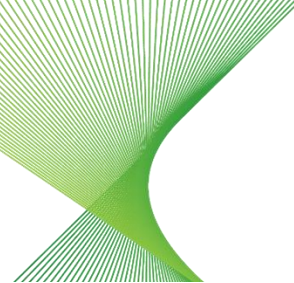


# EnergyConnect (NSW- Eastern Section) Submissions Report | Addendum – Edward River Council Response



Dear Iwan,

Following preparation and provision of the Submissions Report (Transgrid, 2022) to NSW Department of Planning and Environment (DPE) on 25 May 2022, it has been identified that the response to the Edward River Council submission (dated 2 March 2022) was inadvertently omitted from section 4.2 of the report. It is noted that this submission was considered as part of the analysis of submissions received in Chapter 2 of the report, however the detailed response to the issues raised in the submission was not included.

In reviewing the Edward River Council submission, the comments received were similar to comments received from other councils to which responses had been provided, however for completeness, a summary of the issues raised and response to these issues is provided in the section below.

## 1. Edward River Council

The Edward River Council provided a response to the public exhibition of the EIS (dated 2 March 2022). Consideration of the items raised in their submission is provided in Table 1-1.

Table 1-1 Response to Edward River Council submission

Issue/item raised	Transgrid response
<p><b><u>Impact on Road Infrastructure</u></b></p> <p>Edward River Council stated that there appeared to be no specific detail on the source location of the construction materials, noting that this would impact on the haulage routes through all affected Local Government Areas (LGAs).</p> <p>Edward River Council also noted that the EIS stated that road condition surveys will be carried out prior to the road being used by heavy vehicles and that a road condition monitoring and maintenance program would be developed in consultation with the relevant road authority for local roads used for construction haulage. Edward River Council noted this commitment and strongly reinforced the need for such action to ensure the safety and condition of local roads is maintained to a high standard.</p>	<p><b><u>Construction materials</u></b></p> <p>The majority of construction materials for the substation and transmission line towers would be sourced from outside the Edward River Council LGA, and transported from ports in NSW, Victoria or South Australia via the nominated haulage routes documented in the EIS.</p> <p>Concrete batching plants (to be located at the Balranald, Cobb Highway, Dinawan 330kV substation and Lockhart construction compound sites as described in section 6.7.1 of the EIS) have been proposed to supply concrete for construction work at the substation sites and transmission line towers.</p> <p>Edward River Council would be consulted regarding locally sourced material for road/track maintenance and/or restoration works, however, the proposal would seek to minimise the use of locally sourced materials to minimise impact on local supply.</p> <p><b><u>Haulage routes</u></b></p> <p>Within the Edward River LGA, roads that would carry higher volumes of construction vehicles are typically sealed regional or State roads (e.g. Cobb Highway). Sealed and unsealed local roads within the LGA would generally carry lower volumes of construction vehicles. Local roads would typically be used intermittently or for a portion of the total construction period. Construction traffic volumes, and in most cases, construction vehicle volumes would be low.</p> <p>Where feasible, construction vehicle movements would be undertaken within the construction impact area to minimise impacts</p>

Issue/item raised	Transgrid response
	<p>on the public road network. However, access to the transmission line work area would still be required via local roads.</p> <p>The routes have been developed to minimise impacts on local roads as far as possible, while providing the most direct route to the road network and meeting specific road requirements (such as specified routes for heavy vehicles). The preliminary haulage routes would be reviewed during finalisation of the construction methodology. As provided by mitigation measure TA4, further consultation would be carried out with Edward River Council as the relevant roads authority on the proposed routes and any required road upgrades to address any potential road safety issues.</p> <p><u>Road condition surveys</u></p> <p>Mitigation measure TA7 commits to the completion of road condition surveys for all sealed local roads within 200 metres of the proposal and/or all unsealed roads on haulage routes.</p> <p>The surveys would be carried out in consultation with the relevant roads authority and prior to the road being used by construction heavy vehicles.</p> <p>Mitigation measure TA7 also outlines the commitment to:</p> <ul style="list-style-type: none"> <li>• a road condition monitoring and maintenance program</li> <li>• post–construction road condition surveys to identify any damage attributed to the proposal</li> <li>• address any damage attributed to the proposal in consultation with the relevant roads authority.</li> </ul> <p>Roads damaged by the proposal would be reinstated to equivalent or better condition.</p>
<p><b><u>Construction Compound and Accommodation Camp</u></b></p> <p>There is minimal information regarding the commissioning and decommissioning of the Construction Compound and Accommodation Camp sites.</p> <p>Additional information is required to understand the scale of the sites, servicing arrangements and the proposed actions for returning the sites back to pre-development conditions, at the completion of works.</p>	<p>The Cobb Highway construction compound and accommodation camp site would be located within the Edward River LGA.</p> <p><u>Cobb Highway construction compound and accommodation camp site – description and commissioning</u></p> <p>A description of the proposed scale and facilities to be provided at each of the proposed construction compound and accommodation camp sites was provided in section 6.7.1 of the EIS.</p> <p>In addition, section 6.6.1.1 of the EIS identified that a range of utility service connections (including connections to existing power, water, gas and communications networks) would be made to provide services to the accommodation camps and construction compounds. These connections would occur as part of the enabling works phase of the proposal. Consultation with utility infrastructure providers who own and/or operate existing utility assets within the vicinity of the proposal has commenced and would continue during the finalisation of the design and construction of the proposal to mitigate the risk of unplanned and unexpected disturbance of utilities.</p>

Issue/item raised	Transgrid response
	<p><u>Decommissioning of construction compound and accommodation camp sites.</u></p> <p>As outlined in section 6.6.3 of the EIS, the following would occur at the completion of construction where main construction compounds and/or accommodation camps are established by the proposal:</p> <ul style="list-style-type: none"> <li>• all temporary site buildings and temporary environmental controls would be removed</li> <li>• site restoration to make good any disturbance caused by the proposal, including restoration of any natural drainage in areas where temporary facilities were provided</li> <li>• rectification of any fences, gates etc which may have been damaged during construction.</li> </ul> <p>As provided in mitigation measure LP5, disturbed areas would be stabilised and appropriately rehabilitated (i.e. back to pre-impacted conditions) as soon as feasible and reasonable following the completion of construction at each location. This would be carried out in consultation with the relevant landowner. For construction compounds, all restoration works are expected to be completed by March 2025 (approximately six months beyond the commissioning phase for the proposal).</p>
<p><b><u>Bushfire</u></b></p> <p>Bushfire risks associated with the construction and operation of the development have been considered in the EIS.</p> <p>Of specific concern is the Bushfire Prone Land areas consisting of large expanses of grassland and the remoteness of these areas. Adequate resources would be required to protect these areas in the event of fire outbreak as there are extended response times and access to adequate resources for fire defence are limited</p>	<p>As described in the response to the Fire and Rescue NSW submission (section 4.2.9 of the Submissions Report), an Emergency Response Plan (ERP) would be prepared for the proposal as a whole as part of the finalisation of the construction methodology. This would provide a consistent emergency response is applied across all work areas.</p> <p>This has been reflected in a new mitigation measure (HR16), which commits to preparing an Emergency Management and Risk Plan (EMRP) that relates to the construction phase of the proposal (refer to Appendix B of the Submissions Report). The EMRP would address all foreseeable on-site and off-site fire events and other emergency incidents (such as fires involving electrical substations and bushfires in the immediate vicinity) or potential hazmat incidents that may occur at each individual construction compound and accommodation site.</p> <p>Further detailed responses as to how the proposal would manage and mitigate potential bushfire risks was detailed in the response to the NSW Rural Fire Service submission in 4.2.15 of the Submissions Report.</p>
<p><b><u>Waste Management</u></b></p> <p>Edward River Council stated that a Waste Management Strategy and Plan that provides details for the overall proposal and all potential streams of waste, including the proposed locations for disposal, including nearest licenced landfill or unlicensed landfill should be prepared.</p>	<p>Mitigation measure WM5 commits to the segregation of waste streams to avoid cross-contamination of materials and to maximise reuse and recycling opportunities.</p> <p>Opportunities would also be investigated and implemented to reduce waste generation and to re-use or recycle construction and demolition waste where practicable (refer to mitigation measures WM1 to WM3).</p>

Issue/item raised	Transgrid response
<p>It was noted that this would provide Council with a better understanding on the impact the waste from the construction phase of the development will have on the life of the impacted landfills.</p>	<p>Potential impacts to waste and resource use would be managed throughout each phase of the proposal. This includes the adoption of construction methods or design responses to reduce material inputs and enable reduced energy and fuel inputs throughout the construction phase where practicable. This is further reflected in mitigation measures WM1, WM2 and WM3. All waste removed from the proposal would be transported to appropriately licensed waste disposal or transfer facilities or other facilities lawfully able to accept materials (WM6). The construction contractor would identify appropriate waste facilities and consult with the operators of those facilities to confirm the proposed approach to waste management, including capacity.</p> <p>A waste management sub-plan would be prepared in consultation with Edward River Council that would set out waste management strategies for the proposal in accordance with the waste management hierarchy of avoid, minimise, re-use and dispose (refer to section 24.1.3 of the EIS). The plan would include but is not limited to:</p> <ul style="list-style-type: none"> <li>• targets for the recovery, recycling and re-use of construction waste</li> <li>• procedures for the assessment, classification, management and disposal of waste</li> <li>• waste tracking and compliance management.</li> </ul>
<p>The EIS outlines the potential impacts of the development and proposed means of mitigation. It is concluded that the development if carried out in accordance with the EIS and matters noted in this submission, will be of significant benefit to the local region.</p>	<p>This comment from Council is acknowledged.</p>

If you have any questions, please call.

Regards,

Chris Gilmore  
EIS Delivery Project Manager | Major Projects