condition C33 of the Infrastructure Approval, consultation with the relevant roads authority will be carried out for any relocated or new access points prior to installation of the access point. This will likely occur as part of the ROL application process with the design of new or changed access point provided as part of this application.

The project will utilise temporary access points from the gazetted road network to access the transmission line easement, or other construction areas for construction activities. Table 5.4 identifies examples of temporary access point connection to the gazetted road network.

6.2.1 Existing access points

Elecnor will aim to use existing access points, including access points at nominated water supply points, which connect to the public road network, where possible, to minimise the number of access points that need to be installed.

Use of existing connections to the public road network will be considered in consultation with the relevant landholder, when accessing construction areas via private land.

During Stage 2 works, access to properties will be maintained or alternative arrangements agreed in consultation with landholders. Access to properties for emergency vehicles will be provided at all times.

To provide safe entry and exit to the worksite from the designated site gates the following will occur:

- ensure the access points nominated can accommodate the turning movement of the largest vehicle that will be accessing the site as required;
- ensure all access points are clearly visible to approaching traffic and signposted accordingly; and
- ensure that vehicles will enter and exit the access gates in forward direction only. If this is not possible, traffic control will be implemented to assist.

6.2.2 Access point design and location

Design of new access points will be developed in accordance with the s138(2) of the *Roads Act 1993* and in accordance with the *Austrroads Guide to Road Design*, including the appropriate safe intersection sight distance (SISD) requirements. The access points will be designed to minimise conflicts with vehicle movements on the road network.

The design of the new access points will be developed in consultation with the relevant road authority, where the access point connects to the public road network, prior to construction of the relevant minor access track off the public road network.

Elecnor will verify that the proposed intersection treatment has sufficient capacity for the proposed number of construction vehicles. Where required, this verification will be provided to the relevant road authorities for use during review.

The indicative location of the access points is provided within Appendix D.

There may be instances where refinements or changes to the location of the access points will be required, especially throughout the detailed design phase. Elecnor will communicate with the relevant road authority when there are proposed changes to the location and/or access point design for the access points. This will typically occur through the design review process, through seeking approval for a road occupancy licence and through seeking satisfaction of the road authority in accordance with condition C33.

The temporary access points installed by the project which are not required for operational reasons, will be removed following the completion of construction, unless directed to remain by Transgrid or the landowner.

6.3 Access tracks

The types of access tracks are described in Table 6.2. Unimproved access tracks will be used wherever possible during the construction phase of the project.

Access track locations may also move throughout the construction phase as additional heritage and biodiversity surveys are completed. Access tracks will be positioned to minimise environmental impact on sensitive locations as much as practical.

Table 6.2 - Access track types

Type	Description
Un-improved access tracks	Unimproved access tracks will provide access to the work sites by using existing roads or tracks, or driving on existing soil or ground surface with minimal or no prior preparation.

Type	Description
	The alignment of these access track will consider the use of existing disturbed areas in order to avoid or minimise further disturbances. Unimproved access tracks will be used wherever possible during the construction phase of the project.
Improved access tracks	Improved access tracks will provide access to the work area by using existing roads or tracks where some additional grading or widening of the existing track is required. This may include widening of existing narrow sections to allow for sufficient width to allow construction vehicles to pass.
Constructed access tracks	Constructed access tracks will be required in areas where there are no existing tracks, or where terrain conditions prevent continuous access along the line easement between road crossings. In these situations, 'off easement' access would be required, and suitable access tracks would be constructed. Typically, the proposed constructed 'off-easement' access tracks would be located parallel to the proposed easement, where possible. Constructed access tracks would be around between six and 10 metres wide and would generally follow the natural contour of the land as far as practicable to minimise the amount of cut and fill and soil disturbance. In the case of cultivated land, it may be necessary to route access tracks along fence lines or otherwise in accordance with landholder requirements. Track construction would be carried out so as to cause minimum disturbance to soil and vegetation both on and adjacent to the track. Construction access tracks would be retained for operational access, where required and practicable in consultation with Transgrid and the relevant landholder.

6.4 Heavy vehicle and over-dimension vehicle management

6.4.1 Chain of Responsibility

Heavy Vehicle National Law (HVNL) requires that every party in the heavy vehicle transport supply chain has a duty to ensure the safety of their transport activities.

The Chain of Responsibility (CoR) requirements apply to heavy vehicles, which are:

- owned or hired by Elecnor;
- used by subcontractors to:
 - undertake work for Elecnor; and
 - supply goods and materials to Elecnor.

Under the HVNL, a road-going vehicle that has a gross vehicle mass (GVM) of more than 4.5t must meet a number of requirements in relation to mass, dimension, loading and speed. Vehicles that have a GVM or gross combination mass (GCM) of more than 12t, or a bus with a GVM of more than 4.5 tonnes, designed to carry more than 12 people including the driver, are fatigue-regulated heavy vehicles and subject to fatigue management requirements.

A heavy vehicle is determined by its GVM rating, not the load it is carrying at the time. There are still legislative obligations regarding speed and fatigue which must be complied with when a heavy vehicle is returning to its depot without a load.

The project requires the use of heavy vehicles to transport:

- plant, equipment and materials to the project site from suppliers across NSW and potentially Victoria and South Australia; and
- waste to regional landfill(s) or to specific waste disposal sites as described in the project *Waste Management Plan* (45860-HSE-PL-D-0121).

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Elecnor recognises their role to manage and control transport of plant, equipment and materials to meet the CoR requirements.

6.4.2 Vehicle movement plans

Permits from the NHVR will be obtained, where required, to provide oversized and overmass vehicles access during construction. Permit applications will be supported by a Vehicle Movement Plan (VMP).

The VMP will be developed to indicate the proposed heavy vehicle routes and will be used to communicate approved heavy access routes and include travel directions, permitted intersection turning movements, speeds, approved parking, lay-up areas, areas off-limits to parking, types / size of trucks to be used and any traffic control required.

The VMP will consider activities of adjoining land uses and safety of the public, particularly when entering urban areas from rural highways.

The VMP will be developed for key areas of the project as required, details will include (but not limited to):

- key intersections; and
- key project roads shown in Appendix E.

Elecnor will ensure that suppliers and subcontractors are notified of the approved routes in and around the Stage 2 site prior to commencing work. Specific construction driver training to understand route constraints, expectations, safety issues, human error and its relationship with fitness for work and chain of responsibility duties, and to limit the use of compression braking is to be completed where necessary.

6.4.3 Heavy vehicle access routes

All over-dimensional vehicles associated with the development will only travel to and from the site via the primary access routes described in the EIS, as identified in the figure in Appendix 3 of the Infrastructure Approval, unless the Planning Secretary agrees otherwise.

The *NSW Heavy Vehicle Access Policy Framework* (TfNSW, 2018) provides a framework for heavy vehicle access in NSW for both state and local council roads. Heavy vehicle routes to and from construction sites have been prepared with the objectives being to minimise impacts to local roads and maximise the utilisation of State and regional roads where feasible and reasonable. Where an emergency requires, non-project listed roads, including local roads may be used by light vehicles and heavy vehicles only where safe to do so and authorised by the relevant authorities.

Heavy vehicle access routes will be adjusted in response to road closures by the relevant council (e.g. during wet weather conditions or during other maintenance or other upgrade activities). Where this results in the use of local roads within the project areas, these will be identified in consultation with the relevant council and affected residents, and suitable management measures identified and implemented.

Heavy vehicle parking, idling and queuing on public roads will be minimised where practicable particularly within the regional towns.

At all times heavy vehicle drivers will be required to obey the road rules which includes covering loads when in transit to and exit from the project site.

6.5 Traffic control plans

TCPs will be developed as part of the construction planning process for all construction activities that affect traffic conditions and the safety of road users on the external or internal road network.

TCPs would be prepared by appropriately qualified persons and sent to the relevant road authority for approval and be communicated to all workers prior to implementation.

Specifically for Stage 2 works, short term TCPs will be developed to facilitate the following activities:

- widening of the existing pavement at the Stage 2 access point to construct BAL and BAR treatments; and
- short term stoppages to assist vehicle movements in and out of the Stage 2 access points.

TCPs will be developed progressively during construction in accordance with the Roads and Maritime publication Traffic Control at Work Sites – Version 6 and the Australian Standard AS1742-2002 Manual of Uniform Traffic Control Devices. The TCPs will be developed in consultation with the relevant road authority(s), including TfNSW and Wentworth Shire Council.

The TCPs will establish the specific management measures to be implemented to ensure the safety of road users and to maintain efficient road network operations. They will include:

- the traffic control devices to be installed in advance of the works which may include cones, barriers, signs, traffic controllers and temporary traffic signals etc and how these are to be established;
- additional advisory signs or speed restrictions to be installed during construction;
- road occupancy requirements and approvals;
- road speed reductions required for the safety of the public and workers; and
- traffic management inspection and maintenance requirements.

Emergency services will be notified prior to the implementation of traffic changes to ensure that they are aware of the potential impacts that may affect emergency responses.

6.6 Scheduling

Section 7 (Cumulative impact assessment) of the EIS outlines the cumulative impact assessment that was completed for the EIS. Projects with the potential for cumulative impacts with the proposal, including land development and state-level road projects, were identified through a review of publicly available information and environmental impact assessments.

All land development projects appear to either involve a small scope of work or generate minimal traffic movements during construction and/or operation. It is also unlikely that these projects would all be under construction concurrently. Overall, the cumulative traffic impacts are considered minor.

The state-level road projects may generate impacts along some access routes during the road upgrades. The impacts are anticipated to be minor to medium in nature and cause temporary delays on some haulage activities due to temporary speed reduction and lane closure.

In order to limit cumulative impacts on the road network and impacts to motorists, scheduling of vehicle movements to avoid peak traffic periods and conflicts with other road users will be implemented.

Scheduling will act to:

- minimise potential for conflict with local climate conditions such as fog, wet weather and flooding;
- minimise potential conflict with schedule events through consultation with relevant stakeholders;

- minimise potential for conflict with traffic and rail services, stock movements and other projects in the area, as far as practicable; and
- minimise convoying or platoons.

Drivers are to avoid forming convoys where other road users are limited in vehicle movements by no-break in heavy vehicles. The impact of heavy vehicles from convoys and congestion through local townships during peak traffic periods are to be mitigated through the following initiatives:

- heavy vehicle parking, idling and queuing on public roads will be discouraged (except where permitted, e.g. water supply points);
- all heavy and light vehicles associated with the project will travel to and from site via the routes nominated in the *Traffic and Transport Management Plan* (45860-HSE-PLD0018), unless otherwise approved by the Planning Secretary; and
- minimising traffic movements by ensuring full loads.
- drivers will communicate via radio and aim to maintain distance between each heavy vehicle.

OSOM permits will be obtained from NHVR for all OSOM deliveries. The issuing authority typically take into account the scheduling and conditions of the OSOM movements to minimise cumulative impacts on the road network. Scheduling requirements from OSOM permits and associated VMP will be included in driver inductions and will be reiterated through pre-start meetings.

6.7 Outside of standard construction hours

Road upgrades, construction, upgrading and decommissioning activities may only be undertaken between:

- (a) 7 am to 6 pm Monday to Friday;
- (b) 8 am to 1 pm Saturdays; and
- (c) at no time on Sundays and NSW public holidays;

unless the Planning Secretary agrees otherwise.

Condition C1 identifies standard construction hours for the project and provides that road upgrades and construction can occur outside standard construction hours with agreement from the Planning Secretary or in accordance with condition C2.

If works are required out of hours (OOH), the Out of Hours Work Protocol (OOHW Protocol) will be implemented. The OOHW Protocol (required in accordance with condition C10 f) is provided in Appendix A of the *Noise and Vibration Management Plan* (45860-HSE-PL-D-0116) and identifies the process for the consideration, management and approval of works to be undertaken outside the hours defined in conditions C1, C2 and C10 of the Infrastructure Approval.

Works that comply with the conditions C2 are not required to be undertaken in accordance with the processes outlined in the OOHW Protocol.

6.8 Emergency repair/maintenance

Vehicles that have broken down will be moved off the road, provided this can be done so safely. Where vehicles require maintenance on the roadside, hazard lights will be used. The hazard will be communicated using available communication systems (i.e. radio channels) in order to warn other drivers and operators.

Before towing operations commence on haul roads, notification will be given to all haul road users through the communication system. Before earthmoving equipment is towed, a risk assessment will be conducted and control measures implemented in accordance with project safety requirements.

6.9 Dangerous goods

In New South Wales, the transportation of dangerous goods and hazardous substances is governed by the *Dangerous Goods (Road and Rail Transport) Act 2008*. All contractors involved in the transportation of such will be expected to adhere to the requirements of this Act *Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998* and the *Australian Code for the Transport of Dangerous Goods by Road and Rail* (National Transport Commission, 2007) while travelling on both public roads and on the site.

Although RMM HR13 requires compliance with the *Australian Code for the Transport of Dangerous Goods by Road and Rail* (National Transport Commission, 2018), the Code has been more recently updated (2020).

Examples of dangerous goods and hazardous substances expected to be transported to the site include:

- pesticides and herbicides;
- fuel, oils and lubricants; and
- paints and other paint markers.

The Australian Code for the *Transport of Dangerous Goods by Road and Rail, Edition 7.5. 2020* sets out requirements for transporting dangerous goods by road and rail. The transport of hazardous and dangerous goods will be managed in accordance with the CoR requirements.

6.10 Drivers Code of Conduct

The safety of workers and road users is of paramount importance to Elecnor, and the fit and proper behaviour of drivers is directly related to establishing and maintaining a high safety standard during project delivery.

Furthermore, all drivers involved in the project must comply with the legal obligations whilst operating vehicles. To assist in achieving safe outcomes during construction, a DCC has been developed and is included in Appendix A of the TTMP. The DCC addresses the following:

- travelling speeds;
- procedures to ensure that drivers adhere to the designated over-dimensional and heavy vehicle routes;
- procedures to ensure that drivers implement safe driving practices; and
- detailed program to monitor and report on the effectiveness of these measures and the code of conduct.

Prior to working on the project, all vehicle drivers will be required to have read the DCC and acknowledge their compliance with it throughout their involvement in the project. The expectations of the DCC will also be established in the project induction and will be reiterated through pre-starts. Elecnor will retain copies of the signed DCCs.

The DCC includes an element of fatigue management. This includes the requirements for drivers on the project to:

- manage their fatigue in accordance with the *Driving and Journey Management Work Instruction* (45860-HSE-WI-G-0041);
- be suitably rested by taking regular rest breaks; and
- for operators of heavy vehicles to comply with the CoR legal requirements under the National Heavy Vehicle Law (*Heavy Vehicle (Adoption of National Law) Act 2013 No 42*).

6.11 In vehicle monitoring systems

An In Vehicle Monitoring System (IVMS) will be utilised on the project as per the Employee Requirements (Health and Safety). An IVMS will be included as part of the specification for any project-specific vehicle. Mobile IVMS will be provided at the access control point for non-project specific vehicles which are using project-specific roads.

The IVMS will allow the location of vehicles on the site to be tracked remotely by authorised personnel at the security and traffic management centre. It will also allow monitoring of driver behaviour patterns.

The IVMS will record live data, including:

- vehicle location;
- speed; and
- hours spent driving.

The IVMS system will be monitored for compliance regularly. Compliance is reported as part of the Monthly Progress Reports.

6.12 Flood Response Plan

A *Flood Response Plan* (45860-HSE-PL-D-0123) has been prepared detailing procedures and options for safe access to and from the site in the event of flooding (refer to Appendix B).

In the event of a flood, evacuation from the sites will be via a determined safe route given by the Project Management Team (PMT). To determine the safest route, the PMT will monitor warning channels to determine the status of surrounding roads.

Table 6.3 - Traffic and transport management measures

ID	Management measure	When to implement	Responsibility	Source document
Training				
TT1	Training will be provided to all project personnel, including relevant subcontractors on the relevant traffic management requirements from this plan through inductions, toolboxes and targeted training.	Pre-construction and construction	Environmental Manager, HSSE team	Good practice
Dilapidation surveys and monitoring				
TT2	Independent dilapidation surveys will be undertaken prior to construction, upgrading or decommissioning works to assess the existing conditions of all local roads on the transport route (including local road crossings). Following this, dilapidation surveys will be undertaken on an annual basis during construction works or within a timeframe agreed to by the relevant roads authority.	Pre-construction and construction	Project Operations Director, Environmental Manager	Condition C34 RMM TA7
TT3	Within one month of the completion of any construction, upgrading or decommission works, or within a timeframe agreed to by the relevant road authority, a dilapidation survey will be undertaken to assess the condition of all local roads on the transport route (including local road crossings). Any damage as a result of construction vehicles will be repaired following the completion of construction.	One month of completion of construction	Project Operations Director, Environmental Manager	Condition C34 RMM TA7
TT4	Road and surface conditions and the traffic controls implemented at each new site access/egress point from the sealed road network would be monitored. Any identified issues which have occurred as a result of the project will be rectified.	Construction	Site Supervisors	RMM TA15
Consultation				
TT5	The community will be notified in advance of proposed road network changes through appropriate forms of communication.	Construction	Engagement Manager	RMM TA9
TT6	Procedures will be developed in consultation with affected landholders to include vehicle movements and other activities within the vicinity of livestock.	Construction	Engagement Manager, Supervisors	Condition C35 c) RMM LP6
TT7	Consultation with relevant roads authority will occur in relation to road use.	Construction	Engagement Manager, Environmental Manager, Interface Manager	RMM CI1

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

ID	Management measure	When to implement	Responsibility	Source document
TT8	Consultation with relevant rail authorities (operators) will occur for all works required in rail corridors. The relevant requirements (such as track occupancy authorisations) and necessary requirements for staff working within the rail corridor (accreditations) will be confirmed with the relevant rail authorities.	Construction	Project Operations Director (or delegate), Environmental Manager	RMM TA6
TT9	Consultation with TfNSW Maritime Division will be undertaken, where required, prior to the commencement of transmission line stringing activities in the relevant river system (i.e navigable waterways) to establish the appropriate management measures to minimise impacts to marine vessel.	Construction	Project Operations Director (or delegate), Environmental Manager	Comment from TfNSW during consultation of NSW-Western Section (Letter WST21/00260/02)
TT10	Consultation will occur with local schools if there is the potential for conflict between development related traffic and school buses.	Construction	Engagement Manager, Environmental Manager, Interface Manager	Condition C35 c)
Permits, plans and licences				
TT11	Road Occupancy Licence(s) will be obtained (as required) for any road closures (full or partial) on roads that intersect with the transmission line corridor or are on haulage routes prior to any such closure. The timing of any closures will be carried out to minimise impacts to the road network in accordance with the conditions of the licence. The conditions of the licence and the requirements of any associated Traffic Control Plans will be implemented for the relevant activities.	Construction	Project Operations Director (or delegate)	RMM TA10
TT12	Permits will be obtained from the National Heavy Vehicle Regulator (NHVR) for the movement of oversize and overmass vehicles as required. The permit applications will be supported by a Vehicle Movement Plan (VMP), prepared to indicate the proposed heavy vehicle route(s). The VMP will consider activities of adjoining land uses and safety of the public, particularly when entering urban areas from rural highways. All oversize and overmass vehicle movements will occur in accordance with permits from NHVR and associated VMP.	Construction	Project Operations Director (or delegate)	RMM TA3 RMM TA11
TT13	Traffic control plans (TCPs) will be developed 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.	Construction	Supervisors	Condition C35 c)
TT14	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.	Construction	Site Supervisors	Condition C35 c)

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ID	Management measure	When to implement	Responsibility	Source document
TT15	The OOHW Protocol will be implemented for works outside of standard construction hours which are not subject to condition C2, to minimise traffic impacts on the public road network.	Construction	Environmental Manager, Supervisors	Condition C35 c)
Access routes				
TT16	Access routes will be adjusted in response to road closures by the relevant road authority (e.g. during wet weather conditions or during other maintenance or other upgrade activities). Where this results in the use of alternative routes and/or local roads, these will be identified in consultation with relevant road authority and affected residents, and suitable management measures identified and implemented.	Construction	Project Operations Director (or delegate)	RMM TA13
TT17	All over-dimensional vehicles associated with the development will only travel to and from the site on access routes outlined in Section 3.1, unless the Planning Secretary agrees otherwise. All relevant permits under the Heavy Vehicle National Law (NSW) will be obtained for the use of over-dimensional vehicles on the road network.	Construction	Supervisors	Condition C31
TT18	All heavy and light vehicles associated with the development will travel to and from the site on access routes outlined in Section 3.1, unless the Planning Secretary agrees otherwise.	Construction	Supervisors	Condition C32
TT19	Alternative route options will be coordinated and appropriately managed, and communicated with the affected residents and the council.	Construction	Site Supervisors	RMM TA13
TT20	If existing road structures (such as existing bridge, drainage and culvert assets) are deemed unsuitable, the following alternatives would be considered and implemented where practicable and appropriate: - alternative routes (access via easement); - alternative vehicle types (smaller loads); and - temporary works (e.g. propping, or similar) in consultation with asset owners. Any damage to road structures caused by project related heavy vehicle usage would be rectified at the conclusion of use.	Construction	Site Supervisors	RMM TA8
TT21	Where possible, Kyalite Road will be used during construction instead of Balranald Road, particularly during wet weather events.	Construction	Site Supervisors	Consultation with Murray River Council
TT22	Where possible, the project will aim to minimise the use of Maude Road (within Hay Shire Council) during construction.	Construction	Site Supervisors	Consultation with Hay Shire Council
TT23	Green Street, Lockhart will be used by light vehicles only. This requirement is subject to approval being received from the Department for heavy vehicles associated with construction, upgrading and decommissioning, to use the alternate access of Tinambla Lane and Wattles Road.	Construction	Site Supervisors	Consultation with Lockhart Shire Council

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ID	Management measure	When to implement	Responsibility	Source document
TT24	Where possible, the project will aim to minimise the use of Carter Street and Oaklands Road (within Berrigan) during construction. The alternate route of Jerilderie Street and Strathvale Road would be used subject to approval of these roads in accordance with condition C32.	Construction	Site Supervisors	Consultation with Berrigan Shire Council
TT25	The following roads within Wagga Wagga LGA will be used by light vehicles only: • Bourke Street; • Docker Street; • Brunskill Road. Brunskill Road may be used by heavy vehicles during times of flooding as an alternate access; • Dunns Road; • Gregadoo Road; • Lake Albert Road (Koorringal Road to Brunskill Road); and • Rowan Road (Line 5, Tower 9 and 10 access point to Plumpton Road). Heavy vehicles associated with construction, upgrading and decommissioning of the project will not use these roads.	Construction	All personnel	Consultation with Wagga Wagga City Council
Access points				
TT26	Elecnor will utilise existing access points which connect to the public road network where feasible and reasonable with the aim to minimise the number of access points to be installed. Use of existing connections to the public road network will be considered, in consultation with the relevant landholder, when accessing construction areas via private land is required.	Construction	Site Supervisors, Design Engineers	Condition C33 RMM TA16
TT27	Where a new access point is required to be installed for the project, the access points will be designed in accordance with the relevant guidelines and in consultation with the relevant road authority. The access point will be constructed to the satisfaction of the relevant road authority.	Construction	Site Supervisors, Design Engineers	Condition C33 RMM TA16
TT28	For the water supply points, the project will seek to use existing access points, where possible. If there are no access points to the water supply point, the project will install a minor access point as required.	Construction	Site Supervisors	Condition C35
TT29	Elecnor will verify that the proposed intersection treatments have sufficient capacity for the proposed number of construction vehicles. As required, this verification will be provided to the relevant road authorities for use during review.	Construction	Design Engineers	Condition C35
TT30	Temporary access points installed by the project within the road reserve, that are not required for operational reasons will be removed in consultation with the relevant roads authority following the completion of construction.	Construction	Site Supervisors	RMM TA17

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ID	Management measure	When to implement	Responsibility	Source document
Access and scheduling				
TT31	Access to properties will be provided at all times for emergency vehicles.	Construction	Supervisors	RMM TA8
TT32	Access to properties will be maintained or agree alternative arrangements will be agreed upon in consultation with landholders.	Construction	Supervisors	RMM TA9
TT33	Scheduling of vehicle movements will be undertaken to avoid peak traffic periods, and conflicts with other road users and local climate conditions.	Construction	Supervisors	Condition C35 c)
TT34	Deliveries will be scheduled and staggered to prevent vehicles queuing. Deliveries will be arranged so they travel at an ordered distance allowing for a steady entry into the site without the need to queue.	Construction	Supervisors	Condition C35 c)
TT35	Heavy vehicles will aim to travel staggered from one another when in transit in order to minimise delays to non-construction vehicle movements. This will be managed by scheduling of vehicle movements and staggering of the departure of trucks from Elecnor sites at the direction of site personnel.	Construction	Supervisors	Condition C35 c)
TT36	Scheduling requirements from OSOM permits and associated VMP will be included in driver inductions and will be reiterated through pre-start meetings.	Construction	Supervisors	Condition C35 c)
TT37	Where feasible, temporary road closures are to be planned outside of the traffic peak periods to minimise impact to the road network.	Construction	Project Operations Director (or delegate)	RMM TA10
TT38	Development related traffic will be scheduled within standard hours, wherever possible.	Construction	Site Supervisors	Condition C35 c)
TT39	Following installation of Balranald Shire Council's new standpipe on the Sturt Highway, Murray Terrace, Perry Street and Selwyn Street will only be used for construction on limited occasions, such as when the water supply point on the Sturt Highway is offline.	Construction	Site Supervisors	ER comment
TT40	Heavy vehicles will be managed to limit access to the Church Street, Balranald standpipe and the Murray Terrace, Euston standpipe during school bus operation times as much as possible (7:00am to 9:00am and 2:00pm to 4:00pm, on an official school day).	Construction	Supervisors, All water truck drivers	Consultation with Balranald Shire Council
Emergencies				
TT41	Vehicles that have broken down will be moved off the road, provided this can be done so safely. Hazard lights will be used when vehicles require maintenance on the roadside. The hazard will also be communicated using available communication methods (i.e. radio channels) in order to warn other drivers and operators.	Construction	Supervisors	Condition C35 c)
TT42	Emergency services will be notified prior to the implementation of traffic changes to ensure that they are aware of the potential impacts that may affect emergency responses.	Construction	Engagement Manager, Supervisors.	Condition C35 c)

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

ID	Management measure	When to implement	Responsibility	Source document
TT43	Notification will be given to applicable haul road users before a broken down vehicle is towed.	Construction	Supervisors	Condition C35 c)
Driver's Code of Conduct				
TT44	The Driver's Code of Conduct within Appendix A will be implemented.	Construction	All drivers	Condition C35 d) RMM TA5
Flood Response Plan				
TT45	The Flood Response Plan (Appendix B) will be implemented in the event of a flood. The Flood Response Plan details the procedures and options for safe access to and from the site in the event of flooding.	Construction	Environmental Manager, Supervisors	Condition C35 e) RMM HF2
Miscellaneous				
TT46	In vehicle monitoring system (IVMS) will be required for project specific site vehicle. Mobile IVMS will be provided at the access control point for non-project specific vehicles which are using project specific roads. IVMS will record live data such as vehicle location, speed and hours spent driving.	Construction	Supervisors	Elecnor H&S
TT47	Drivers will communicate via radio and aim to maintain distance between each heavy vehicle.	Construction	Supervisors	Condition C35 c)
TT48	Project staff will be made aware of the need to report any impacts on the road network so that reactive measures can be implemented.	Construction	Environmental Manager, Supervisors	Condition C35 c)
TT49	Carpooling and other shared transport initiatives for construction workers will be encouraged throughout construction.	Construction	Supervisors	Condition C35 c)
TT50	All trucks entering or leaving the site with loads will have their loads covered.	Construction	Supervisors	Condition C35 c)
TT51	In order to minimise tracking of mud from the project area onto public sealed roads, the following will be implemented: - progressive erosion sediment control plans (ESCP) to minimise on-site mud; - where weather warrants, inspections to monitor the condition of public sealed roads will be undertaken; - covering of heavy vehicle loads; and - where necessary public sealed roads will be maintained.	Construction	Supervisors	Condition C35 c)

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ID	Management measure	When to implement	Responsibility	Source document
TT52	Dangerous goods and hazardous substances will be transported in accordance with relevant legislation and codes, including: • Dangerous Goods (Road and Rail Transport) Act 2008; • Road and Rail Transport (Dangerous Goods) (Road) Regulation 1998; • the Australian Code for the Transport of Dangerous Goods by Road and Rail (National Transport Commission, 2020); • AS1940 The storage and handling of flammable and combustible liquids; • AS/NZS 1596:2014 The storage and handling of LP Gas; and • EPA's Storing and Handling of Liquids: Environmental Protection - Participants Manual.	Construction	Environmental Advisor, Supervisors	RMM HR13 Condition C41
TT53	In order to reduce traffic congestion at the railway level crossings associated with the railway that runs parallel to Olympic Highway between The Rock and Uranquinty, the project will use the following railway crossing points as required and where reasonable and feasible: • Yarragundry Street, Uranquinty (preferrable option); • Bon Accord Road, The Rock (least preferred option); • Old Trunk Road, The Rock (least preferred option); and • Urana Street, The Rock (preferrable option).	Construction	Supervisors, All drivers	Consultation with TfNSW
TT54	All plant and equipment used for the project will be maintained in a proper and efficient condition, and operated in a proper and efficient manner.	Construction	Plant and equipment operators, Subcontractors, Supervisors	Condition A19
TT55	A letter drop will be organised for the affected residents associated with the use of the water supply point on Church Street, Balranald and Murray Terrace, Euston.	Construction	Engagement Manager, Interface Manager	Consultation with Balranald Shire Council
TT56	An advertisement will be placed in the Swan Hill Guardian for public information regarding the use of the water supply point on Church Street, Balranald and Murray Terrace, Euston.	Construction	Engagement Manager, Interface Manager	Consultation with Balranald Shire Council

7 Compliance management

7.1 Training

All site personnel will undergo the Elecnor site induction training prior to the personnel participating in on-site construction activities. The induction training will address elements related to traffic management including, but not limited to:

- the environmental management system, including the CEMP;
- existence and requirements of this TTMP;
- relevant legislations;
- complying with the conditions of the Infrastructure Approval;
- roles and responsibilities for traffic management; and
- driver behaviour and the DCC.

Targeted training in the form of toolbox talks or specific training will also be provided to personnel with a key role in traffic, transport and access management. Examples of training topics include:

- VMP - approved heavy vehicle access routes, safe entry and exit and other access restrictions;
- delivery driver's induction which will include safe protocols to be followed whilst travelling on internal and external roads. The briefing will reinforce posted speed limits, advisory speeds and historic high accident points on winding sections of road;
- working hours; and
- flood response.

Records of training, including attendance, will be retained by Elecnor.

7.2 Roles and responsibilities

Elecnor's organisational structure and overall roles and responsibilities are outlined in Section 4 of the CEMP.

The project environmental management structure incorporates the following site personnel:

- Environmental Manager responsible for overall management of the CEMP and CEMP sub-plans; and
- Environmental Advisors to assist in implementing and monitoring measures in the CEMP and CEMP sub-plans.

Elecnor's Project Director, in consultation with functional managers, will ensure that appropriate resources are available to effectively manage the implementation of the CEMP and CEMP sub-plans during delivery of the project. All Elecnor staff, subcontractors and visitors are required to operate in accordance with this TTMP and related environmental management plans during construction.

Specific responsibilities for the implementation of mitigation measures are detailed in Section 6 of this TTMP.

7.3 Monitoring

The impacts and environmental performance of the project relevant to traffic and transport, and the effectiveness of the management measures identified in Section 6 will be monitored through the proposed monitoring program in Table 7.1.

Table 7.1 - Monitoring program

Parameter	Scope	Frequency	Responsibility	Record/reporting
Weekly inspection	Inspection of the environmental controls and implementation of the traffic and transport mitigation measures outlined in Table 6.3.	Weekly	Project Operations Director (or delegate)	Weekly environmental inspection checklist
Weather monitoring	Inclement weather impacting project light and heavy vehicles	As required	Environmental Advisor	Communications

7.4 Inspections

Weekly inspections will be performed by the Environmental Advisor and documented in a weekly environmental checklist. The inspections will check the implementation and effectiveness of the management measures identified in Section 6 and the environmental performance of the project relevant to traffic and transport. Visual inspection of the local roads, signage and road closure delineation will be undertaken.

Inspections for works covered by ROLs will be conducted to ensure all required controls outlined in the TCP are in place before occupying the identified roads.

7.5 Auditing

Audits will be undertaken to assess the effectiveness of the management measures and overall compliance with this plan, and other relevant approvals, licences and guidelines. Audit requirements are detailed in Section 9.3 of the CEMP - Auditing.

7.6 Reporting

Reporting which will be undertaken in accordance with the TTMP is summarised within Table 7.2.

Table 7.2 - Reporting program

Item	Scope	Frequency	Responsibility	Recipient
Road Dilapidation Survey	Assess existing condition of all local roads on the transport route	Prior to construction, upgrading or decommissioning works	Construction Manager	Transgrid Relevant road authority (in consultation with the relevant road authority)
	Assess condition of all local roads on the transport route	Within 1 month of the completion of any construction, upgrading or decommissioning works, or within a timeframe agreed to by the relevant road authority. Annual basis during construction works, or within a timeframe agreed	Construction Manager	Transgrid Relevant road authority (in consultation with the relevant road authority)

Item	Scope	Frequency	Responsibility	Recipient
		to by the relevant road authority.		
Audit reports	Independent audits undertaken in accordance with the Infrastructure Approval will include audits of traffic and transport measures (based on the Independent Auditor's program). Audit reports will be prepared. Further detail in relation to auditing is provided within Section 9.3 of the CEMP - Auditing.	At intervals, no greater than 26 weeks from the date of the initial Independent Audit or as otherwise agreed by the Secretary.	Environmental Manager/ Independent Auditor	Transgrid DPHI

Reporting requirements and responsibilities are documented in the Section 10 of the CEMP - Reporting.

7.7 Emergencies, incidents and non-compliances

7.7.1 Emergency

Emergency management and planning including emergencies related to traffic and transport, will be undertaken in accordance with the relevant management system and procedures. Emergencies will be managed through the *Project Emergency Preparedness and Response Plan* (45860-HSE-PL-G-1015).

Refer to Section 8.1 of the CEMP - Emergency preparedness and emergency response for further details.

7.7.2 Incidents

Environmental incidents, including incidents related to traffic and transport will be managed as described in Section 8.2 of the CEMP - Environmental incidents and the Incident, Notification and Investigation Procedure Flowchart provided in Appendix A4 of the CEMP. All site personnel are authorised to suspend a work activity that is likely to cause, or is actually causing or contributing to an incident. A supervisor/manager may request additional staff be deployed to the site to provide additional capacity or capability to manage the incident.

Incident reporting is described in Section 8.3 of the CEMP - Incident notification and reporting.

All environmental incidents that occur on the project, regardless of how minor, must be reported to a supervisor by personnel involved or witnesses to the incident immediately after the incident occurs. The Environmental Manager will be notified immediately of any environmental incident. Transgrid will be notified of incidents and near misses immediately. Formal, documented reporting of incidents will be completed, and will be submitted to Transgrid in accordance with requirements under the Contract. The Environmental Representative will also be included on all incident notifications.

For incidents which are reportable to DPHI, notification will occur to DPHI via the Major Projects website immediately after becoming aware that an incident has occurred. A written notification will then be provided to DPHI via the Major Projects website within seven days after becoming aware of the incident. Refer to Section 8.3.1 of the CEMP - Incident notification and reporting in accordance with the Infrastructure Approval for further details requirements of the notification.

7.7.3 Non-compliance

Where a non-compliance with the Infrastructure Approval has been identified, including those relevant to traffic and transport, corrective actions will be developed as required and implemented to address the non-conformance that occurred

Reporting of non-compliances will be undertaken as described in Section 10.1 of the CEMP - Reporting non-compliances. The Planning Secretary will be notified in writing via the Major Projects website within seven days after Transgrid becomes aware of any non-compliance. The written non-compliance notifications will contain the requirements set out in condition D8 of the Infrastructure Approval and will include details such as:

- the non-compliance;
- the reasons for the non-compliance (if known); and
- what actions have been taken, or will be taken, to address the non-compliance.

The notification will also need to identify the development, application number and condition of approval that the development is non-compliant with. Refer to Section 10.1.1 of the CEMP - Reporting non-compliances in accordance with the Infrastructure Approval for further details requirements of the notification.

A non-compliance which has been notified as an incident does not need to also be notified as a noncompliance.

Failure to comply with other statutory requirements such as the EPBC Act Approval will be reported in accordance with Section 10.1.2 of the CEMP. Any other reporting will occur in accordance with Section 10.1.3 of the CEMP.

Where a non-compliance has been identified, the non-compliance will be reviewed by the Environmental Manager to determine the reason for the non-compliance, and what corrective actions have, or will be taken, to address the non-compliance. Preventative actions will be developed as required and implemented to minimise the potential for recurrence.

Section 11 of the CEMP - Non-compliance, non-conformance, corrective and preventative action describes the process for non-compliance management.

7.8 Contingency plan

Although the project has been assessed through the environmental impact assessment process and potential impacts identified, unpredicted impacts may occur as the project progresses. In the event that unexpected impacts are identified, the action or cause will be categorised and as required will be managed as:

- an emergency or environmental incident in accordance with Section 8 of the CEMP - Incidents and emergencies; and/or
- a non-compliance or non-conformance in accordance with Section 11 of the CEMP - Non-compliance, non-conformance, corrective and preventative action.

Reporting of the unpredicted impacts would be in line with the above processes and as described in Section 10 of the CEMP - Reporting.

Through the identification of corrective and/or preventative actions through the above processes, the following steps will be considered as relevant:

- a) determine the relevant impact assessment criterion/criteria, below which the impact should be reduced, consistent with the requirements of this TTMP;
- b) identify options to reduce the unexpected impacts to below the relevant criterion/criteria and appropriate timeframe for implementation;

- c) implement the selected measure(s) to reduce the unexpected impacts; and
- d) identify and implement an appropriate monitoring program to determine the effectiveness of the selected measure(s) to reduce the unexpected impact.

If the above monitoring program identifies that the unexpected impacts have not been reduced to below the nominated criterion/criteria, items b) to d) of the contingency process will be repeated.

The consequences of the impact will be assessed when identifying corrective and preventative actions related to incidents and non-compliances/non-conformances.

Appendix A - Drivers Code of Conduct

PUBLIC



Driver's Code of Conduct EnergyConnect (NSW - Eastern Section)

45860-HSE-PR-D-0019

REV	DATE	GENERAL DESCRIPTION	PREPARED	REVIEWED	VERIFIED	VERIFIED	APPROVED
A	10/05/2022	Issued for internal review	M.Lee	R.Walker-Edwards	A.Boyd	JL.Barrenechea	D.Whatmough
B	25/05/2022	Issued for Transgrid's review	M.Lee	R.Walker-Edwards	A.Boyd	JL.Barrenechea	D.Whatmough
C	15/08/2022	Issued for agency consultation	M.Lee	R.Walker-Edwards	A.Boyd	B.Calligeros	S.Basanta
D	9/10/2023	Revised to new format in line with the TTMP	 R.Walker-Edwards	 Sarah Klocke (Oct 9, 2023 10:52 GMT+11) S.Klocke	 G.Crighton	-	 G.Arrien Echevarria

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Revision History	
Rev.	Detailed Description
A	Issued for internal review
B	Issued for Transgrid's review
C	Issued for agency consultation
D	Revised to new format in line with the TTMP

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

1 Introduction

This Driver's Code of Conduct (DCC or Code) has been prepared to address the requirements of condition D39 d) of the Infrastructure Approval (SSI-9172452) granted by the Minister for Planning. This Driver's Code of Conduct is part of the Traffic and Transport Management Plan (TTMP) for the delivery of EnergyConnect (NSW – Eastern Section) and forms part of the overall environmental management framework for the project.

1.1 Purpose and scope

The purpose of this DCC is to ensure that the impacts of construction related traffic on local roads and the local community and businesses is minimised. This DCC clearly defines acceptable driver behaviour for all vehicle drivers in connection with the project including Elecnor Australia (Elecnor) staff, suppliers and subcontractors using private and company vehicles. The DCC applies to all personnel travelling to and from the project.

The DCC will be provided in the project onboarding process for workers employed on the project.

This DCC is applicable to all drivers involved in EnergyConnect (NSW – Eastern Section). Project staff will be required to acknowledge their obligations and accept responsibility with regards to the safe and legal operation of vehicles at all times whilst working on the project.

2 Induction/Training

All site personnel (including sub-contractors) will undertake an induction which will include details relating to this DCC. Training may also occur through delivery driver inductions, toolbox talks, pre-starts and targeted training as required.

3 Driver's obligations

All drivers are to comply with this DCC. Drivers' obligations for driving to, from or on the project are detailed below. Targeted training in the form of toolbox talks or specific training will be delivered to site personnel to ensure they understand the DCC. Specific safe driving practices outlined in this DCC will be included in the training. Failure to comply with this DCC may lead to either the issue of a warning notice or disciplinary action.

Monitoring of the safe driving practices outlined in the DCC will be conducted through daily and/or weekly inspections.

3.1 Over-dimensional and heavy vehicles

All drivers to and from the development will adhere to the designated over-dimensional and heavy vehicle routes.

Targeted training in the form of toolbox talks or specific training will be delivered to the site personnel. Approved over-dimensional and heavy vehicle haulage routes will be included in the training. This will be undertaken to inform site personnel of the designated over-dimensional and heavy vehicles haulage routes.

Monitoring of the over-dimensional and heavy vehicles will be conducted through weekly inspections to determine if site personnel are using the dedicated haulage routes.

4 Monitoring and reporting

The monitoring of the effectiveness of the DCC will be completed through weekly visual inspections. The inspections will be documented via a weekly environmental inspection checklist. The responsibility of the monitoring of the DCC will be undertaken by the Construction Manager, Safety Manager, Environmental Manager and/or the Project Engineer.

In addition, the In-Vehicle Management System (IVMS) will be utilised for Elecnor's vehicles which combines the installation of an electronic device in a vehicle with purpose designed computer software to enable the driver to monitor key driving metrics. The IVMS system also provides real time feedback to the worker in the form of an alarm so that the driver can modify their driving behaviour, in a short period of time, within the parameters set by the IVMS.

Driver's Code of Conduct EnergyConnect (NSW - Eastern Section)

Drivers obligations

- 1) Drivers MUST at all times:
 - adhere to all of the obligations required by law;
 - hold a current and appropriate licence for the class of vehicle they are operating;
 - drive at no more than the legal speed limit including those imposed by the project;
 - ensure the vehicle is roadworthy, registered, insured and well maintained;
 - comply with all construction and road work signs;
 - comply with all Oversize Overmass (OSOM) permits;
 - take the necessary and/or prescribed rest breaks so that operation of the vehicle is not affected by fatigue;
 - enter and leave the site with loads covered or contained;
 - operate the vehicle free from the effects of drugs and alcohol;
 - ensure that vehicles are operated calmly, safely and with a high degree of care and attention; and
 - operate vehicles in a manner that is suitable to the road and weather conditions including consideration for the likelihood for encountering wildlife. In the event of a fauna strike on a gazetted road, drivers are to follow item 8) below.
- 2) There shall be no littering from a vehicle. Rubbish is to be disposed of in appropriate bins.
- 3) Drivers are to notify their employer or operator immediately should the status or conditions of their driver's licence change.
- 4) Drivers must ensure they can be contacted at all times when on duty, either through ultra high frequency (UHF) radio or other handsfree devices. Vehicle specification requirements for UHF radio or satellite phones are found in the *Driving and Journey Management Work Instruction* (45860-HSE-WI-G-0041).
- 5) Drivers are to give due consideration to the public at all times. This includes:
 - behaving and driving professionally at all times; and
 - responding courteously if approached by members of the public and directing them to the EnergyConnect community contact number (1800 490 666).
- 6) Fatigue will be managed in accordance with the *Driving and Journey Management Work Instruction* (45860-HSE-WI-G-0041).
- 7) Fitness to drive will be managed in accordance with *Driving and Journey Management Work Instruction* (45860-HSE-WI-G-0041).
- 8) Fauna strikes are to be reported to your Supervisor. The Supervisor is to ensure these details are reported to the Environment team.

Additional requirements for heavy vehicles or over dimension vehicles

In addition to the general driver requirements, all heavy or over-dimension vehicle drivers are to comply with the additional requirements related to heavy vehicles.

- 1) Drivers MUST at all times:
 - adhere to their Chain of Responsibility requirements;
 - ensure the heavy vehicle is operated within its legal mass and dimension limits;
 - adhere to any permit to travel requirements;
 - adhere to direction of road authorities and OSOM permit; and
 - adhere to the designated over-dimensional and heavy vehicle routes.
- 2) Drivers are to take regular rest breaks to manage fatigue and breaks of no less than the minimum periods prescribed by the National Heavy Vehicle Regulator.
- 3) Convoys and congestion can have a large impact on the local community, motorists and road authority operations. Drivers are to avoid forming convoys where other road users are limited in vehicle movements by no-break in heavy vehicles.

Appendix B - Flood Response Plan

PUBLIC



Flood Response Plan EnergyConnect (NSW - Eastern Section) Stage 2

45860-HSSE-PL-D-0123

REV	DATE	GENERAL DESCRIPTION	PREPARED	REVIEWED	VERIFIED	VERIFIED	APPROVED
A	1/11/2022	Issued for internal review	M.M.Hutcheson	R.Walker-Edwards	A.Boyd	B.Calligeros	S.Basanta
B	2/11/2022	Issued for Transgrid review	M.M.Hutcheson	R.Walker-Edwards	A.Boyd	B.Calligeros	S.Basanta
C	14/02/2023	Revised to address council comments	R.Walker-Edwards	C.Curlewis	G.Crighton	B.Calligeros	S.Basanta
D	8/09/2023	Revised to update abbreviations and issued for consultation	K.Nestmann	R.Walker-Edwards	C.Curlewis	G.Crighton	S.Basanta
E	9/10/2023	Revised to reflect the new Elecnor template in line with Rev 5 of the TTMP	 R.Walker-Edwards	 Sarah Klocke (Oct 9, 2023 13:18 GMT+11) S.Klocke	-	 G.Crighton	 G.Arrien Echevarria

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Key Document Stakeholders
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Abbreviations

Acronym	Definition
AEP	Annual Exceedance Probability
Amendment Report	<i>Amendment Report EnergyConnect (NSW – Eastern Section)</i>
BoM	Bureau of Meteorology
CEMP	Construction Environmental Management Plan
EIS	<i>Environmental Impact Statement EnergyConnect (NSW – Eastern Section)</i>
EPA	NSW Environment Protection Authority
ERT	Emergency Response Team
ER	Emergency Response
FRP, this plan	Flood Response Plan
HSSE Manager	Health, Safety, Sustainability, and Environmental Manager
LEMO	Local Emergency Management Officer
Minor flood	A flood classification determined by emergency services; characterised by the inundation of low-lying areas next to water courses, closure of minor roads, and submersion of low-level bridges. In urban areas flooding may affect some backyards and buildings below floor level as well as bicycle and pedestrian paths. In rural areas removal of livestock and equipment may be required.
NSW	New South Wales
PMT	Project Management Team
project, the	EnergyConnect (NSW – Eastern Section)
RFS	Rural Fire Service
RMMs	Revised mitigation measures
SecureEnergy	Transgrid has engaged Elecnor Australia, trading as SecureEnergy, to design and construct the EnergyConnect project.
SES	NSW State Emergency Service
Site PMT	Project management team (Construction Manager, Project Manager) based on construction sites
SSI	State significant infrastructure
Submissions Report	<i>EnergyConnect (NSW – Eastern Section) Submissions Report</i>

1 Introduction

1.1 Context

This Flood Response Plan (FRP or plan) forms part of the *EnergyConnect (NSW - Eastern Section) Stage 2 Traffic and Transport Management Plan* (45860-HSE-PL-D-0115) and the overall Construction Environmental Management Plan (CEMP) for Stage 2 of EnergyConnect (NSW - Eastern Section).

This plan has been prepared to address the relevant requirements of the Infrastructure Approval (SSI 9172452), the *Environmental Impact Statement EnergyConnect (NSW - Eastern Section)* (EIS), and the *Submissions Report EnergyConnect (NSW - Eastern Section)* (Submissions Report).

1.2 Purpose and objective

The purpose of this plan is to address the requirements of condition C35 e) of the Infrastructure Approval, which requires the preparation of the Flood Response Plan.

The key objective of this plan is to meet the requirements of condition C35 c) and e), that is to detail the procedures and options for safe access to and from site in the event of flooding.

2 Environmental requirements

2.1 Legislation

There are no legislative requirements relevant to this FRP.

2.2 Conditions of Approval

The conditions of the Infrastructure Approval relevant to flooding are presented in Table 2.1. A cross reference is also included to indicate where the condition is addressed within this plan or other project management documents.

Table 2.1 - Conditions of Approval relevant to flooding

Condition no.	Requirement	Where addressed	How addressed
C35	The Traffic and Transport CEMP Sub-Plan required under condition B2 must include:		
	c) details of the measures that would be implemented to:		
	(i) minimise traffic safety impacts of the development and disruptions to local road users during construction, upgrading or decommissioning works, including: responding to local climate conditions that may affect road safety such as fog, dust, wet weather and flooding;	Section 4	Section 4 details the preparation and response that will be undertaken to minimise traffic safety impacts as a result of extreme weather or flooding.
	e) a flood response plan detailing procedures and options for safe access to and from the site in the event of flooding.	This plan Section 4.4 Section 4.6 Table 4.1	The procedure for safe evacuation is identified in Section 4.6. The procedure in response to a flooding event is summarised in Table 4.1.

2.3 Revised mitigation measures

The revised mitigation measures (RMMs) are defined in Appendix B of the Submissions Report and Appendix C of the Amendment Report. The RMMs relevant to flood emergency are detailed in Table 2.2 below.

A cross reference is also included to indicate where the measure is addressed within this plan or other project management documents. The management measures that will be implemented for the project are provided in Section 5 of this plan.

Table 2.2 - Revised mitigation measures relevant to flooding

Reference	Revised mitigation measures	Applicable locations	Where addressed	How addressed
HF2	Detailed construction planning would consider flood risk at construction areas. This would include: - identifying measures that would be implemented to not worsen flood impacts downstream and on other property and infrastructure during construction up to and including the five per cent annual exceedance probability (AEP) design flood event, and - confirming site layouts to avoid or minimise obstruction of overland flow paths and to limit the extent of flow diversion required. Practicable measures identified to minimise potential flood risks at construction areas would be implemented.	Transmission line and construction sites within flood prone land	Section 4.2 Section 4.5 Section 4.7	In the event of a flood the flood response procedure will be followed as summarised in Section 4.7.
HF3	A detailed assessment would be undertaken to confirm that the bench level of the final design of the Dinawan 330kV Substation will be above the 100-year average recurrence interval (ARI) design and that a 200 year ARI design flood would not impede substation function. The assessment would consider spills/overflows from the detention basin on the irrigation channel to the east of the substation location and a potential failure of the basin embankment. The bench level and design of the substation would be adjusted to ensure compliance with Transgrid's design standards.	Dinawan 330kV Substation	Section 3.3 and detailed design	Earthworks will be undertaken to raise the design level of the site.

3 Site characteristics

This section summarises the existing environmental setting in relation to the hydrology and flooding aspects within and adjacent to the project. The information below is from Chapter 16 and 21 of the EIS, and *Technical Paper 8 - Hydrology, flooding and water quality* of the EIS.

3.1 Topography

The topography of the project varies from the western extent to the eastern extent. At a macro level, the catchments slope from east to west with the eastern extent of the project sitting approximately 200m above sea level and the western extent sitting approximately 40m above sea level at Mildura. While the terrain varies, it is generally flat to undulating plains country. Localised topographic highs of up to approximately 380m occur approximately 10km west of the Wagga Wagga substation.

There are a high number of existing naturally occurring and man-made watercourses and waterbodies in proximity to the project. These include waterways classified at a range of stream orders throughout the Strahler stream order, major rivers, and lakes. The existing large watercourses and waterbodies in proximity to the project are the Murray River, Murrumbidgee River, Colombo Creek, Lake Urana, and Yanga Lake.

The elevation of the project from Buronga Substation at its western extent remains relatively flat moving eastward to where the transmission line intersects with Jerilderie Road, south of Hay township, sitting at between 75m and 100m above sea level. From here to where the transmission line intersects with Boree Creek Road, north of Urana, the elevation lies between approximately 100m-125m above sea level. The elevation of the project from this point to its' eastern extent steadily raises to between 200m and 225m, excluding localised topographic peaks exceeding between 325m and 350m around Wagga Wagga City.

3.2 Climate and rainfall

The project region has a semi-arid climate with hot summers and cool winters. The average temperature range is around 16°C to 33°C in summer and around 4°C to 15°C in winter. The average annual rainfall across the project varies, however average rainfall is generally higher at project's eastern extent than that of the western extent.

The EIS used data from three weather stations (Irymple, Urana Post Office, and Wagga Wagga Gurwood Street) which are spaced at near regular intervals throughout the project corridor with the aim to outline the climactic context of the project area.

The closest weather station to Buronga at the western extent of the project (Irymple, station number 076012) records an average annual rainfall of 271mm (1908-2020). Rainfall is typically evenly dispersed throughout the year, with a peak in rainfall values from November to April.

The Urana Post Office weather station (station number: 074110) near the eastern extent of the project records an average annual rainfall of 442.2mm (1871-2020). The average monthly rainfall is slightly higher during May and June.

Near the eastern extent of the project, the average annual rainfall recorded at Wagga Wagga Gurwood Street station (station number: 074127) is 528.1mm from 2001-2020 and 568mm from 1941-2020 at Wagga Wagga AMO station (station number: 072150).

3.3 Floodplain

The EIS used data from a high-level flood risk assessment was conducted by BECA in 2020 to outline the potential extent of flooding in the vicinity of the project. The EIS stated in Section 16.4.1 that the site for the upgrade and expansion of the Wagga Wagga substation is not located

within a flood prone area and is therefore not affected by flooding nor at risk of experiencing flooding impacts on construction works at the sites.

A hydrological risk assessment was undertaken for EnergyConnect by BECA in 2020, which outlined the flood risk, and subsequent potential flood extent, of the project area. Data from this study was used in the EIS to identify which project areas were flood prone, identifying large floodplains around:

- Box Creek;
- the Murrumbidgee River;
- Condoulpe Creek;
- Yellow Clay Creek;
- Coonong Creek;
- Bullenbong Creek; and
- dispersed flooding at the very eastern extent of the project.

Smaller floodplains are also present around several smaller watercourses throughout the project area.

Historical flooding depths are outlined in Figure 16.2 of the EIS. It should be noted that the majority of the project area has at one point been subject to flooding, however the instances of historic severe flooding (>5m flood depth) in the project area is limited to areas in proximity to the larger floodplains outlined above. This is outlined in Section 16.4.1 of the EIS and Section 5.1 of *Technical Paper 8 - Hydrology and Flooding Impact Assessment*, which highlight that while construction activities in these areas would need to consider potential flooding effects, generally, any associated flood impacts are likely to be temporary, localised, and insignificant.

Section 4.1.4 of the Submissions Report (submission ID 49) indicated that there is a nearby levee bank along the irrigation channel to the proposed location of the Dinawan 300kV substation used as a detention basin for the Coleambally Irrigation system. The submission noted that the levee poses a risk of potential impact to the proposed Dinawan 330kv substation as it is made only from nearby soil, occasionally requiring repairs, and was not constructed with consideration of there being a major electrical substation nearby downstream of the basin.

Section 16.4.1 of the EIS also stated that all other construction compounds and accommodation camps were identified as being located away from flood prone areas and are similarly not at risk of flooding impacts on construction works.

4 Flood preparation and response

Flood response encompasses actions that reduce the threat to life, property and the environment following the onset of an emergency. This includes mobilisation prior to onset of the flood.

As outlined in Section 3.3, the project area is generally not impacted by flooding outside of areas within the major floodplains. Where flood risk is present, any associated impacts are likely to be localised and insignificant in nature.

Roads used for access and egress to and from sites during flooding events will be subject to the discretion of the HSSE Manager and site supervisor based on advice from media reports, NSW State Emergency Services (SES), council Local Emergency Management Officers, the Murray Darling Basin Authority, and Water NSW.

The following is a prepared response in case of extreme and severe weather events.

4.1 Extreme weather monitoring

Local conditions and weather will be monitored and interpreted onsite via the BOM Warning Centre website (<http://www.bom.gov.au/australia/flood/>).

In the lead up to severe or extreme weather events (as defined by BoM), there may also be warnings of a flood or storms through:

- media reports;
- NSW SES total flood warning systems;
- the Murray Darling Basin Authority (for information in relation to the Hume Dam); and
- WaterNSW's early warning network.

It must be noted that the recent floods of September and November 2022 identified that BOM and SES do not recognise a number of waterways which the project traverses. Contact should also be made with the relevant Local Emergency Management Officers (LEMO) for each council in the event of extreme weather.

Monitoring of information via these channels will be used to inform the appropriate planning for work tasks to be undertaken for the day, including consideration of potential flooding to various work zones and access to and from site.

Where a weather event is expected to be a localised inundation event (storm), pre-rainfall inspections would be undertaken as required by the *Soil and Water Management Plan* (45860-HSSE-PL-D-0112).

4.2 Site preparation

All construction areas will be inspected and prepared in accordance with the Health and Safety Management Plan (which is relevant to the on-site emergency response). The Flood Incident Guideline provided in Appendix A will be completed.

4.3 Flood response

If a flood event is forecast, site personnel requirements will be reviewed.

Personnel on site will follow instructions at their work site and/or accommodation where a roll-call will be completed. All personnel will be directed to seek shelter at their designated accommodation camp and construction compound or their nominated off-site accommodation (where safe to do so), at the appropriate times staged as below:

- site personnel including support personnel shall return to flood refuge (accommodation) on notice from the Project Management Team (PMT) via a determined safe route as described in Section 4.5;
- designated personnel may be required to remain on site to assist with flood preparedness. This may include the work teams, engineers, and anyone deemed useful by the PMT or Superintendent to carry out preparedness duties. No attempt should be made to enter or cross any flood waters that is above a minor flood level, or where the flood inundation level is not known.

Should a life-threatening situation arise in a flood event, emergency services will be contacted (000) immediately. Based on an assessment of the likely length of disruption to site activities, site personnel remaining may be directed to vacate the site if it is safe to do so.

4.4 Action and alarm

The following actions and alarm levels are proposed in the event of severe or extreme weather:

Category 1: Site preparation

- when 80mm (or greater) of rainfall is forecast over a 24-hour period (or less). Site preparation in accordance with Section 4.2 of this plan will occur and will include the completion of the Flood Incident Guideline (refer to Appendix A).

Category 2: Alarm

- Project Management Team (PMT) will determine when to raise a Category 2 Alarm. The Site Supervisor and relevant members of the PMT are to monitor weather and river conditions for potential warning signs of flood events and overland flows. It should be noted that severe rainfall events occurring in areas beyond the project boundary can flow into the rivers systems that are part of the project's catchment area. Following the assessment, if a flood event is imminent, the appropriate evacuation procedures will be initiated and followed. Further details relating to evacuation are provided in Section 4.5 of this plan.

4.5 Evacuation

The Wagga Wagga substation construction compound and accommodation camps and all other construction compounds and accommodation camps, excluding Dinawan substation, are not at risk of flooding. As such, areas within each construction compound and accommodation camp will be nominated by the Project Team as muster points in the event that personnel are required to stop work and muster.

Other project areas not subject to flooding will be nominated as required dependent on the proximity of construction activities to the accommodation camps and construction compounds.

Prior to or during a flood, personnel may be required to leave the site to return to their accommodation or place of residence.

Weather monitoring and monitoring of media would provide identification of potential flooding risk and would allow safe and orderly evacuation of site personnel if required. The site would be closed and remain closed for the duration of the flood event except in an emergency or as directed by emergency service providers.

The *Emergency Preparedness & Response Plan* (45860-HSSE-PL-G-1015) has been prepared to include a section on flood emergency management that will be implemented in response to flood events.

4.6 Site access and egress

In the event of a flood, access and egress to and from the construction areas will be via safe routes determined by the PMT. If a skeleton crew is required to stay on site, a safe route will be ensured for access and egress between accommodation and the worksite.

To determine the safest route, the PMT will monitor warning channels to determine the status of surrounding roads.

Further information on road closures can be obtained from:

- [Wagga City Council \(website, Twitter, and Facebook pages\)](#);
- [Lockhart Shire Council](#);
- [Murrumbidgee Council](#);
- [Edward River Council](#);
- [Balranald Shire Council](#);
- [Murray River Council](#);
- [Hay Shire Council](#);
- [Federation Council](#);
- [Wentworth Shire Council](#);
- [Narrandera Shire Council](#);
- Transport for NSW - for information on road closures due to flood, Transport for NSW can be contacted on 132 701 or visit the [Live Traffic NSW website](#). The [Live Traffic](#)  [App](#) can also be used to provide information on mobile devices; and
- [NSW SES Southern Zone Headquarters](#).

Contact details are also provided within Appendix B.

Access back to the site, once deemed safe, will be assessed as per Appendix A.

4.7 Flood response procedure summary

The flood response procedure to be undertaken in the event of extreme weather or flooding is summarised in Table 4.1.

Table 4.1 - Summary of flood response procedure

Response Item	Action	Procedure	Responsibility	Timeframe
BoM warning for flooding or flash flooding	Increase level of alert	Monitor BoM website Notify all Site Supervisors of warning Contact council LEMOs as required to identify any other watercourses which may be affected by flooding Complete actions within Section 4.2 Site preparation and Section 4.3 Flood response	Environmental Manager Site Supervisor Construction Manager Project Manager	In event of flood

Response Item	Action	Procedure	Responsibility	Timeframe
Flood Occurrence	Raise a category 2 Alarm and commence procedure	Once alarm has been raised under Section 4.4, complete Section 4.5 Evacuation.	Site Supervisor Construction Manager Project Manager	When 80mm of rainfall is expected within 24 hours
Post-flood	Conduct safety walk through	Determine whether it is safe to return to site and repair any damage	Environmental Manager Construction Manager Site Supervisor Safety Manager	Following flood event

5 Flood recovery

5.1 Site inspections

Sites would be reopened after a flood event only once it is deemed safe following a site inspection by a site safety representative and site supervisor. Other specialists, such as engineers, may be requested to assess the site prior to reopening. The inspection would identify if any environmental and/or safety hazards remain.

5.2 Reporting

Should the flood event and associated project response actions constitute an incident, then investigation, notification and reporting will occur in accordance with Section 8 of the CEMP. Incidents may include for example, a spill or release of contaminants due to floodwaters inundating machinery or equipment.

The investigation will include a review of events leading up to the incident and implement improved practices as required.

Annexure A - Flood Incident Guideline

Flooding - Inclement Weather

Scenario description	Flooding from rain deluge			
General outline of emergency response	Increased level of alert of flooding. Initiate site preparation and PMT/safety to make decision whether all crew are to leave the site via a safe route or establish a skeleton crew to remain on site. Once alarm raised, complete PMT/safety plan. Involve appropriate external agencies if required.			
Disciplines required (indicate) - Guide only	Firefighting	☐	First Aid	☐
	Vehicle extraction	☐	Breathing apparatus	☐
	Hazmat	☐	Rescue	☐
	Specialist	☐	Other	☐
Emergency response resources and their location	Site	ERT, Safety Manager		
	ER Internal Support	Fire and Rescue, NSW SES		
QUESTIONS	Y/N	ACTIONS		
Can work be relocated to a drier area?		If Y, then work can proceed		
Is there alternative work available at a drier location?		If Y, then work can proceed		
Can tarps and/or enclosures be erected to keep out the rain?		If Y, then work can proceed		
Can truck unloading be performed in a dry area?		If Y, then work can proceed		
Can non-electrical work be performed?		If Y, then work can proceed if workers remain dry		
Will wet weather gear keep the user dry?		If Y, then work can proceed if work can be done safely		
Will wearing of wet weather gear cause additional hazards, excessive sweating, heat stress?		If Y, then wet weather gear is not suitable and alternative work required		
Can slings and/or chains be prevented from slipping? Can lift be performed safely?		If Y, then work can proceed if workers remain dry		
Is work to be performed within an excavation?		If Y, then alternative work is required		
Is lightning and thunder evident?		If Y, then personnel must work under cover		
Is the area likely to flood?		If Y, then consider damming area, temporary sump pump or alternative work.		
Is it safe to access/leave site?		If Y, then provide detail on the safe access routes to use		

Annexure B - Emergency contact list

The following details will be refined during construction.

EXAMPLE EMERGENCY CONTACT LIST

Position	Name	Contact
Person in Charge	Project Manager	Phone: TBA Email: TBA
Person in Charge	Site Supervisor	Phone: TBA Email: TBA
Person in Charge	Construction Manager	Phone: TBA Email: TBA
Safety	Safety Manager	Phone: TBA Email: TBA
Environmental	Environmental Manager	Phone: TBA Email: TBA
Log Keeper	HSSE Administrator	Phone: TBA Email: TBA
Emergency Response Team	External Agencies	Phone: TBA Email: TBA

Note that this contact list is an example only, live lists will be kept up to date within the project office.

EXAMPLE EMERGENCY SERVICE CONTACT DETAILS

Emergency Contacts	
IN AN EMERGENCY and FOR ALL FIRES: DIAL 000 (TRIPLE ZERO) Secondary Emergency Call from Mobiles: Dial 112	
DO NOT CALL 000 FOR INFORMATION OR ADVICE. CALLING 000 UNNECESSARILY MAY PUT OTHERS WHO ARE IN A GENUINE EMERGENCY SITUATION AT RISK.	
All emergencies including flooding	Dial 000
NSW RFS	https://www.rfs.nsw.gov.au/fire-information/fires-near-me
NSW Ambulance	131 233
State Emergency Service	132 500
NSW SES Southern Zone Headquarters	02 6932 9199
Fire and Rescue NSW General Enquires	02 9265 2999
TransGrid (emergencies)	1800 027 253
SafeWork NSW	13 10 50
EPA Pollution Incident Hotline	131 555
Transport for NSW	13 22 13
Local Emergency Management Officers (council)	Contact each relevant council



Appendix C - Existing traffic volumes

Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Roads within Wentworth LGA				
Arumpo Road	Wentworth	Regional Road	TfNSW Traffic Counter from Western EIS	20
Corbett Avenue	Wentworth	Local Road	N/A (estimated)	20
Dansons Road	Wentworth	Local Road	N/A (estimated)	10
Silver City Highway (B79)	Wentworth	State Road	TfNSW Traffic Counter from Western EIS	200
Sturt Highway (A20) (Buronga)	Wentworth	State Road	TfNSW Traffic Counter from Western EIS	200
Modica Crescent	Wentworth	Local Road	N/A (estimated)	10
Alcheringa Drive	Wentworth	Local Road	No data available	No data available
Roads within Balranald LGA				
Abbotts Tank Road	Balranald	Local Road	N/A (estimated)	20
Benanee Road	Balranald	Local Road	N/A (estimated)	20
Euston Prungle Road	Balranald	Local Road	N/A (estimated)	50
Market Street (Balranald, part of Sturt Highway)	Balranald	State Road	N/A (estimated)	50
McCabe Street	Balranald	Local Road	N/A (estimated)	20
McCabe Street (Extension)	Balranald	Local Road	N/A (estimated)	20
Murray Valley Highway	Balranald	State Road	Yes - TfNSW Traffic Counter, Station ID - 97477	150
Sturt Highway (between Buronga and Robinvale)	Balranald	State Road	Western EIS	50
Sturt Highway (between Robinvale and Balranald)	Balranald	State Road	Yes - Traffic counts available.	50
Windomal Road	Balranald	Local Road	N/A (estimated)	50

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Yanga Way (including Tooleybuc Road)	Balranald	State Road	Yes – TfNSW Traffic Counter, Station ID – 97494	20
Church Street	Balranald	Local Road	N/A (estimated)	50
Murray Terrace	Balranald	Local Road	N/A (estimated)	20
Perry Street	Balranald	Local Road	N/A (estimated)	20
Selwyn Street	Balranald	Local Road	N/A (estimated)	20
Moa Street	Balranald	Local Road	N/A (estimated)	50
Mayall Street	Balranald	Regional Road	N/A (estimated)	50
Ivanhoe Road	Balranald	Regional Road	N/A (estimated)	50
Unnamed Road	Balranald	Local Road	N/A (estimate)	20
Roads within Murray River LGA				
Baldon Road	Murray River	Local Road	N/A (estimated)	20
Balranald Road (south of alignment)	Murray River	Local Road	N/A (estimated)	50
Balranald Road (north of alignment)	Murray River	Local Road	N/A (estimated)	50
Baratta Street	Murray River	Regional Road	N/A (estimated)	50
Binbinette Road	Murray River	Local Road	N/A (estimated)	20
Brougham Street	Murray River	Local Road	N/A (estimated)	20
Carne Street	Murray River	Regional Road	N/A (estimated)	50
Cedar Avenue	Murray River	Local Road	N/A (estimated)	50
Impimi Road	Murray River	Local Road	N/A (estimated)	20
Keri Keri Road (south)	Murray River	Local Road	N/A (estimated)	20
Keri Keri Road (north)	Murray River	Local Road	N/A (estimated)	20
Kyalite Road	Murray River	Regional Road	N/A (estimated)	50
Morago Street	Murray River	Local Road	N/A (estimated)	20

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Moulamein Road	Murray River	Regional Road	N/A (estimated)	50
Paterson Street	Murray River	Regional Road	N/A (estimated)	20
Pretty Pine Road (west)	Murray River	Regional Road	N/A (estimated)	50
Sturt Highway (between Balranald and Cobb Highway)	Murray River	State Road	Yes - TfNSW Traffic Counter, Station ID - T0234	50
Tallow Street	Murray River	Regional Road	N/A (estimated)	50
Balranald Road (near Moulamein)	Murray River	Regional Road	N/A (estimated)	50
Maude Road	Murray River	Regional Road	No data available	No data available
Yanga Way (including Lea Street and Tooleybuc Road)	Murray River	State Road	No data available	No data available
Berambong Road	Murray River	Local Road	N/A (estimated)	20
Perekerton Road	Murray River	Local Road	N/A (estimated)	20
Murray Street	Murray River	Local Road	N/A (estimated)	20
River Street	Murray River	Local Road	N/A (estimated)	10
Lea Street	Murray River	Local Road	N/A (estimated)	10
Carne Street (north of Tallow Street)	Murray River	Local Road	N/A (estimated)	50
Young Street	Murray River	Local Road	N/A (estimated)	50
Roads within Hay LGA				
Cobb Highway	Hay	State Road	Yes - TfNSW Traffic Counter, Station ID - 97234	10
Glenhope Road	Hay	Local Road	N/A (estimated)	10
Jerilderie Road	Hay	Local Road	N/A (estimated)	20
Maude Road	Hay	Regional Road	Yes - Traffic surveyor counts available.	10
Moama Street	Hay	State Road	N/A (estimated)	50

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Romani Road	Hay	Local Road	N/A (estimated)	10
Sturt Highway (between Cobb Highway and Newell Highway)	Hay	State Road	Yes - TfNSW Traffic Counter, Station ID - 95021	50
West Burrabogie Road	Hay	Local Road	N/A (estimated)	10
Thelangerin Road	Hay	Local Road	N/A (estimated)	20
Showground Road	Hay	Local Road	N/A (estimated)	10
Dunera Way	Hay	Local Road	N/A (estimated)	10
Roads within Edward River LGA				
Booororban-Tchelery Road	Edward River	Local Road	N/A (estimated)	10
Carrathool Road	Edward River	Local Road	N/A (estimated)	20
Dry Lake Road	Edward River	Local Road	N/A (estimated)	10
East-West Road	Edward River	Local Road	N/A (estimated)	10
Finley Road (Deniliquin, part of Riverina Highway)	Edward River	State Road	Yes - TfNSW Traffic Counter, Station ID - 97318	50
Hay Road (Deniliquin, part of Cobb Highway)	Edward River	State Road	Yes - TfNSW Traffic Counter, Station ID - 97327	50
Millears Road	Edward River	Local Road	N/A (estimated)	20
Monimail Road	Edward River	Local Road	N/A (estimated)	20
Moonbria Road	Edward River	Local Road	N/A (estimated)	20
Nesbits Road	Edward River	Local Road	N/A (estimated)	20
Pretty Pine Road (east)	Edward River	Regional Road	Yes - TfNSW Traffic Counter, Station ID - 97066	20

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Riverina Highway (west of Finley)	Edward River	State Road	Yes - TfNSW Traffic Counter, Station ID - 97001	50
Wandook Road	Edward River	Local Road	N/A (estimated)	20
Warwillah Road	Edward River	Local Road	N/A (estimated)	20
Willurah Road	Edward River	Local Road	N/A (estimated)	20
Davidson Street (Deniliquin, part of Cobb Highway)	Edward River	State Road	N/A (estimated)	50
Charlotte Street (Deniliquin, part of Cobb Highway)	Edward River	State Road	N/A (estimated)	50
Ochertyre Street (Deniliquin, part of Cobb Highway)	Edward River	State Road	Yes - TfNSW Traffic Counter, Station ID - 97042	50
Hardinge Street (Deniliquin, part of Cobb Highway)	Edward River	State Road	N/A (estimated)	50
Wanderer Street	Edward River	Regional Road	N/A (estimated)	50
Maude Road	Edward River	Regional Road	No data available	No data available
Cobb Highway (south of Deniliquin)	Edward River	State Road	Yes - TfNSW Traffic Counter, Station ID - 97042	50
Goolgumbra Road	Edward River	Local Road	N/A (estimated)	20
Pooginook Road	Edward River	Local Road	N/A (estimated)	20
Unnamed track (located off Four Corners Road)	Edward River	Local Road	N/A (estimated)	10
Roads within Murrumbidgee LGA				
Bundure Road	Murrumbidgee	Local Road	N/A (estimated)	20
Cadell Road	Murrumbidgee	Local Road	N/A (estimated)	20
Colombo Road	Murrumbidgee	Local Road	N/A (estimated)	20
Conargo Road (in Conargo)	Murrumbidgee	Regional Road	N/A (estimated)	50
Crutchs Road	Murrumbidgee	Local Road	N/A (estimated)	20
Fernbank Road	Murrumbidgee	Local Road	N/A (estimated)	20

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Four Corners Road	Murrumbidgee	Local Road	Yes – Traffic counts available.	10
Jerilderie Street (Jerilderie)	Murrumbidgee	State Road	N/A (estimated)	50
Jerilderie-Urana Road	Murrumbidgee	Local Road	N/A (estimated)	50
Kidman Way (Near Morundah Road)	Murrumbidgee	State Road	Yes – TfNSW Traffic Counter, Station ID – 97246	25
Kidman Way (Near Sturt Highway)	Murrumbidgee	State Road	Yes – TfNSW Traffic Counter, Station ID – 97119	50
Liddles Lane	Murrumbidgee	Local Road	N/A (estimated)	20
Mcdonald Road	Murrumbidgee	Local Road	N/A (estimated)	20
Mclennons Bore Road	Murrumbidgee	Local Road	N/A (estimated)	20
Morundah Road	Murrumbidgee	Regional Road	N/A (estimated)	20
Newell Highway (north of Jerilderie)	Murrumbidgee	State Road	Yes – TfNSW Traffic Counter, Station ID – 97035	50
Newell Highway (south of Jerilderie)	Murrumbidgee	State Road	Yes – TfNSW Traffic Counter, Station ID – 97032	50
North Boundary Road	Murrumbidgee	Local Road	Yes – Traffic counts available.	10
Six Mile Lane	Murrumbidgee	Local Road	N/A (estimated)	20
Southey Street	Murrumbidgee	State Road	N/A (estimated)	50
Thurrowa Road	Murrumbidgee	Local Road	N/A (estimated)	20
Wilson Road	Murrumbidgee	Local Road	N/A (estimated)	20
Yamma Road	Murrumbidgee	Regional Road	N/A (estimated)	50
Conargo Road (near Sturt Highway)	Murrumbidgee	Regional Road	Yes – Traffic counts available.	10

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Sturt Highway (within Murrumbidgee LGA)	Murrumbidgee	State Road	N/A (estimated)	100
Crosby Road	Murrumbidgee	Local Road	N/A (estimated)	10
Gilbert Road	Murrumbidgee	Local Road	N/A (estimated)	20
Jimmy Cull Road	Murrumbidgee	Local Road	N/A (estimated)	20
Bencubbin Avenue	Murrumbidgee	Local Road	N/A (estimated)	20
Goolgumbbla Road	Edward River	Local Road	N/A (estimated)	20
Roads within Federation LGA				
Back Berrigan Road	Federation	Regional Road	N/A (estimated)	50
Barragunda Road	Federation	Local Road	N/A (estimated)	20
Battens Road	Federation	Local Road	N/A (estimated)	20
Berrigan Oaklands Road	Federation	Local Road	N/A (estimated)	50
Boree Creek Road	Federation	Regional Road	N/A (estimated)	50
Brookong Creek Road	Federation	Regional Road	Yes - TfNSW Traffic Counter, Station ID - 95211	50
Browley Street	Federation	Local Road	N/A (estimated)	50
Chapman Street	Federation	Regional Road	N/A (estimated)	50
Cocketgedong Road	Federation	Regional Road	Yes - TfNSW Traffic Counter, Station ID - 95335	20
Coonong Road	Federation	Local Road	N/A (estimated)	20
Cullivel Road	Federation	Local Road	N/A (estimated)	20
Drummond Street	Federation	Local Road	N/A (estimated)	50
Eades Street	Federation	Local Road	N/A (estimated)	50
Federation Way (north of Urana)	Federation	Regional Road	N/A (estimated)	20

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Federation Way (south of Urana)	Federation	Regional Road	Yes - TfNSW Traffic Counter, Station ID - 95214	20
Greenvale Road	Federation	Local Road	N/A (estimated)	20
Gums Road	Federation	Local Road	N/A (estimated)	20
Lachlan Street	Federation	Local Road	N/A (estimated)	50
Mahonga Road	Federation	Regional Road	N/A (estimated)	50
Mallons Road	Federation	Local Road	N/A (estimated)	50
Meritons Road	Federation	Local Road	N/A (estimated)	20
Spraydon Road	Federation	Local Road	N/A (estimated)	20
Strontian Road	Federation	Local Road	N/A (estimated)	50
West Gums Road	Federation	Local Road	N/A (estimated)	20
William Street	Federation	Regional Road	N/A (estimated)	50
Woodhouse Street	Federation	Regional Road	Yes - TfNSW Traffic Counter, Station ID - 95212	20
Yarrabee Street	Federation	Local Road	N/A (estimated)	50
Riverina Highway (north of Corowa in Federation Council)	Federation	State Road	N/A (estimated)	50
Honour Avenue (part of Riverina Highway)	Federation	State Road	N/A (estimated)	50
Boree Creek Road (north of Boree Creek)	Federation	Local Road	N/A (estimated)	50
Richmond Street	Federation	Local Road	N/A (estimated)	50
Stephen Street	Federation	Local Road	N/A (estimated)	20
Roads within Lockhart LGA				
Albury Road	Lockhart	Regional Road	N/A (estimated)	50
Andriskes Lane	Lockhart	Local Road	N/A (estimated)	20
Ben Hoffmans Lane	Lockhart	Local Road	N/A (estimated)	20

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Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Bidgeemia Road	Lockhart	Local Road	N/A (estimated)	50
Boree Creek Road	Lockhart	Regional Road	N/A (estimated)	50
Boyds Road/Somervilles Road	Lockhart	Local Road	N/A (estimated)	20
Bullenburg The Rock Road	Lockhart	Local Road	Yes - Traffic counts available.	10
County Boundary Road	Lockhart	Local Road	N/A (estimated)	20
Dunlevys Lane	Lockhart	Local Road	N/A (estimated)	20
East Street	Lockhart	Regional Road	N/A (estimated)	100
Flood Detour Road	Lockhart	Local Road	N/A (estimated)	20
Ford Street	Lockhart	Regional Road	N/A (estimated)	50
Frank Westblades Lane	Lockhart	Local Road	N/A (estimated)	20
French Park-Bullenbung Road	Lockhart	Local Road	N/A (estimated)	20
Green Street	Lockhart	Regional Road	N/A (estimated)	100
Hendersons Road	Lockhart	Local Road	N/A (estimated)	20
Lockhart Boree Creek Road	Lockhart	Local Road	N/A (estimated)	50
Lockhart Collingullie Road	Lockhart	Regional Road	Yes - Traffic counts available.	50
Lockhart-Kywong Road	Lockhart	Regional Road	N/A (estimated)	50
Lockhart Road (west of Bullenbong Creek)	Lockhart	Regional Road	N/A (estimated)	100
Lockhart The Rock Road	Lockhart	Local Road	N/A (estimated)	50
Mangoplah Road	Lockhart	Local Road	N/A (estimated)	50
Old French Park-Bullenbung Road	Lockhart	Local Road	N/A (estimated)	20
Olympic Highway (Between Urana St In The Rock And Yarrangundry St In Uranquinty)	Lockhart	State Road	Yes - TfNSW Traffic Counter, Station ID - 95551	125
Osborne Yerong Creek Road	Lockhart	Local Road	N/A (estimated)	50

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Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Railway Street (part of Olympic Highway))	Lockhart	State Road	Yes - TfNSW Traffic Counter, Station ID - 95551	125
Reid Street	Lockhart	Regional Road	Yes - TfNSW Traffic Counter, Station ID - 95336	20
Ryans Lane	Lockhart	Local Road	N/A (estimated)	20
Solider Settlement Road	Lockhart	Local Road	N/A (estimated)	20
Slys Lane	Lockhart	Local Road	N/A (estimated)	20
Spanish Avenue	Lockhart	Local Road	N/A (estimated)	20
Strong's Lane	Lockhart	Local Road	N/A (estimated)	20
Tenison Lane	Lockhart	Local Road	N/A (estimated)	20
The Rock Mangoplah Road	Lockhart	Local Road	N/A (estimated)	50
The Rock-Collingullie Road	Lockhart	Regional Road	N/A (estimated)	50
Tribolets Road	Lockhart	Local Road	N/A (estimated)	20
Urana Street (Lockhart)	Lockhart	Local Road	Yes - TfNSW Traffic Counter, Station ID - 95208	20
Urana Street (The Rock)	Lockhart	Regional Road	Yes - Traffic counts available.	50
Urana-Lockhart Road	Lockhart	Regional Road	Yes - TfNSW Traffic Counter, Station ID - 95336	20
Wandella Lane	Lockhart	Local Road	N/A (estimated)	20
Webbs Lane	Lockhart	Local Road	N/A (estimated)	20
Yuluma Road	Lockhart	Local Road	N/A (estimated)	20
Olympic Highway (south of The Rock)	Lockhart	State Road	Yes - TfNSW Traffic Counter, Station ID - 95551	125

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Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Edwards Road	Lockhart	Local Road	N/A (estimated)	10
Humphries Lane	Lockhart	Local Road	N/A (estimated)	10
Mortons Lane	Lockhart	Local Road	N/A (estimated)	10
Napier Road	Lockhart	Local Road	N/A (estimated)	10
Bullenbong Road	Lockhart	Local Road	No data available	No data available
Commera Wilson Lane	Lockhart	Local Road	N/A (estimated)	20
Tinamba Lane	Lockhart	Local Road	N/A (estimated)	20
Tutty's Lane	Lockhart	Local Road	N/A (estimated)	20
Wattles Road	Lockhart	Local Road	N/A (estimated)	20
Kings Lane	Lockhart	Local Road	N/A (estimated)	20
Roads within Wagga Wagga LGA				
Ashfords Road	Wagga Wagga	Local Road	N/A (estimated)	20
Boiling Down Road	Wagga Wagga	Local Road	N/A (estimated)	10
Brunskill Road	Wagga Wagga	Local Road	N/A (estimated)	20
Colin Knott Drive (part of Sturt Highway)	Wagga Wagga	State Road	N/A (estimated)	100
Dunns Road	Wagga Wagga	Local Road	Yes – Traffic counts available.	10
Edward Street (part of Sturt Highway)	Wagga Wagga	State Road	Yes – TfNSW Traffic Counter, Station ID – 95064	200
Elizabeth Avenue	Wagga Wagga	Local Road	N/A (estimated)	50
Glenfield Road	Wagga Wagga	Local Road	N/A (estimated)	100
Gregadoo East Road	Wagga Wagga	Local Road	Yes – Traffic counts available.	50
Gregadoo Road	Wagga Wagga	Local Road	N/A (estimated)	200

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Hammond Avenue (part of Sturt Highway)	Wagga Wagga	State Road	Yes – TfNSW Traffic Counter, Station ID – 95486	900
Hanging Rock Road	Wagga Wagga	Local Road	N/A (estimated)	20
Holbrook Road	Wagga Wagga	Regional Road	Yes – TfNSW Traffic Counter, Station ID – 95176	100
Inglewood Road	Wagga Wagga	Local Road	N/A (estimated)	50
Koorringal Road	Wagga Wagga	Local Road	N/A (estimated)	200
Lake Albert Road	Wagga Wagga	Local Road	N/A (estimated)	200
Lloyd Road	Wagga Wagga	Local Road	Yes – Traffic counts available.	100
Lockhart Road (east of Bullenbong Creek)	Wagga Wagga	Regional Road	Yes – TfNSW Traffic Counter, Station ID – 95204	50
Mitchell Road	Wagga Wagga	Local Road	N/A (estimated)	100
Moorong Street (part of Olympic Highway)	Wagga Wagga	State Road	N/A (estimated)	200
Old Station Road	Wagga Wagga	Local Road	N/A (estimated)	20
Olympic Highway (north of Wagga Wagga)	Wagga Wagga	State Road	Yes – TfNSW Traffic Counter, Station ID – 95137	100
Olympic Highway (Between Sturt Highway and Yarrangundry Street in Uranquinty)	Wagga Wagga	State Road	Yes – TfNSW Traffic Counter, Station ID – 95065	150
Oxley Bridge Road	Wagga Wagga	Local Road	N/A (estimated)	50
Pearson Street	Wagga Wagga	Local Road	N/A (estimated)	200
Plumpton Road	Wagga Wagga	Local Road	N/A (estimated)	100
Red Hill Road	Wagga Wagga	Local Road	N/A (estimated)	300
Rowan Road	Wagga Wagga	Local Road	N/A (estimated)	20

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EnergyConnect (NSW - Eastern Section) Stage 1 and Stage 2 Traffic and Transport Management Plan

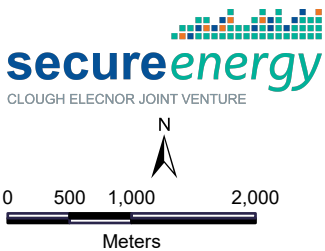
Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Somervilles Road	Wagga Wagga	Local Road	N/A (estimated)	20
Sturt Highway (east of Wagga Wagga)	Wagga Wagga	State Road	Yes - TfNSW Traffic Counter, Station ID - 95060	200
Sturt Highway (between Olympic Highway and Wagga Wagga)	Wagga Wagga	State Road	Yes - TfNSW Traffic Counter, Station ID - 95062	350
The Rock-Narrandera Road	Wagga Wagga	Local Road	N/A (estimated)	20
Travers Street	Wagga Wagga	Local Road	N/A (estimated)	200
Tumbarumba Road	Wagga Wagga	Regional Road	N/A (estimated)	100
Uranquinty Cross Road	Wagga Wagga	Local Road	N/A (estimated)	50
Yarragundry Street	Wagga Wagga	Local Road	N/A (estimated)	100
Key Street	Wagga Wagga	Local Road	N/A (estimated)	50
Ryan Street	Wagga Wagga	Local Road	N/A (estimated)	50
Sturt Highway (between Newell Highway and Olympic Highway)	Wagga Wagga	State Road	Yes - TfNSW Traffic Counter, Station ID - 95064	200
Bakers Lane	Wagga Wagga	Local Road	N/A (estimated)	20
Bourke Street	Wagga Wagga	Regional Road	Yes - TfNSW Traffic Counter, Station ID - 95412	450
Docker Street	Wagga Wagga	Regional Road	Yes - TfNSW Traffic Counter, Station ID - 95412	450
Bullenbong Road	Wagga Wagga	Local Road	No data available	No data available
Kyeamba Avenue	Wagga Wagga	Local Road	N/A (estimated)	20
Vincent Road	Wagga Wagga	Local Road	N/A (estimated)	20
Redbank Road	Wagga Wagga	Local Road	N/A (estimated)	20

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Road name and location	Local government area	NSW road network classification	Traffic count availability	Estimated peak hour volume (vehicles per hour in one direction)
Roads within Berrigan LGA				
Chanter Street (part of Riverina Highway)	Berrigan	State Road	No data available	No data available
Barragunda Road (part of Riverina Highway)	Berrigan	State Road	No data available	No data available
Tuppall Street (part of Riverina Highway)	Berrigan	State Road	No data available	No data available
Murray Street (part of Newell Highway)	Berrigan	State Road	No data available	No data available
Dean Street (part of Newell Highway)	Berrigan	State Road	No data available	No data available
Oaklands Road	Berrigan	Regional Road	No data available	No data available
Carter Street	Berrigan	Regional Road	No data available	No data available
Jerilderie Street	Berrigan	Regional Road	Yes - TfNSW Traffic Counter, Station ID - 97256	30
Strathvale Road	Berrigan	Local Road	N/A (estimated)	10
Roads within Narrandera LGA				
Lockhart Road	Narrandera	Regional Road	No data available	No data available
Kywong Boree Creek Road	Narrandera	Local Road	No data available	No data available
Strontian Road	Narrandera	Local Road	No data available	No data available

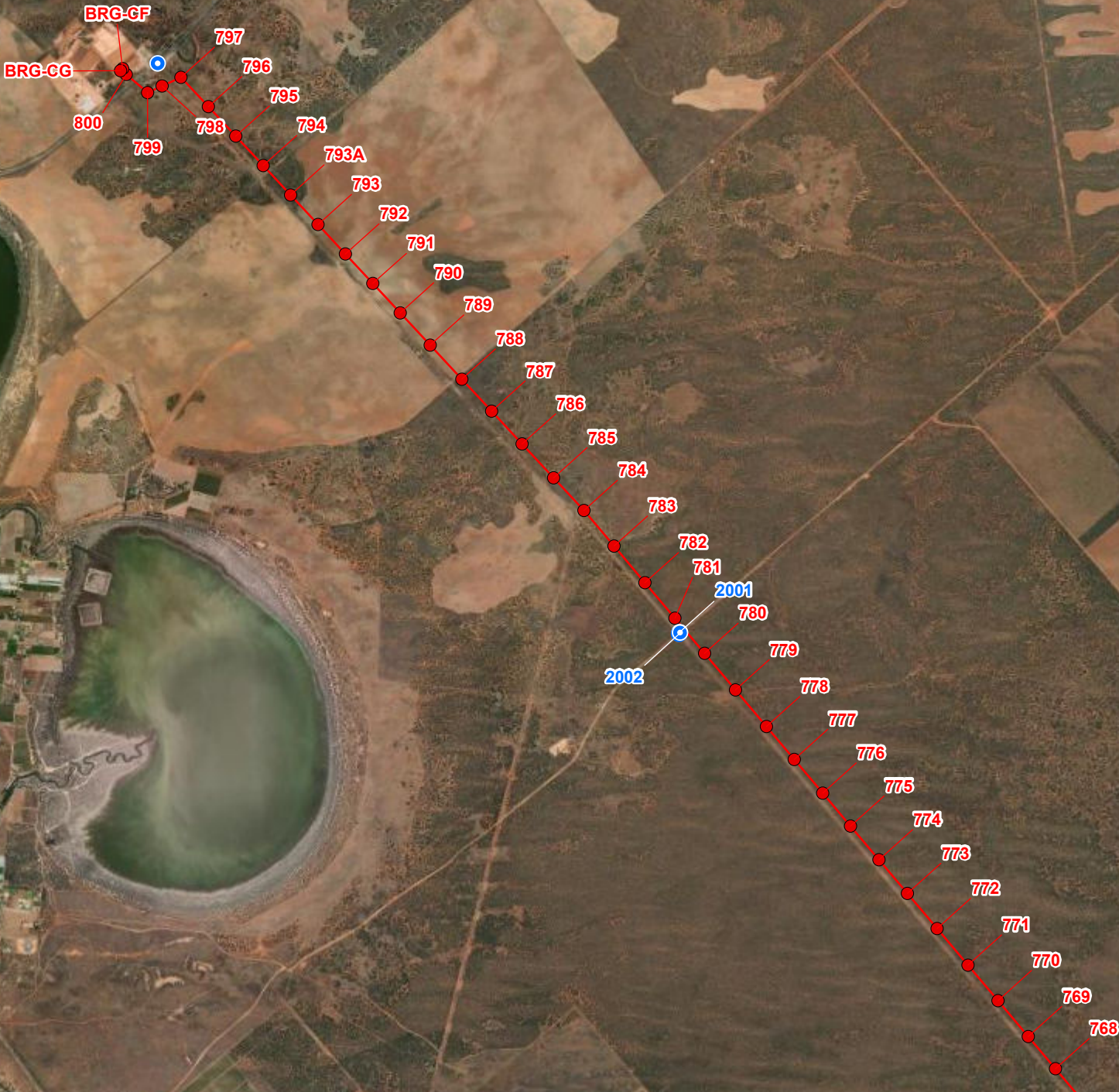
Appendix D - Access point mapping

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- Legend
- Access Track Points
 - Towers
 - L2



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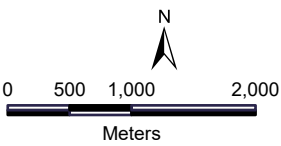
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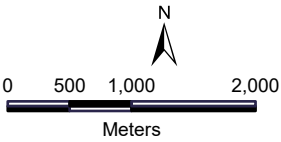
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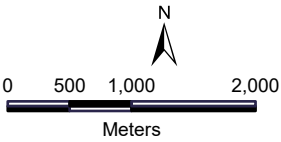
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MAP 3 OF 56



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Legend

- Access Track Points
- Towers
- L2



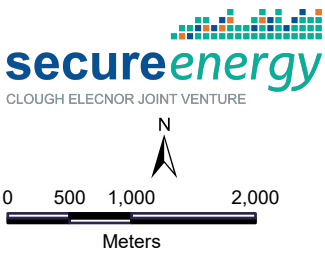
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MAP 5 OF 56



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CLOUGH ELECNOR JOINT VENTURE



N



0 500 1,000 2,000
Meters

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 -  L2



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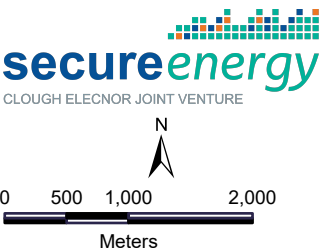
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- Legend
- Towers
 - L2



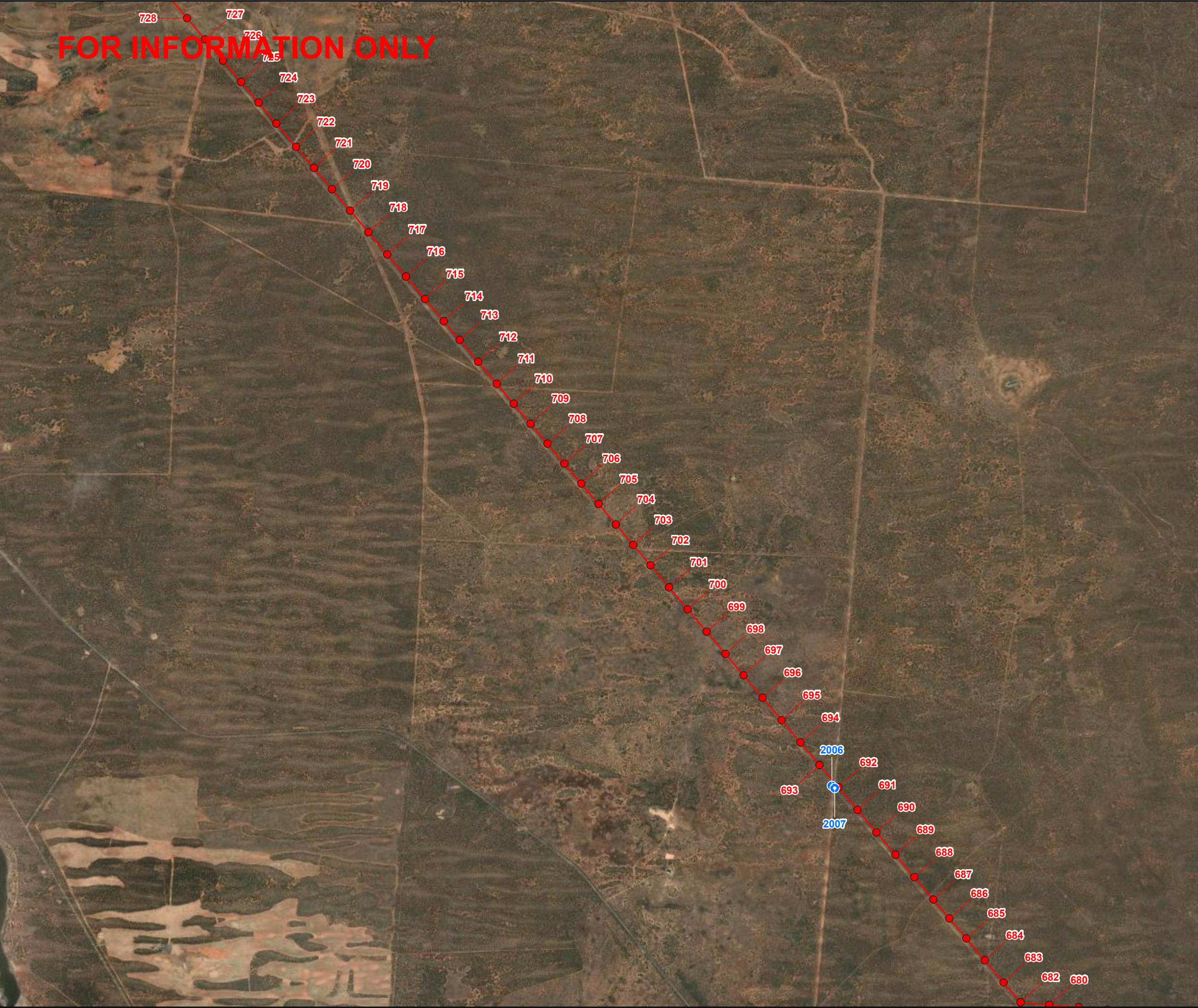
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MAP 7 OF 56



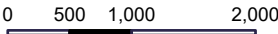
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CLOUGH ELECNOR JOINT VENTURE



N



0 500 1,000 2,000
Meters

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- Legend
-  Access Track Points
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 -  L2



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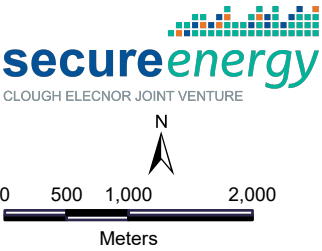
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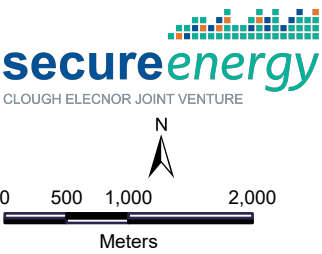
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ACCESS POINTS L2
MAP 10 OF 56





CLOUGH ELECNOR JOINT VENTURE

N

0 500 1,000 2,000

Meters

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Mildura

Wagga Wagga

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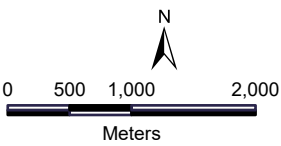
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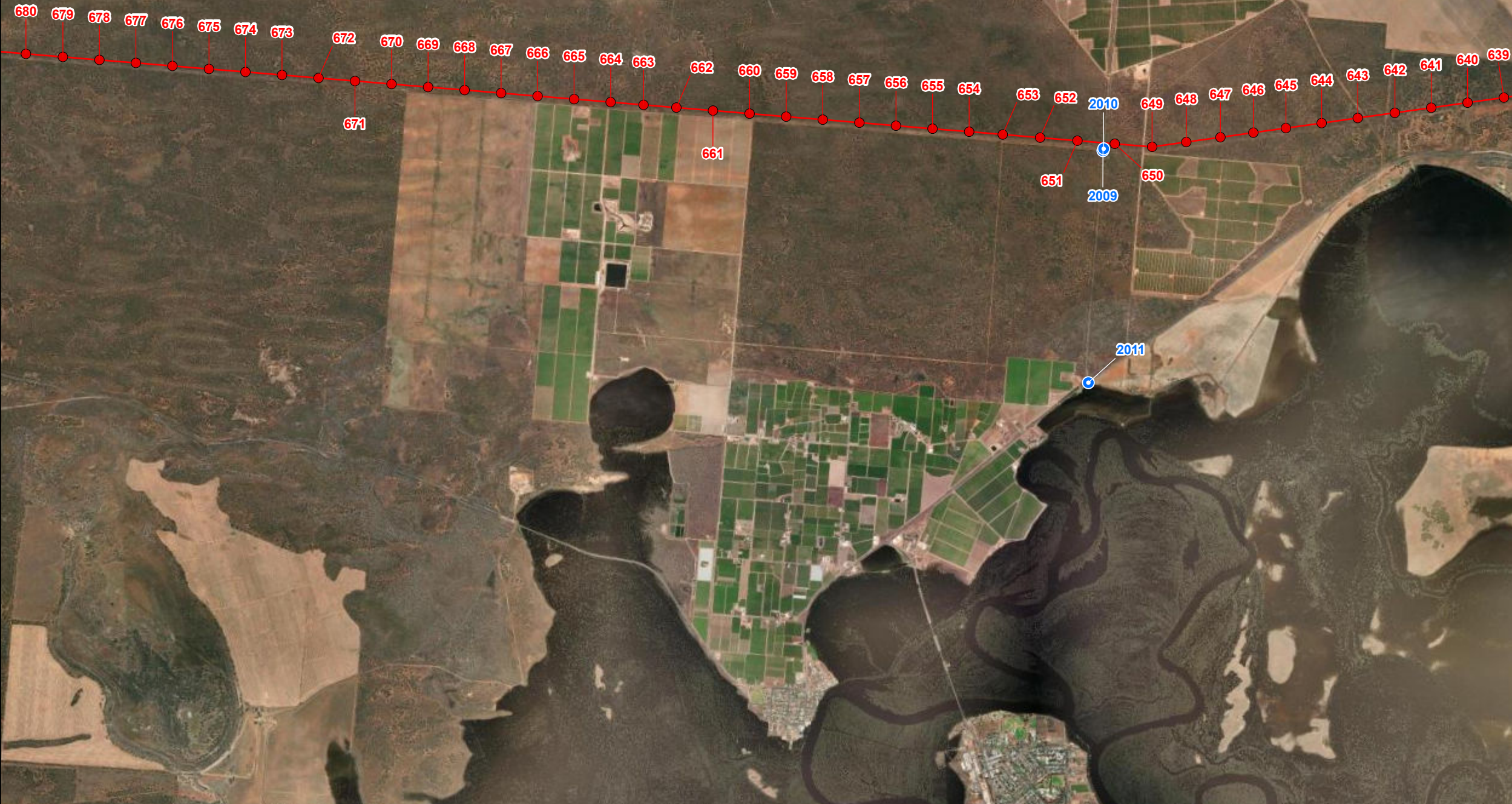
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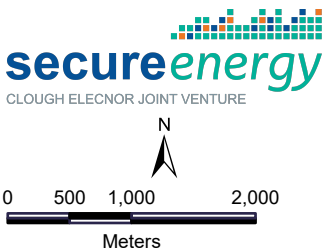
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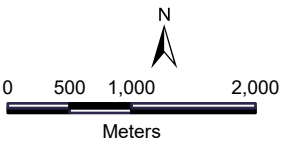
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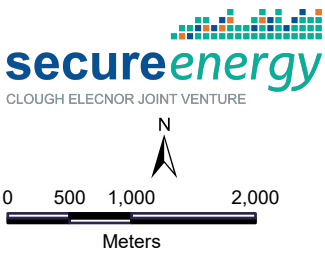
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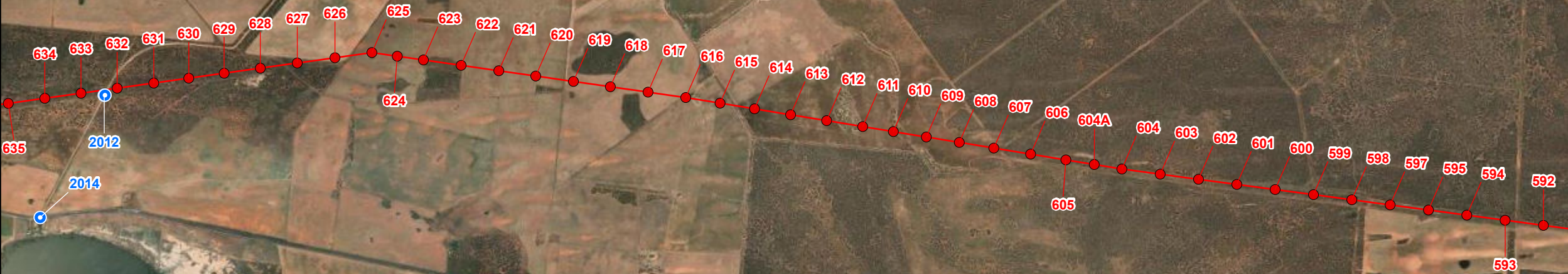
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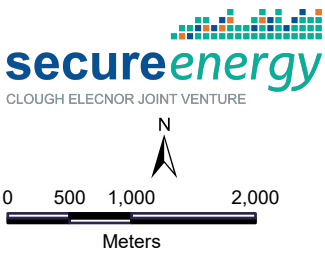
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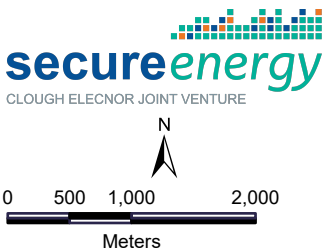
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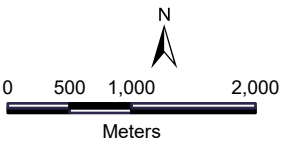
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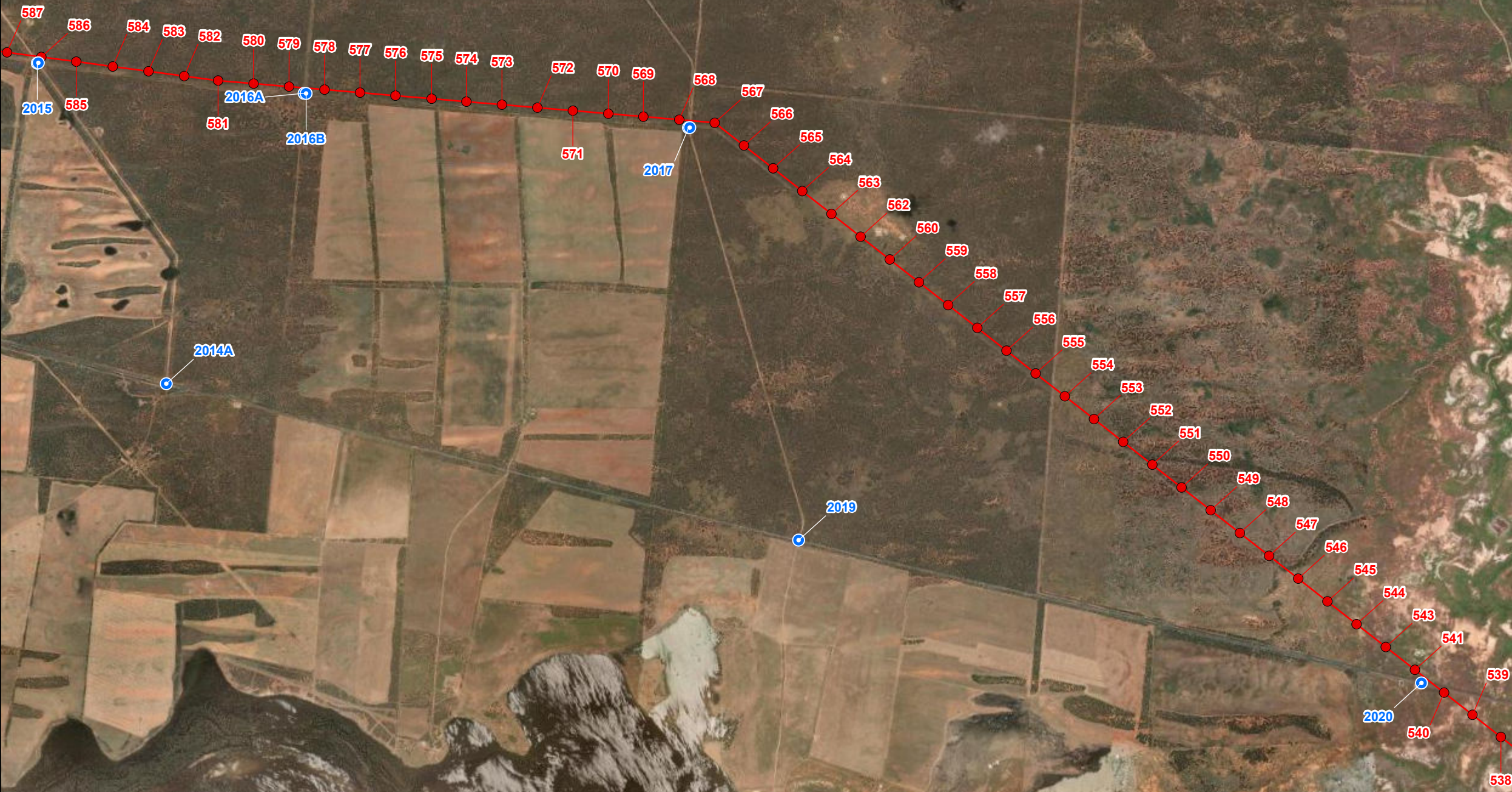
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- Towers
- L2



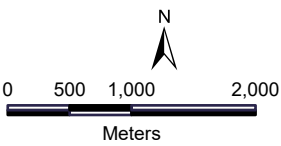
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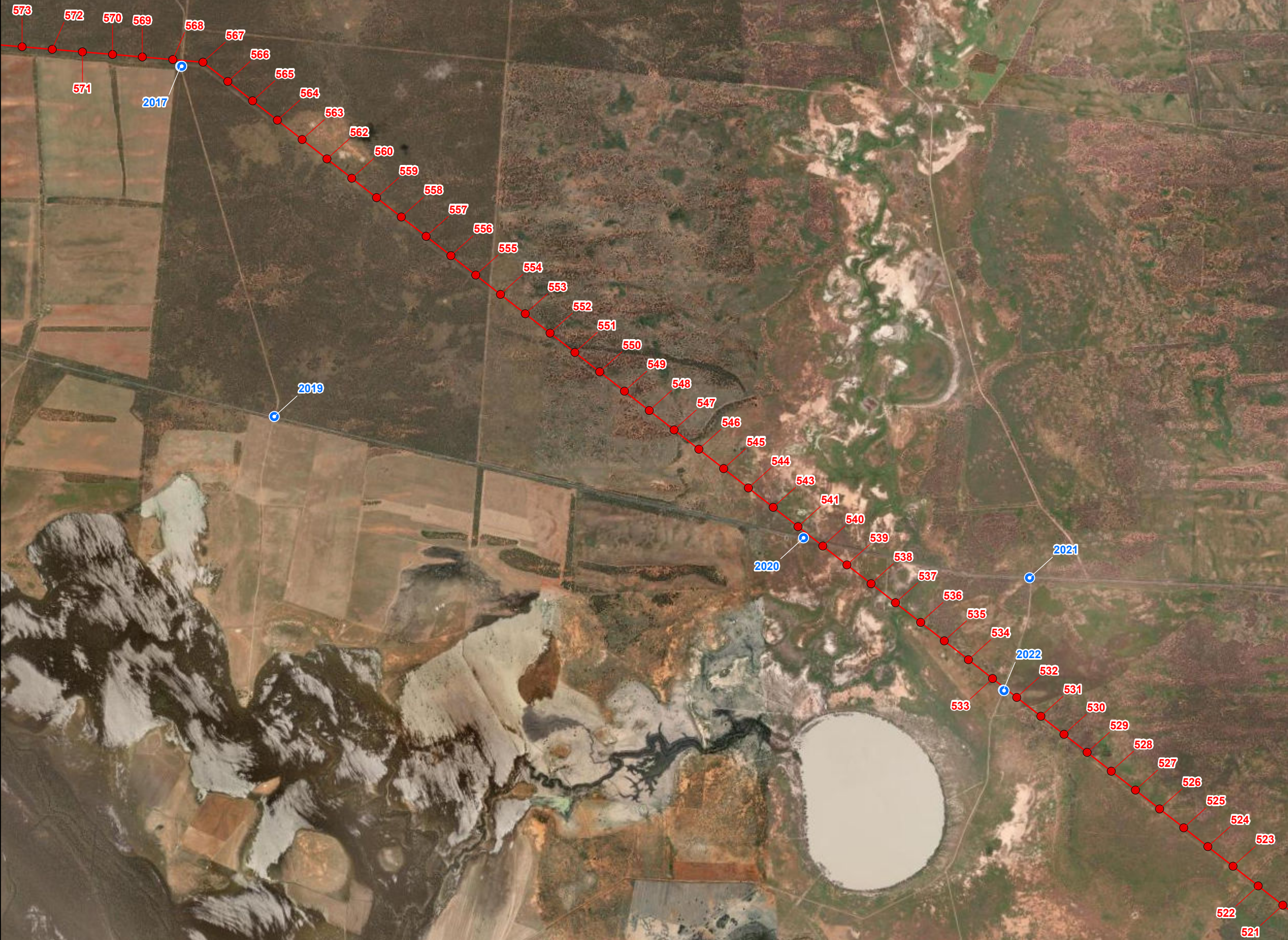
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Scale: 1:61,035 (when printed at A3)

Legend

- Access Track Points
- Towers
- L2



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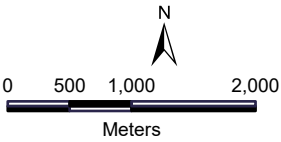
World Imagery: Earthstar Geographics

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ACCESS POINTS L2
MAP 19 OF 56



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Legend

-  Access Track Points
-  Towers
-  L2

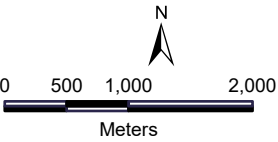
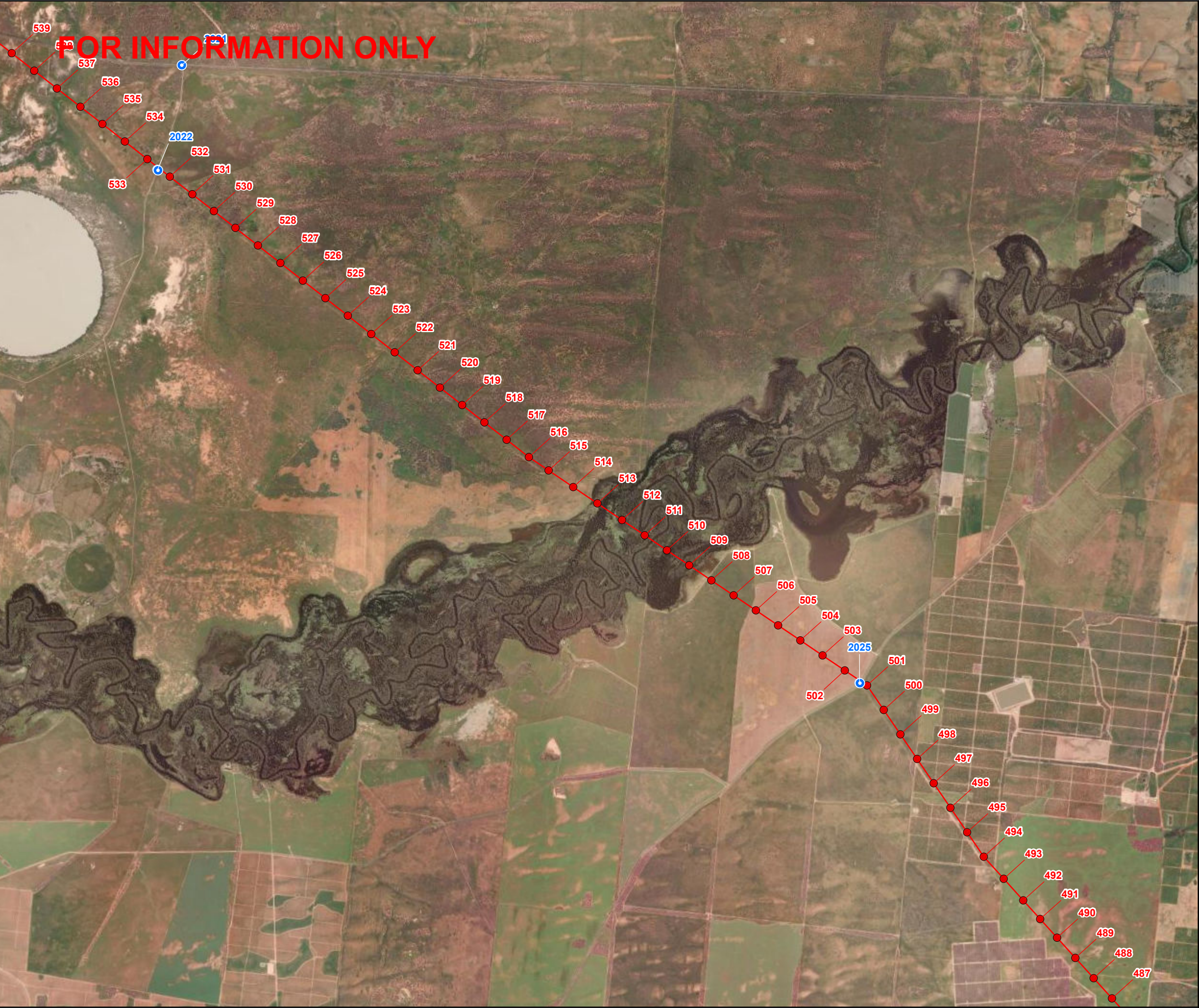


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ACCESS POINTS L2
MAP 20 OF 56



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Legend

- Access Track Points
- Towers
- L2

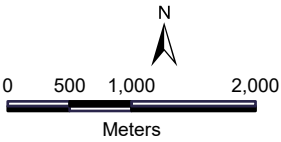
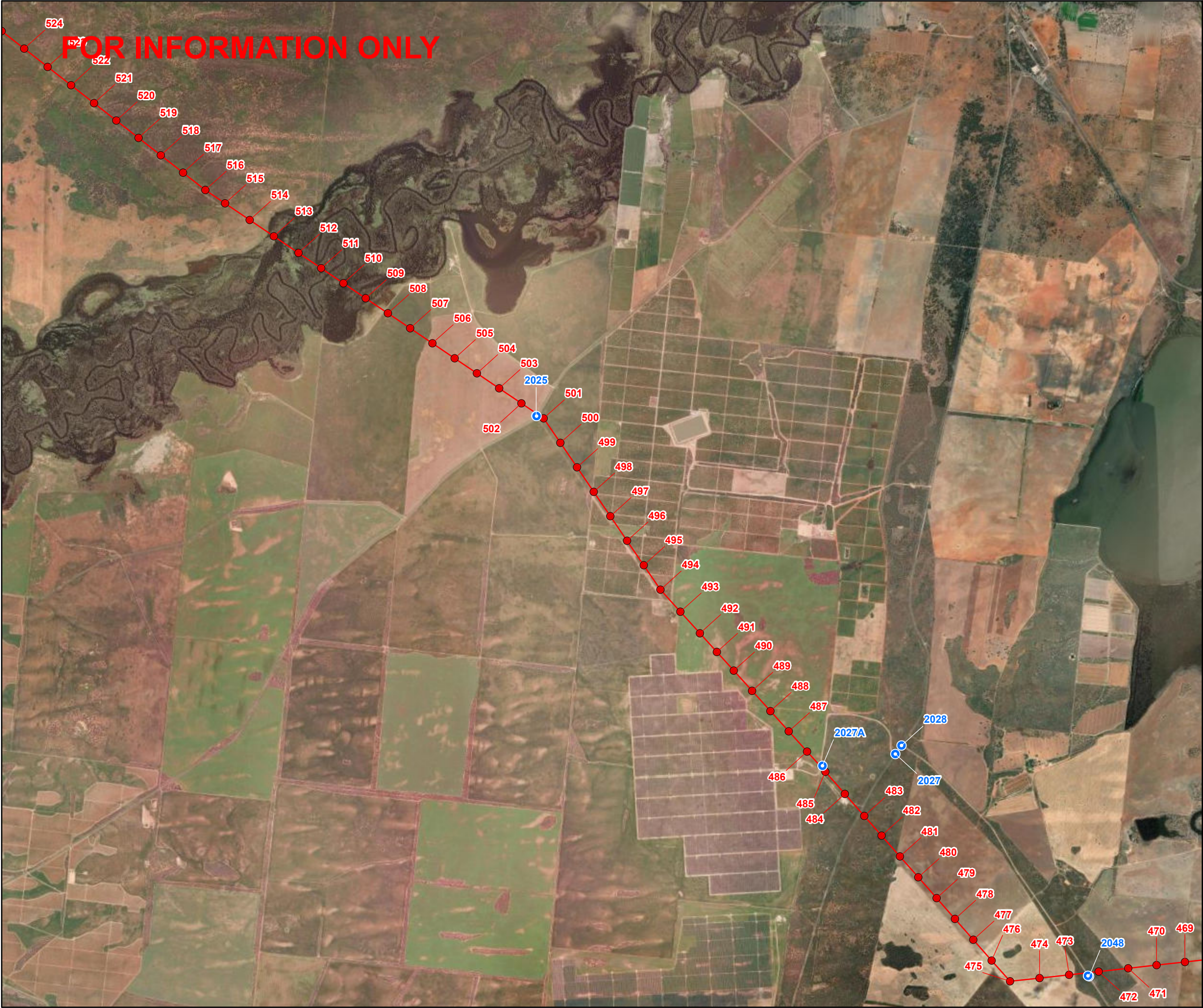


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MAP 21 OF 56



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Legend

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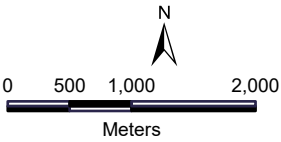
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**ACCESS POINTS L2
MAP 22 OF 56**



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Legend

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ACCESS POINTS L2
MAP 23 OF 56



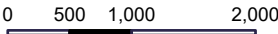
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- Legend
-  Access Track Points
 -  Towers
 -  L2



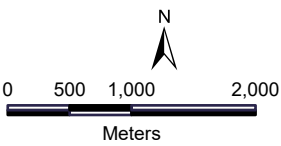
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MAP 24 OF 56

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Legend

- Access Track Points
- Towers
- L2



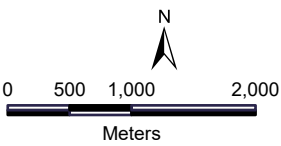
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ACCESS POINTS L2
MAP 25 OF 56

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Legend

- Access Track Points
- Towers
- L2



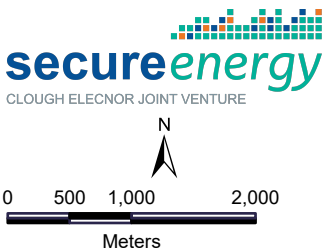
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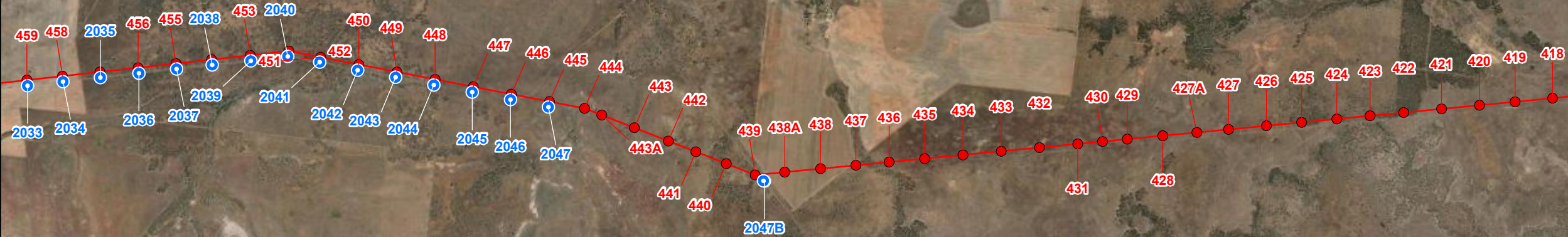
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- Legend
- Access Track Points
 - Towers
 - L2



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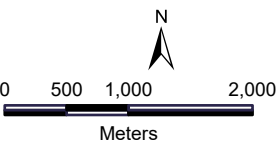
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MAP 27 OF 56

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- Access Track Points
- Towers
- L2



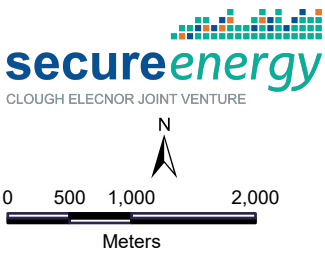
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- Legend
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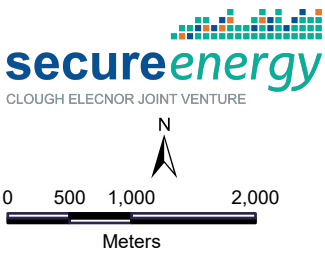
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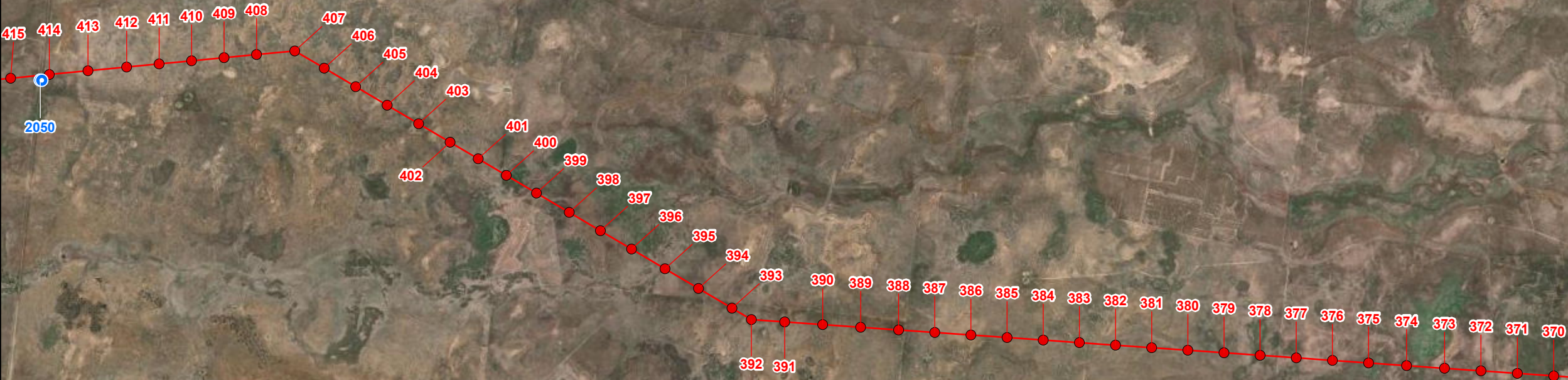
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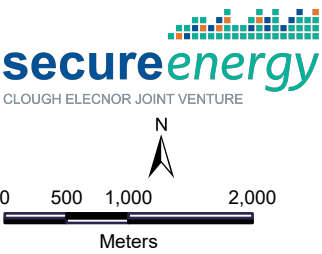
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MAP 30 OF 56

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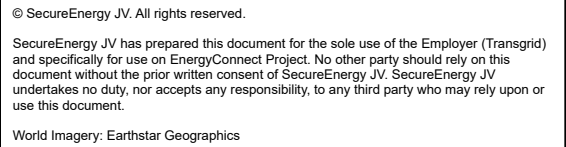
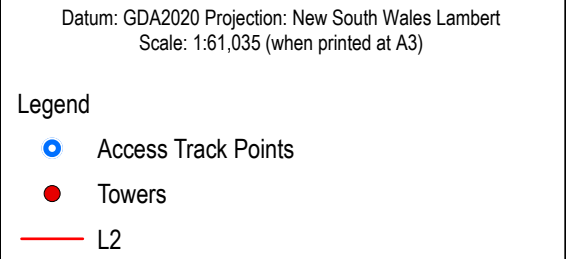
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ACCESS POINTS L2
MAP 31 OF 56

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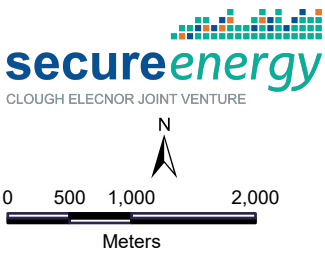
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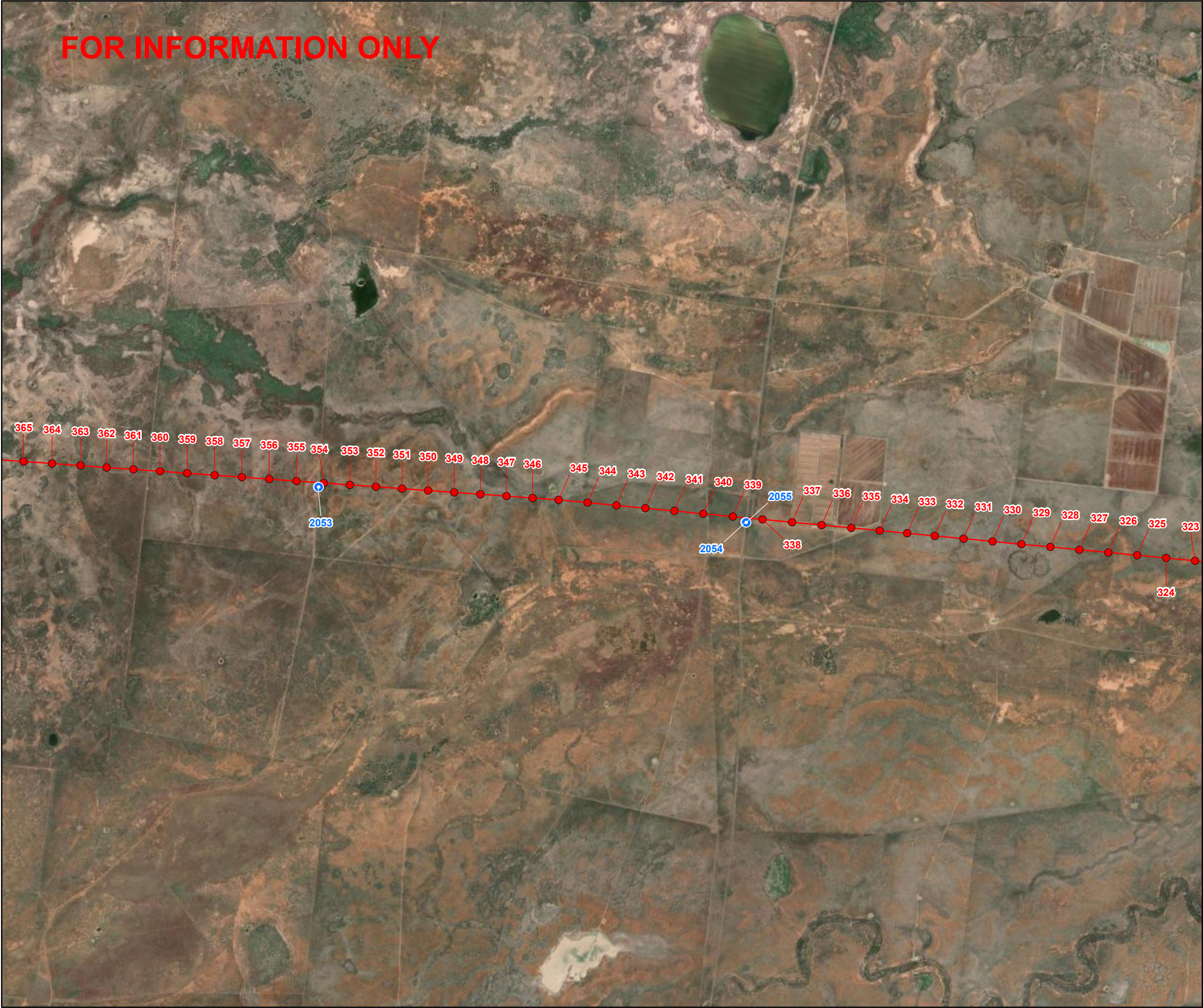
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- Legend
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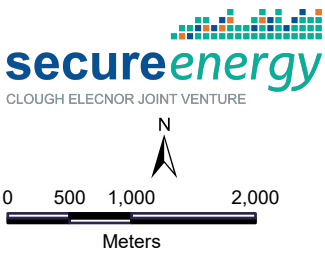
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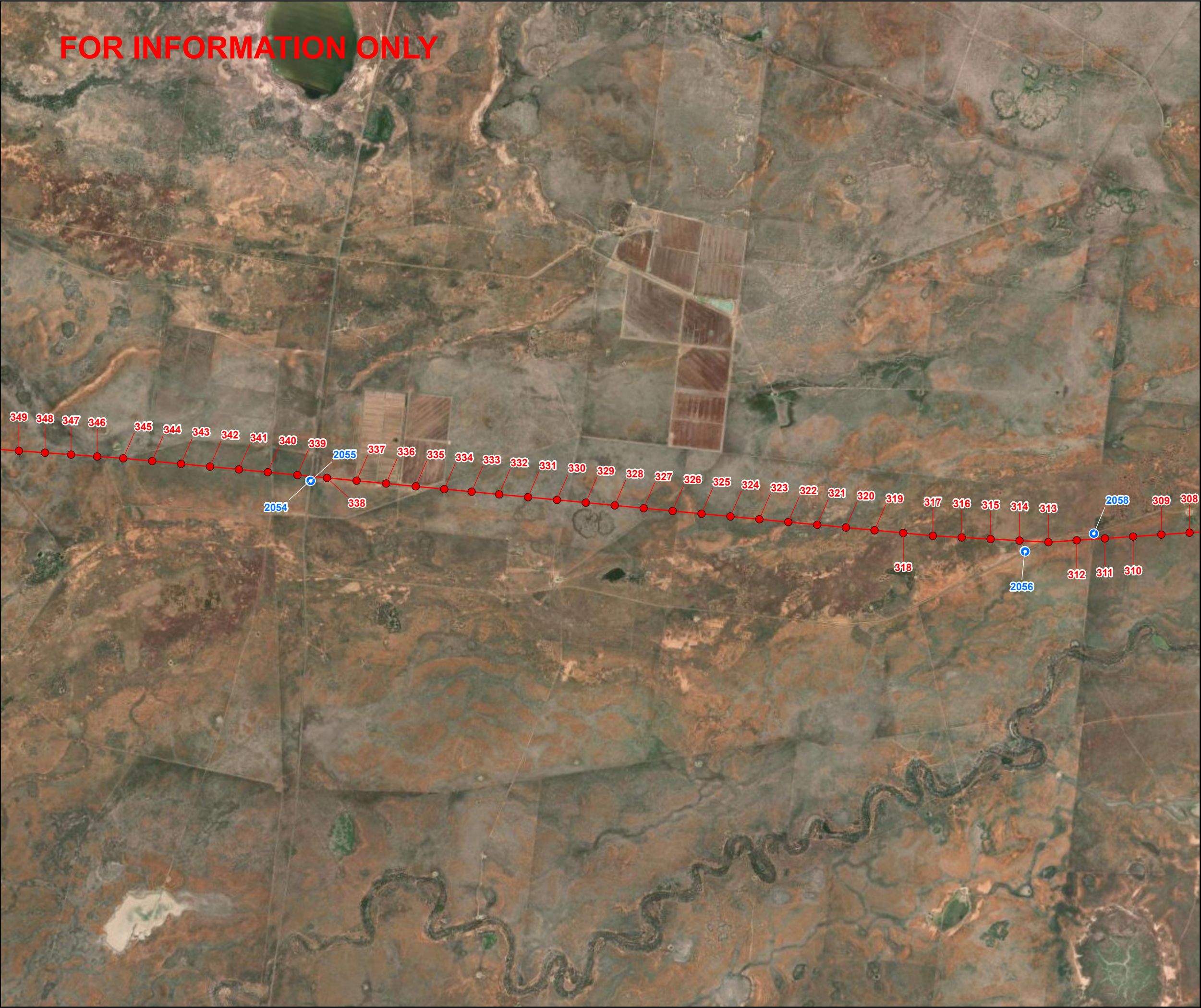
ACCESS POINTS L2
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 - Towers
 - L2



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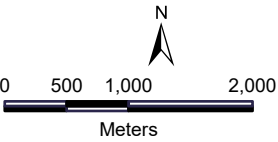
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MAP 34 OF 56

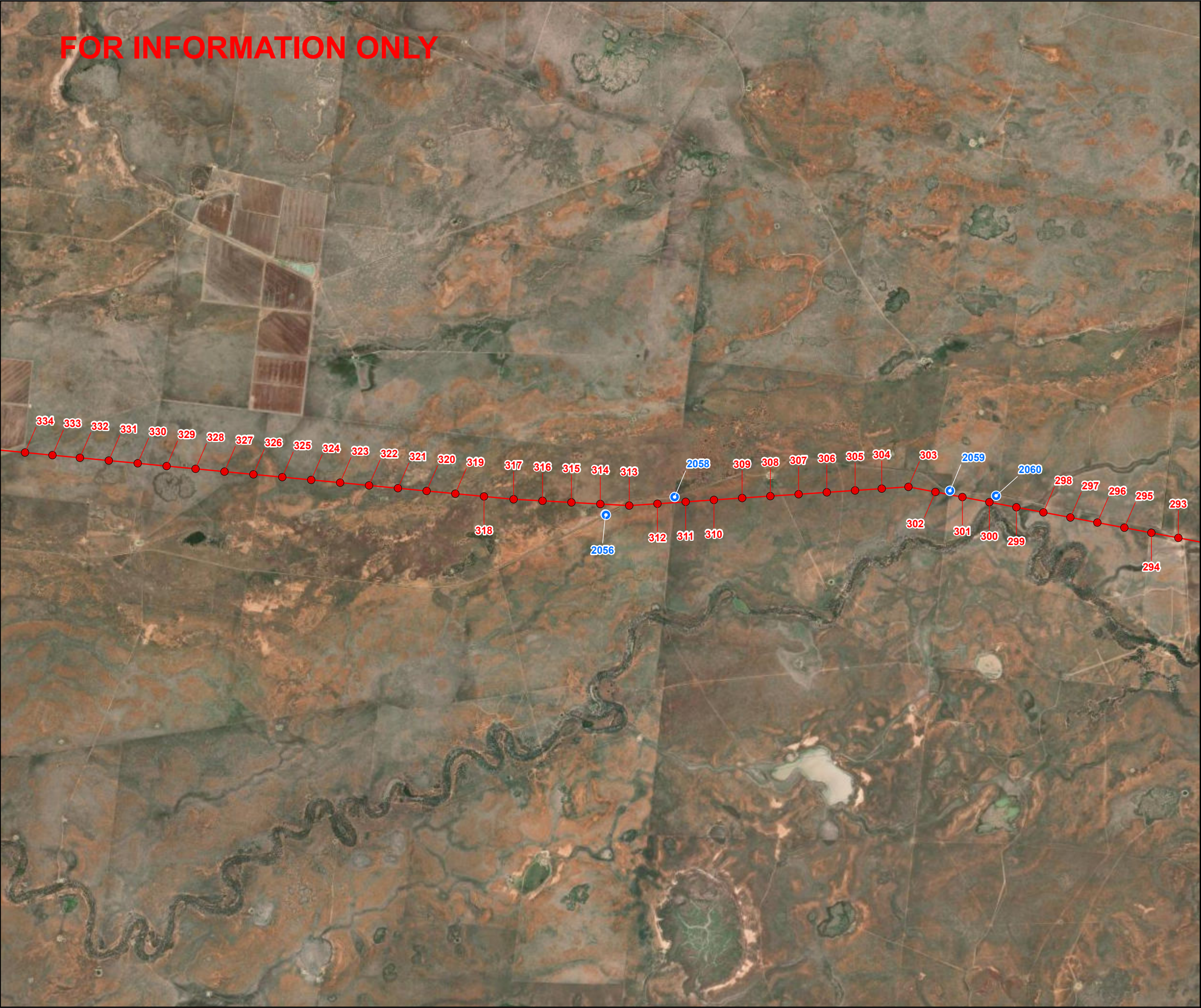
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Legend

- Access Track Points
- Towers
- L2



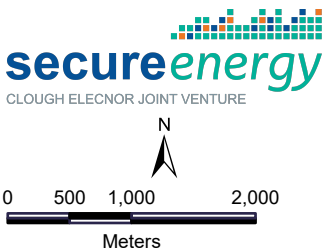
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- Legend
- Access Track Points
 - Towers
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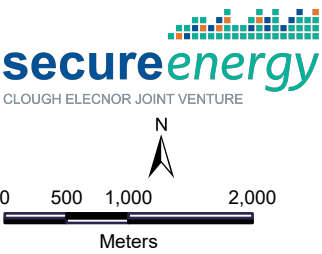
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- Legend
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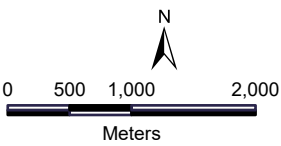
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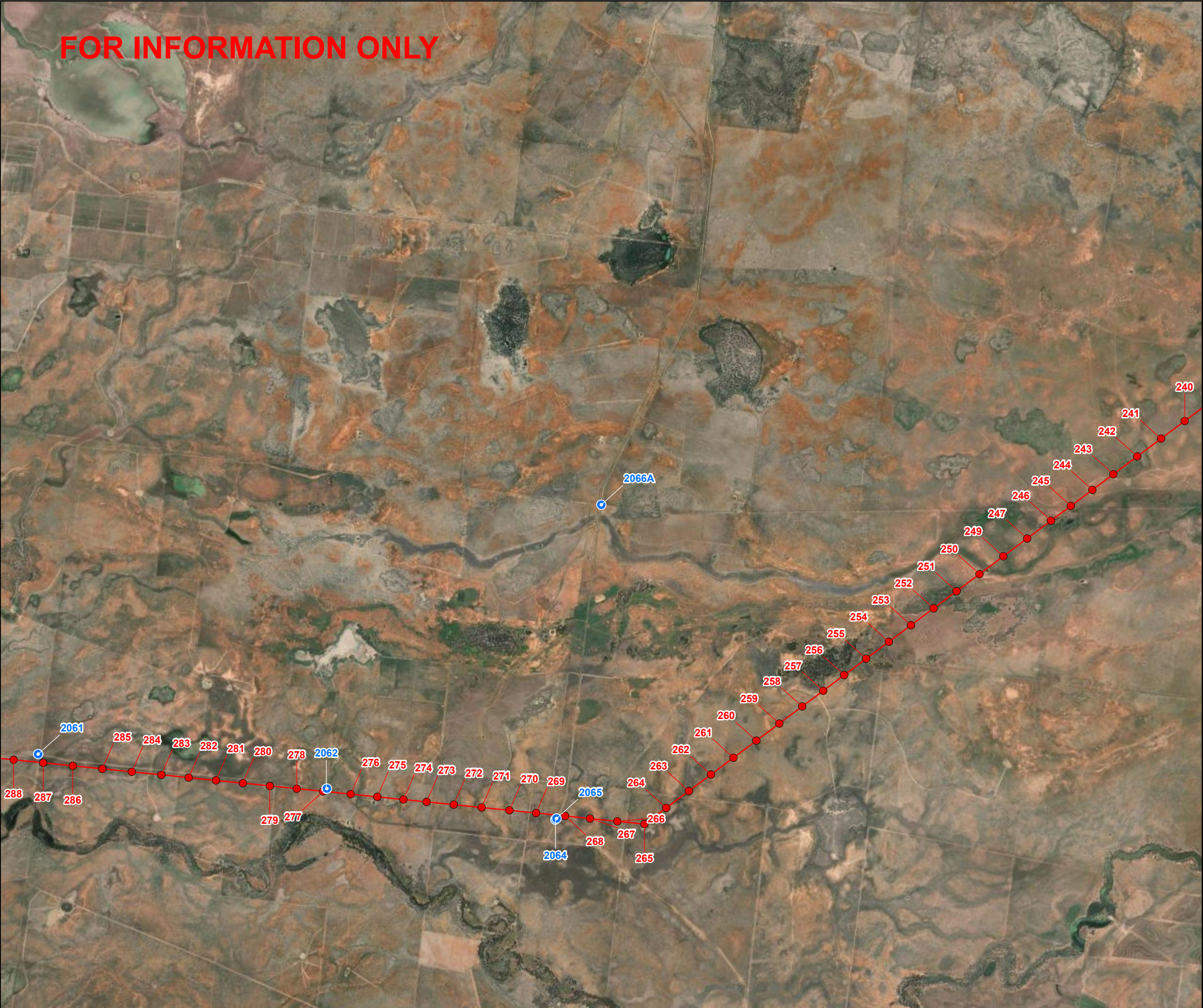
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Legend

- Access Track Points
- Towers
- L2



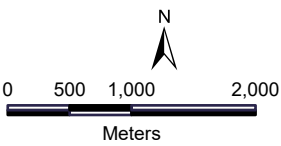
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ACCESS POINTS L2
MAP 38 OF 56

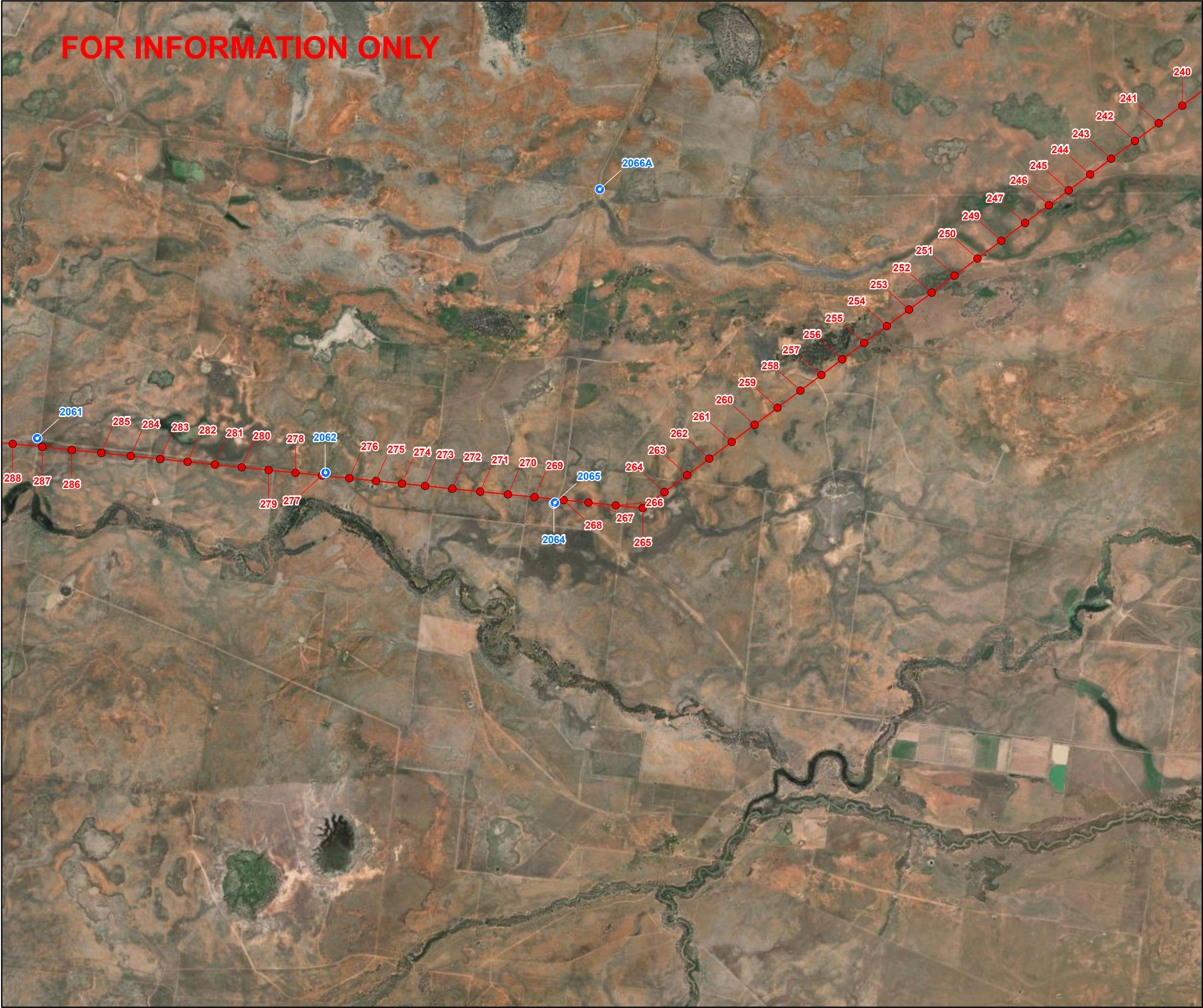
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- Access Track Points
- Towers
- L2



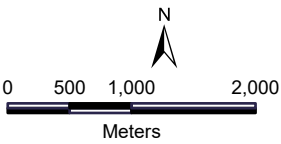
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Legend

- Access Track Points
- Towers
- L2



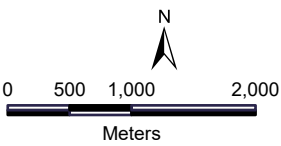
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Legend

- Access Track Points
- Towers
- L2



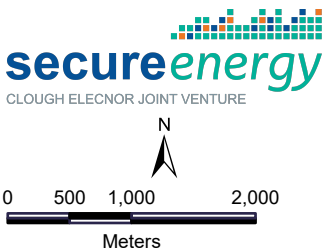
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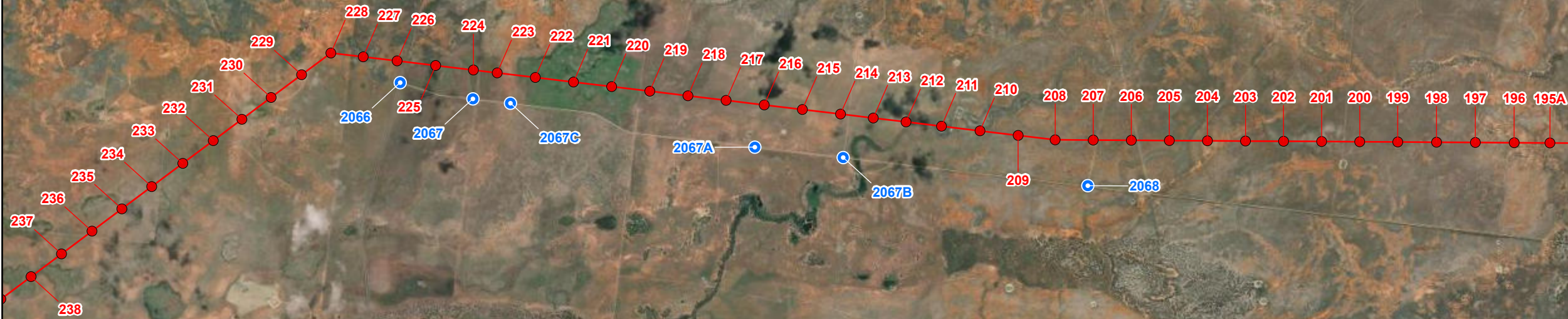
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MAP 41 OF 56

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- Legend
- Access Track Points
 - Towers
 - L2



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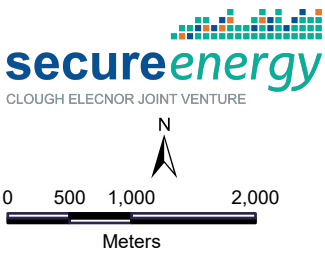
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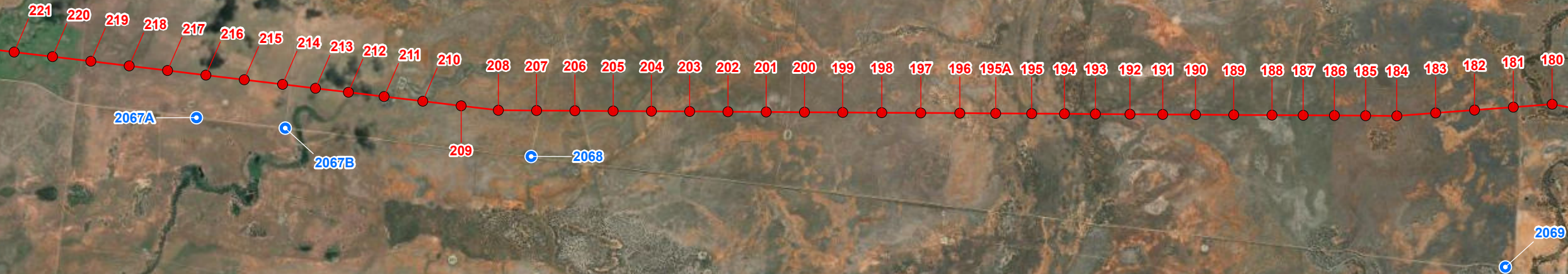
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MAP 43 OF 56

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CLOUGH ELECNOR JOINT VENTURE



N



0 500 1,000 2,000
Meters

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- Legend
-  Access Track Points
 -  Towers
 -  L2



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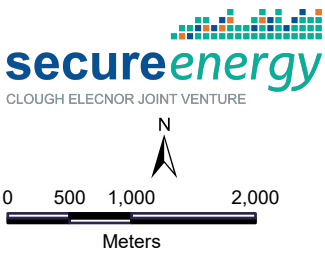
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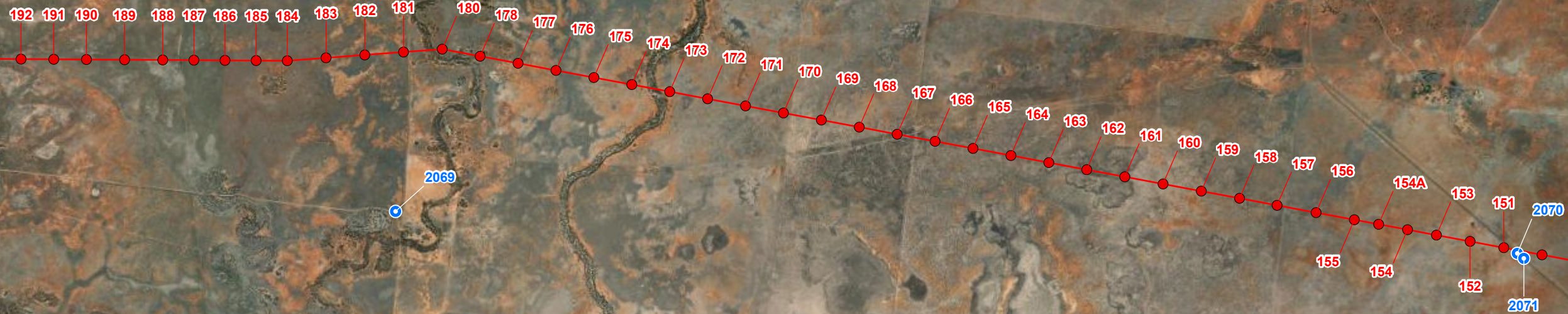
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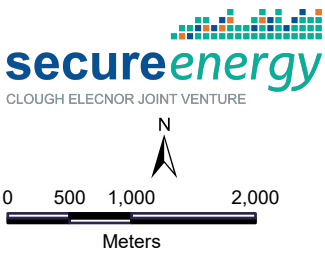
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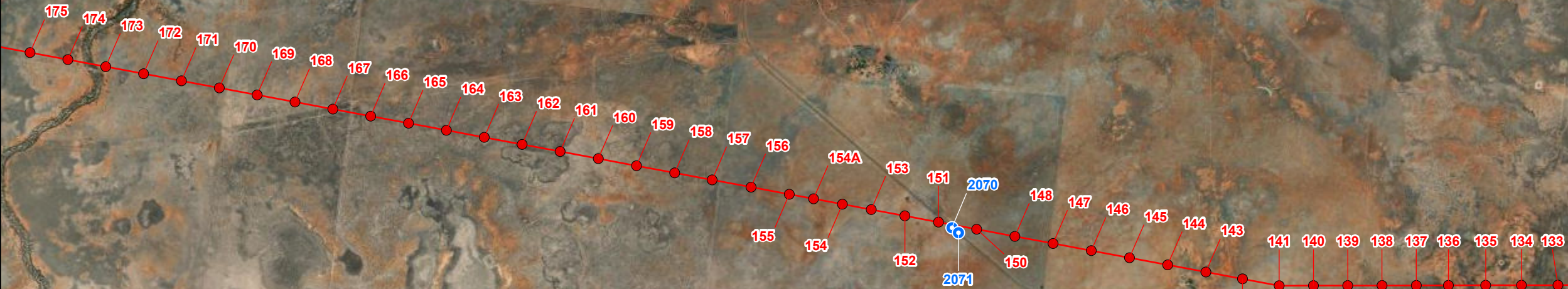
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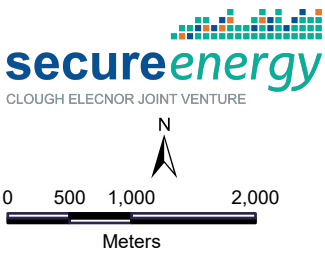
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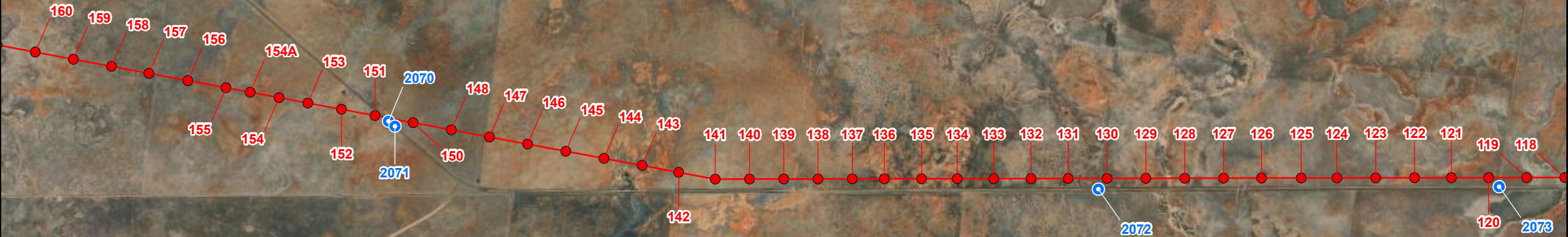
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- Legend
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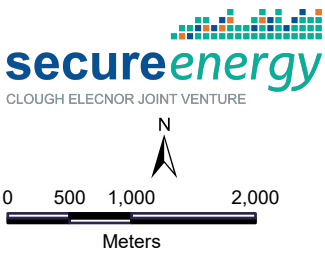
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- Access Track Points
 - Towers
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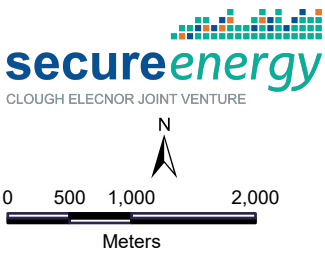
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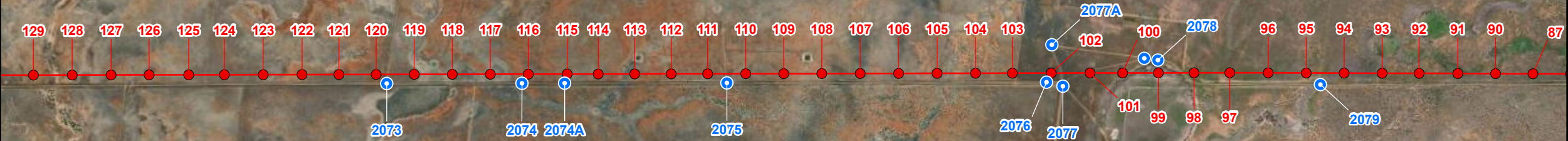
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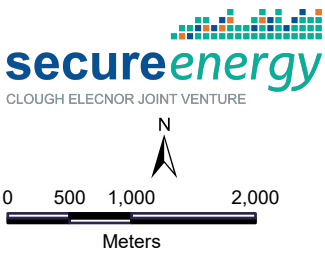
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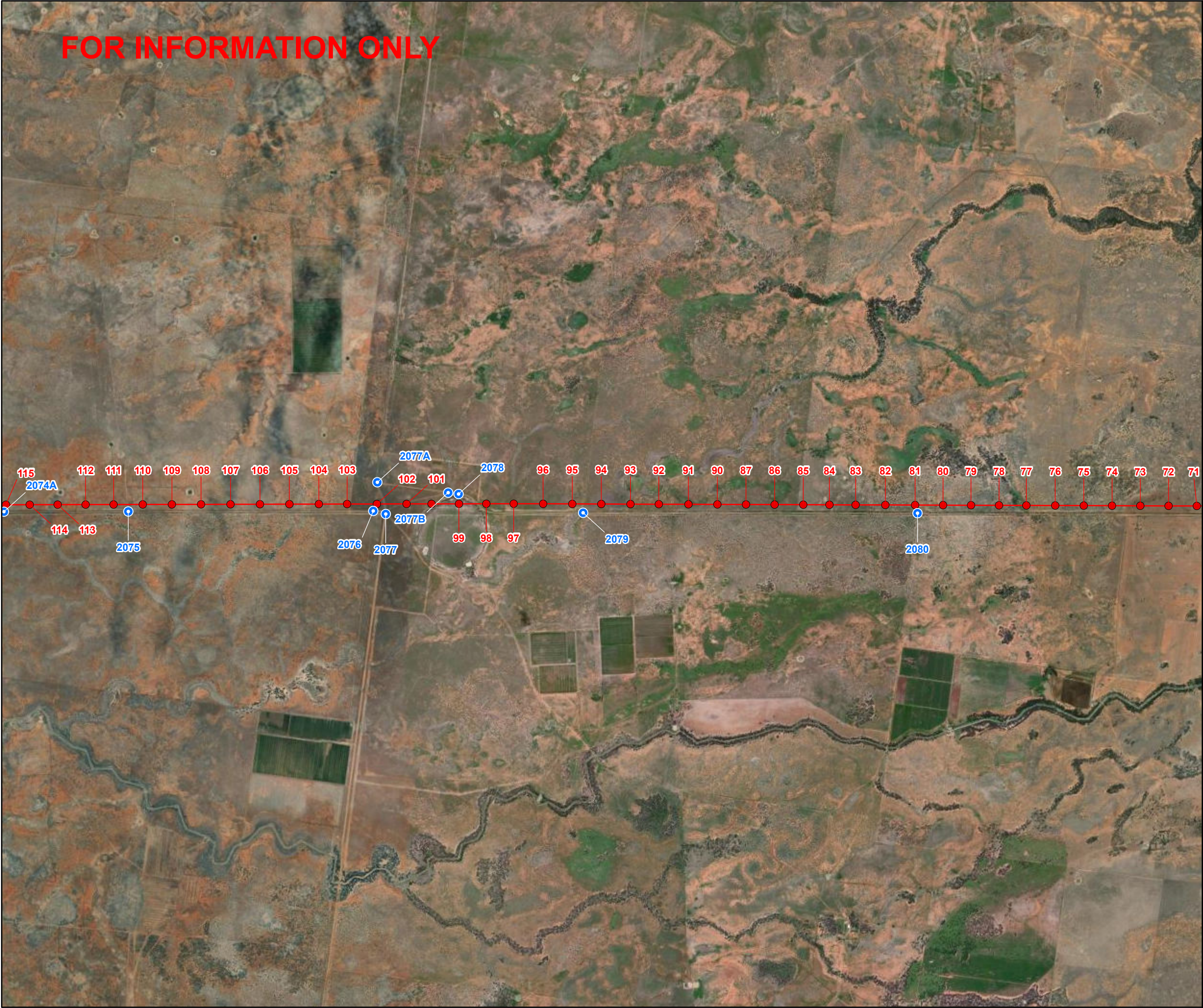
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- Legend
- Access Track Points
 - Towers
 - L2



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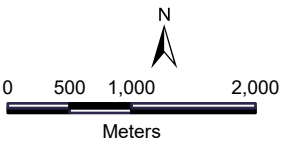
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MAP 50 OF 56

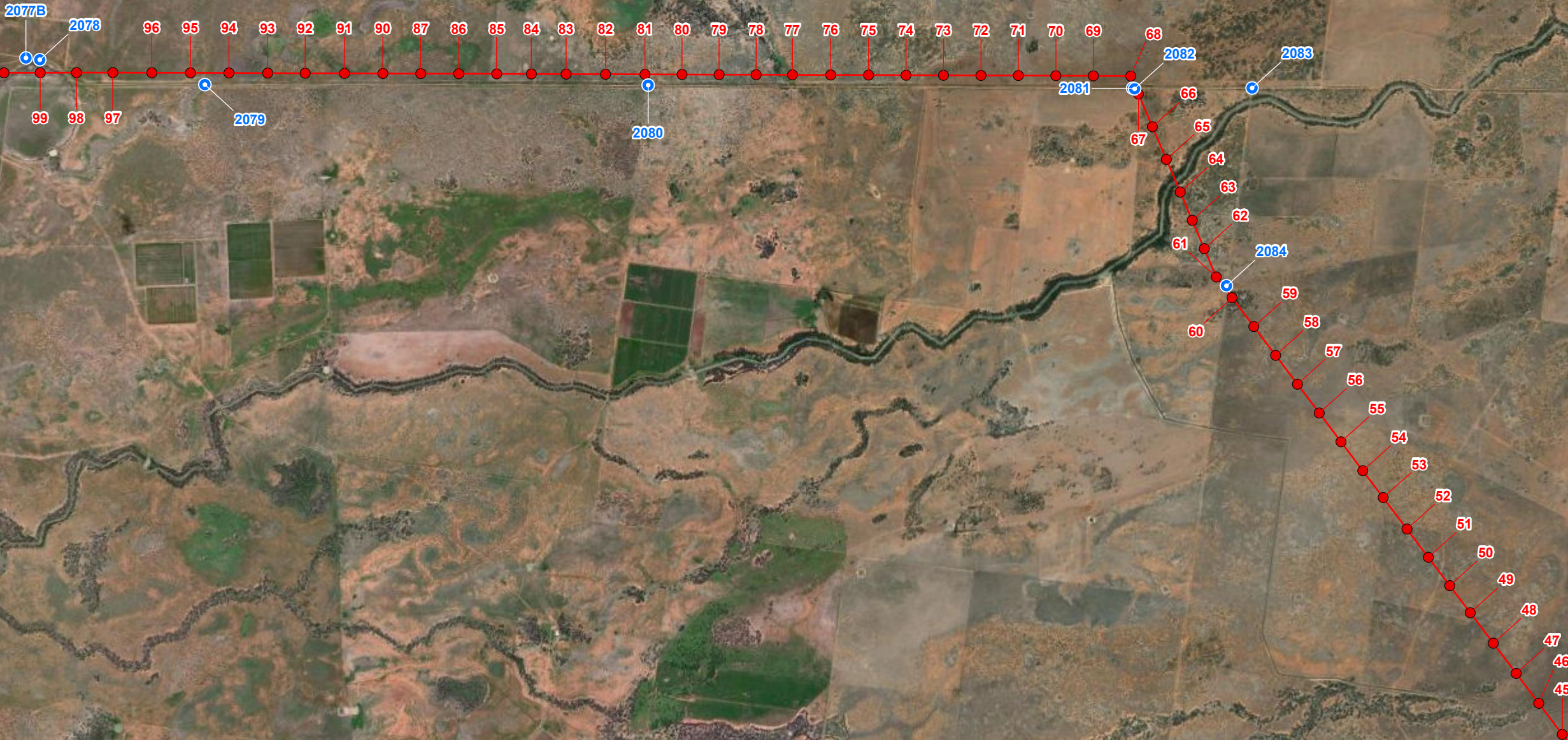
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Legend

- Access Track Points
- Towers
- L2

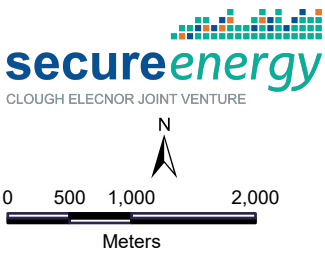


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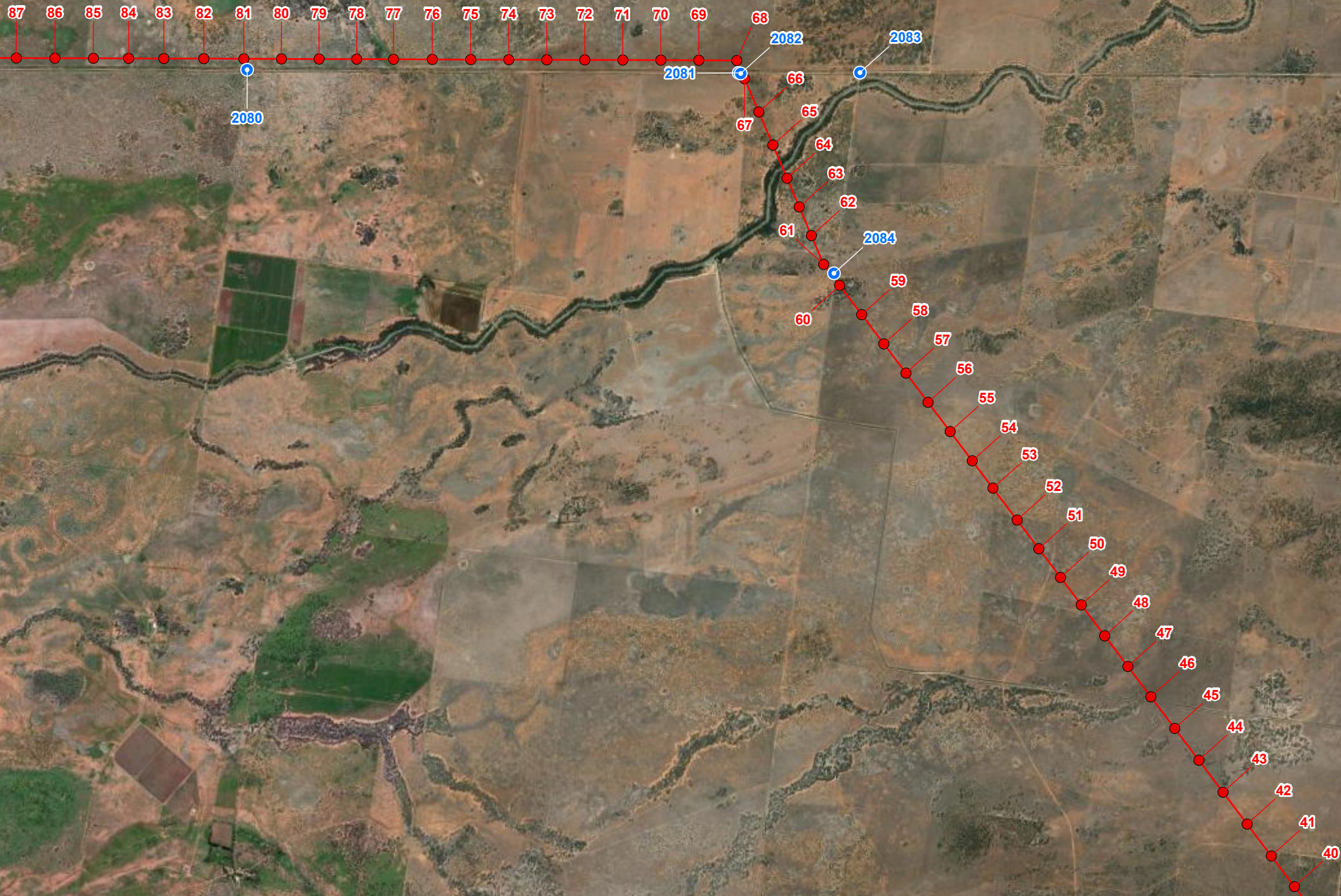
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MAP 51 OF 56

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- Legend
- Access Track Points
 - Towers
 - L2



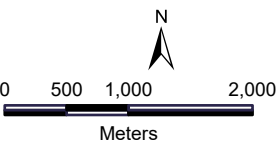
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Legend

- Access Track Points
- Towers
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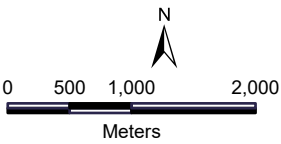
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**ACCESS POINTS L2
MAP 53 OF 56**

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Legend

- Access Track Points
- Towers
- L2



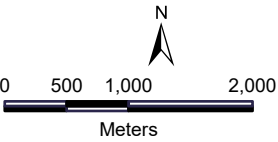
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MAP 54 OF 56

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Legend

- Access Track Points
- Towers
- L2
- L5



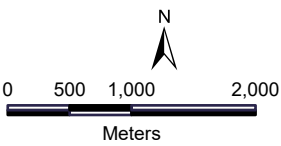
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MAP 55 OF 56

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Legend

- Access Track Points
- Towers
- L2
- L5



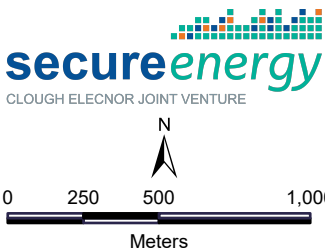
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MAP 56 OF 56

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Legend

- Access Track Points
- Towers
- L2
- L5



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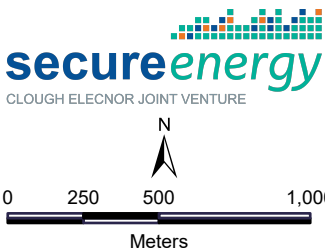
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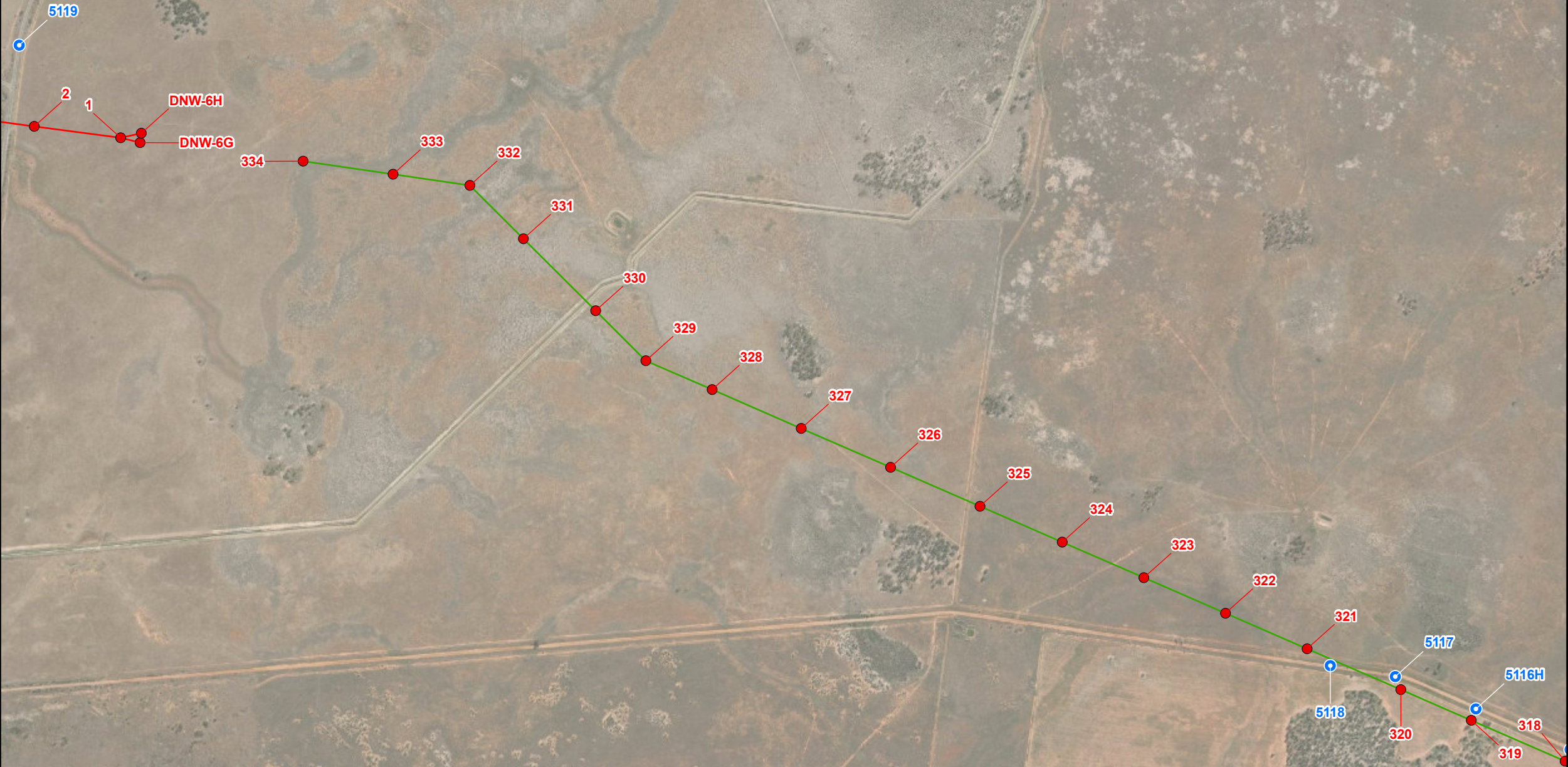
ACCESS POINTS L5
MAP 1 OF 24

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- Legend
- Access Track Points
 - Towers
 - L2
 - L5



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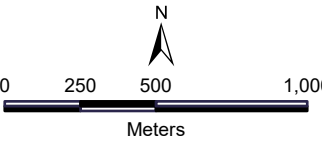
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ACCESS POINTS L5
MAP 2 OF 24

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Legend

- Access Track Points
- Towers
- L5



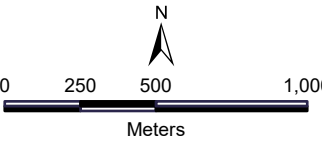
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ACCESS POINTS L5
MAP 3 OF 24

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Legend

- Access Track Points
- Towers
- L5



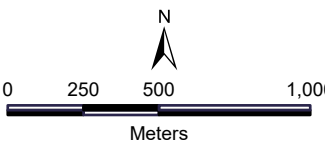
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ACCESS POINTS L5
MAP 4 OF 24

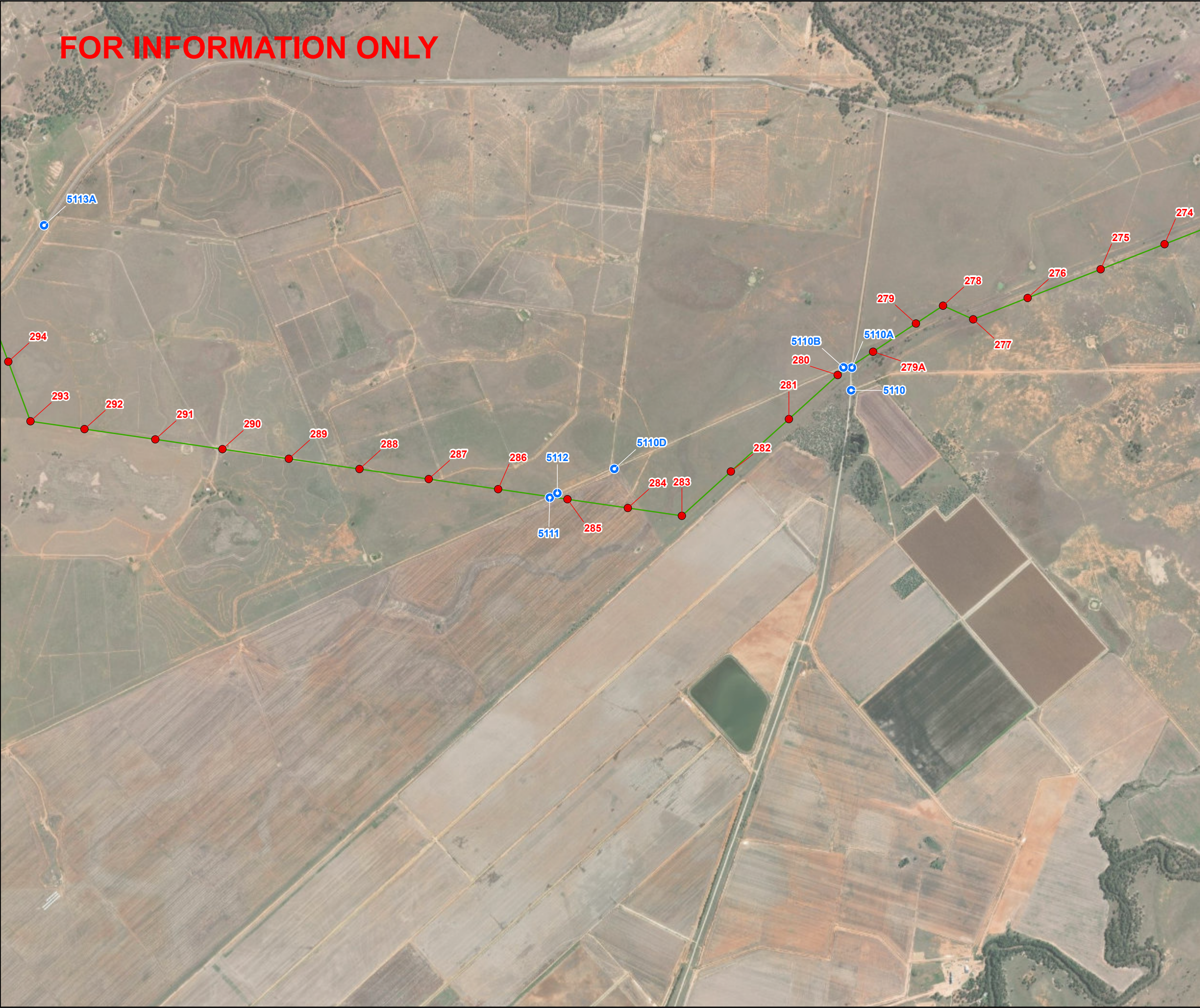
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Legend

- Access Track Points
- Towers
- L5



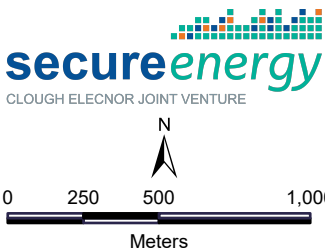
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ACCESS POINTS L5
MAP 5 OF 24

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- Legend
- Towers
 - L5



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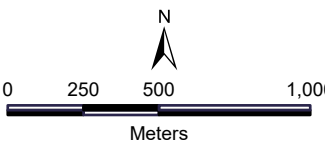
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ACCESS POINTS L5
MAP 6 OF 24

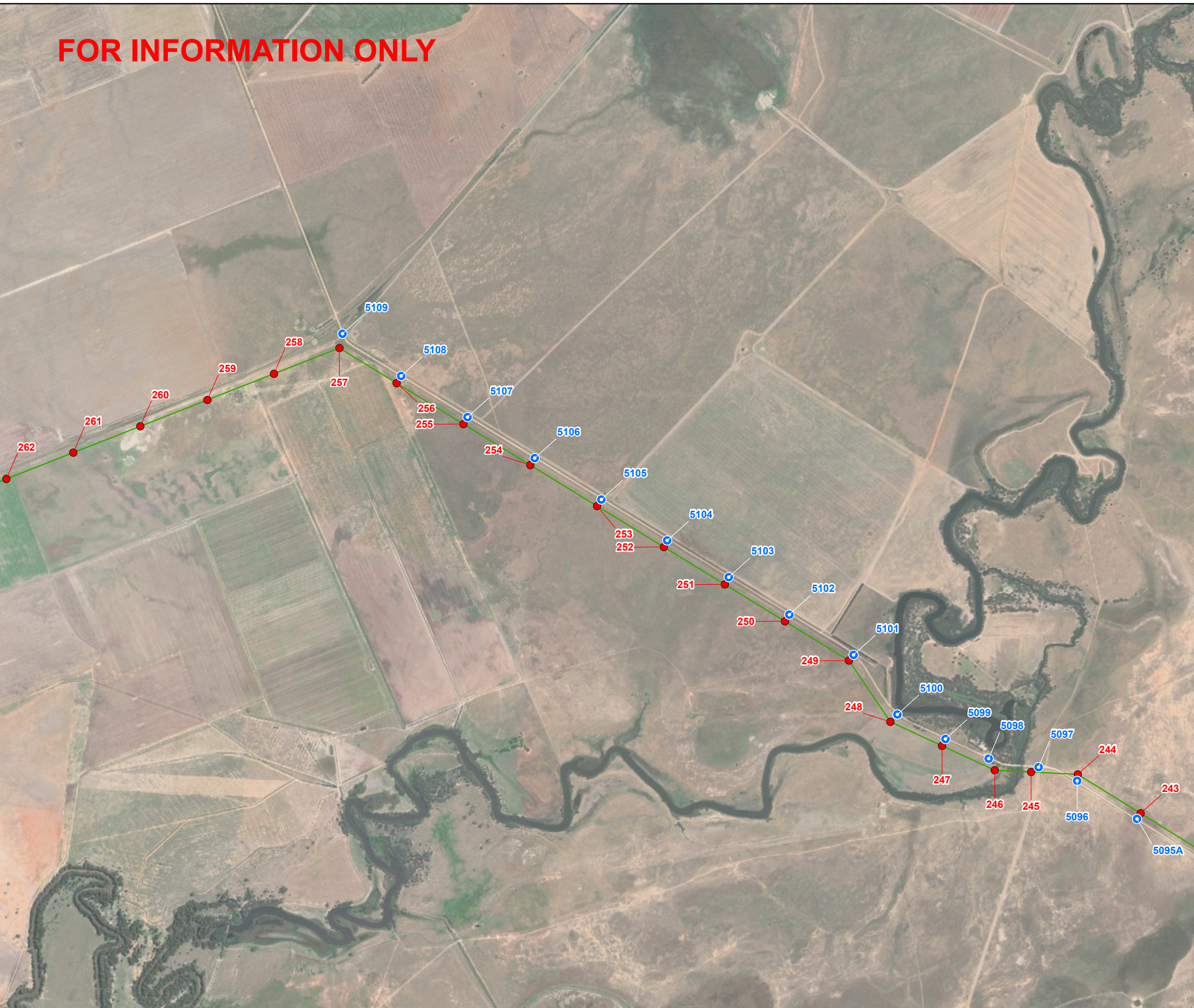
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Legend

- Access Track Points
- Towers
- L5



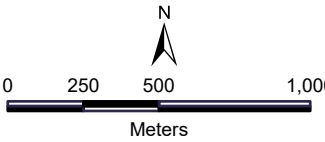
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ACCESS POINTS L5
MAP 7 OF 24

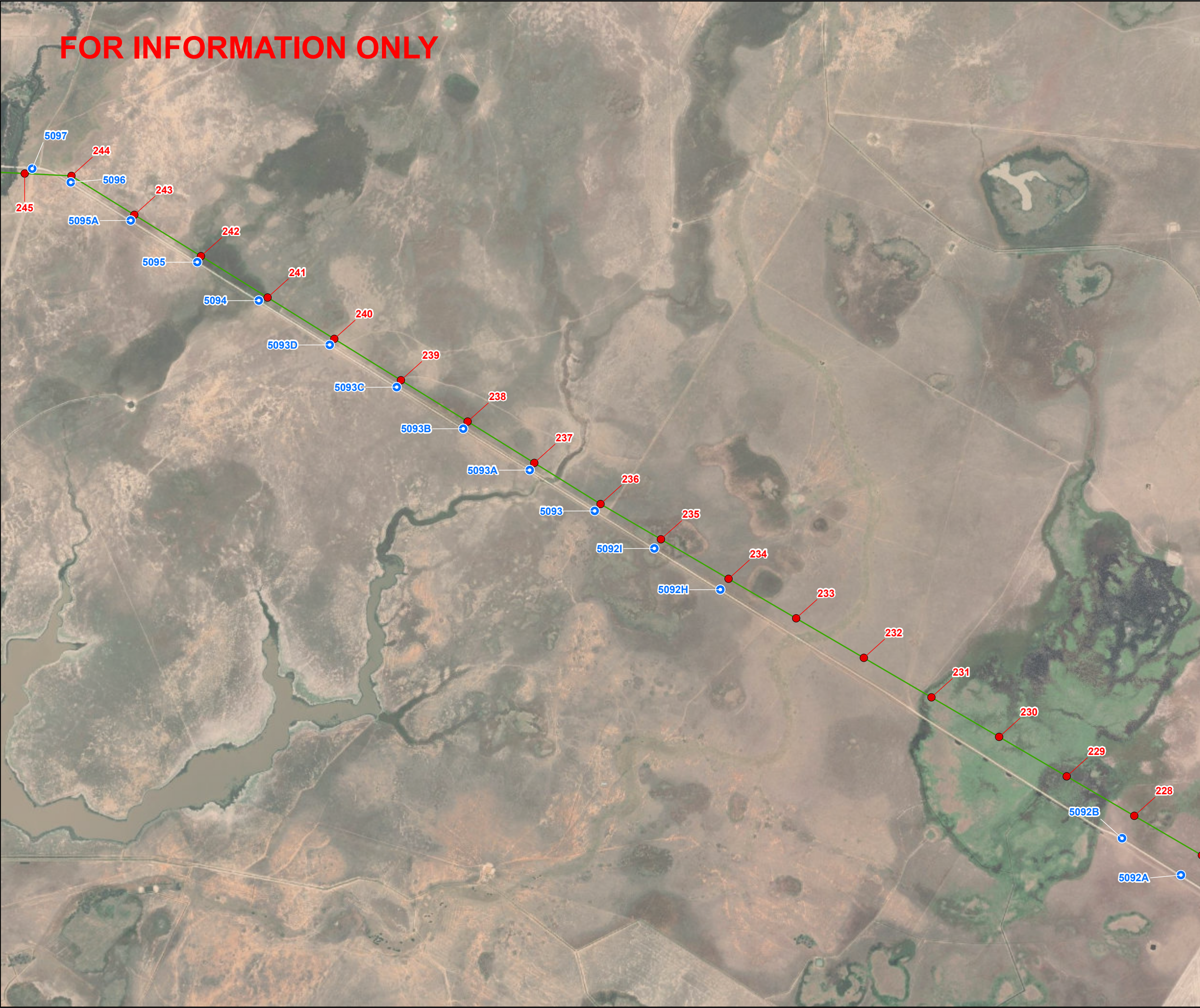
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Datum: GDA2020 Projection: New South Wales Lambert
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Legend

- Access Track Points
- Towers
- L5



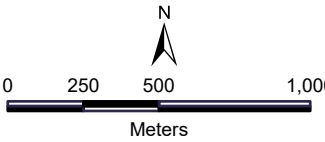
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- Towers
- L5



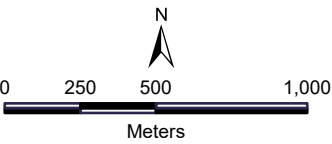
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MAP 9 OF 24

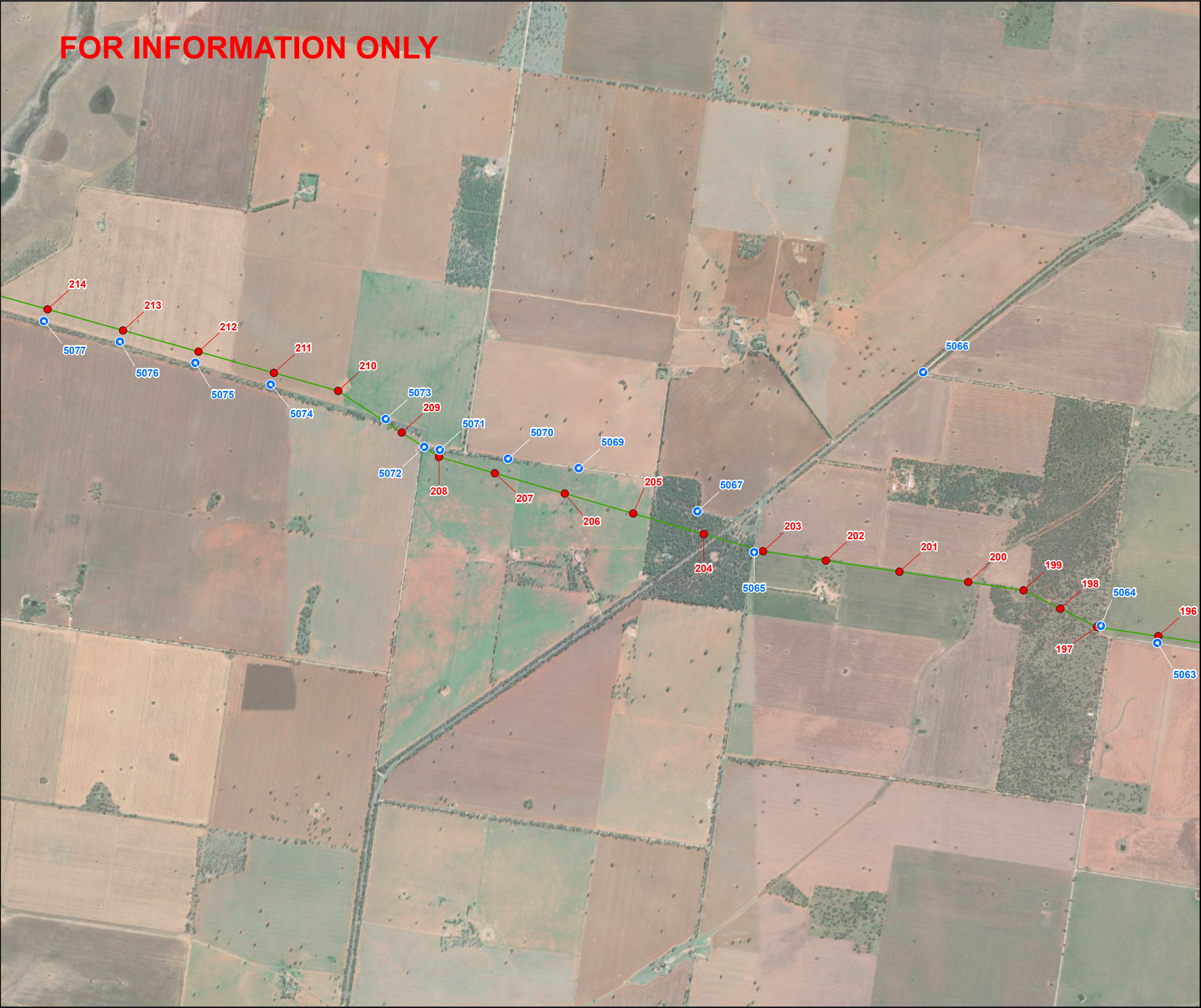
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Legend

- Access Track Points
- Towers
- L5



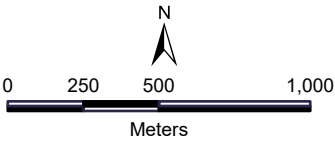
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ACCESS POINTS L5
MAP 10 OF 24

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Legend

- Access Track Points
- Towers
- L5



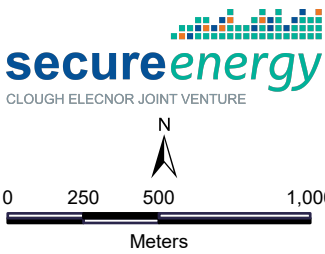
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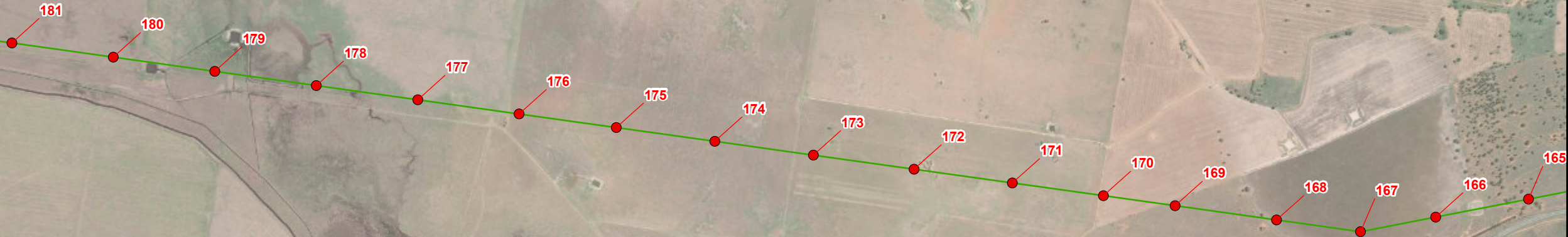
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- Legend
- Towers
 - L5



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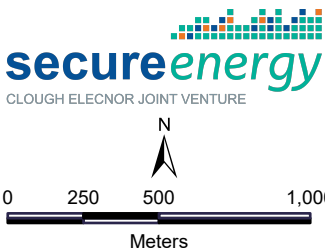
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ACCESS POINTS L5
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Legend

- Access Track Points
- Towers
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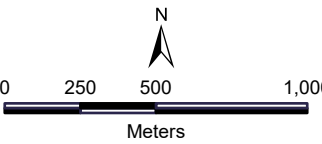
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ACCESS POINTS L5
MAP 13 OF 24

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Legend

- Access Track Points
- Towers
- L5



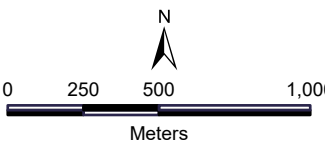
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ACCESS POINTS L5
MAP 14 OF 24

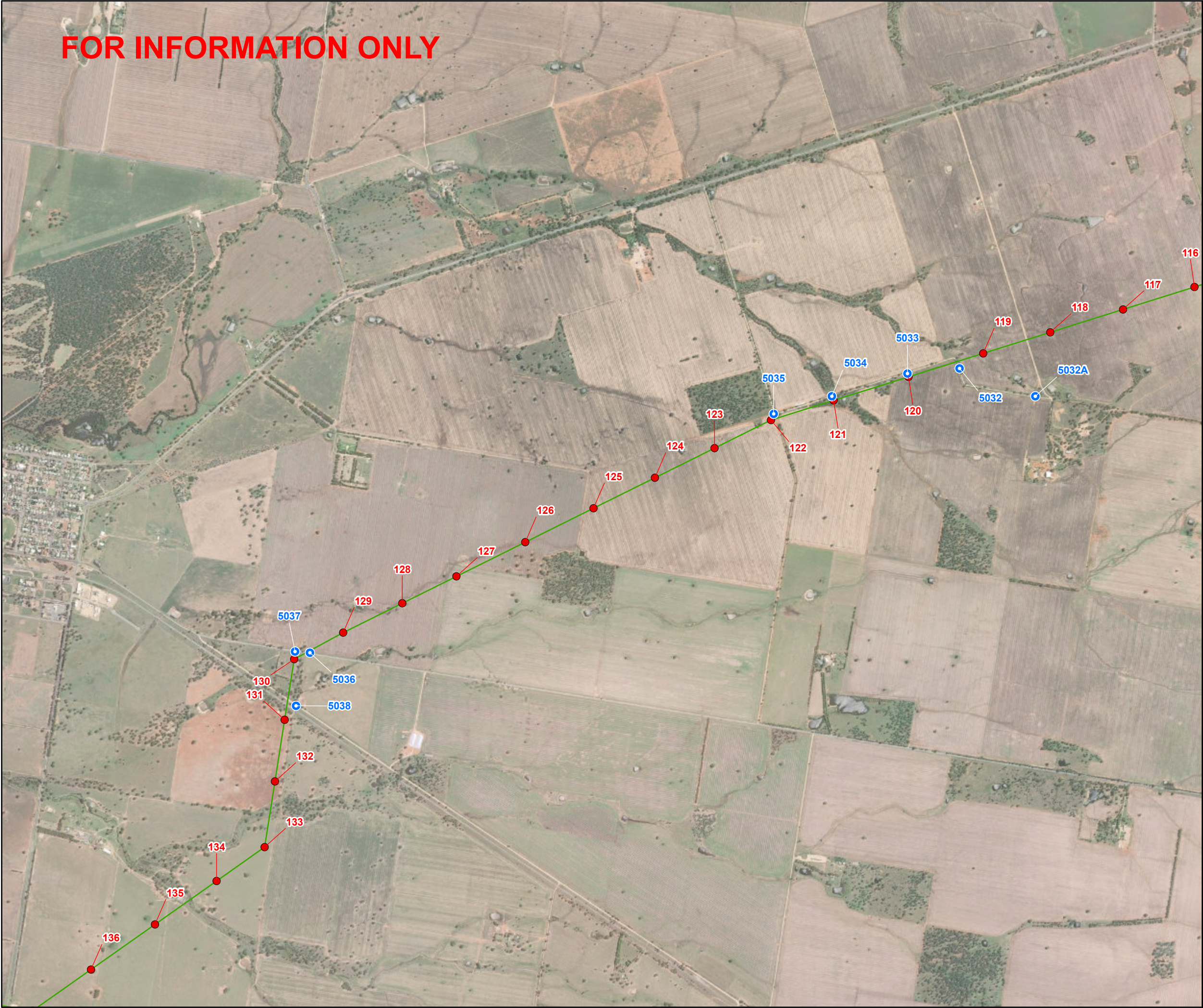
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- Access Track Points
- Towers
- L5



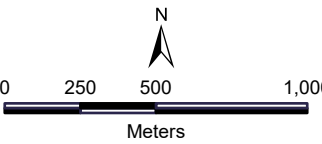
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ACCESS POINTS L5
MAP 15 OF 24

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Legend

- Access Track Points
- Towers
- L5



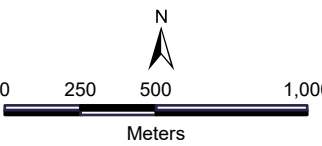
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ACCESS POINTS L5
MAP 16 OF 24

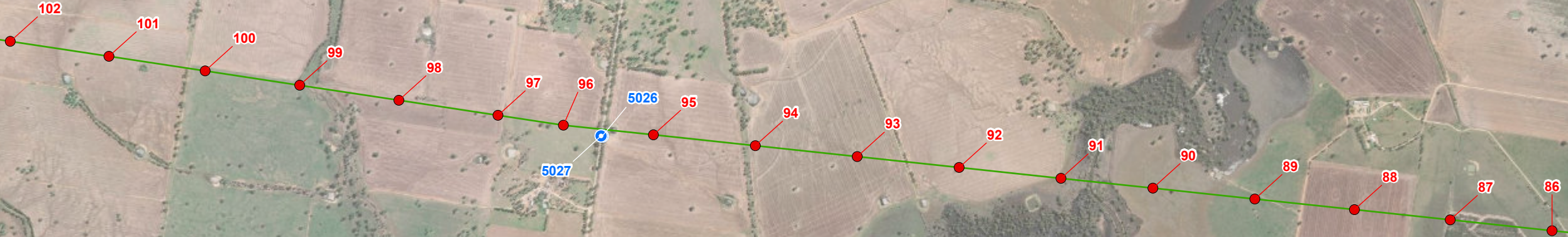
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Legend

- Access Track Points
- Towers
- L5



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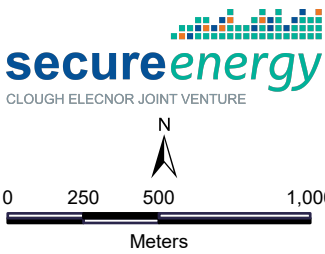
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ACCESS POINTS L5
MAP 17 OF 24

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- Legend
- Access Track Points
 - Towers
 - L5



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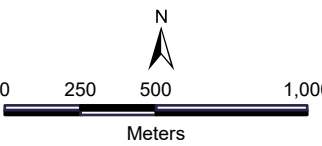
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ACCESS POINTS L5
MAP 18 OF 24

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Legend

- Access Track Points
- Towers
- L5



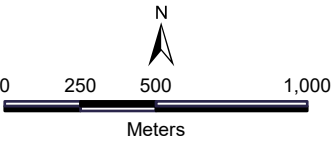
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ACCESS POINTS L5
MAP 19 OF 24

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Legend

- Access Track Points
- Towers
- L5



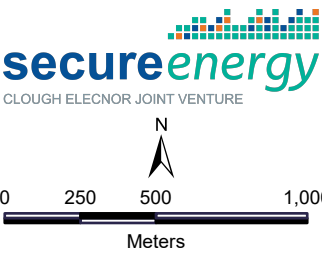
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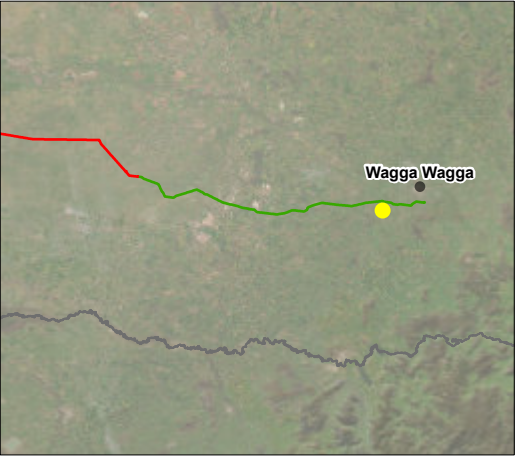
ACCESS POINTS L5
MAP 20 OF 24

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Legend



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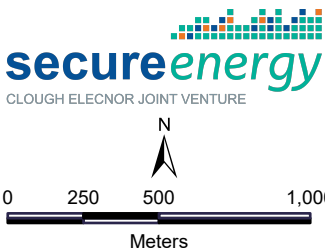
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ACCESS POINTS L5
MAP 21 OF 24

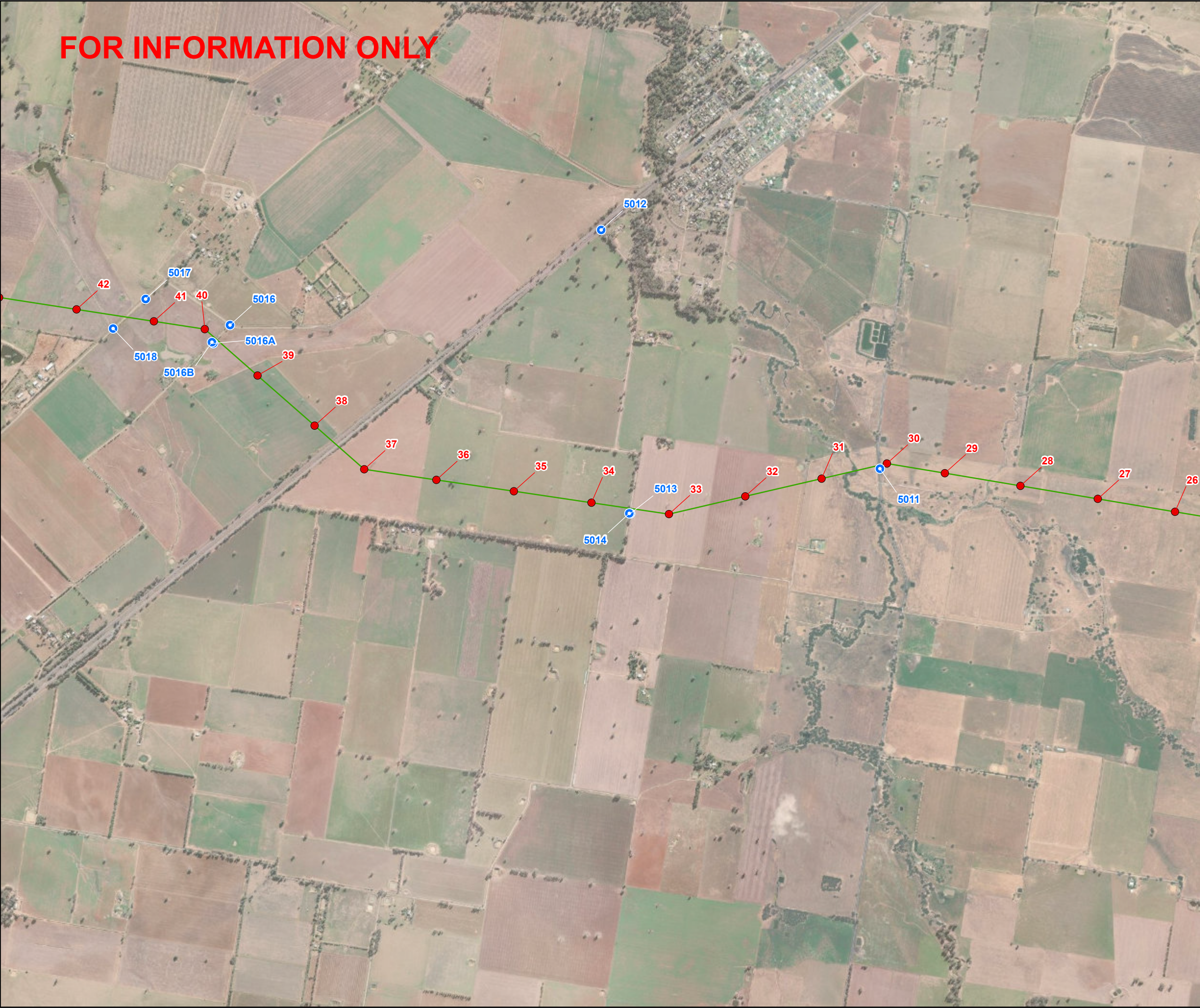
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Legend

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- Towers
- L5



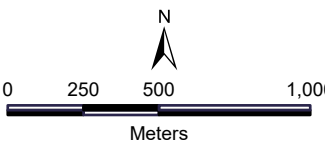
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ACCESS POINTS L5
MAP 22 OF 24

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Legend

- Access Track Points
- Towers
- L5



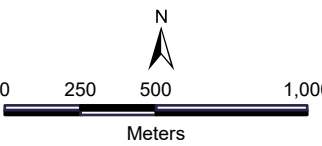
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ACCESS POINTS L5
MAP 23 OF 24

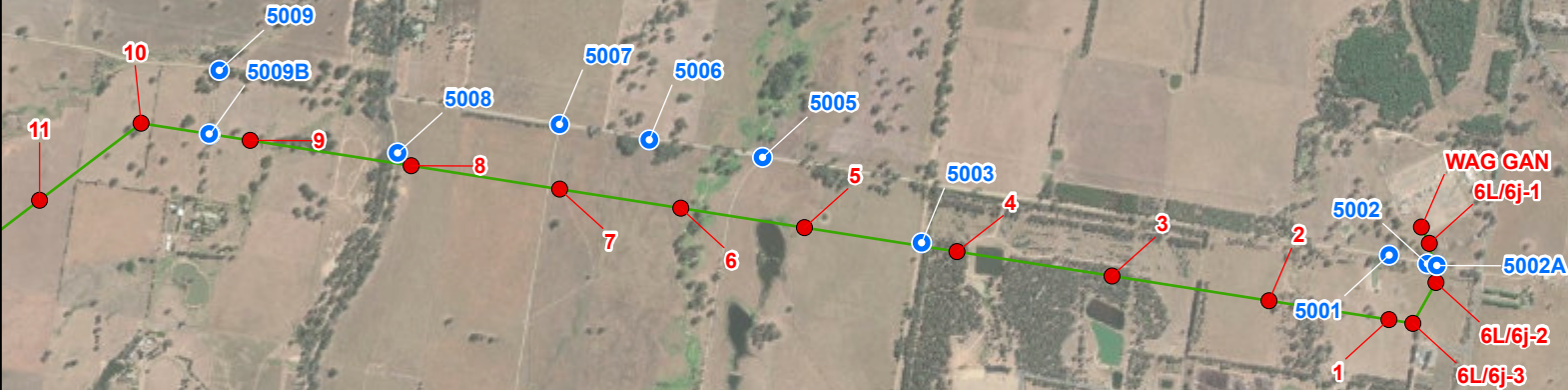
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- Towers
- L5



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ACCESS POINTS L5
MAP 24 OF 24

Appendix E - Primary and secondary access routes, water supply routes and additional access routes

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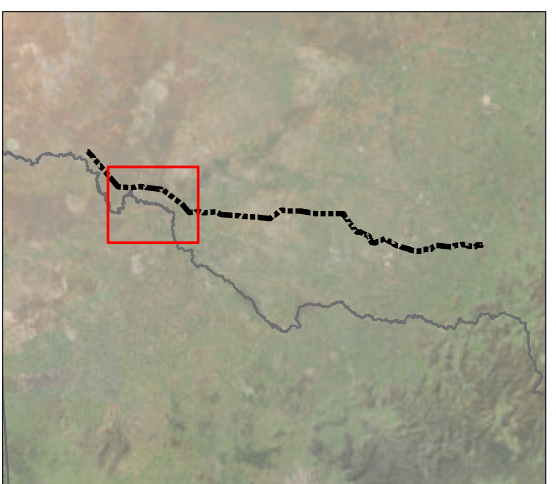
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Meters

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Datum: GDA2020 Projection: New South Wales Lambert
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- Legend
- Camps and Laydowns
 - Water Supply Location
 - Additional access routes (not yet approved)
- Approved Access Routes
- Primary Route
 - Secondary Route
 - Water Supply Route
 - Transmission Alignment
 - LGA Boundary



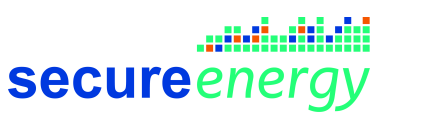
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02,0004,000

Meters

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Scale: 1:70,000 (when printed at A3)

Legend

 Water Supply Location

 Additional access routes (not yet approved)

Approved Access Routes

 Primary Route

 Secondary Route

 Water Supply Route

 Transmission Alignment

 LGA Boundary



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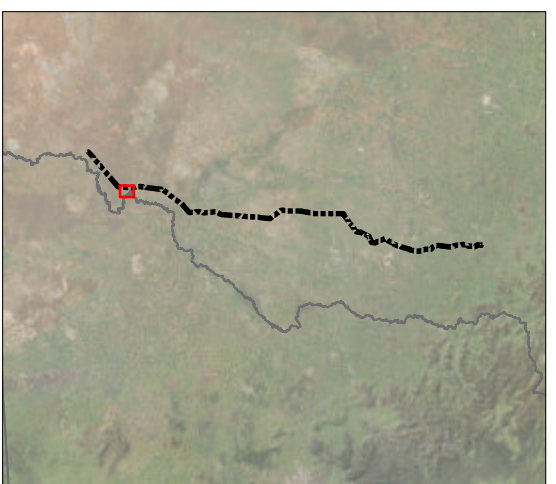
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Meters



Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:50,000 (when printed at A3)

- Legend
-  Water Supply Location
 - Approved Access Routes
 -  Primary Route
 -  Secondary Route
 -  Water Supply Route
 -  Transmission Alignment
 -  LGA Boundary



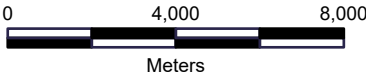
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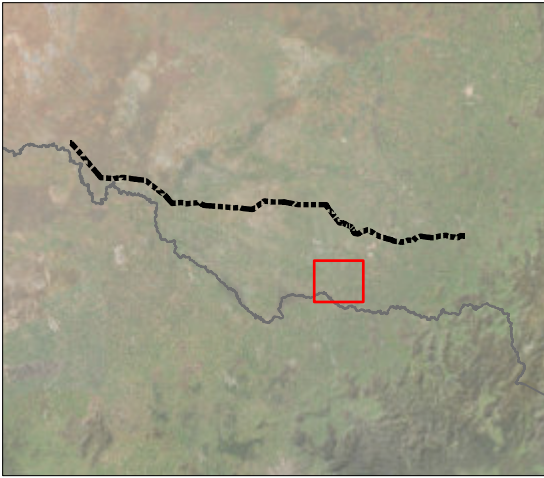


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Legend

Haulage_Ro

- Primary Route
- LGA Boundary



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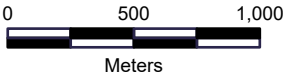
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Access Routes
Berrigan LGA
Map 1 of 2

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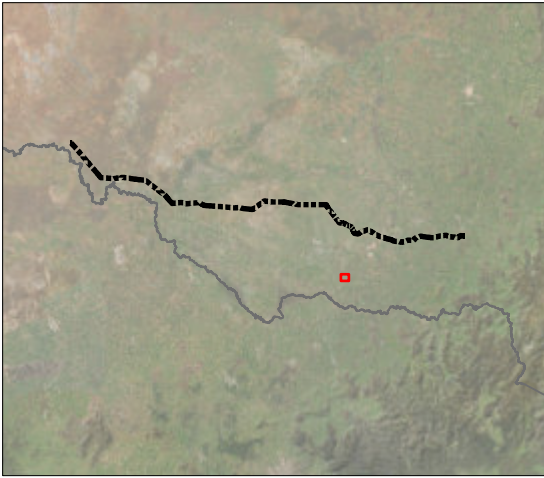


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Scale: 1:30,000 (when printed at A3)

Legend

Haulage_Ro

- Primary Route
- LGA Boundary

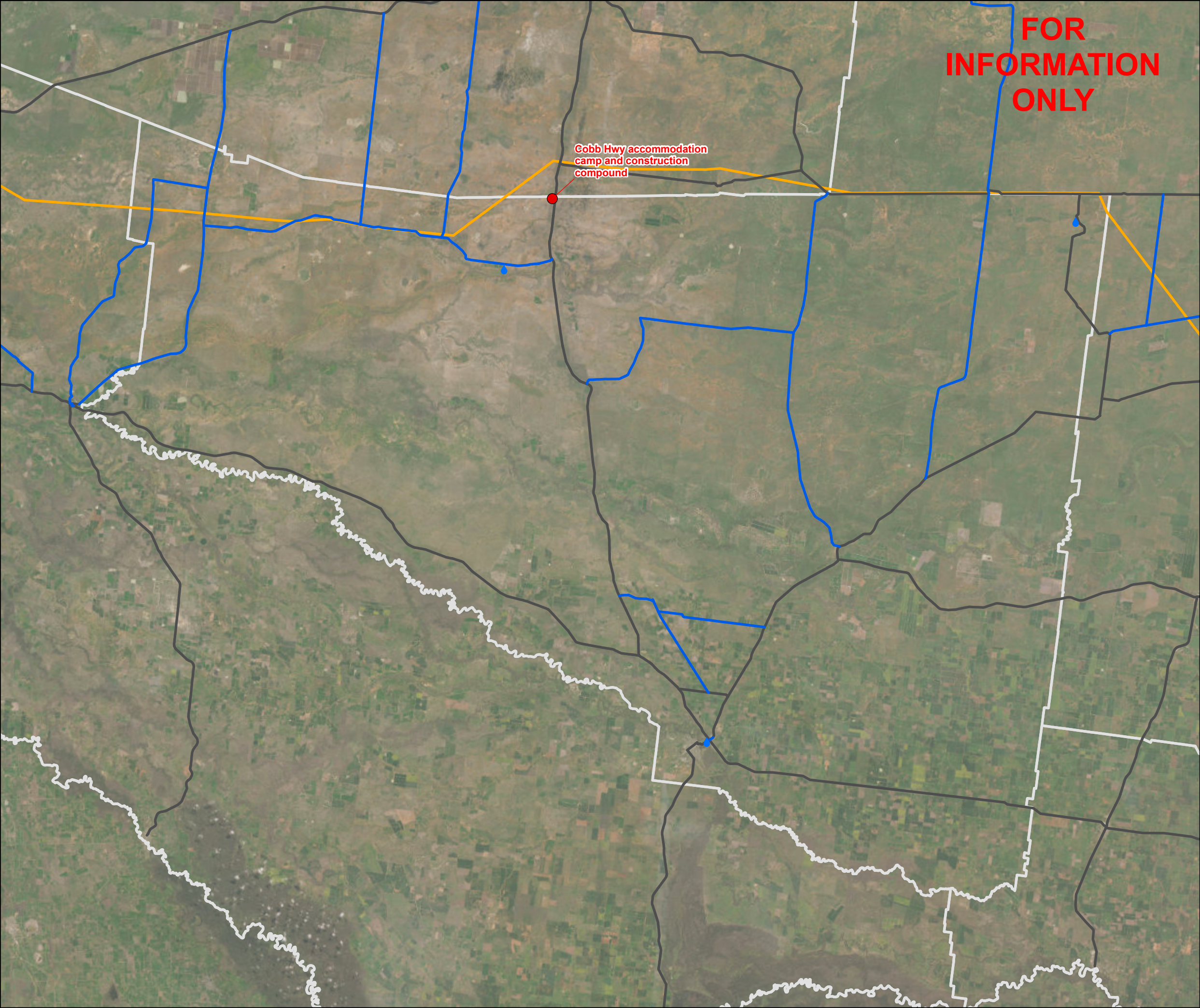


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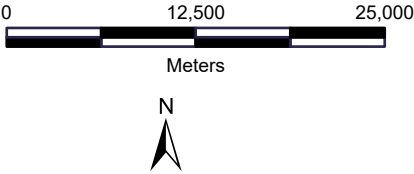
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World Imagery: Earthstar Geographics
World Imagery: Maxar

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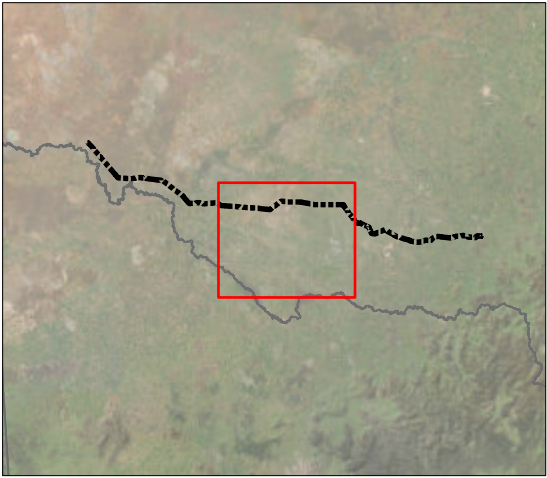


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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:500,000 (when printed at A3)

- Legend
- Camps and Laydowns
 - 💧 Water Supply Location
 - Primary Route
 - Secondary Route
 - Transmission Alignment
 - LGA Boundary



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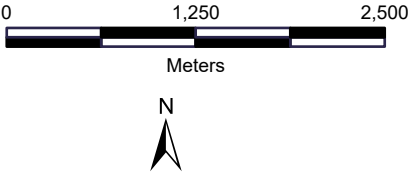
World Imagery: Earthstar Geographics

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Access Routes
Edward River LGA
Map 1 of 2

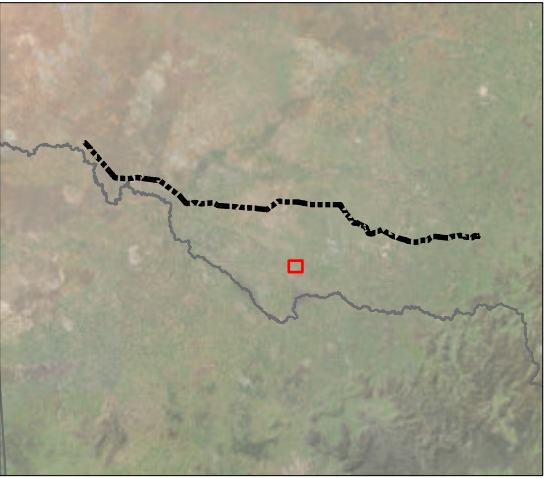


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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:50,000 (when printed at A3)

- Legend
- Water Supply Location
 - Primary Route
 - Secondary Route
 - LGA Boundary



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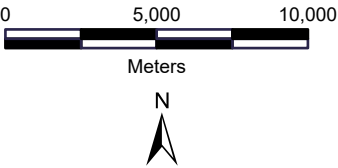
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World Imagery: Earthstar Geographics
World Imagery: Maxar

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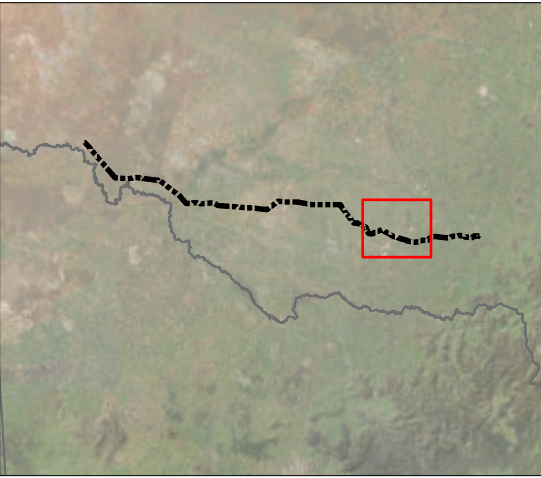
Access Routes
Edward River LGA
Map 2 of 2

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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:250,000 (when printed at A3)

- Legend
- Water Supply Location
 - Primary Route
 - Secondary Route
 - Light Vehicle
 - Water Supply Route
 - Transmission Alignment
 - LGA Boundary



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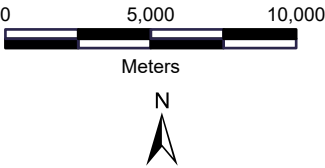
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World Imagery: Earthstar Geographics

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Access Routes
Federation LGA
Map 1 of 2

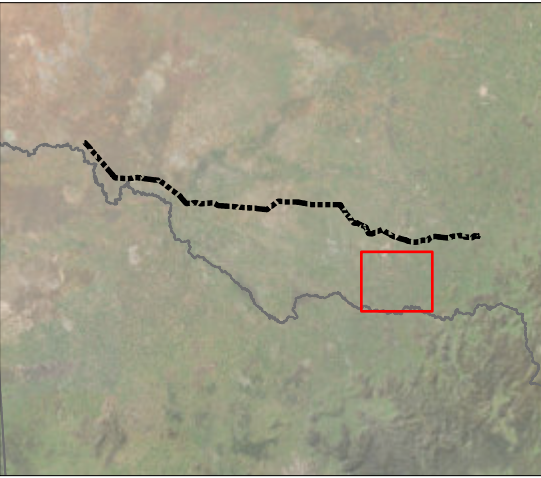
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Datum: GDA2020 Projection: New South Wales Lambert
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Legend

- Primary Route
- Secondary Route
- LGA Boundary



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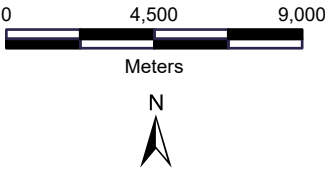
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World Imagery: Earthstar Geographics

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Access Routes
Federation LGA
Map 2 of 2

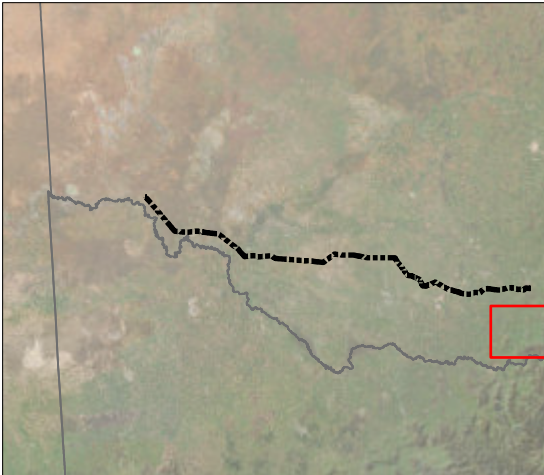
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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:230,000 (when printed at A3)

Legend

- Primary Route
- Secondary Route
- LGA Boundary



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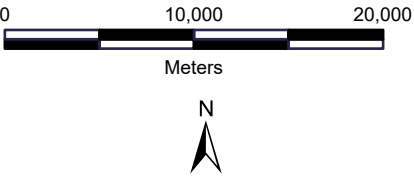
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World Imagery: Earthstar Geographics

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Access Routes
Greater Hume Shire LGA
Map 1 of 1

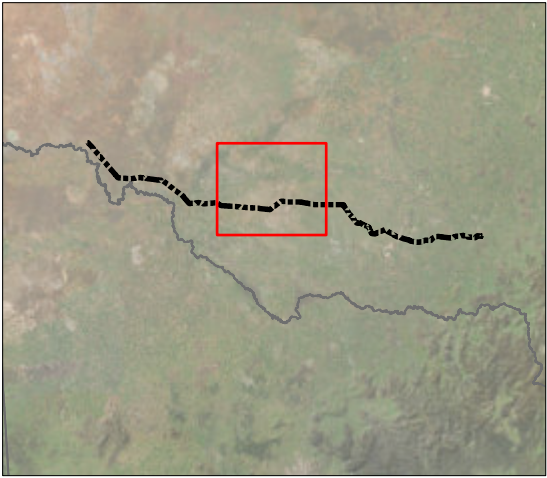
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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:400,000 (when printed at A3)

- Legend
- Camps and Laydowns
 - Water Supply Location
 - Primary Route
 - Secondary Route
 - Water Supply Route
 - Transmission Alignment
 - LGA Boundary

Cobb Hwy accommodation
camp and construction
compound



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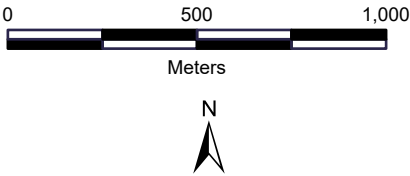
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World Imagery: Earthstar Geographics

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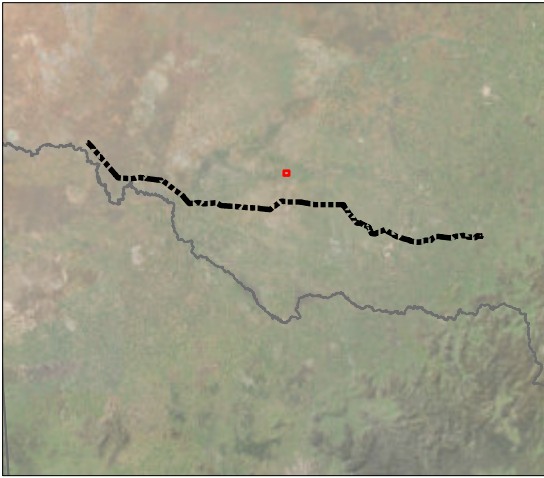
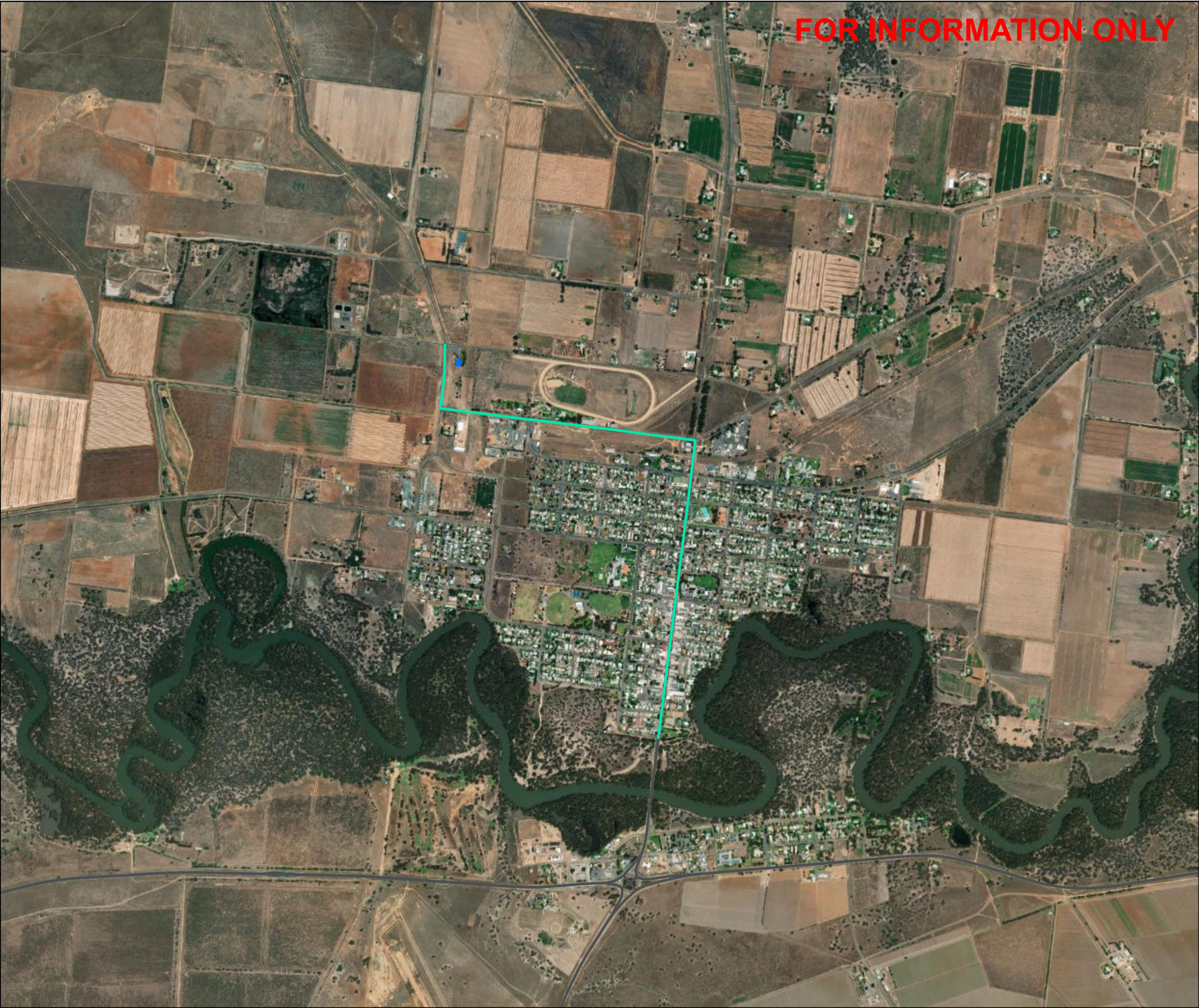
Access Routes
Hay LGA
Map 1 of 2

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- Legend
- Water Supply Location
 - Primary Route
 - Water Supply Route
 - LGA Boundary



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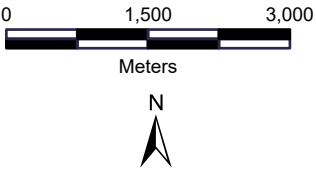
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World Imagery: Earthstar Geographics
World Imagery: Maxar

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Access Routes
Hay LGA
Map 2 of 2

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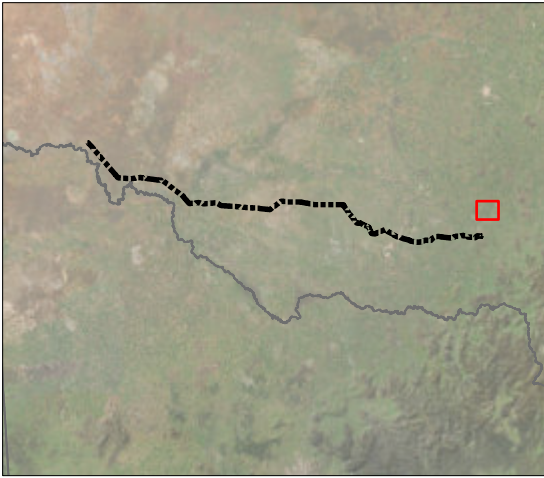


Datum: GDA2020 Projection: New South Wales Lambert
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Legend

Haulage_Ro

- Primary Route
- LGA Boundary



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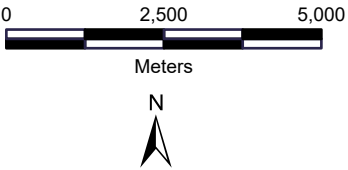
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World Imagery: Earthstar Geographics

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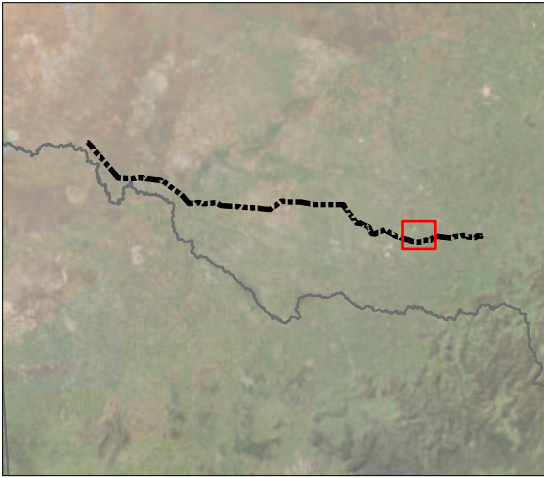
Access Routes
Junee LGA
Map 1 of 1

FOR INFORMATION ONLY



Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:120,000 (when printed at A3)

- Legend
- Water Supply Location
 - Haulage_Ro
 - Primary Route
 - Secondary Route
 - Light Vehicle
 - Transmission Alignment
 - LGA Boundary



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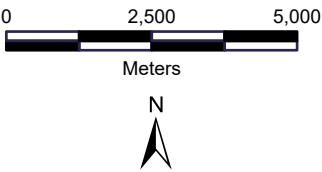
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Access Routes
Lockhart LGA
Map 1 of 4

FOR INFORMATION ONLY

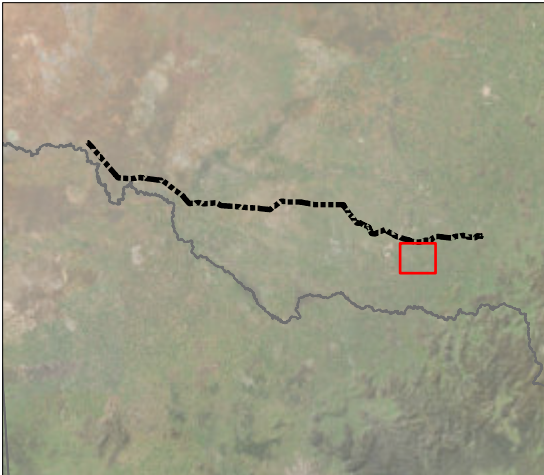


Datum: GDA2020 Projection: New South Wales Lambert
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Legend

Haulage_Ro

- Primary Route
- Secondary Route
- LGA Boundary



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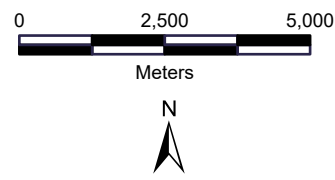
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World Imagery: Earthstar Geographics

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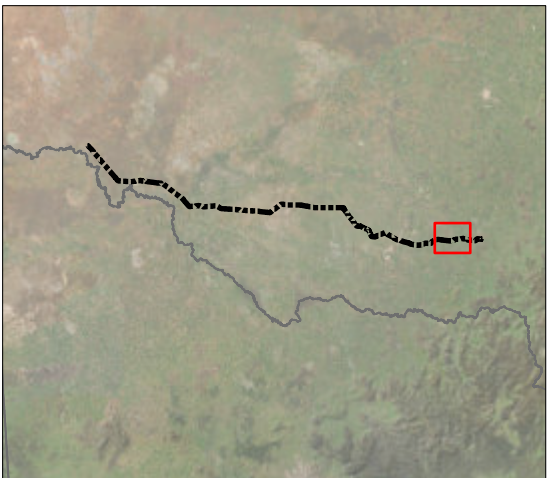
Access Routes
Lockhart LGA
Map 2 of 4

FOR INFORMATION ONLY



Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:130,000 (when printed at A3)

- Legend
- Camps and Laydowns
 - 💧 Water Supply Location
- Haulage_Ro
- Primary Route
 - Secondary Route
 - Transmission Alignment
 - LGA Boundary



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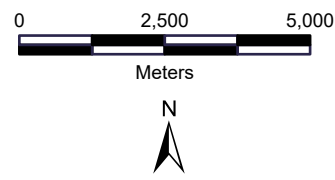
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Access Routes
Lockhart LGA
Map 3 of 4

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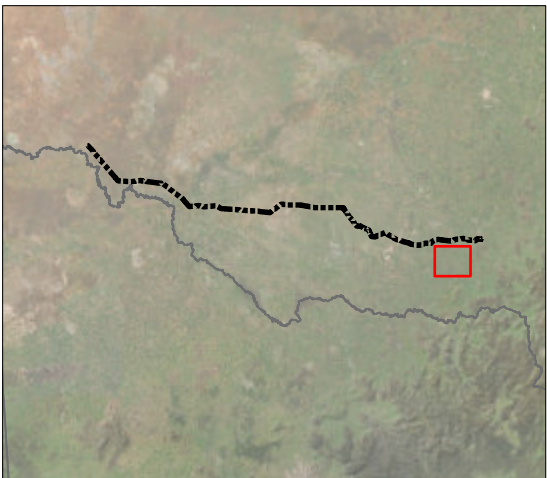


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Legend

Haulage_Ro

- Primary Route
- Secondary Route
- LGA Boundary



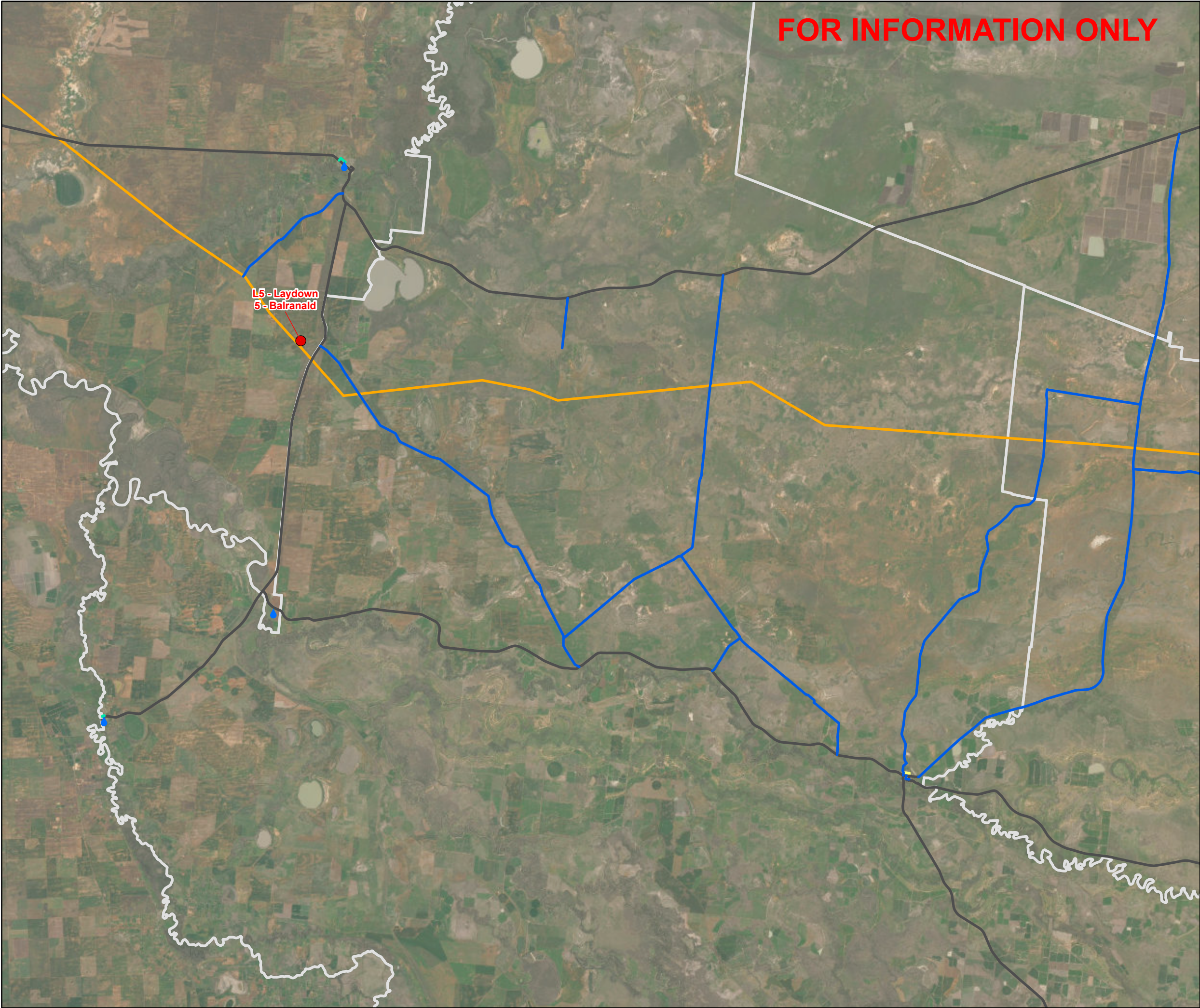
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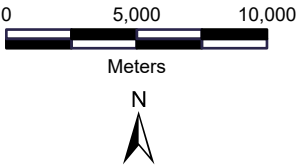
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Access Routes
Lockhart LGA
Map 4 of 4

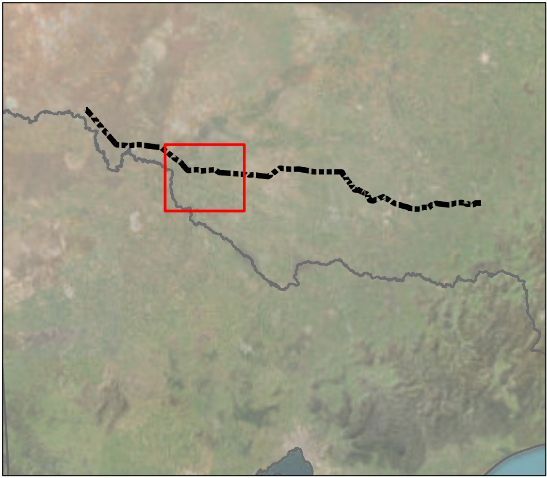


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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:290,000 (when printed at A3)

- Legend
- Camps and Laydowns
 - Water Supply Location
 - Primary Route
 - Secondary Route
 - Water Supply Route
 - Additional access routes
 - Transmission Alignment
 - LGA Boundary



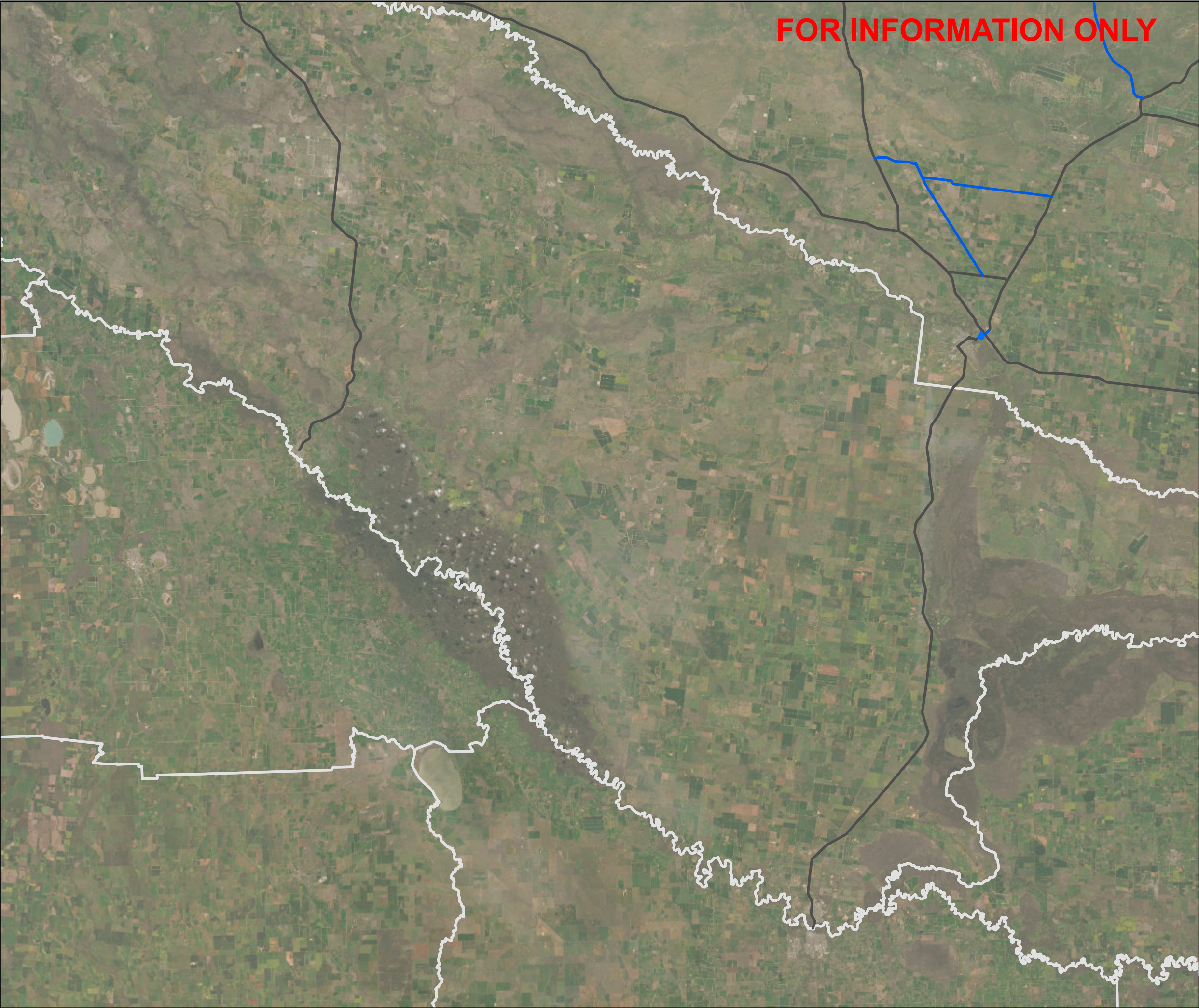
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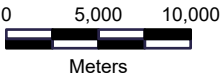
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Access Routes
Murray River LGA
Map 1 of 4



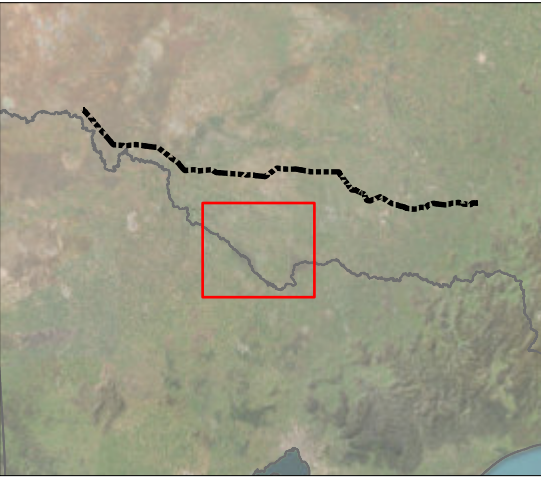
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Datum: GDA2020 Projection: New South Wales Lambert
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Legend

- Water Supply Location
- Primary Route
- Secondary Route
- LGA Boundary



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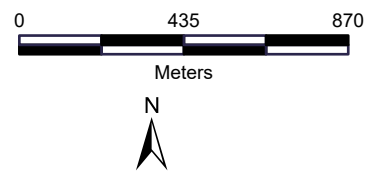
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Access Routes
Murray River LGA
Map 2 of 4

FOR INFORMATION ONLY



Datum: GDA2020 Projection: New South Wales Lambert
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- Legend
- Water Supply Location
 - Primary Route
 - Water Supply Route
 - LGA Boundary



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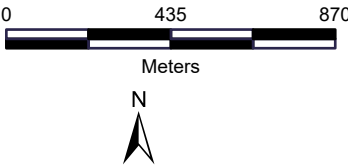
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World Imagery: Maxar

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Access Routes
Murray River LGA
Map 3 of 4



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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:20,000 (when printed at A3)

- Legend
- Primary Route
 - Secondary Route
 - Additional access routes
 - LGA Boundary



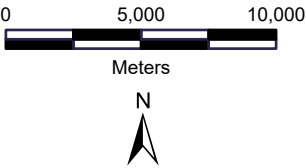
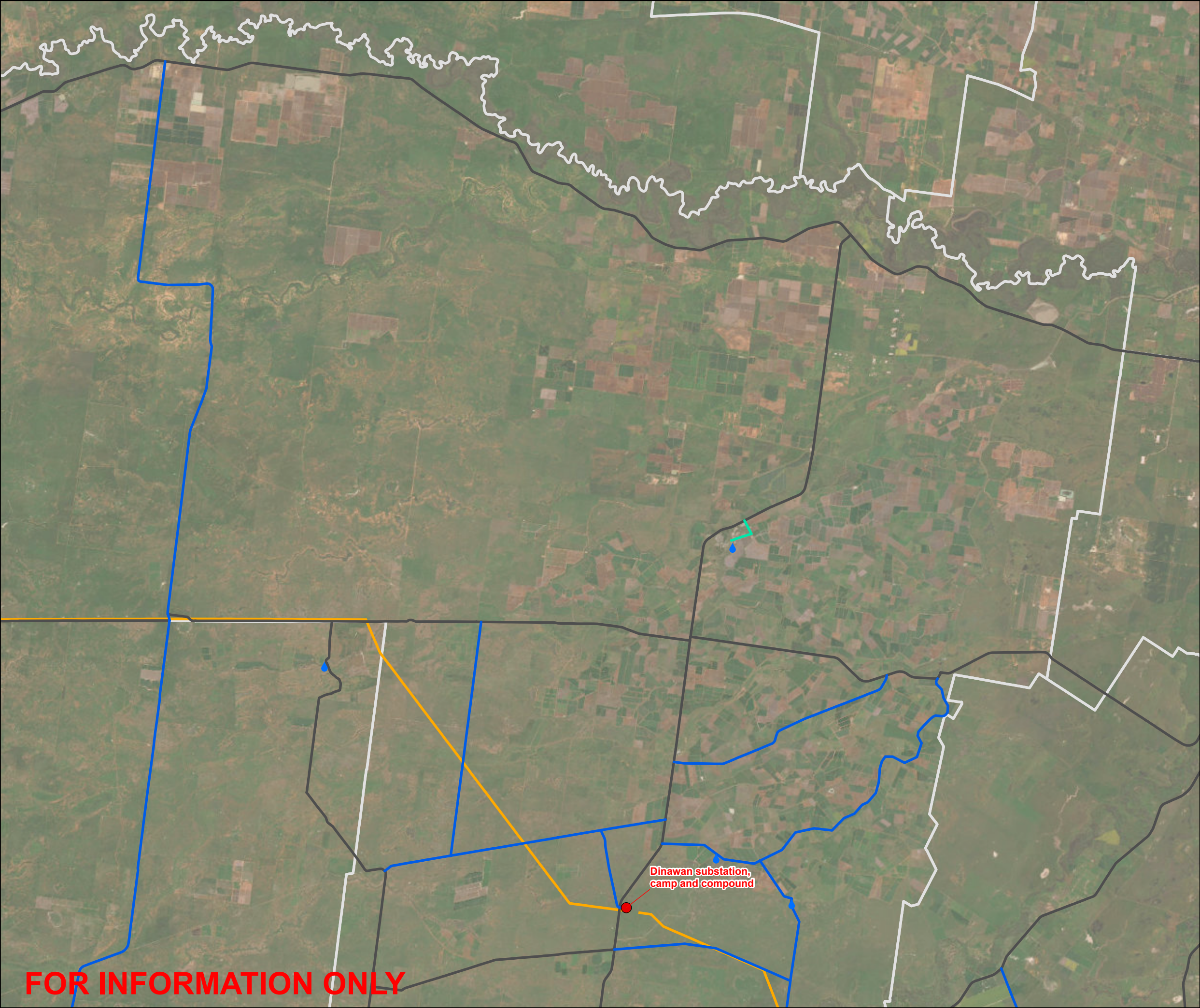
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World Imagery: Earthstar Geographics
World Imagery: Maxar

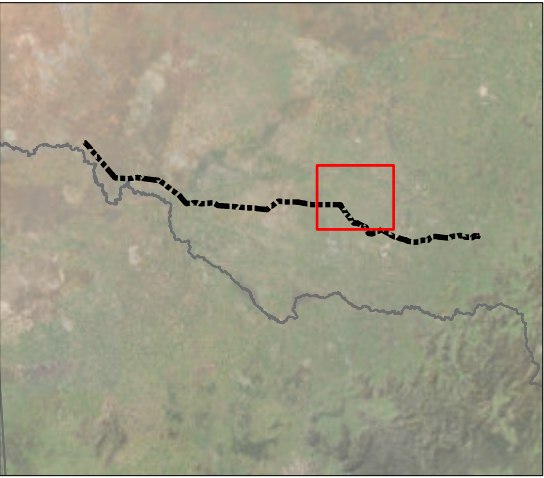
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Access Routes
Murray River LGA
Map 4 of 4



Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:280,000 (when printed at A3)

- Legend
- Camps and Laydowns
 - 💧 Water Supply Location
 - Primary Route
 - Secondary Route
 - Water Supply Route
 - Transmission Alignment
 - LGA Boundary



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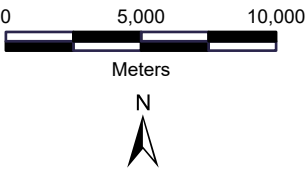
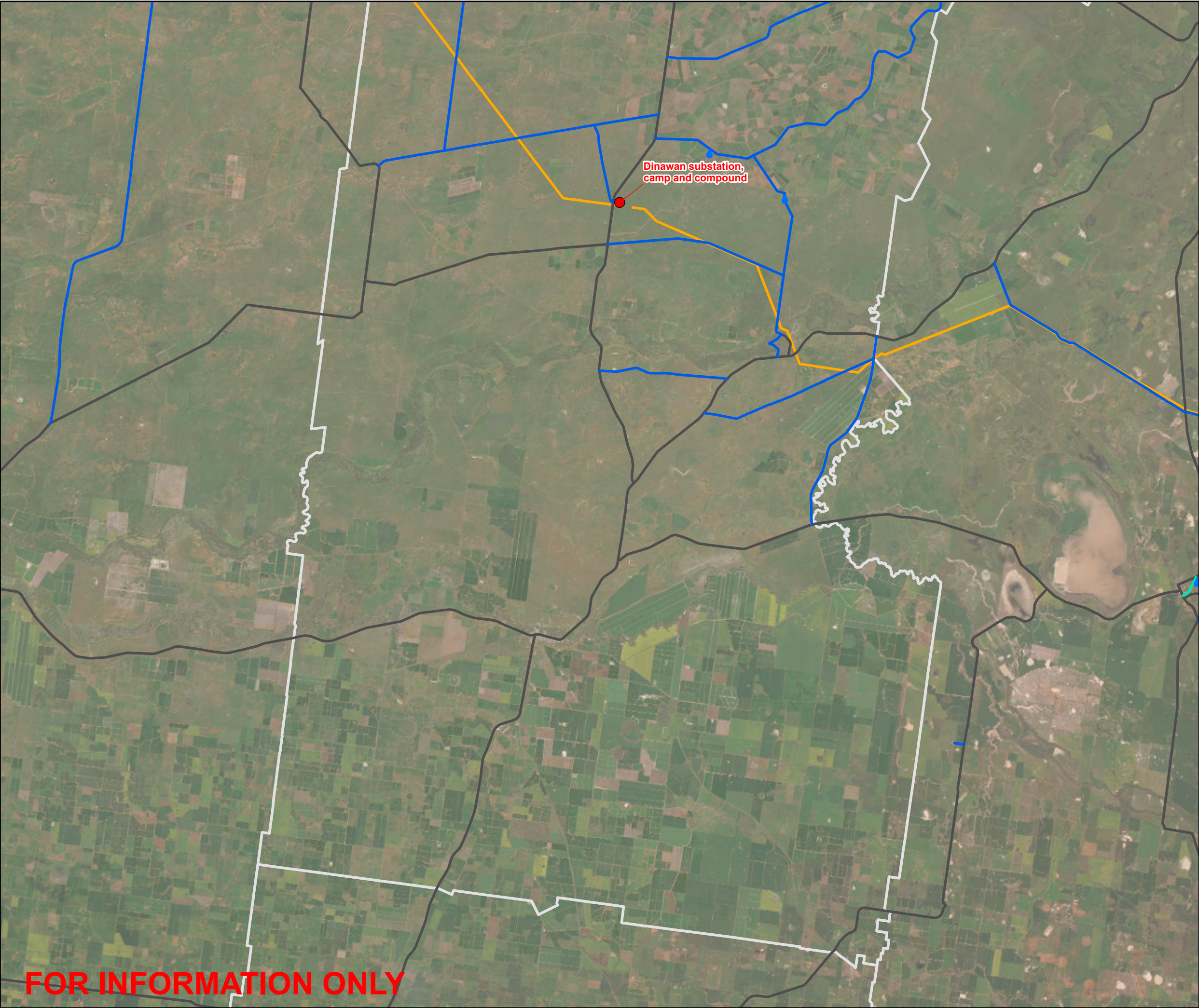
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World Imagery: Earthstar Geographics

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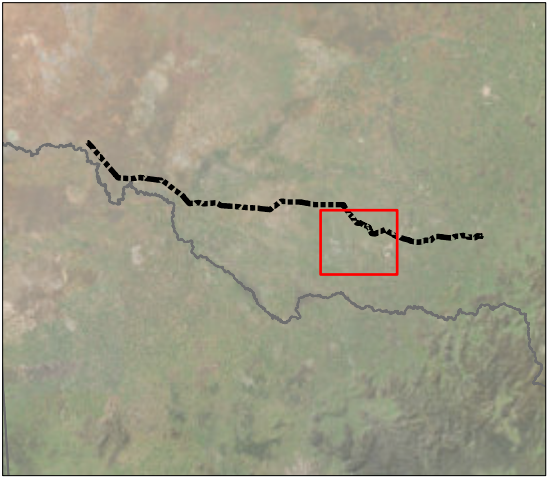
Access Routes
Murrumbidgee LGA
Map 1 of 2

FOR INFORMATION ONLY



Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:280,000 (when printed at A3)

- Legend
- Camps and Laydowns
 - 💧 Water Supply Location
 - Primary Route
 - Secondary Route
 - Water Supply Route
 - Transmission Alignment
 - LGA Boundary



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World Imagery: Earthstar Geographics

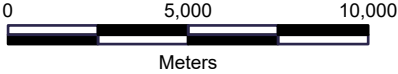
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Access Routes
Murrumbidgee LGA
Map 2 of 2

FOR INFORMATION ONLY



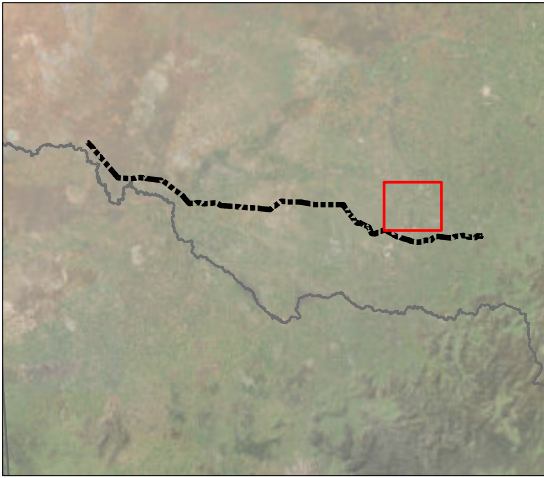
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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:210,000 (when printed at A3)

Legend

- Water Supply Location
- Primary Route
- Secondary Route
- Transmission Alignment
- LGA Boundary



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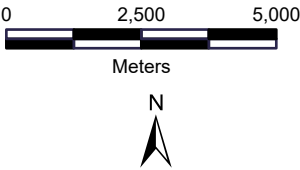
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World Imagery: Earthstar Geographics

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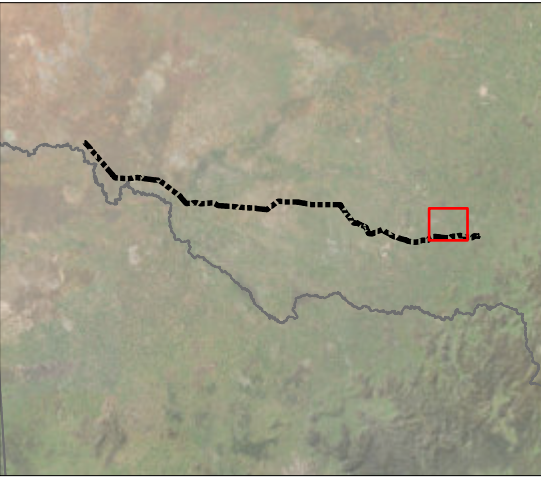
Access Routes
Narrandera LGA
Map 1 of 1

FOR INFORMATION ONLY



Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:140,000 (when printed at A3)

- Legend
- Camps and Laydowns
 - Water Supply Location
- Haulage_Ro
- Primary Route
 - Secondary Route
 - Transmission Alignment
 - LGA Boundary



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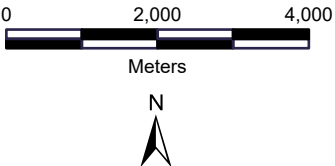
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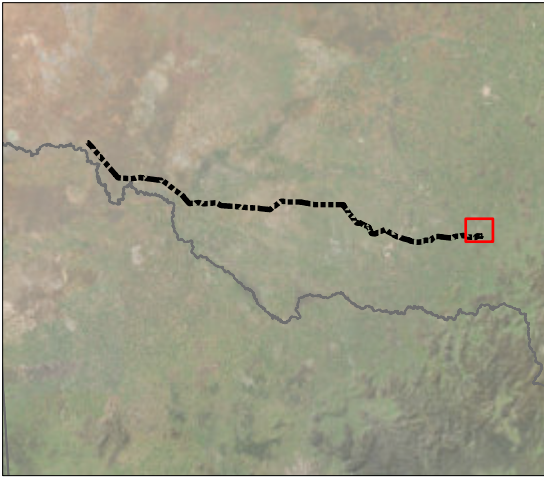
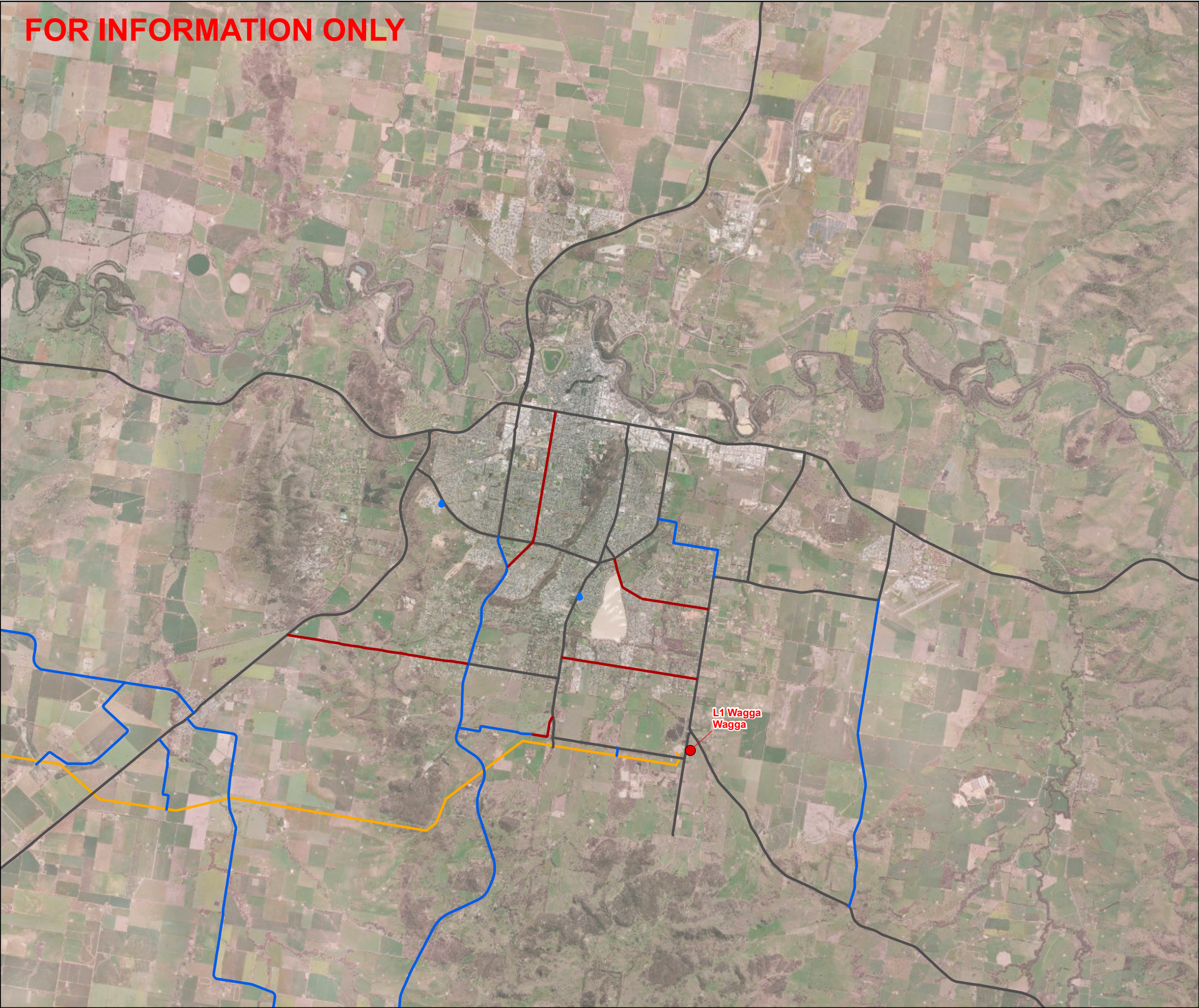
Access Routes
Wagga Wagga LGA
Map 1 of 4

FOR INFORMATION ONLY



Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:100,000 (when printed at A3)

- Legend
- Camps and Laydowns
 - Water Supply Location
- Haulage_Ro
- Primary Route
 - Secondary Route
 - Light Vehicle
 - Transmission Alignment
 - LGA Boundary



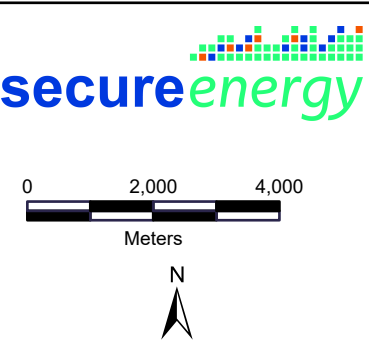
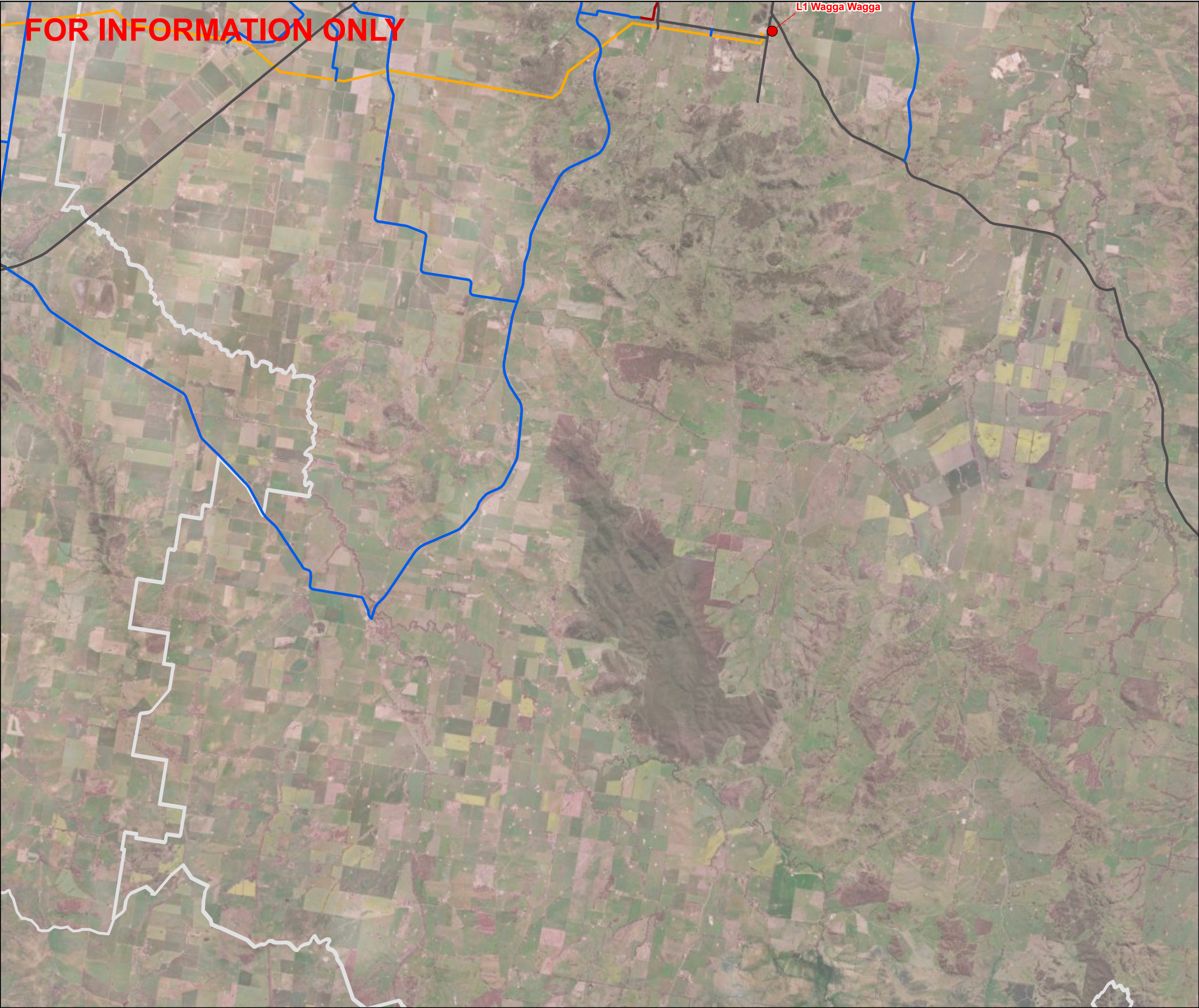
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World Imagery: Earthstar Geographics

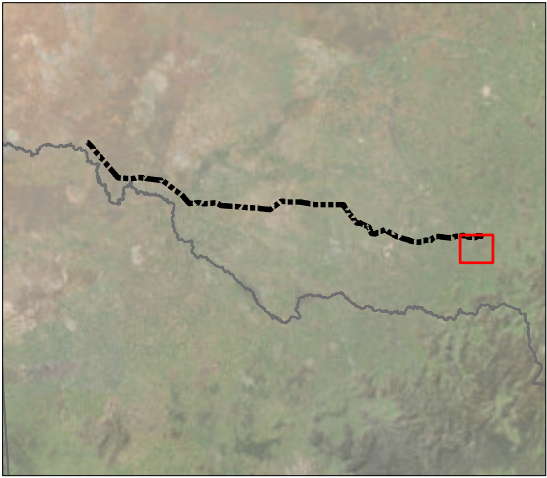
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Access Routes
Wagga Wagga LGA
Map 2 of 4



Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:120,000 (when printed at A3)

- Legend
- Camps and Laydowns
 - Haulage_Ro
 - Primary Route
 - Secondary Route
 - Light Vehicle
 - Transmission Alignment
 - LGA Boundary



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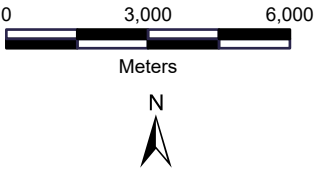
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World Imagery: Earthstar Geographics

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Access Routes
Wagga Wagga LGA
Map 3 of 4

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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:160,000 (when printed at A3)

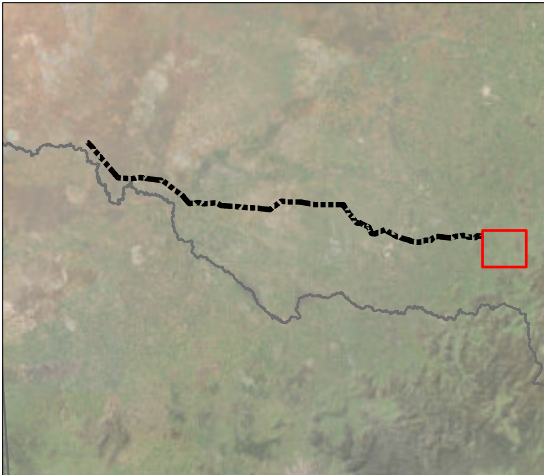
Legend

Haulage_Ro

Primary Route

Secondary Route

LGA Boundary



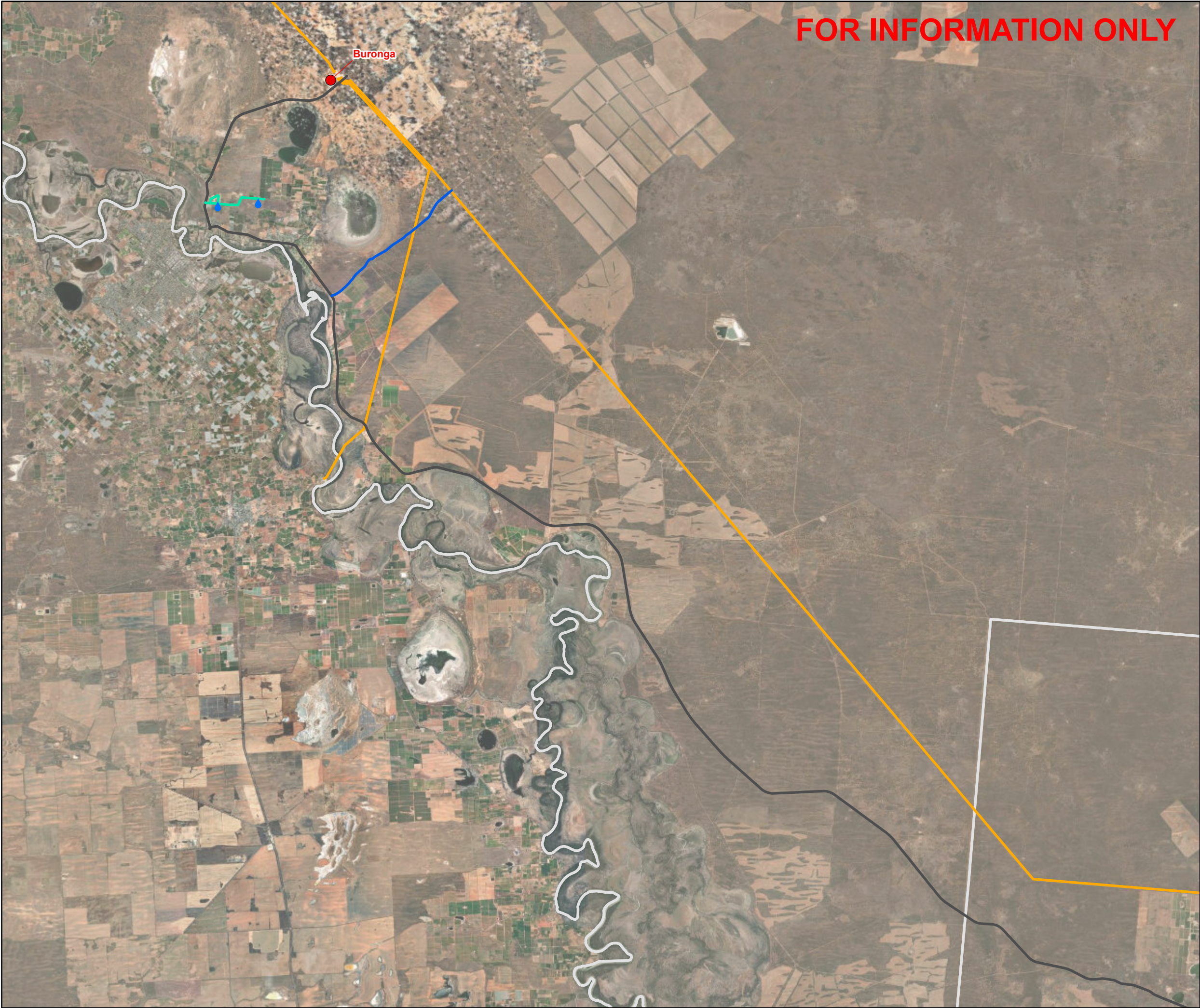
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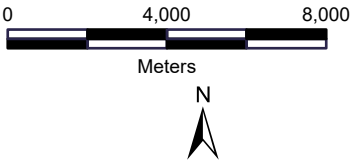
World Imagery: Earthstar Geographics

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Access Routes
Wagga Wagga LGA
Map 4 of 4

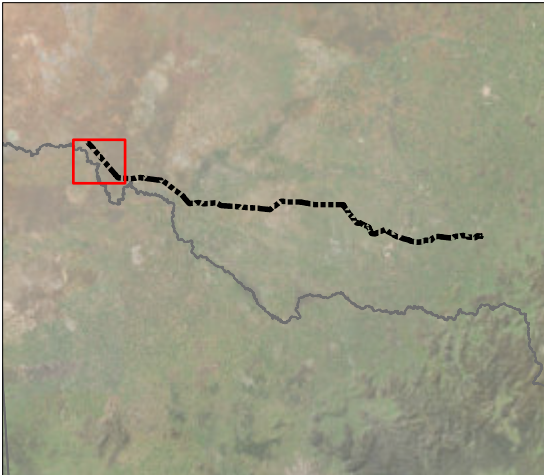


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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:190,000 (when printed at A3)

- Legend
- Camps and Laydowns
 - 💧 Water Supply Location
 - Primary Route
 - Secondary Route
 - Water Supply Route
 - Transmission Alignment
 - LGA Boundary



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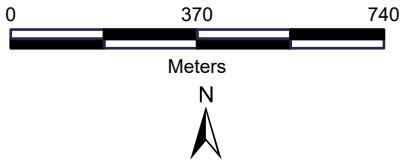
World Imagery: Earthstar Geographics

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Access Routes
Wentworth LGA
Map 1 of 2

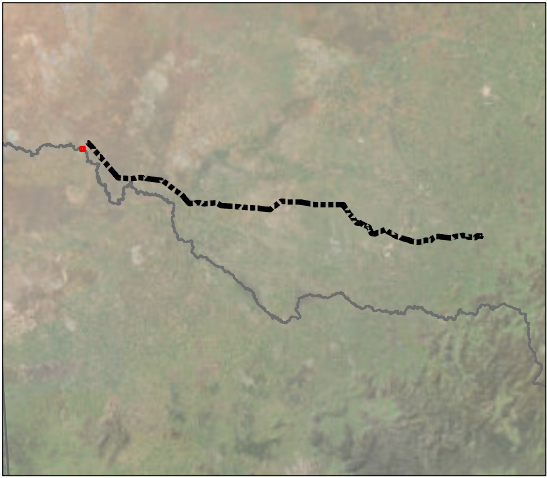


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Datum: GDA2020 Projection: New South Wales Lambert
Scale: 1:15,000 (when printed at A3)

- Legend
- Water Supply Location
 - Primary Route
 - Water Supply Route
 - LGA Boundary



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Access Routes
Wentworth LGA
Map 2 of 2