

Traffic and transport impact assessment

Hunter Transmission Project environmental impact statement

March 2025

Constructing the Hunter Transmission Project will cause some unavoidable impacts to local roads and transport networks. Through the environmental impact statement, we're assessing potential traffic and transport impacts from the project. We're committed to minimising disruptions and enhancing safety through road upgrades as we deliver this critical infrastructure project.

What is an environmental impact statement?

As the Hunter Transmission Project (HTP) is a critical State significant infrastructure project, it requires an environmental impact statement (EIS) under the NSW planning system.

The EIS must assess the potential environmental, economic and community impacts of the HTP as well as the opportunities. It will also include ways to avoid, minimise and/or mitigate potential impacts.

The EIS will be submitted to the NSW Department of Planning, Housing and Infrastructure for assessment. Once the EIS is lodged there will be a public exhibition period and interested members of the community will be able to provide formal feedback on the proposed development directly to the department.



How we assess traffic impacts

The EIS will include a detailed assessment of traffic and transport impacts during the construction and operation of the HTP. It will also outline the proposed measures to manage those impacts.

Potential impacts of the project

Building around 110 kilometres of new transmission line, along with 2 new switching stations and upgrades at 2 existing power stations will cause some unavoidable disruptions to traffic and transport. Most of the impacts would be short-term during construction and can be managed. What you might notice:

- increased trucks and cars on local roads, creating possible short delays
- some trucks carrying oversized equipment on major roads
- road and access track upgrades like widening and resurfacing to support extra traffic and large trucks
- peak construction traffic between 6am to 7am and 5pm to 6pm, aligned with worker shifts
- intersection upgrades like widening or adding turning bays which will improve safety
- short-term disruptions when transmission lines are strung over some roads.

Road and access track upgrades

To minimise impacts, the HTP will prioritise using existing roads and access tracks wherever possible.

If the HTP is approved, some public roads and access tracks will need to be upgraded.

This will occur in places where they simply aren't wide enough or suitable for large trucks carrying oversize loads of construction equipment, plant machinery and the transmission towers.

Access roads and tracks will also be needed for maintenance when the new transmission infrastructure is operational.

Construction traffic on local roads

We've identified the general route likely to be used for worker travel, material transport and water delivery during construction of the HTP, as well as the oversize routes for delivering large equipment.

We're conducting traffic studies to assess the impacts. This includes surveying current traffic and predicting how construction will affect future traffic conditions.

The assessment is ongoing and further details, including expected vehicle movements, will be provided in the EIS.

The roads proposed to be used during construction:

National and state roads

New England Highway
Golden Highway
Hunter Expressway
Wine Country Drive
Pacific Motorway

Regional roads

HTP North

Broke Road
Putty Road (including John St and Queen St)

HTP Central

Cessnock Road
Wollombi Road

Local roads

HTP North

Archerfield Road
Comleroi Road
Gouldsville Road
Hebden Road
Lemington Road
Long Point Road West
Old Lemington Road
Mount Thorley Road
Woodland Road

HTP Central

Allandale Road
Cedar Creek Road (partially)
Hayes Road
McDonalds Road
MF1 Road
Mount Baker Road
Mount View Road
Pokolbin Mountains Road

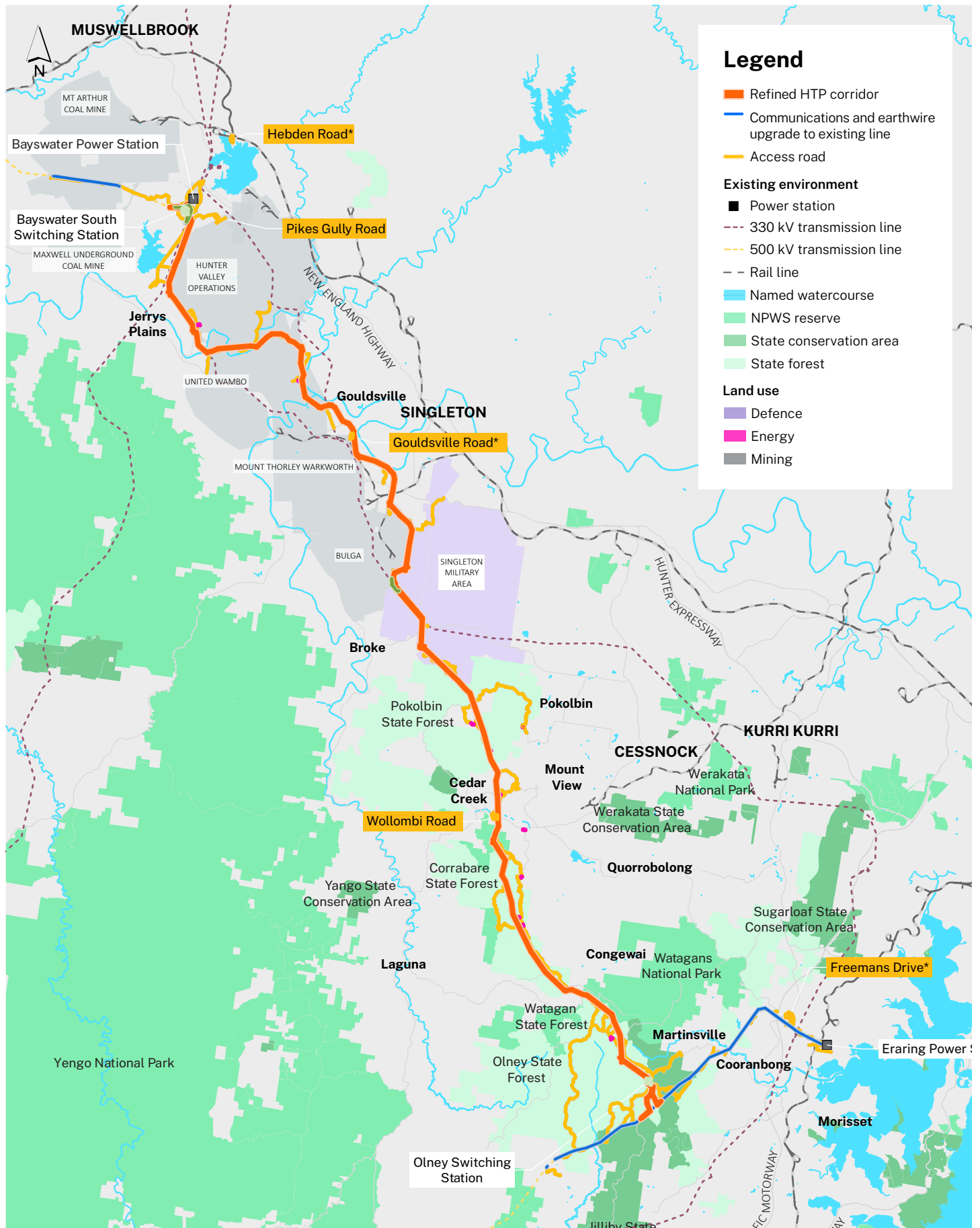
HTP South

Heaton Road
Martinsville Hill Road
Watagan Road
Freemans Drive
Mandalong Road
Martinsville Road
Mount Faulk Road

State Forest roads

The project will use existing roads within State forests that currently provide access for forestry activities and forest visitors.

Transport routes



Key planning milestones



Have your say

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Minimising and managing traffic impacts

Key mitigation measures include:

- **A traffic management plan** and a vehicle movement plan will be prepared. It will outline the confirmed construction routes, site plans, traffic control measures and measures to maintain car, pedestrian and cyclist access.
- **Consultation with Transport for NSW** and local councils will occur through detailed design and construction.
- **Pre-condition surveys** will be carried out on local roads prior to construction and any maintenance or repairs would be carried out in consultation with the relevant council.
- **Cumulative impacts** from HTP traffic on other infrastructure projects will be considered and managed in consultation with other agencies and asset owners. This includes the Wollombi Road upgrade, Singleton bypass and Mandalong Road upgrade. It also includes EnergyCo's own Port to Renewable Energy Zone (REZ) project which targets key road improvements associated with oversized and over mass transport of equipment being delivered to REZs.

Contact us

EnergyCo is the NSW Government statutory authority responsible for delivering the HTP as a critical part of transitioning to a cleaner future under the Electricity Infrastructure Roadmap.

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 1800 645 972 (9am to 5pm, Monday to Friday)

 energyco.nsw.gov.au/htp

 Scan the QR code for more information.



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 645 972**.