



Goulburn Mulwaree Council
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Contact: Scott Martin

Anthony Ko
Team Leader
Energy Assessments
Department of Planning & Environment

Dear Mr Ko

Subject: Goulburn Mulwaree Council
Submission to the proposed Humelink Transmission Project

Thank you for the opportunity to provide a submission in relation to the proposed Humelink Transmission Project. Goulburn Mulwaree Council (GMC) acknowledges that the project will not have a physical footprint in its Local Government Area (LGA), however, does note that the project passes through land owned by Council (i.e. Pejar Dam). Furthermore, Council notes that due to the location of the project, the GMC LGA will be exposed to traffic impacts as a result of construction.

The following statements seek to address these matters:

Transport Impacts

The proponent has identified items that would need consideration over the duration of the project, such as:

- Heavy vehicle route restrictions
- Road capacity
- Road safety (number of crashes in each LGA, etc.)
- Road Network public transport usage
- Potential impacts, including:
 - Traffic generation,
 - Traffic distribution,
 - Existing network performance,
 - Existing road condition,
 - Road network access
 - OSOM deliveries
 - Average and median hourly traffic movement increases (heavy and general)

The EIS indicates that potential impacts on road condition would be managed through the implementation of mitigation measures, including:

- Dilapidation surveys on all local roads to record the existing road condition prior to construction.
- Road condition assessments to assess potential damage to roads accessed by project-related construction traffic.

Considering these steps have been identified Council believes that any impact on road condition that may occur will be identified and rectified following consultation with us as the road authority following the projects' completion (Table 20-4 Summary of traffic and transport mitigation measures, TT4 Road Maintenance). The assessment predicts impact (generally) will be minor, in terms of both impact to drivers along the route and road condition.

Based on the information contained in the documents supplied, Council is satisfied that the impacts to road users and road condition will be managed and mitigated to ensure minimal disruption occurs.

Impact upon Pejar Dam:

Council is in support of the alternate route across Pejar Dam as detailed in the EIS as it has less of an impact on the visual amenity of the Pejar Dam. Goulburn and surrounds are inland communities that have little access to water bodies for recreational use. Pejar Dam provides such a space for recreational boating (non-petrol powered boating eg sailing, kayaking etc) and fishing for our community. This is important for our community.

The EIS indicates that the stringing of the lines is proposed to be completed using drones over water ways except Pejar Dam where boats are proposed to be used. For boating activities, it should be noted that Pejar Dam is an alpine water body and as such, additional precautions need to be taken when working on alpine waters. Further, powered boats are not permitted on the dam by the public. As such, any boating on the dam will need to:

- Be completed at low speed to minimise any erosion of the banks.
- Utilise an appropriately serviced boat to ensure no fuel spillage into the dam.
- Utilise a boat that has been cleaned prior to use prevent the spread of any weed species that may be on the boat from any prior use.

Should you require any further information, please contact the undersigned on 02 4823 4444.

Yours sincerely,



Scott Martin
Director Planning & Environment