

Shaq Mohajerani

From: Ian Aldridge
Sent: Thursday, 13 February 2014 10:46 AM
To: 'Shaq Mohajerani'
Subject: RE: 20140130 - Crookwell 3, Use of Council's preferred route through Goulburn

Shaq,

As discussed, Council acknowledges receipt of your letter.

Council is satisfied with the route proposed for the over-dimensional vehicles, however, conditions will be imposed for these vehicles as well as the other construction vehicles. These conditions will be formulated in due course.

Regards

Ian Aldridge
Manager Engineering Services

Goulburn Mulwaree Council | Locked Bag 22 Goulburn NSW 2580
P: 02 4823 4469 | **F:** 02 4822 7999 | **W:** www.goulburn.nsw.gov.au



From: Shaq Mohajerani [mailto:shaq.mohajerani@unionfenosa.com.au]
Sent: Thursday, 30 January 2014 3:35 PM
To: Ian Aldridge
Cc: anna.timbrell@planning.nsw.gov.au; neville.osborne@planning.nsw.gov.au
Subject: 20140130 - Crookwell 3, Use of Council's preferred route through Goulburn

Dear Ian,

Please find attached our letter confirming the use of Goulburn Mulwaree Shire Council's preferred route through Goulburn for the Heavy Construction Vehicle including OD trucks for the construction of the proposed Crookwell 3 wind farm, and also the approved Crookwell 2 wind farm.

I would appreciate it if you could confirm that the provisions in the letter are acceptable.

I look forward to your feedback, thank you.

Regards,
Shaq Mohajerani
Project Development Manager
0400 403 282

UNION FENOSA
WIND AUSTRALIA

gasNatural
fenosa

Union Fenosa Wind Australia Pty Ltd
Suite 403, 68 York Street
Sydney NSW 2000
Ph: +61 2 8297 8700

This message is for the addressee only and may contain confidential or privileged information. If you receive this in error and you are not the intended recipient, please inform us immediately and delete it and all copies from your system. Any unauthorised disclosure, use or dissemination, either whole or partial, is prohibited. Any views expressed in this message are those of the author and are not necessarily endorsed by Union Fenosa Wind Australia Pty Ltd and the company cannot be held responsible for any misuse. This message is for information purpose only. This email and its attachments are believed to be free of any virus, or defects, but it is the responsibility of the recipient to ensure this. Union Fenosa Wind Australia Pty Ltd does not accept responsibility or liability for any loss or damage arising in any way from its receipt or use. Please consider the environment before printing this email.

[Faint, illegible text, likely bleed-through from the reverse side of the page]

[Faint, illegible text, likely bleed-through from the reverse side of the page]

[Faint, illegible text, likely bleed-through from the reverse side of the page]

[Faint, illegible text, likely bleed-through from the reverse side of the page]

[Faint, illegible text, likely bleed-through from the reverse side of the page]

[Faint, illegible text, likely bleed-through from the reverse side of the page]

Contact: I Aldridge
Reference: IA

13 February 2014

Mr S Mohajerani, Projects Development Manager
Union Fenosa
Suite 403, 68 York St
SYDNEY NSW 2000

Dear Mr Mohajerani

Crookwell 3 Wind Farm – Construction Vehicles through Goulburn

Reference is made to your letter of 30 January 2014 regarding the passage through the local government area of Goulburn Mulwaree Council (GMC) of construction vehicles to the Crookwell 3 Wind Farm.

With regard the over-dimensional vehicles, your proposed route of: Hume Street, Clinton Street, Deccan Street, Fitzroy Street and Crookwell Road, is considered the preferred route. It is noted that this route will apply to the already-approved project of Crookwell 2, as well as the proposed Crookwell 3 project. This route will be approved by Council pending agreement to other transport conditions by Council.

Section 4.1 of the Traffic Impact Assessment states that a "more detailed Transport Management Plan is to be developed as part of obtaining approvals from the RTA and Local Councils..." Matters to be included were listed.

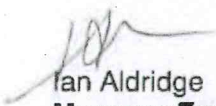
The following points are flagged as matters that GMC wish to be included in the final TMP.

1. The TCPs shall be approved by Council
2. Council has in place a s94 Plan whereby heavy vehicles pay a levy of 4.43 c/t/km (2013/14) on local roads. This comprises a component for pavement damage (resulting in an earlier reconstruction) and surface defects. While surface defects will be remedied by your company, the pavement damage is not, therefore this component amounting to 2.4365 c/t/km is payable. This shall apply to all construction vehicles, not only the over-dimensional vehicles. Please supply an estimate of expected loads. You will be required to provide a record of transported loads on a monthly basis.
3. Surface and other visible defects shall be repaired to the appropriate AUSPEC standards and to the satisfaction of the Manager Works at the conclusion of the project. Further, regular (minimum weekly) inspections shall be undertaken and repairs made. Additionally, emergent issues shall be addressed within one day.
4. The route to be taken by all construction vehicles is to be defined and agreed to by Council. As much as possible, local roads shall be avoided. Note that the levy of point 2 above only applies to local roads.
5. A code of practice for heavy vehicle drivers is to be implemented, including a speed limit of 80km/h on all local rural roads.

- The intersections that were modified to accommodate over-dimensional vehicles for the Gullen Range Wind Farm and now for Crookwell 2 and 3 Wind Farms shall be reinstated to their pre-existing condition.

Please contact the undersigned for any enquiries.

Yours faithfully



Ian Aldridge
Manager Engineering Services