

24 August 2022

TfNSW reference: STH19/00029/07

Your reference: SSI-9816-Mod 1

Kurtis Wathen
Department of Primary Industries
By Email: kurtis.wathen@dpi.nsw.gov.au,

SSI-9816 – Shoalhaven Hydro Expansion Geotechnical Works Modification 1 - Adding 1 Borehole

Dear Sir

Transport for NSW (TfNSW) is responding to the modification application referred on 12 August 2022 via the Major Projects Portal.

TfNSW has reviewed the information and has **no objections** to the modification subject to the requirements outlined in **Attachment 1**.

Upon determination of this matter, please forward a copy of the modification approval to TfNSW. If you have any questions, please contact me on 9595 4624 or email development.south@transport.nsw.gov.au.

Yours faithfully

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

Anna Paul
Development Services Case Officer, Development Services

OFFICIAL

SSI-9816 – Shoalhaven Hydro Expansion Geotechnical Works Modification 1 - Adding 1 Borehole

Context

TfNSW notes for this application:

- The key state road is Moss Vale Road.
- SSI 9816 was approved 17 June 2019, which approved the geotechnical exploration works at eight locations. Access to locations 1 and 2 of the geotechnical works were proposed via the existing intersection of Moss Vale Road and Promised Land Trail.
- Because the existing intersection with Moss Vale Road and Promised Land Trail does not comply with the required Austroads Safe Intersection Site Distance, the proponent proposed a number of mitigation measures when using this intersection for access, including:
 - all site access via the Moss Vale Road and Promised Land Trail intersection is from the south;
 - The longest vehicle associated with the work is <12m;
 - Using spotters on each of the approaches when any large vehicle is using the intersection; and
 - Opening the gate onto the trail prior to any large vehicle entering the site.
- Works were subsequently completed at four of the eight approved geotechnical works locations in August 2019. Following this, the development of the Shoalhaven Hydro Expansion Project was put on hold for a time.
- Development has recommenced, and the design has since been revisited.
- To confirm the constructability of this optimised design, one new borehole location (location 9) is now proposed while two investigation locations associated with the former cavern location (locations 4 and 5) are no longer required.
- The proponent is now seeking approval of a modification application to authorise works at this new location to be undertaken.
- Access to location 9 is proposed via the same access arrangements as location 2, as generally shown in **Attachment 2**.
- The traffic movements for location 9 are proposed to be the same as location 2, over a 12 week period within regular construction hours.
- The proponent has proposed the same mitigation measures previously utilised for location 2.

TfNSW requirements

TfNSW require the submission of a Traffic Management Plan (TMP) to TfNSW to demonstrate the following mitigation strategies:

- all site access via the Moss Vale Road and Promised Land Trail intersection is from the south;
- The longest vehicle associated with the work is <12m;
- Using spotters on each of the approaches when the intersection is being used; and
- Opening the gate onto the trail prior to any large vehicle entering the site.

The TMP must detail the route to be taken for delivery and removal of the drilling rig, including discussion of origin/destination and identification of a safe location for the transport vehicle to turn around (if required). Similarly, the abovementioned should also be identified for the daily light vehicles movements in and out of the Promised Land Trail.



Jacobs