

Transport for NSW

12 October 2023

TfNSW reference: WST22/00068/02 | SF2022/082480

Your reference: SSI-12422997



Department of Planning and Environment
By Email: Anthony.ko@planning.nsw.gov.au

Attention: Anthony Ko

SSI-12422997 – Oven Mountain Pumped Hydro – LOT 18, 19 & 37 DP756471 – 9823 Kempsey Armidale Road CARRAI

Dear Anthony,

Transport for NSW (TfNSW) is responding to SSD-12422997 referred on 15 September 2023.

TfNSW has reviewed the information and does not support the proposed development. Transport's reasons are set out in **Attachment 1**.

TfNSW notes that points 5-12 in the previous letter of correspondence dated 24 July 2023 (see **Attachment 2**) are yet to be addressed. These points need to be responded to in a Response to Submissions table in a separate document to the Traffic Impact Assessment (TIA). Point 1 in **Attachment 2**, which concerns the access points, does not need to be addressed at this stage. However, Point 1 will need to be responded to for TfNSW to review should Kempsey Armidale Road be reclassified to a State road.

On request, TfNSW can participate in a meeting with DPE and the Applicant to further discuss the information in **Attachment 1** and the points identified in **Attachment 2**. TfNSW is available to comment further on any additional information submitted in support of this SSI.

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

Yours faithfully,

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

Alexandra Power
Team Leader Development Services (Renewable Resources)
Development Services (WEST)
Community & Place
Regional and Outer Metropolitan

OFFICIAL

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Context

TfNSW understands the subject application:

- The affected classified State roads are Pacific Highway and Waterfall Way;
- Council is seeking advice from TfNSW to assist in its assessment of the Environmental Impact Statement (EIS);
- The development proposes a 600-900mW pumped storage hydropower plant with 8-12 hours of storage capacity. The project will comprise of the construction of two dams to create two reservoirs, a power waterway, tunnels and new transmission lines connecting the pumped hydro system to the existing transmission grid. The project will include ancillary infrastructure, including concrete batching plants and temporary workers accommodation;
- The site will be accessible via three access points from Kempsey Armidale Road, which is a local road under the care and responsibility of Council;
- It is expected that there will be over 600 workers on site during peak construction periods. The majority of these workers will be residing in temporary on-site accommodation; and
- The majority of vehicles are expected to travel to and from Kempsey. There will be approximately one OSOM vehicle trip per day during the construction period. Trips will be to and from the Port of Newcastle via Kempsey, utilising Kempsey Armidale Road.

TfNSW additional information:

TfNSW requests the following additional information to provide as a part of the RTS:

1. The Waterfall Way/Kempsey Armidale Road intersection will require the installation of signage to mitigate risks from increased traffic volumes. A sign to warn of the upcoming intersection to the west of the bridge over Chandler River for eastbound traffic and on the approach to Kempsey Road for westbound traffic will need to be installed. A stop sign is to be provided for Kempsey Armidale Road northbound. This will be a condition of consent.
2. The TIA (see Table 6.2 and Table 6.3) does not appear to have accounted for service/delivery vehicles that will service the on-site accommodation, which is expected to house over 600 workers during peak construction. Construction will take four to five years, which means that service/delivery vehicles are likely to account for a substantial number of trips if they are required.
3. The TIA fails to identify the maximum height of the OSOM vehicle and laden loads. TfNSW notes that Section 6.5 identifies the length and width of the design vehicle that was used in the swept path assessment, and the height of the loads (250MVA 3 phase transformer and turbine top) only.

4. The swept path assessment contained in the Route Study by Rex J Andrews needs to be undertaken using AutoTURN software or similar. TfNSW would be particularly interested in the swept path assessment of the Pacific Highway/Macleay Valley Way intersection at Frederickton.
5. Clarify if the TIA includes the calculation of the heavy vehicles that require NHVR permit but are exempt from escort requirements within the AM/PM peak hour during the peak of construction.
6. Provide an update for the TIA that the AM/PM peaks have been measured on a single trip from origin to destination as a one-way vehicular movement from one point to another excluding the return journey.

Additional comments

7. TfNSW notes that Kempsey Armidale Road is still a local road under the care and responsibility of Council. Kempsey Armidale Road is a windy road with unsealed sections and varying road widths. An assessment of the pinch points of this road in relation to the proposed Oversize Overmass (OSOM) vehicles will need to be forwarded for Council to review.
8. The rail line through Kempsey is managed by ARTC, as noted in the TIA. The EIS needs to be referred to ARTC separately for comment if this has not been done so.