






INTERNAL



Traffic Strategy EnergyConnect (NSW – Western Section) Stage 1 45860-G-70108-REP-G-00001

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Revision History	
Rev.	Detailed Description
A	Issued for internal review
B	Issued for Transgrid review and to address the Infrastructure Approval
C	Updated following receipt of Transgrid’s comments
D	Updated following receipt of Transgrid’s comments and agency comments
E	Updated following meeting with Wentworth Shire Council on the additional road upgrades
F	Updated to address DPIE comments

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

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Abbreviations

Acronym	Definition
Amendment Report	<i>EnergyConnect (NSW – Western Section) Amendment Report</i>
ARGD	Austrroads Guide to Road Design
BAL	Rural Basic Left-Turn Treatment
BAR	Rural Basic Right-Turn Treatment
BC Act	<i>Biodiversity Conservation Act 2016</i>
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan
CSSI	Critical State Significant Infrastructure
CTMP	Construction Traffic Management Plan
DAWE	Australian Department of Agriculture, Water and the Environment
dBA	Decibel (A-weighted)
DPIE	NSW Department of Planning, Industry and Environment
EIS	<i>EnergyConnect (NSW – Western Section) Environmental Impact Statement</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1997</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ER	Environmental Representative
ESCP	Erosion and Sediment Control Plan
Final BDAR	<i>Revised Biodiversity Development Assessment Report</i> (August, 2021)
GDEs	Groundwater dependent ecosystems
km	kilometre
kV	kilovolt
L _{eq}	Equivalent noise level: equivalent energy averaged noise level which over a defined time period would contain the same energy as the time varying signal over the same time period.
LGA	Local Government Area
LoS	Level of Service
NSW	New South Wales
PAD	Potential archaeological deposit
PESCPs	Progressive Erosion and Sediment Control Plan
PCTs	Plant community types
RAPs	Registered Aboriginal Parties
Response to DPIE Request for Information	The 'additional information letter dated 10 August 2021' in the definition section of the Infrastructure Approval; document is also titled EnergyConnect (NSW – Western Section) Response to DPIE Request for Information – 7 May 2021 and subsequent discussions
RMMs	Revised mitigation measures
RNP	NSW Road Noise Policy
ROP	Road Opening Permit
SA	South Australia
SAP	Sensitive area plans
Strategy	Traffic Strategy (this document)

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Acronym	Definition
Submissions Report	<i>EnergyConnect (NSW – Western Section) Submissions Report</i>
TCPs	Traffic Control Plans
TfNSW	Transport for New South Wales
TTMP	Traffic and Transport Management Plan

1 Introduction

1.1 Context

This Traffic Strategy (strategy) is for Stage 1 of EnergyConnect (NSW – Western Section). This Traffic Strategy has been prepared to address the relevant requirements of the Infrastructure Approval (SSI 10040).

1.2 Background

On 29 August 2019, the 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) – South Australia (SA)/NSW border to Buronga and Buronga to the NSW/Victorian border (the project); and
- EnergyConnect (NSW – Eastern Section) – Buronga to Wagga Wagga.

A referral under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) was submitted on 27 May 2020. The Australian Department of Agriculture, Water and the Environment (DAWE) determined the project to be a controlled action on 26 June 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 *EnergyConnect (NSW – Western Section) Environmental Impact Statement (EIS)* was prepared for the project in October 2020 and was placed on public exhibition from 30 October 2020 to 10 December 2020. A total of 20 submissions were received, with 15 from government agencies, three from organisations and two from the public.

The *EnergyConnect (NSW – Western Section) Submissions Report* (Submissions Report) was prepared for the project in response to the submissions received during the public exhibition of the EIS. The Submissions Report was finalised on 14 April 2021.

Transgrid also prepared a separate *EnergyConnect (NSW – Western Section) Amendment Report* (Amendment Report) to document design changes and additional environmental assessment undertaken since exhibition of the EIS. The Amendment Report was also finalised on 14 April 2021.

On 7 May 2021, Department of Planning, Industry and Environment (DPIE) requested additional information (*EnergyConnect (NSW – Western Section)(SSI-10040) Request for Additional Information*) to assist with the assessment of the project. In response Transgrid prepared and provided the additional information letter dated 10 August 2021 (Response to DPIE Request for Information), which included revised mitigation measures (RMMs) in Appendix G which are to be applied. The Response to DPIE Request for Information was dated 10 August 2021.

Approval for the project under the EP&A Act was granted by the NSW Minister for Planning and Public Spaces (Infrastructure Approval SSI 10040) on 28 September 2021. Approval for the project under the EPBC Act was granted by the Australian Minister for the Environment.

Transgrid have engaged SecureEnergy, a joint venture between Elecnor and Clough Projects Australia Pty Ltd to design and construct their portion of the EnergyConnect project.

1.3 Staging

Condition E2 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 particular requirements of conditions of approval that are not applicable to the particular stage. This strategy is staged in accordance with condition E2.

On 26 November 2021 the project advised DPIE of the intention to stage construction of the project and sought the Secretary’s approval to prepare and submit any strategy, plan or program required by the Infrastructure Approval on a staged basis. The two proposed stages are as follows:

- Stage 1 – upgrade of the existing substation at Buronga, establishment of the Buronga accommodation camp and construction compound, and use and access of two water supply points off Corbett Avenue, Buronga to supply raw water for construction and potable water for the accommodation camp; and
- Stage 2 – all other construction activities.

On 24 December 2021 the Planning Secretary approved the submission of relevant strategies, plans or programs on this staged basis in accordance with condition E2 of Schedule 2 of the Infrastructure Approval. SecureEnergy will construct the project in accordance with the approved stages identified above and will prepare and submit the CEMP and CEMP Sub-plans (and other relevant strategies, plans or programs - including this strategy) on a staged basis. Stage 1 of construction (covered by this strategy) is proposed to occur ahead of the main transmission line works in order to expedite the overall delivery program for EnergyConnect.

This strategy will be prepared to prior to commencement of construction of Stage 2. The Traffic Strategy for Stage 2 will include details of Stage 2 construction activities and will ensure that the relevant conditions of approval are addressed in relation to those activities. Construction of Stage 2 will not commence until the Planning Secretary is satisfied with the CEMP and CEMP Sub-plans for Stage 2.

The Buronga substation is located on Arumpo Road in Buronga, NSW. The existing 220 kilovolt (kV) substation will be upgraded and expanded to a new 330kV substation on a land parcel adjacent to the existing 220kV substation.

The key project components of Stage 1 of construction include, but are not limited to, the activities provided in Table 1.1.

Table 1.1 - Key project components of Stage 1 of construction

Key activity	Description of key activity
Environmental investigations, including biodiversity and heritage protection, salvage and recordings.	These key activities nominated in this stage will have already commenced as part of the pre-construction minor works permitted in accordance with the Infrastructure Approval. The definition of ‘construction’ within the Infrastructure Approval excludes these activities. They will therefore not be subject to the Stage 1 CEMP and CEMP sub-plans.
Other survey work, such as road dilapidation surveys, and surveys of the general alignment and existing utilities.	
Site establishment at Buronga substation upgrade and expansion site	The main site establishment activities that would be undertaken at Buronga substation upgrade and expansion site include: <ul style="list-style-type: none"> • clearing of vegetation within the disturbance area (including scrub, undergrowth and ground vegetation); • clearing and removal of topsoils. Topsoil would be stockpiled on site for later reuse; • establishing crushing and screening plants (if required), ancillary facilities, including but not limited to offices and amenities, and internal roads; and • installing fencing (including fencing around the site where required), signage and security measures as well as any necessary construction environmental management measures such as erosion and sediment controls.
Bulk earthworks at Buronga substation upgrade and expansion site	Bulk earthworks to form the Buronga substation pad which includes placement of around 350,000 m ³ of rock/gravel/soil from the earthworks material site to allow for the construction of the substation pad in preparation for concrete foundations. Crushing and screening activities may be required in order to meet the engineering requirements.

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Key activity	Description of key activity
	Existing soil that does not meet engineering requirements for the substation pad will be temporary stockpiled.
Site establishment of the Buronga accommodation camp	<p>The main activities that would be undertaken at Buronga construction compound and accommodation camp includes:</p> <ul style="list-style-type: none"> clearing of vegetation within the disturbance area (including scrub, undergrowth and ground vegetation); clearing and removal of topsoils. Topsoil would be stockpiled on site for later reuse; establishing the accommodation camp and associated facilities, including but not limited to site offices, amenities, wastewater treatment plant, power generators, hazardous material and fuel storage area and internal roads; establishing and operating site offices and other ancillary facilities, including but not limited to amenities, and internal roads; connections and pre-commissioning of on-site utilities (wastewater treatment plant, electrical power, lighting and etc.) for the construction compound and accommodation camps; and installing fencing, signage and security measures as well as any necessary construction environmental management measures such as erosion and sediment controls, where required.
Site establishment and operation of the Buronga construction compound	
Access points	<p>The establishment of access points would include:</p> <ul style="list-style-type: none"> establishing vehicle access and egress points including adjustment of roads to ensure safe vehicle movements; and establishing truck wheel wash or rumble grids. <p>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 D40 b).</p>
Water supply points – establishment and/or use	<p>A series of water supply points have been identified as suitable connection points to existing water supply pipelines. The proposed water supply points which are to be established and/or used include:</p> <ul style="list-style-type: none"> Alcheringa Drive, Buronga; and Modica Crescent, Buronga.
Utility works, adjustments and protection	General utility protection and adjustment works, where required, including internal and external drainage, to allow for the Buronga substation expansion and upgrades works to occur, the establishment of the accommodation camp and the establishment and operation of the construction compound.

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 1 CEMP and this strategy.

This strategy has been prepared specifically for EnergyConnect (NSW – Western Section) Stage 1 of construction and will be implemented for the duration of Stage 1 of construction.

1.4 Objective

The objective of this strategy is to identify and assess the potential impacts for any potential road upgrades including roads, intersections, crossing points and access points. The objective of this strategy is to also provide detail in relation to the use of water supply routes and secondary access routes and potential amenity impact to sensitive receivers along these routes.

This strategy will ensure that:

- the location and type of road upgrades are identified, including information in relation to whether they are temporary or permanent;
- implementation of the road upgrades are carried out to the satisfaction of the relevant road authorities;

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- all proposed upgrades comply with Austroads Guide to Road Design (unless agreed otherwise with the relevant road authority);
- impacts associated with the road upgrades are assessed;
- appropriate mitigation measures to minimise impacts to affected stakeholders are explained; and
- measures are detailed for notifying, seeking feedback and addressing concerns of impacted residents along the associated routes.

For water supply routes:

- detailed usage of the routes including expected daily traffic volumes and approximate durations of use are identified; and
- assessment of potential dust impacts and road noise to residences along the routes are identified and mitigation measures to minimise any impacts are explained.

1.5 Principles

SecureEnergy will adopt a collaborative approach to meeting the goals of stakeholders including affected residences and road authorities. The placement of experienced, trained staff will enable SecureEnergy to monitor the systems and implement controls that promote free-flow of traffic and minimise impacts, particularly during the peak construction period where construction traffic volumes will be at their greatest.

Stakeholders including road users, residents and businesses will remain informed of pending changes with concise, timely and targeted notifications (refer to Section 0 for further detail). Control measures will be implemented to avoid and/or mitigate these impacts and maintain the level of service at all intersections and mid-blocks throughout the Stage 1 work areas.

SecureEnergy will apply the following key road safety and traffic management principles to manage the safety and amenity of all road users and the public:

- minimising the operational interruption to the road network and maintaining the desired operational speed;
- ensuring potentially affected road users and landowners are identified during the planning and construction phase;
- installing traffic controls that effectively inform and guide road users, and comply with relevant road authority requirements and the Australian Standards;
- plan and stage all works effectively to minimise road occupancy where possible thus reducing the impacts on road users and stakeholders;
- effective planning of all construction vehicle movements including the provision of safe ingress and egress points at the interface with the existing road network; and
- maximising the use of the State and regional road network to minimise impacts on local roads and residential areas.

1.6 Consultation

In accordance with condition D37 of the Infrastructure Approval, this strategy has been prepared in consultation with Transport for New South Wales (TfNSW) and Wentworth Shire Council. This strategy was issued to relevant stakeholders for review and comment. Comments from the consultation process have been incorporated into this strategy where appropriate.

During consultation, Wentworth Shire Council requested additional road upgrades in relation to this strategy. The road upgrades requested included the following:

- Alcheringa Drive road widening;

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- Alcheringa Drive water supply point to be sealed and extra pavement width provided;
- Arumpo Road shoulder re-sheeting; and
- Modica Crescent water supply point to include reinforced concrete pavement.

A traffic assessment was completed by a Chartered Engineer to determine if the road upgrades requested by Wentworth Shire Council were necessary for the Stage 1 construction activities. An assessment was undertaken to consider the traffic impacts. It was identified that the road upgrades requested by Wentworth Shire Council were not necessary given the condition of the existing roads, estimated number of construction vehicles, or that the road upgrade was classified as road maintenance due to pre-existing defects.

On 10 January 2022, a meeting was held between representatives of Wentworth Shire Council, Transgrid and SecureEnergy to discuss the additional road upgrades. During the meeting, Wentworth Shire Council agreed that the additional road upgrades were not required, and SecureEnergy will adopt a monitoring approach for the relevant roads. The opportunity to reassess and request for road upgrade, if required, will be undertaken during Stage 2 of the project.

Following consultation with TfNSW, TfNSW requested an assessment of the warrants for turn treatment as per Figure 3.25 of *Austrroads Guide to Traffic Management Part 6* for intersections with the classified road network. This assessment was provided to TfNSW for Arumpo Road and was deemed adequate. No further action was required.

Details of all consultation with the TfNSW and Wentworth Shire Council will be submitted to DPIE along with the submission of this strategy.

1.7 Submission and approval

Prior to submission to DPIE, this strategy will be reviewed by the Environmental Representative (ER) to ensure that the strategy is consistent with the requirements of the Infrastructure Approval. A written statement to this effect will be prepared and submitted to DPIE. This review will be undertaken in accordance with condition A19 of the Infrastructure Approval.

This strategy will be submitted to DPIE for review, and for confirmation of the Planning's Secretary's satisfaction.

1.8 Periodic review

This strategy will be reviewed at least annually, in accordance with Section 1.10 of the CEMP - Updating the CEMP. This includes the review and, if necessary, revision of this strategy within three months of the following:

- submission of an incident report under condition E6 of the Infrastructure Approval;
- submission of an audit report under condition E11 of the Infrastructure Approval; or
- any modifications to the Infrastructure Approval.

Any updates to the strategy will be approved as described in Section 1.10 of the CEMP.

2 Environmental requirements

2.1 Legislation

The most applicable legislation to this strategy is the *Roads Act 1993*.

Under the *Roads Act 1993*, consent of the appropriate road authority is required for the following activities:

- erect a structure or carry out a work in on or over a public road;
- dig up or disturb the surface of a public road;
- remove or interfere with a structure, work or tree on a public road; and
- pump water into a public road from any land adjoining the road.

Works under section 138 of the *Roads Act 1993* are addressed through Wentworth Shire Council's Road Opening Permit (ROP) system. SecureEnergy will obtain the required ROPs prior to commencing the associated Stage 1 works. Additionally, under section 138(2) of the *Roads Act 1993*, TfNSW also has the right to exercise authority over the proposed works on classified roads.

2.2 Conditions of Approval

The definition of construction within the Infrastructure Approval does not include road upgrades (which includes access points). The road upgrades can therefore occur prior to approval of the CEMP and Traffic and Transport Management Plan (TTMP) (subject to the relevant roads authorities approving design and issuing road occupancy licences, etc.).

The conditions of the Infrastructure Approval relevant to this strategy are presented in Table 2.1. A cross reference is also included to indicate where the condition is addressed within this strategy.

Table 2.1 - Conditions of Approval relevant to this strategy

Condition no.	Requirement	Where addressed	How addressed
D37	Prior to commencing construction, the Proponent must prepare a Traffic Strategy, in consultation with the relevant roads authority, to the satisfaction of the Planning Secretary, which:	Section 1.6 Section 1.7	Section 1.6 outlines that this strategy has been prepared in consultation with TfNSW and Wentworth Shire Council. Section 1.7 details the submission process for this strategy and the requirement to prepare this document to the satisfaction of the Planning Secretary.
	a) for all access routes:		
	<ul style="list-style-type: none"> • identifies the location and type of any necessary road upgrades (including roads, intersections, crossing points and access points), including consideration of relevant amenity impacts; 	Section 3.5 Section 4 Figure 4.1 Figure 4.2	The location and type of road upgrades required for Stage 1 is outlined in Section 3.5 and Section 4. Road upgrades required for Stage 1 include the two access points into Buronga substation and camp (refer to Figure 4.1) and the access point at the Alcheringa Drive water supply point (Figure 4.2).
<ul style="list-style-type: none"> • ensures that any road upgrades comply with the <i>Austrroads Guide to Road Design</i> (as amended by TfNSW supplements), unless the relevant roads authority agrees otherwise; 	Section 4.1	SecureEnergy will obtain certification from the road designer that the road design drawings comply with the relevant standards.	

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Condition no.	Requirement	Where addressed	How addressed
	<ul style="list-style-type: none"> includes a detailed assessment of potential impacts of any necessary road upgrades (such as heritage and biodiversity impacts), including consideration of appropriate mitigation measures; 	Section 4.2 to 4.7	<p>A detailed assessment of potential impacts as a result of the two access points into the Buronga substation and camp, and the Alcheringa Drive water supply point is outlined in Section 4.2 to 4.7.</p> <p>Mitigation measures to minimise the impacts associated with the access points are also outlined in Section 4.2 to 4.7.</p>
	<ul style="list-style-type: none"> identifies whether intersections, crossing points and access points would be permanent or temporary; and 	Section 3.5 Section 4	<p>Gate 1 is a temporary access point and will be removed upon completion of construction. Gate 2 will remain as the permanent access to the Buronga substation post construction.</p> <p>The Alcheringa Drive access point has been designed as a temporary access point.</p> <p>No crossing points or new intersections are proposed.</p>
	<ul style="list-style-type: none"> includes measures for notifying, seeking feedback from and addressing the concerns of impacted residents along the routes; 	Section 5 Section 5.1 Community Communication Strategy (CCS)	<p>Sections 5 and 5.1 outline a process for notifying, seeking feedback and addressing concerns of impacted residents along the routes.</p> <p>For further detail on measures for notifying, seeking feedback and addressing concerns of impacted residents, refer to the CCS.</p>
	b) for Secondary Access Routes and Water Supply Routes:		
	<ul style="list-style-type: none"> provides detailed usage of the routes, including maximum daily numbers of heavy and light vehicles and approximate durations of use; 	Section 3.4	<p>Section 3.4 outlines the anticipated construction traffic volumes on the water supply routes, including Alcheringa Drive and Modica Crescent.</p> <p>The duration of use for the water supply routes is anticipated to be for the entire duration of construction.</p>
	<ul style="list-style-type: none"> includes an assessment of dust impacts to any residences along the routes and identifies mitigation measures to minimise any impacts; and 	Section 3.4.3	<p>It is not anticipated that dust impacts will be caused as the majority of the proposed routes are sealed or paved roads. The access points will be gravel with a sealed access.</p> <p>Section 3.4.3 outlines the dust impacts and mitigation measures associated with the water supply routes.</p>
	<ul style="list-style-type: none"> identifies any residences along the routes that would experience road traffic noise above the relevant assessment criteria from Table 3 in <i>NSW Road Noise Policy</i> (DECCW, 2011) due to project-related traffic and 	Section 3.4.2 Section 3.4.4	<p>Section 3.4.2 identifies the residential receivers located along the water supply routes for Alcheringa Drive and Modica Crescent.</p> <p>The road noise levels generated by construction traffic utilising the water supply routes will not exceed</p>

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Condition no.	Requirement	Where addressed	How addressed
	<p>identifies mitigation measures to minimise impacts.</p>		<p>the NSW Road Noise Policy criteria of 55 decibel (A-weighted; dBA) equivalent noise level (Leq 1hr).</p> <p>Section 3.4.4 outlines that noise levels generated from construction vehicles utilising the water supply routes comply with relevant noise criteria at the nearest identified sensitive receivers along the proposed route.</p> <p>Section 3.4.4 outlines the mitigation measures to minimise the noise impacts associated with construction vehicle use of the water supply routes.</p>
D38	<p>Prior to commencing construction, the proponent must implement the road upgrades and the mitigation measures identified in the Traffic Strategy in condition D37, to the satisfaction of the relevant roads authority and the Planning Secretary, respectively.</p>	Section 4	<p>Section 4 outlines that the road upgrades and mitigation measures identified in this strategy will be implemented prior to commencing construction, to the satisfaction of the relevant roads authority and the Planning Secretary, respectively.</p> <p>Mitigation measures from this Traffic Strategy which are undertaken prior to Stage 1 construction will be summarised within a document and submitted to DPIE. It must be noted that some of the mitigation measures within the Traffic Strategy cannot be implemented prior to Stage 1 construction as the measure is applicable to the use of the road upgrade.</p>
E2	<p>With the approval of the Planning Secretary, the Proponent may:</p> <ol style="list-style-type: none"> a) prepare and submit any strategy, plan or program required by this approval on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program); b) combine any strategy, plan or program required by this approval (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and c) update any strategy, plan or program required by this approval (to ensure the strategies, plans and programs required under this approval are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development). <p>If the Planning Secretary agrees, a strategy, plan or program may be staged</p>	Section 1.3 Section 1.8	<p>This strategy has been prepared for Stage 1 works. The Stage 1 Traffic Strategy will be reviewed annually and updated, if necessary. In addition to this, the Stage 1 Traffic Strategy will be reviewed and updated, if necessary, in the event of the following:</p> <ul style="list-style-type: none"> • submission of an incident report under condition E6 of the Infrastructure Approval; • submission of an audit report under condition E11 of the Infrastructure Approval; or • any modifications to the Infrastructure Approval. <p>A separate Stage 2 Traffic Strategy will be prepared for the Stage 2 works. The Stage 2 Traffic Strategy, once approved, will supersede the Stage 1 Traffic Strategy. This will be clearly stated in the Stage 2 Traffic Strategy. Similar to the Stage 1 Traffic Strategy, the Stage 2 Traffic Strategy will also be reviewed</p>

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Condition no.	Requirement	Where addressed	How addressed
	<p>or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this approval. If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program. If the Planning Secretary agrees, a strategy, plan or program may be staged without addressing particular requirements of the relevant condition of this approval if those requirements are not applicable to the particular stage.</p>		<p>annually or in the event of the following:</p> <ul style="list-style-type: none"> • submission of an incident report under condition E6 of the Infrastructure Approval; • submission of an audit report under condition E11 of the Infrastructure Approval; or • any modifications to the Infrastructure Approval. <p>The Stage 1 Traffic Strategy is not combined with any other strategy, plan or program.</p>

3 Access routes

The existing road network within the Wentworth Shire Local Government Area (LGA) consists of a combination of national, State, regional and local roads. Stage 1 construction will use State, regional and local roads which are identified in Appendix 2 of the Infrastructure Approval.

Appendix 2 of the Infrastructure Approval identifies three types of access routes (primary, secondary and water supply) that will be used by construction vehicles between work areas and the main construction compounds and accommodation camps. The routes include:

- primary access routes - refer to the potential haulage routes and key access routes. For the Stage 1 works this includes the roads to Buronga substation, compound and accommodation camp;
- secondary access routes - refer to localised haulage routes that would be used to provide immediate access to the construction areas and would be used for short durations of the construction program (periods of less than one year). Secondary access routes will not be utilised during Stage 1 of construction; and
- water supply routes - are haulage routes that originate from nominated water supply points and have destinations to either Buronga substation, compound and/or accommodation camp (refer to Section 4.4).

The key roads to be used for Stage 1 of construction are detailed in Table 3.1. Other than Modica Crescent, all primary access routes and water supply routes identified in Table 3.1 are included in Appendix 2 of the Infrastructure Approval. Modica Crescent was subject to separate correspondence issued to DPIE and was approved on 16 November 2021. Figure 3.1 identifies the primary access routes and water supply routes to be used for Stage 1 construction activities.

Table 3.1 - Roads used for the delivery of Stage 1

Name	Description	Classification	Relevant road authority	Type
Silver City Highway (B79)	<p>A 683 kilometre (km) long sealed highway with two lanes, which is a state road with the Gazetted Road Number of 22 that connect Buronga to Queensland Border.</p> <p>It runs in an east-west alignment between Wentworth and Buronga and north-south between Wentworth and Broken Hill. It has a general speed limit of 100km per hour and 60km per hour in larger town centres such as Buronga and Dareton.</p> <p>There are no dedicated pedestrian and cycling facilities within Wentworth Shire LGA, no pedestrian footpath or shoulder on Silver City Highway with pedestrians traversing along road verge and cyclists in traffic lanes. The speed along the highway and rural nature of the area (general lack of pedestrian destinations) results in minimal pedestrian and cycle activity.</p>	State	TfNSW	Primary access route
Sturt Highway (A20)	<p>A state road which is a major east-west highway that connects Buronga to Wagga Wagga, allows for passenger vehicles and heavy vehicles, is a sealed highway with one lane in each direction in a north-south alignment in Wentworth LGA. General speed limit of 100km per hour and 60km per hour in town centres. Has a dedicated cycling facility and a dedicated pedestrian footpath only on the West side on George Chaffey Bridge</p>	State	TfNSW	Primary access route

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Name	Description	Classification	Relevant road authority	Type
	between Mildura and Buronga. A narrow road shoulder in both directions allows some room for cyclists but is deficient of minimum standard width, outside of town centres the speed of the traffic leads and rural nature of the area (general lack of pedestrian destinations) to minimal pedestrian and cycle activity.			
Arumpo Road	Sealed regional road with unsealed road shoulders, connects traffic from Silver City Highway and Sturt Highway to Lake Mungo, with a speed limit of 80km per hour and one lane in each direction.	Regional	Wentworth Shire Council	Primary access route
Renmark Road	Partially sealed regional road that connects South Australian border with Silver City Highway. Sealed from Silver City Highway for around 18km with unsealed road shoulders, where the rest of the road to South Australia border is unsealed. Has a speed limit of 100km per hour with one lane in each direction.	Regional	Wentworth Shire Council	Primary access route
Alcheringa Drive	Sealed local road	Local	Wentworth Shire Council	Water supply route
Corbett Avenue	Sealed local road	Local	Wentworth Shire Council	Water supply route
Modica Crescent	Sealed local road	Local	Wentworth Shire Council	Water supply route



Figure 3.1 - Primary access routes and water supply routes for Stage 1

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3.1 Assessment methodology and metrics

TfNSW's *Guide to Traffic Generating Developments* demonstrates the indicative level of service and the corresponding theoretical peak hour traffic flows typically applied for urban roads which are subjected to interrupted flows (i.e. interruptions from turning traffic at minor intersections and access driveways) (refer to Table 3.2 below).

Table 3.2 - TfNSW Guide to Traffic Generating Developments (Oct 2002)

Level of service (LoS)	One lane (vehicle/hour)
A	200
B	380
C	600
D	900
E	1400

TfNSW's *Guide to Traffic Generating Developments* indicates a desirable traffic flow is maintained up to a Level of Service (LoS) C for weekday peak hour traffic, which equals to approximately 600 vehicles per hour for each lane. In recreational peak hours (i.e., peaks associated with tourist or recreational activity), traffic flow of up to LoS D is generally accepted, which translates to approximately 900 vehicles per hour.

3.2 Primary access routes assessment

3.2.1 Traffic impact and mitigation measures

The Technical Paper 9 (Traffic and transport impact assessment) provides the traffic volume data of the key roads identified for Stage 1. Table 3.3 provides a summary of the existing daily traffic volumes, peak hourly traffic estimates and capacity of the existing roads used for Stage 1 works.

Table 3.3 - Summary of existing road information

Road name	Daily traffic volume (vehicles per day)	Peak hourly traffic estimates	Capacity (vehicles per hour)
Arumpo Road	327	32 (in both directions)	3,600 (in both directions)
Renmark Road	<50	<10	-
Silver City Highway			
Ellerslie – between Broken Hill and Wentworth (from Broken Hill to Perry Street)	358	35	3,600 (in both directions)
Within Wentworth Town Centre (from Perry Street in Wentworth to Delta Road in Wentworth)	2,559	255	2,000 (in both directions)
Mourquong – between Dareton and Buronga (from Fletchers Lake Road to Corbett Avenue)	2,228	222	3,600 (in both directions)
Within Buronga Town Centre (from Corbett Avenue to Sturt Highway)	5,478	547	2,000 (in both directions)
Sturt Highway			
George Chaffey Bridge – between Mildura and Silver City Highway, Buronga	10,593	1,059	3,600 (in both directions)
Within Buronga (between Silver City Highway and Knights Road in Gol Gol)	2,730	273 (in eastern direction)	500 (in eastern directions)

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Appendix E (Traffic and transport assessment memorandum) of the Response to DPIE Request for Information identifies the anticipated traffic volumes during the peak construction period for primary access routes for EnergyConnect (NSW – Western Section).

Table 3.4 below outlines the anticipated and assessed construction traffic volumes for the primary access routes. The construction traffic numbers are based on construction of the entire project, which includes construction of the transmission line. Stage 1 works do not include construction of the transmission line, and only includes the activities outlined in Section 1.3.

Table 3.4 - Construction traffic volumes on primary access routes (conservative volumes)

Access location	Road condition	Relevant road authority	Construction period vehicle movements per day (indicative)		Duration of use during construction
			Peak	Typical	
Arumpo Road between Silver City Highway and the Buronga substation	Sealed road with centreline marking and unsealed shoulders Two-lane and two-way traffic configuration	Wentworth Shire Council (Regional Road)	Light vehicles – 500 per day Heavy vehicles – 400 per day	Light vehicles – 280 per day Heavy vehicles – 280 per day	Duration of full construction program
Silver City Highway (B79) between Sturt Highway and the transmission line alignment	Sealed highway with line-markings. No pedestrian footpath or road shoulder. Two-lanes and two-way between Town Centres. Four-lanes and two-way within Town Centres of Wentworth, Dareton and Buronga.	Transport for NSW (State Road)	Light vehicles - 500 per day Heavy vehicles - 400 per day	Light vehicles - 280 per day Heavy vehicles - 280 per day	Duration of full construction program
Sturt Highway (A20) between Silver City Highway and Keens Road in Monak (near transmission line alignment)	Sealed highway with line-markings. Narrow road shoulder in both directions. Two-lanes and two-way.	Transport for NSW (State Road)	Light vehicles - 500 per day Heavy vehicles - 400 per day	Light vehicles - 280 per day Heavy vehicles - 154 per day	Duration of full construction program
Renmark Road between Silver City Highway and the South Australian border with South Australia	Partially sealed road with centreline marking and with unsealed road shoulders. Two-lanes and two-way.	Wentworth Shire Council (Regional Road)	Light vehicles - 500 per day Heavy vehicles - 400 per day	Light vehicles - 280 per day Heavy vehicles - 280 per day	Duration of full construction program

The vehicle movements per day for Stage 1 works are anticipated to be lower than the vehicle movements per day presented in Appendix E (Traffic and transport assessment memorandum) of the Response to DPIE Request for Information. Indicative peak light vehicle movements per day for Stage 1 works is around 250 vehicles per day. Indicative peak heavy vehicle movements per day for Stage 1 works is around 200 vehicles per day.

It is also anticipated that for Stage 1 works, Silver City Highway and Renmark Road would predominantly be used for deliveries as there are no construction activities proposed for the transmission line easement. As such, for Stage 1, the vehicle movements per day for Silver City Highway and Renmark Road are anticipated to be lower than the vehicle movements per day presented in Appendix E (Traffic and transport assessment memorandum) of the Response to DPIE Request for Information.

Appendix J (Traffic, transport and access impact assessment) of the Amendment Report identifies the additional construction traffic on the road network due to construction activities on the primary access routes for all the construction activities. Table 3.5 below compares the existing daily traffic volumes and LoS, with the numbers for the construction traffic volumes and resulting LoS.

Table 3.5 - Impact on additional construction traffic on road network performance

Road name	Existing		Construction (EIS)		Construction (Amended Proposal)	
	Traffic volume (vehicle per day)	Initial volume/ capacity (LoS)	Traffic volume (vehicles per day)	Resulting volume/ capacity (LoS)	Traffic volume (vehicles per day)	Resulting volume/ capacity (LoS)
Arumpo Road	327	0.9% (LoS A)	657	1.8% (LoS A)	1,227	3.4% (LoS A)
Silver City Highway						
Ellerslie – between Broken Hill and Wentworth (from Broken Hill to Perry Street)	358	1.0% (LoS A)	688	1.9% (LoS A)	1,258	3.5% (LoS A)
Wentworth Town Centre (from Perry Street in Wentworth to Delta Road in Wentworth)	2,559	12.8% (LoS A)	2,889	14.4% (LoS A)	3,459	17.3% (LoS A)
Mourquong – between Dareton and Buronga (from Fletchers Lake Road to Corbett Avenue)	2,228	6.2% (LoS A)	2,558	7.1% (LoS A)	3,128	8.7% (LoS A)
Within Buronga Town Centre (from Corbett Avenue to Sturt Highway)	5,478	27.4% (LoS B)	5,808	29.0% (LoS B)	6,378	31.9% (LoS B)
Sturt Highway						
George Chaffey Bridge – between Mildura and Silver City Highway, Buronga	10,593	29.4% (LoS B)	10,923	30.3% (LoS B)	11,493	31.9% (LoS B)
Within Buronga (between Silver City Highway and Knights Road in Gol Gol)	2,730 (eastbound only)	54.6% (LoS C)	3,060	61.2% (LoS D)	3,630	72.6% (LoS D)

Overall, the increase in traffic volumes due to the project for all the construction activities is not likely to significantly impact the efficiency of the road network. The addition of construction traffic on the primary access routes for will mostly maintain a LoS between A and C, which depicts satisfactory traffic conditions for Stage 1 construction. The Sturt Highway in Buronga will experience a decrease in the Level of Service (from LoS C to LoS D). This decrease in LoS is based on the traffic volumes during construction of all project works.

It is anticipated that for Stage 1 works, the LoS for the roads will not be affected to the extent outlined in Table 3.5. This is because the traffic associated for Stage 1 works will have lower vehicle numbers than what is proposed for the entire construction program (as presented in Table 3.5).

Mitigation measures to minimise the traffic impact of construction vehicles on the primary access routes are presented in Section 8 of the Technical Paper 9 (Traffic and transport impact assessment) and include:

- design access and egress points to minimise conflicts with vehicle movements on the road network and in accordance with relevant safety requirements;
- conduct a road dilapidation survey on the construction haulage routes prior to commencement of construction in consultation with the relevant road authorities;
- notification and consultation with affected stakeholders;
- obtaining the required permits from road authorities;
 - for occupation of the road corridor; and
 - over size and over mass vehicle movements;
- maintaining access for all residents; and
- ongoing management and monitoring of these mitigation measures.

3.3 Secondary access routes assessment

Secondary access routes will not be utilised during Stage 1 of construction. No traffic and transport assessment has been included in this strategy for secondary routes.

3.4 Water supply routes assessment

Water supply routes provide connection between the water supply points and the primary access routes. Water supply locations identified for Stage 1 are located:

- along Alcheringa Drive utilising Corbett Avenue; and
- along Modica Crescent utilising Corbett Avenue.

The water supply point on Alcheringa Drive will be used to supply raw water for the Stage 1 scope of works. This site will be located at the point of the existing Buronga re-lift pump station. The proposed works will include installation of horizontal pipework and support. The area is currently cleared and adjacent to Alcheringa Drive.

The water supply point on Modica Crescent will be used to supply potable water for the Stage 1 scope of works. Water will be filled through a metered hydrant from the water main on the side of the road. No new infrastructure would be required to allow for access to this water supply point.

Water supply vehicles will travel to the Buronga accommodation camp and compound via the nominated primary routes and approved water supply routes.

3.4.1 Traffic impact and mitigation measures

Appendix E (Traffic and transport assessment memorandum) of the Response to DPIE Request for Information identified anticipated traffic volumes during the peak construction period to and from the water supply points.

Table 3.6 outlines the anticipated construction traffic volumes (peak and typical) for the water supply routes.

Table 3.6 - Anticipated construction traffic volumes on water supply routes (conservative volumes)

Access location	Road condition	Relevant road authority	Construction period vehicle movements per day (indicative)		Duration of use during construction
			Peak	Typical	
Water Supply					
Alcheringa Drive between Melaleuca Street and Gol Gol N Road Corbett Avenue between Silver City Highway and Melaleuca Street	Sealed road with unsealed road shoulders Two-lanes and two-way	Wentworth Shire Council	Heavy vehicles - 40 per day	Heavy vehicles - 30 per day	Full construction program
Modica Crescent between Corbett Avenue Corbett Avenue between Silver City Highway and Melaleuca Street	Sealed road Two-lanes and two-way	Wentworth Shire Council	Heavy vehicles - 4 per day	Heavy vehicles - 2 per day	Full construction program

The highest amount of additional traffic on the identified water supply routes generated from construction is 40 vehicle movements per day. Assuming that ten per cent of these movements occur during the peak hour, this approximates to a peak hourly construction traffic rate of four vehicle movements per hour, or one per cent of the desirable theoretical threshold (LoS C). The impact of traffic generated from construction on the nominated water supply routes are expected to maintain the performance of the affected road network well above desired flow conditions.

SecureEnergy will ensure that the refilling of water supply vehicles is carried out off the carriageway adjacent to the destination. As such, the refilling process is not expected to interact with moving traffic on the road. As a result, no road upgrades along water supply routes are required to accommodate the additional construction-related traffic accessing the water supply points.

3.4.2 Sensitive receivers

Sensitive receivers are present along the proposed water supply routes for Stage 1 which may be potentially impacted due to vehicle movements accessing the water supply points on Alcheringa Drive and Modica Crescent.

There are five residential sensitive receivers located along the water supply route for the Alcheringa Drive water supply point. The sensitive receivers are located on Corbett Avenue and Alcheringa Drive.

There are three residential sensitive receivers located along the water supply route for the Modica Crescent water supply point. The sensitive receivers are located on Corbett Avenue and Modica Crescent.

Figure 3.2 presents the locality of the residential receivers to the water supply routes.

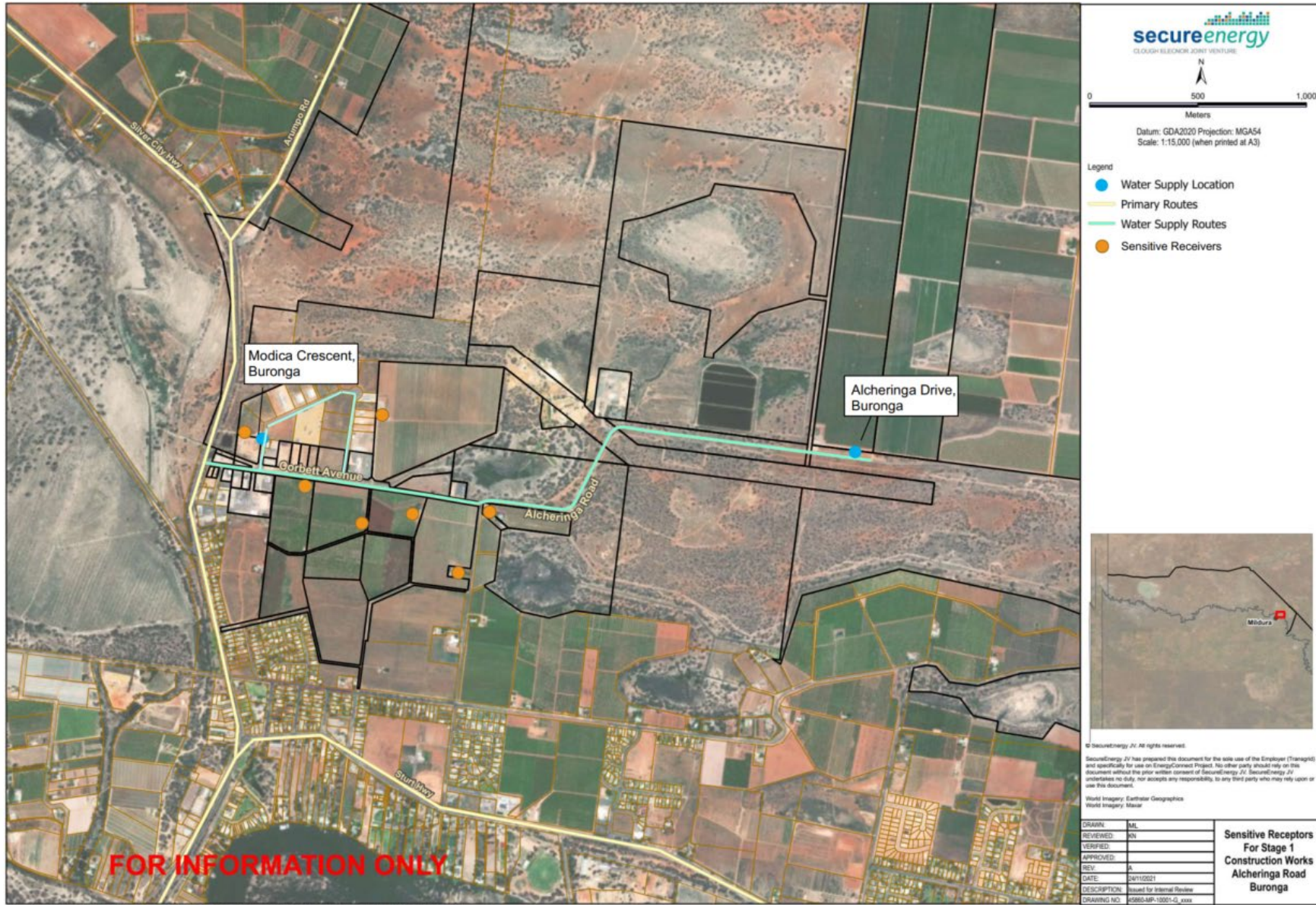


Figure 3.2 - Alcheringa Drive and Modica Crescent water supply route

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3.4.3 Dust impacts and mitigation measures

The water supply routes for Stage 1 works are located on sealed roads. It is not anticipated that dust impacts to the sensitive residential receivers will occur on the sealed roads, as a result of vehicle movements on these water supply routes. However, SecureEnergy will monitor the generation of dust associated with the use of water supply routes.

The access point at the Alcheringa Drive water supply location is gravel with a sealed access. There is the potential for dust to be generated from vehicle movements when entering into or out of the Alcheringa Drive water supply location. However, it has been identified that there are no nearby sensitive receivers adjacent to the water supply point at Alcheringa Drive. The nearest building (commercial / industrial) is more than 150m away from the water supply point and the nearest residential receiver is more than 800m away from the water supply point. As such, it is anticipated that there would be negligible dust impacts to sensitive residential receivers as a result of the Alcheringa Drive water supply point.

In the event that potential dust impacts are identified, emerge or concerns and complaints are raised in relation to dust impacts, and these are deemed to be due to the project works, SecureEnergy will implement the following mitigation measures:

- where safe to do so, exposed and disturbed surfaces, including unsealed roads, will be watered using dust suppression techniques such as water sprays (from water carts) or dust suppression surfactants, especially during inclement weather conditions where required and appropriate. Any application of water or surfactants onto a public road would only be carried out in consultation with the relevant road authority;
- water supply vehicle movements to occur on dedicated routes proposed within this strategy;
- where safe to do so, access points proposed within this strategy, will be cleaned if there is a build-up of dust-generating sediment, where required; and
- conduct visual monitoring of dust generated by construction-related traffic.

3.4.4 Noise impacts and mitigation measures

Appendix F (Construction noise risk from secondary access routes and water supply access routes memorandum) of the Response to DPIE Request for Information presented an assessment to estimate noise level contributions from construction-related traffic on the Alcheringa Drive water supply route. The assessment indicated that the noise levels generated from construction vehicles utilising this route for Stage 1 construction comply with relevant amenity-based noise criteria at the nearest identified sensitive receivers along each proposed route.

The Roads and Maritime Services (now TfNSW) Noise Estimator tool was used to determine the estimated noise level contributions from construction-related traffic on the Modica Crescent water supply route. The assessment indicated that the noise levels generated from construction vehicles utilising this route for Stage 1 construction comply with relevant amenity-based noise criteria at the nearest identified sensitive receivers along each proposed route.

The estimated noise level contribution and the relevant RNP criteria for Stage 1 water supply points is presented in Table 3.7. The road noise levels generated by construction traffic utilising the water supply routes will not exceed the *NSW Road Noise Policy* day-time criteria of 55 decibel (A-weighted; dBA) equivalent noise level ($L_{eq\ 1hr}$).

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

While no exceedances of RNP noise management levels are predicted, the following noise mitigation and management measures will be implemented to manage potential exceedances of the relative increase criteria as a result of construction traffic:

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- driver training in concurrence with the Driver's Code of Conduct (45860-HSE-PR-H-1009);
- ensuring the proposed peak period heavy movements along the water supply routes are not exceeded; and
- minimising traffic movements by ensuring full loads.

Table 3.7 - Anticipated construction traffic noise levels on water supply routes

Location	Affected roads	Road classification	Relevant road authority	Construction period vehicle movements per day (indicative)		Duration of use	Nearest residential receiver (estimated)	Estimated noise level contribution from construction traffic (dBA)	RNP criteria (dBA)
				Peak	Typical				
Local roads									
Alcheringa Drive, Buronga	Alcheringa Drive, Corbett Avenue	Dense graded asphalt, 60km/hr	Wentworth Shire Council	Heavy vehicles - 40	Heavy vehicles - 30	Duration of full construction program	Estimate of 5 residential receivers along Corbett Avenue Nearest approximately 15m from the street frontage	52 L _{eq} 1hr	55 L _{eq} 1hr
Modica Crescent	Modica Crescent	Dense graded asphalt, 50km/hr	Wentworth Shire Council	Heavy vehicles - 4	Heavy vehicles - 2	Duration of full construction program	Around three residential receivers along the route with frontage along the route Nearest receiver around 80m from street frontage	53 L _{eq} 1hr	55 L _{eq} 1hr

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3.5 Conclusion

Technical Paper 9 (Traffic and transport impact assessment) outlines that the traffic and transport impacts associated with construction will generally be low. Any moderate impacts are manageable through the upgrade of the access points (which are identified in Section 4). Given that the Stage 1 works will utilise the existing heavy vehicle network and approved vehicle types, no further upgrades will be required.

Appendix E (Traffic and transport assessment memorandum) of the Response to DPIE Request for Information indicated that the additional vehicle movements along the water supply routes due to construction-related traffic would be unlikely to result in any significant changes in traffic flow and associated impacts. As a result, there is no need to upgrade the roads to increase capacity.

As per the Technical Paper 9 (Traffic and transport impact assessment), only upgrades of the access points along the primary travel routes are required to mitigate impacts to the road network as a consequence of construction traffic entering and exiting the Stage 1 construction areas.

The project does not propose to construct any new roads, intersections, or crossing points for Stage 1.

4 Road upgrades

As per condition D38 of the Infrastructure Approval, prior to commencing construction, the road upgrades must be implemented to the satisfaction of the relevant roads authority and the mitigation measures identified in this strategy (under condition D37) will be implemented to the satisfaction of the Planning Secretary, respectively. The mitigation measures presented in Section 4 will be implemented prior to commencing Stage 1 construction and/or during Stage 1 construction. The mitigation measures that will be implemented prior to commencing construction relate to the road upgrades at Buronga and Alcheringa Drive water supply point and consider biodiversity, heritage, and traffic and transport.

Stage 1 will involve access to the Buronga substation, accommodation camp and construction compound and earthworks material site on Arumpo Road, Buronga (regional road). The access points off Arumpo Road will facilitate the works required to complete Stage 1 works. It is proposed to provide two separate access points, one for access to the Buronga substation area and one for access to the camp and compound. Figure 4.1 identifies the location of the access points.

All gates will be used throughout the construction period. Gate 1 is a temporary access point and will be removed upon completion of construction of EnergyConnect (NSW – Western Section). Gate 1 will primarily be used to access the Buronga accommodation camp and construction compound, however may also be used in accessing the Buronga substation area. Gate 2 will primarily be used to access Buronga substation during construction. Gate 2 will remain as the permanent access to the Buronga substation post construction. An assessment of the potential impacts is provided within Section 4.2 to 4.7.

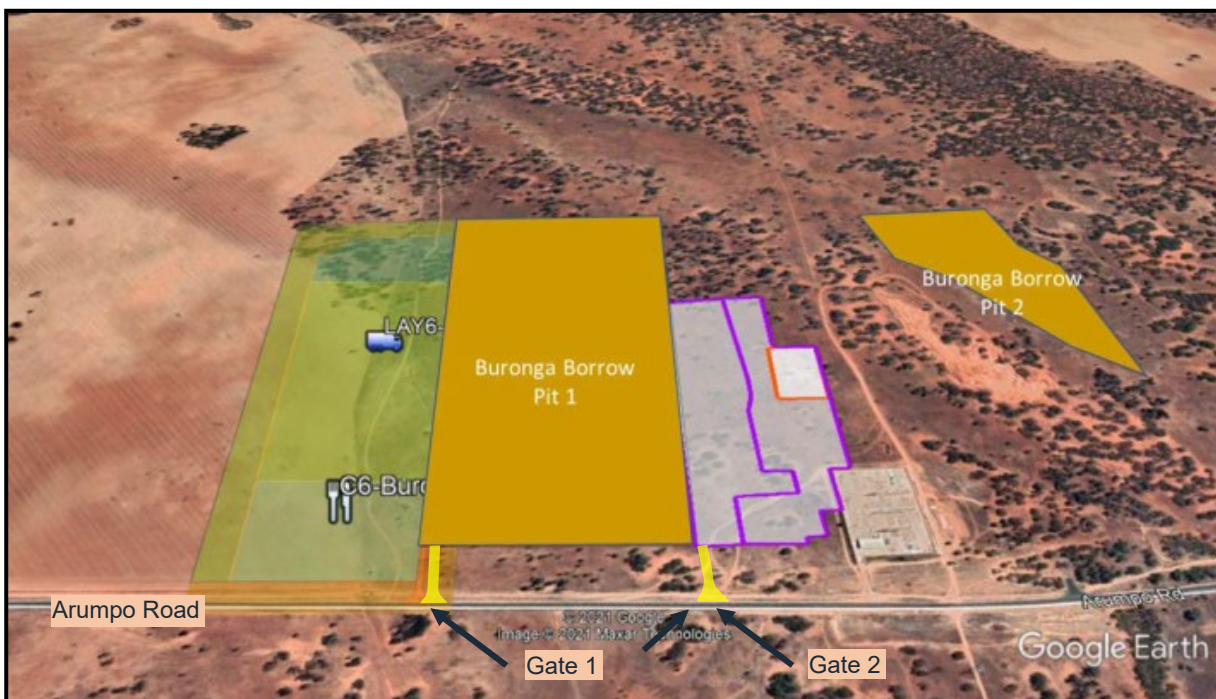


Figure 4.1 - Buronga substation and compound access points

There is also a temporary access point proposed at the Alcheringa Drive water supply location. This access point will allow for the trucks to access the water supply point. Figure 4.2 identifies the access point into the Alcheringa Drive water supply point. The access point will consist of gravel with a sealed access. An assessment of the potential impacts is provided within Section 4.2 to 4.7.



Figure 4.2 - Access point for Alcheringa Drive water supply location

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4.1 Access design and type

4.1.1 Access design

SecureEnergy will upgrade the existing road shoulders in proximity to the proposed gates to facilitate safe access and egress for construction personnel, as well as minimise the impacts to public motorists. This will include construction of new pavements, upgrade of existing road pavements, and installation of traffic signs and devices (to the satisfaction of the relevant road authorities) to cater to all construction vehicle types.

SecureEnergy will develop detailed traffic and pavement designs (where applicable) for all changes within the road corridor. The designs will comply with the *Austroads Guide to Road Design* and *Austroads Guide to Traffic Management*. SecureEnergy will engage an experienced traffic designer to prepare these drawings. SecureEnergy will obtain certification from the road designer that the road design drawings comply with the relevant standards. This will be provided to the relevant road authorities for use during review.

SecureEnergy will seek endorsement of these detailed access designs from the relevant road authorities through their ROP application process. Construction of the proposed access points will not occur until the relevant road authority endorses the design through granting of the ROP.

4.1.2 Access type

The type of access point has been determined with consideration to the type of road that is being impacted. As Arumpo Road and Alcheringa Drive are paved roads, sealed access points will be provided where the access point connects to a sealed road. The site access and egress points will be designed to minimise conflicts with vehicle movements on the road network.

The road upgrades at Arumpo Road will be completed in accordance with s138(2) of the *Roads Act 1993*, including the appropriate rural basic left-turn (BAL) and basic right-turn (BAR) treatment and Safe Intersection Sight Distance requirements outlined in *Austroads Guide to Road Design Part 4A*. The BAL/BAR treatment will also be designed to accommodate both the through and turn movements of the nominated design vehicles (i.e. 36.5 m road train).

BAL/BAR treatments are proposed at each of the access locations into Buronga compound and substation. These treatments will provide sufficient trafficable carriageway width for motorists to pass construction vehicles as they turn into the construction gates. These access types consider the available sight distance, speed of the existing road, anticipated traffic volumes (public and construction) and design vehicle size.

The following access types will be implemented for construction activities at Buronga substation and compound:

- BAR on the major road (two-lane undivided roads only); and
- BAL on the major road (two-lane undivided roads and multi-lane roads).

The BAL/BAR treatments are the road upgrade treatments prescribed by Austroads based on several traffic factors such as public/construction traffic volumes, speed zones, sight distance. The widened shoulders allow construction vehicles to safely decelerate to turn into the access as well as provide additional width for motorists to pass the construction vehicles.

BAL treatments consist of a shoulder widening to allow vehicles to safely turn left into a gate (refer to Figure 4.3).

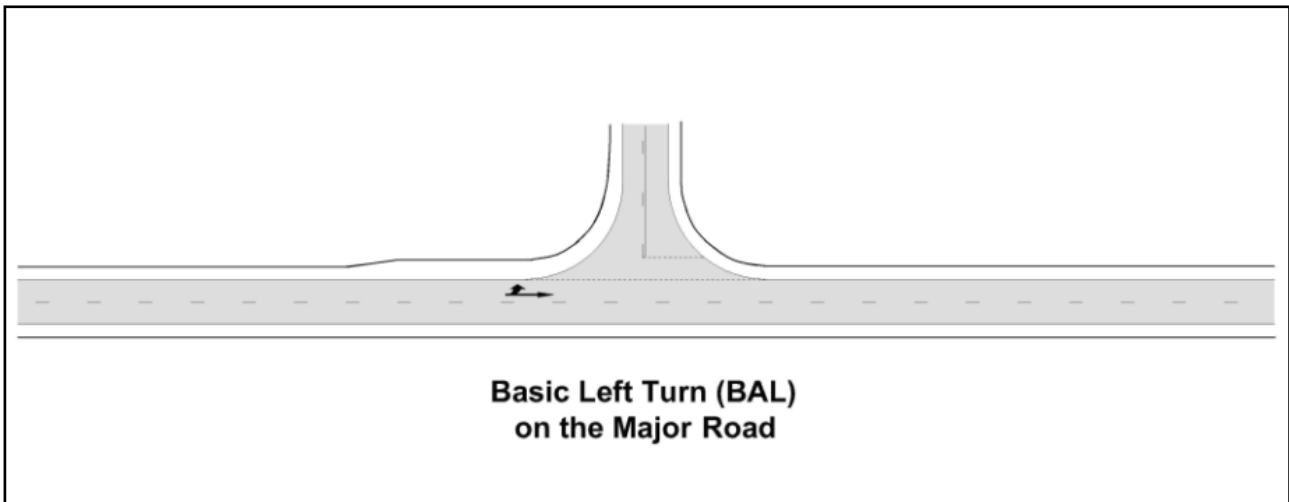


Figure 4.3 - BAL treatment (source – AGRD – Part 4A)

Similar to the BAL, a BAR treatment provides additional pavement width for motorists to pass a vehicle waiting to turn right into the minor road (refer to Figure 4.4).

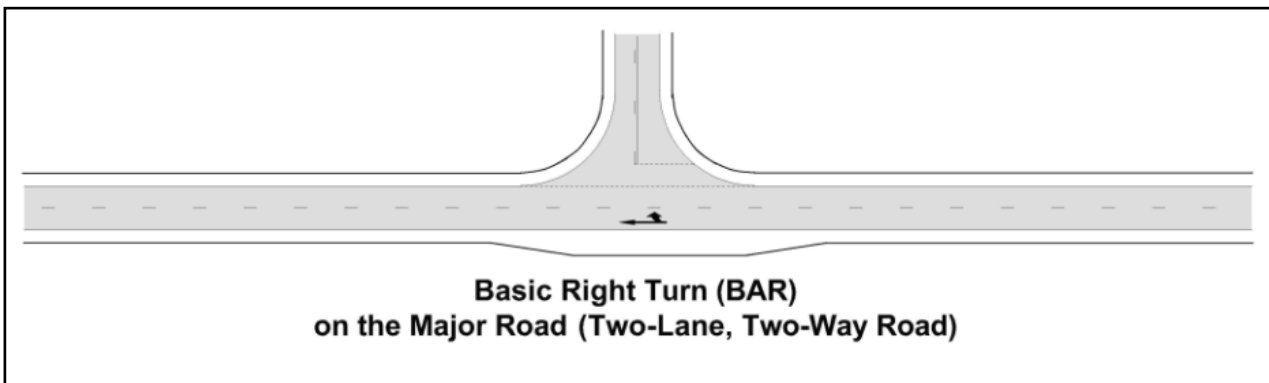


Figure 4.4 - BAR treatment (source – AGRD – Part 4A)

4.1.3 Construction methodology

The construction methodology for the establishment of the access points would include:

- traffic management set up;
- service location and protection;
- top soil strip;
- storm water management / crossings installed (culverts and headwalls as required);
- gravel pavement placed, compacted and graded;
- signage erected; and
- sealing connection from main road to access point.

The plant and equipment involved would include:

- truck with asphalt hot box.
- small grader;
- small excavator(s);
- pad foot and smooth drum roller(s); and

- tippers.

The duration of the works will be around two weeks and will be undertaken in parallel with the construction of camp and laydown areas for Buronga accommodation camp.

4.2 Biodiversity impacts and mitigation measures

Biodiversity assessments were carried out to inform the EIS. The *Revised Biodiversity Development Assessment Report* (Final BDAR) identified and assessed the potential impacts of the project in relation to biodiversity.

The area for Stage 1 was included in this Final BDAR. The disturbance area of the proposed access points at Buronga are located within areas that include native vegetation and plant community types (PCTs). Figure 4.1 summarises the native vegetation and PCTs identified within the disturbance area for the Stage 1 access points, including the access points at Buronga.

Figure 4.5 outlines the native vegetation and BC Act threatened ecological communities identified in the vicinity of the Buronga access points.

An area was previously identified in the Final BDAR for the water supply point at Alcheringa Drive. The area was identified as PCT15 - *Black Box open woodland wetland with chenopod understorey mainly on the outer floodplains in south-western NSW (mainly Riverina Bioregion and Murray Darling Depression Bioregion)*. However since the Final BDAR was undertaken, the disturbance area for the water supply point has changed due to further detailed design of the water supply point. However, the area has been subject to the same levels of past disturbance, and is located within the road reserve/verge of Alcheringa Drive.

A desktop search was undertaken using the NSW Government SEED database and determined PCT15 is identified in the disturbance area for the water supply point. This is consistent with the assessment completed in the Final BDAR.

Table 4.1 summarises the PCT identified within the disturbance area for water supply point. Figure 4.6 outlines the native vegetation and BC Act threatened ecological communities identified in the vicinity of the water supply point at Alcheringa Drive.

Table 4.1 - Impacted ecological communities for each access point

Access point #	Impacted communities
All access points	Miscellaneous/exotic vegetation
1 (Gate 1)	PCT170 – Chenopod sandplain mallee woodland/shrubland of the arid and semi-arid (warm) zones
2 (Gate 2)	PCT170 – Chenopod sandplain mallee woodland/shrubland of the arid and semi-arid (warm) zones
Alcheringa Drive water supply access point	PCT15 – Black Box open woodland wetland with chenopod understorey mainly on the outer floodplains in south-western NSW (mainly Riverina Bioregion and Murray Darling Depression Bioregion)

The majority of works would occur within the existing disturbed road corridor which is classified as ‘miscellaneous/exotic’ and has minimal biodiversity value. A preliminary visual inspection indicates ‘miscellaneous/exotic’ vegetation (roadside grasses) occur at the revised Alcheringa Drive water supply point.

4.2.1 Threatened ecological communities

Two PCTs confirmed within the project study area are considered likely to be associated with this threatened ecological community. These are:

- PCT 19 – Cypress Pine woodland of source-bordering dunes mainly on the Murray and Murrumbidgee River floodplains; and

- PCT 21 – Slender Cypress Pine – Sugarwood – Western Rosewood open woodland on sandy rises mainly in the Riverina Bioregion and Murray Darling Depression Bioregion.

The biodiversity surveys carried out to inform the EIS did not identify these PCTs in the areas that would be disturbed when installing the proposed access points.

4.2.2 Threatened flora species

The biodiversity surveys carried out to inform the EIS did not identify any threatened flora in the locations of the proposed access points at Buronga substation and compound.

A Bionet species sightings search was conducted on 9 November 2021, and did not identify species sightings within the proposed water supply point location at Alcheringa Drive.

4.2.3 Threatened fauna species

The biodiversity surveys carried out to inform the EIS did not identify any threatened fauna species under the BC Act or the EPBC Act within the proposed location of the access points for Buronga substation and compound.

Species that have the potential to occur within the proposed location of the access points due to the PCTs located in this area are listed in Table 4.2. These species are highly mobile and the areas that would be disturbed during the installation of the proposed access points do not contain significant habitat for these species. No impacts to threatened fauna species are likely as a result of access point installation.

Table 4.2 - Potential threatened fauna species

Species name	Common name	Native vegetation (PCT)	BC Act ¹	EPBC Act ²
<i>Falco hypoleucos</i>	Grey Falcon	PCT 170	V	-
<i>Leipoa ocellata</i>	Malleefowl	PCT 170	E	V
<i>Manorina melanotis</i>	Black-eared Miner	PCT 170	CE	E
<i>Polytelis anthopeplus monarchoides</i>	Regent Parrot	PCT 58 and PCT 170	E	V
<i>Nyctophilus corbeni</i> (syn. <i>N. timoriensis</i>)	South-eastern Long-eared Bat	PCT 58 and PCT 170	V	V

(1) V = vulnerable, E = endangered, CE= critically endangered under the BC Act

(2) V = vulnerable, E = endangered under the EPBC Act.

A Bionet species sightings search was conducted on 9 November 2021, and did not identify species sightings within the proposed water supply point location at Alcheringa Drive.

4.2.4 Migratory species

No migratory fauna species were recorded in the proposed location of the access points for Buronga substation and compound, however there is a moderate potential for the occurrence of migratory species within adjacent habitat.

4.2.5 Mitigation measures

The following mitigation measures for managing biodiversity impacts associated with the proposed access points include:

- access will be designed to minimise vegetation removal where possible;
- the proposed disturbance footprint at the Alcheringa Drive water supply point and the vegetation present will be confirmed by a suitably qualified ecologist prior to any to any vegetation clearing or ground disturbance associated with site access point installation;

- the clearing/disturbance extent will be recorded and the impacts to biodiversity values addressed in accordance with the project's commitments to meet all biodiversity offset obligations; and
- if any threatened species or threatened ecological communities are unexpectedly encountered during construction of the access points, the *Unexpected Threatened Species Finds Procedure* (45860-HSE-PR-D-0002) will be implemented.

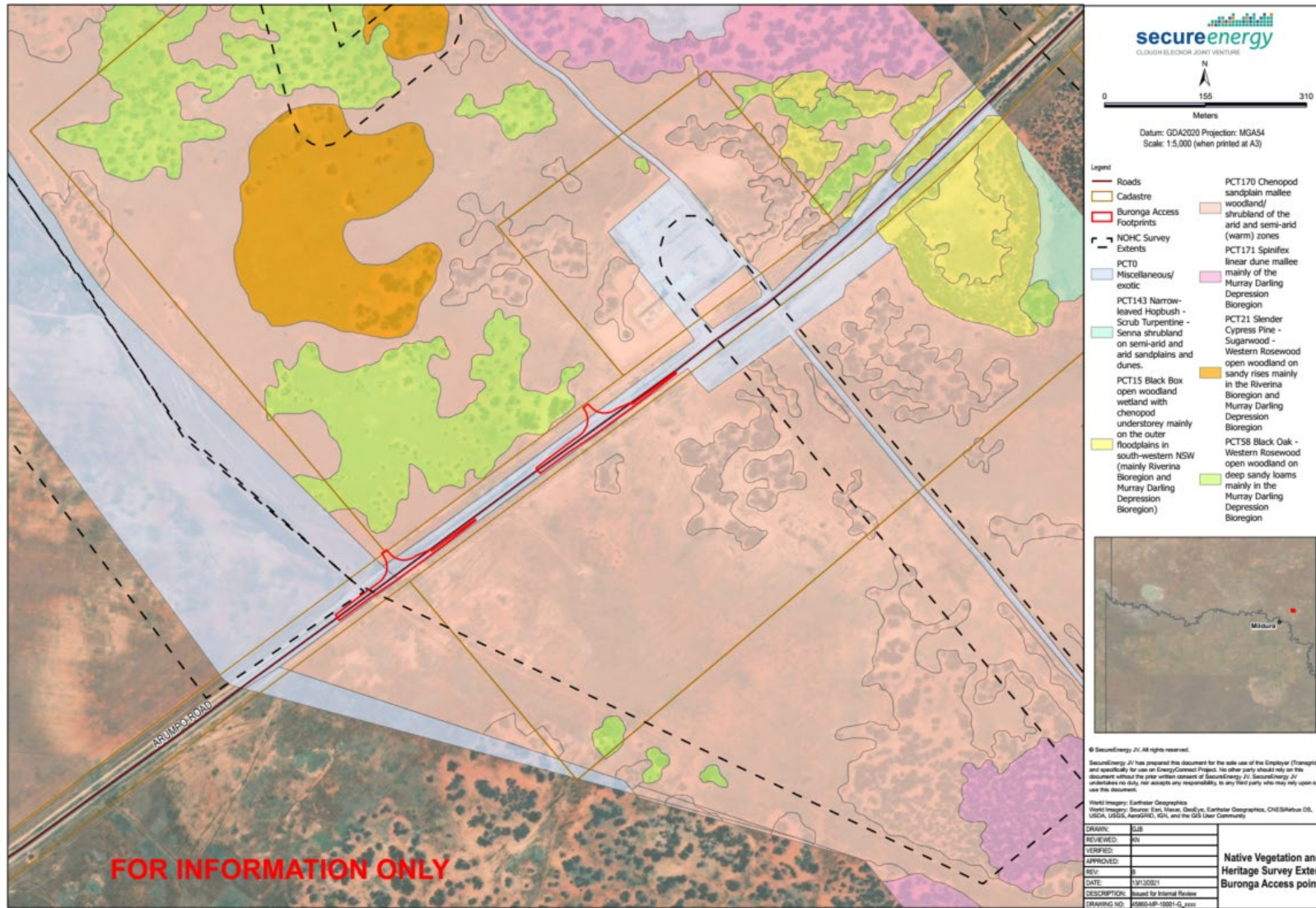


Figure 4.5 - Native vegetation and heritage extent – Buronga access

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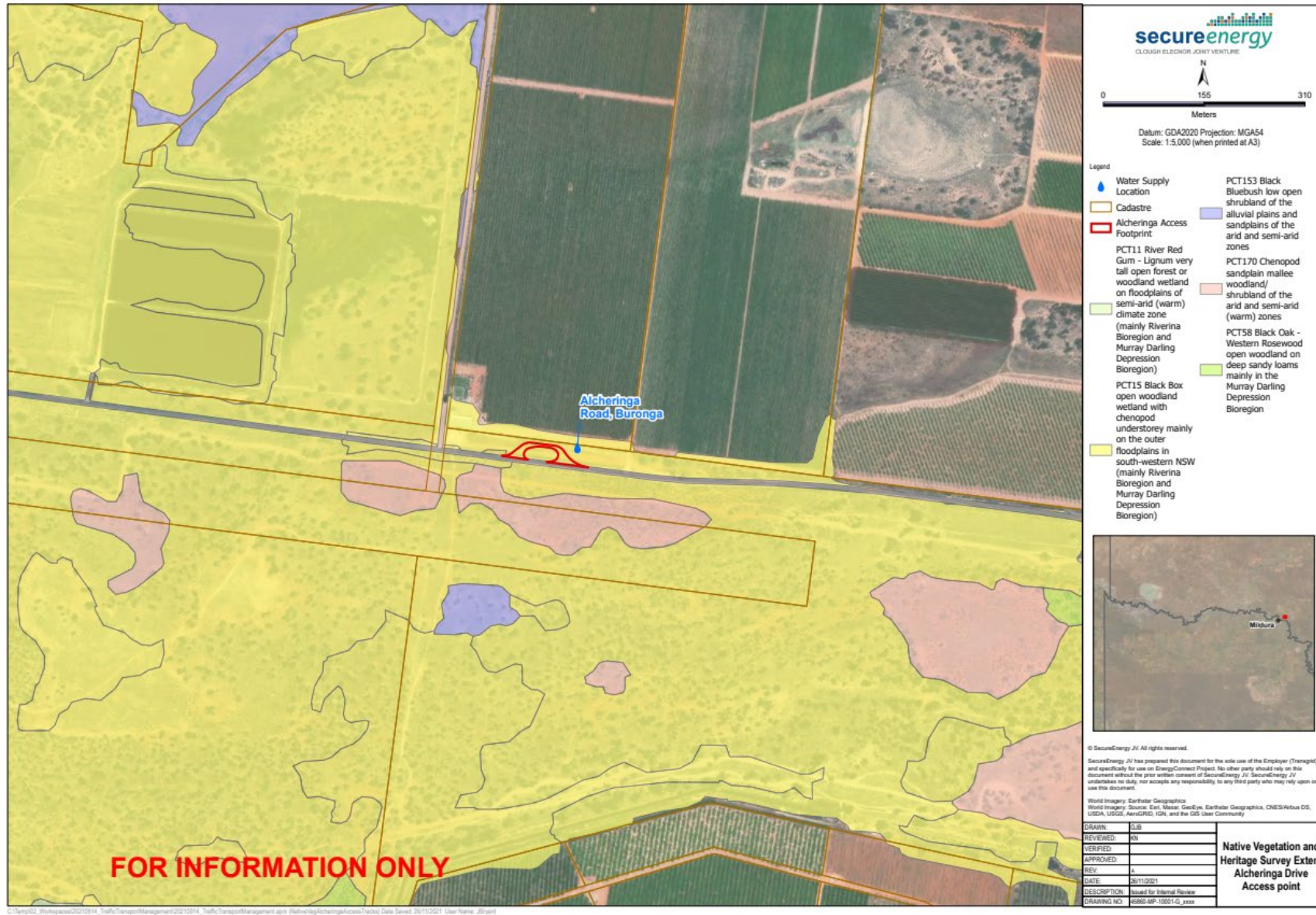


Figure 4.6 - Native vegetation – Alcheringa Drive water supply access

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4.3 Heritage impacts and mitigation measures

4.3.1 Non-Aboriginal heritage

The locations that would be disturbed during installation of the proposed sites access at Buronga substation and compound were largely subject to heritage survey during the environmental impact assessment phase of the project. No non-Aboriginal heritage items were identified within the heritage extent.

There is a small area required for the road widening for the access point into Buronga compound that was not subject to the initial heritage survey. This area will be subject to survey prior to any ground disturbance. It is not anticipated that non-Aboriginal heritage items will be identified in this location as it is along the existing road corridor and adjacent to the previous heritage surveys that did not identify any non-Aboriginal items.

The water supply point at Alcheringa Drive was assessed as part of an Aboriginal and non-Aboriginal desktop assessment in Appendix E (Non-Aboriginal and Aboriginal Cultural Heritage Assessment Report) of the Amendment Report. There are no non-Aboriginal heritage listed items at or near this location.

4.3.2 Aboriginal heritage

The locations that would be disturbed during installation of the proposed sites access points for the Buronga substation and compound were subject to heritage survey during the environmental impact assessment phase of the project. No features of Aboriginal cultural heritage of archaeological significance were identified within the heritage extent.

There is a small area required for the road widening for the access point into Buronga compound that was not subject to the initial heritage survey. This area will be subject to archaeological survey prior to any ground disturbance. It is not anticipated that Aboriginal cultural heritage items or sites will be identified in this location as it is along the existing road corridor and directly adjacent to the previous heritage survey extent which did not identify any Aboriginal cultural heritage items or sites.

The water supply point at Alcheringa Drive was assessed as part of an Aboriginal and non-Aboriginal desktop assessment in Appendix E (Non-Aboriginal and Aboriginal Cultural Heritage Assessment Report) of the Amendment Report. The assessment noted that, from a desktop perspective, the location has moderate to high potential for archaeological items in a disturbed context, and recommended additional archaeological survey to confirm any features of or potential for Aboriginal heritage significance.

4.3.3 Mitigation measures

The following mitigation measures for managing heritage impacts associated with the proposed access points include:

- prior to any ground disturbance associated with site access point installation at the Alcheringa Drive water supply point, additional Archaeological survey will be undertaken for the areas that would be disturbed. The additional survey will involve the following:
 - the proposed survey methodology will be provided to Registered Aboriginal Parties (RAPs) for review; and
 - survey will be undertaken with the RAPs;

(Note: at the time of writing a draft survey methodology had been prepared and provided to the RAPs for comment in accordance with RMM AH3. The additional survey at this location would occur in accordance with that methodology)

- if items or sites of Aboriginal heritage conservation significance are identified during the additional Archaeological heritage survey, and they will be impacted, the items and sites will be managed:

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- as outlined in RMMs AH1 to AH12 (as applicable); and
- in accordance with the requirements of condition D29 (the Aboriginal Cultural Heritage Strategy) and D30 to D33 in the Infrastructure Approval;
- identify known objects/features/items of heritage significance/PADs on sensitive area plans (SAPs) which will be communicated and made available to personnel working in the proximity of the relevant items;
- training will be provided to all project personnel, including relevant sub-contractors on heritage practices and the requirements from this plan through inductions, toolboxes and targeted training. Cultural and historic heritage awareness training will be carried out for all personnel working on the project;
- if at any time during construction of the access points, any potential Aboriginal objects, or human remains or any items of potential non-Aboriginal archaeological significance are discovered, stop all work in the immediate vicinity of the find and notify the Site Supervisor and Environmental Manager; and
- the Environmental Manager (or delegate) is to notify TransGrid of the unexpected find. SecureEnergy will comply with Instructions from the Employer in proceeding in accordance with the *Unexpected Heritage Finds Procedure* (45860-HSE-PR-G-1003).

4.4 Soil and water impacts and mitigation measures

The potential impacts to soil, water and contamination attributable to the installation of the access points might include:

- erosion and sedimentation due to surface and/or ground disturbance;
- reduction soil and/or water quality from spills or leaks;
- existing soil contamination; and
- health and safety impacts when encountering unexpected contamination finds.

Given the generally flat topography at the proposed site access points, the absence of watercourses and stormwater infrastructure in the vicinity, and the large distances to the nearest perennial water bodies and major watercourses, the risk of water quality impacts due to site access point installation is very low to negligible. An Erosion and Sediment Control Plan (ESCP) will be prepared for the access points at Alcheringa Drive and Arumpo Road'. Any further progressive ESCPs will be prepared for these works as required during delivery.

A desktop contamination assessment was undertaken as part of the EIS. The majority of the land within the project corridor is agricultural land with no significant development and sparsely intersected by infrastructure such as roads and electrical easements. A search of the NSW EPA contaminated land database was also undertaken and identified no records were identified within the project corridor. As such, the EIS concluded there was no evidence to suggest gross contamination in the soils and groundwater within the project area for Stage 1.

There is a low risk of exposure to the surrounding environment and users (e.g. maintenance workers or farmers) to potentially contaminated soil or groundwater. This is due to minimal ground disturbance being required for the construction of the access points and the unlikely presence of contamination in the Stage 1 area. The construction of the access points will require the temporary use of plant and equipment. There is the potential for minor hydrocarbon (fuels, diesel, oils) contamination of soil, surface water and groundwater arising from operation of plant and machinery. Spill volumes from such incidents would be expected to be minor.

The following mitigation measures for managing soil and water impacts associated with the proposed access points include:

- construction materials and spoil will be appropriately stored with the aim to minimise erosion and sediment-related impacts in adjacent areas;

- promptly notify the Site Supervisor or Environmental Manager of any suspected or actual contamination exposed during construction activities. Cease all work activities within the vicinity of actual or suspected contaminated land. The Unexpected Contamination Finds Procedure (45860-HSE-PR-D-0003) is to be implemented;
- in the event of a spill incident of chemicals, fuels or other hazardous substances, the Spill Response Procedure (45860-HSE-PR-G-1004) will be followed;
- monitoring of weather forecasts (including rainfall radar) to determine when adverse weather conditions are predicted to affect work locations;
- weekly environmental inspections are to be undertaken, which includes inspection of any erosion and sediment controls present on-site, stockpiles and the site access point(s); and
- Progressive Erosion and Sediment Control Plans (PESCPs) will be prepared and implemented for the installation of the access points. The PESCPs will outline controls to be implemented to manage and aim to minimise soil erosion and movement of sediment and other pollutants to land and/or waters;
- the extent of ground disturbance will be minimised to the greatest extent practicable;
- any topsoil present will be stripped separately and stored appropriately to assist with rehabilitation of disturbance surfaces at the completion of the project;
- disturbance surfaces not subject to vehicular movements will be stabilised as soon as practicable following disturbance to minimise potential erosion; and
- tracking of dirt/mud onto Arumpo Road and Alcheringa Drive will be minimised by implementing the following:
 - implementing PESCP to minimise off-site tracking of mud; and
 - covering of heavy vehicle loads.

4.5 Noise and vibration impacts and mitigation measures

Technical Paper 8 of the EIS (Noise and vibration impact assessment) states that the nearest sensitive receiver to the Buronga substation and accommodation camp is approximately 2.3 km from the site. As a result, no noise or vibration related impacts are anticipated as a result of any construction works at the substation area. This includes construction of the access points.

Appendix I (Noise and vibration impact assessment) of the Amendment Report outlines that the nearest residential sensitive receiver to the Alcheringa Drive water supply location is 700 m (receiver 3430). As such, minimal noise impact (<2 dBA) is anticipated due to the distance of the sensitive receiver from construction activities and vehicle movements.

A vibrating smooth drum and pad foot roller will be used for construction of the access points. Where vibration intensive plant such as vibratory rollers are used, vibration must be managed to minimise disturbance to building occupants and to avoid damage to buildings and other structures. Table 4.8 of the Noise and Vibration Management Plan (45860-HSE-PL-D-0005) summarises the relevant minimum working distances for certain vibration generating activities with regard to cosmetic damage and human comfort impacts. The minimum working distances for relevant equipment required for the construction of the access points are included in Table 4.3 below.

Table 4.3 indicates the minimum working distances for vibratory roller that may be used to construct the access points.

Table 4.3 - Minimum working distances for vibratory roller

Plant item	Rating/ description	Safe work distance		
		Cosmetic damage (BS 7385)	Heritage (DIN 4150-3)	Human response (DECCW)
Vibratory roller	<50kN (typically 1-2t)	5m	11m	15m to 20m
	<100kN (typically 2-4t)	6m	13m	20m
	<200kN (typically 4-6t)	12m	15m	40m
	<300kN (typically 7-13t)	15m	30m	100m
	>300kN (typically 13-18t)	20m	40m	100m
	>300kN (> 18t)	25m	50m	100m

With regard to cosmetic damage, a minimum working distance buffer of 20 m from sensitive receivers has been adopted for general construction activities. An additional minimum working buffer distance of 100 m from sensitive receivers is also applicable for human response for construction works involving large vibratory rolling equipment. The minimum working distances relate to continuous vibration as it relates to human comfort impacts. For most construction activities, vibration emissions are intermittent in nature and for this reason, higher vibration levels, occurring over shorter periods are permitted. No works for Alcheringa Drive access point, are proposed within the minimum working distances for cosmetic damage, human response and heritage sensitivity, based on the assessment of the safe working distances for vibration generating plant to relevant vibration sensitive receivers.

The following mitigation measures for managing noise and vibration impacts for the proposed access points include:

- unless required by a Road Occupancy Licence issued by the relevant road authority, or as permitted by condition D2 or the *Out of Hours Work Protocol (45860-HSE-PR-D-0001)*, construction of the site access points will be conducted within standard working hours. Any works outside of the hours defined in condition D1, D2 and D7 will be undertaken in accordance with the *Out of Hours Work Protocol (45860-HSE-PR-D-0001)*; and
- affected receivers will be notified of upcoming out of hours works activities at least five working days prior to the start of works. Notification will also be provided to Wentworth Shire Council and DPIE via email prior to the commencement of relevant works.

4.6 Traffic and transport impacts and mitigation measures

There is the potential for minor disruption to traffic on Arumpo Road and Alcheringa Drive during the installation of the access points. The traffic impacts would be short term and minor in nature.

The following mitigation measures would be implemented to manage the traffic impacts as a result of the access points:

- Wentworth Shire Council will be involved in the consultation process regarding the installation of the access points;
- ROPs will be obtained for the construction of the access points, as required. The works would be carried out in accordance with any issued Road Occupancy Licences;
- 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; and
- 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.

4.7 Air quality impacts and mitigation measures

There is the potential for dust to be generated from the installation of the access points and vehicle movements accessing Buronga substation and compound, and Alcheringa Drive water supply location. The access points at Buronga and Alcheringa Drive will be constructed with a sealed access and gravel.

However, it has been identified that there are no nearby sensitive receivers adjacent to the access points for Buronga substation and compound, and the water supply point at Alcheringa Drive. As such, it is anticipated that there would be negligible air quality impacts as a result of the access points.

The following mitigation measures would be implemented to manage the air quality impacts as a result of the access points:

- where safe to do so, exposed and disturbed surfaces, including unsealed roads, will be watered using dust suppression techniques such as water sprays (from water carts) or dust suppression surfactants, especially during inclement weather conditions where required and appropriate. Any application of water or surfactants onto a public road would only be carried out in consultation with the relevant road authority;
- during periods of unfavourable atmospheric conditions (such as strong winds), if dust suppression techniques are not effective at avoiding amenity impacts for nearby sensitive receivers, the dust-generating activities would cease and / or be modified to reduce the impacts, until more favourable atmospheric conditions that avoid dust impacts prevail;
- water supply vehicle movements to occur on dedicated routes proposed within this strategy;
- where safe to do so, access points proposed within this strategy will be cleaned if there is a build-up of dust-generating sediment, where required; and
- regular visual inspections will be conducted of dust emissions, with additional controls applied as required.

5 Community consultation

SecureEnergy will use a range of tools in accordance with the *Community Communication Strategy* (CCS) (45860-CM-PL-G-1001) to notify and facilitate ongoing consultation and communication with the community and stakeholders regarding the project.

Communication tools will be used by the project to inform impacted residents of periodic traffic related impacts, including proposed road network changes, movement of oversize overmass vehicles and access impacts. Communication tools include, but are not limited to, stakeholder briefings, project website, community drop-in sessions via the project's mobile van, door knocks and project factsheets.

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 routes during the program.

In accordance with condition E12 a) of the Infrastructure Approval, project documents including the EIS, approved strategies, plans or programs required under the Infrastructure Approval will be publicly available on the project website. The project website is <https://www.projectenergyconnect.com.au>. A 24-hour toll-free telephone number (1800 560 577) is also available for any project enquiries.

5.1 Complaints management

Sensitive receivers for the proposed water supply routes are outlined in Section 3.4.2 and Figure 3.2 of this TTMP. Complaints, including those from sensitive receivers, will be managed by the Community and Stakeholder Engagement Team with the use of the Consultation Manager database.

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 - SecureEnergy 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 - SecureEnergy staff should aim at first contact, resolution for all community concerns. SecureEnergy staff should investigate community concerns in detail before negotiating a resolution. All SecureEnergy staff should use their relevant discretions to achieve a mutually acceptable resolution to complaints;
- escalate - all SecureEnergy 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 SecureEnergy. All complaints where community request to speak to a higher-level representative, should also be escalated;
- record – SecureEnergy staff should aim through the Engagement Team at recording all relevant information, on the community account in Consultation Manager System, 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 – SecureEnergy 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 – SecureEnergy should report on all complaints received to the SecureEnergy 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 SecureEnergy 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;
- action - SecureEnergy should aim at effective implementation of improvements suggested directly by the community or highlighted by complaint trends.

Wherever possible, concerns of impacted residents along the routes will be resolved directly between SecureEnergy 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. DPIE may request the 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 complaints register, will be updated monthly on the project website.