

Ed Mounsey

From: Christopher J. Faley [Christopher.Faley@inverell.nsw.gov.au]
Sent: Tuesday, 15 December 2015 2:12 PM
To: Ed Mounsey
Subject: FW: SWF / Transport routes

Hi Ed

Refer comments below from Council's Manager Civil Engineering Justin Pay.

Regards

Chris Faley
Development Planner | **Civil and Environmental Services**



Inverell PO Box 138 Inverell NSW 2360
Shire Council Tel 02 6728 8251 | Fax 02 6728 8277 | chris.faley@inverell.nsw.gov.au

From: Justin T. Pay
Sent: Tuesday, 15 December 2015 8:46 AM
To: Christopher J. Faley
Subject: RE: SWF / Transport routes

Hi Chris,

I have no object to in-principle support provided that the below conditions of consent are applied . A considerable amount of our road network will be impacted and each road would need to be assessed to determine if the proposed 63m-70m truck lengths are acceptable. I do not have resources to undertake this assessment and feel that it should be the responsibility of the proponent.

Regards,

Justin Pay

Manager Civil Engineering | **Civil and Environmental Services**



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From: Christopher J. Faley
Sent: Wednesday, 9 December 2015 1:48 PM
To: Justin T. Pay
Subject: FW: SWF / Transport routes

Chris Faley
Development Planner | **Civil and Environmental Services**



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From: Anthony C. Alliston
Sent: Wednesday, 9 December 2015 1:46 PM
To: Christopher J. Faley
Subject: FW: SWF / Transport routes

Anthony Alliston
Manager Development Services | **Civil and Environmental Services**



Inverell PO Box 138 Inverell NSW 2360
Shire Council Tel 02 6728 8200 | Mob 0425 271 633 | anthony.alliston@inverell.nsw.gov.au

From: Ed Mounsey [<mailto:ed.mounsey@cwprenewables.com.au>]
Sent: Wednesday, 9 December 2015 12:15 PM
To: mdonnelly@gisc.nsw.gov.au; Anthony C. Alliston
Cc: Alan Samsa
Subject: RE: SWF / Transport routes

Hi Anthony and Malcolm,

To assist with our request I have included below conditions of consent and Statement of Commitments which relate to Traffic and Transport management. There is no intention to seek amendments to these conditions and protocols in the planning modification.

CONDITIONS OF CONSENT

Road Dilapidation

E17 Unless otherwise agreed by the Director-General, the Proponent shall commission an independent, qualified person or team to undertake the following in consultation with the relevant road authority:

- (a) prior to the commencement of construction, review the proposed route and existing access provisions to the Wind Farm Site to determine whether the route and existing provisions allow for safe access of construction and operational vehicles associated with the project (including appropriate site distances and provisions for over-mass or over-dimensional transport and safety with other road users). Where improvements, temporary upgrades or changes to the proposed route are required as a result of the project, the Proponent shall implement these in consultation with the relevant road authority, prior to the commencement of construction and at the full expense of the Proponent; and
- (b) assess all roads proposed to be used for over-mass and/ or over-dimensional transport (including intersections, bridges, culverts and other road features) prior to the commencement of construction to determine whether the existing road condition can accommodate the proposed over-mass and/ or over-dimensional haulage. Where improvements or temporary upgrades are required as a result of the project, the Proponent shall implement these in consultation with the relevant road authority, prior to the commencement of construction and at the full expense of the Proponent.

Upon determining the haulage route(s) for construction vehicles associated with the project, and prior to construction, an independent and qualified person or team shall undertake a **Road Dilapidation Report**. The report shall assess the current condition of the road(s) and describe mechanisms to restore any damage that may result due to traffic and transport related to the construction of the project. The Report shall be submitted to the relevant road authority for review prior to the commencement of haulage.

Following completion of construction, a subsequent report shall be prepared to assess any damage that may have resulted from the construction of the project.

Measures undertaken to restore or reinstate roads damaged by the project shall be undertaken in a timely manner, in accordance with the reasonable requirements of the relevant road authority, and at the full expense of the Proponent.

Construction Traffic and Access Management Plan

E22

- (c) a **Construction Traffic and Access Management Plan** to manage construction traffic and access impacts of the project. The plan shall be developed in consultation with the relevant road authority and shall include, but not necessarily be limited:
 - (i) identification of construction traffic routes and construction traffic volumes (including heavy vehicle/ spoil haulage) on these routes;
 - (ii) details of vehicle movements for construction sites and site compounds including parking, dedicated vehicle turning areas, and ingress and egress points;
 - (iii) identification of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, property access, including details of oversize load movements;
 - (iv) details of management measures to minimise traffic impacts, including temporary road work traffic control measures, onsite vehicle queuing and parking areas and management measures to minimise peak time congestion and measures to ensure safe pedestrian and cycle access;
 - (v) a response plan which sets out a proposed response to any traffic, construction or other incident; and
 - (vi) mechanisms for the monitoring, review and amendment of this plan.

STATEMENT OF COMMITMENTS

Traffic and Transport				
030	Safety and asset protection	Minimise risk	Contract a licensed haulage contractor with experience in transporting heavy and over-size loads, to be responsible for obtaining all required approvals and permits from the RTA and Councils and for complying with any conditions specified in the aforementioned approvals.	Proponent consultation RTA and co
031	Safety and asset protection	Minimise risk	Development of a Traffic Management Plan , to include, but not be limited to: <ul style="list-style-type: none"> • Scheduling of deliveries, timing of transport, limiting the number of trips per day; • Undertaking community consultation before and during all haulage activities and providing a dedicated telephone contacts list to enable any issues to be rapidly identified and addressed; • Managing the haulage process, including the erection of warning signs and/or advisory speed signs posting in advance of isolated curves, crests, narrow bridges and changes of road conditions; • Placing of speed limits on all roads that would be used primarily by construction traffic to reduce the likelihood of any accidents and reduce maintenance costs; • Designing and implementing temporary modifications to intersections and roadside furniture as appropriate; • Producing a Transport Code of Conduct which would be made available to all contractors and staff detailing traffic routes, behavioural requirements and speed limits; • Establishing procedures to monitor traffic impacts on public and internal access tracks during construction, including noise, dust nuisance and travel times, and to implement modified work methods to reduce such impacts where possible; • Reinstating pre-existing conditions after temporary modifications to the roads and pavements along the route, where applicable, in consultation with relevant authorities; and 	Proponent consultation licensed contractor road autho

			<ul style="list-style-type: none"> Where reconstruction or provision of a temporary crossing is required over a creek or drainage structure, the design of this structure will be discussed with the relevant authority. 	
032	Safety and asset protection	Minimise risk	Implement all aspects of the Traffic Management Plan in co-ordination with the Councils, RTA and property managers.	Proponent consultation licensed contractor road authority
033	Safety and asset protection	Minimise risk	Prepare road dilapidation reports covering pavement and drainage structures, in consultation with the Councils, for all of the routes before and after construction. Any damage resulting from construction traffic, except that resulting from normal wear and tear, would be repaired at the Proponent's cost. Alternatively, the Proponent may negotiate other forms of compensation for road damage with the relevant roads authorities as appropriate.	Proponent consultation council authorities
034	Safety and asset protection	Minimise risk	Consideration for establishing a transport pool for employees from nearby towns to minimise traffic volumes.	Proponent
035	Safety and asset protection	Minimise risk	Establish a procedure to ensure the ongoing maintenance of the Project site internal access roads during the operation phase. This maintenance would include sedimentation and erosion control structures, where necessary.	Proponent
036	Safety and asset protection	Minimise risk	Prepare and implement a revised Traffic Management Plan reflecting change in traffic volumes, during time of decommissioning.	Proponent consultation council authorities
110	Safety and asset protection	Minimise risk	The Proponent is prepared to commit to quarterly inspections of public roads during the construction period, together with a process of reporting by construction workers of any areas of deterioration within each quarterly window.	Proponent consultation council

Ed

From: Ed Mounsey
Sent: Wednesday, 2 December 2015 10:46 PM
To: 'mdonnelly@gisc.nsw.gov.au'; 'Anthony C. Alliston'
Cc: 'Alan Samsa'
Subject: SWF / Transport routes

Hi Malcolm and Anthony,

CWP Renewables are looking to modify the Sapphire WF approval through the Department of Planning and Environment (DPE). The modification will generally deal with a reduction in wind turbines and an increase in dimensions of wind turbine components. The reduction in number will result in a considerable decrease in traffic movement during construction however the increase in dimensions will mean (potentially) additional tower sections per wind turbine (up to five) and an increased truck-trailer length from 63m up to 70m.

Having worked with the DPE closely on other projects recently, they are keen to ensure Council is appraised of the proposed amendments and if required capture a schedule of likely upgrade works that may be needed along the proposed haulage routes through each of your respective Council regions.

At this stage it is likely that the Port of Entry will be Newcastle, and therefore equipment will travel to Glen Innes via the New England Hwy and onto the project.

Current entry points to the project are via the Waterloo, Western Feeder and Polhill roads, making use of the connecting Council and State roads in the vicinity. Little will change in this regard however the proposed entry to the site from Polhill Road will no longer be required.

Haulage contractors Rex Andrews have advised (in relation to their dealing with Goldwind re: the White Rock WF project) they would look to navigate through Glen Innes via Heron, Hunter, Grafton and Martin streets. SWF would look to utilise the same route, with options to progress to the site either via Wellinggrove along Strathbogie Road and/or Wellinggrove Road and Polhill Road, or via Tuttles Lane, Gwydir Hwy and Waterloo Road. From Wellinggrove, the route would continue west along Kings Plains Road to the Eastern or Western Feeder Roads and on to the Waterloo Road (example route images below).

To assist our dealings with the DPE, it would be welcomed if Council could provide correspondence to indicate in-principle approval of the preliminary routes described above.

Many thanks in advance, and please call me should you require further information at this stage.

Kind regards,

Ed Mounsey
CWP Renewables

02 4013 4640 | 0428 998 311
45 Hunter St. Newcastle NSW

Image 1 – Route from New England Hwy, Heron Street, Hunter Street, Grafton Street, Martin Street, Strathbogie Road, Wellinggrove Road, Polhill Road, Kings Plains Road to Western Feeder Road.

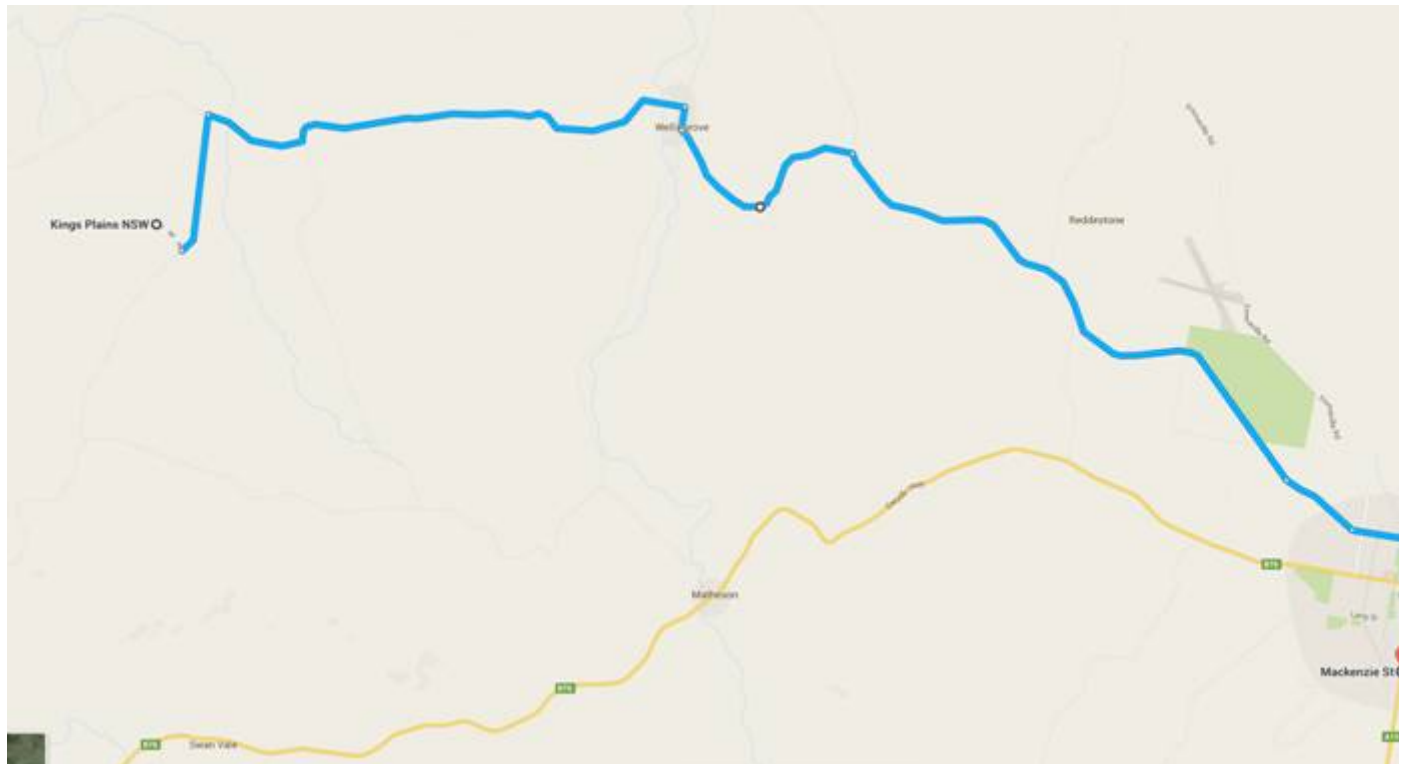


Image 2 – Route from New England Hwy, Heron Street, Hunter Street, Grafton Street, Martin Street, Strathbogie Road, Polhill Road, Kings Plains Road to Western Feeder Road.

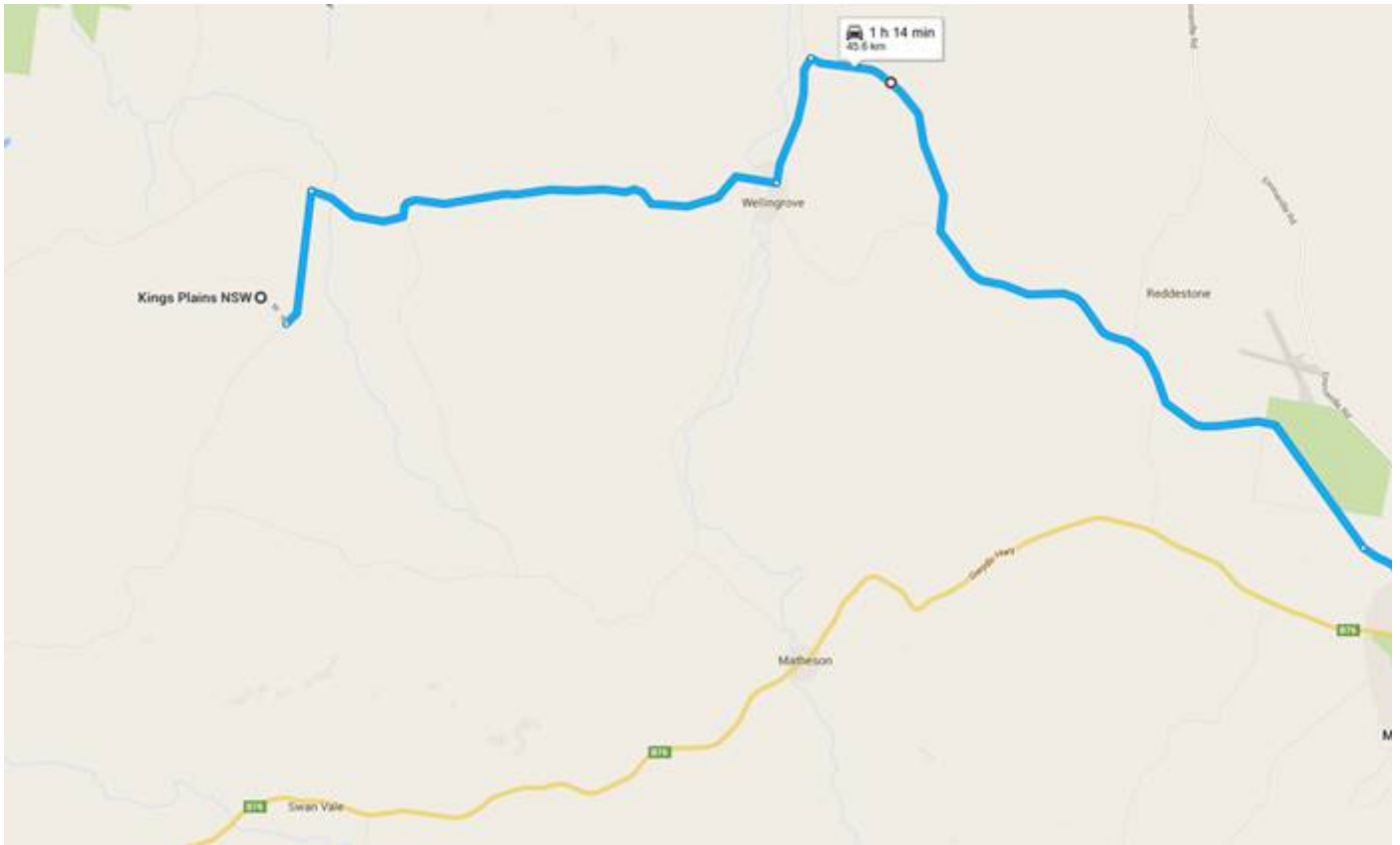
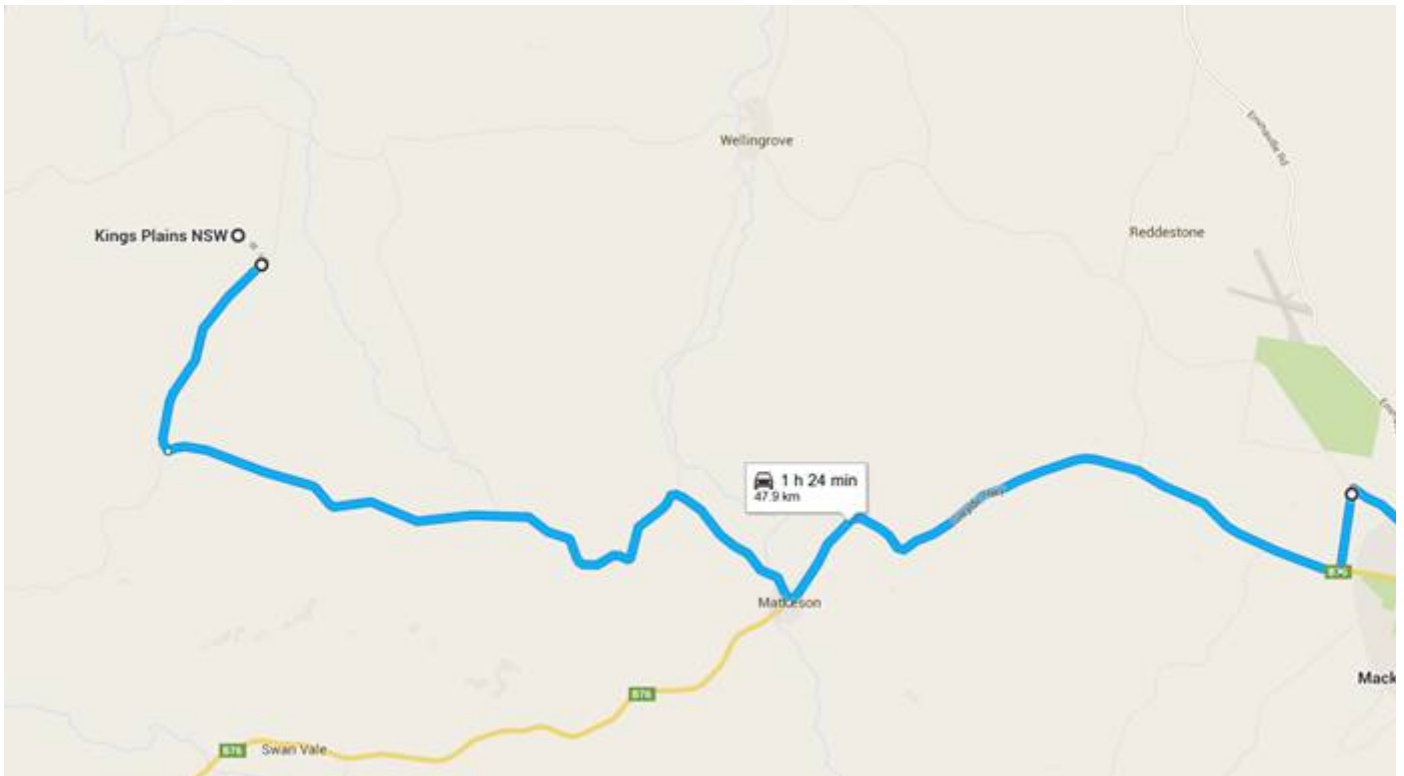


Image 3 – Route from New England Hwy, Heron Street, Hunter Street, Grafton Street, Martin Street, Tuttles Lane, Gwydir Hwy, Waterloo Road to Western Feeder Road.



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