

# Borumba Pumped Hydro Project

## Traffic and transport

The traffic and transport studies will be undertaken in parts, relating to phases or packages of work. These parts are:

**1. Detailed analytical studies phase, which provides a multi-disciplinary investigation of the feasibility of the project**

**2. Environmental impact statement phase, which investigates in more detail the impacts of the proposed project**

**3. Exploratory works package, which investigates in more detail the ground conditions in the proposed site area**

### What is a traffic impact assessment?

For both the environmental impact statement (EIS) and exploratory works, the project will undertake separate traffic impact assessments (TIA) in accordance with the Department of Transport and Main Roads (TMR) Guide to TIA. TIA best practice, and State policy, require the TMR Guide to TIA to be used to investigate impacts to the transport network's operation, efficiency, safety and pavements/structures.

**Purpose of the project's TIAs:** Assess the base case (or "without project" scenario) versus the "with project" scenario to determine if there are any impacts to the road network.  
**Scope of the TIAs:** This varies between the exploratory works package and EIS package.  
**Expected outcome of the TIAs:** Measures to avoid, manage, or mitigate the impacts to the transport network's operation, efficiency, safety and pavements/structures.

### Environmental impact statement (EIS) phase

REQUIRES A TRAFFIC IMPACT ASSESSMENT

2022 to 2024

#### EIS TIA assumptions for lower dam construction

- Construction is scheduled to commence late 2025 and is anticipated to take four years
- Likely vehicle movements between the quarry, crushing plant, stockpiles, batching plant and dam site (on dedicated construction roads) will be investigated
- Bussing workers in for planned shifts (two day shifts and one night shift, seven days per week) from surrounding towns or larger regional centres is preferred option
- Anticipating two to four buses for each shift change, dependant on final number of required pickup points
- Expected bus movements to be outside of morning peak periods, but may be in evening peak periods

#### EIS TIA assumptions for upper dam construction

- Upper dam works includes construction of power generation and turbine chamber tunnels, as well as the dams for the upper reservoir. Works also include construction of the main access tunnels, intake tunnels to the existing Lake Borumba, switch yard and powerhouse, the upper reservoir, emergency spillway, upper intakes and power waterway.
- Works are scheduled to commence in 2025 and are anticipated to be undertaken over approximately six years
- Bella Creek Road represents one viable possible access route to site. Several other possible routes are also under assessment.
- Options for alternative access (from west of the site) are also under consideration. This would support construction supply delivery and may also support a potential second upper reservoir construction camp.
- A main access road between the Borgan area and the upper reservoir may need to be established for use during both construction and operational stages
- Optimisation (or final selection) of access route will occur during EIS phase (2023 – 2025)
- Preference for a quarry location is currently to be within the upper reservoir site (to minimise offsite materials movements)
- Workforce expected to be housed in a camp or camps near the worksites with bus option from surrounding towns under consideration
- Total workforce estimated to be approximately 2000, with approximately 800 per shift
- Approximately 18 buses per shift from camp to site, 2 buses from surrounding towns
- Construction vehicle demands are still being determined, however site mobilisation is likely to create the highest traffic demand (though this is likely to be over only a short period)
- More information is due in 2023

### Exploratory works phase

REQUIRES A TRAFFIC IMPACT ASSESSMENT

2022 to 2024

#### Exploratory works TIA assumptions:

- Workforce: 37 in total for all exploratory works activities, a peak would be approximately 25 to 30 workers per shift
- Hours of operation:
  - Logistics support typically Monday to Friday 6 am to 4 pm
  - Exploration drilling typically 24 hours a day, 7 days a week
- Vehicle types:
  - Workers in four-wheel drives
  - Small rigid trucks for daily activities and camp supplies/fuel/maintenance
  - Semi or truck and dog for materials (such as reinforcement, sand and gravel, cement, etc)
  - Excavators and special machinery once to site and once off site – some will need low loaders for delivery which may require escort vehicles
- Approximate number of vehicle movements on Bella Creek Road (one-way, per week):
  - 30 light vehicles
  - 40 heavy vehicles

#### Exploratory works TIA known constraints and issues:

Known constraints or issues:

- poorly maintained culverts and floodways with low weight limits and potential flooding
- narrow bridges and cattle grids with one-way operations
- narrow roads with poor sight lines around bends
- unsealed sections with potential for dust

Other considerations:

- timber logging periods with increased heavy vehicles
- regular and special events in community such as weekend markets



#### For more information

Scan the QR code to view the project web page and contact details

#### Get in touch

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