

PALING YARDS WIND FARM TRANSPORT

PURPOSE

URS Australia Pty Ltd was engaged to assess the transport related impacts arising from the project.

The report identifies and considers the traffic impact of the project both during the construction and operational phases. It also identifies the likely measures required to improve conditions of the access routes to the site.

KEY FINDINGS & IMPACTS

The traffic generated by this proposal is not considered to have a significant impact on the existing transport network, with current operation anticipated to remain at an acceptable level of service for key roads.

Site Access

The site is divided by the Goulburn-Oberon (Abercrombie) Road. There are six access points proposed to access the site from Abercrombie Road. The first access point is located approximately three kilometres north of the Abercrombie River and the remaining five access points are positioned within a distance of 7.5 kilometres from the first access.

The access points are shown on Figure 12 – Indicative Access & Infrastructure Plan. These access points have been selected due to the topographic features of the land and to avoid vegetation removal where possible.

Over Dimensional Vehicles

Over dimensional vehicles (OD vehicles) are required for the transportation of certain wind farm components. The full report by URS outlines haulage requirements for the construction of wind turbines, route options and OD vehicles swept paths.

A number of haulage route options have been identified for OD vehicles between Port Kembla and the site, and between the Port of Newcastle and the site. These are described in Figure 15 and 16

Impact of Traffic Generation

In order to ascertain the likely transport related effects arising from the project, the report assumed:

- 18 month construction program,
- 11 hour (7am to 6pm) working weekday,
- 24 working days per month, and
- The eighth month being the peak construction month.

The total number of peak one-way vehicle movements generated by the project is estimated to be 120 vehicle movements per day, of which 3 are OD vehicles, 27 are heavy vehicles and 90 are light vehicles.

Two preferred site access routes have been chosen to analyse the performance of the existing road network and model traffic characteristics at the intersections during the peak construction phase of the project. The two chosen intersections are:

- East side of T-intersection on Abercrombie Road.
- West side of T-intersection on Abercrombie Road.

The results of this modelling indicated that:

- no major increases in Degree of Saturation or queue lengths will occur to the road network during the peak construction period of the project.
- minor impacts may occur during the PM peak hour; however these result in a negligible increase in queue lengths (i.e. one car length or less).
- roads operating at a Level of Service of C or better are generally considered to have acceptable flow conditions.
- the performance of each of the proposed access point intersections is well within acceptable performance criteria.



PHOTO Hilltop (non associated residential dwelling) (Proposed View)

KEY FINDINGS & IMPACTS

URS advises that a detailed Transport Management Plan, in consultation with local councils and The NSW Roads and Maritime Services Department, should be developed to outline the finalised transport details and include management and mitigation measures for the project. URS recommends that this document be prepared before the construction phase of the project, to form the foundations for all traffic related activities for the project.

In addition, the following measures will also be undertaken for the project:

- Carry out a pre-construction road survey to determine existing conditions of local roads.
- Carry out any necessary upgrades and strengthening works along the access road network to provide safe construction access for the project.
- Prepare and implement a traffic management plan to ensure local roads are not adversely impacted by heavy vehicles.
- Notify the local community of changed traffic conditions and proposed road works via a newsletter or information line.

THE TRAFFIC GENERATED BY THIS PROPOSAL IS NOT CONSIDERED TO HAVE A SIGNIFICANT IMPACT ON THE EXISTING TRANSPORT NETWORK, WITH CURRENT OPERATION ANTICIPATED TO REMAIN AT AN ACCEPTABLE LEVEL OF SERVICE FOR KEY ROADS.

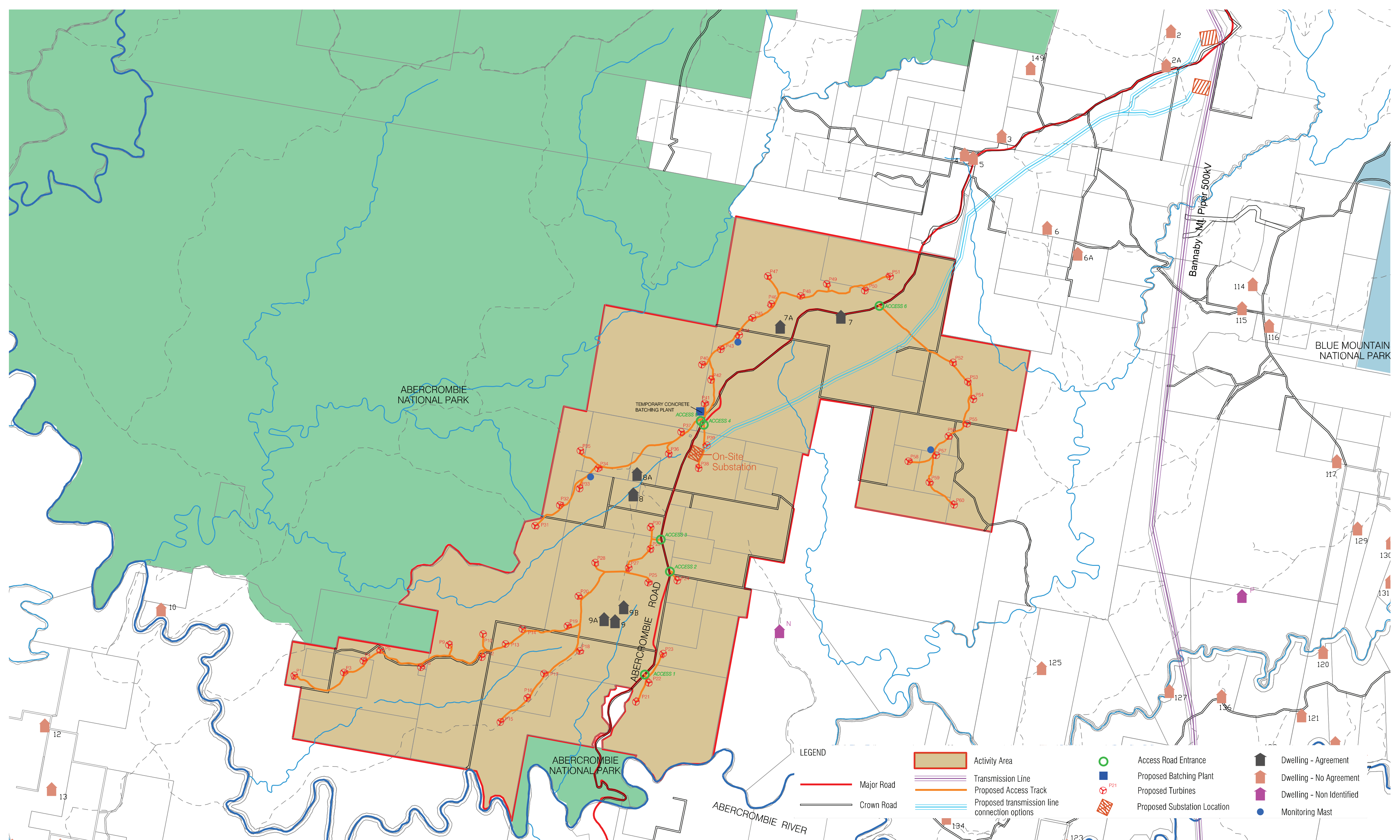


FIGURE 12 Indicative Access & Infrastructure Plan



FIGURE 15 Proposed Over Dimensional Route (Port Kembla)



FIGURE 16 Proposed Over Dimensional Route (Port of Newcastle)