



Our ref: STH18/00073/14  
Contact: Andrew Lissenden 4221 2769  
Your Ref: SSI 9208

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## SNOWY 2.0 EXPLORATORY WORKS MODIFICATION (SSI 9208 MOD 2) - PUBLIC EXHIBITION COMMENTS

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Dear Anthony,

Transport for NSW (TfNSW, formerly Roads and Maritime Services) refers to your correspondence dated 5 November 2019 relating to the above State Significant Infrastructure (SSI) modification application.

TfNSW recognises and supports the continued willingness of the applicant and their consultants to work with TfNSW and Snowy Monaro Regional Council to ensure potential impacts are adequately mitigated.

TfNSW has assessed the information provided focusing on the impact to the State road network. The key State roads are the Monaro Highway, Sharp Street and the Snowy Mountains Highway. TfNSW acknowledges other State roads may be impacted outside the exploratory works area above due to Oversize Overmass (OSOM) vehicle movements required for the above works.

TfNSW notes the modification, in part, seeks to:

- Revise the tunnelling methodology from drill and blast to using a tunnel boring machine (TBM);
- Make changes to access arrangements including road upgrades to enable the delivery of the TBM;
- Increase the size of the Lobs Hole accommodation camp; and
- Change the transport strategy so as to reduce the use of barging.

TfNSW believes the matters detailed in **Attachment 1** need to be addressed prior to determination.

If you have any questions please contact Andrew Lissenden on 4221 2769. Please send any further correspondence to [development.southern@transport.nsw.gov.au](mailto:development.southern@transport.nsw.gov.au).

Yours faithfully

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**Roads impacts - Additional information required:**

Please note the comments in brackets indicate this information was previously requested in TfNSW's pre lodgement advice letter dated 30 October 2019.

- *Traffic movements:*

TfNSW notes that the information provided details that there will be no changes to previously forecast traffic movements along the Snowy Mountains Highway as part of the exploratory works approval (i.e. those forecast submitted as part of Modification 1 to SSI 9208) as a consequence of this modification. No supporting justification for this position has been provided noting the increase in size of the onsite accommodation camp (from 152 to 250) and the revision of the approved transport strategy to reduce the use of barges and therefore require all materials and equipment required for Exploratory Works to be delivered by road.

TfNSW seeks some additional clarification in relation to the above.

- *Concrete Segment Sourcing Information (Point 2 in Attachment 1 of TfNSW pre lodgement advice)*

TfNSW notes tunnelling is planned to commence in August 2020. Noting the approval and construction time for the proposed segment factory in Cooma (SSI 10034) details are requested on where the segments will be sourced if they are required in advance of the construction and operation of the segment factory in Cooma. Specifically, details on the number of segments that will be required in advance of the factories operation, details on the route that will be taken to deliver the segments to the project site, details on the type of vehicles to be used, (including their size and their associated carrying capacity), a vehicle movement plan for the transport of the concrete segments that addresses heavy vehicle movements during peak holiday periods, etc.

TfNSW requests this issue be addressed.

- *Impact on journey times and identification of appropriate measures (Point 5 in Attachment 1 of TfNSW pre lodgement advice)*

TfNSW notes that no assessment of the impact of the submitted modification on journey times for motorists along the classified road network has been undertaken or appropriate measures identified to minimise delays and to ensure road users are kept well informed of the increased traffic and changes driving experience (e.g. slow vehicle turn out bays, electronic variable message signage at key locations on the road network, etc).

TfNSW requests this issue be addressed.

- *Impact on existing intersections and identification of appropriate upgrades (Point 6 in Attachment 1 of TfNSW pre lodgement advice)*

Intersection	Proposed Upgrade (as detailed in the Modification 2 Assessment Report – 17 October 2019)	TfNSW Comments
Monaro Highway/Sharp Street and its intersection with Bombala Street.	Alterations to the existing roundabout to enable OSOM vehicle movements.	As has been advised by TfNSW in its submissions for both SSI 9687 (Snowy 2.0 Main Works) and SSI 10034 (Snowy 2.0 Segment Factory) it is concerned with the impact the development, as a whole, will have on the

		<p>existing operation of the intersection as well as the impacts of increased heavy vehicle traffic on pedestrian movements across Sharp Street at this location. Noting the above and the high level concept designs that have been submitted as part of this modification, TfNSW is concerned with the changes/options that have proposed. Specifically:</p> <ul style="list-style-type: none"> <li>- The concept designs provided contain insufficient detail to enable an assessment to be undertaken. Refer to additional comments under the heading 'Strategic/Concept Designs' below.</li> <li>- No swept path plans have been provided to demonstrate that vehicles associated with this SSI application (e.g. largest load size) can undertake a manoeuvre through the altered roundabout. It is also unclear if the existing splitter islands will create an issue for the largest vehicle;</li> <li>- Additional details are required for Concept 03 design to demonstrate that installing of movable planters to provide greenery will not impact on sight lines for the roundabout;</li> <li>- Reducing the height of the roundabouts central island at the intersections in Cooma to make them traversable for the OSOM vehicles would provide the opportunity for smaller vehicle to drive over them without slowing down to negotiate the roundabout correctly; and</li> <li>- An environmental assessment for the upgrade to the existing treatment is required. Refer to additional comments under the heading 'Environmental Impacts' below.</li> </ul>
Monaro Highway/Sharp Street and its intersection with Vale Street	Alterations to the existing roundabout to enable OSOM vehicle movements.	As detailed above TfNSW is concerned with the changes/options that have proposed and seeks the submission of additional information to address swept paths, sight lines and the concerns raised about reducing the height of the roundabouts central median island. A concept design and associated environmental assessment for the changes to the existing treatment is required. Refer to additional comments under the headings 'Strategic/Concept Designs' and 'Environmental Impacts' below.

Snowy Mountains Highway with Lobs Hole Ravine Road (North)	Nil	TfNSW is concerned with the anticipated vehicle movements from the Snowy Mountains Highway into Lobs Hole Ravine Road (North) and believes that an appropriate treatment has not been identified at this intersection (e.g. BAL treatment in accordance with Figure 8.2 <i>Austroads Guide to Road Design Part 4A</i> as well as sealing for a minimum of 20m into Lobs Hole Ravine Road (North) to prevent the transfer of gravel/mud onto the Snowy Mountains Highway). A concept design and associated environmental assessment for the upgrade to the existing treatment is required. Refer to additional comments under the headings 'Strategic/Concept Designs' and 'Environmental Impacts' below.
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TfNSW requests the submission of additional information to address above comments.

- *Strategic/Concept Designs* (separate point in Attachment 1 of TfNSW pre lodgement advice)

The high level concept designs that have been provided as part of this current application do not contain sufficient information to enable TfNSW to undertake an adequate assessment of any proposed upgrade works (e.g. works required to existing roundabouts in Cooma). TfNSW request that more detailed strategic/concept designs be submitted.

These should clarify the scope of works, demonstrate the works can be constructed within the road reserve and allow the consent authority to consider any impacts of the works as part of their assessment. The concept design must be to scale, identify legal property boundaries (inclusive of road reserve boundaries), detail existing lane widths, proposed lane widths, new/proposed works, lane lengths and demonstrate the works will comply with the applicable requirements of Austroads Guide to Road Design and associated technical directions. A turning path plan for the largest load size would also have to be provided for each of the roundabouts and intersection works at Lobs Hole Ravine Road (North).

- *Environmental Impacts* (separate point in Attachment 1 of TfNSW pre lodgement advice)

Noting the comments above any road infrastructure upgrade works that are being proposed as part of the current application will need to give consideration/undertake an assessment of the environmental impacts of the proposed works. Refer to Attachment 1 for additional details.

TfNSW requests that this information be provided.

- *Accommodation Camp* (Point 7 in Attachment 1 of TfNSW pre lodgement advice)

No details have been provided on how the increased number of workers being housed in the accommodation camp will be transported to and from the camps at the commencement and end of their shifts as well as details on how works will be transported from the accommodation camps to works sites.

TfNSW requests that this information be provided.

- *Heavy Vehicle Salvage* (Point 9 in Attachment 1 of TfNSW pre lodgement advice)

No details on how heavy vehicle salvage, if required, will be dealt with so as to minimise impacts on the state road network (e.g. plans/protocols, how road users will be kept informed, etc).

TfNSW requests that this information be provided.