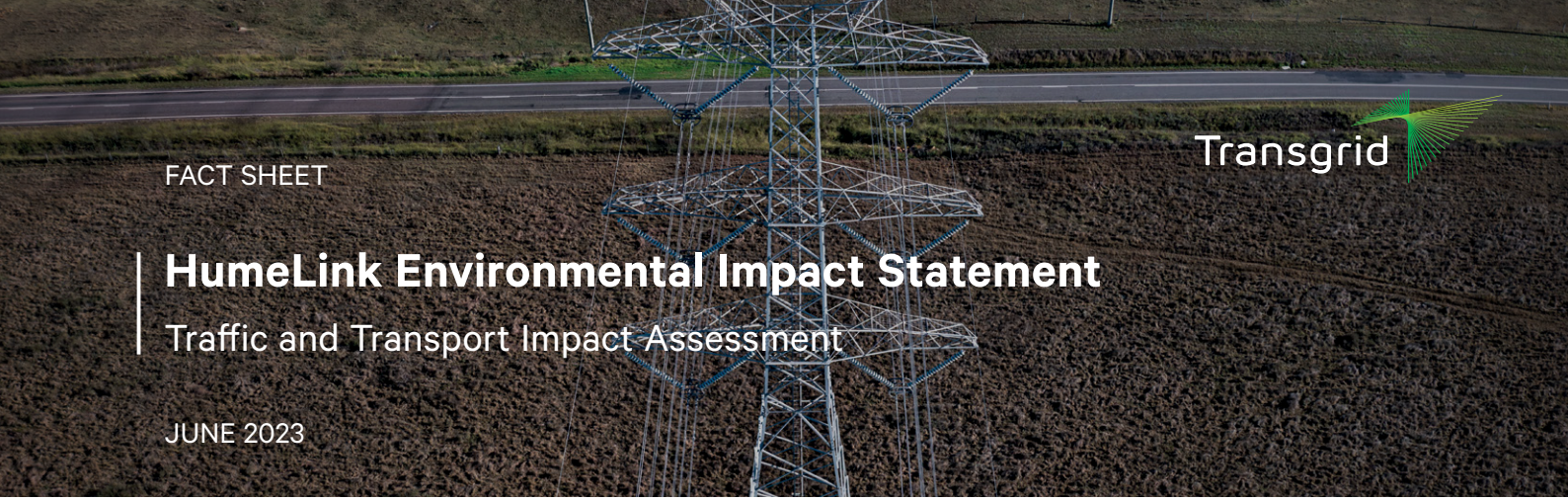


FACT SHEET

Transgrid

HumeLink Environmental Impact Statement

Traffic and Transport Impact Assessment

JUNE 2023

What is an Environmental Impact Statement (EIS)

The HumeLink project has been classified by the NSW Government as Critical State Significant Infrastructure (CSSI). All CSSI development applications must be accompanied by an Environmental Impact Statement (EIS). The purpose of the EIS is to identify and assess the potential environmental, economic and social impacts of the project to help the government agencies, relevant authorities, community and stakeholders to make an informed decision or provide an informed submission on the merits of the project.

EIS project footprint

The HumeLink project extends from the existing Wagga Wagga 330 kV substation to the existing Bannaby 500 kV substation and the future Maragle 500 kV substation.

The EIS footprint is based on an indicative 200 metre corridor and is defined as the area directly affected by the construction and operation of the project. It includes the indicative location of project infrastructure, the area that would be directly disturbed during construction and any easement required during operation.

The final location of all proposed infrastructure will be confirmed during detailed design.

HumeLink planning approvals and EIS

As part of the planning approval process for HumeLink, Transgrid is preparing an EIS in accordance with the Secretary's Environmental Assessment Requirements (SEARs). The SEARs identify matters which must be addressed in the EIS and essentially form its terms of reference. It includes the requirements from both the NSW and Commonwealth Governments.

A traffic and transport technical study was completed as part of the HumeLink EIS to inform the project's Traffic and Transport Impact Assessment. Details about this study are included in this fact sheet.

Can I provide feedback?

Once the EIS is finalised, the NSW Department of Planning and Environment (DPE) will place the EIS on exhibition and call for public submissions. You will be able to provide feedback on the EIS directly to the DPE during this public display period. More information on how to make a submission will be provided closer to the EIS exhibition period.

To learn more about the HumeLink EIS, please visit the EIS Frequently Asked Questions on our website.

Traffic and transport

HumeLink Environmental Impact Statement Specialist Studies

- Aboriginal heritage
- Agricultural land
- Air quality
- Aviation safety
- Biodiversity
- Bushfire risk
- Economic
- Electric and magnetic fields
- Greenhouse gas and climate change risk
- Historic heritage
- Hydrology and flooding
- Landscape character and visual amenity
- Land use and property
- Noise and vibration
- Social
- Soils, geology and contamination
- Surface water and groundwater
- Sustainability
- Traffic and transport

Traffic and Transport Impact Assessment

As part of the HumeLink EIS, Transgrid undertook a Traffic and Transport Impact Assessment (TTIA) to evaluate the potential traffic impacts during the construction and operation of the project. This assessment includes an overview of the existing transport network impacted by the project, the traffic likely to be generated by construction and operation, the expected impacts on the transport network and how we propose to manage these impacts.

What does this assessment tell us?

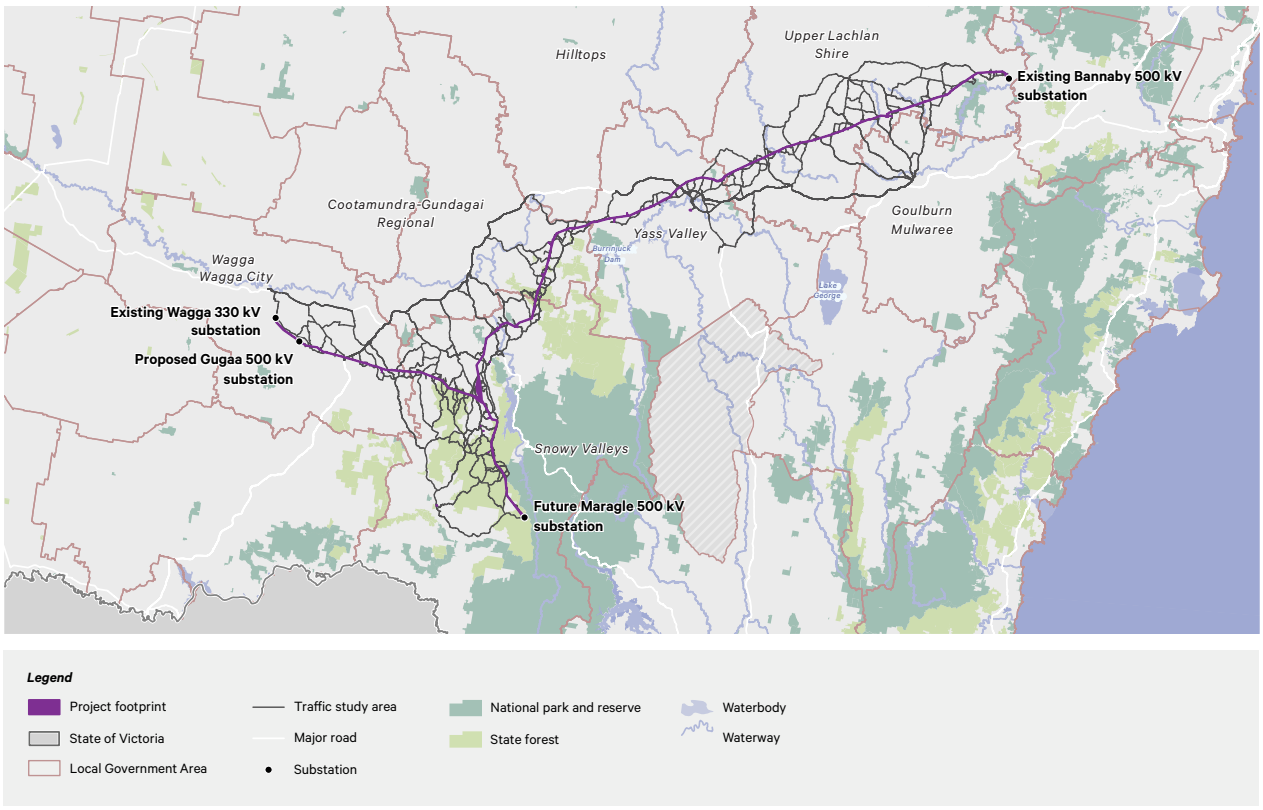
The traffic and transport study area includes the anticipated access routes for the project within the existing road network and surrounding the project footprint. This includes roads within the Local Government Areas (LGAs) of Wagga Wagga, Snowy Valleys, Cootamundra-Gundagai, Yass Valley, Upper Lachlan Shire, Goulburn-Mulwaree and Hilltops.

The methodology for the Traffic and Transport Impact Assessment included:

- defining the traffic study area by identifying how construction workers and materials will be moved in and out of the sites
- identifying and assessing existing transport conditions
- calculating the potential traffic impacts associated with construction and operation of the project
- assessing cumulative impacts when combined with other infrastructure projects in surrounding areas
- identifying how to minimise and mitigate the project's impact.

The assessment was prepared in line with relevant guidelines, policies, standards and traffic data related to the construction and operation of the project. The assessment considered:

- road safety
- the capacity of roads and potential impact from additional traffic during construction
- road conditions and any impacts from predicted increased traffic
- oversize and overmass road network for delivery of oversized equipment
- rail network that crosses the project footprint
- active and public transport within the local LGAs.



Pictured: Traffic and Transport Impact Assessment study area.

The project has consulted with local councils and relevant road authorities for information on:

- proposed transport routes based on road classification, weight limits and potential constraints
- road network performance assessment
- road safety review including crash analysis and impacts to rail network
- traffic volumes.

Ongoing consultation will continue as the project progresses through detailed design and construction.

Construction traffic

The construction stage of the project will require workers, construction materials and equipment to be transported to and from multiple locations using national, state and local road networks, as well as access roads/tracks on private properties. Movements to and from accommodation locations and construction compounds are expected at the beginning and end of the working day and between work sites during the day.

Construction vehicle movements might include equipment, waste, material and spoil, as well as workers' vehicles. The construction stage of the project will include the use of heavy vehicles, and in some instances oversized and overmass vehicles, particularly for substation work (the transport of transformers) and transport of transmission line structure materials and conductors.

National and state roads proposed to provide access to the project footprint include:

- Hume Highway
- Sturt Highway
- Snowy Mountains Highway
- Batlow Road
- Gocup Road
- Barton Highway
- Crookwell-Goulburn Road.

Access tracks, access connections and road upgrades required to facilitate the movement of project related traffic will be designed according to relevant Austroads Guides.

Potential impacts and how they are proposed to be managed

Construction impacts on the existing road network will include temporary increases in traffic movements on roads connecting work sites for the duration of construction activities. These impacts may vary as construction work will be undertaken in a progressive manner along the project footprint.

Road network performance

To understand the existing road network performance, and quantify potential impacts on the roads, we used the Level of Service (LoS) criteria. This criteria is based on the interaction between the volume and the capacity of the roads assessed. We undertook a LoS assessment on national, state and local roads as the criteria does not apply to informal roads such as access roads/tracks.

The assessment found that the road network in the study area is expected to maintain the same LoS as the existing conditions.

Road safety

The project is unlikely to cause behavioural changes such as increased overtaking and incidences of unexpected changes in speed. Consequently, impacts on road safety within the traffic and transport study area are not anticipated.

While traffic impacts will be more apparent on local roads and access tracks, given the available capacity on the road network as a whole, the overall increase in construction traffic was assessed as minor.

Temporary lane and road closures

Transmission line stringing will occur over roads the transmission line crosses. Temporary partial or full road closures may be required during stringing activities. Road closures will be undertaken with the approval of the appropriate road authority and residents will be notified. Where feasible, road closures will be planned outside of peak traffic hours to minimise impacts to the road network.

Specific arrangements for road closures will be confirmed during construction planning.

Operational traffic

During operation, there will be infrequent movements across the project footprint and the surrounding transport network. Traffic generated during maintenance activities would be relatively low and is expected to have a negligible impact on the road network.

Traffic management and mitigation measures

During project construction and operation, traffic impacts, such as planned movements of construction traffic, will be regularly communicated with the relevant road and rail authorities, community and motorists, landowners and project stakeholders.

As part of the Construction Environmental Management Plan (CEMP), a Traffic and Transport Management Plan (TTMP) will be developed and implemented by our construction delivery partners. The TTMP will be guided by relevant traffic control guidelines and will detail how potential project-related traffic and access impacts during construction will be minimised and managed. This plan will be prepared in consultation with local councils and Transport for NSW, and implemented during construction.

Movement of traffic on any road not included in assessment

Due to the geographic size of the project, there is potential for more suitable or alternative routes to be identified during detailed design and construction. Approval of specific access locations will be assessed and sought as part of the TTMP prior to construction commencing.

Pictured: 500 kV transmission towers in Muswellbrook.

Road maintenance

Prior to construction, road dilapidation surveys will be carried out in consultation with road authorities. The surveys will assess the current condition of the road surface.

Once construction is completed, a road condition assessment will be prepared to assess the damage to roads accessed by project related traffic. Any damage caused by the project will be rectified in consultation with the relevant road authority.

Communication with communities and stakeholders

A number of methods will be used to notify impacted communities, visitors, emergency services and relevant road and rail authorities in advance of any disruptions to traffic, anticipated delays and route changes.

A communication strategy will be developed as part of the TTMP and include details on communication channels, frequency of communication and response measures. They are likely to include signage and community notices.

As the project progresses through the development of the EIS and detailed design, more information about the identified impacts to traffic and transport as well as the proposed management measures will become available.

Connect with us

Transgrid is committed to working with landowners and communities through the development of HumeLink. Please connect with us for more information.

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