

Date: 30th January 2014

Reference: 20140130-C3WF01

Mr Ian Aldridge
Manager of Engineering Services
Goulburn Mulwaree Shire Council (GMSC)
184-194 Bourke Street
Goulburn NSW 2580

Subject: Crookwell 3 Wind Farm – Construction Vehicles through Goulburn

Dear Ian,

Thank you for your time on 9th September 2013 discussing the Goulburn Mulwaree Shire Council's (GMSC) preferred route for the proposed Crookwell 3 wind farm's construction vehicle passage through Goulburn. This preferred route by GMSC was initially brought to our attention by the Department of Planning and Infrastructure (DoP&I) on 5th August 2013.

We acknowledge that GMSC requires clarification on the use of the term 'Goulburn Bypass' in the Traffic Impact Assessment, and that GMSC's preference is for the project to avoid the use of roads in town centre as much as possible and instead to use the recently augmented intersections used by another wind farm (Gullen Range project) in the area. These intersections are shown in Appendix A, and are also listed below. They are located on the western side of Goulburn and can be accessed via Hume Street, off the Hume Hwy exit ramp (A):

- Intersection of Cowper and Clinton (B);
- Roundabout at Clinton and Faithful Road (C);
- Intersection of Clinton and Deccan Street (D);
- Roundabout at Deccan and Fitzroy and Goldsmith Road (E);
- And then onto Crookwell Road (F)

I visited and photographed the visible augmentations at point (B), (C), (D), & (E), and agree that this identified route appears to be suitable for the construction vehicles in particularly the Over-Dimension Trucks for the approved Crookwell 2 wind farm (46 turbines) and the proposed Crookwell 3 wind farm projects (29 turbines).

I acknowledge your comment that the intersection augmentations are currently safe for use, and that GMSC prefers to have them reinstated to their previous condition (as they were prior to their augmentation for the Gullen Range wind farm).

We acknowledge that the Gullen Range wind farm project is currently responsible for reinstating the augmented intersections after they have commissioned their whole project. If there is a short duration between their project completion and our project commencement it would be logical to avoid an interim restoration and a later re-augmentation of the intersection, which would create more traffic issues than it solves.

We anticipate a determination for the proposed Crookwell 3 wind farm from the Planning Assessment Commission by end of 2nd quarter 2014, however the timeline is outside our control. Therefore we can only commit to use this alternative route, and reinstating, it after we have used it for the construction of the Crookwell 2 and Crookwell 3 projects (assuming the proposed Crookwell 3 project achieves its development consent).

The projects are planned to be constructed in stages, hence we anticipate a reasonable steady stream of OD vehicles commencing from mid to late 2015, and continuing on into the first half of 2016.

We will be finalising our revised Crookwell 3 wind farm 'Preferred Project and Response to Submissions Report' in the next two weeks, for re-submission to DoP&I for their adequacy review.

In consideration of the above comments and commitments, can you please confirm that the construction vehicle traffic arrangement through Goulburn is now acceptable to GMSC.

If you have any enquiries please don't hesitate to contact me on 0400 403 282.

Yours sincerely,



Shaq Mohajerani

Projects Development Manager

APPENDIX A

