



## Appendix D: Transport Route Assessment Peer Review

# MEMORANDUM

## Transport Engineering

**TO:** Tilt Renewables Australia

**FROM:** Brett Maynard and Ingrid Bissaker

**DATE:** 12 August 2020

**OUR REF:** N189120

**PAGE 1 OF** 6

**RE:** RYE PARK WIND FARM – ROUTE ASSESSMENT PEER REVIEW

GTA Consultants (GTA) has been engaged by Tilt Renewables to appraise transport routes for Over Size Over Mass (OSOM) vehicles to transport large wind turbine components for the Rye Park Wind Farm project, as proposed by turbine suppliers' heavy haulage contractors.

### Background

The Rye Park Wind Farm is an approved development located north of Yass and east of Boorowa, near the township of Rye Park, on predominately stock farming land. The project area spans across the Hilltops, Upper Lachlan and Yass Valley local government areas<sup>1</sup>.

Three transport routes have been proposed by heavy haulage suppliers Rex J Andrews and Ares Transport, outlined in the following route survey documents:

- Rex J Andrews for Siemens, Rye Park Route Survey Revision 00, dated 26 February 2020
- Rex J Andrews for Vestas V162, Rye Park Route Survey Revision 2, dated 7 April 2020
- Vestas Australian Wind Technology Route Survey prepared by Ares Transport dated 28 February 2020.

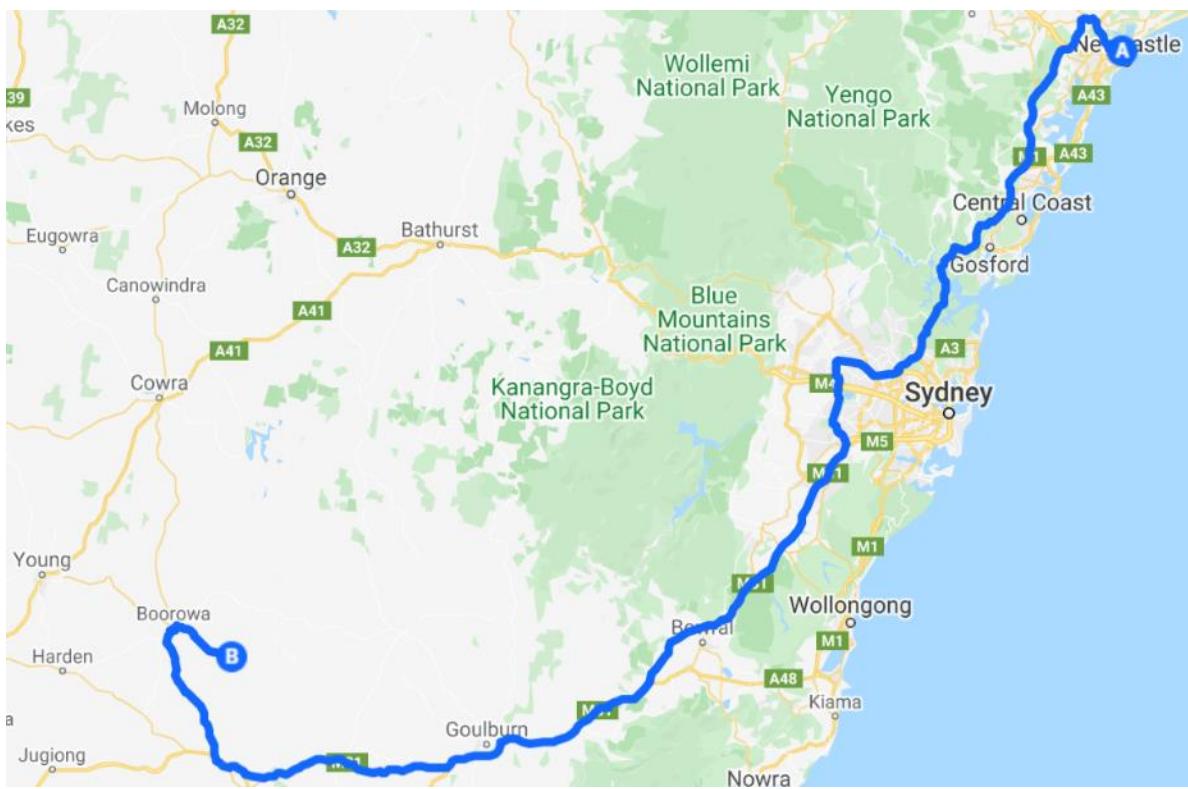
Rex J Andrews proposes two routes comprising Port of Newcastle via Sydney to Rye Park (Route 1) and Port of Newcastle to Rye Park via Muswellbrook (Route 2). Ares Transport (for Vestas Australian Wind Technology) proposes a single route comprising Port Kembla to Rye Park via Goulburn (Route 3).

The three routes are respectively illustrated in Figure 1 to Figure 3.

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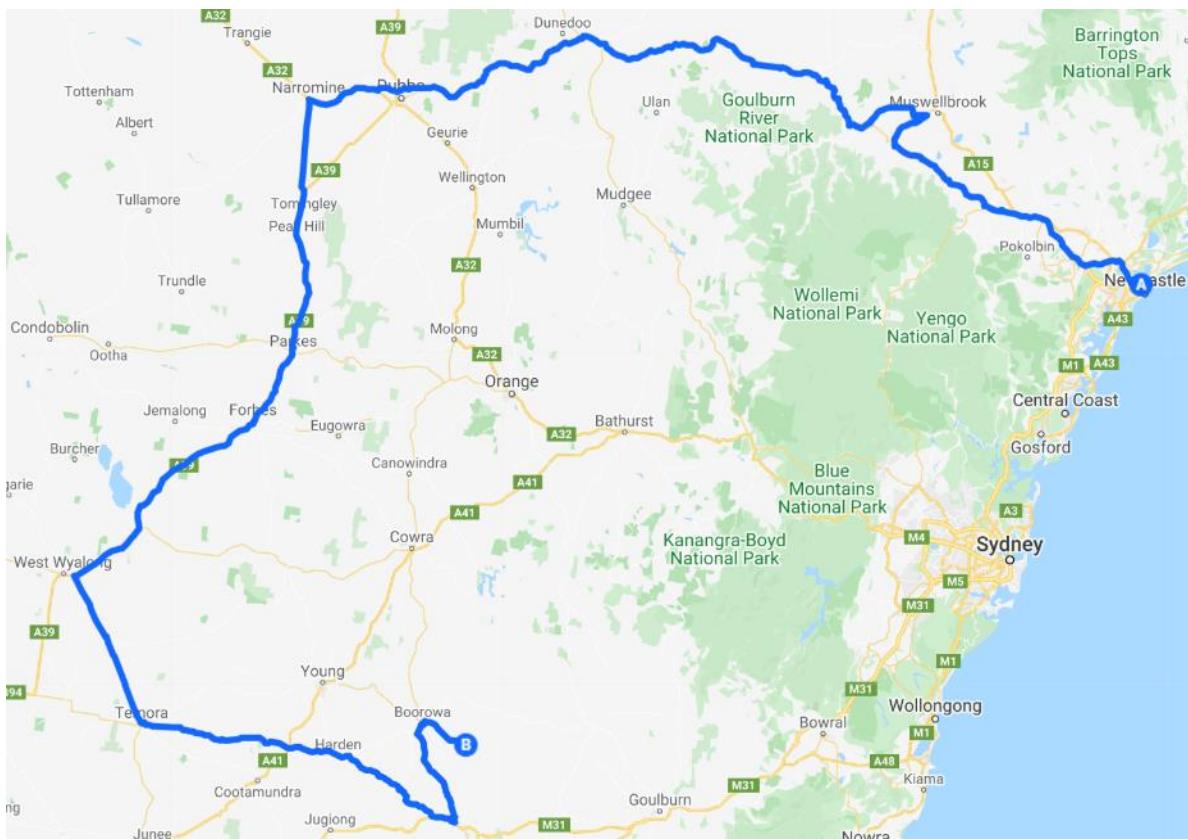
<sup>1</sup> <https://www.tiltrenewables.com/assets-and-projects/Rye-Park-Wind-Farm/>

Figure 1: Route One - Port of Newcastle via Sydney to Rye Park



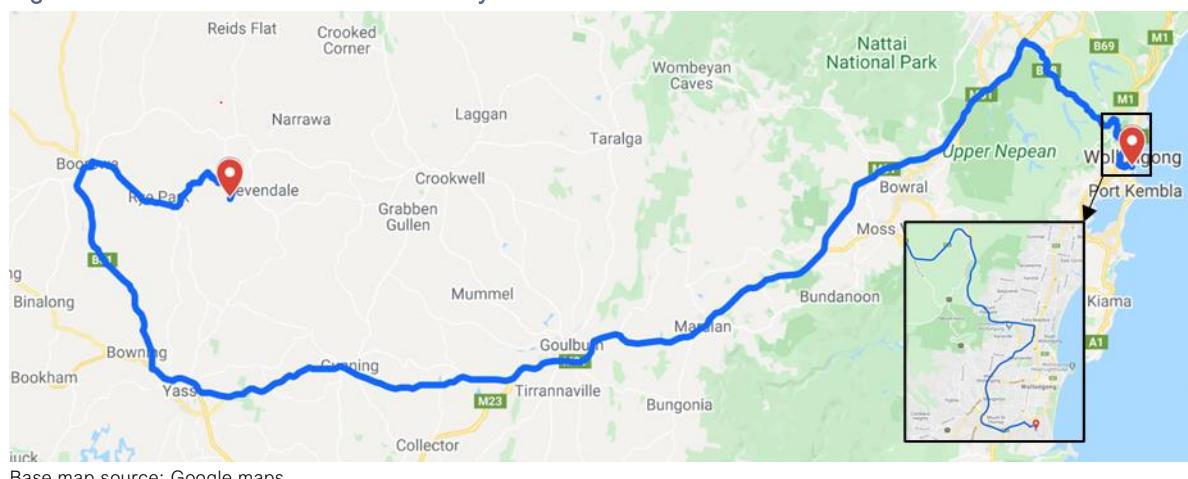
Base map source: Google maps

Figure 2: Route Two - Port of Newcastle to Rye Park via Muswellbrook



Base map source: Google maps

Figure 3: Route Three - Port Kembla to Rye Park via Goulburn



Base map source: Google maps

## References

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

- An inspection of the origin-destination route 2 and 3 to the Rye Park Wind Farm and surrounds on 13 to 15 June 2020
- Rex J Andrews for Siemens, Rye Park Route Survey Revision 00, dated 26 February 2020
- Rex J Andrews Vestas V162, Rye Park Route Survey Revision 2, dated 7 April 2020
- Vestas Australian Wind Technology Route Survey prepared by Ares Transport dated 28 February 2020
- Transport for NSW (Road and Maritime Services') Oversize Overmass Loading Carrying Vehicles Network map, dated 1 April 2020
- Transport for NSW (Road and Maritime Services') Restricted Access Vehicle (RAV) map
- Hilltops, Upper Lachlan and Yass Valley Council traffic and road policies
- Other documents and data as referenced in this letter.

## Route Appraisal

### Vehicle Specifications

Tilt Renewables propose to install approximately 83-metre-long wind turbine blades at Rye Park Wind Farm, noting that the final length of the blade will be confirmed once a turbine supplier has been selected and a turbine model has been specified. It is understood that currently, the maximum blade length that has been transported within Australia is 73 metres. In order to transport larger blades, the proposed vehicle specifications need to be approved by the National Heavy Vehicle Regulator (NHVR) as the federal regulator, and Transport for NSW as the state regulator.

The wind farm blades would be transported via Route 1 or 3. Tower sections are proposed to be transported via Route 2 only.

### Constraint and Conflict Points

A review of each proposed transport route indicates that there are several points along each origin-destination route that would constrain and potentially conflict with OSOM vehicle movements, requiring more detailed investigation and potential physical or transport management treatments. Along the proposed routes there are also a number of locations where an OSOM vehicle would impact signs and

light poles, encroach onto private property and/or impact road infrastructure including median strips and fencing. Any proposed road upgrades associated with the local road network are described in the Modification Application and will be progressed in consultation with Council.

A summary of the potential constraint and conflict points along each proposed transport route are presented in Table 1 through to Table 4 in Attachment 1. It is noted that some aspects of each route (and the associated constraint and conflict points) are common across all proposed routes. The summary has therefore been split up as follows:

- Constraint and conflict points common across all routes between the Hume Highway and site (Table 1)
- Constraint and conflict points specific to Route 1 and transport of wind turbine blades (Table 2)
- Constraint and conflict points specific to Route 2 and transport of tower sections (Table 3)
- Constraint and conflict points specific to route 3 and transport of wind turbine blades (Table 4).

Further details of the swept path analysis are provided in Attachment 2.

In addition to the above, a summary of the benefits and disbenefits of each route is presented below.

#### Common Route Section between Hume Highway and Rye Park

Each route proposes to approach the site from the Hume Highway along Lachlan Valley Way near Bowning, prior to traveling around the outskirts of Boorowa via Trucking Yard Way, Dillon Street and Long Street, and then travelling along Rye Park Road and Grasseys Creek Road towards the site. The configuration of smaller rural intersections results in vehicles being expected to encroach onto private land while turning at the Dillon Street/ Long Street, Long Street/ Rye Park Road and Rye Park Road/ Yass Street/ Grassy Creek Road intersections. At these locations, the vehicles are not expected to conflict with private structures, with any biodiversity impacts/ road network upgrades associated with the local road network described in detail in the Modification Application. These upgrades to be progressed in consultation with Council.

The common route from the Hume Highway is feasible pending further consultation with relevant stakeholders, including landowners, that will take place during preparation of the Traffic Management Plan.

#### Route 1 (transport of wind turbine blades)

Detailed planning and evaluation for the use of Route 1 should consider the following:

- Amenity impact to communities along the route within Metropolitan Sydney due to noise and traffic congestion
- Interaction with traffic congestion on Metropolitan Sydney roads increases risk associated with OSOM vehicles and hinders effective traffic management around vehicle
- Sydney metropolitan road infrastructure generally includes narrower lanes and a high quantum of overhead infrastructure (gantries, bridges etc.) and associated low height clearance areas, presenting risks to OSOM vehicles if the route is not managed appropriately
- Restricted times that vehicles can travel, including no travel allowed along M1 Pacific Motorway between Kariong interchange with Central Coast Highway and Hawkesbury River between sunrise and 9:00am, and between 4:00pm and sunset.

Notwithstanding, the route primarily uses motorways that have been designed to accommodate B-doubles hence are more appropriately designed to accommodate OSOM vehicle movements and other road users along the route expect to travel with larger vehicles. The route requires minor encroachment onto private land, primarily within Newcastle at intersections located near the port. At

these locations, the vehicles are not expected to conflict with private structures, although some conflict with utility poles and traffic lights is expected, and temporary removal of some existing signage will be required.

Assuming Pennant Hills Road is used due to height clearance requirements (as opposed to the Northconnex tunnel), conflict with existing road barrier structures along Pacific Motorway on approach to Pacific Highway near Wahroonga is expected. Conflict with utility poles and traffic lights, and the temporary removal of existing signs, would also be required at the Pacific Highway/ Pacific Motorway and Pennant Hills Road/ M2 Motorway on-ramp intersections.

#### Route 2 (transport of tower sections)

Route 2 has been used as part of previous wind farm projects for the transport of wind turbine blades up to 73 metres in length. As such, any issues during transportation have been well documented, understood by transport operators and lessons learnt can be reviewed/ applied.

Swept path assessment indicates that vehicles will not encroach onto any private land. Some signposts will need to be temporarily removed and the vehicle will conflict with one set of traffic signals at the Newell Highway/ Dowling Street intersection in Forbes. The route presents longer overall travel time when compared to Route 1 and 3 however the route will also allow for the least interaction with general road traffic, hence presents a manageable environment to implement traffic management measures as required.

It should be noted that in preparation of the Traffic Management Plan, sections of lower height clearance on rural roads along this route should be reviewed and managed appropriately.

#### Route 3 (transport of wind turbine blades)

Route 3 has also regularly been used as part of previous wind farm projects, albeit with shorter blades of up to 73 metres, including Crudine Ridge Wind Farm near Mudgee and Biala Wind Farm located north of Goulburn and east of the Rye Park Wind Farm site. As with Route 2, any issues during transportation have been well documented, understood by transport operators and lessons learnt can be reviewed/ applied. The route presents short travel times and lower risk, noting that once the route departs Wollongong, it is primarily on motorways with limited overhead structures and appropriate height clearance.

Notwithstanding, the route requires minor encroachment onto private land, primarily within/ near Wollongong. At these locations, vehicles are not expected to conflict with private structures although the temporary removal of existing signs, light poles, traffic signals and/or barriers is required.

Transport vehicle conflicts requiring further detailed management are expected as follows:

- train tracks at the Tom Thumb Road/ rail line intersection near Springhill Road
- a red light speed camera on the eastern edge of Springhill Road near Masters Road
- an existing culvert on southern edge of Picton Road near Mount Ousley Drive.

Furthermore, removal of street trees along the median of the southern approach to the Princes Highway/ Mount Ousley Road intersection is required.

## Summary

All routes are feasible pending further consultation with relevant stakeholders (including affected landowners) and regulatory agencies, preparation of a Traffic Management Plan and application for the relevant permits. Any identified constraints can be addressed through the Traffic Management Plan once the turbine supplier has been selected.

I trust this provides the information you require. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

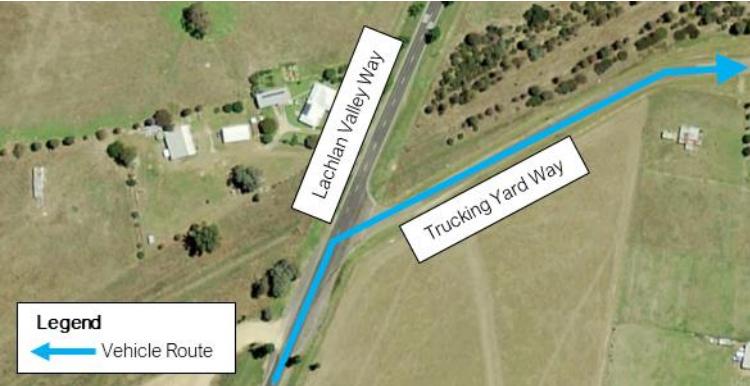
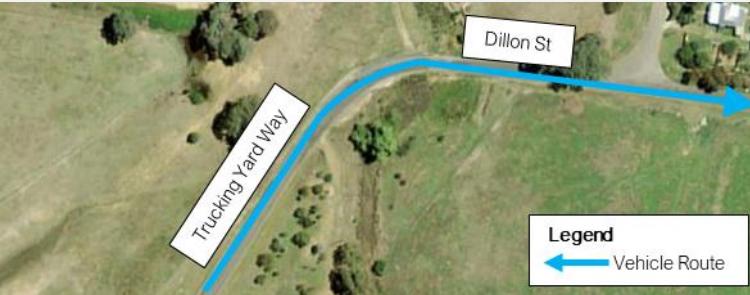
# ATTACHMENT 1

## Route Constraint Assessment

## Common Route Section between Hume Highway and Rye Park

Includes intersections between Hume Highway and site that are used for all routes. Constraints and conflict points relate to vehicles transporting blades.

Table 1: Common Route Section Constraint and Conflict Points

Location	Image	Constraint and Conflict Point
Lachlan Valley Way/ Trucking Yard Way		<ul style="list-style-type: none"><li>• Encroachment onto road verge on western edge of Lachlan Valley Way</li></ul>
Trucking Yard Way/ Dillon Street		<ul style="list-style-type: none"><li>• Encroachment onto road verge on both edges of Trucking Yard Way and southern edge of Dillon Street</li></ul>

Location	Image	Constraint and Conflict Point
Dillon Street/ Long Street		<ul style="list-style-type: none"> <li>• Encroachment into lot boundary on north-western corner of Dillon Street/ Long Street intersection</li> <li>• Encroachment onto road verge along southern edge of Dillon Street and western edge of Long Street.</li> </ul>
Long Street/ Rye Park Road		<ul style="list-style-type: none"> <li>• Encroachment into lot boundary on south-eastern corner of Rye Park Road/ Long Street intersection</li> </ul>
Rye Park Road/ Yass Street/ Grassy Creek Road		<ul style="list-style-type: none"> <li>• Encroachment onto road verge along the southern and northern edge of Park Road</li> <li>• Encroachment into lot boundary along the northern edge of Park Road</li> <li>• Biodiversity impacts along northern edge of Park Road</li> <li>• Truck required to traverse the opposing traffic lane along Grassy Creek Road</li> </ul>

## Route 1 intersections

Table 2: Route 1 Constraint and Conflict Points

Location	Image	Constraint and Conflict Point
Industrial Drive/ George Street/ Selwyn Street		<ul style="list-style-type: none"> <li>Encroachment onto road verge on western edge of Industrial Drive, southern side of George Street and western edge of Selwyn Street</li> <li>Encroachment into lot boundary on western edge of Selwyn Street</li> <li>Truck to mount Industrial Drive and George Street median</li> <li>Conflict with utility poles and traffic lights on western edge of Industrial Drive and south-eastern corner of George Street/Industrial Drive intersection</li> <li>Temporary removal of existing sign on western edge of Selwyn Street required</li> </ul>
Industrial Drive/ Pacific Highway		<ul style="list-style-type: none"> <li>Truck to mount Pacific Highway and Industrial Drs median</li> <li>Conflict with utility poles and traffic lights on southern-eastern corner of Industrial Drive/ Pacific Highway intersection</li> <li>Temporary removal of existing signs on southern-eastern corner of Industrial Drive/ Pacific Highway intersection required</li> </ul>

Location	Image	Constraint and Conflict Point
Pacific Motorway, Wahroonga near Pacific Highway		<ul style="list-style-type: none"> <li>Conflict with existing structure on eastern edge of Pacific Motorway</li> <li>Temporary removal of existing light poles on eastern edge of Pacific Motorway required</li> </ul>
Pacific Highway/ Pacific Motorway		<ul style="list-style-type: none"> <li>Encroachment onto opposing traffic lane on Pacific Highway</li> <li>Truck to mount Pacific Highway median</li> <li>Conflict with traffic light and existing structure on Pacific Motorway median</li> <li>Temporary removal of existing signs and light pole on Pacific Motorway median required</li> </ul>

Location	Image	Constraint and Conflict Point
Pennant Hills Road/ M2 Motorway		<ul style="list-style-type: none"> <li>Temporary removal of existing sign and light pole on median at north-eastern and southern-western corners of Pennant Hills Road/ M2 Motorway intersection required</li> <li>Conflict with traffic light on median at north-eastern and southern-western corners of Pennant Hills Road/ M2 Motorway intersection</li> <li>Encroachment onto road verge on southern edge of M2 Motorway entry ramp (westbound)</li> <li>Truck to mount median at southern-western corner of Pennant Hills Road/ M2 Motorway intersection.</li> </ul>
Lachlan Valley Way/ Hume Highway <sup>1</sup>		<ul style="list-style-type: none"> <li>Truck required to traverse road shoulder and opposing traffic lane along Lachlan Valley Way</li> <li>Temporary removal of existing sign required on Hume Highway median</li> </ul>

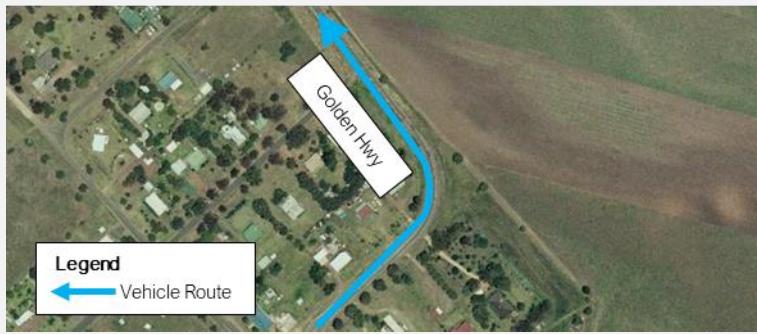
[1] This intersection is common to Routes 2 and 3 as well, however for formatting purposes has been included in this table

## Route 2 Intersections

Table 3: Route 2 Constraint and Conflict Points

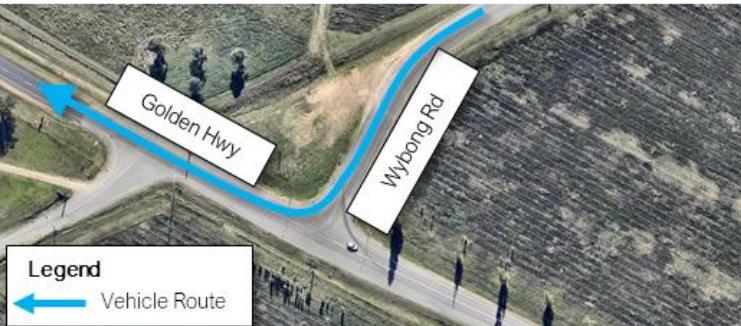
Location	Image	Constraint and Conflict Point
Industrial Drive/ George Street/ Selwyn Street		<ul style="list-style-type: none"> <li>• Truck required to straddle three lanes along George Street for right turn manoeuvre</li> </ul>
Industrial Drive/ Pacific Highway		<ul style="list-style-type: none"> <li>• Truck required to straddle both Industrial Drive lanes for right turn manoeuvre</li> </ul>

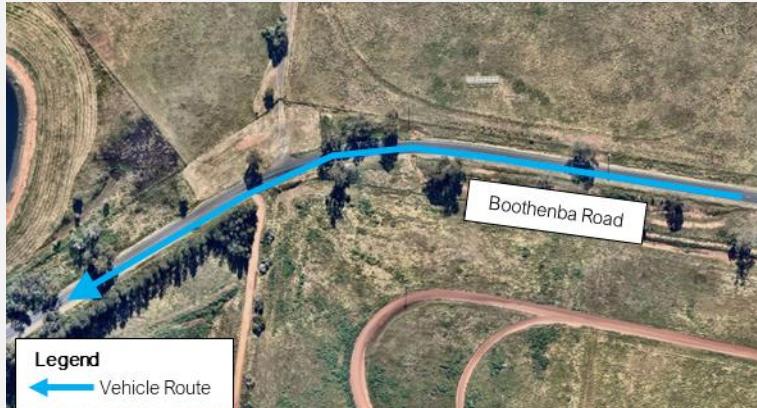
Location	Image	Constraint and Conflict Point
Golden Highway/ New England Highway		<ul style="list-style-type: none"> <li>Temporary removal of existing sign along southern edge of New England Highway required</li> <li>Truck required to traverse road shoulder between New England Highway and Golden Highway to reduce impact on surrounding infrastructure</li> </ul>
Golden Highway/ Putty Road		<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane on Golden Highway</li> </ul>

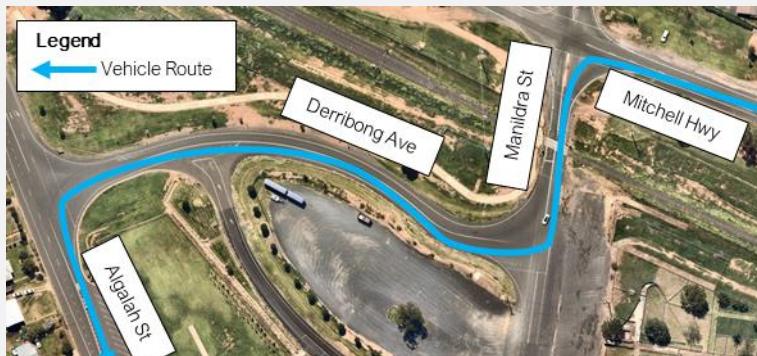
Location	Image	Constraint and Conflict Point
Golden Highway, near Pagan Street, Jerry Plains	 <p>Legend Vehicle Route</p>	<ul style="list-style-type: none"> <li>• Truck required to traverse opposing traffic lane</li> </ul>
Golden Highway, near Pagan Street, Jerry Plains	 <p>Legend Vehicle Route</p>	<ul style="list-style-type: none"> <li>• Truck required to traverse opposing traffic lane</li> </ul>

Location	Image	Constraint and Conflict Point
Golden Highway/ Denman Road	 <p>Legend ← Vehicle Route</p>	<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane</li> </ul>
Bengalla Road/ Old Bengalla Road	 <p>Legend ← Vehicle Route</p>	<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane</li> </ul>

Location	Image	Constraint and Conflict Point
Wybong Road		<ul style="list-style-type: none"> <li>Recommend tree pruning on southern side of road due to potential overhang</li> <li>Truck required to traverse opposing traffic lane</li> </ul>
Wybong Road near Sandy Hollow		<ul style="list-style-type: none"> <li>Recommend tree pruning on southern side of road due to potential overhang</li> <li>Truck required to traverse opposing traffic lane</li> </ul>

Location	Image	Constraint and Conflict Point
Wybong Road/ Golden Highway	 <p>Golden Hwy</p> <p>Wybong Rd</p> <p>Legend ← Vehicle Route</p>	<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane</li> </ul>
Golden Highway near Wargundy Street, Dunedoo	 <p>Golden Hwy</p> <p>Legend ← Vehicle Route</p>	<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane</li> </ul>

Location	Image	Constraint and Conflict Point
Golden Highway/ Boothenba Road		<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane on Boothenba Road through bend</li> </ul>
Boothenba Road		<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane</li> </ul>

Location	Image	Constraint and Conflict Point
Bunglegumbie Road/ Mitchell Highway	 <p><b>Legend</b> Vehicle Route</p>	<ul style="list-style-type: none"> <li>Truck required to traverse median</li> <li>Truck required to traverse opposing traffic lane along Bunglegumbie Road</li> </ul>
Mitchell Highway/ Manildra Street and Derribong Avenue/ Algalah Street	 <p><b>Legend</b> Vehicle Route</p>	<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane along Mitchell Highway and Derribong Avenue</li> </ul>
Algalah Street near Terangion Street, Narromine	 <p><b>Legend</b> Vehicle Route</p>	<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane along Algalah Street</li> </ul>

Location	Image	Constraint and Conflict Point
Tomingley Road/ Newell Highway		<ul style="list-style-type: none"> <li>Temporary removal of existing sign along Tomingley Road required</li> <li>Encroachment onto road verge along northern edge of Tomingley Road</li> </ul>
Mitchell Street/ Newell Highway		<ul style="list-style-type: none"> <li>Tower overhangs median near Mitchell Street</li> </ul>
Newell Highway/ Welcome Street/ Newell Highway		<ul style="list-style-type: none"> <li>Temporary removal of existing signs within Newell Highway medians required</li> </ul>

Location	Image	Constraint and Conflict Point
Newell Highway/ Dowling Street		<ul style="list-style-type: none"> <li>Conflict with traffic signals in median at north-eastern corner of Newell Highway/ Dowling Street intersection</li> <li>Truck required to traverse opposing traffic lane on Newell Highway, south of Dowling Street</li> </ul>
Newell Highway/ Goldfields Way		<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane on Goldfields Way, south of Newell Highway</li> </ul>
Goldfields Way/ Camp Street/ Nobbys Street		<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane</li> </ul>

Location	Image	Constraint and Conflict Point
Kitchener Road/ Bundawarrah Road		<ul style="list-style-type: none"> <li>• Truck required to traverse opposing traffic lane</li> </ul>
Bundawarrah Road/ Milvale Road		<ul style="list-style-type: none"> <li>• Truck required to traverse opposing traffic lane on Milvale Road</li> </ul>
Milvale Road/ Waratah Street		<ul style="list-style-type: none"> <li>• Truck required to traverse opposing traffic lane</li> </ul>

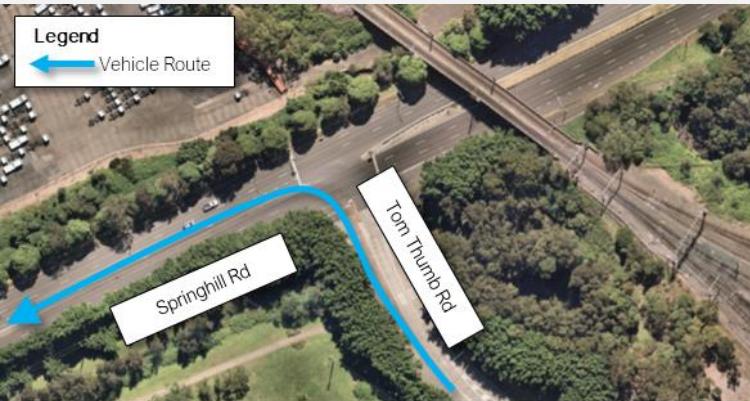
Location	Image	Constraint and Conflict Point
Waratah Street/ Burley Griffin Way	 <p>Legend ← Vehicle Route</p>	<ul style="list-style-type: none"> <li>• Encroachment onto road verge at north-eastern corner of intersection</li> <li>• Truck required to traverse opposing traffic lane</li> </ul>
Burley Griffin Way/ Hibernia Street	 <p>Legend ← Vehicle Route</p>	<ul style="list-style-type: none"> <li>• Truck required to traverse opposing traffic lane on Hibernia Street</li> </ul>
Victoria Street. Young Street	 <p>Legend ← Vehicle Route</p>	<ul style="list-style-type: none"> <li>• Truck required to mount semi-mountable roundabout and median at western and eastern approaches to roundabout</li> <li>• Temporary removal of signs on medians at western and eastern approaches to roundabout</li> </ul>

Location	Image	Constraint and Conflict Point
Manning Street/ Queen Street		<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane on Queen Street</li> </ul>
Queen Street/ Stephens Street		<ul style="list-style-type: none"> <li>Encroachment into Lot Boundary at northern edge of Queen Street</li> <li>Truck required to traverse opposing traffic lane on Stephens Street</li> </ul>
Hume Highway/ Lachlan Valley Way <sup>1</sup>		<ul style="list-style-type: none"> <li>Truck required to traverse opposing traffic lane along Lachlan Valley Way</li> </ul>

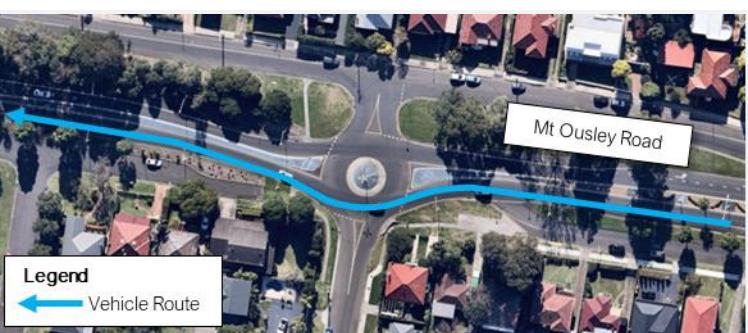
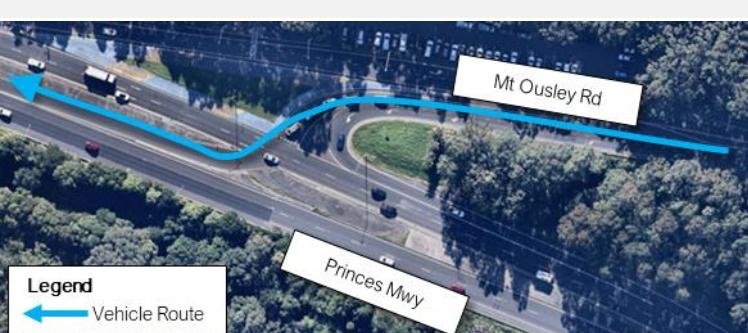
[1] This intersection is common to Routes 1 and 3 as well, however for formatting purposes has been included in this table

## Route 3 Intersections

Table 4: Route 3 Constraint and Conflict Points

Location	Image	Constraint and Conflict Point
Tom Thumb Road/ Tom Thumb Road		<ul style="list-style-type: none"> <li>Temporary removal of existing sign and light pole along southern edge of Tom Thumb Road</li> <li>Conflict with train tracks</li> <li>Encroachment into Lot Boundary along northern and southern side of Tom Thumb Road and western edge of Tom Thumb Road</li> <li>Truck required to mount median at north-eastern section of intersection</li> <li>Truck required to traverse opposing traffic lane</li> </ul>
Tom Thumb Road/ Springhill Road		<ul style="list-style-type: none"> <li>Encroachment into lot boundary along eastern and western edge of Tom Thumb Road</li> <li>Encroachment onto road verge along southern edge of Springhill Road</li> <li>Temporary removal of existing signs along eastern edge of Tom Thumb Road</li> <li>Truck required to traverse opposing traffic lane on Tom Thumb Drive</li> </ul>

Location	Image	Constraint and Conflict Point
Masters Road/ Springhill Road		<ul style="list-style-type: none"> <li>Temporary removal of traffic lights in medians on northern and western approach to intersection required</li> <li>Temporary removal of w beam barrier in medians on northern approach to intersection required</li> <li>Temporary removal of light pole on eastern edge of Springhill Road</li> <li>Encroachment onto road verge and into Lot Boundary on eastern edge of Springhill Road</li> <li>Truck required to mount median on northern and western approach to intersection required</li> <li>Conflict with red light speed camera on eastern edge of Springhill Road</li> </ul>
Memorial Drive/ Princes Highway		<ul style="list-style-type: none"> <li>Temporary removal of light poles, signs and traffic lights at north-western edge of intersection required</li> <li>Temporary removal of light poles and signs along southern edge of Memorial Drive required</li> <li>Temporary removal of w-beam barrier at north-western edge of intersection required</li> <li>Encroachment onto road reserve at north-western edge of intersection</li> <li>Truck required to mount median at western approach to intersection</li> </ul>

Location	Image	Constraint and Conflict Point
Princes Highway/ Mount Ousley Road		<ul style="list-style-type: none"> <li>Temporary removal of light poles and signs at south-western edge of intersection required</li> <li>Encroachment onto road reserve at south-western edge of intersection</li> <li>Truck required to mount median and encroach into opposing traffic lane at southern approach to intersection</li> <li>Removal of street trees along median at southern approach to intersection required</li> </ul>
Mount Ousley Road/ Gaynor Avenue		<ul style="list-style-type: none"> <li>Temporary removal of sign at southern edge of eastern approach to intersection required</li> <li>Temporary removal of signs and pedestrian refuge at eastern and western approaches to intersection required</li> <li>Truck required to mount median on eastern and western approaches to intersection, as well as the central roundabout median</li> </ul>
Mount Ousley Road/ Princes Motorway		<ul style="list-style-type: none"> <li>Truck required to encroach on opposing lane along Mount Ousley Road</li> <li>Temporary removal of light poles and signs at southern edge of Mount Ousley Road required</li> <li>Encroachment onto road verge at southern edge of Mount Ousley Road and Princes Motorway median required</li> </ul>

Location	Image	Constraint and Conflict Point
Mount Ousley Road/ Picton Road		<ul style="list-style-type: none"> <li>Conflict with existing culvert at southern edge of Picton Road</li> <li>Encroachment into Lot Boundary at southern edge of Picton Road</li> <li>Truck required to mount median at western approach to intersection</li> <li>Truck required to traverse opposing traffic lane along Mount Ousley Drive</li> <li>Temporary removal of jersey barrier along Mount Ousley Drive required</li> <li>Temporary removal of sign at western edge of Mount Ousley Drive</li> </ul>
Picton Road/ Hume Motorway		<ul style="list-style-type: none"> <li>Encroachment on road reserve on southern edge of Hume Highway</li> <li>Truck required to mount median along Picton Road and traverse opposing traffic lane</li> <li>Temporary removal of signs, light pole and traffic lights on northern edge of Hume Highway median light poles and removal of light poles at southern edge</li> </ul>

Location	Image	Constraint and Conflict Point
Lachlan Valley Way/ Hume Highway <sup>1</sup>		<ul style="list-style-type: none"> <li>• Truck required to traverse road shoulder and opposing traffic lane along Lachlan Valley Way</li> <li>• Temporary removal of existing sign required on Hume Highway median</li> </ul>

[1] This intersection is common to Routes 1 and 2 as well however for formatting purposes has been included in this table

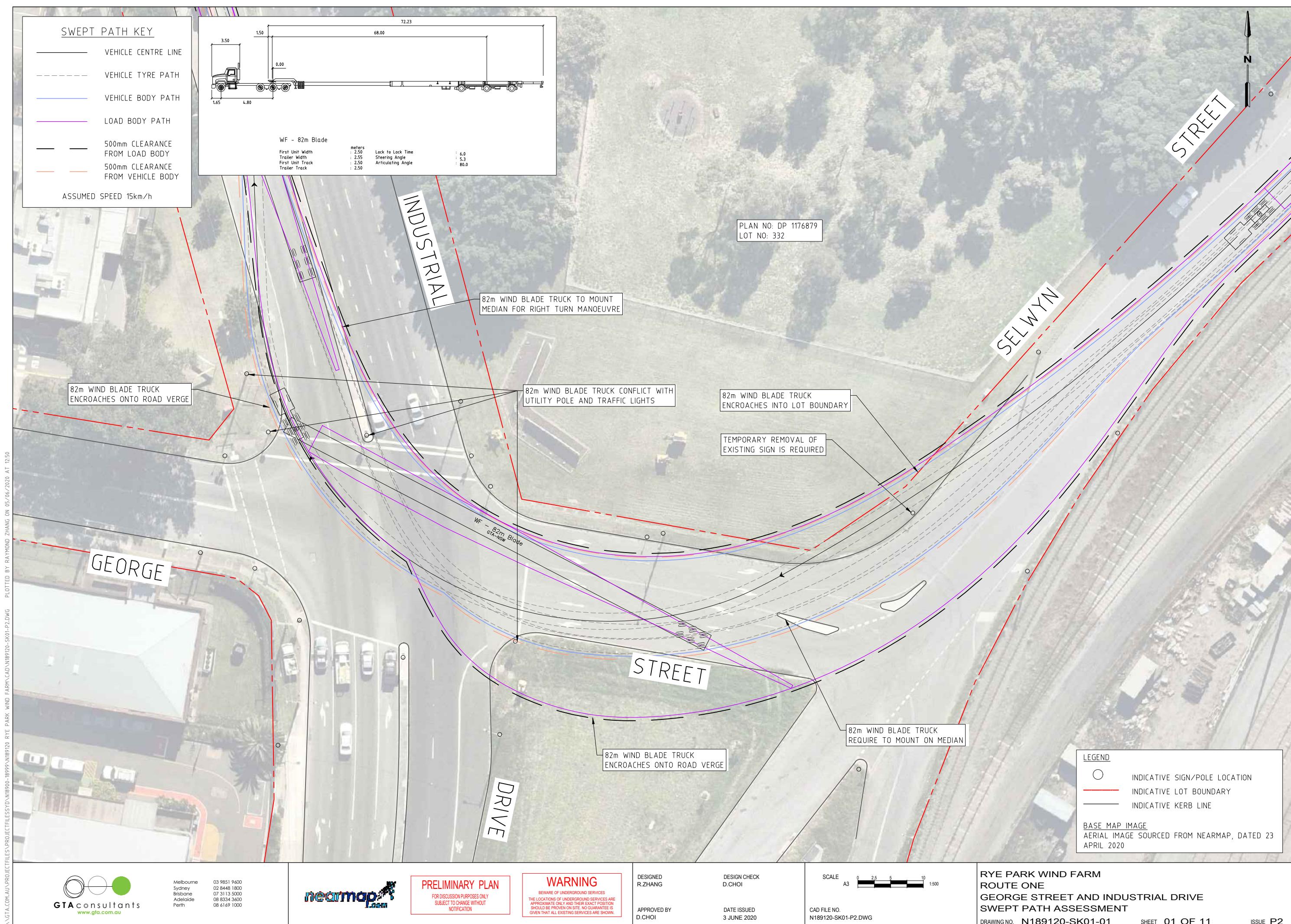


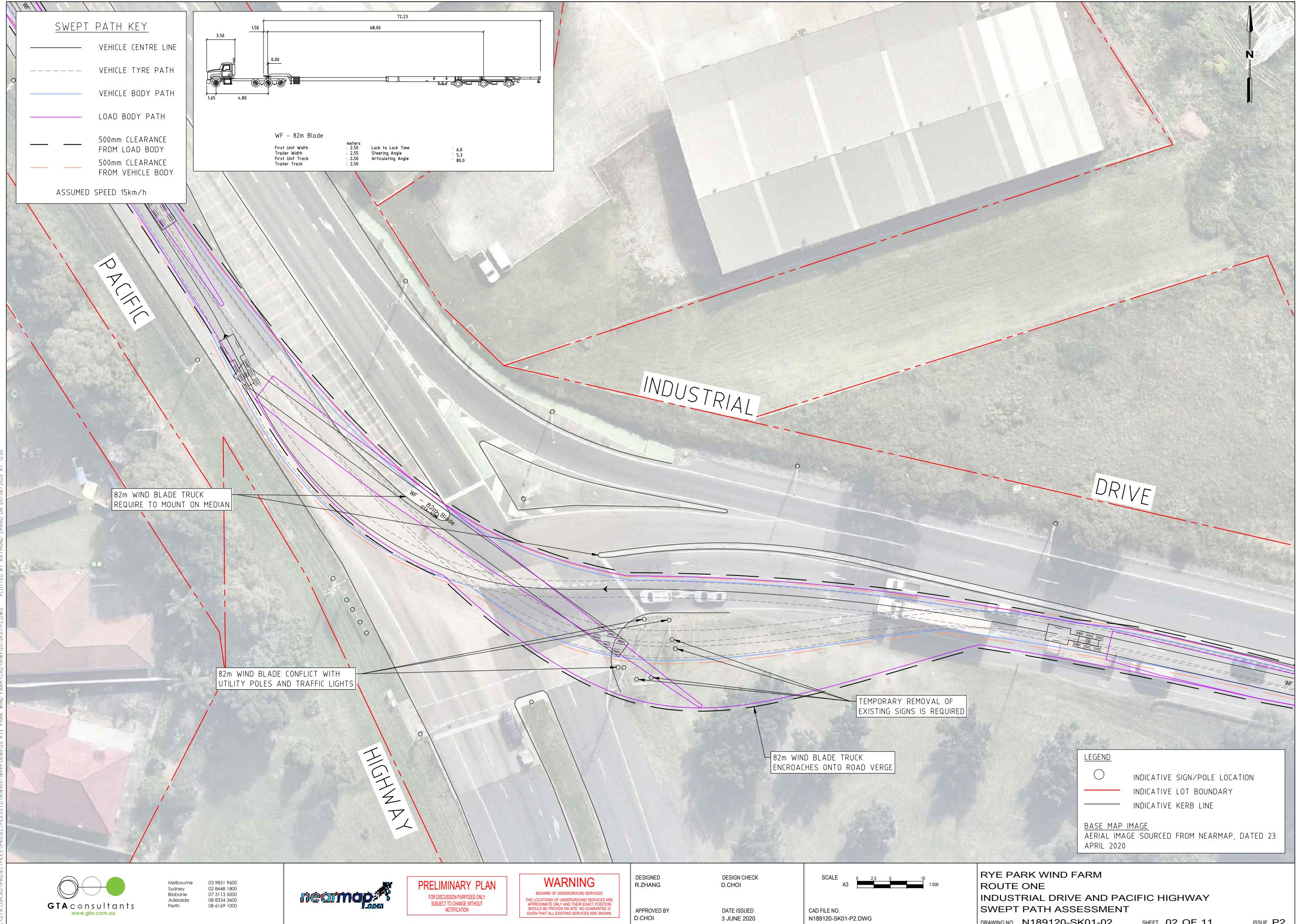
# ATTACHMENT 2

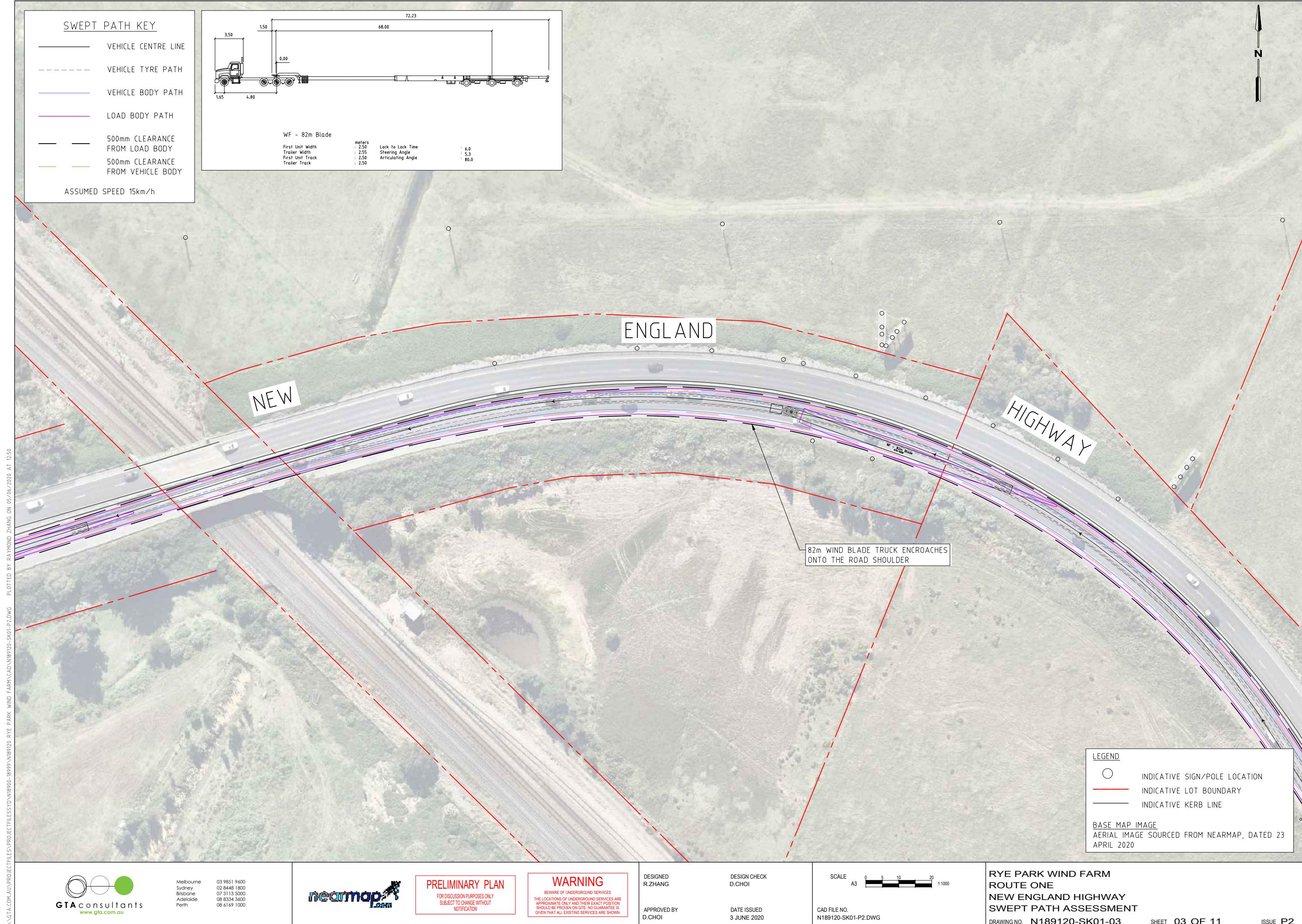
## Swept Path Assessment

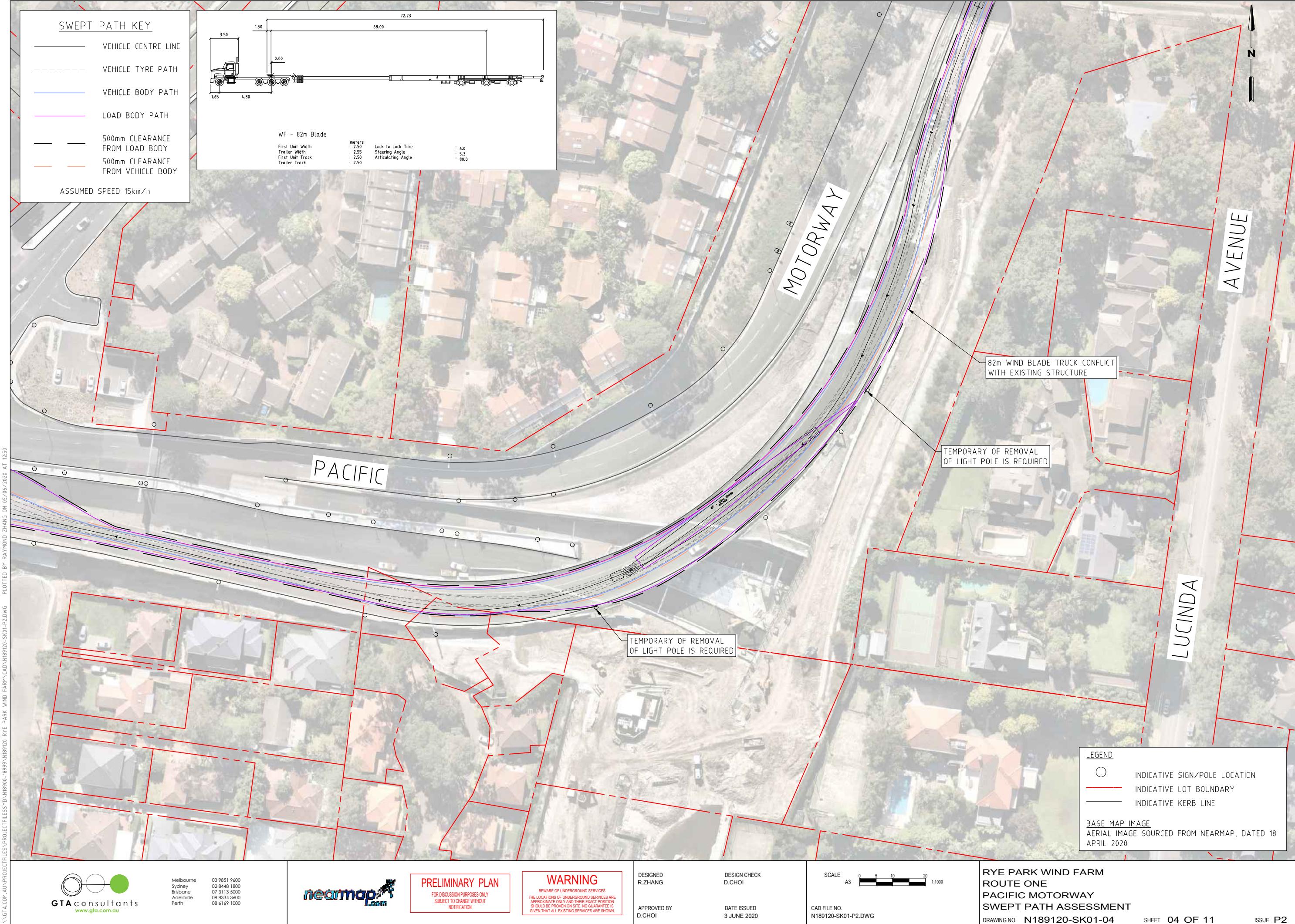
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WA

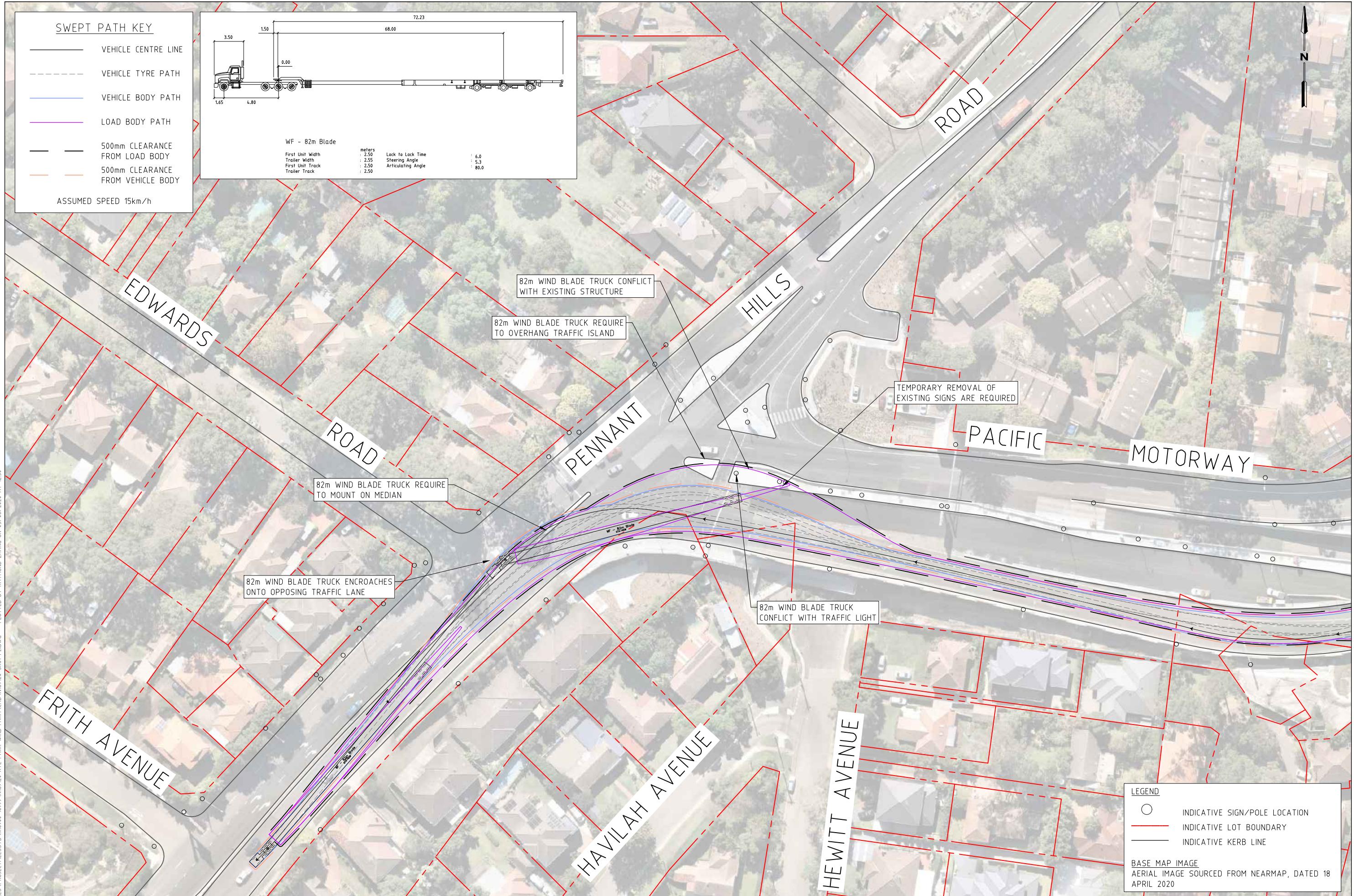
Level 16, 207 Kent Street  
SYDNEY NSW 2000  
t/ +612 8448 1800  
ABN 31 131 369 376

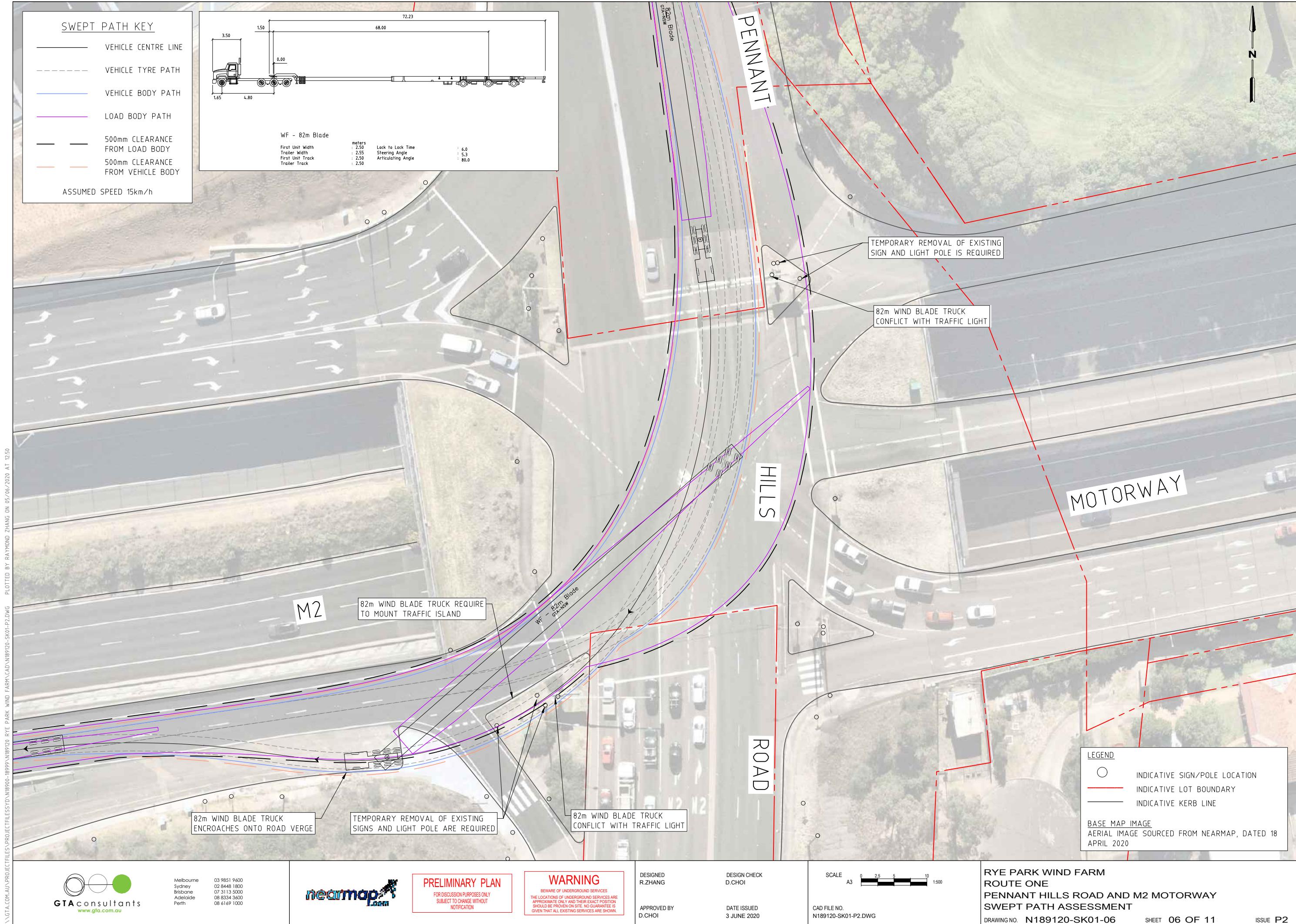


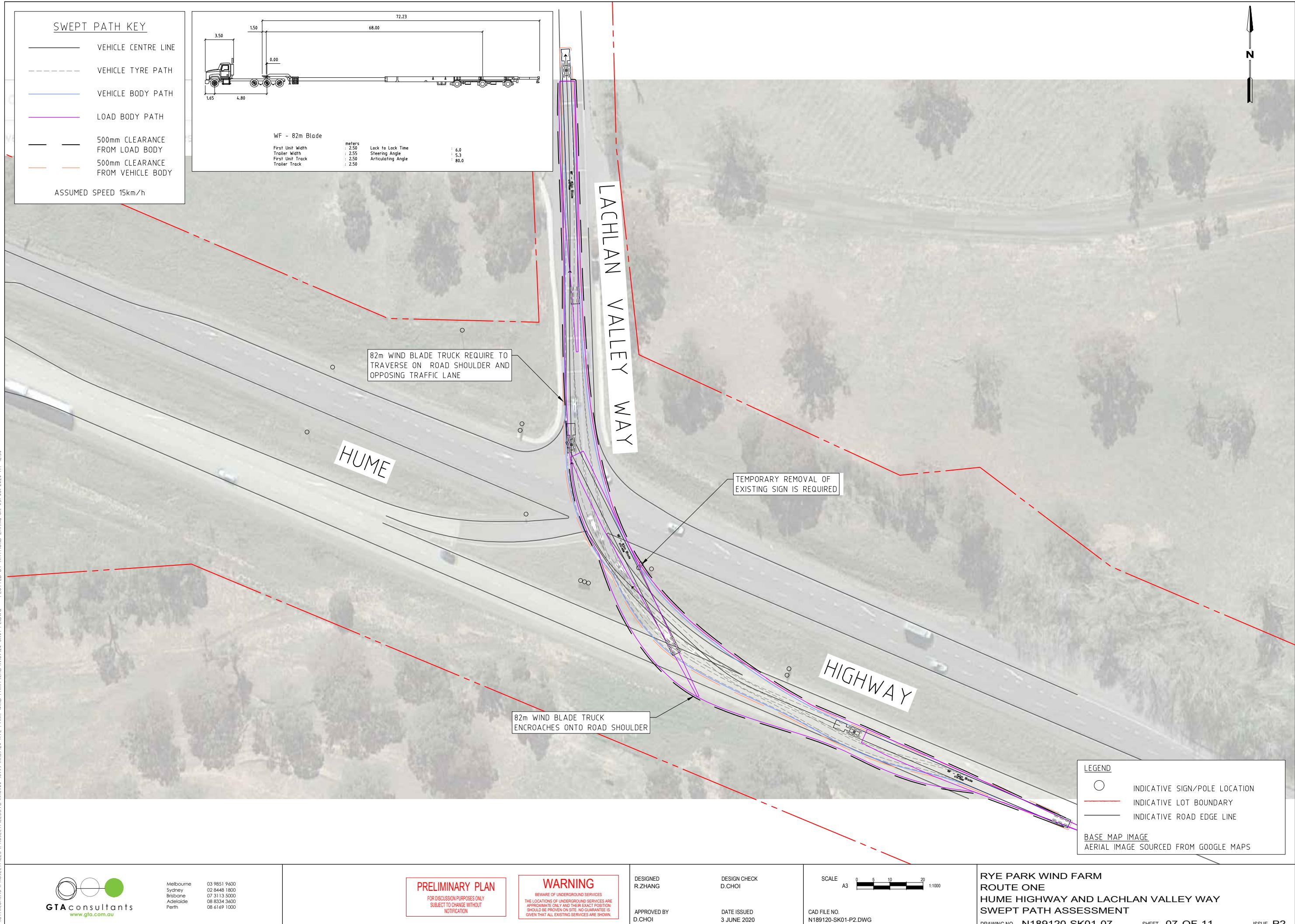


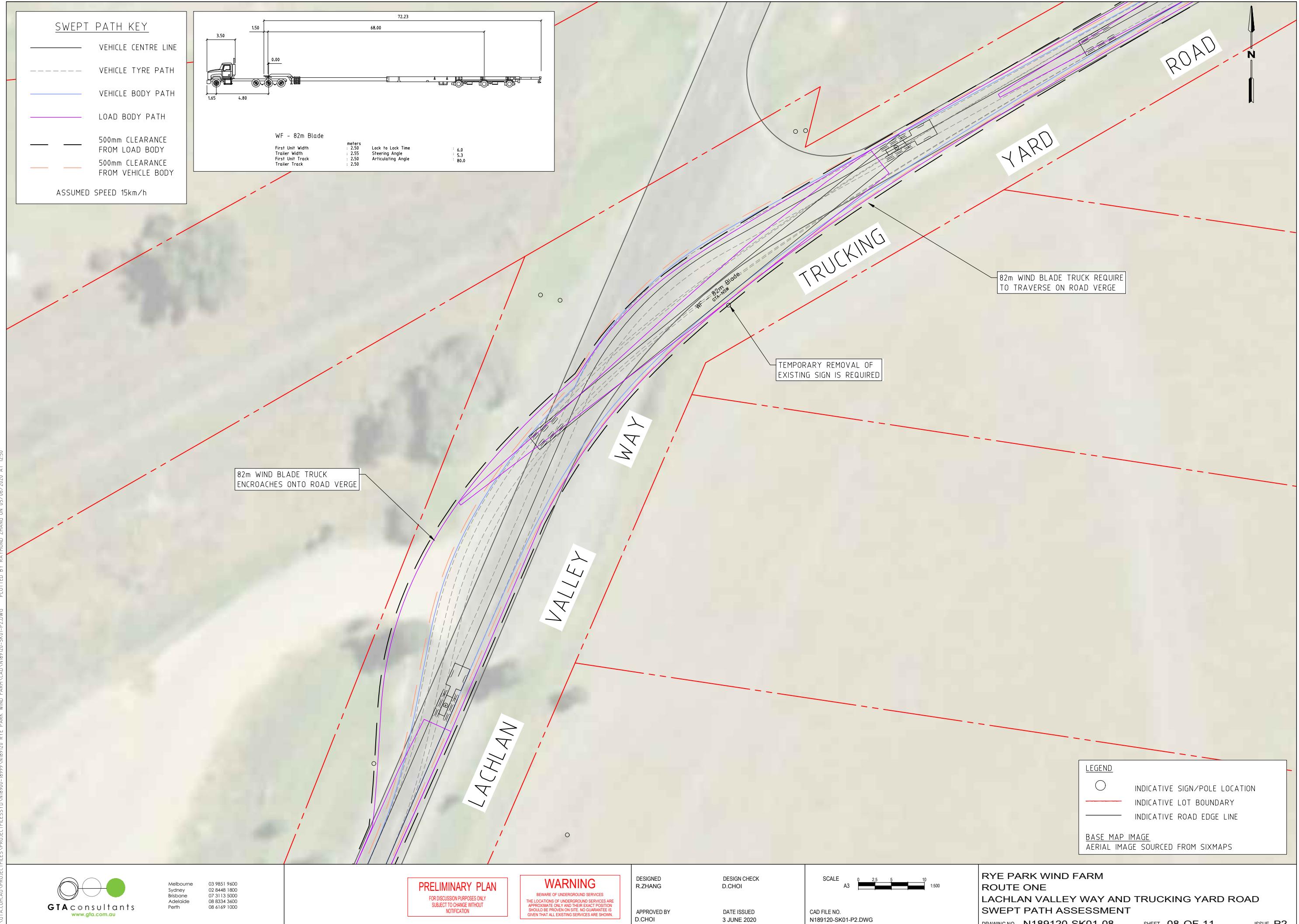


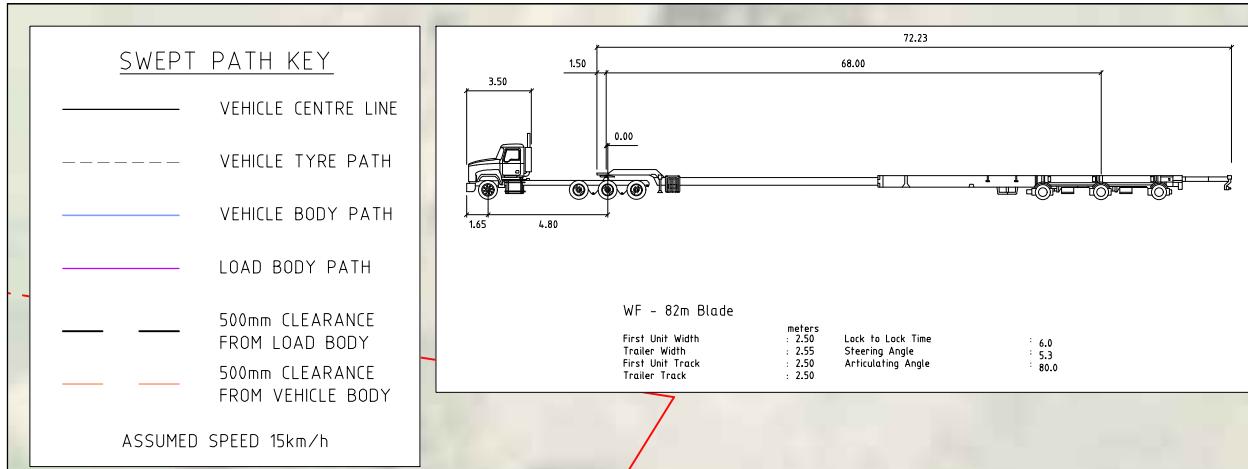


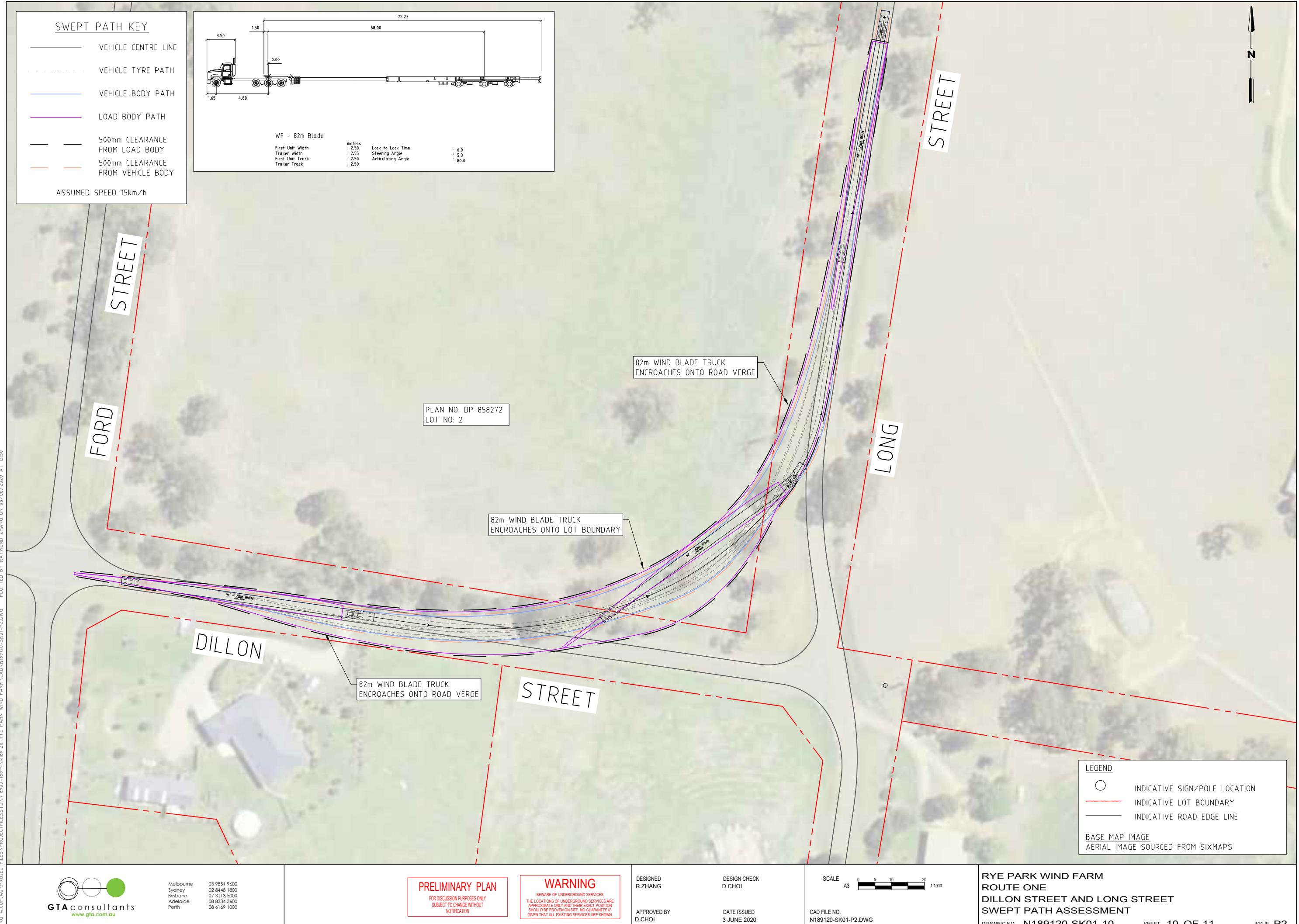


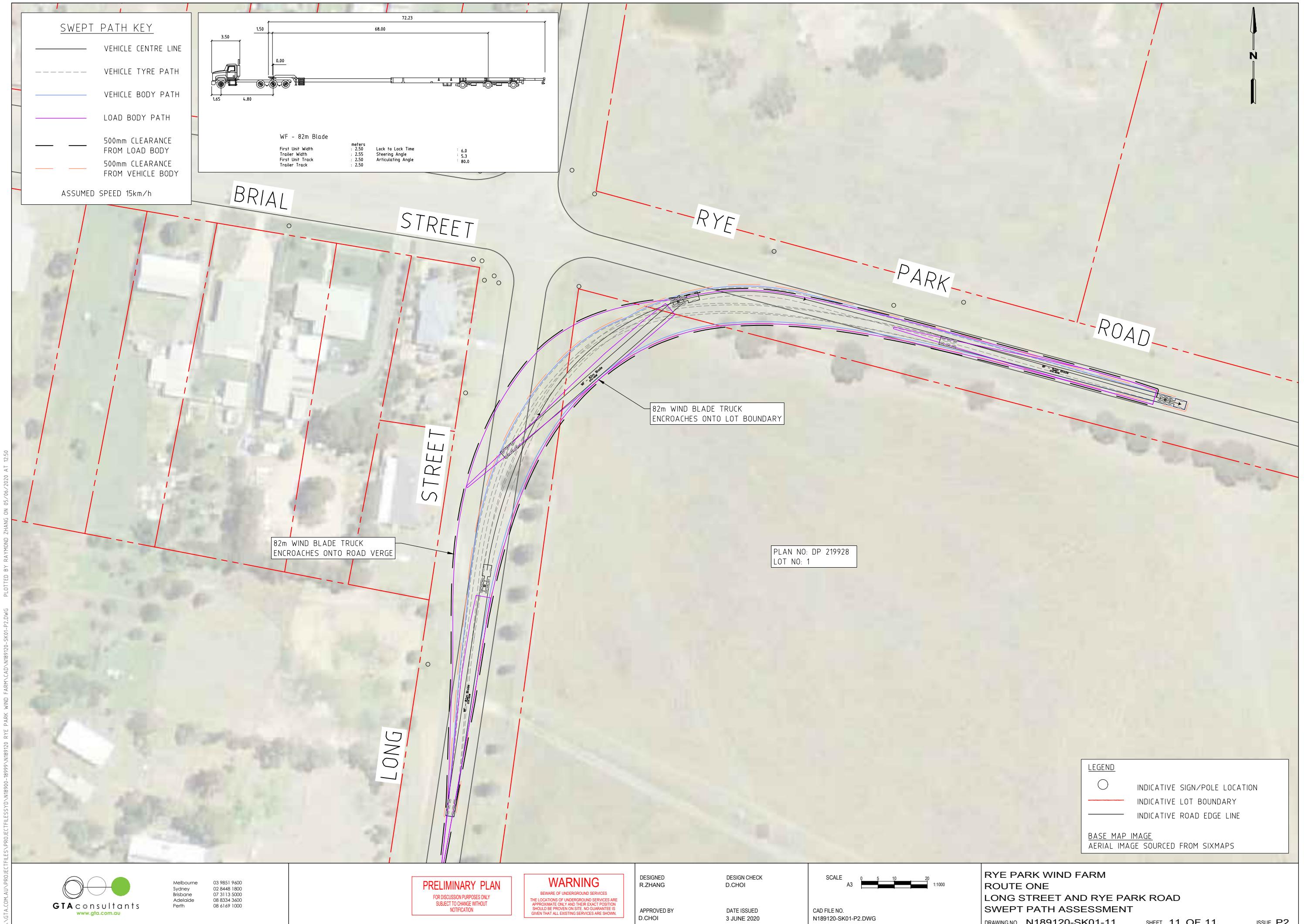


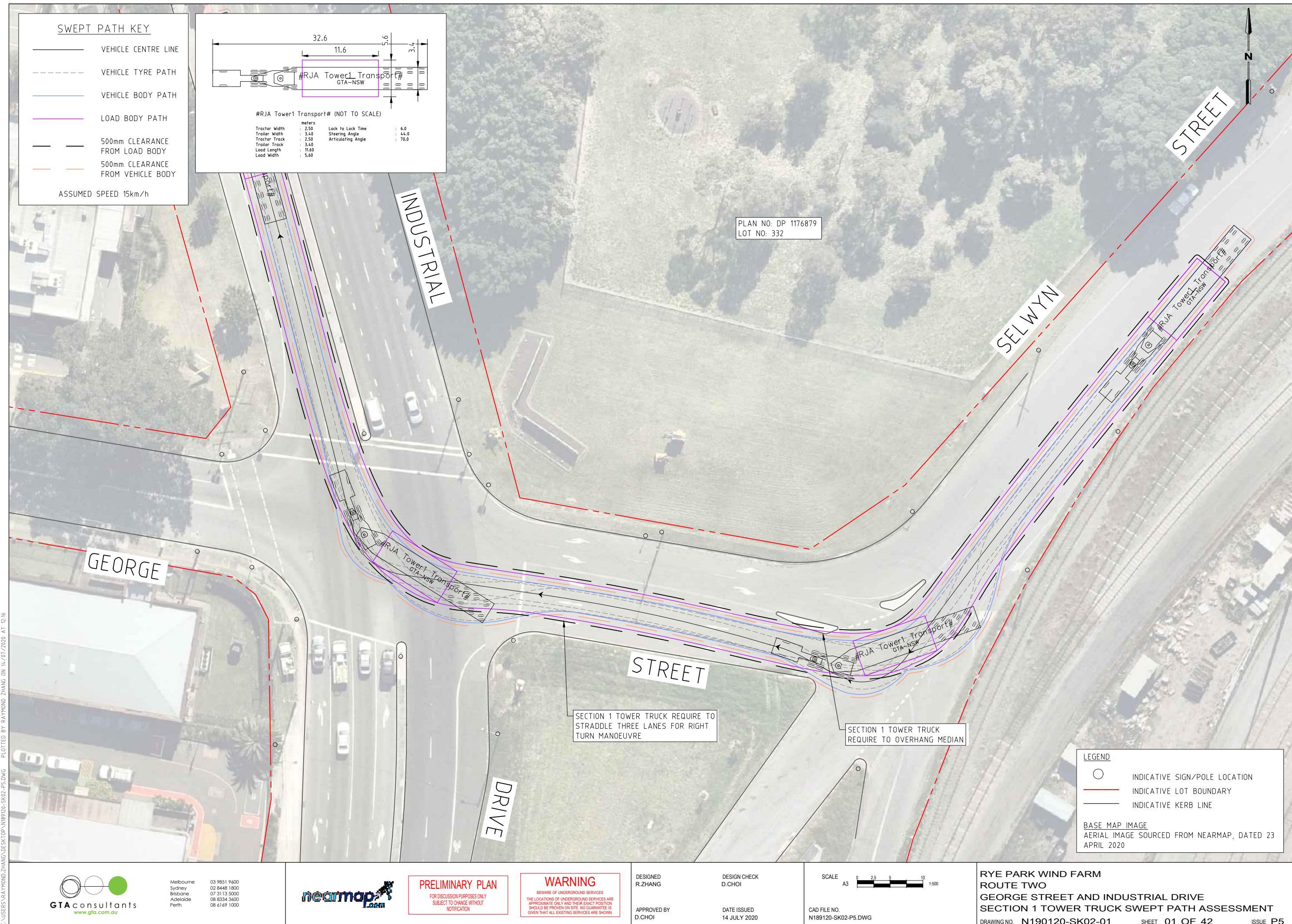


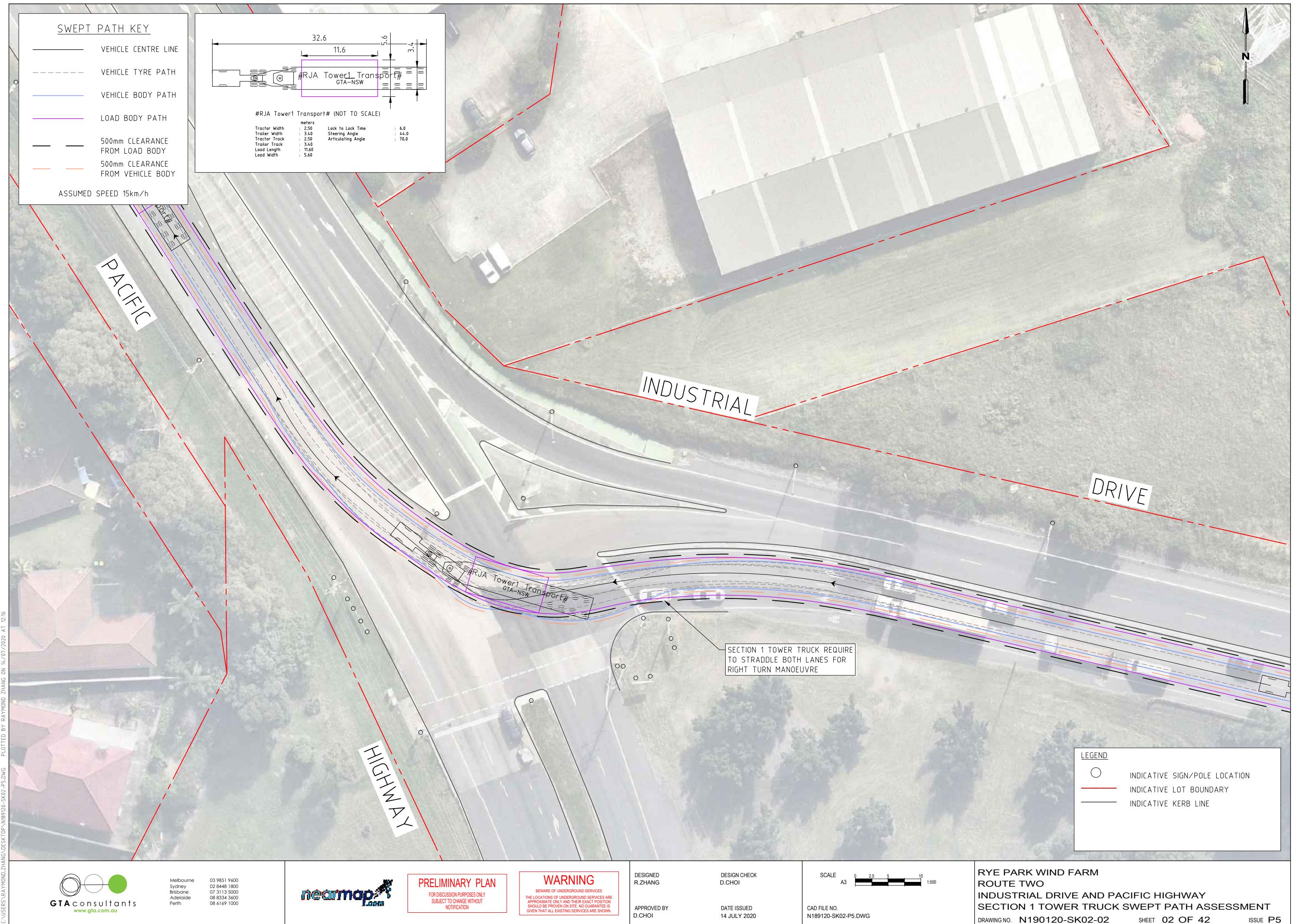


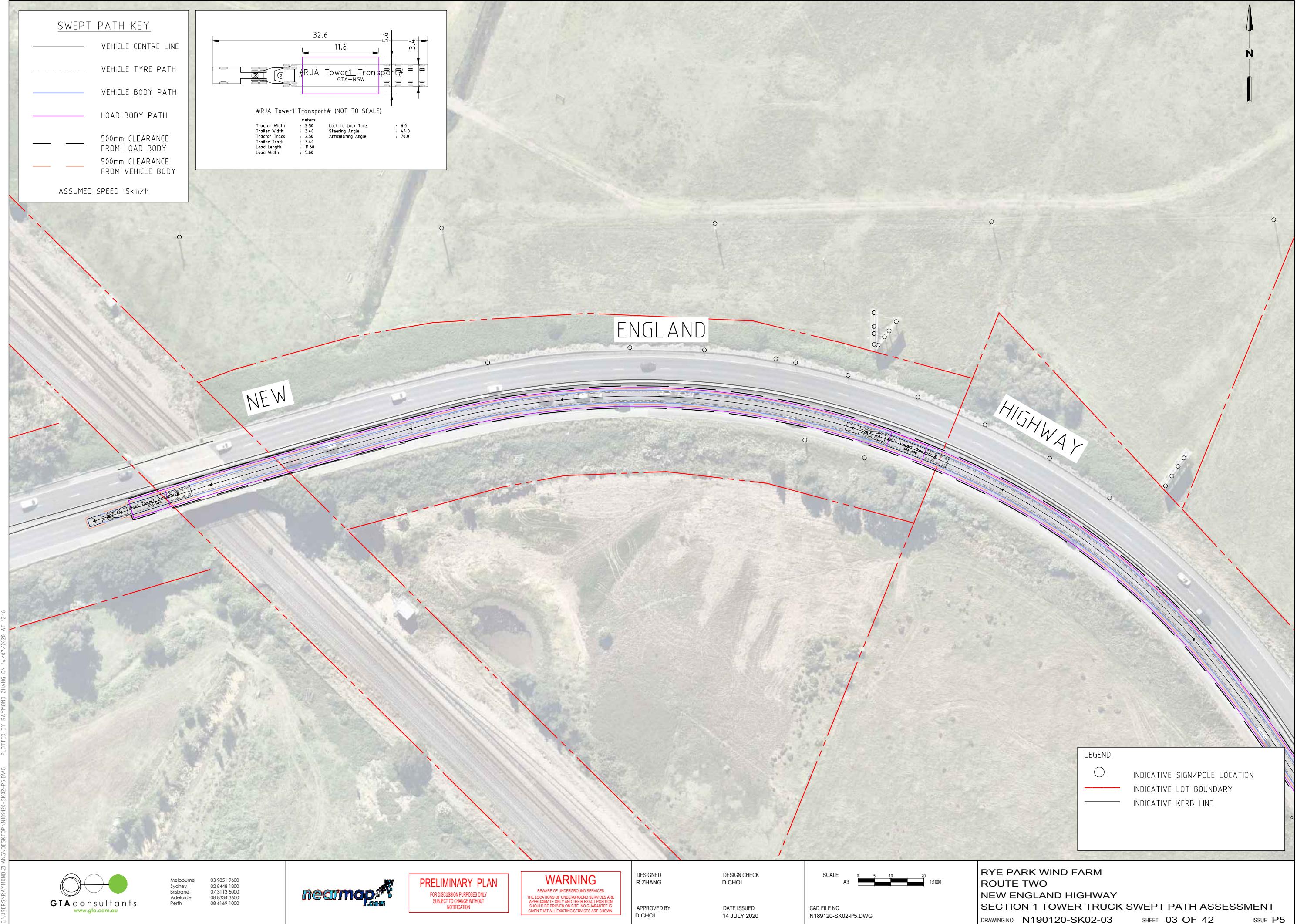


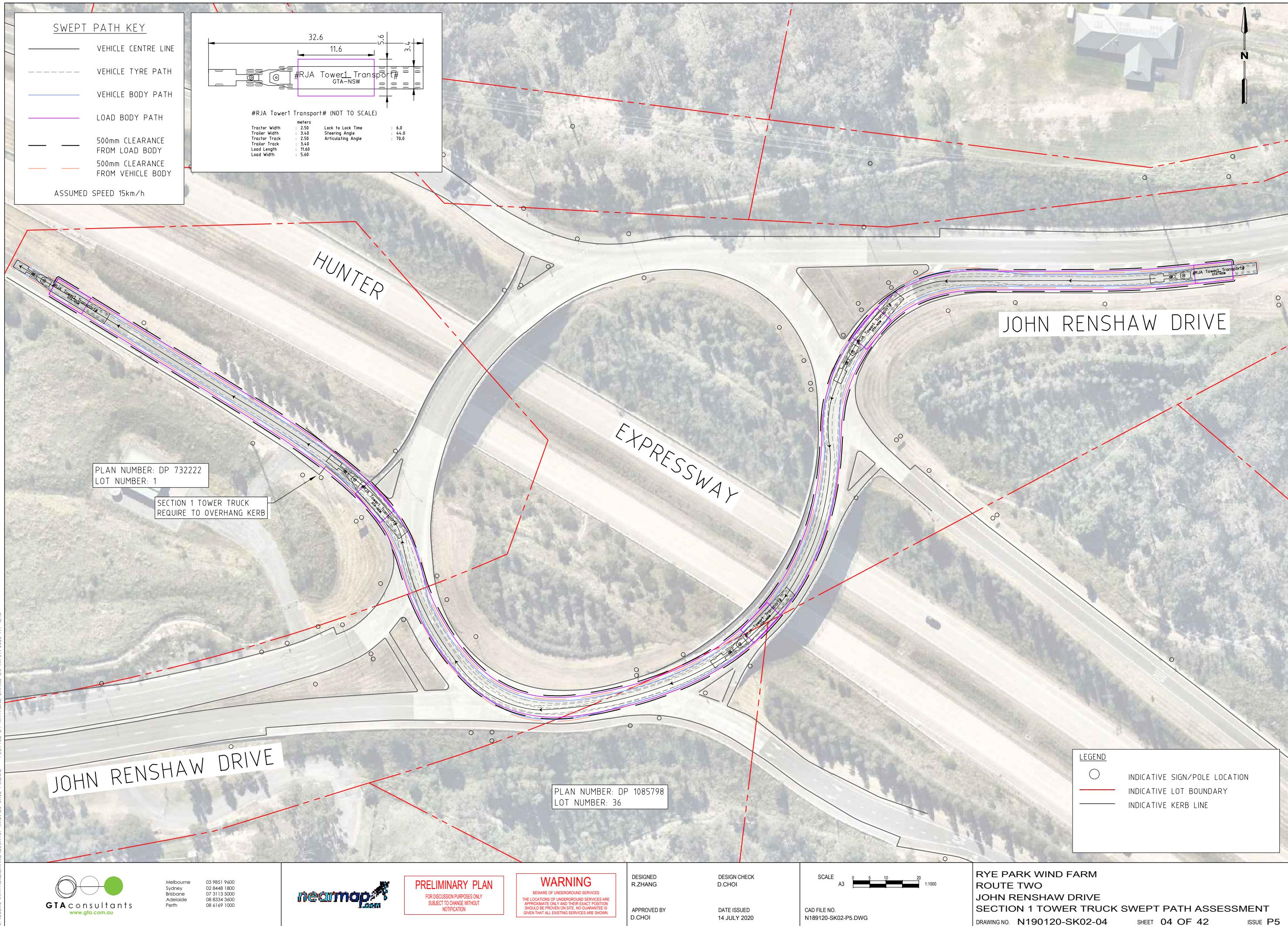


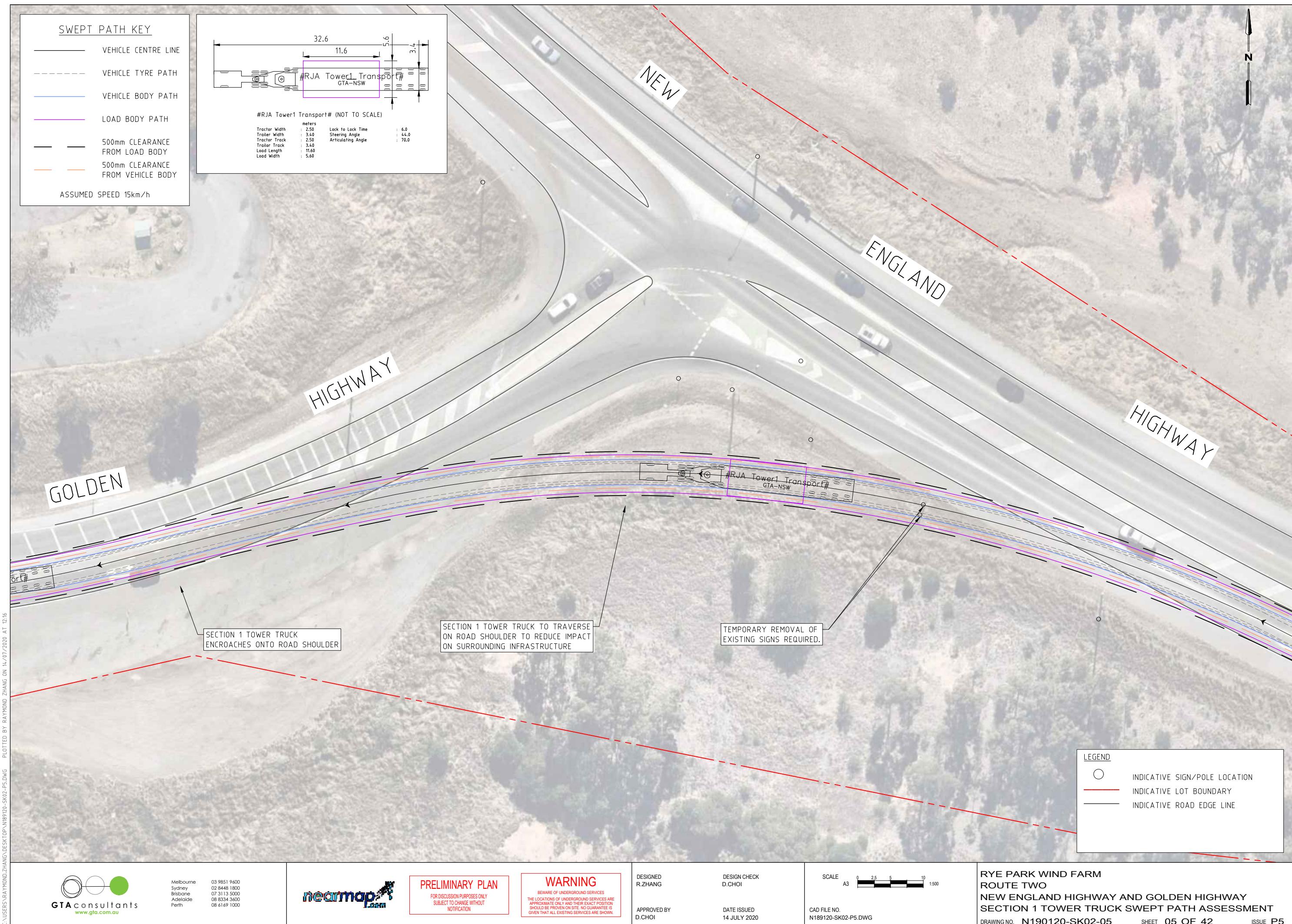


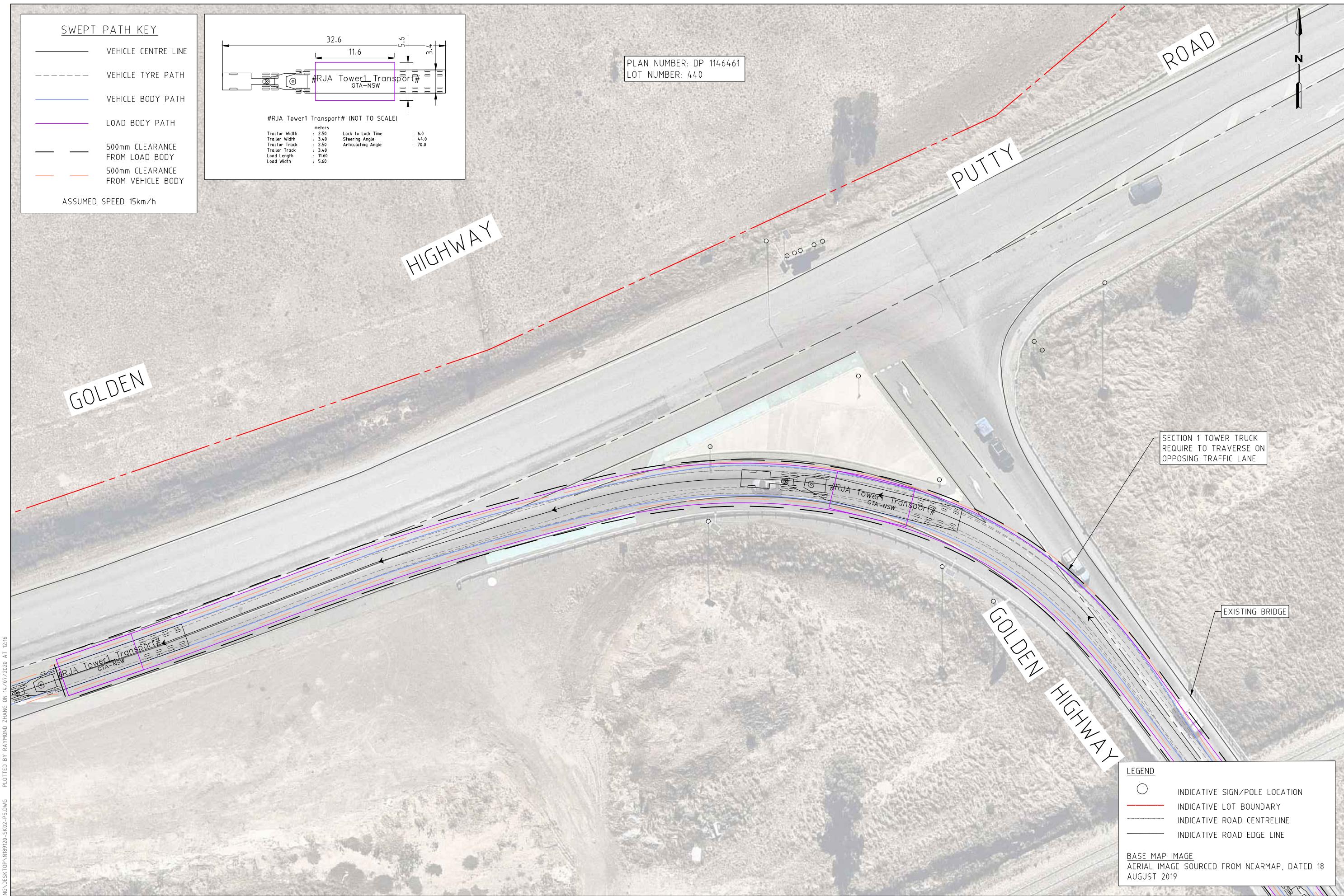


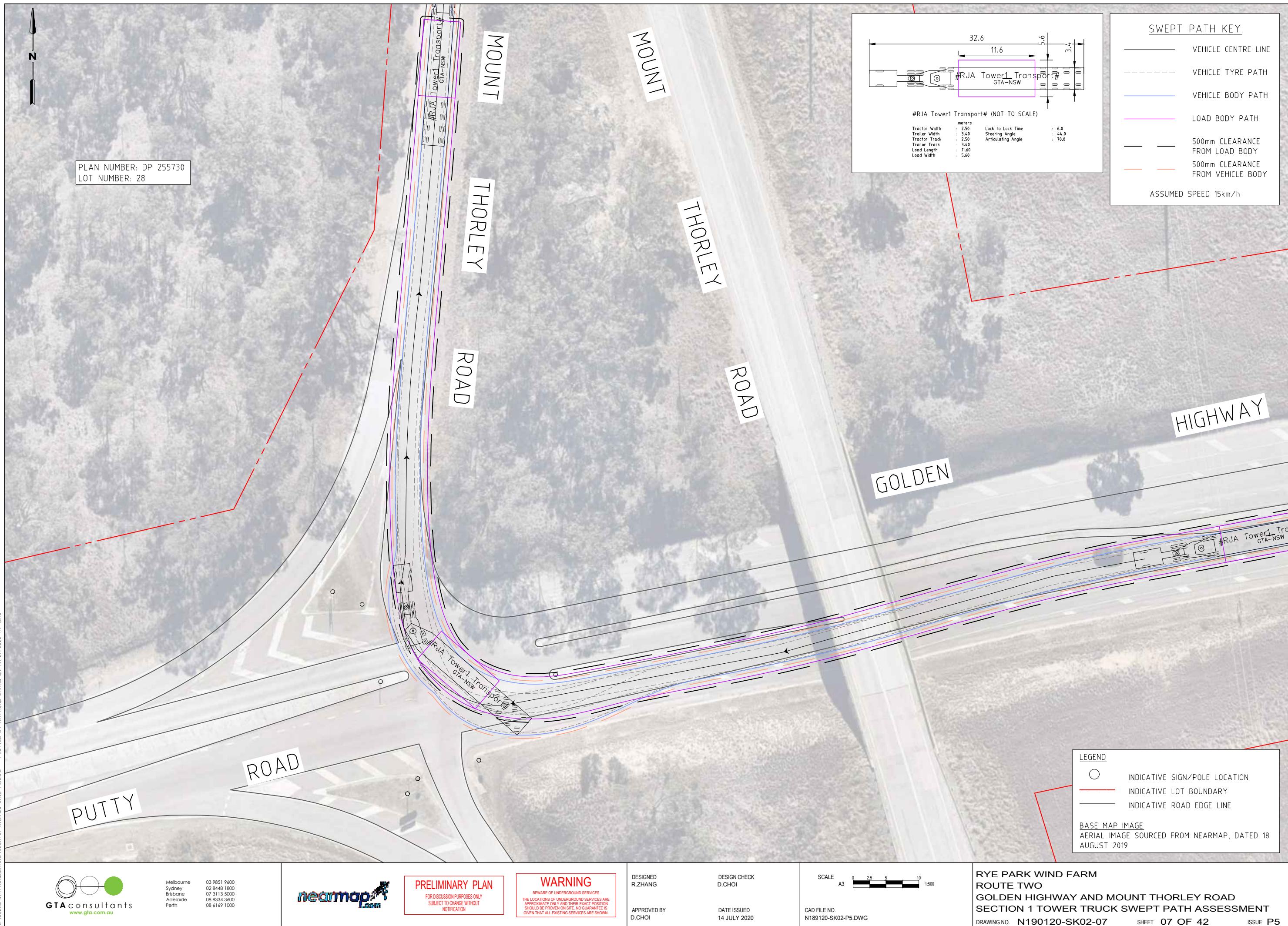


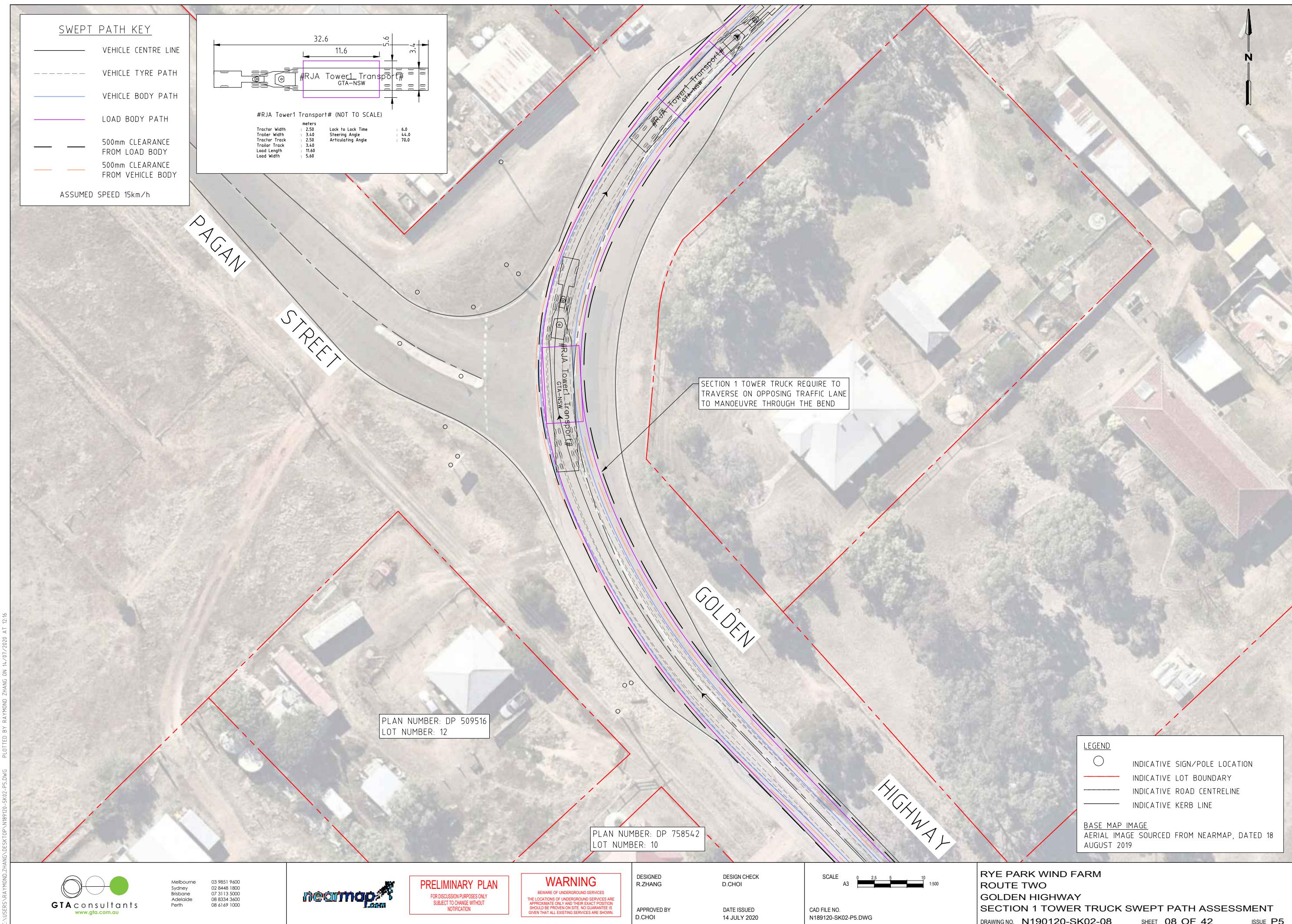


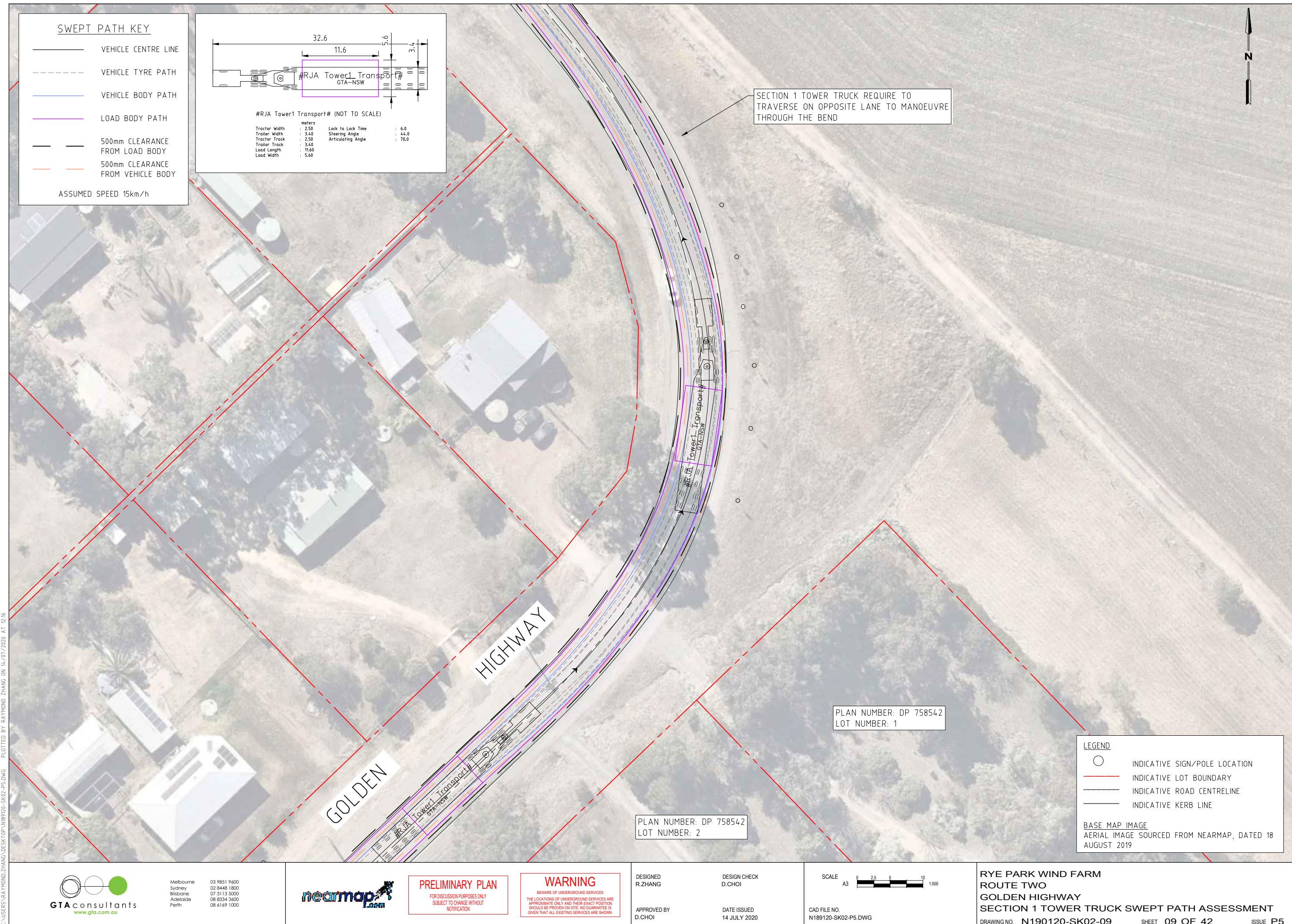


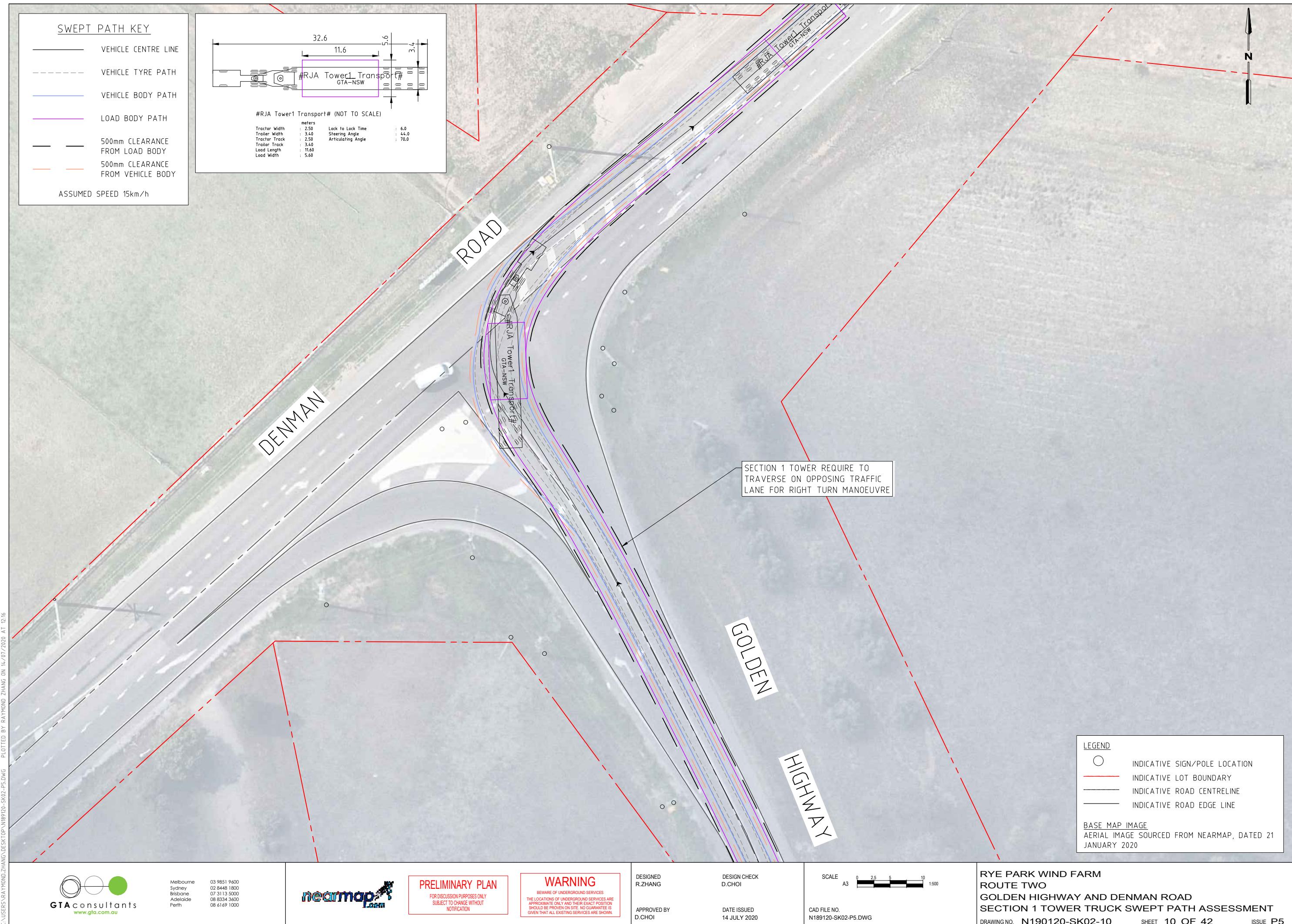


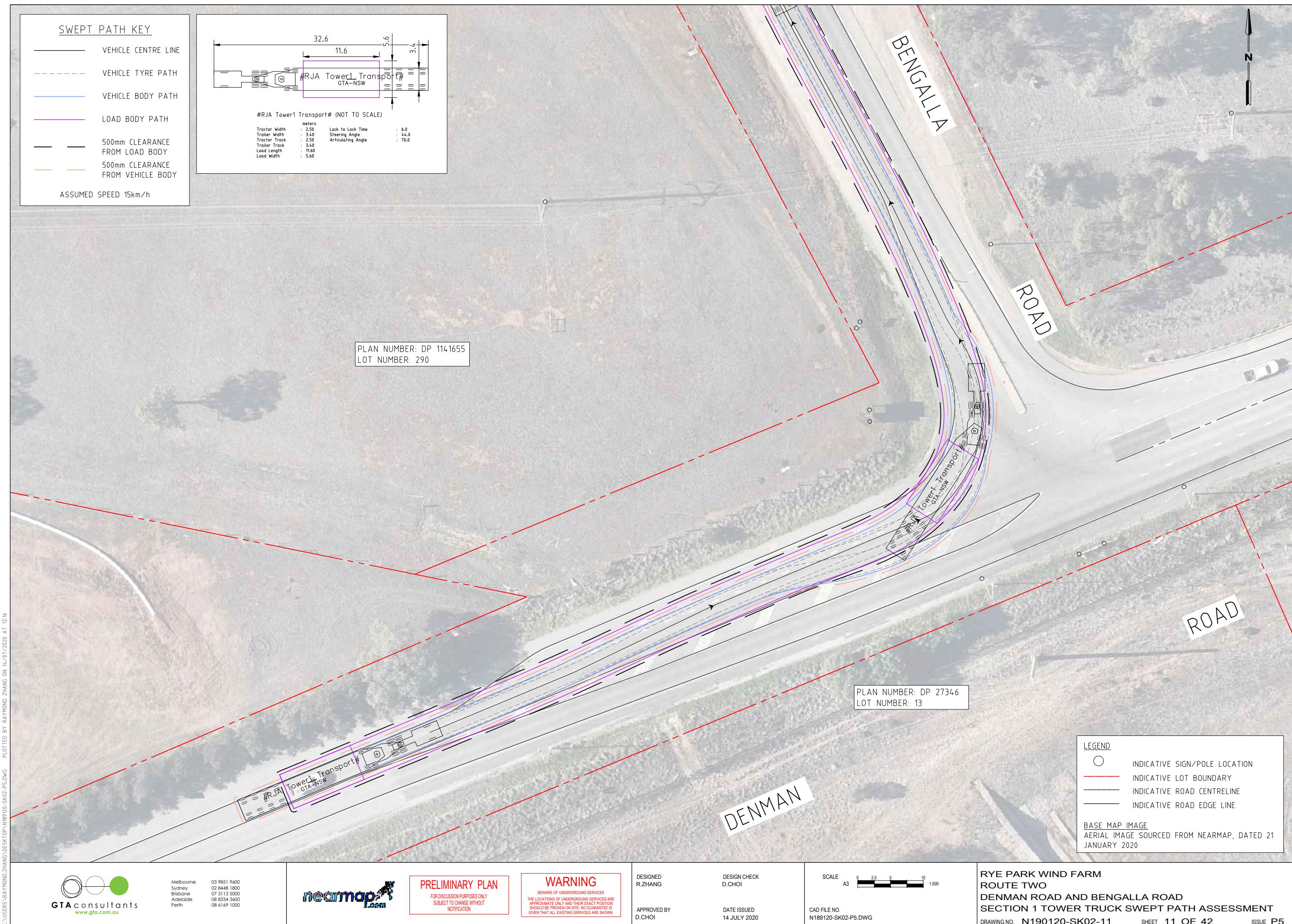


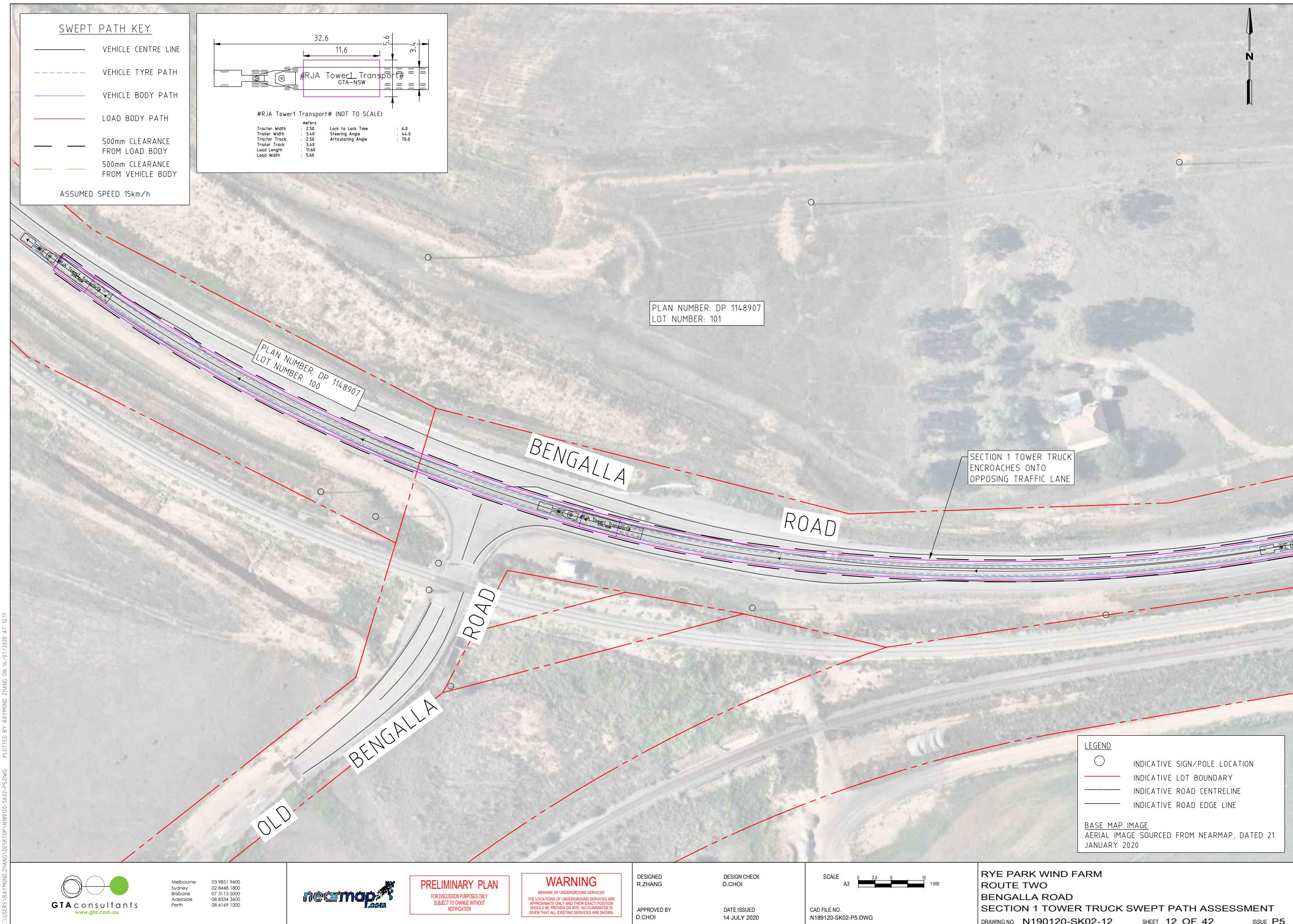


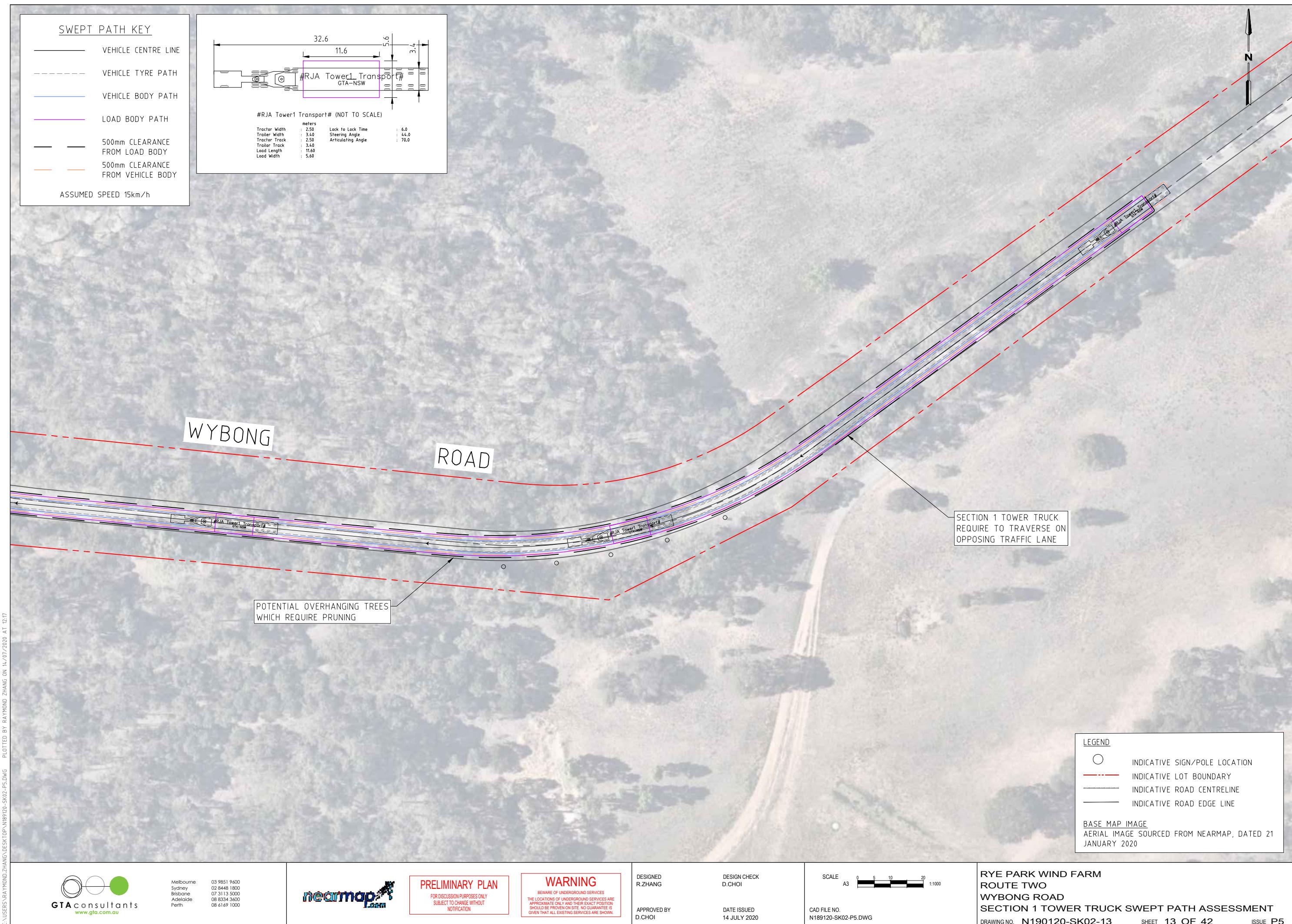


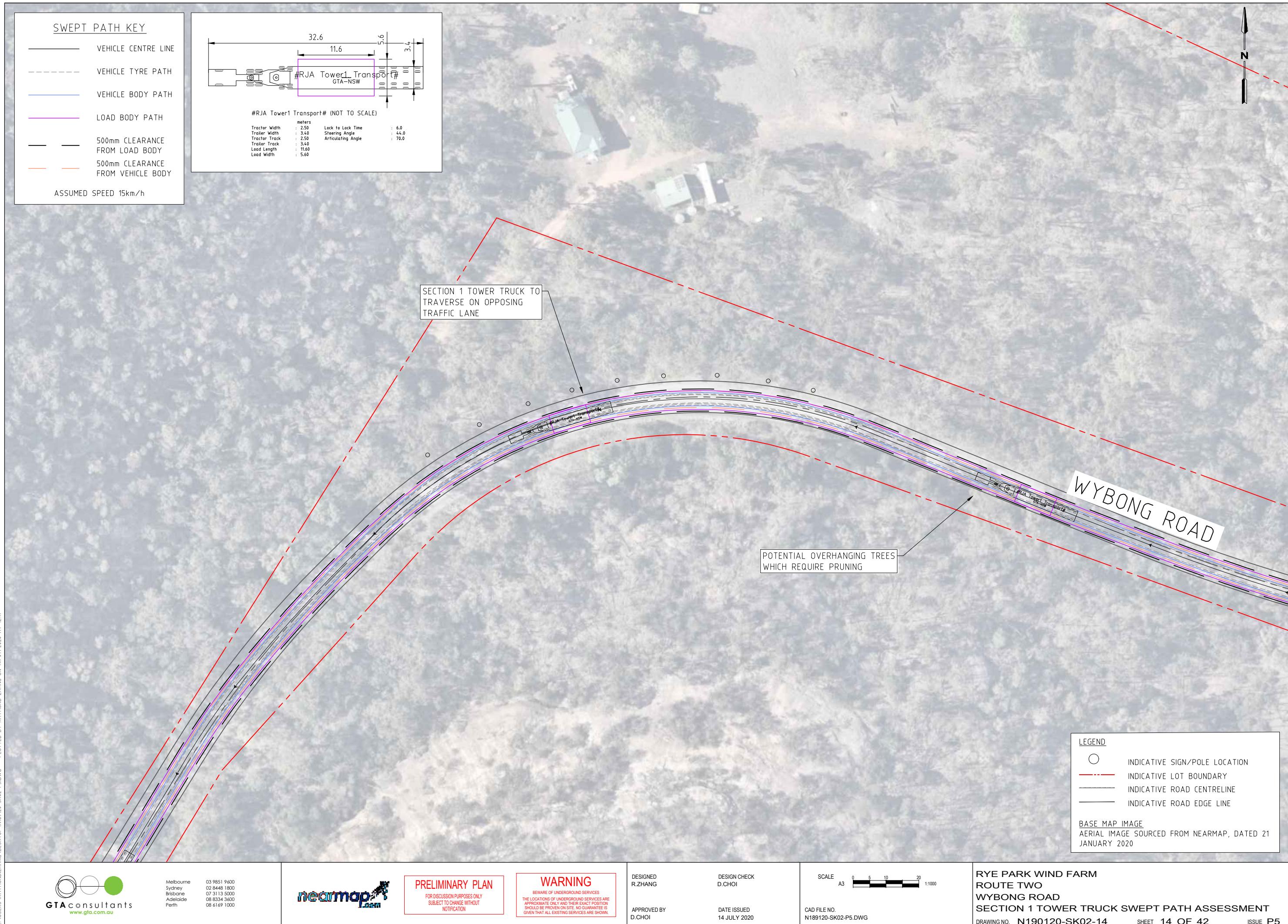


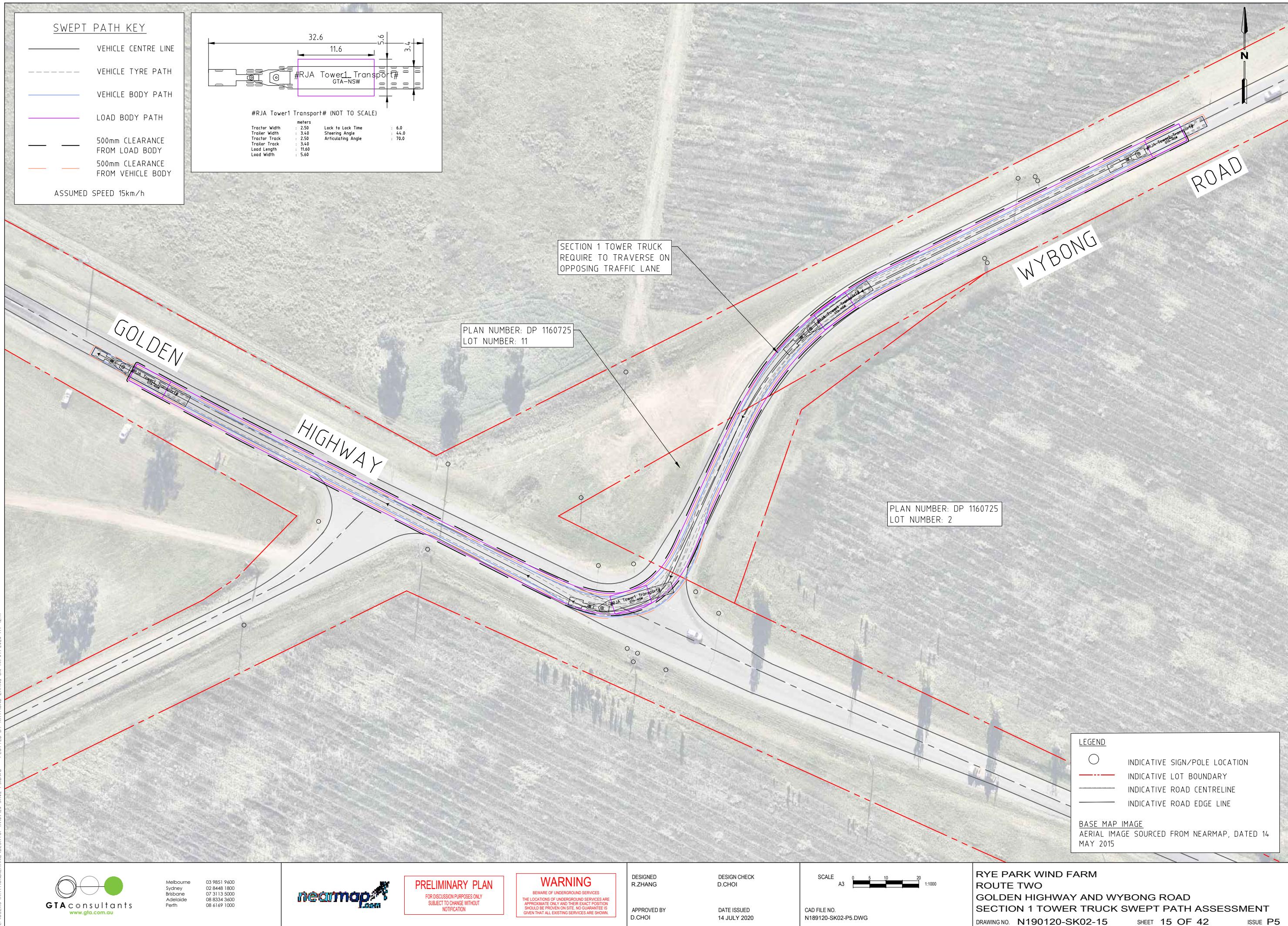


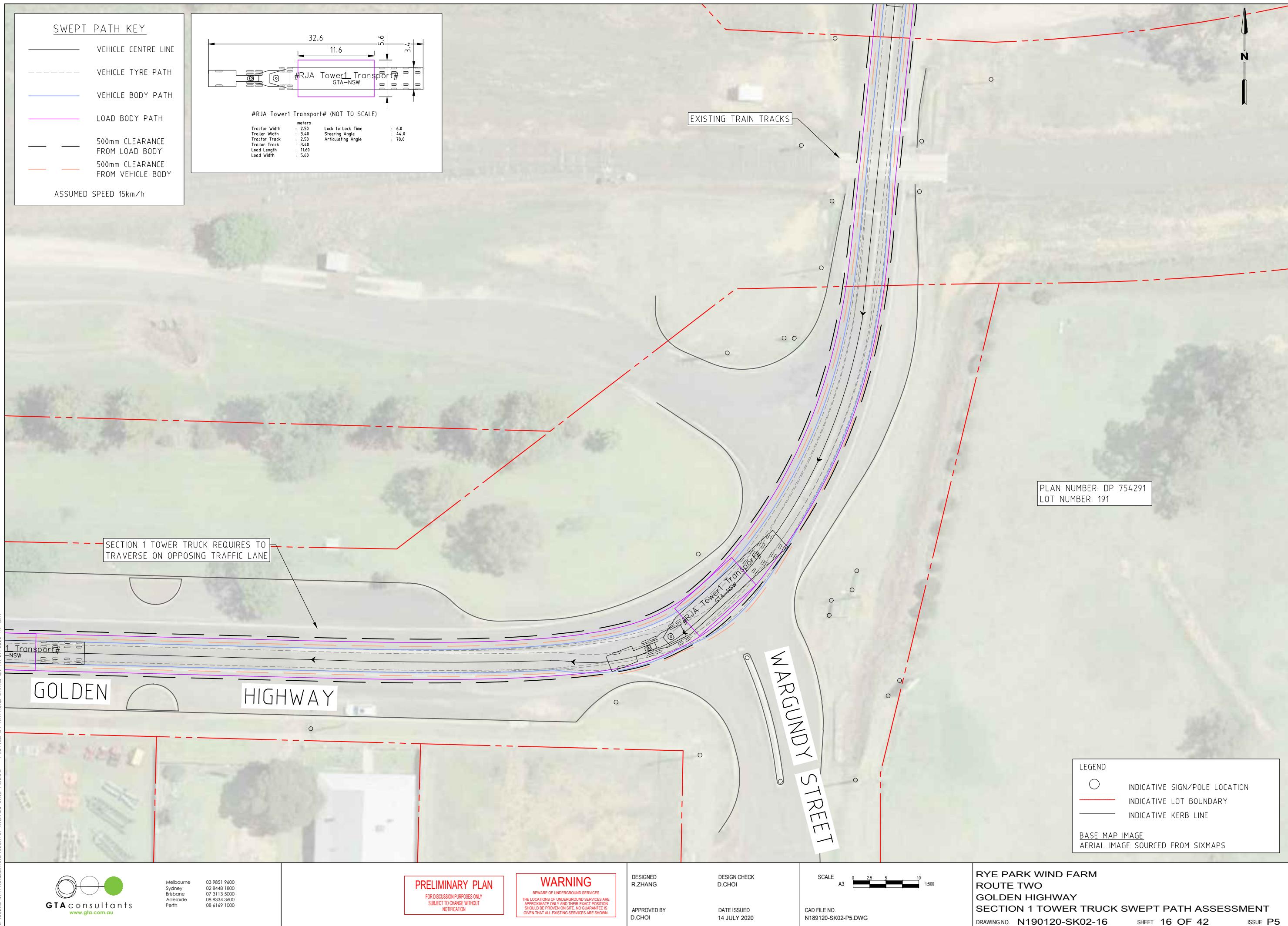


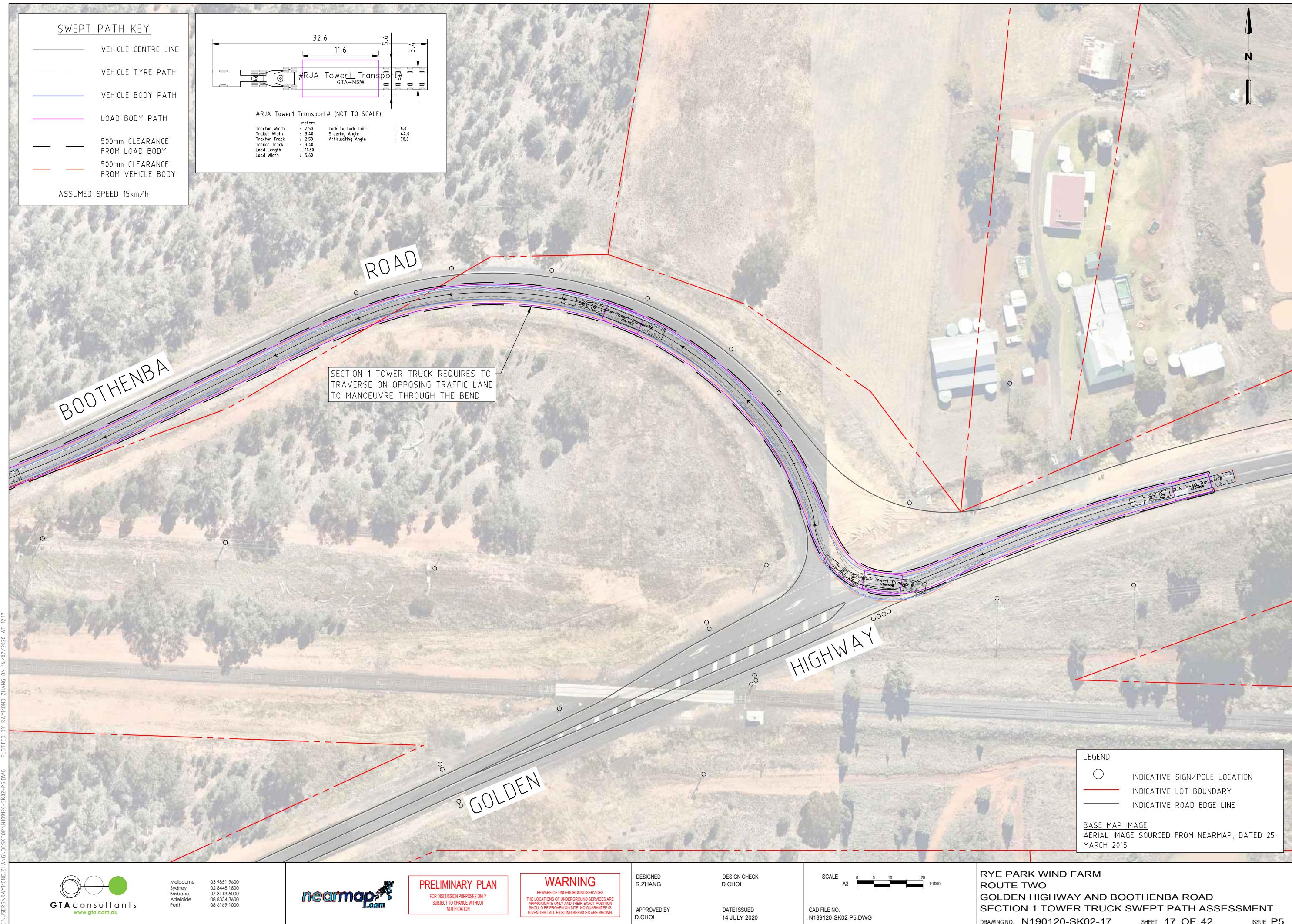


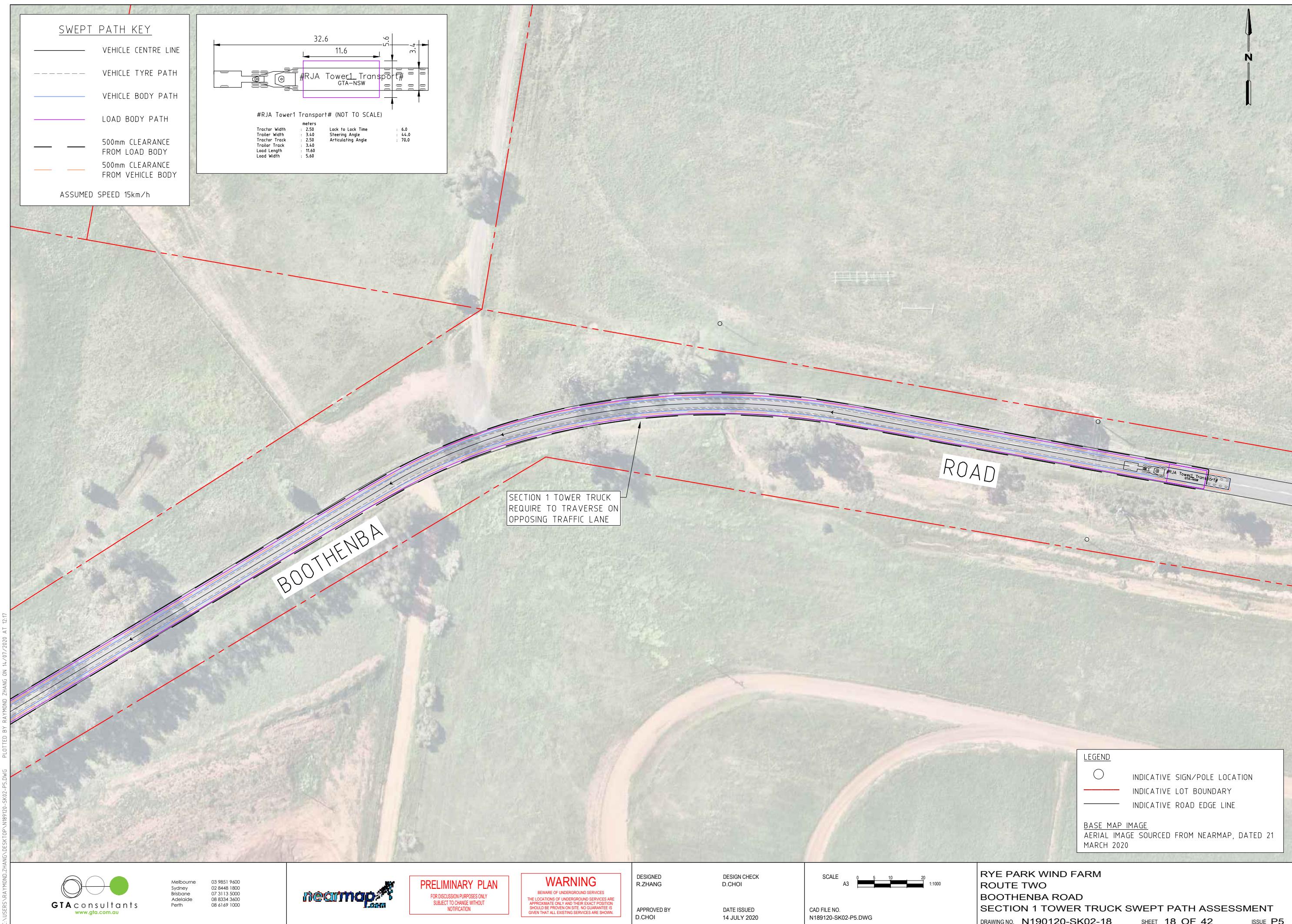


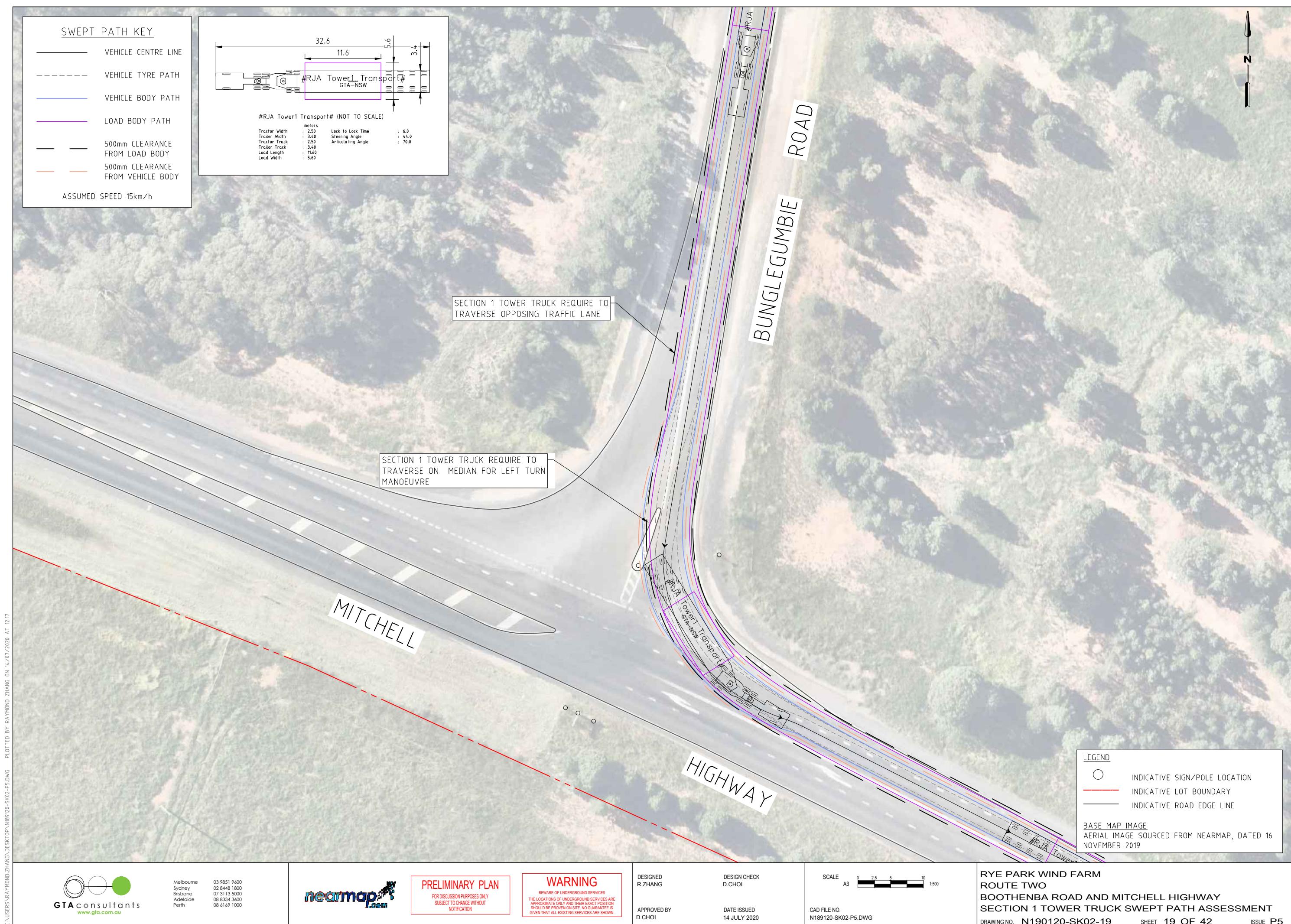


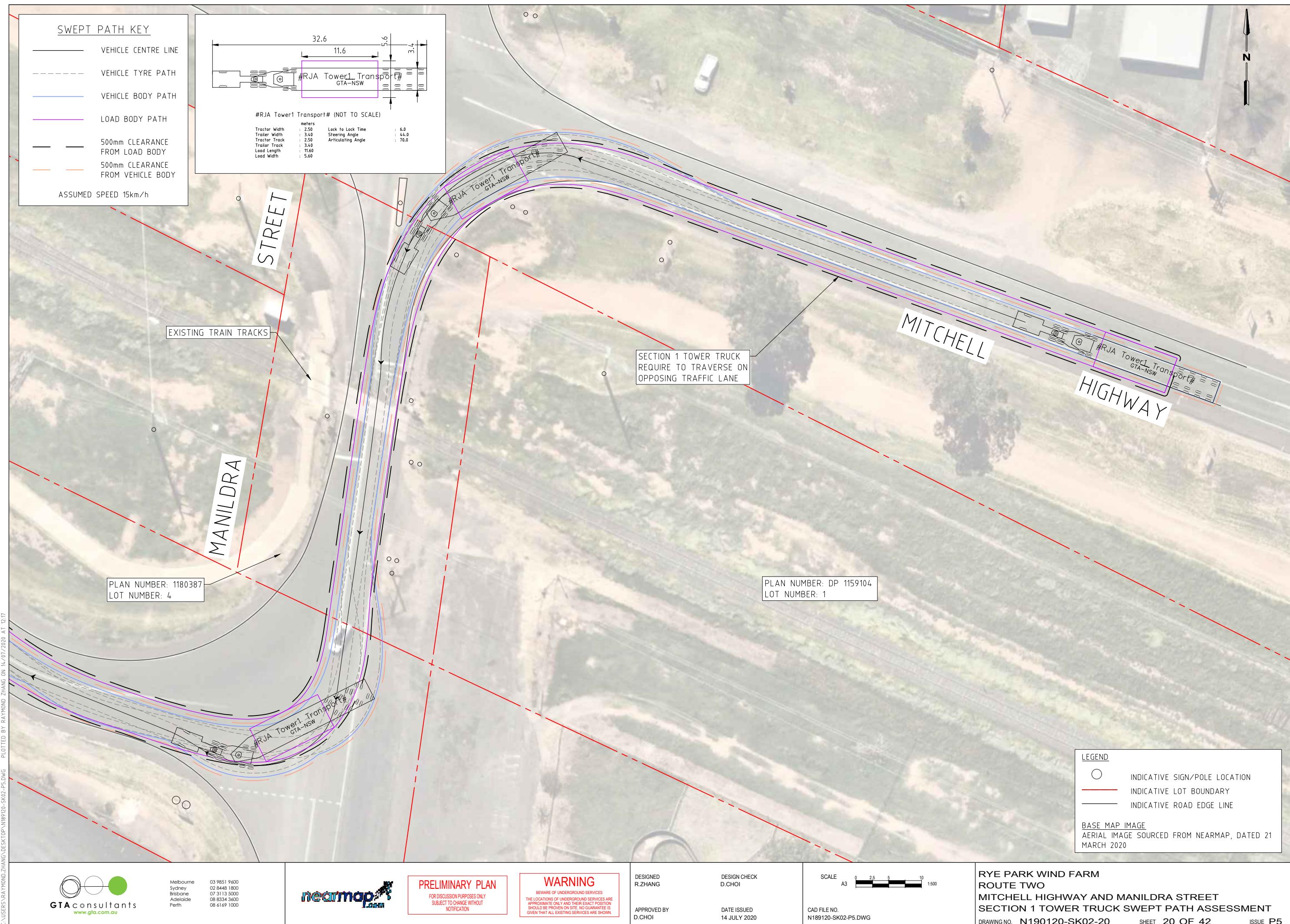


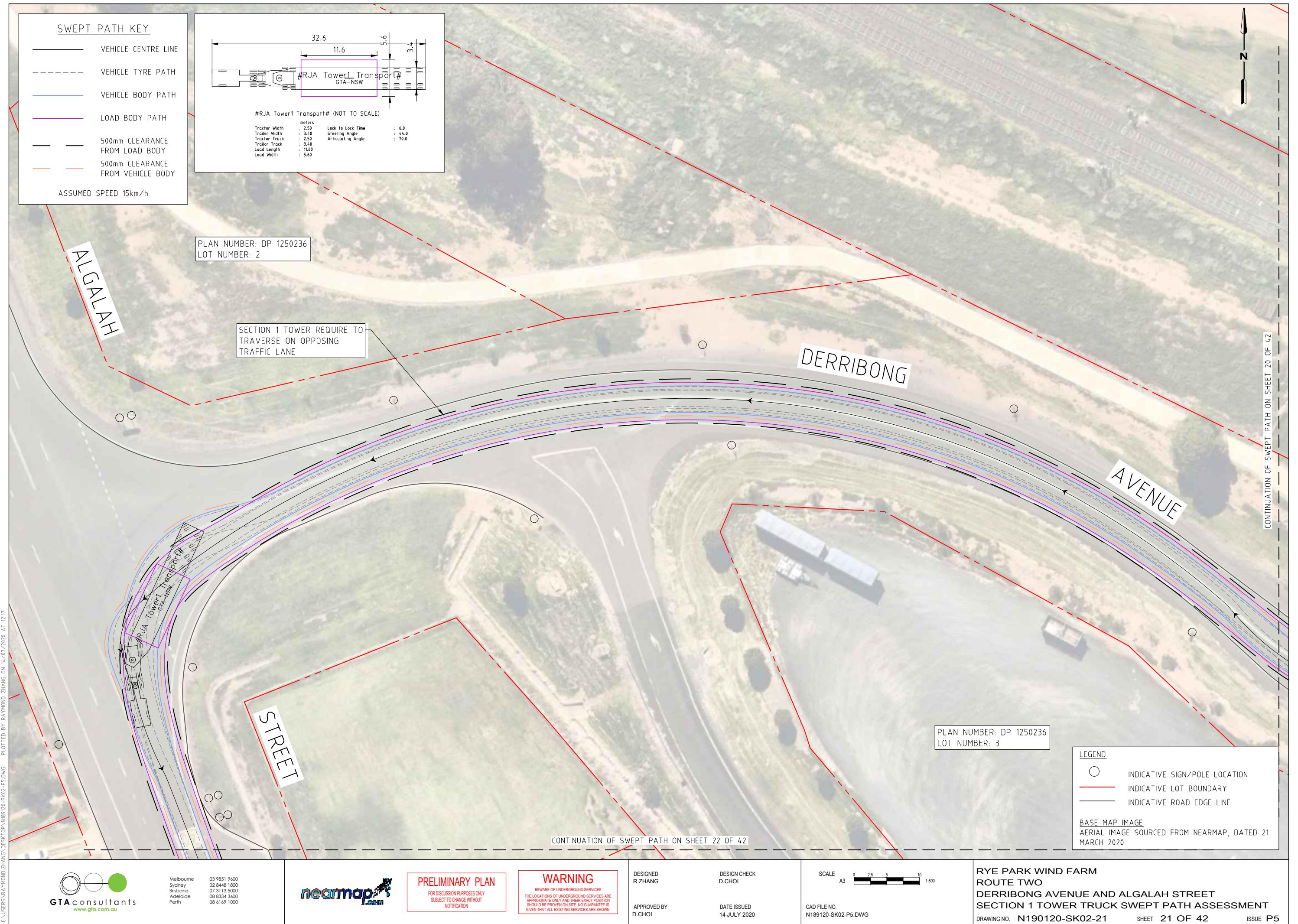


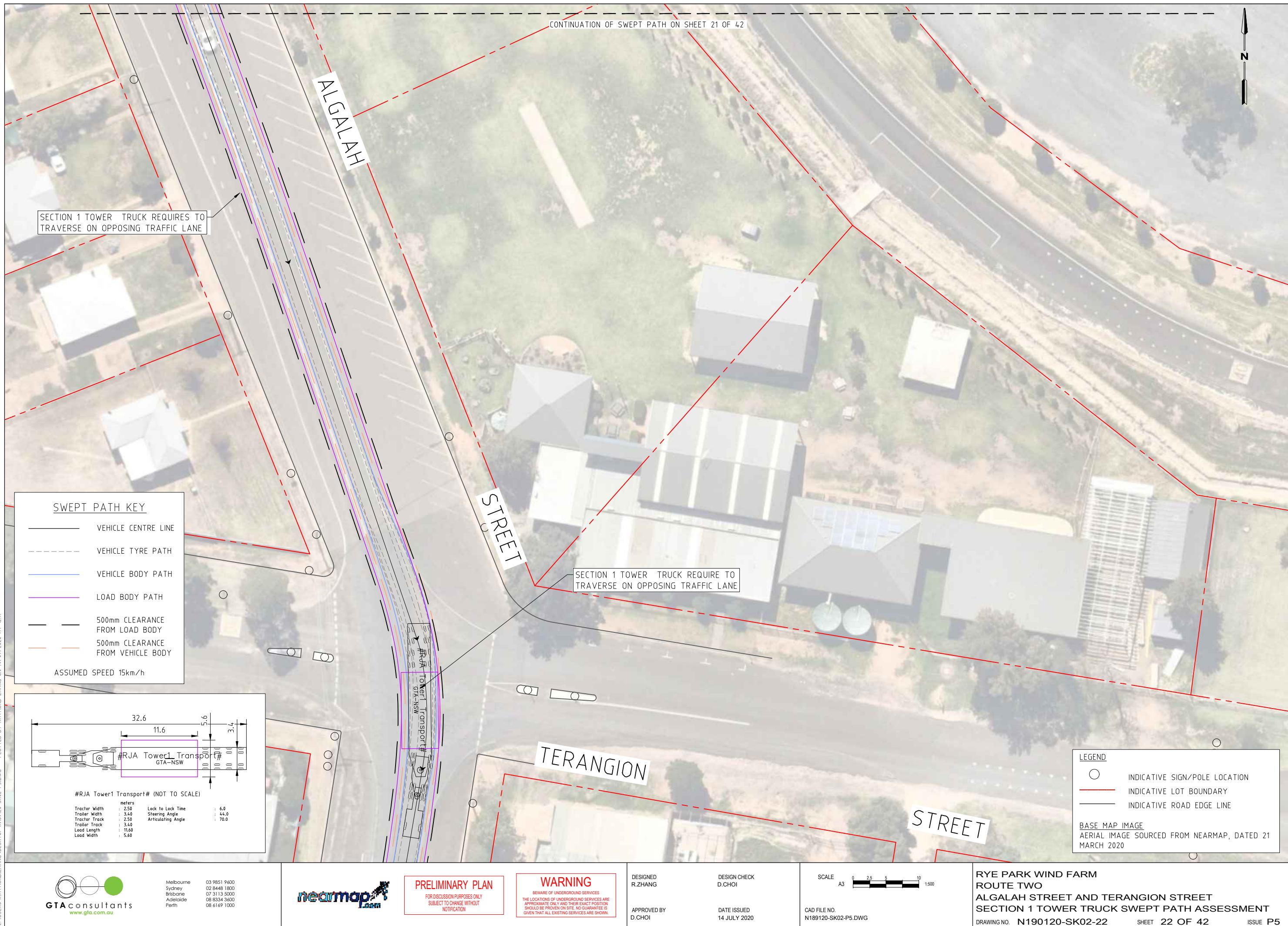


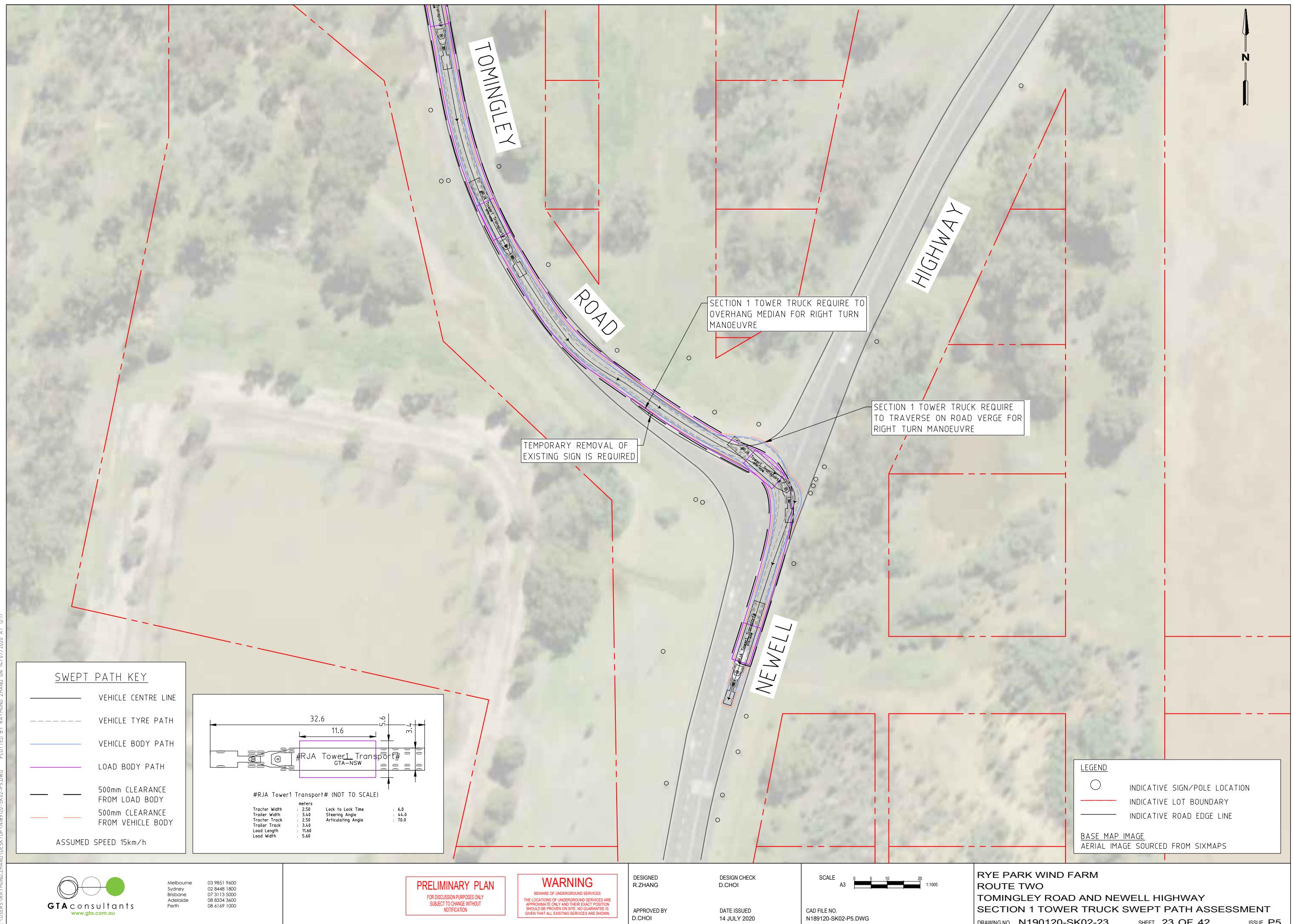


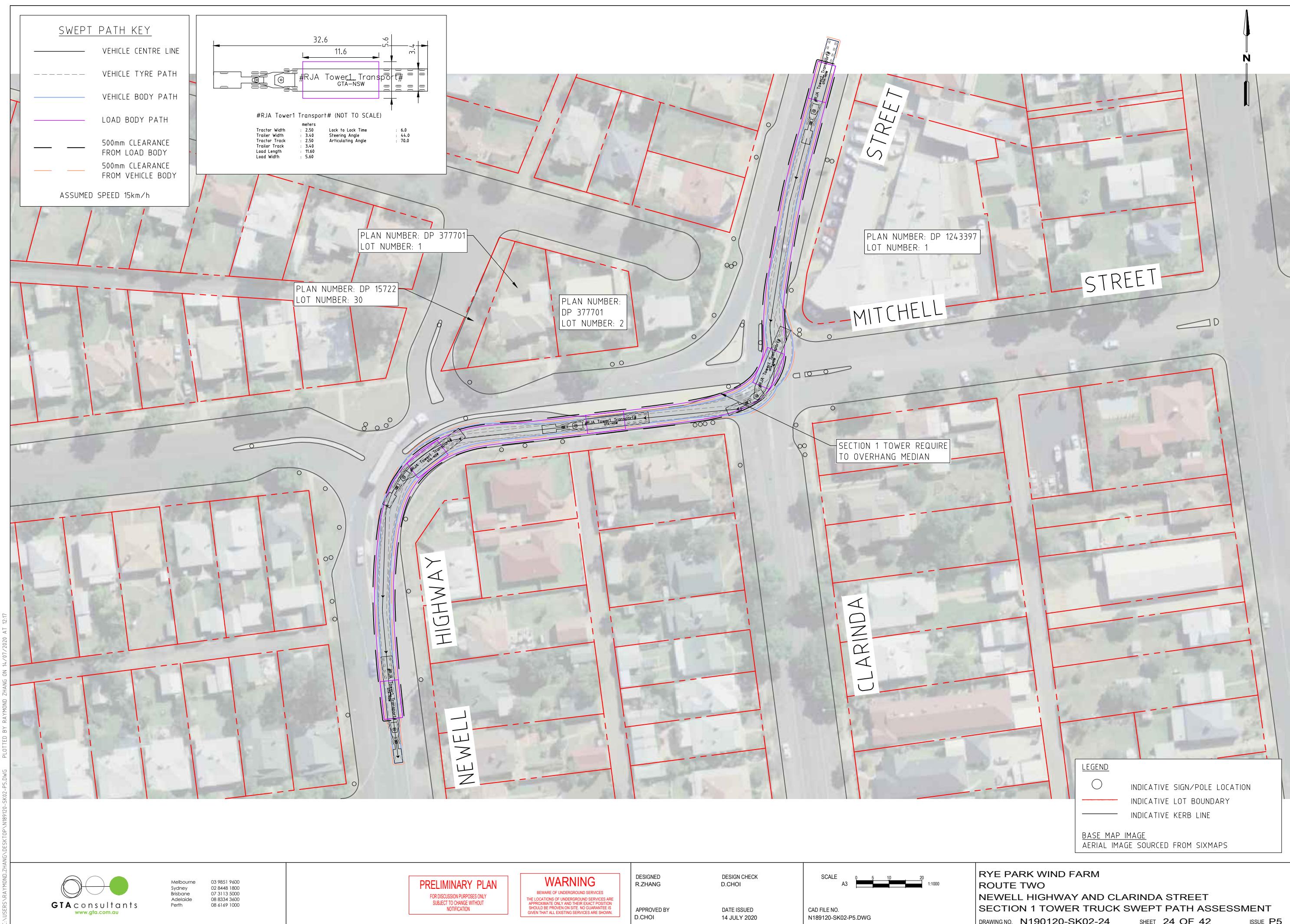












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DESIGNED  
R.ZHANG

DESIGN CHECK  
D.CHOI

APPROVED BY  
D.CHOI

DATE ISSUED  
14 JULY 2020

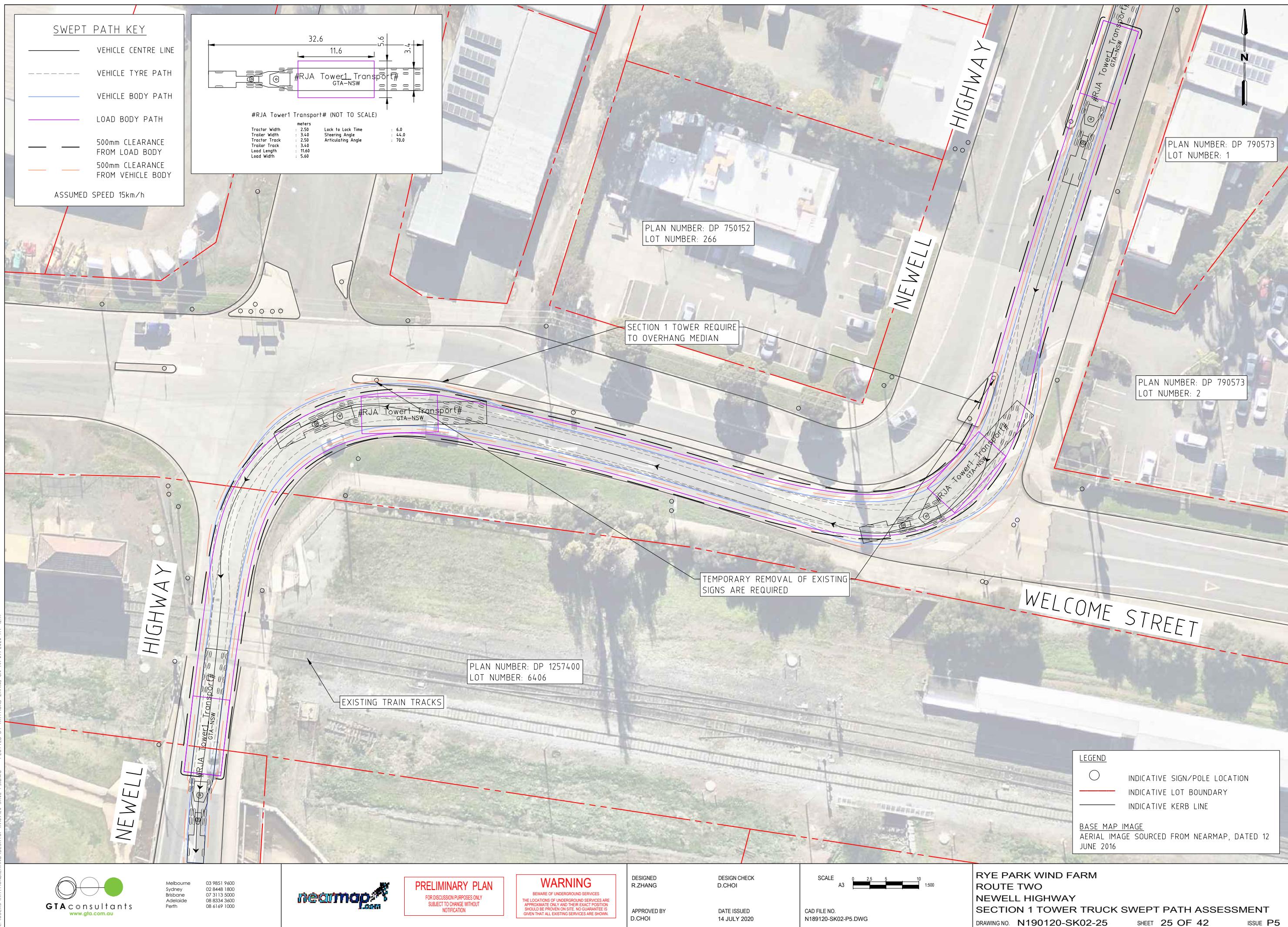
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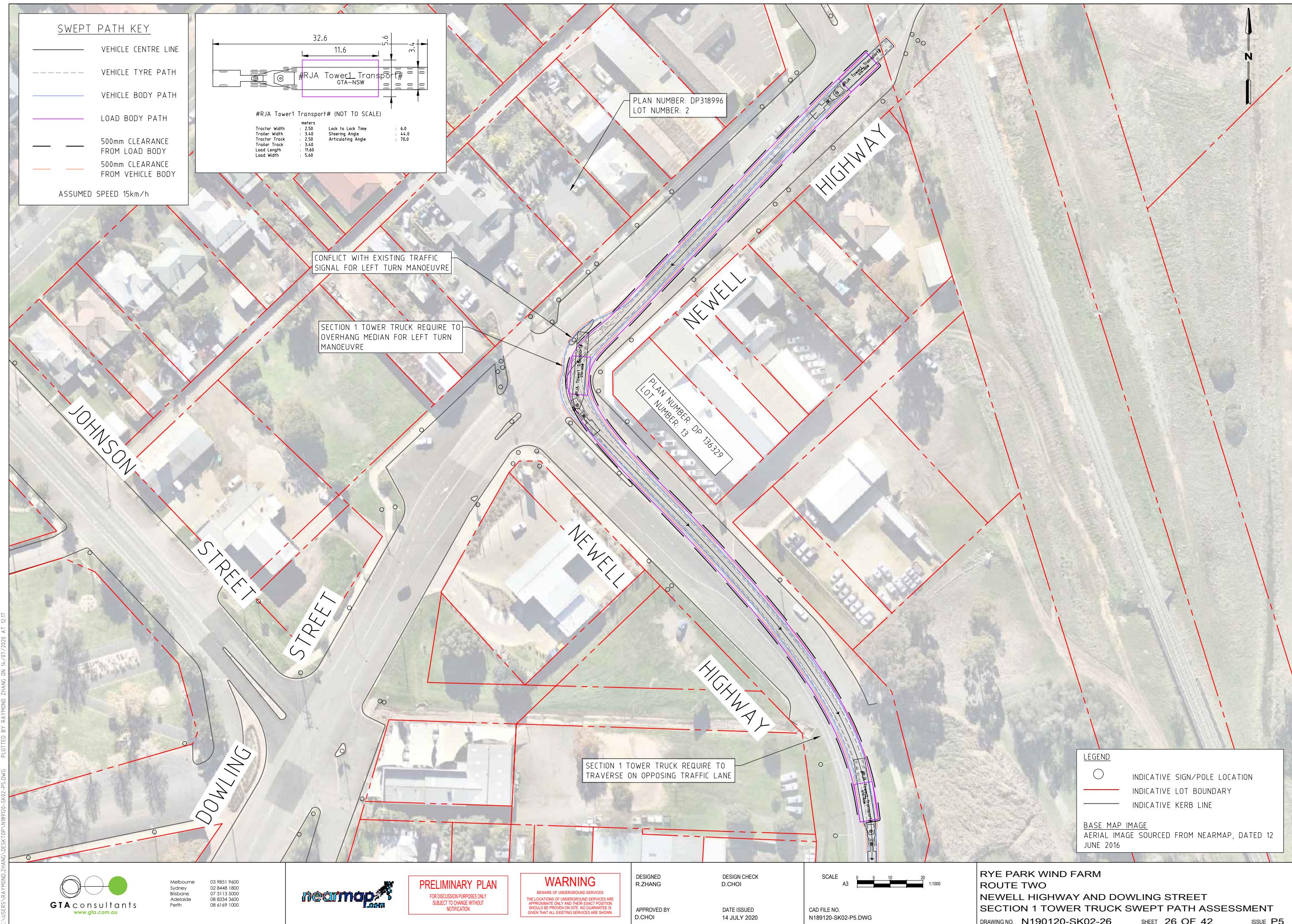
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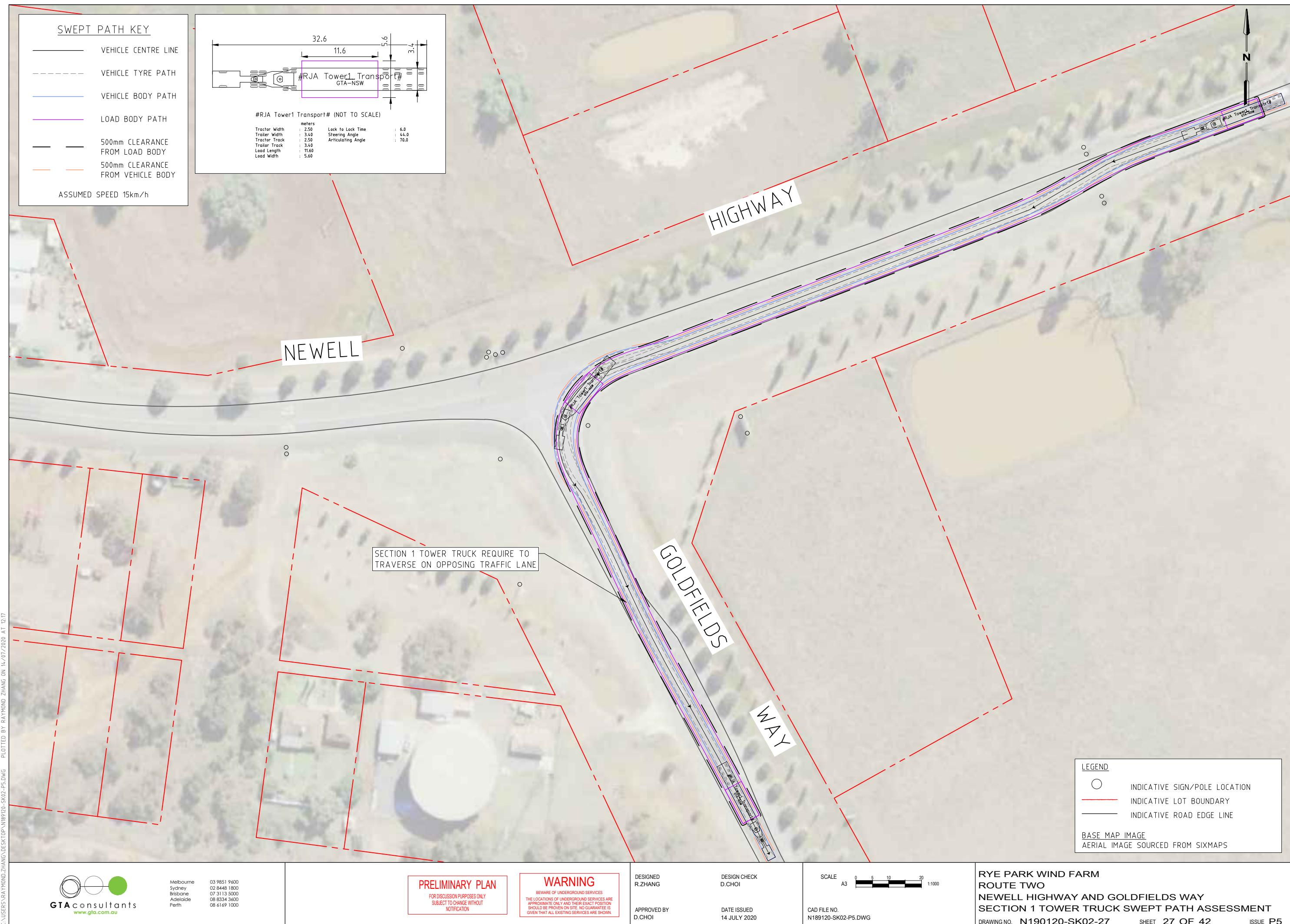
**RYE PARK WIND FARM**  
**ROUTE TWO**  
**NEWELL HIGHWAY AND CLARINDA STREET**  
**SECTION 1 TOWER TRUCK SWEPT PATH ASSESSMENT**

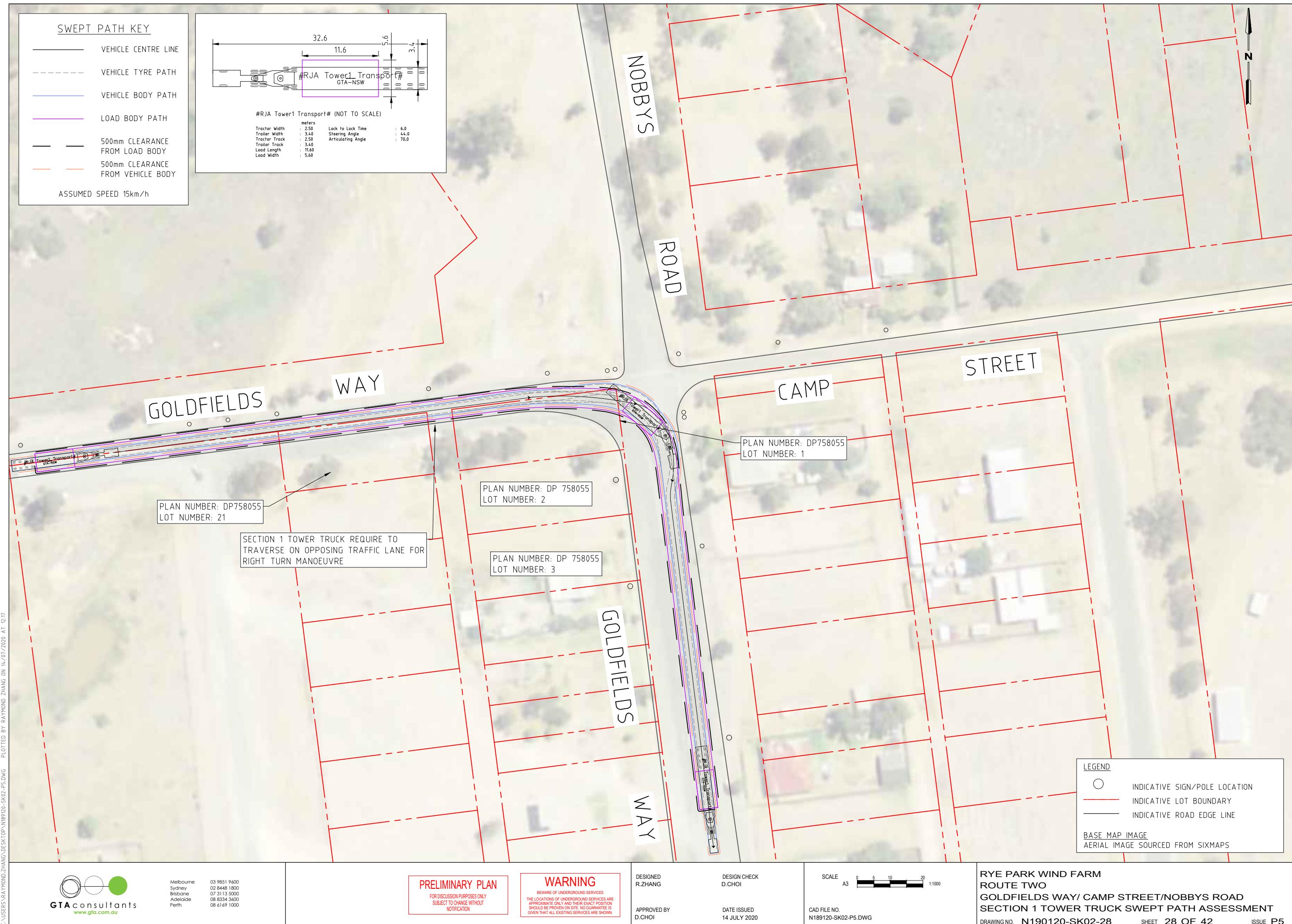
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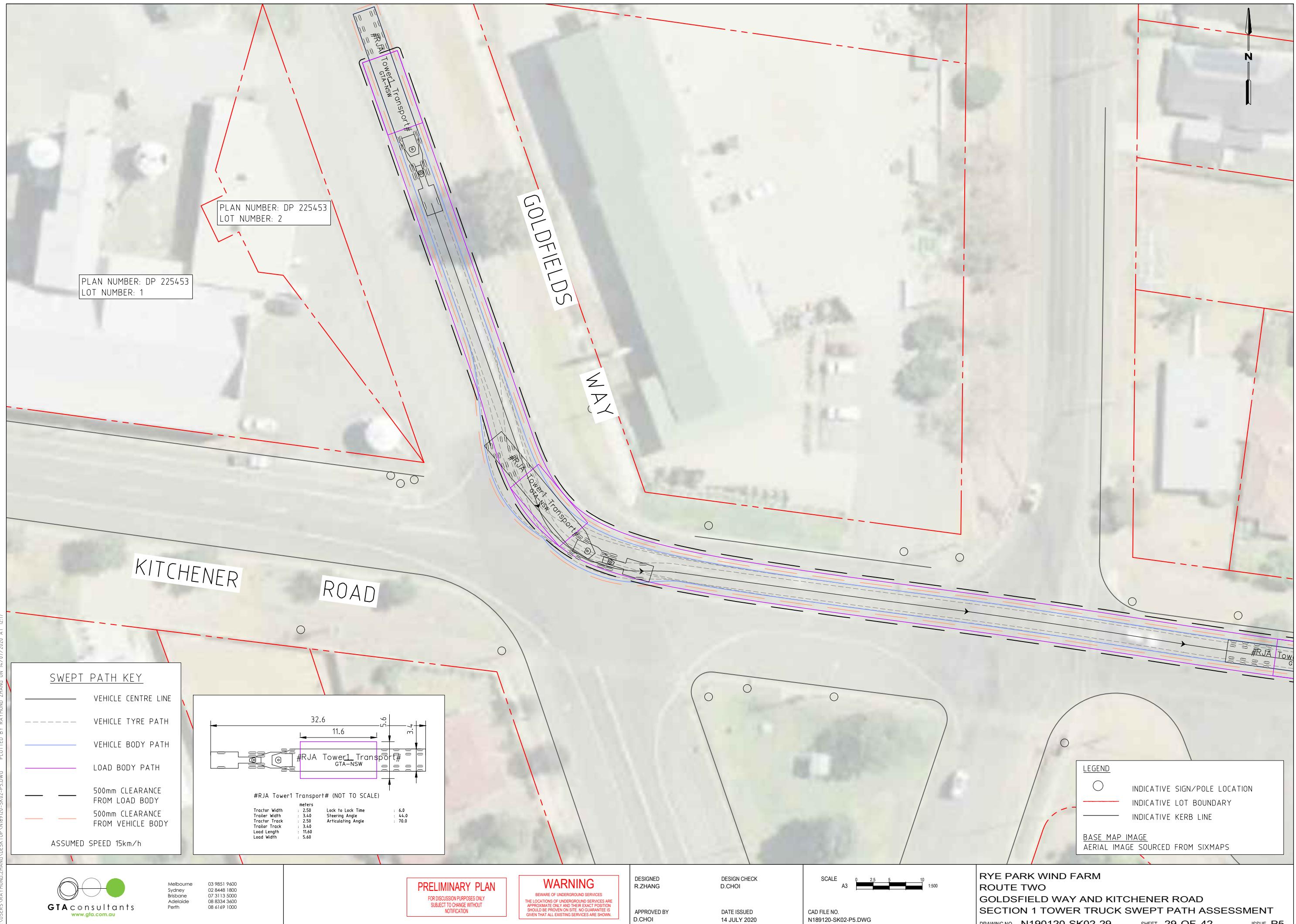
ISSUE P5

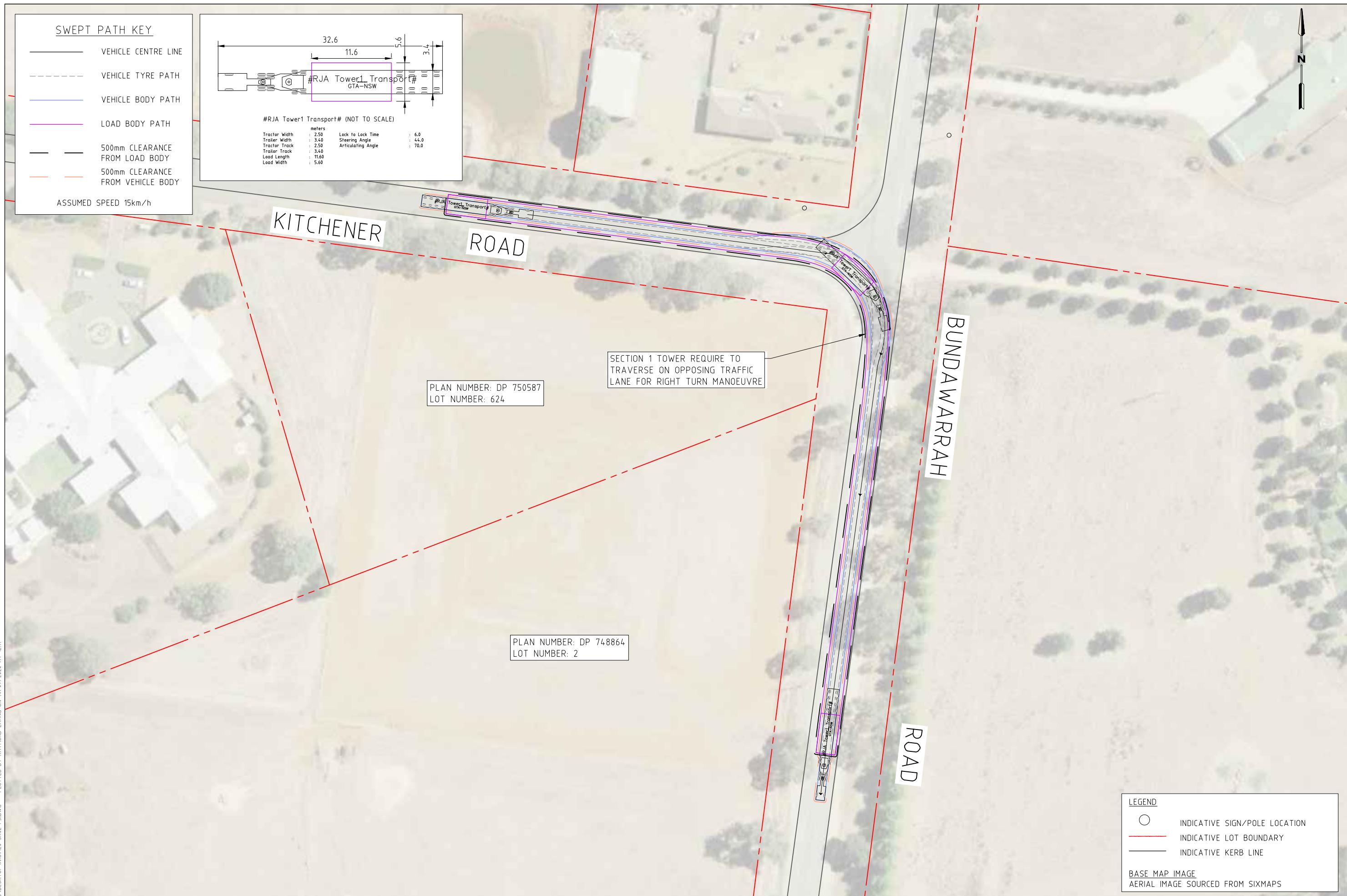


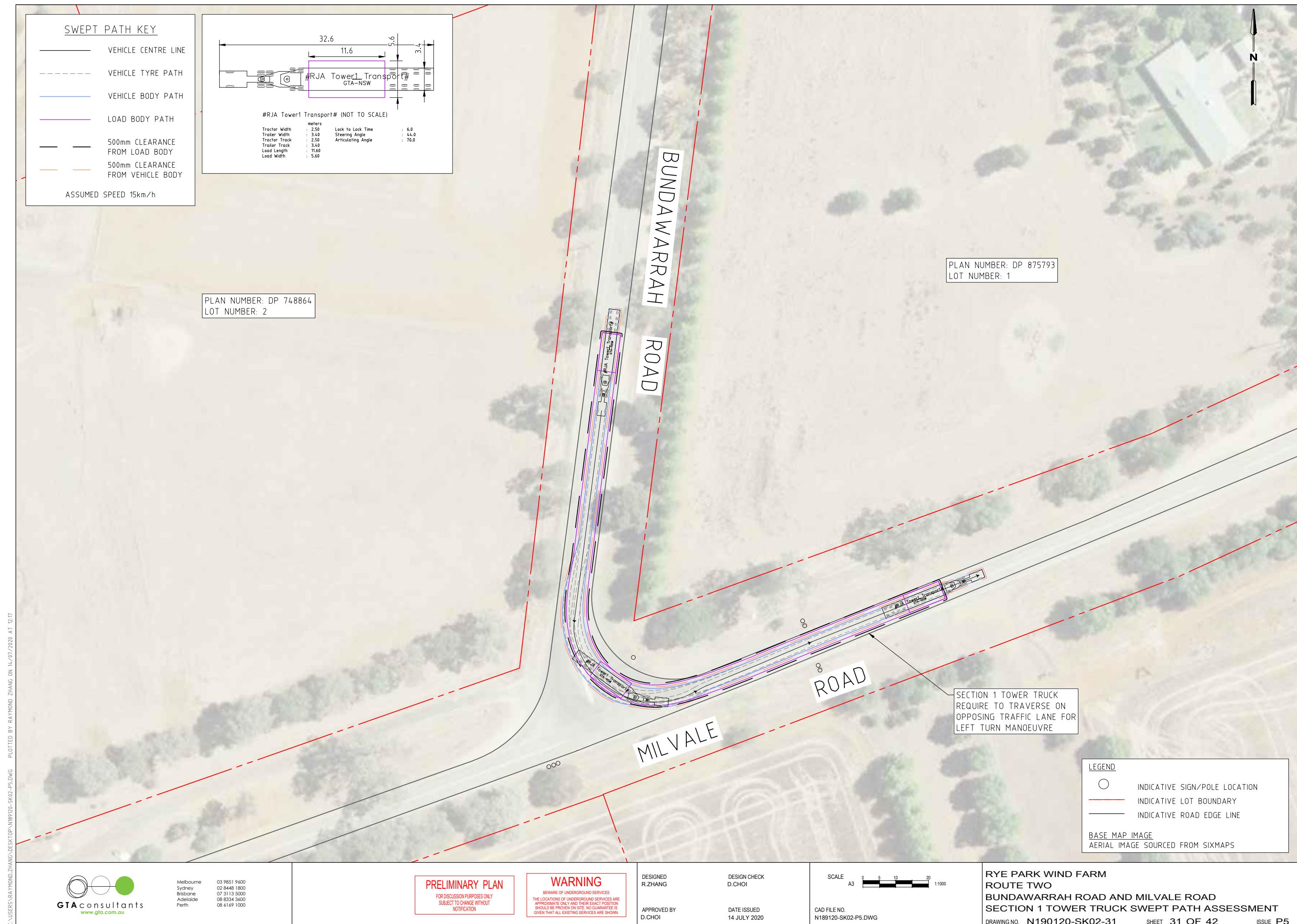


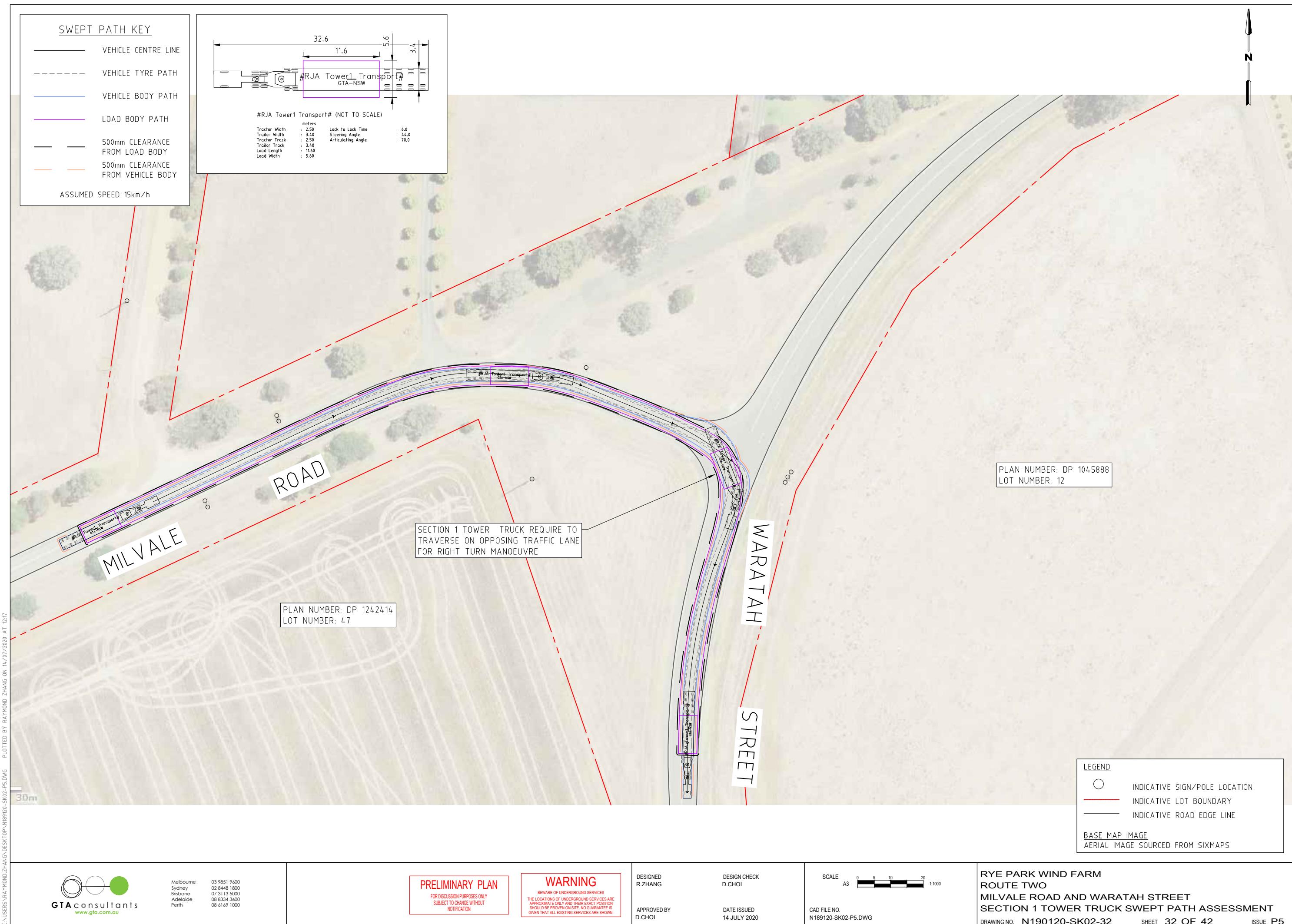


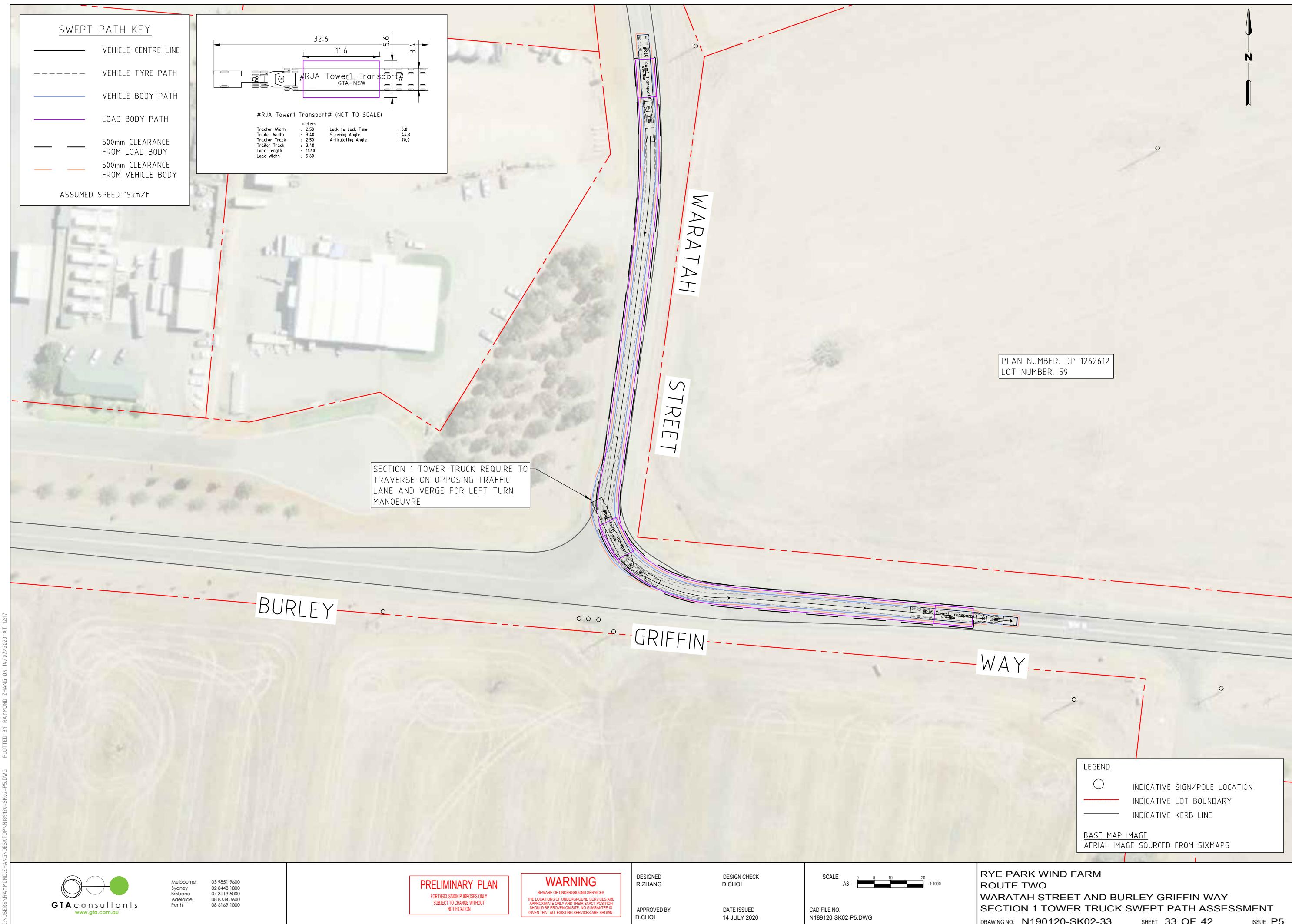


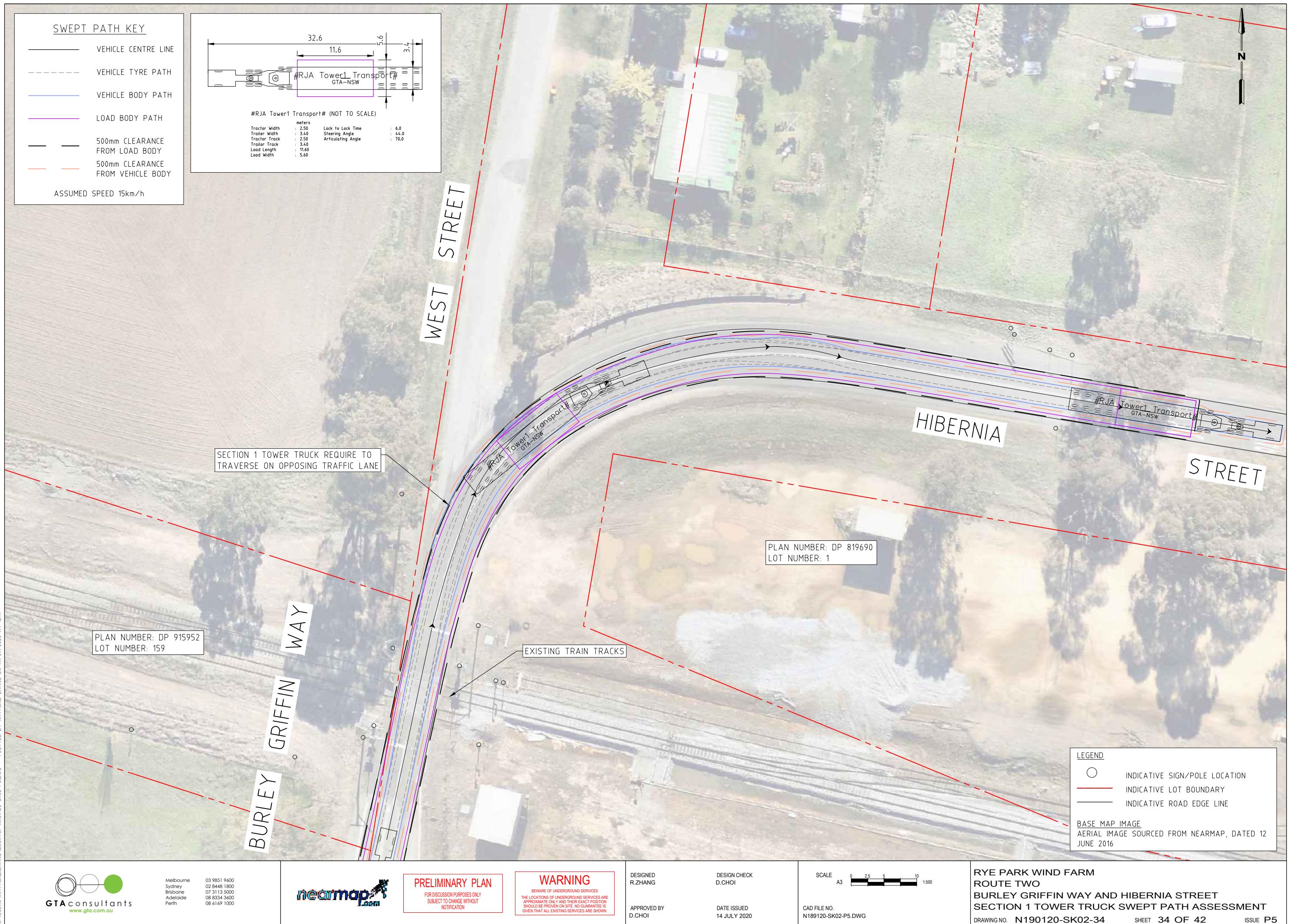


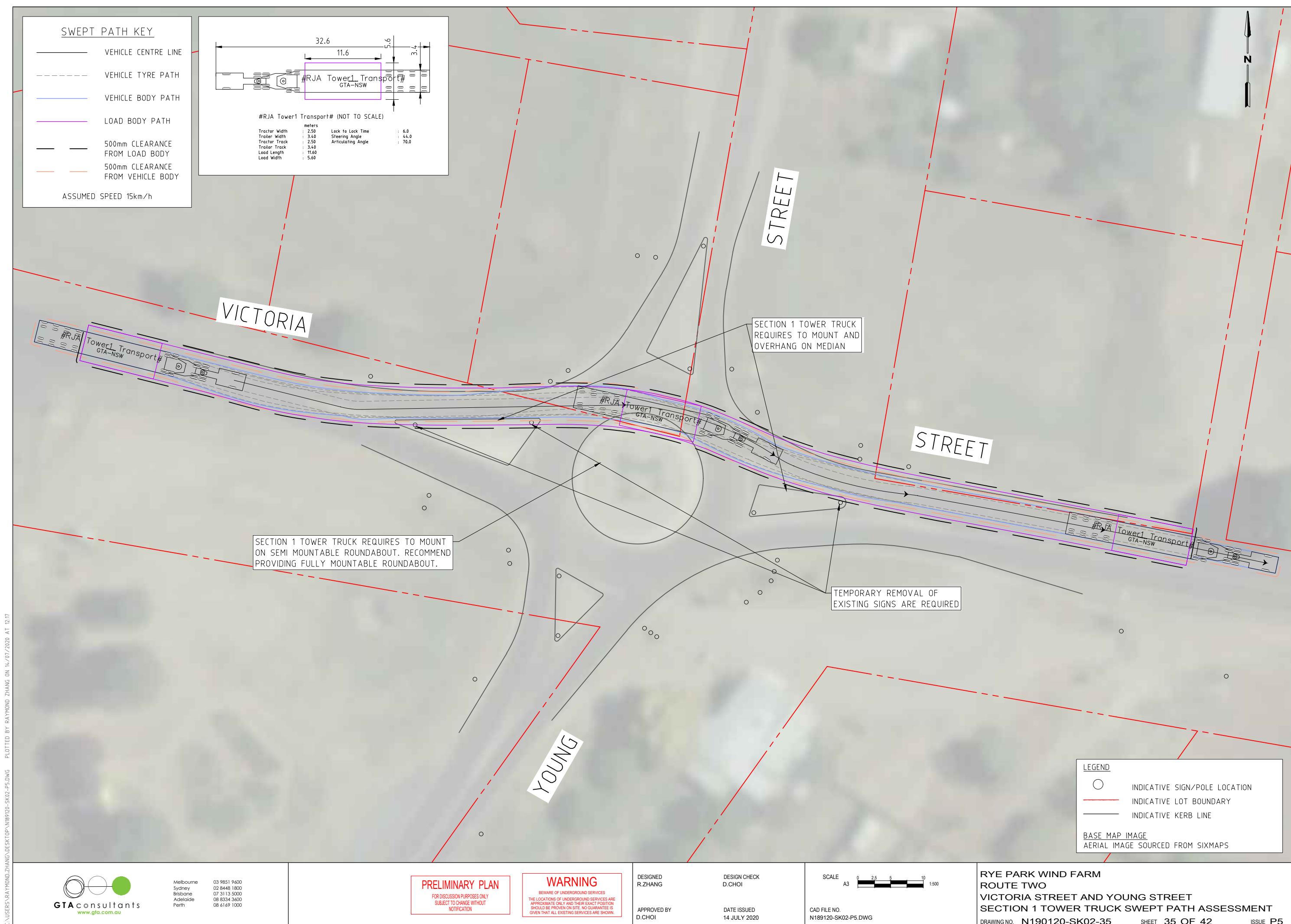


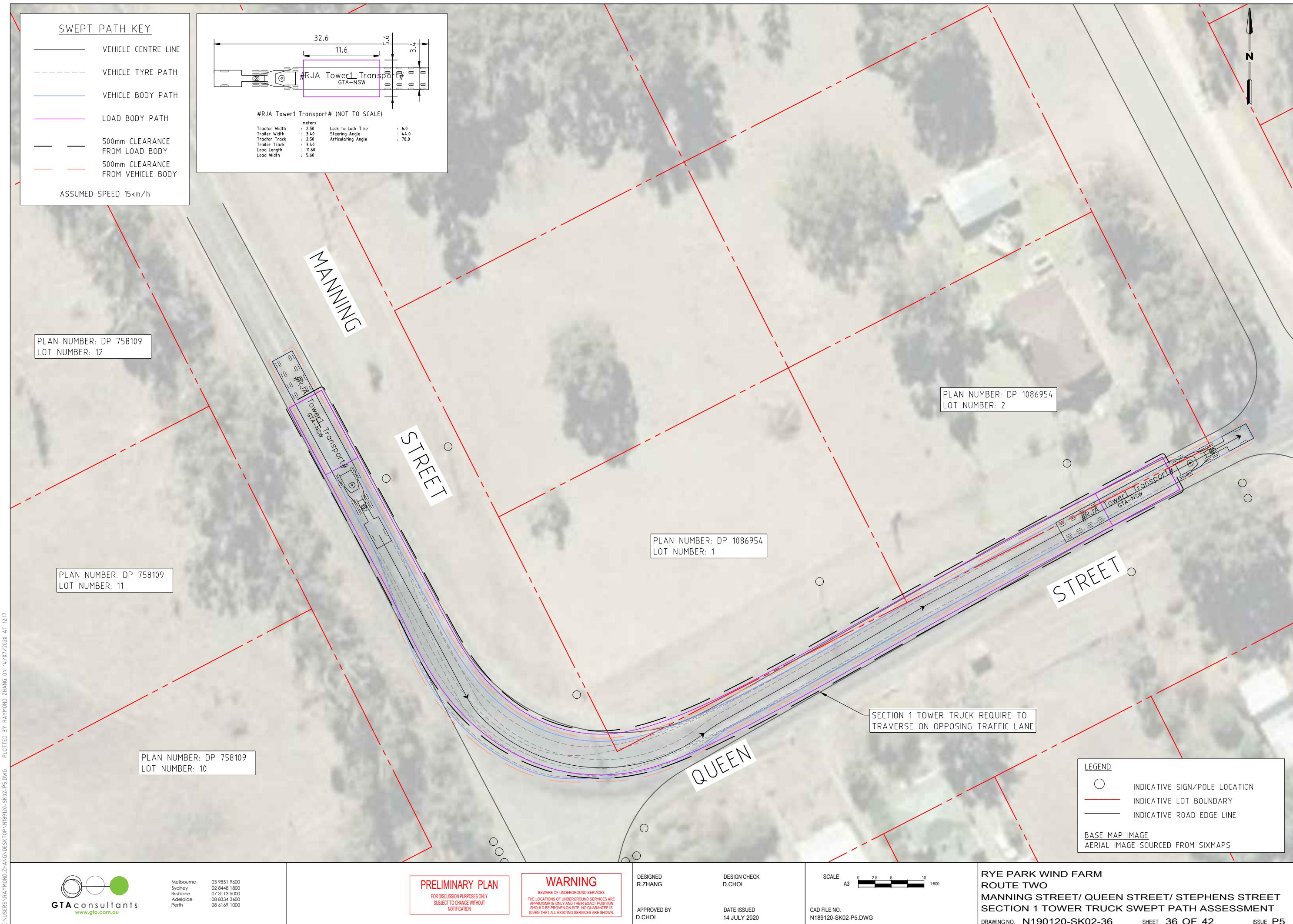


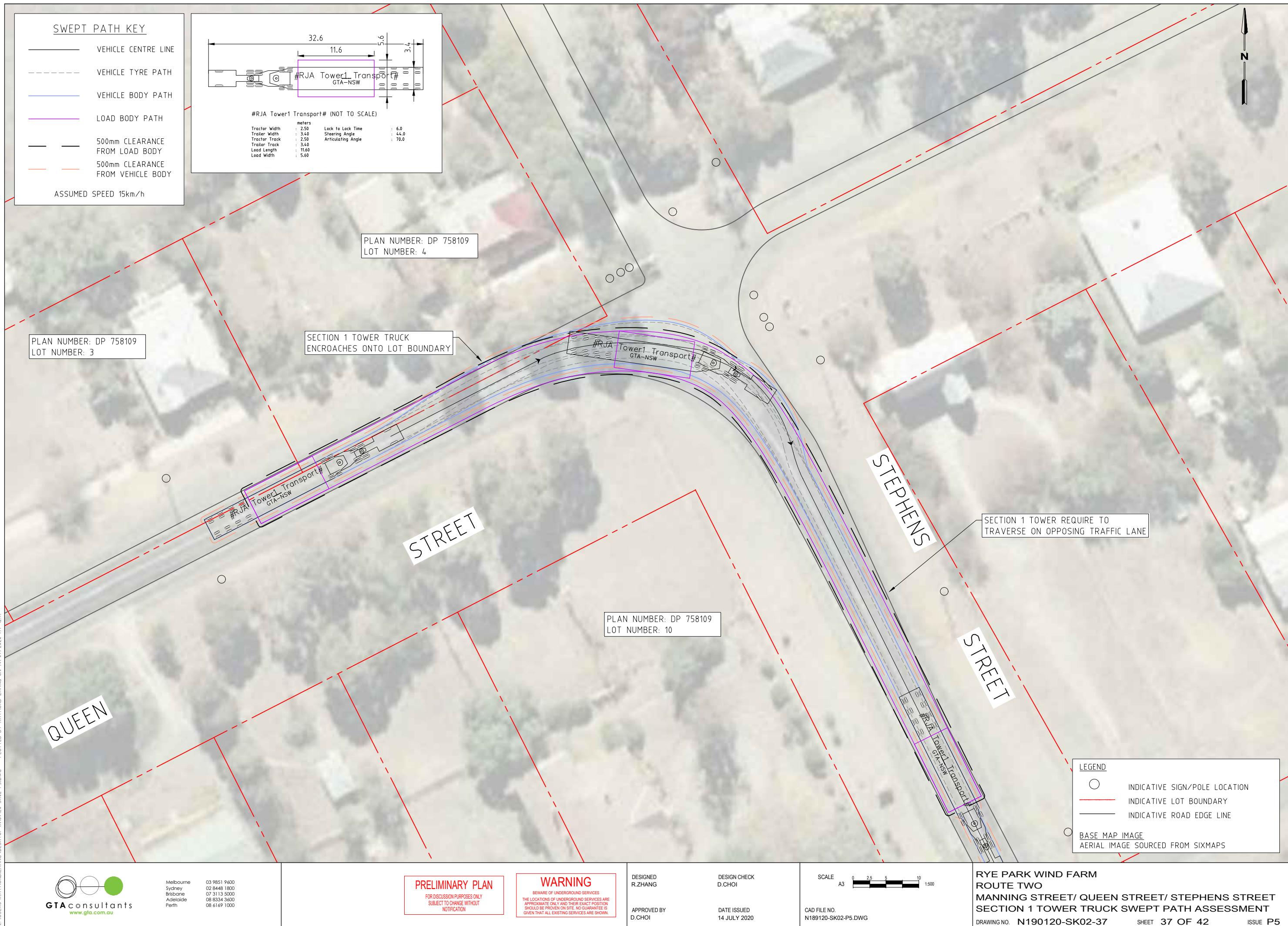


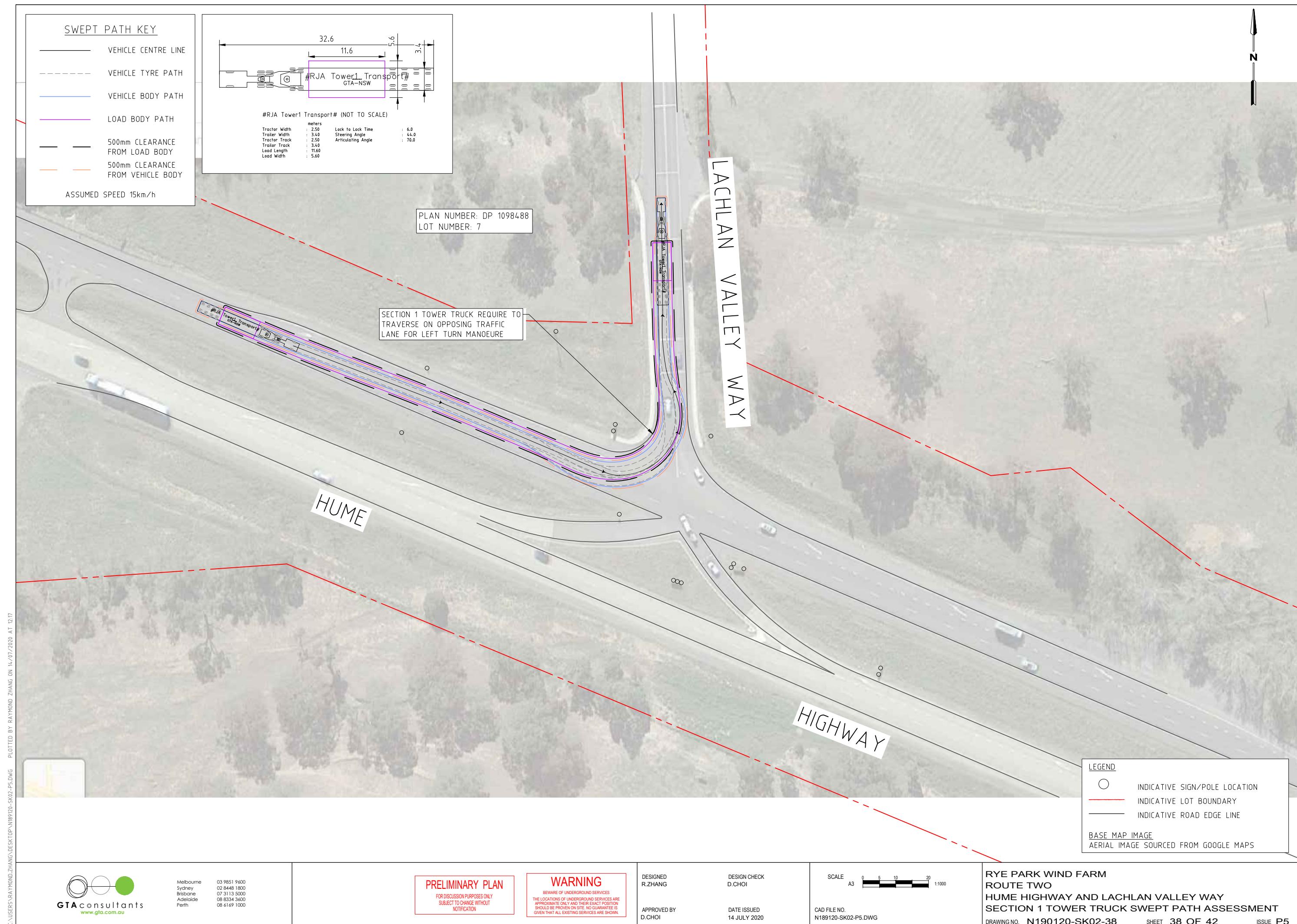


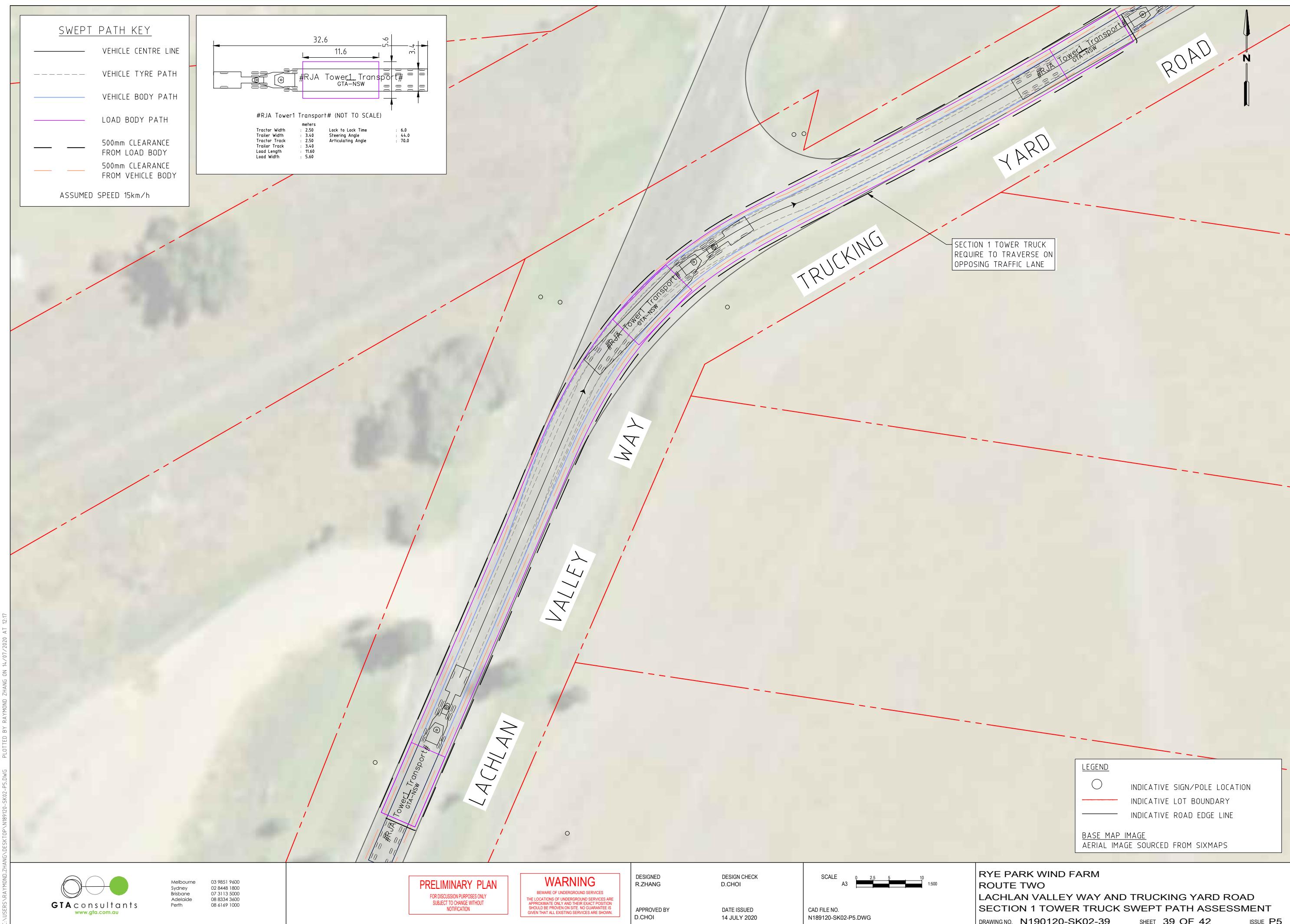


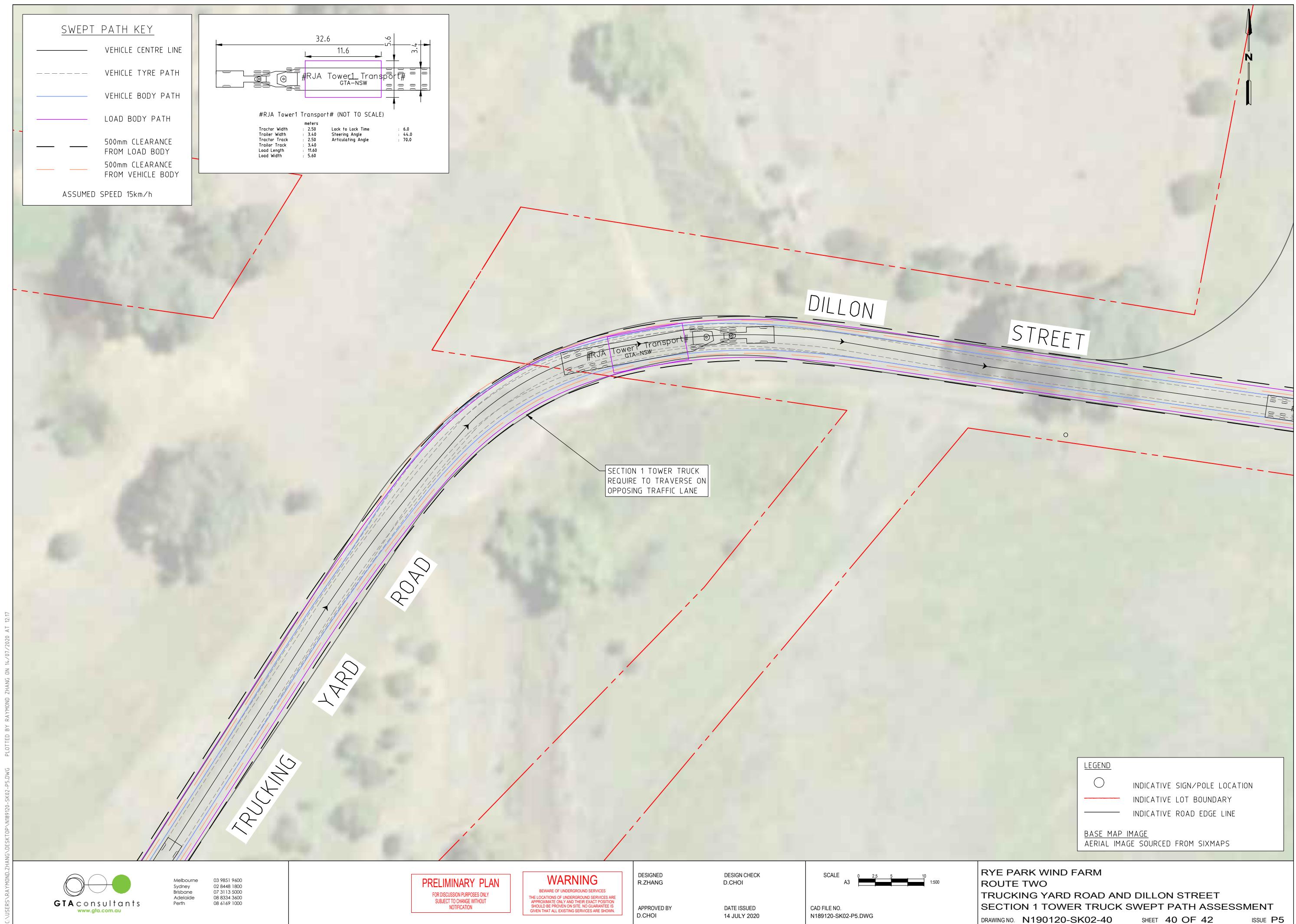


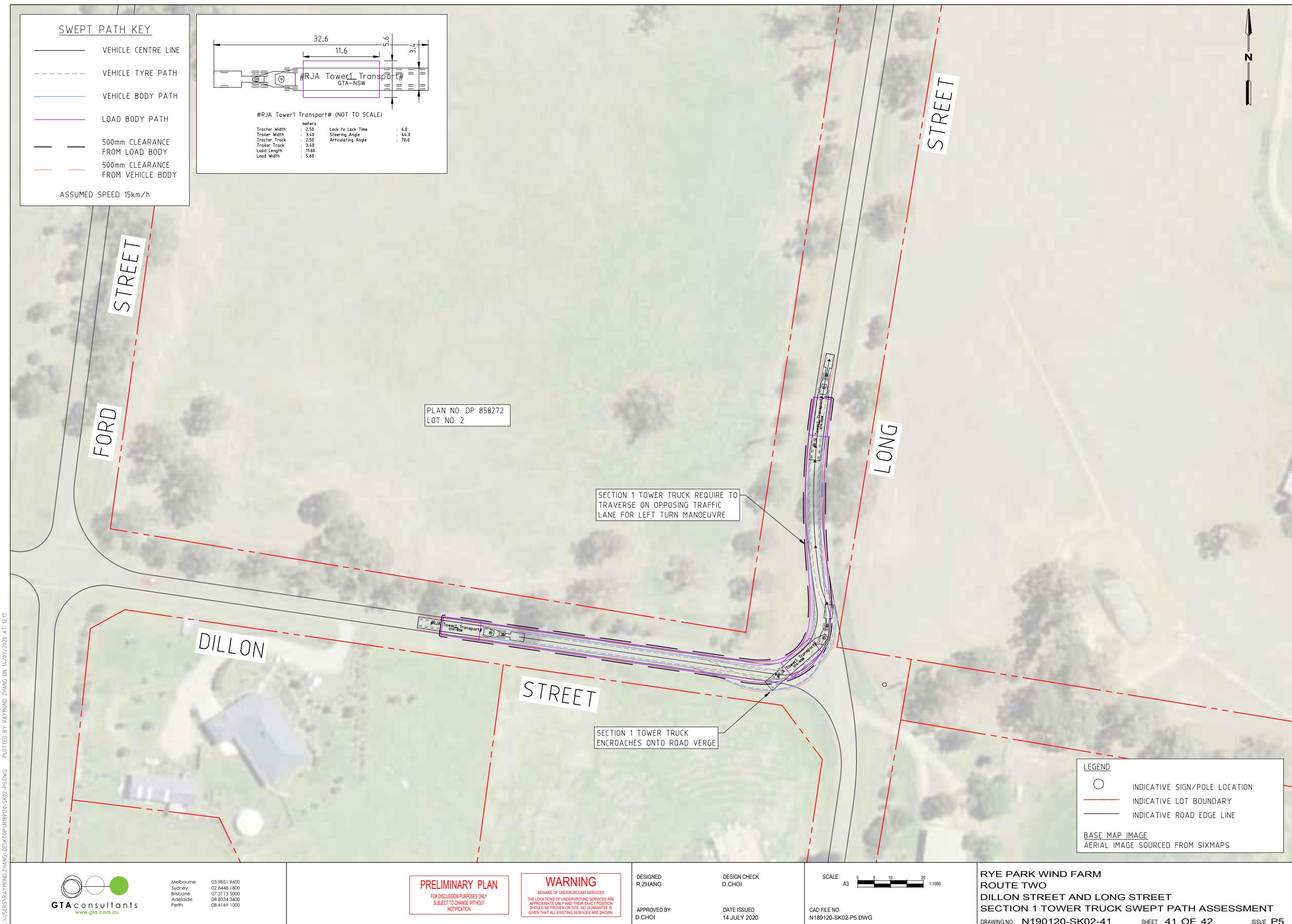


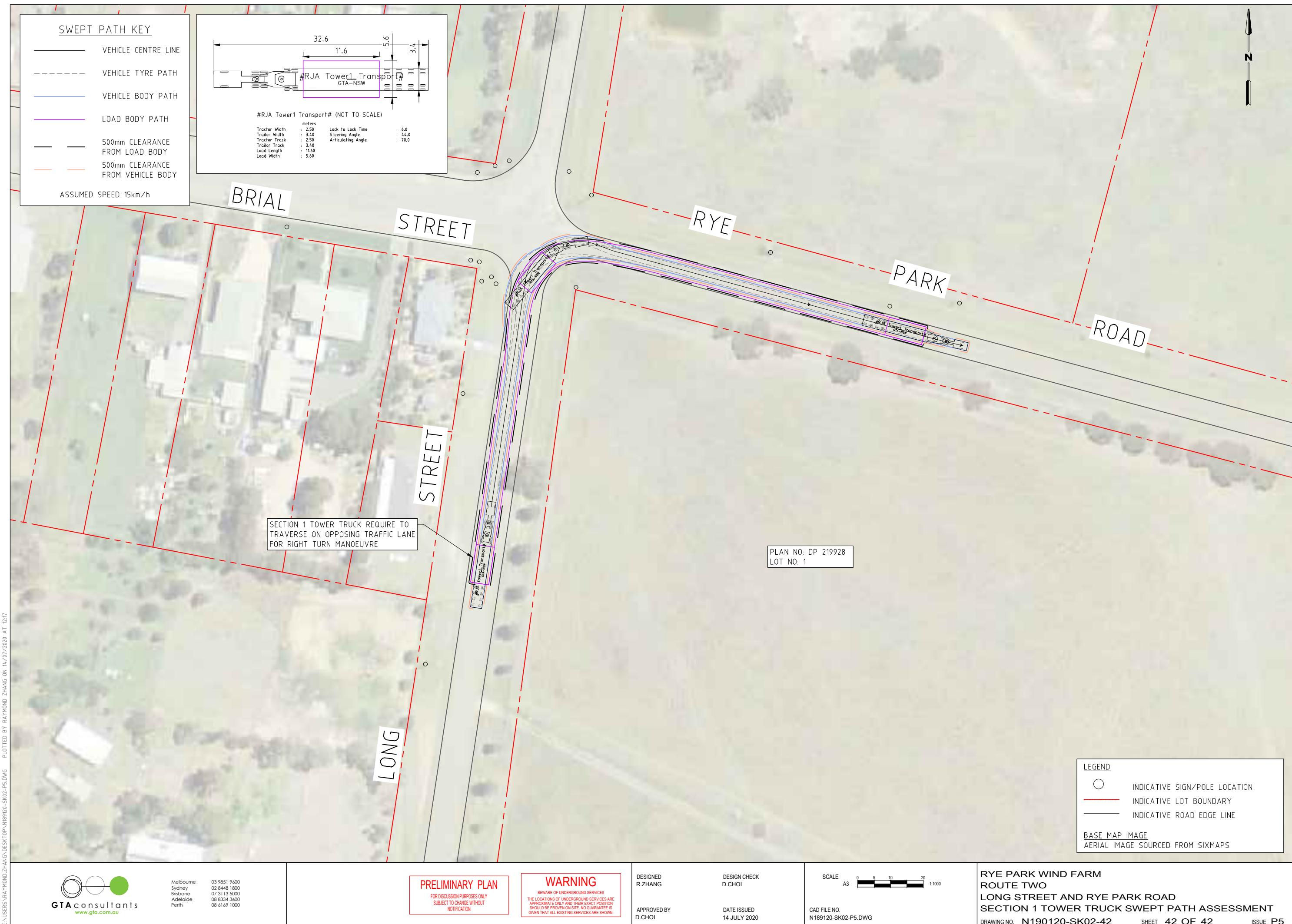


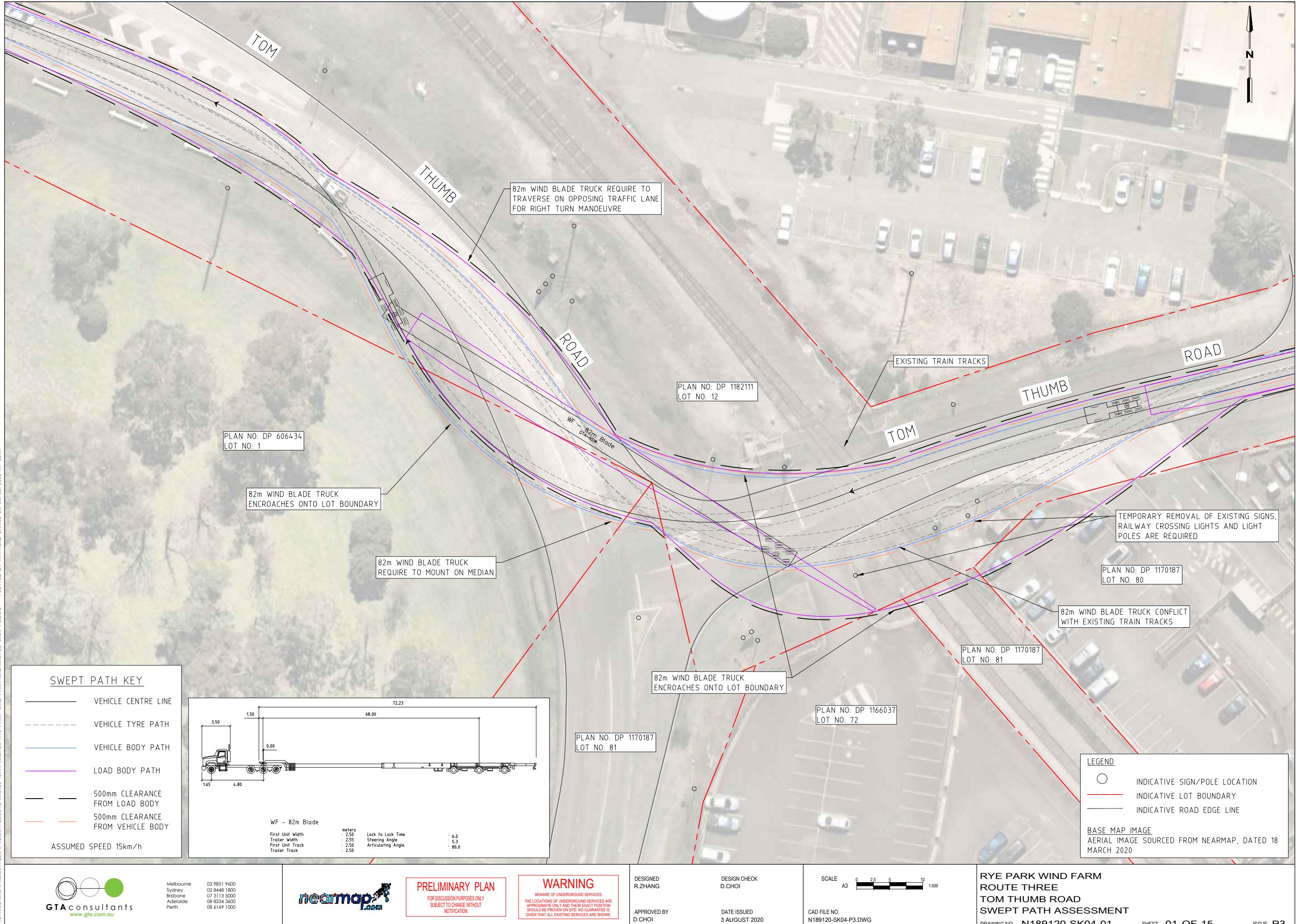


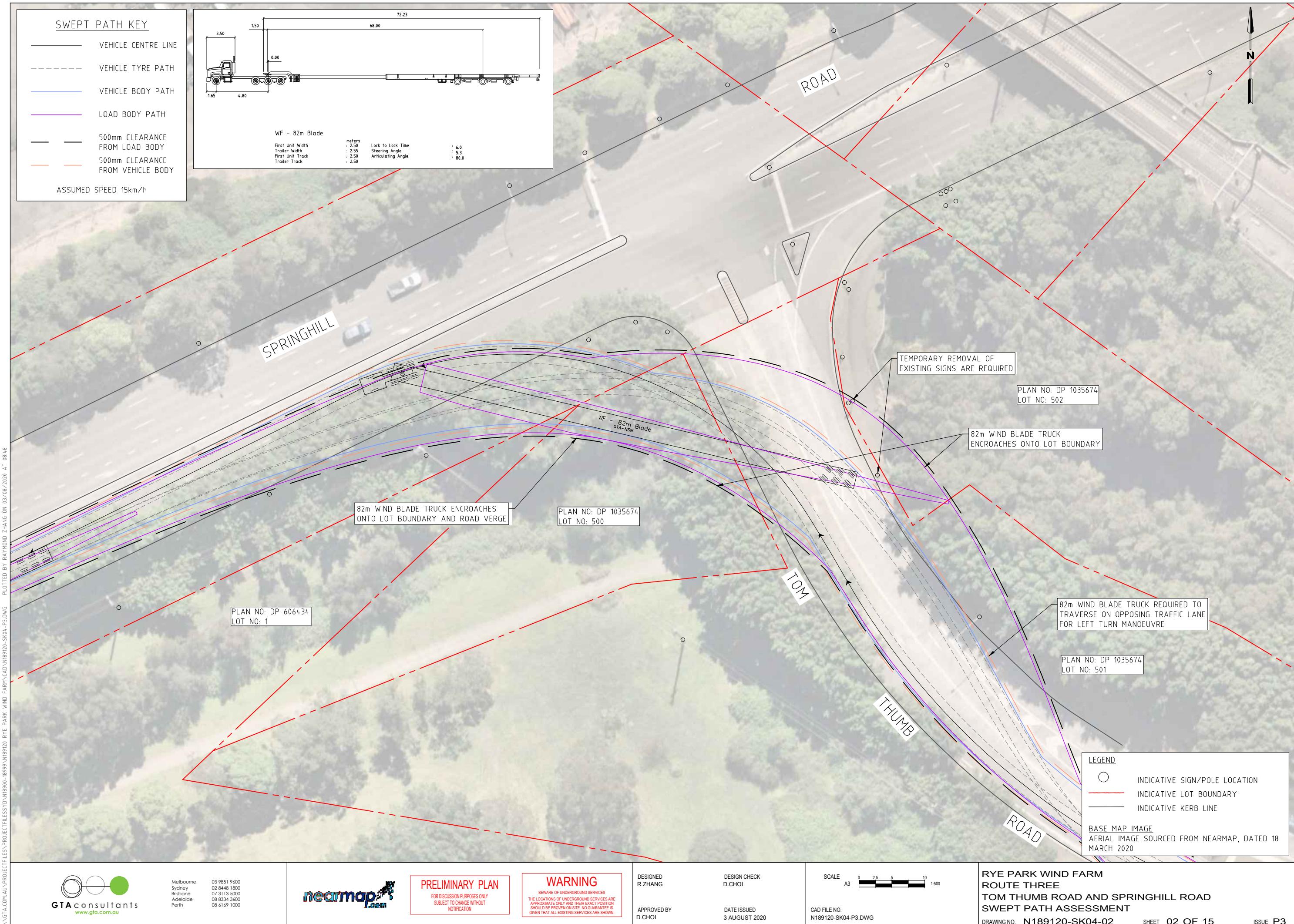


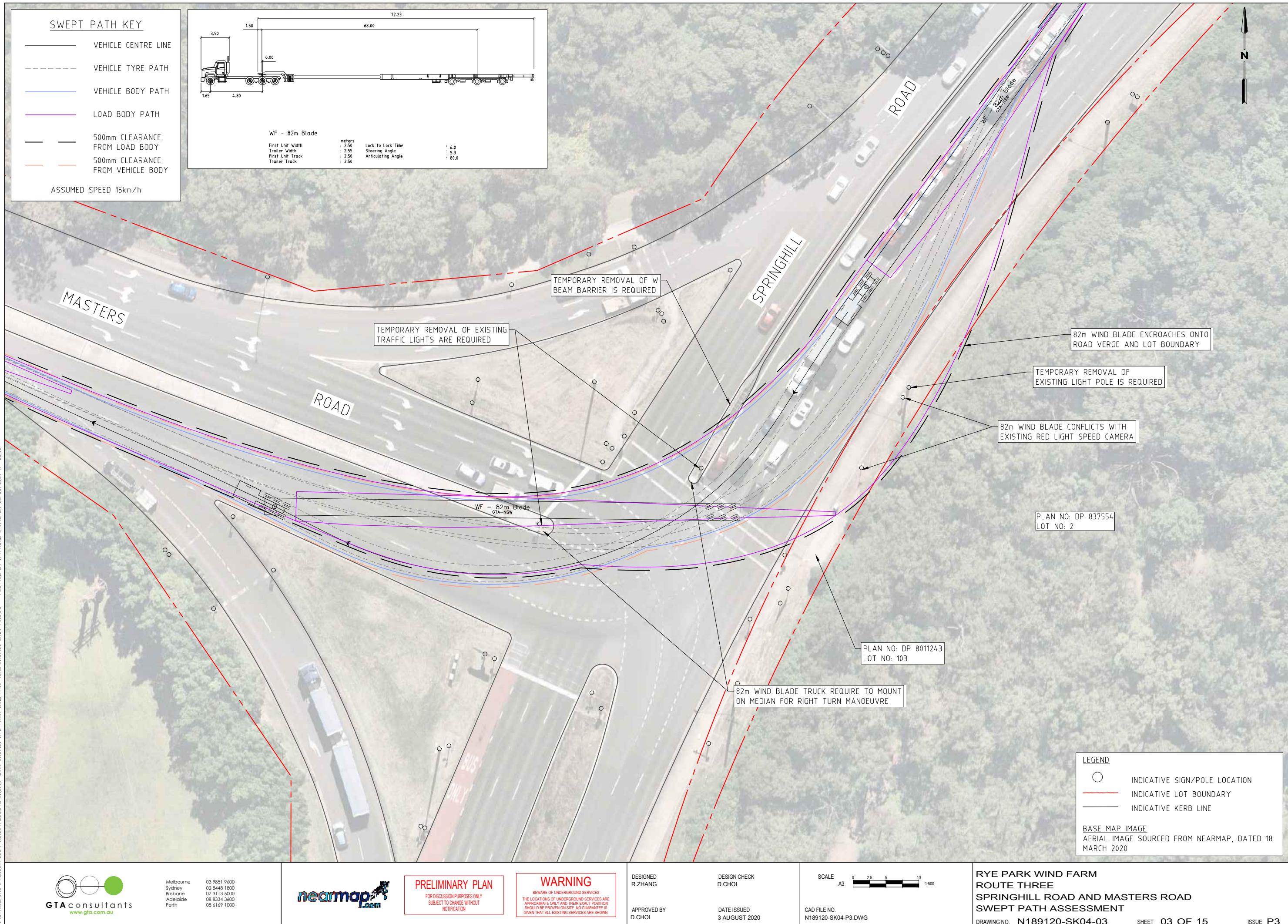












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DESIGNED  
R.ZHANG

DESIGN CHECK  
D.CHOI

SCALE  
A3 0 2.5 5 10 1500  
CAD FILE NO.  
N189120-SK04-P3.DWG

**RYE PARK WIND FARM**  
**ROUTE THREE**  
**SPRINGHILL ROAD AND MASTERS ROAD**  
**SWEPT PATH ASSESSMENT**

DRAWING NO. N189120-SK04-03 SHEET 03 OF 15

ISSUE P3

