

26 September 2025

TfNSW reference: REN25/00041/003

Your reference: SSI-70279722 (PAE-91668968)

Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Erin Matarazzo

SSD-70279722, Mount Piper to Wallerawang Transmission, Response to Environmental Impact Statement

Dear Erin,

Transport for NSW (TfNSW) is responding to the Mount Piper to Wallerawang Transmission exhibited from 27 August 2025 to 24 September 2025 and referred via the Major Projects Portal.

TfNSW has reviewed the following as key documents for preparing this response:

- Environmental Impact Statement (EIS) prepared by Transgrid, dated 21 August 2025
- Traffic and Transport Assessment (TTA) i.e. Traffic Impact Assessment (TIA) prepared by GHD Pty Ltd, dated 18 August 2025.

The information provided in the EIS does not demonstrate that the Mount Piper to Wallerawang Transmission has mitigated the traffic safety, efficiency and risks to TfNSW assets on the State road network. TfNSW therefore requests additional information relating to the key issues identified below and as detailed in **Attachment A**, to form part of a revised TIA and EIS (where applicable), to be submitted with the Response to Submissions (RtS).

TfNSW highlights that the information requested in Attachment A is to validate the traffic assumptions within the TIA and confirm if any further traffic mitigation measures are required to manage the project traffic impacts during construction.

On request, TfNSW can meet with DPHI and the Applicant to discuss the information in **Attachment A**. If you have any questions, please contact Emily Lu, Development Services Case Officer, at 1300 019 680 or email development.renewables@transport.nsw.gov.au

Yours sincerely,



Nathan Boscaro

Manager Development Services - West
Transport Planning
Planning, Integration and Passenger

OFFICIAL

SSD-70279722, Mount Piper to Wallerawang Transmission, Response to Environmental Impact Statement

This attachment relates to TfNSW's response dated 26 September 2025 reference REN25/00041/003.

Context

TfNSW notes:

- The project proposes to construct and operate approximately 8km of 330kV transmission line between Mount Piper substation and Wallerawang substation.
- TfNSW understands that the project will interact with the following state roads to facilitate the construction and delivery of the Mount Piper to Wallerawang Transmission project:
 - Castlereagh Highway
 - Great Western Highway
- To construct the proposed transmission infrastructure, the project requires 12 access points, utilising 7 intersections with the state road network and several access tracks direct to the state road for transportation of components.
- Project construction will commence in late 2026 and be completed in 20 months, with a peak workforce of approximately 150 people.

TfNSW additional information requested | TfNSW comments

TfNSW requests additional information on the **4** key issues identified, as detailed below, to be included in a revised TIA and EIS. The revised TIA is to be included within the Response to Submissions (RtS).

It must be clear where changes have been made in the revised TIA, which can be in the form of a document with tracked changes, or a table provided in the updated TIA. Please ensure that changes made to the revised TIA are reflected within the body of the revised EIS.

1. Traffic assessment requirements

TfNSW has identified a need for robust and transparent intersection assessments in the revised TIA. This is crucial to determine if the scope of works adequately addresses the project's impacts or if traffic mitigation measures are required to ensure compliance with the project's scope, as currently presented within the TIA.

- a. The intersection of Barton Avenue / Great Western Highway has not been assessed for traffic impacts. The revised TIA is to include a SIDRA assessment of this intersection to understand if traffic mitigation measures are required.
- b. All cumulative traffic volumes of projects approved or at the EIS stage (or otherwise agreed with TfNSW) have not been included within the turn warrant assessments for the access track and intersections with the state road network, for background traffic volumes of the through and turning traffic movements. Accordingly, the turn warrants and SIDRA analysis for all intersections and access tracks identified in the TTA with a connection to the state road network must be revised to include the cumulative traffic volumes.

If the timeframes of projects identified in Section 6 of the TTA do not coincide with the Mount Piper to Wallerawang Transmission, this should be included in the revised TIA. This can be included as a timeline assessment to confirm that there will not be a cumulative impact for each intersection with the state road network.

- c. The turning volumes at the AM/PM peak hour for each intersection, as provided in Figures 3.9, 3.10 and 3.11, do not align with the turn warrants assessment graph provided in the tables provided in Section 4.2.1.2 of the TTA for each intersection and access track with direct connection to the state road network. Review the turn warrant assessments in relation to this point and revise to align with the correct turning volumes and distribution assumptions.
- d. A clear comparison between traffic volumes as impacted by the project and background traffic (inclusive of cumulative impacts and growth rates) is to be presented in diagrams depicting volumes for each intersection, similar to Figures 3.9, 3.10 and 3.11 in the TTA. To differentiate between the existing background and the turning volumes from the project traffic volumes associated with this project, construction traffic volumes, and allow for ease of comparison.
- e. SIDRA analysis is required to be included within a revised TIA, based on the revised traffic data and inclusion of cumulative traffic volumes from other projects that will be present in the background and turning volume for each intersection and state road connection.
 - Boulder Road / Castlereagh Highway,
 - Karawatha Drive / Castlereagh Highway,
 - Brays Lane / Castlereagh Highway,
 - Main Street / Castlereagh Highway, and
 - Barton Avenue / Great Western Highway.

SIDRA analysis is to assess light vehicle, and heavy vehicle impacts at peak hour, and include the distribution and directional splits for the project traffic. SIDRA files are to be provided as part of the revised TIA package that will be submitted with the RTS.

- f. The project peak construction peak timeframe in terms of months or years is to be identified within the revised TIA.
- g. The project peak construction peak hours are to be identified within the revised TIA.
- h. Raw data from the traffic surveys conducted are to be provided within the revised TIA.
- i. SIDRA files are to be provided as part of the revised TIA package as separate files.

2. Swept paths

Swept path analysis is to be conducted and included within the revised TIA for the largest vehicle to use each intersection on the State road network, demonstrating that the intersections can accommodate the heavy vehicles turning.

- a. Concurrently in all turn directions, and
- b. that the heavy vehicle swept path will not encroach upon medians, islands and other lanes.

One pinch point known from nearby projects is the Boulder Road / Castlereagh Highway intersection, which has previously been shown to accommodate a maximum vehicle length of 19m. The applicant is to conduct its own swept path analysis of all intersections.

3. Rail impacts

TfNSW and UGL Regional Linx have identified the following comments regarding heavy vehicle and oversize overmass (OSOM) vehicle routes, as well as potential impacts on the rail network.

- a. It is noted that site access routes are expected to originate primarily from Sydney and Newcastle, with some transport from Orange or Bathurst as required. However, the EIS and Traffic and Transport Report do not include a detailed map of the proposed Heavy Vehicle and OSOM routes to access the site. Additionally, the documents do not provide any information on suggested routes that may cross Country Regional Network (CRN) railway infrastructure, such as level crossings, overbridges, or under bridges.

Details of the proposed access route from the port/origin to the site is to be included within the revised TIA, clearly identifying any CRN infrastructure along the route. If any CRN infrastructure is impacted, the amended documents must be referred to TfNSW and UGL Regional Linx (UGLRL) for review and approval. Furthermore, the applicant must comply with the transport management and safety requirements of both UGLRL and TfNSW for any matters involving the CRN corridors.

- a. UGL Regional Linx has issued its Approval In Principle (AIP) letter, dated 17 July 2025, to the applicant. The applicant must comply with the requirements stated in the AIP.

4. Minor Matters that need to be resolved prior to determination

The following are minor matters that require further clarification or resolution as part of the revisions to the TIA.

- a. The design vehicle for the heavy vehicle to be used for the project is to be clarified within the revised TIA for each access point and intersection.
- b. Dimensions of the OSOM vehicles to be used are to be provided within the revised TIA, to confirm that the project's OSOM vehicles do not fall within the high-risk OSOM category.
- c. Clarify the distance to the travel lanes and road reserve of the transmission line work occurring adjacent to the state road network. TfNSW requires that the transmission line not be constructed within the road reserve. On this point, commitments will be necessary to manage the traffic impacts on the state road network from both an operational and safety perspective during the construction phase, following consent, as part of the Traffic Management Plan.
- d. The TIA identifies that the Brays Lane/Castlereagh Highway and Main Street/Castlereagh Highway will be required to be diverted during stringing activities. Diversions and detours for stringing activities across the state road network are unlikely to be supported by TfNSW. Alternatives to diversions and detours are to be identified as part of the revised TIA.
- e. AS1742.2 states that the proposed sign (W2-9(R)) is not used where intersection directional signs are in place. As there is a directional sign near the existing advisory sign, the existing sign (W1-3(R)) is the appropriate sign, and W2-9(R) is not required.
- f. The revised TIA is to confirm whether heavy vehicles will or will not be using the Barton Road / Great Western Highway intersection and the types and lengths of the heavy vehicles that will use this intersection.

Advisory notes

- a. Strategic concept designs are required for works along the state road network route. <https://www.transport.nsw.gov.au/system/files/media/documents/2024/Strategic-Design-requirements-for-DA-Factsheet.pdf>
- b. Turn treatments must comply with Austroads Guide to Road Design Part 4A, here: <https://austroads.gov.au/publications/road-design/agrd04a>
- c. Safe Intersection Sight Distance (SISD) must comply with Austroads Guide to Road Design Part 4A and TfNSW supplements to Austroads, noting that TfNSW adopts different reaction times for SISD. AGRD04A | Austroads: <https://austroads.gov.au/publications/road-design/agrd04a>
- d. Austroads Design Vehicles and Turning Path Templates (AP-G34-23) must be reviewed for swept path analysis requirements.
- e. Bridge assessments for TfNSW assets can be obtained by contacting spu@transport.nsw.gov.au.
- f. All pavement that is to accommodate the project traffic, heavy vehicles, light vehicles, and high risk OSOM, is to consist of permanent pavement treatments that are consistent with the existing state road pavement.
- g. If the proponent requires the use of UGLRL assets, the applicant must consult with UGLRL. This can be done through lodgement of a request for a permit via the National Heavy Vehicle portal, or directly to UGLRL via heavyvehicle@uglregionallinx.com.au. The applicant must submit the request at least two (2) months before passage and include the specifications of their OSOM and heavy vehicles (axial loading and axial spacing as well as dimensions of the heavy vehicles) with the lodgement of the request.