GTAconsultants

Permit No. 20060221 & 20060222
Hawkesdale & Ryan Corner Wind Farms
Transport Evidence

Expert //	Simon Davies
Client //	Ryan Corner Development Pty Ltd
Instructed by //	Herbert Smith Freehills
Reference //	V134420
Hearing Date //	07/08/17
Report Date //	02/08/17

Permit No. 20060221 & 20060222

Hawkesdale & Ryan Corner Wind Farms

Transport Evidence

Issue: Final 02/08/17

Client: Ryan Corner Development Pty Ltd
Reference: V134420
GTA Consultants Office: VIC

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1. Introduction

1.1 Background

A planning permit amendment is being sought for the approved Hawkesdale (Permit No. 20060221) and Ryan Corner (Permit No. 20060222) Wind Farms.

The amendment being sought for Hawkesdale seeks a reduction in the number of permitted wind turbines from 31 to 26. The amendment sought for Ryan Corner seeks a reduction in the number of permitted wind turbines from 68 to 56.

The proposed amendments will also result in an increase in the overall maximum height of the wind turbines from 126.3m to 180m. The proposed increase to the maximum tip height also results in an increase in the maximum over-dimensional (OD) truck length required to transport the blades from 56.61m to 68.80m.

The amended proposal also incorporates the use of an on-site quarry for the Ryan Corner site. Vehicle access arrangements are consistent with that approved with the exception of the removal of the site access point to Penhurst-Warrnambool Road for the Hawkesdale Wind Farm thereby reducing the number of access points to this site from three to two.

The aforementioned details were submitted by the Applicant within an updated Traffic Management Plan (TMP) for each site, along with a covering letter, prepared by Aecom/URS.

A Panel has been convened to consider the amendment to the Planning Permit(s). Moyne Shire Council and a number of third parties have made submission to the Panel regarding traffic matters.

I have reviewed the third-party submissions and note that there are concerns raised regarding both traffic volumes and the impact of this traffic on the condition of the roads surrounding the site. I have not elaborated further on these specific points as these matters are generally consistent with those raised within Council's submission.

Those matters relating to transport considerations within Council's submission are as follows:

"Council submits to the Minister than an updated Traffic Impact Assessment (TIA) should be submitted for the (Hawkesdale and Ryan Corner Wind Farm) amendment application, to enable the Minister, VicRoads and Council to properly review and assess the potential road and traffic impacts result (sic.) from the amended project.

Council requests to opportunity to review an updated Traffic Impact Assessment prior to any Panel assessment and determination for the amendment application, and be provided with an opportunity to make submission on this matter 'on the papers' within the Panel."

"Council requests that the Minister review and update the Traffic Management conditions for the (Hawkesdale and Ryan Corner Wind Farm) planning permit, to ensure that they are consistent with the Planning and Policy Guidelines for Wind Energy Facilities (DELWP 2016) and meet best practice industry standards.

Council requests that any amended conditions of (Hawkesdale and Ryan Corner Wind Farm) planning permit include specific requirements for an Independent Road Quality Auditor to be appointed for the project"

It is understood that VicRoads has not prepared a submission at the time of preparing this Evidence statement.

My Evidence has been prepared to respond to the specific matters raised by Council and by extension the third-party submissions.

1.2 References

In preparing this evidence, reference has been made to the following:

- 'Hawkesdale Wind Farm Road Traffic and Transport Study (DRAFT)', prepared by URS dated June 2006
- 'Ryan Corner Wind Farm Road Traffic and Transport Study (DRAFT)', prepared by URS dated June 2006
- 'Ryan Corner Wind Farm Traffic Management Plan' prepared by URS dated 23 December 2011
- 'Hawkesdale Wind Farm Traffic Management Plan' prepared by URS dated 23 December 2011
- 'Ryan Corner Wind Farm Traffic Management Plan' prepared by URS dated 24 March 2017
- 'Hawkesdale Wind Farm Traffic Management Plan' prepared by URS dated 24 March 2017
- Planning Permit No. 20060222
- Planning Permit No. 20060221
- 'Policy and Planning Guidelines for Development of Wind Energy Facilities in Victoria', (DELWP, January 2016)
- Moyne Shire Council submission dated 27 July 2017
- Third party submissions
- Other information as nominated.

2. Traffic Impact Analysis

2.1 Transport Impact Assessment Requirements

A Transport Impact Assessment (TIA), as requested by Council, sets out an assessment of the anticipated parking, traffic and transport implications of developments. For a wind farm, this includes consideration of traffic volumes, access routes, intersection layouts/widening, amongst other considerations.

A Traffic Management Plan typically assesses at a higher level of detail the transport management of the project and in this case, responds to specific requirements set forth within the permit(s).

In my view, the TMP prepared for each site assesses all aspects of the project which would typically be covered within a TIA. The limitation of the amended TMP's and more particularly the covering letters dated 24 March 2017, and the aspect for which Council would appear to have requested an assessment of, is the specific difference in traffic impact between the endorsed TMP(s) and the amended TMP(s).

Having regard to this, my evidence focusses upon the differences between the endorsed and amended TMP(s), having specific regard to traffic volumes/impact.

2.2 Access Routes

The amended TMP(s) utilise the same access routes as that outlined within the endorsed TMP(s), with one exception being the removal of a site access point to Penhurst-Warrnambool Road for the Hawkesdale Wind Farm.

I have reviewed the access routes for the sites and it is my view that they are both logical and appropriate. I note that the over-dimensional (OD) and heavy vehicle routes, with the exception of Youls Road, are entirely via the arterial road network, which are the most appropriate roads to cater for these vehicles.

The amended TMP(s) have assessed the ability for the larger 68.8m semi-trailer to access both sites including the required roadworks to facilitate these truck movements at corners. The road works required to cater for the larger OD vehicle for delivery of blades and tower sections are comparable to the works set out in the endorsed TMP(s).

2.3 Quarry Locations

The approved 2011 TMP for the Ryan Corner Wind Farm stated that the selection of quarry site(s) had not been finalised. The 2017 TMP which accompanies the amendment proposal nominates that there are existing approved quarries within the wind farm site. Whilst the final quarry site(s) selection has not been completed, the revised TMP and associated traffic volume assessment assumes the use of quarry site(s) located within the boundary of the site.

It is my view that the traffic impact of materials proposed to be sourced from external quarries for either site has been appropriately assessed as part of the TMP. While the exact location of the quarries is not known (as was the case with approved 2011 TMP) the heavy vehicle access routes to the Hawkesdale and Ryan Corner Wind Farms from the surrounding arterial road network are clearly defined in the TMP. Any localised traffic or operating considerations (such as operating

hours) associated with an individual quarry would be the responsibility of the quarry operator to address.

2.4 Anticipated Construction Traffic Volumes

2.4.1 Methodology

The TMP prepared for each site provides an assessment of the peak construction activity within the peak month which is anticipated to be the eighth month of the 18 month construction program.

In determining the traffic volumes, the following key parameters are noted:

- 18 month construction program
- 11-hour (7am-6pm) working weekday
- 24 working days per month
- The peak construction month is the eighth working month
- Heavy vehicle volumes are evenly distributed across the day.

2.4.2 Anticipated Change in Traffic Generation

I have compared the traffic volumes from the 2011 approved TMP with that assessed within the 2017 TMP. I have made some corrections to the nominated volumes within the 2017 TMP's based upon a detailed review of the traffic volumes nominated and clarification sought from Aecom/URS as the author of the TMP.

Table 2.1 has been prepared to provide a comparison of the traffic volumes, with a more detailed assessment provided within Appendix A.

Table 2.1: Comparison of Peak Monthly Traffic Volumes (one-way)

Vehicle Class	Hawkesdale Wind Farm			Ryan Corner Wind Farm [1]		
	2011 TMP (veh / per month)	2017 TMP (veh / per month)	Difference (veh / per month)	2011 TMP (veh / per month)	2017 TMP (veh / per month)	Difference (veh / per month)
Over-Dimensional	28	25	-3	58	51	-7
Heavy Vehicles	431	459	+28	429	310 (459)	-119 (+30)
Light Vehicles (i.e. cars, utes)	1,976	1,970	-6	2,116	2,102	-14
TOTAL	**2,435**	**2,454**	**+19**	**2,603**	**2,463 (2,612)**	**-140 (+9)**

[1]: Number in brackets is total vehicle number on the basis that the on-site quarry is not utilised for road material for the access track as is assumed in the 2017 TMP and that this material is required to be sourced from an off-site location.

As shown within Table 2.1, there are a 19 additional vehicles and 140 fewer vehicles anticipated for the respective Hawkesdale and Ryan Corner Wind Farms within the peak month.

The increase in heavy vehicles associated with the Hawkesdale Wind Farm (+28 vehicles per month) is associated with additional material for the foundations of the turbines. The large reduction in heavy vehicles associated with the Ryan Corner Wind Farm is due to location of an on-site quarry which will provide much of the raw materials required for road material for the access track whereas the 2011 TMP assumed all quarried materials would be from off-site locations.

It is noted that in the event that the on-site quarry was not utilised for raw materials for the access track and these materials were sourced from an off-site location, the total number of heavy vehicles per month for the Ryan Corner Wind Farm would be expected to increase by 30 vehicles per month with the total number of vehicles increasing by 9 vehicles per month compared to the endorsed 2011 TMP.

2.5 Traffic Impact

When assessing traffic impact from a capacity perspective, traffic volumes are typically considered on a two-way daily basis for midblock capacity and an hourly basis for intersection capacity.

Excluding light vehicles generally associated with staff arriving and departing the sites which will occur during the morning and evening peak hour period and is essentially unchanged, Table 2.2 utilises the data set out in Table 2.1 to determine the two-way heavy vehicle volume on a daily and hourly basis.

To provide a conservative assessment for the Ryan Corner site, I have conservatively assumed that the on-site quarry is not used for road material for the access track and that this material is sourced from an off-site location.

Table 2.2: Comparison of Anticipated Peak Heavy Vehicle Traffic Volumes

Time Period	Hawkesdale Wind Farm			Ryan Corner Wind Farm		
	2011 TMP (veh / per month)	2017 TMP (veh / per month)	Difference (veh / per month)	2011 TMP (veh / per month)	2017 TMP (veh / per month) [1]	Difference (veh / per month)
per month	**918**	**968**	**+50**	**974**	**1,020**	**+46**
per day	**38**	**40**	**+2**	**41**	**43**	**+2**
per hour	**3**	**4**	**+1**	**4**	**4**	**0**

[1]: I have conservatively assumed that the on-site quarry is not used for road material for the access tracks for the traffic analysis to provide a 'worst case' scenario consistent with the 2011 TMP traffic generation estimates for this component.

As set out in Table 2.1, the change in anticipated traffic movements associated with the proposed planning permit amendment are negligible with both the Hawkesdale and Ryan Corner Wind Farms anticipated to generate 2 additional heavy vehicle movements per day with up to 1 additional vehicle movement per hour during the peak month of construction.

As such, the anticipated change in construction traffic volumes associated with the proposed planning permit amendment will have no discernible impact on the surrounding road network in comparison to the currently approved Traffic Management Plans.

2.6 Traffic Analysis in TMP's

It is noted that the TMP's for both sites outlines an assessment of key intersections surrounding the sites utilising SIDRA (traffic modelling software). This assessment clearly shows that the intersections are expected to operate well below their theoretical capacity and with an excellent level of service. Indeed, I note that the peak hour assessments provided are based upon peak hour traffic volumes, are in my view too high, thus representing a conservative assessment. I consider estimated peak hour volumes for over-dimensional and heavy vehicles to be overly conservative as they round up peak hour traffic volumes for each individual vehicle classification. For

example, if there is one truck per day for 'cement for foundations' the URS report anticipates that this will occur during the peak hour.

Irrespective of the above, the intersection analysis set out in Table 3.5 of both TMP's indicates that all access points and other associated critical intersections are expected to operate at an excellent level of service with peak intersection capacity being no more than approximately 15% of capacity.

It is noted that the SIDRA analysis for the Hawkesdale Wind Farm does not appear to have been amended to account for the fact that the Penshurst-Warrnambool Road / Northern side access intersection has been removed and therefore all vehicle access is vehicle the eastern and southern access points.

Notwithstanding, given that the previously approved analysis significantly overstated the anticipated heavy vehicle volumes in any single peak hour, all intersections assessed are expected to continue to operate well with an excellent level of service during construction. Indeed, the total anticipated traffic generation of 4 heavy vehicle movements in a single hour would have a negligible impact on the operation of any intersection and would not typically be assessed using SIDRA.

2.7 Summary

Based on the above, the traffic impact of the proposed amendments is comparable of that already endorsed by way of the 2011 TMP(s). Therefore, it is my view that the traffic impact of the two Wind Farms remain minimal and there is no need to prepare a revised Transport Impact Assessment as there is no noticeable change in traffic impact to assess.

3. Road Surface Maintenance

3.1 Existing Permit(s) and Endorsed TMP(s)

The Planning Permit for each site contains condition no.10 which requires the preparation of a TMP which outlines amongst other items a requirement to provide details of road maintenance throughout the project. Additionally, condition no.11 of the permit outlines that the traffic management, maintenance and upgrade of roads associated with the Wind Farm are to be at the expense of the permit holder.

Section 4.4 of both TMP(s) is titled 'Program of Regular Inspections and Road Maintenance' and is consistent with the contents of the 2011 endorsed TMP(s). The program provides a program of regular inspections and road maintenance that comprises a monthly inspection (fortnightly on Youls Road) of road surfaces with any maintenance work to be undertaken within one week of inspection.

The TMP(s) nominate that the above inspections would be undertaken by representatives of Ryan Corner Development and Hawkesdale Development. It is noted that the TMP(s) are not clear regarding the qualifications or experience required by the nominated 'representative'.

3.2 Council Submission

Council has included the following request as part of its submission:

"Council requests that the Minister review and update the Traffic Management conditions for the (Hawkesdale and Ryan Corner Wind Farm) planning permit, to ensure that they are consistent with the Planning and Policy Guidelines for Wind Energy Facilities (DELWP 2016) and meet best practice industry standards.

Council requests that any amended conditions of (Hawkesdale and Ryan Corner Wind Farm) planning permit include specific requirements for an Independent Road Quality Auditor to be appointed for the project"

3.3 Response to Council Submission

In regard to Council's submission, I have reviewed the Policy and Planning Guidelines for Wind Energy Facilities (DELWP 2016). Appendix B of the document is titled 'Example permit conditions to be applied as appropriate'. I have reviewed the example conditions relating to Traffic Management (condition 30 and 31) and in my view the conditions are generally consistent with the existing permit conditions set out for the Hawkesdale and Ryan Corner Wind Farms. As such, there would not appear to be any need to amend the current permit conditions.

I note that the DELWP 2016 document makes no reference to a Road Quality Auditor. I also am not aware of a formal qualification or role entitled Road Quality Auditor.

It is my view that the person responsible for undertaking inspections of the roads and determining if any maintenance works are required must be appropriate qualified. In this regard, I would recommend that Section 4.4 of the Hawkesdale and Ryan Corner TMP's be updated to refer to a 'suitable qualified pavement engineer' in lieu of 'representatives of the Development'.

It is noted that the TMP(s) also recommend that representatives of VicRoads and Moyne Shire Council also attend an inspection every 3 to 4 months, or more regularly if desired.

Section 4.6 of the TMP(s) is titled 'Program or Rehabilitation'. Both TMP(s) include the following statement:

"It is expected that a VicRoads representative will sign off on the rehabilitated works once they have inspected each location and they are satisfied that the works are satisfactory".

It is recommended that the above statement be modified in the Ryan Corner TMP to replace 'VicRoads representative' with 'representative of the relevant Road Authority' noting that Youls Road is a local road under the management of Moyne Shire Council.

3.4 Summary

Subject to the above amendments to the amended TMP(s) it is my opinion that the current TMP(s) appropriately address the need to ensure a program of regular inspections and road maintenance and a program of rehabilitation at the conclusion of the construction phase.

Specifically, I concur with Council that a suitable person is required to undertake the regular inspections however I am unaware of the term Road Quality Auditor and recommend that the most appropriate phrase would be 'suitable qualified pavement engineer'.

4. Summary of Opinion & Declaration

4.1 Summary of Opinion

Based on the analysis and discussions presented within this evidence, the following is a summary of my opinion:

i Based on the information contained within the endorsed and amended TMP(s), the proposed amendments being sought are anticipated to result in up to 2 additional heavy vehicle movements per day at both the Hawkesdale and Ryan Corner Wind Farms during the busiest month of construction activity and conservatively assuming no on-site quarry material is utilised at the Ryan Corner Wind Farm.

ii The traffic impact of the proposed amendment to the planning permit(s) is considered negligible noting that the proposed use of an on-site quarry at Ryan Corner is expected to result in less heavy vehicle movements than originally anticipated in the endorsed TMP.

iii The TMP(s) as provided include the relevant information that would be included in a Traffic Impact Assessment (TIA) and no further traffic analysis is considered necessary to assess the traffic impact of the proposed amendments.

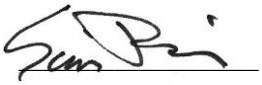
iv It is my view that that existing permit conditions relating to traffic management are generally consistent with the example conditions set out in the Policy and Planning Guidelines for Development of Wind Energy Facilities in Victoria (DELWP, 2016) and no change to the existing permit conditions relating to traffic management are necessary. It is also noted that the DELWP 2016 document makes no reference to a Road Quality Auditor.

v It is recommended that the monthly inspections set out in Section 4.4 of the TMP(s) titled 'Program of Regular Inspections and Road Maintenance' should be undertaken by a suitably qualified pavement engineer rather than a representative of the Hawkesdale or Ryan Corner Development as currently stated.

vi It is recommended that Section 4.6 of the Ryan Corner Wind Farm TMP should be amended to replace the reference to 'VicRoads representative' with 'representative of the relevant Road Authority' noting that Youls Road is a local road under the management of Moyne Shire Council.

4.2 Declaration

I have made all the inquiries that I believe are desirable and appropriate and that no matters of significance that I regard as relevant have, to my knowledge, been withheld from the Panel.



Simon Davies
Director

02/08/17

Appendix A

Traffic Volume Assessment

I have reviewed the traffic volumes presented within the TMP's and have prepared a comparison of the 2011 and 2017 TMP volumes within Table A.1.

I have highlighted within the table and provide commentary (below) of modifications made to TMP traffic volumes and the associated rationale.

Table A.1: Traffic Volume

Vehicle Class	Hawkesdale Wind Farm			Ryan Corner Wind Farm			Activity
	2011 TMP (veh / per month)	2017 TMP (veh / per month)	Difference (veh / per month)	2011 TMP (veh / per month)	2017 TMP (veh / per month)	Difference (veh / per month)	
Over-Dimensional	16	15	-1	35	32	-3	Delivery of Tower Sections
	12	10	-2	23	19	-4	Delivery of Blades/Nacelles etc.
Heavy Vehicles	111	124	13	111	124	13	Gravel for Foundations
	25	26	1	24	27	3	Water for Concreting
	16	18	2	16	18	2	Cement for Foundations
	7	8	1	7	8	1	Steel for Foundations
	96	107	11	96	107	11	Water for Foundations
	10	10	0	10	10	0	Fuel for Foundation Works
	150	150	0	149	0 (149)	-149 (0)	Gravel for Road Construction
	2	2	0	1	1	0	Substation Works
	2	2	0	2	2	0	Sand for Cabling Works
	2	2	0	2	2	0	Cables for Cabling Works
	2	2	0	3	3	0	Conduit for Cabling Works
	3	3	0	3	3	0	Switchgear works
	2	2	0	2	2	0	Steel for Substation Electricals
	3	3	0	3	3	0	Switchgear for Substation Electricals
Light Vehicles (cars, utes, etc.)	1,920	1,920	0	2,000	2,000	0	Construction Personnel
	56	50	-6	116	102	-14	Escort Vehicles for OD Deliveries
Total	**2,435**	**2,454**	**19**	**2,603**	**2,463 (2,612)**	**-140 (+9)**	**Total**
Over-Dimensional	**28**	**25**	**-3**	**58**	**51**	**-7**	**OD Proportion**
Heavy Vehicles	**431**	**459**	**28**	**429**	**310 (459)**	**-119 (40)**	**HV Proportion**
Light Vehicles	**1,976**	**1,970**	**-6**	**2,116**	**2,102**	**-14**	**LV Proportion**

Table A.1 includes amendments to the 2017 TMP volumes as follows:

Hawkesdale Wind Farm

- 32 over-dimensional vehicles per month nominated in the 2017 TMP. This was a notation error (presumably copied from the Ryan Corner site). The number of over-dimensional vehicles in the peak month has been reduced from 16 to 15 consistent with the reduction for the Ryan Corner site. I note that it is my understanding that both the 2011 and 2017 assessments assume four tower sections per turbine.
- The TMP nominates that there are two pilot vehicles associated with each over-dimensional delivery. Due to the reduction in over-dimensional deliveries this reduces the number of escort vehicles from 84 to 50 across the peak month.

Ryan Corner Wind Farm

- 10 fuel vehicles for foundation works, that is, operate machinery such as excavators. This was previously nominated as one vehicle which I understand to be a notation error as similar fuel quantity is assumed for the amendment.
- The number of heavy vehicles remains at 310 vehicles, as per the 2017 TMP, despite the modification to the fuel vehicle numbers. This is due to a previous summation error which assumed that 10 vehicles, not one, had been allowed for fuel for foundation works.
- The 2017 TMP assumes that gravel for road construction will be sourced from an on-site quarry and therefore generates no external traffic movements. In considering the traffic impact of the 2017 TMP compared to the endorsed 2011 TMP I have conservative assumed that this material is sourced off-site and thereby increased the number of heavy vehicles by 149 vehicles per month consistent with the 2011 TMP.

Appendix B

Simon Davies – Curriculum Vitae

Simon Davies

Director

GTAconsultants
transportation planning, design and delivery

Simon has a Bachelor of Environment Engineering Degree with Honours and over 16 years' experience in all facets of traffic and transportation planning, traffic engineering design and special event transport planning.

Simon has overseen the transport management of a number of major events over the past 10 years including the Melbourne Formula 1 Grand Prix, Melbourne World Ironman and the Herald-Sun/Citylink Run for the Kids. He also has extensive experience in traffic and transport planning for a variety of land uses from medium density residential developments through to large scale Master planning and rezoning applications.

Simon regularly presents expert traffic and parking evidence at the Victoria Civil and Administrative Tribunal.

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Qualifications

BE (Hons)(Env): Monash University

Memberships and Affiliations

Australian Institute of Traffic Planning and Management (AITPM)

Victorian Planning and Environmental Law Association (VPELA)

Project Experience

Traffic Engineering

Moonee Valley Racing Club Masterplan for Moonee Valley Racing Club

Craigieburn Town Centre for Lend Lease Project Management and Construction

Sanctuary Lakes Shopping Centre, Point Cook for i2C

ALDI Distribution Centre, Dandenong South for APP on behalf of ALDI

Freshwater Place, Southbank for Australand

Brookford Estate, Cranbourne East for Brookford Pty Ltd

Major Event Transport Planning

2000 – 2013 Australian Formula 1 Grand Prix for AGPC

2012/13 World Ironman Melbourne for USM

2006 – 2013 Herald Sun/Citylink Run for the Kids for Herald and Weekly Times

2003 – 2013 Melbourne Moomba Waterfest for Melbourne City Council

2003 – 2012 Melbourne New Years Eve Fireworks for Melbourne City Council

2006 Commonwealth Games for OCGC

Professional Background

1999 – Present: GTA Consultants

Simon commenced his professional career at GTA Consultants as a graduate engineer in 1999 and has subsequently progressed to his current role as a Director of the Melbourne office.

During his time at GTA Consultants, Simon has been involved in all facets of traffic engineering projects including the preparation of parking studies and parking precinct plans, land use planning, access strategies, network modelling and simulation, transit planning, road design and documentation. Simon has a track record of excellence in Major and Special Event Planning, undertaking demand forecasts, strategies, implementation, auditing, liaison, approvals and contract management of many major events.

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