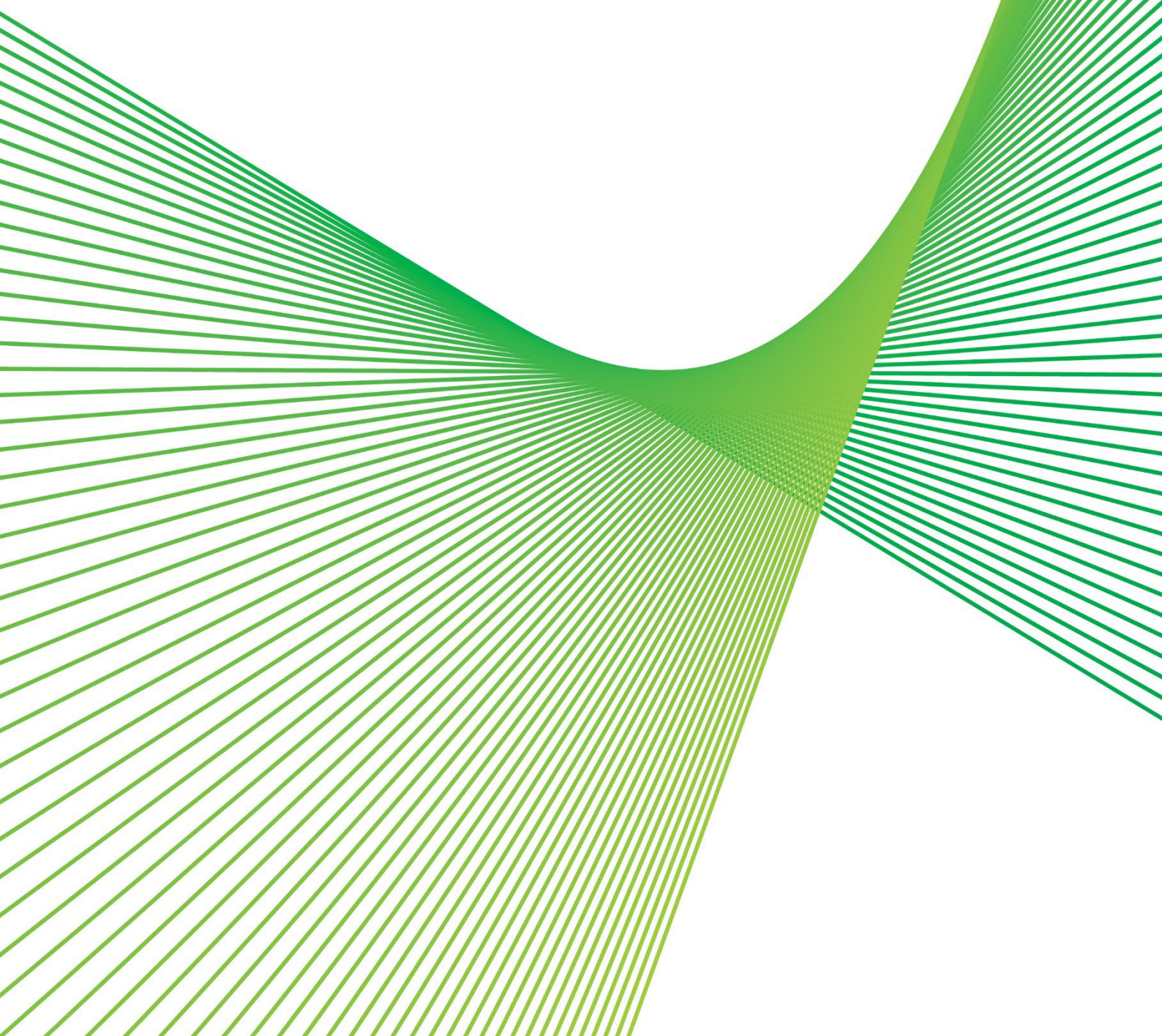


HumeLink

Staging Request – Stage 3A HumeLink East

6 June 2025



Details of Revision Amendments

Revision Details

Rev.	Date	Prepared by	Details
1	21/05/2025	S. Walton	For submission to DPHI
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Document Approval

Position	Name	Signature	Date
Environment and Sustainability Manager	Sam Pathammavong		6 Jun 2025

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Acronyms and Abbreviations

Term	Definition
ACMP	Accommodation Camp Management Plan
AG JV	Acciona Construction Australia Pty Ltd and Genus Infrastructure (NSW) Pty Ltd Joint Venture
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
DCCEEW (Cth)	Department of Climate Change, Energy, the Environment and Water (Commonwealth)
The Department	Department of Planning, Housing and Infrastructure (DPHI)
DPs	Delivery Partners appointed as Principal Contractors by Transgrid to deliver the Project: <ul style="list-style-type: none"> HumeLink East (HLE): Acciona Construction Australia Pty Ltd and Genus Infrastructure (NSW) Pty Ltd (AG JV) HumeLink West (HLW): UGL Engineering Pty Ltd and CPB Contractors Pty Ltd (UGL-CPB JV)
DPHI	Department of Planning, Housing and Infrastructure (the Department)
EIS	The Environmental Impact Statement titled HumeLink – <i>Environmental Impact Statement</i> , prepared by Aurecon (August 2023), including: <ul style="list-style-type: none"> Amendment Report (May 2024) Submissions Report (May 2024) Revised Biodiversity Development Assessment Report (June 2024), and additional information (1 October 2024)
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EP&A Regulation	Environmental Planning and Assessment Regulation 2021 (NSW)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth)
EWMP	Enabling Works Management Plan
FCNSW	Forestry Corporation of NSW
GIS	Geographic Information System
HLE	HumeLink East
HLW	HumeLink West
JV	Joint Venture
LGA	Local Government Area
NHVR	National Heavy Vehicle Regulator
NSW	New South Wales
OSOM	Over-size and Over-mass vehicles
PC	Principal Contractor

Term	Definition
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIMP	Social Impact Management Plan
TfNSW	Transport for NSW
TTMP	Traffic and Transport Management Plan
UGL-CPB JV	UGL Engineering Pty Ltd and CPB Contractors Pty Ltd Joint Venture

1. Introduction

1.1. Background

The NSW Minister for Planning declared HumeLink to be Critical State Significant Infrastructure (CSSI) as part of the 'Snowy 2.0 and Transmission Project' defined under Schedule 5, clause 9 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP). As CSSI, the Project requires approval from the NSW Minister for Planning under Division 5.2, Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Planning Secretary's Environmental Assessment Requirements (SEARs) for the Project were issued on 14 March 2022. An EIS was prepared to address the SEARs and the requirements of the NSW Environmental Planning and Assessment Regulation 2021 (EP&A Regulation), in particular, the requirements for the form of EIS as outlined in Schedule 8 of the EP&A Regulation that commenced on 1 July 2022.

A referral under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) was submitted in March 2022. The Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW (Cth)) determined the Project to be a controlled action under section 75 of the EPBC Act on 13 April 2022 (EPBC Number 2021/9121). The Project was assessed under the Bilateral Agreement made under section 45 of the EPBC Act. In May 2022, Supplementary SEARs were issued to provide additional requirements from DCCEEW (Cth).

The EIS was placed on public exhibition between 30 August 2023 and 10 October 2023.

A Submissions Report and Amendment Report were prepared by Transgrid (2024a, 2024b) and submitted to the Department of Planning, Housing and Infrastructure (DPHI) (the Department) on 16 May 2024, with final documents provided on 26 June 2024.

NSW approval of the Project (SSI-36656827) was received on 13 November 2024 and Commonwealth approval (EPBC 2021/9121) was received on 18 December 2024.

A request for the Planning Secretary's approval under Condition C3 to stage the HumeLink project by splitting the project into two geographically based portions, HumeLink East (HLE) and HumeLink West (HLW), as well as staging the project over Initial Development, Enabling Works, Construction and Operation, was approved on 22 November 2024.

1.2. Purpose

This Staging Request has been prepared to outline Transgrid's proposal to further stage or alter the timing for the provision of particular strategies, plans and programs for HumeLink in line with Conditions of Approval (CoA) C3 to C6.

Other conditions that are activated, such as Condition B58 for changes to accommodation camps, may be subject to further approvals, for which requests will be submitted separately.

Table 1-1: Conditions of Approval applicable to the Staging Request

Condition	Requirement	Applicability to this Request
C3	<p>With the approval of the Planning Secretary, the Proponent may:</p> <p>(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);</p> <p>(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</p> <p>(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>	<p>This Request outlines the proposal for submitting post-approval documents on a staged basis.</p>
C4	<p>If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this approval.</p>	<p>The proposed approach to consultation relevant to this Staging Request is outlined in Section 4.6.</p>
C5	<p>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.</p>	<p>Updated post-approval documents will supersede previous versions.</p>
C6	<p>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>Post-approval documents will be developed to address the conditions relevant to each stage.</p> <p>Refer to Appendix A for the allocation of CoA for each stage.</p>

2. Project Description

The Project extends across the lands of the Wiradjuri, Ngunnawal, Ngarigo and Gundungurra people. Project infrastructure and ancillary facilities are located within the six local Government Areas (LGAs) of Wagga Wagga City, Snowy Valleys, Cootamundra-Gundagai Regional, Yass Valley, Goulburn Mulwaree and Upper Lachlan Shire.

The Project traverses primarily rural areas with a range of land uses that include cropping, grazing, horticulture, forestry, and renewable power generation (solar and wind). Other land uses in proximity to the Project include residences, farm buildings and infrastructure, broad-acre rural residential development, recreation and existing transmission line easements. The Project footprint also extends across State forests including Bago State Forest, Green Hills State Forest and Red Hill State Forest and privately owned plantations.

No national parks or reserves are traversed by the Project footprint. Several national parks and reserves are located within the vicinity of the Project footprint with the closest being Tarlo River National Park, south of Bannaby, and Minjary National Park, north-west of Tumut, which are adjacent to the Project footprint.

The nearest major town is Wagga Wagga located about 9.2 kilometres north-west of the Project at its closest point (western end of the Project footprint). Smaller towns near the Project footprint include Adelong, Tumut, Yass, Bowning, Dalton, Crookwell, Taralga, Batlow and Tarcutta.

The Project is being delivered under two separate Contract Packages - HLE and HLW. The two Joint Venture (JV) Delivery Partners (DPs) appointed as Principal Contractors (PCs) are:

- HLE: Acciona Construction Australia Pty Ltd and Genus Infrastructure (NSW) Pty Ltd (AG JV)
- HLW: UGL Engineering Pty Ltd and CPB Contractors Pty Ltd (UGL-CPB JV).

Figure 2-1 shows the geographic scope of HLE and HLW. The interface point between East and West is approximately 400 metres north of the transmission line crossing of Batlow-Tumut Road at Windowie.



Figure 2-1 Indicative location of the HumeLink East and HumeLink West delivery areas

3. Staging

Staging of the Project is being sought under Condition C3(a), which requires a clear description be 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.

3.1. Currently Approved Staging

Staging of the development was approved on 22 November 2024 and is described below.

Staging of the construction phase (Stage 3) is currently divided between HLE (Stage 3A) and HLW (Stage 3B). Staging also includes project-wide strategies, plans and programs that apply across both HLE and HLW.

The approved staging for the Project includes the following:

Stage 1 - Initial Development

- Stage 1A - Pre-construction Minor Works HumeLink East
- Stage 1B - Pre-construction Minor Works HumeLink West

Stage 2 - Enabling Works

- Stage 2 – Enabling Works – both HumeLink East and West

Stage 3 - Construction

- Stage 3 – Project-wide strategies, plans and programs
- Stage 3A – Construction Works HumeLink East
- Stage 3B – Construction Works HumeLink West

Stage 4 - Operation

- Stage 4 – Operation HumeLink

Refer to Figure 3-1 which provides an overview of the current Project staging.

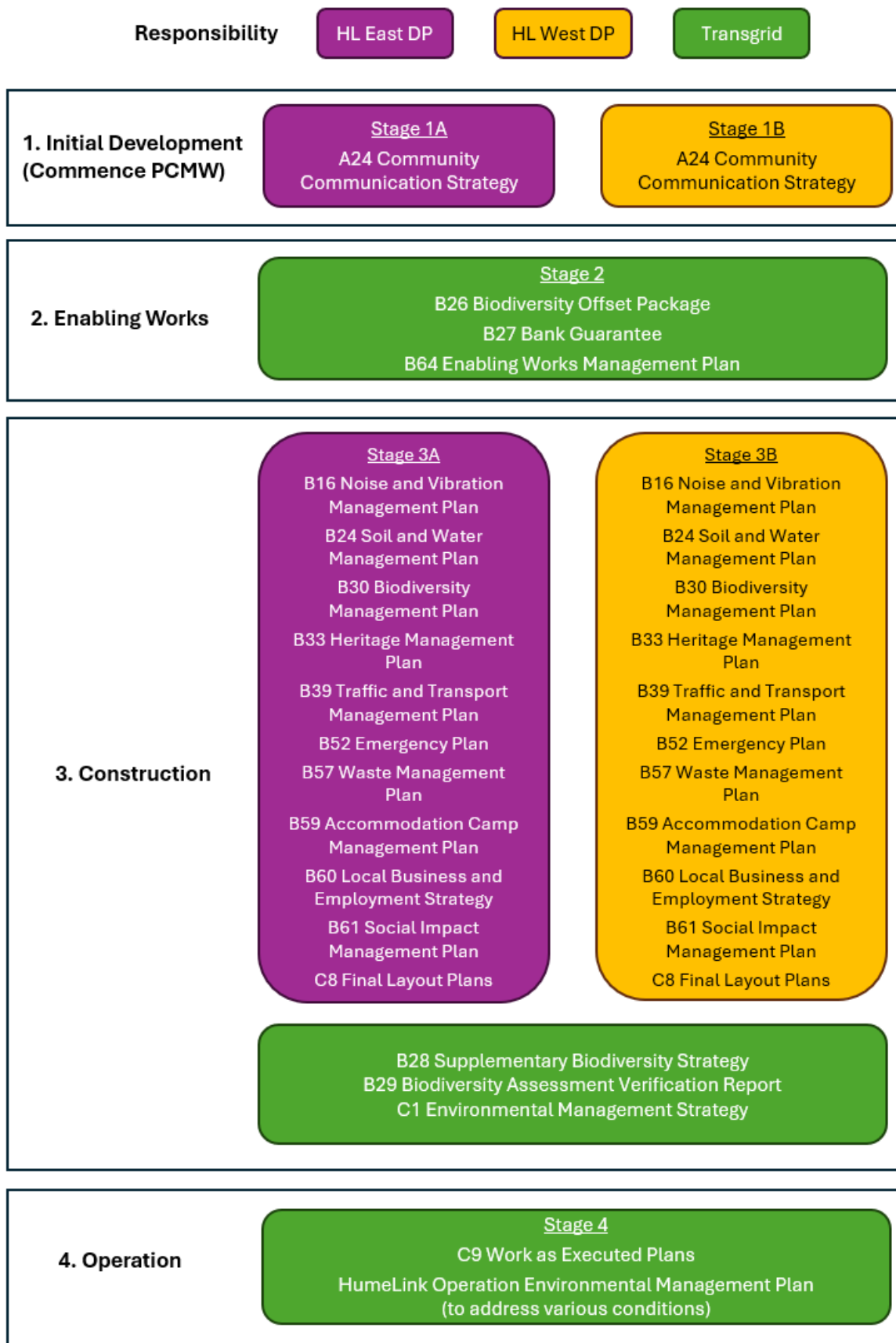


Figure 3-1 Overview of Project staging

3.2. Further Staging and Justification

This Staging Request is based on current approvals for the Project as follows:

- Infrastructure Approval as outlined in the Instrument of Approval (13 November 2024) for the Project as described in the HumeLink EIS and Amendment Report
- Notification of approval decision in relation to the EPBC Act (18 December 2024)
- Staging Request Approval for the split of HumeLink into HLE and HLW as well as Initial Development, Enabling Works, Construction and Operation as outlined in Section 3.1 (22 November 2024)
- Yass Accommodation Camp Approval for Yass Valley Way Accommodation Facility, an alternative workforce accommodation facility location at the Yass Industrial Park (12 March 2025).

Further construction phasing of Stage 3A, which is the subject of this Staging Request, is detailed in the following sections and comprises:

- Stage 3A(i) - HLE construction supported by Adjungbilly accommodation facility (expected to commence in July 2025)
- Stage 3A(ii) - HLE construction supported by Adjungbilly and Yass Valley Way accommodation facilities (expected to commence in September 2025)
- Stage 3A(iii) – HLE construction including cable stringing over State roads (expected to commence in January 2026)
- Stage 3A(iv) - HLE construction supported by Adjungbilly, Yass Valley Way and Crookwell accommodation facilities (expected to commence in January 2026)
- Stage 3A(v) – HLE construction including OSOM delivery of reactors to Bannaby 500 kV substation (expected to commence in May 2026).

Future approvals for the Project may result in the need for further staging requests.

Staging represents the most efficient way in which to deliver this complex infrastructure project, minimise the impact on the environment, and maximise positive outcomes for the community. This Staging Request reduces administrative burden on the Department and the Proponent by allowing post-approval requirements to be delivered in a systematic manner, aligned with the works themselves.

The implementation of the proposed further staging for HLE allows construction and operation of accommodation facilities for HLE within timeframes that best suit the needs and distribution of the construction workforce and minimise unnecessary impacts from operation of under-utilised facilities. This is because HLE is proposed to be constructed generally in a west to east direction and therefore workforce accommodation facilities will primarily be needed during the initial stages at the western end of the project (i.e. Adjungbilly accommodation facility). Accommodation needs will then shift to Yass (expected to be required around September 2025) and subsequently to Crookwell (expected to be required around January 2026) in the later project stages. The expected change in accommodation requirements at each of the proposed HLE accommodation facilities over time is shown in Figure 3-2. Therefore, the establishment and operation of HLE accommodation facilities is proposed to be staged to reflect the needs of the construction activities.

In addition, the proposed staging of cable stringing over State roads and certain oversized-overmass (OSOM) deliveries would provide the additional time needed to confirm the specific details and management approaches for these activities in line with Transport for NSW (TfNSW) and DPHI's expectations while other construction activities commence. As these activities would only be required later in the construction program, the proposed staging would minimise delays to construction which is

considered a benefit as it would minimise the overall duration of construction impacts on the surrounding community.

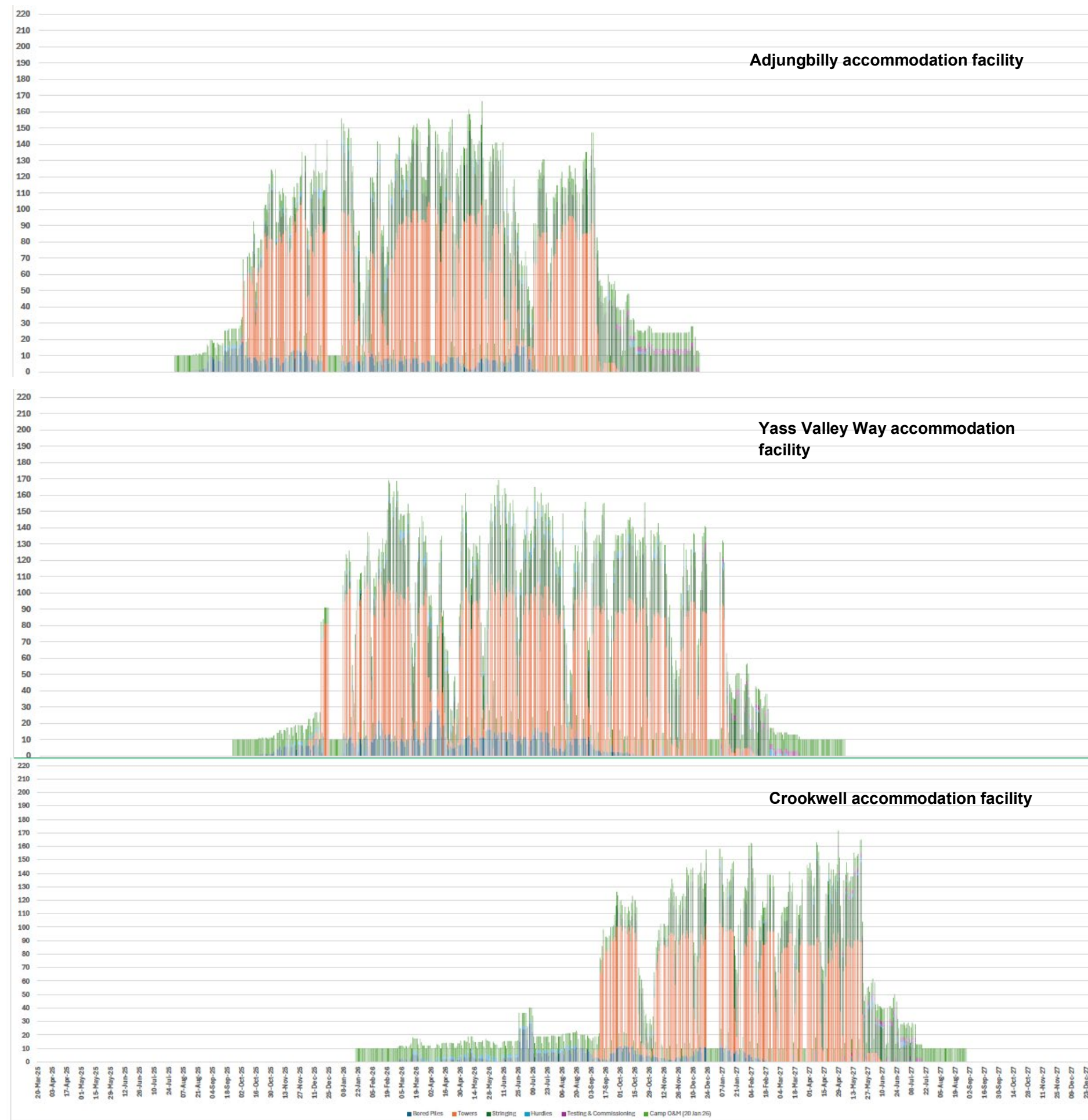


Figure 3-2 Accommodation requirements for HLE construction of the Project at Adjungbilly, Yass and Crookwell accommodation facilities over time

4. Stage 3A – HumeLink East construction phasing

4.1. Stage 3A(i) – HLE construction supported by Adjungbilly accommodation facility

4.1.1. Description

During this stage, only the Adjungbilly accommodation facility would be operational for HLE workers. The Adjungbilly accommodation facility would provide accommodation for approximately 192 workers at peak, which sufficiently meets the number of workers proposed to be accommodated in the Adjungbilly area.

As such, HLE construction activities would mostly be supported by workers travelling from the Adjungbilly accommodation facility or locally sourced contractors who do not require project-specific accommodation.

Small numbers of non-local workers (estimated to be up to 60 workers at one time) may also require use of existing accommodation options (e.g. hotels, motels or housing rented by HLE) to facilitate specific activities further away from Adjungbilly. This may include (but not be limited to) specialist workers for the ongoing construction of the Yass accommodation facility that commenced in Stage 2 and modification of the Bannaby 500 kV substation, as well as other specific activities spread across the HLE section of the Project (approximately 260 km). As such, these non-local workers would not all be concentrated in a single locality.

4.1.2. Management Plans and Environmental Management

All management plans required prior to Stage 3A construction would be submitted prior to commencement of this stage (refer to Section 4.6), however the scope of some management plans would be restricted as outlined below:

- The Adjungbilly Accommodation Camp Management Plan (ACMP) (condition B59) would provide details for the Adjungbilly accommodation facility only and would also provide the outline of staging for all HLE accommodation facilities based on worker numbers in accordance with condition B59(e).
- The Social Impact Management Plan (SIMP) (condition B61) and the Emergency Plan (condition B52) would not yet provide details for the Crookwell accommodation facility.

4.2. Stage 3A(ii) – HLE construction supported by Adjungbilly and Yass Valley Way accommodation facilities

4.2.1. Description

During this stage, both the Adjungbilly accommodation facility and Yass Valley Way accommodation facility would be operational for HLE workers.

As such, HLE construction activities would be supported by workers travelling from either Adjungbilly or Yass as well as locally sourced contractors who do not require project-specific accommodation. Small numbers of non-local workers (estimated to be up to 45 workers at one time) may also use existing accommodation options including those required to carry out specific activities further away from Adjungbilly or Yass, such as (but not limited to) the construction of the Crookwell accommodation facility or modification of the Bannaby 500 kV substation.

4.2.2. Management Plans and Environmental Management

Prior to commencement of this stage, the Yass ACMP would be submitted and would include details of the Yass Valley Way accommodation facility (including evidence of consultation with relevant stakeholders). Minor updates may be required to other management plans for consistency with the Stage 3A(ii) scope, however it is considered these would be of an administrative nature and therefore would likely be approved by the Environmental Representative under condition A13(c).

4.3. Stage 3A(iii) – HLE construction including cable stringing over State roads

4.3.1. Description

During this phase, cable stringing over State roads within the HLE section of the Project would commence.

Cable stringing over State roads has been separated as a construction phase as this is an activity that would not be undertaken at the commencement of construction, and the required details for this activity are not yet ready for incorporation into the TTMP. This approach enables the efficient delivery of the project by commencing and progressing construction while details associated with cable stringing are finalised. The construction methodology for this activity is currently being developed in consultation with TfNSW, which has been ongoing for several months. The aim of this consultation is to identify an optimal approach for cable stringing over State roads that maximises safety for construction workers and road users while minimising traffic impacts given the importance of these roads.

4.3.2. Management Plans and Environmental Management

Prior to commencement of this stage, the Traffic and Transport Management Plan (TTMP) would be updated to address details of cable stringing over State roads (including evidence of consultation with relevant stakeholders including TfNSW).

4.4. Stage 3A(iv) – HLE construction supported by Adjungbilly, Yass Valley Way and Crookwell accommodation facilities

4.4.1. Description

During this stage, the Crookwell accommodation facility would also be operational to provide accommodation for workers carrying out HLE construction activities.

4.4.2. Management Plans and Environmental Management

Prior to commencement of this stage, the Crookwell ACMP would be submitted and would include details of the Crookwell accommodation facility (including evidence of consultation with relevant stakeholders).

The SIMP (condition B61) and the Emergency Plan (condition B52) would also be updated prior to commencement of this stage to incorporate the Crookwell accommodation facility and provide details for 3A(iv) scope.

Minor updates may be required to other management plans for consistency with the Stage 3A(iv) scope, however it is considered these would be of an administrative nature and therefore would likely be approved by the Environmental Representative under condition A13(c).

4.5. Stage 3A(v) – HLE construction including OSOM delivery of reactors to Bannaby 500 kV substation

4.5.1. Description

During this phase, OSOM movements would commence for delivery of reactors, which are oversized equipment required for the modification of the existing Bannaby 500 kV substation.

OSOM delivery of reactors to the Bannaby 500 kV substation has been separated as a construction phase as these movements are likely classified as 'high risk' due to their dimensions and/or weights, which means that additional details and assessments (which are currently not available) are required to be provided in the TTMP for these movements.

Staging will allow the Project to progress in an efficient manner on construction phases that do not require specific additional approvals for OSOM movements, while the detail required for the approval of these OSOM movements are finalised in consultation with the relevant authorities.

4.5.2. Management Plans and Environmental Management

Prior to commencement of this stage, the TTMP would be updated to address the OSOM delivery of reactors to the existing Bannaby 500 kV substation (including evidence of consultation with relevant stakeholders).

4.6. Stage 3A Overview of Document Consultation and Submissions

For each phase of Stage 3A, consultation with Councils will occur based on the LGAs that would be directly impacted by the relevant scope of work. A map showing the locations of the scope of work for the various phases of Stage 3A in relation to the LGA boundaries is provided in Appendix B.

Consultation on the ACMPs would occur with stakeholders who are relevant to each accommodation facility location, as per below:

- Stage 3A(i) (Adjungbilly ACMP) – TfNSW, Cootamundra-Gundagai Regional Council
- Stage 3A(ii) (Yass ACMP) – TfNSW, Yass Valley Council
- Stage 3A(iv) (Crookwell ACMP) – TfNSW, Upper Lachlan Shire Council.

Consultation on the SIMP would occur as follows:

- Stage 3A(i) – Goulburn Mulwaree, Upper Lachlan Shire, Yass Valley, Cootamundra-Gundagai, Hilltops and Snowy Valley Councils and other relevant affected stakeholders from across the full HLE project area
- Stage 3A(iv) - Goulburn Mulwaree and Upper Lachlan Shire Councils and other relevant affected stakeholders in the Goulburn Mulwaree and Upper Lachlan Shire LGAs near the Crookwell accommodation facility.

The use of existing accommodation options and any required measures to minimise impacts on the surrounding community incorporated into the ACMP and SIMP has been informed by consultation with Councils and other relevant stakeholders carried out during preparation of the EIS and Amendment Report for the Project, as well as further stakeholder consultation carried out during preparation of the SIMP (Appendix C).

Consultation on the TTMP would occur with stakeholders who are relevant to each stage, as per below:

- Stage 3A(i) – Forestry Corporation of NSW (FCNSW), TfNSW, Snowy Valleys Council, Wagga Wagga City Council, Cootamundra-Gundagai Regional Council, Yass Valley Council, Upper Lachlan Shire Council and Goulburn-Mulwaree Council
- Stage 3A(iii) – TfNSW
- Stage 3A(v) - TfNSW, Upper Lachlan Shire Council and Goulburn-Mulwaree Council.

All other plans will be consulted on as per the relevant CoA. Evidence of consultation on each staged management plan as outlined above will be provided along with the submission as required by Condition A8.

Table 4-1 provides a summary of the required post-approval document submissions prior to each Stage 3A construction phase.

Table 4-1 Submission of post-approval documents for Stage 3A

Post-approval document	Stage 3A construction phase				
	3A(i)	3A(ii)	3A(iii)	3A(iv)	3A(v)
Noise and Vibration Management Plan	X				
Soil and Water Management Plan	X				
Heritage Management Plan	X				
Bushfire and Emergency Plan	X			X	
Traffic and Transport Management Plan	X		X		X
Waste Management Plan	X				
Accommodation Camp Management Plans	X (Adjungbilly)	X (Yass)		X (Crookwell)	
Local Business and Employment Strategy	X				
Social Impact Management Plan	X			X	
Biodiversity Management Plan	X				

5. Compliance

5.1. Conditions of approval

The applicability of the CoA to the Stage 3A HLE construction phasing has been identified in Appendix A. The allocations are described as:

- Where a condition is relevant to a construction stage, it is considered Applicable and marked with a tick mark (✓) in the column for the relevant stage
- Where condition is not relevant to a construction stage, it is considered Not Applicable and shown as blank in the column for the relevant construction stage.