

27 March 2026

TfNSW reference: REN25/00159/007

Your reference: CSSI-70610456

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

Attention: Kurtis Wathen

By email: kurtis.wathen@dpie.nsw.gov.au

CSSI-70610456, Hunter Transmission Project, Response to Submissions and Amendment Report

Transport for NSW (TfNSW) is responding to the Hunter Transmission Project (HTP) response to submissions referred to TfNSW via email in February 2026.

TfNSW has reviewed the Response to Submissions (RtS), Amendment Report, and Revised Traffic and Transport Impact Assessment (TIA) prepared by SCT Consulting, dated 17 February 2026, for the Hunter Transmission Project, as key documents in preparing this response.

Based on this review, TfNSW advises that the project's proportionate impacts on the state road network have not been adequately addressed. TfNSW's previous request for additional information was raised in TfNSW's submission to the HTP EIS dated 23 September 2025. The remaining outstanding additional information is detailed within **Attachment 1**- Excel register titled "TfNSW outstanding additional information post review of the RTS and AR for HTP".

The remaining outstanding additional information requested by TfNSW is summarised below and elaborated upon in Attachment 1.

SIDRA analysis assumptions, updates and alignment

- Points 1-7 and 9 in Attachment 1 request revisions to the TIA and SIDRA modelling to resolve discrepancies and ensure that the SIDRA assumptions and mitigation measures match the existing geometry and dimensions of each intersection. The revisions to the TIA and SIDRA Modelling are requested to ensure that the traffic assumptions modelled are accurate and reflective of the traffic environment and intersection geometry, and the proposed mitigations will adequately address the increased traffic safety risk attributed to the existing and further impacts to capacity attributed to the increased project traffic during the peak of construction.

TfNSW Note: EnergyCo consultants have since provided further information to close out the above points on 20 March 2026. However, the TIA and SIDRA modelling must still be updated to reflect the information provided by EnergyCo consultants.

Cumulative traffic assessment capture

- Point 8 within Attachment 1- requests that the turn warrants assessments be updated to capture the cumulative traffic volumes from EIS or approved projects within the background traffic assumptions. The revised turn warrants assessments have been requested to confirm that the traffic assumptions are reflective of the worst case traffic environment that will be occurring at the time of the peak of construction of the project to ensure that the traffic environment inclusive of the projects proportionate turning traffic will comply with Austroads and will effectively mitigate the safety and efficiency impacts to the project and background traffic of the state road network.

Revised strategic concept designs to capture scope and compliance with Austroads

- Points 10-22 within Attachment 1- have been requested to ensure that the environmental footprint and scope of the road upgrades have been captured within the CSSI project approval and that the scope of the road upgrades demonstrates compliance with Austroads.

Revisions to the high-risk OSOM route analysis to capture scope and risk management measures

- Points 22-41 within Attachment 1- have been requested due to the insufficient analysis provided within the Coastal Transport Study (refer to Appendix E of the TIA) to confirm the scope of road upgrades and mitigation measures that need to be implemented to ensure that the high risk OSOM deliveries would not damage or impede the safety or efficiency of the state road network.

Note: In addition to the above points, TfNSW has further comments on the proposed stringing represented in the RTS-SCT TIA submission, which can be provided separately to EnergyCo and will be required to be actioned post-consent.

TfNSW requests that the remaining outstanding additional information be addressed (preferably prior to determination) to ensure that the project's proportionate risk and impacts on the state road network can be managed through mitigation measures, road upgrades, and modifications to the state road network. However, it is not for TfNSW to determine the timing for when the outstanding additional information requested by TfNSW is to be provided; that is for the Department of Planning, Housing and Infrastructure to determine.

DPHI are to determine the appropriate timing for EnergyCo to provide the remaining outstanding information to TfNSW.

On request, TfNSW can meet with DPHI and the Applicant to discuss the information in this letter and in Attachment 1. If you have any questions, please contact Glen Hanchard Development Services Case Officer, at 1300 019 680 or email development.renewables@transport.nsw.gov.au

Yours sincerely,

A handwritten signature in black ink, appearing to read "Alexandra Power".

Alexandra Power

Manager Development Services West
Transport Planning
Planning, Integration and Passenger