

6 September 2024

TfNSW reference: WST24/00178/004, SF2024/091831

Your reference: SSI-9687 (PAE-74986971)

Department of Planning, Housing and Infrastructure

Locked Bag 5022

PARRAMATTA NSW 2124

By Email: Joe.Fittell@planning.nsw.gov.au.

Attention: Joe Fittell

TfNSW response to Modification Application 3 - SSI-9687 – Snowy 2.0 Main Works – Lobs Hole, Kosciuszko National Park

Dear Joe,

Transport for NSW (TfNSW) is responding to Modification Application 3 for Snowy 2.0 Main Works SSI-9687 referred on 23 August 2024.

TfNSW has reviewed the information submitted in the Modification Report prepared by EMM dated July 2024 and the Traffic Impact Assessment (TIA) prepared by EMM dated July 2024. TfNSW requires additional information to assess the impacts on the State classified road network associated with this project. Details of the required additional information have been outlined in **Attachment 1**.

On request, TfNSW can meet with DPHI and the Applicant to discuss the information in Attachment 1 further.

If you have any questions, please contact Ruvimbo Timba, Development Services Case Officer, on 1300 019 680 or email development.renewables@transport.nsw.gov.au.

Yours faithfully,

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

Alexandra Power

Acting Manager Development Services – West

Community and Place

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Attachment 1

TfNSW response to Modification Application 3 - SSI-9687 – Snowy 2.0 Main Works – Lobs Hole, Kosciuszko National Park

This attachment relates to TfNSW's response dated 6 September 2024 reference WST24/00178/004.

TfNSW additional requested information:

TfNSW requires the Traffic Impact Assessment (TIA) prepared by EMM to be revised to address the information below. It must be clear where updates have been made in the revised TIA. This can be in the form of tracked changes or an Excel spreadsheet.

Swept Path Analysis – to be provided before modification is determined

1. Section 4.12 of TIA states that swept path analyses have previously been undertaken for the Link Road, Marica Trail, Tantangara Road, and Rock Forest Access intersections. TfNSW requests a copy of the swept path analysis prepared for each intersection to demonstrate that the use of each intersection for the project design vehicle complies with *Austroads Design Vehicles and Turning Path Templates Guide*.

High-risk Oversize Overmass (OSOM) vehicles – to be provided before modification is determined

2. Section 4.13 of the TIA states that the high-risk OSOM haulage route and vehicle size for this modification is consistent with the original consent. The following information is required:
 - a. Details of the proposed high-risk OSOM vehicle for this modification including the overall combination type, load and configuration.
 - b. A copy of the relevant high-risk OSOM route assessment is required inclusive of swept paths demonstrating that it can be delivered within the existing pavement or if further pavement widening is required to accommodate these movements.

Level of Service (LOS) – to be provided before modification is determined

3. The mid-block performance of the Snowy Mountains Highway between the Tantangara Road and Link Road intersections during the AM peak hour will result in a LOS of D for the Tantangara Road scenario. More Information is required to clarify whether this analysis has been based on the winter peak season and what traffic mitigate measures are proposed to mitigate the impacts on midblock capacity between Tanatangara Road and Link Road.

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Revised turn warrant assessments - to be provided before modification is determined

4. Revised turn warrants assessments are required at each intersections with the State road network to capture the worst case scenario within the background and turning volumes at each stage of the project, specifically:
 - a. Account for project traffic volumes of Major Projects at EIS or approved stage occurring in parallel to the pre-construction and construction peak hour within the background and turning volumes, and
 - b. Identification the traffic volumes associated with any pre-construction and construction works occurring in parallel to the construction and full occupation of the workforce accommodation camp for the turning volumes at the Marica Trail/Snowy Mountains Highway and reviewing the background traffic volumes for all other State road intersections to be used for the project traffic identified in the TIA.
 - c. Revised strategic concept designs will be required based on the outcomes of the revised turn warrants assessments.

Heavy vehicle route and distributions- to be provided before modification is determined

5. Details are to be provided for the origin, destination, routes and distributions of heavy vehicle project traffic are to be provided in the revised TIA. This information is to be included in the revised turn warrant assessment. It will assist in understanding the impacts of heavy vehicle project traffic on the pavement of the Snowy Mountains Highway.

Pavement assessment requirements- to be provided before modification is determined

6. Details of the proposed traffic loading, including the equivalent standard axles and overall weight, are required for heavy vehicles transporting spoil along the Snowy Mountains Highway.

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