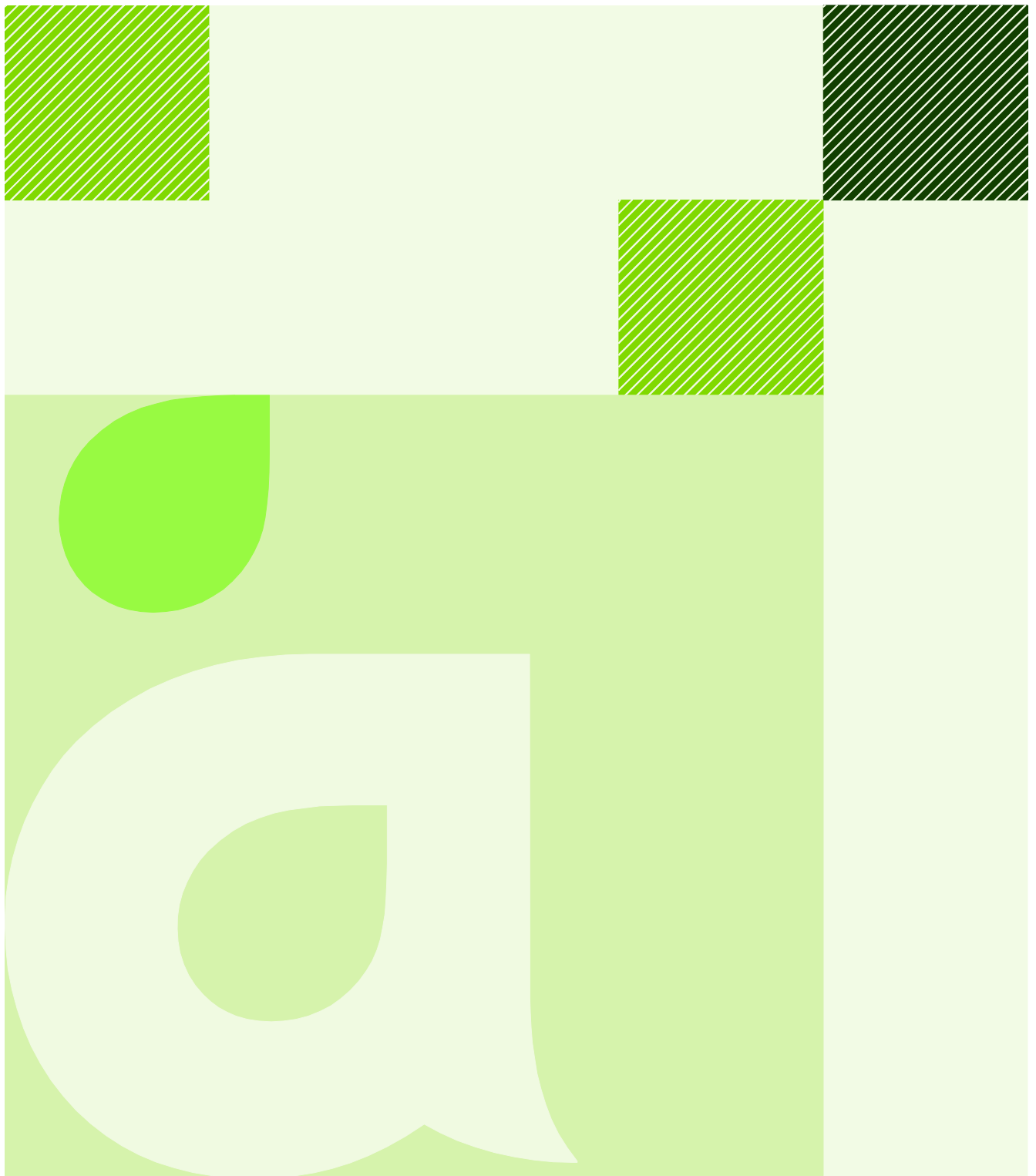




Capital II Wind Farm
Swept Path Analysis for 65m Blade
Transport
Capital Wind Farm II Pty Ltd

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Appendix A

Swept Path Sketches

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Alternative Route Swept Path Sketches

1 Introduction

Capital II Wind Farm was approved by the Department of Planning under Part 3A of the EP&A Act on 1 November 2011. The approval was for the construction of up to 41 wind turbine generators (WTGs) with a total capacity of 100 MW. The Environmental Assessment originally submitted to the Department of Planning and Infrastructure (DoPI) proposed WTGs with a tower height of 100m and blade length of up to 57m. Capital Wind Farm II Pty Ltd is now considering WTGs for the project with an increased blade length of up to 65m.

Capital Wind Farm II Pty Ltd has requested Aurecon to undertake a supplementary assessment of the transport impacts associated with the use of the larger turbines. This report describes the swept path analyses carried out by Aurecon for transport of the longer 65m blades.

This analysis assumes the same transport route used for Capital I Wind Farm as described in the Capital I Wind Farm Construction Traffic and Transport Management Plan (2008 Report).

A Traffic Transport Assessment Report was also prepared by TPK & Associates Pty Ltd in October 2010 as part of the Capital II Wind Farm Environmental Assessment highlighting the potential impacts on roads and road infrastructure during the delivery phase of the project. The report assumed 57m blades and the same transport route as previously used for Capital I Wind Farm and so no swept path analysis was carried out. It recommends the oversize vehicle turn path at critical intersections be assessed for delivery route suitability.

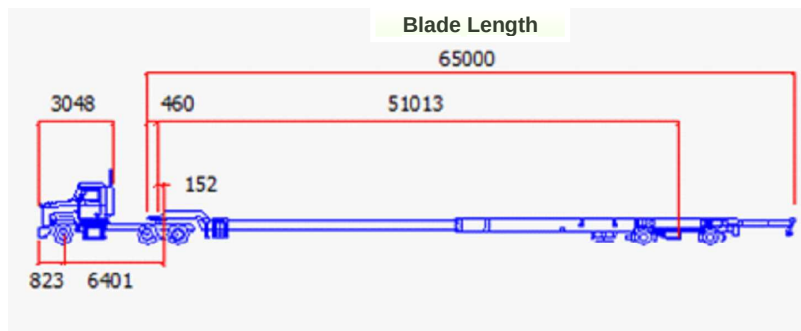
This supplementary report outlines the swept path analyses carried out for 65m turbine blades and includes commentary on any road widening or other road modifications required. The swept path analysis considers movement of the loaded Restricted Access Vehicle (RAVs) to the site. The blades will be transported using an extendable trailer which will significantly reduce turning constraints on the return journey.

A Traffic Management Plan (TMP) will be prepared prior to the transport of any blades as required by the conditions of the Project Approval. This will be done in consultation with the relevant road authorities and will set out strategies and procedures to mitigate and minimise the impacts of the blade delivery on the performance and safety of the local road network and traffic systems. The TMP will include commentary on escorts by police and pilot vehicles and temporary restrictions managing conflicts so all intersections are clear from parking and oncoming traffic.

1.1 Modelled Transport Vehicle

For the current assessment dimensions of the RAV carrying the blades has been assumed on a vehicle configuration for transporting 65m long blades. For the purposes of this assessment the vehicle configuration adopted to transport the blade components used to model the swept paths is shown in Figure 1. The adopted vehicle template consists of independent steerable rear trailer axles that provide the benefit of increased manoeuvrability. The swept path sketches in the Appendices illustrate the following coloured outlined profiles:

- Magenta = centreline of vehicle body
- Yellow = tyre paths
- Green = outer body envelope path
- Blue = 0.3m clearance envelope path



Blade Height = 4.0m
 Overall Width = 4.05m
 Track Width = 2.44m
 Overall Length = 71.6m
 Trailer Vertical Clearance = 0.5m
 Steering lock angle = 20°

Figure 1- Blade carrying RAV used for swept paths

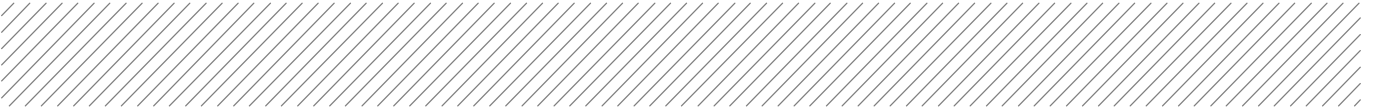
2 Proposed Travel Route

The nominated transport route for the turbine blades is reproduced from the 2008 Report used for Capital I Wind Farm and shown in Figure 2 below. The nominated traffic route is:

- Port Kembla to Capital II Wind Farm via Tom Thumb Road, Springhill Road, Masters Road, Southern Freeway, Mount Ousley Road, Picton Road, Hume Highway to Goulburn, Hume Street, Cowper Street, Clinton Street, Sloane Street, Braidwood Road, Tarago Road, Collector Road, Taylors Creek Road and Western Leg Road.

Aurecon was engaged to analyse the following intersections along the travel route for accessibility by the specified RAV for 65m blades:

1. Tom Thumb Road/Springhill Road, Port Kembla
2. Springhill Road/Masters Road, Port Kembla
3. Southern Freeway (Mount Ousley Road)/The Link Road (Picton Road)
4. Picton Road/Hume Highway Down Ramp
5. Hume Highway/Cowper Street Up Ramp Roundabout, Goulburn
6. Cowper Street/Clinton Street, Goulburn
7. Clinton Street/Sloane Street, Goulburn
8. Sloane Street/Braidwood Road, Goulburn
9. Braidwood Road/Tarago Road, Tarago
10. Tarago Road/Collector Road
11. Collector Road/Taylors Creek Road
12. Taylors Creek Road/Western Leg Road



An alternative route has also been assessed off the Hume Highway/Sydney Road to Goulburn. This bypass from the proposed travel route allows the RAV to avoid the Hume Highway/Cowper Street Roundabout.

From Lagoon Street/Sterne Street intersection the route turns south towards Grafton Street. The westbound turn from Grafton Street will turn into Braidwood Road thereby avoiding the centre of Goulburn.

The alternative route is via the following intersections:

13. Lagoon Street/Sterne Street, Goulburn
14. Sterne Street/Grafton Street, Goulburn

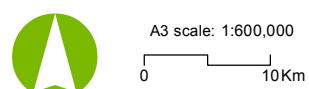
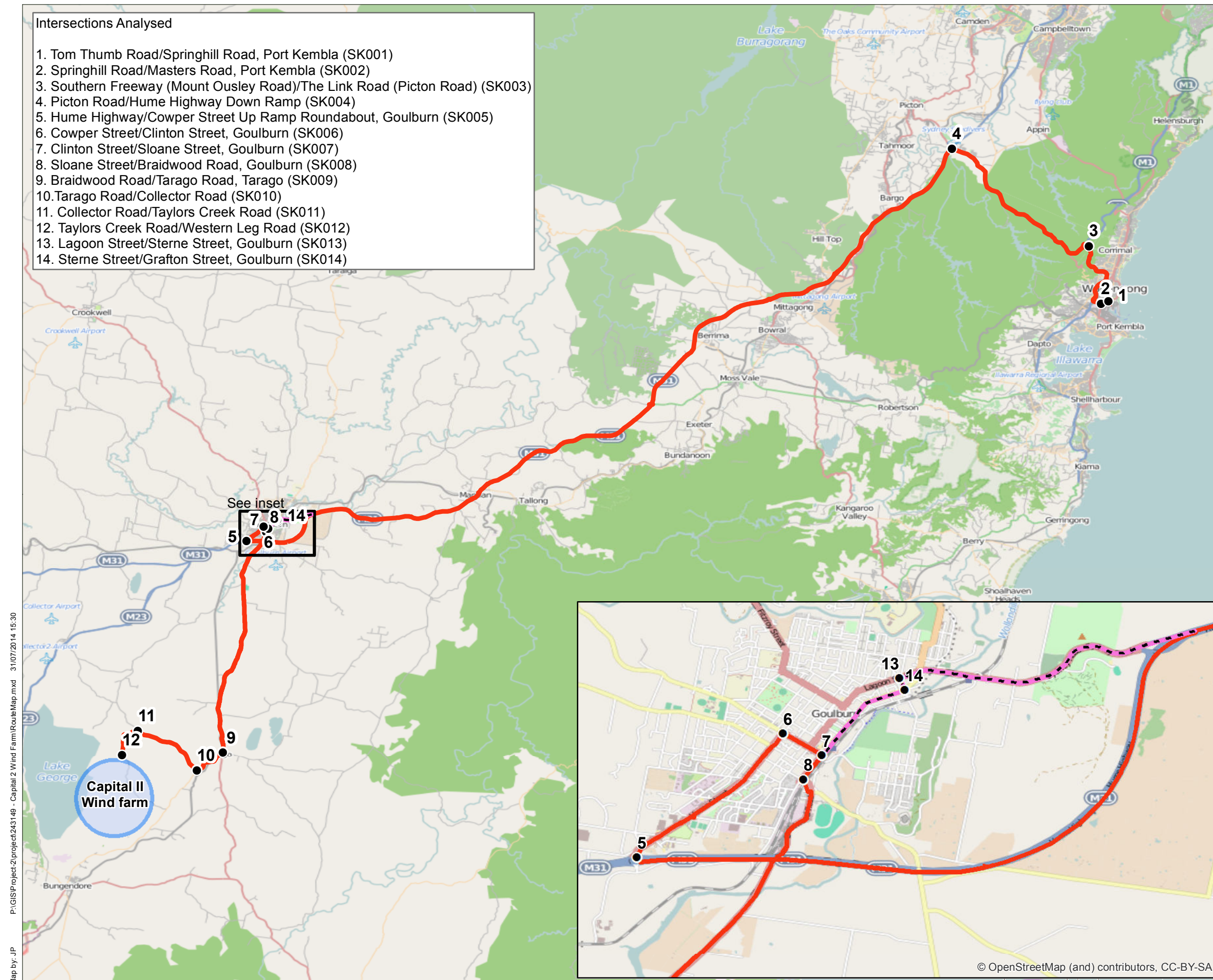
Figure 2 provides a reference map which illustrates where each of the swept path sketches in Appendices A and B are located. The swept paths do not account for vertical clearances to any infrastructure that may be present, for example overhead wiring or terrain contours.

Intersections Analysed

1. Tom Thumb Road/Springhill Road, Port Kembla (SK001)
2. Springhill Road/Masters Road, Port Kembla (SK002)
3. Southern Freeway (Mount Ousley Road)/The Link Road (Picton Road) (SK003)
4. Picton Road/Hume Highway Down Ramp (SK004)
5. Hume Highway/Cowper Street Up Ramp Roundabout, Goulburn (SK005)
6. Cowper Street/Clinton Street, Goulburn (SK006)
7. Clinton Street/Sloane Street, Goulburn (SK007)
8. Sloane Street/Braidwood Road, Goulburn (SK008)
9. Braidwood Road/Tarago Road, Tarago (SK009)
10. Tarago Road/Collector Road (SK010)
11. Collector Road/Taylors Creek Road (SK011)
12. Taylors Creek Road/Western Leg Road (SK012)
13. Lagoon Street/Sterne Street, Goulburn (SK013)
14. Sterne Street/Grafton Street, Goulburn (SK014)

Legend

- Intersections Analysed
- Route
- - - Alternative Route



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Capital II Wind Farm Swept Path Analysis for 65m Blade

Figure 2: Wind Turbine Blade RAV Transport Route

3 Swept Path Analysis

The following sections summarise the swept path analyses for each of the above intersections. The swept paths have identified existing constraints that would need to be temporarily removed or require mitigation measures to allow the RAV safe passage as well as identifying any other impacts.

The associated swept path sketches are shown in the Appendices. However, further detailed analysis may reduce the footprint even further when the specific delivery vehicle is known.

3.1 Tom Thumb Road/Springhill Road, Port Kembla - SK001

This intersection is currently signalled.

- The analysis indicates that the RAV would encroach onto the central concrete median for both Tom Thumb Road and Springhill Road. All street furniture would need to be temporarily removed to enable the RAV to make the left turn manoeuvre.
- The original swept path analysis in the 2008 Report illustrates that, following the left turn into Springhill Road, the RAV returned to the left side of the road through a gap in the concrete central median, approximately 300m from the intersection. This manoeuvre is not possible with the extended length without impacting street furniture and lighting. Traffic closure will be required in order to drive on the wrong side of the road up to Springhill Road and Hot Strip Road intersection.
Alternatively, a section of the central median on Springhill Road at least 80m long may have to be removed to facilitate this movement as shown in SK001.
- The RAV also passes close to two traffic signal gantries. The clearance height of these gantries is not known but is expected to be at least 5m. Assuming a vertical trailer clearance of 0.5m and a potential wind blade height of 4m the RAV should pass through unimpeded. The vertical clearance should be reassessed once the height of the RAV, blades and gantries are confirmed.
- The analysis shows that blade overhang on the eastern side of Tom Thumb Road may encroach on vegetation or roadside furniture depending on its specific location.

3.2 Springhill Road/Masters Road, Port Kembla - SK002

This intersection is currently signalled.

- This intersection appears satisfactory for the desired RAV manoeuvre.

3.3 Southern Freeway (Mount Ousley Road) Exit Ramp/Link Road (Picton Road) - SK003

- Upon entering the exit ramp the wheel path of the RAV is able to traverse and remain on the northbound section of road; however the overhang of the blade crosses over the centreline of the road which is currently delineated by a longitudinal concrete barrier (approximately 0.8m in height).
Temporary removal of a section will be required if the clearance from the overhanging turbine blade is insufficient to clear the barrier.
- At the exit from the motorway there is a disused traffic island which appears to segregate a former entry onto the motorway. The RAV wheels will straddle this island in order to make the turn.
It is recommended the island be checked to enable the RAV wheels to mount the island safely. Alternatively, it may be removed prior to facilitate the RAV making this turn.
- The exit ramp includes a small bridged section over a swale just to the west of Princes Motorway. Although the RAV appears to be able to manoeuvre through this bridge section safely this should



be confirmed using detailed plans of the bridge cross-sections once vehicle specifications are confirmed.

3.4 Picton Road/Hume Highway Down Ramp - SK004

- In order to enter the exit ramp the wheels of the RAV mount a grassed median area. To accommodate the anticipated RAV movement a sealed section over the grassed median should be considered to prevent the spread of excess dirt from delivery traffic onto the main road and a safe stable left turn.
- The intersection would require the temporarily removal of street furniture.

3.5 Hume Highway Exit Ramp/Cowper Street Up Ramp Roundabout - SK005

- The analysis indicates the RAV wheels will mount a number of grassed areas in order to make the required turn onto the roundabout. Widening should be considered to accommodate the swept path of the RAV to turn safely onto the roundabout.
- Temporarily removal of signage would be required south of the roundabout.
- The 2008 Report indicates that the road width of the elevated roundabout over the Hume Highway including breakdown lane is 10m.

Measurements taken from the northbound swept path analysis indicate the 10m width is not sufficient to manoeuvre the specified 65m blade. The RAV overhang will extend to a maximum width of approximately 12m. This area also has three equally spaced light poles west of the cross-section.

It is recommended the overpass road cross-section width, light pole locations and lateral safety traffic barrier railing height be confirmed to verify that there is sufficient clearance to accommodate the RAV manoeuvre.

3.6 Cowper Street/Clinton Street, Goulburn - SK006

This intersection is currently unsignalled.

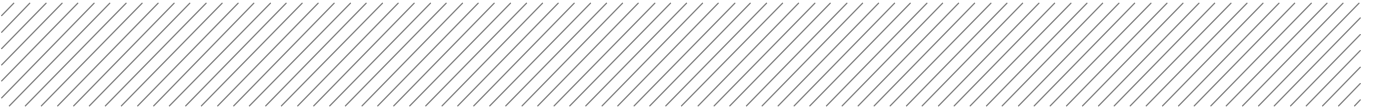
- The swept path analysis illustrates that the RAV can access Clinton Street avoiding the raised footpath along the north side of Clinton Street. However, the RAV overhang may impact on the existing light poles on both sides of Cowper Street.
- The intersection would require the temporary removal of street furniture on a number of concrete central medians. Consideration should be given to the central medians to their suitability for a safe pass through.
- It is noted the RAV overhang traverses with the kerb and footpath west of Cowper Street currently providing entry and exit to a petrol station. The appropriate measures to manage local traffic will be incorporated in the TMP.

3.7 Clinton Street/Sloane Street, Goulburn - SK007

This intersection is currently unsignalled.

- This right turn for the RAV will require the mounting of a roadside kerb and encroachment into a public garden area located on the south-west corner of Clinton Street and Sloane Street. This area includes a footpath, vegetation and roadside furniture including lighting and power poles.

The power and lighting poles will all need to be removed to accommodate the right turn. Footpath strengthening measures should be considered in this area.

- 
- The swept path overhang traverses the kerb, footpath and parking area north of Clinton Street adjacent to the corner building, a bed & breakfast guest house.
 - The analysis also indicates the RAV would be required to travel over the central concrete medians. These would require the temporary removal of a tree and signage.

3.8 Sloane Street/Braidwood Road, Goulburn - SK008

This intersection is currently unsignalled.

- The left turn into Braidwood Road will cause the RAV overhang to encroach on the northern footpath of Sloane Street and possibly onto private property.
- The analysis indicates that the RAV would pass over two concrete islands within the intersection which contain street furniture. All signage will need to be temporarily removed to facilitate the turn. Consideration should be given to the islands to their suitability for a safe turn onto Braidwood Road.
- The wheel path of the RAV remains on the ramp on Braidwood Road following the overpass utilising both directions of roadway. Due to its length the overhang may potentially cross over the northern guardrail and impact an existing telegraph pole. If impacted, temporary removal will be required to accommodate the right-angled turn.

3.9 Braidwood Road/Tarago Road, Tarago - SK009

This intersection is unsignalled.

- The right turn into Tarago Road will cause encroachment onto neighbouring private land to the east of Braidwood Road. Though this is mainly due to overhang from the blade, local obstructions such as fencing may need to be removed. Widening should also be considered to allow for the RAV wheel path.
- The swept path analysis indicates potential impacts on the west corner of Braidwood Road and Tarago Road; the existing fenced property boundary, petrol pump and a power pole. The east side also has a power pole. Initial assessment indicates that possibly removal of roadside items may need to be considered. Further investigation should be undertaken once the RAV specifications are known.
- The intersection would require the temporarily removal of signage.

3.10 Tarago Road/Collector Road - SK010

This intersection is unsignalled.

- The route turns right onto Collector Road and leads in a north western direction towards the wind farm. The swept path analysis at this intersection indicates there is sufficient width to accommodate the blade delivery however may require some widening for the RAV wheel path.

3.11 Collector Road/Taylors Creek Road - SK011

This intersection is unsignalled.

- The swept path analysis illustrates that the RAV can access Taylors Creek Road avoiding impact of trees although the RAV overhang may encroach on private property on the east side of Collector Road. Further investigation is required once the RAV specifications are known to determine the full extent of any impacts.
- To cater for the RAV wheel path minor upgrade works will be required. This upgrade may involve temporary or permanent pavement works.
- The intersection will require the temporarily removal of signage.

3.12 Taylors Creek Road/Western Leg Road - SK012

This intersection is unsignalised.

- The right turn into Western Leg Road will cause the RAV overhang to encroach and impact vegetation. Trimming of branches and tree removal to obtain a clearance corridor will be required.
- Both Taylors Creek Road and Western Leg Road are sealed public roads with lane width approximately 5m. The swept path analysis suggests minor localised widening of the road reserve and at the intersection will be required but with no impacts to private property.

3.13 Lagoon Street/Sterne Street, Goulburn - SK013 (Alternative route)

There are two main approach options for this intersection. For Option A the RAV approaches the intersection from the westbound carriageway (SK013-A), and for Option B the RAV approaches the intersection from the eastbound carriageway (SK013-B).

Option A - Westbound Carriageway

- The RAV manoeuvre will require the temporary removal and reinstatement of **two** traffic signals poles and a pedestrian crossing button pole all of which are located in the central median of Lagoon Street.
- As stated above the RAV passes over the central concrete median which contains a street sign which will need to be temporarily removed to facilitate the turn. Consideration should be given to the median height to determine its suitability for a safe turn onto Sterne Street.

Alternatively, a section of the central median on Lagoon Street at least 95m long may have to be removed and reinstated to facilitate the turn as shown in SK013-A.

- The RAV wheels will remain within the paved area of Lagoon Street however the swept path overhang crosses onto both the north and south side of the nature strips and pedestrian footpaths. This will impact the vegetation which will require to be temporary removed.
- The RAV wheels and overhang will encroach onto the footpath reserve on the western side of Sterne Street. The removal of two trees will be required and potential widening of the paved area.
- Further consideration may need to be given to access potential impact to private property to allow the swept path of the RAV once vehicle specifications are known.

Option B - Eastbound Carriageway

- The RAV manoeuvre will require the temporary removal and reinstatement of **one** traffic signal pole and a pedestrian crossing button pole located in the centre median Lagoon Street.

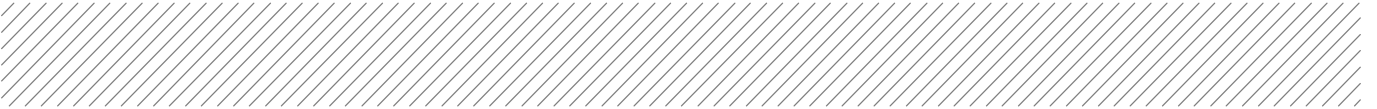
The RAV will still transverse the central concrete median which contains a street sign which will need to be temporarily removed. As previously stated, the median height should be checked to determine if a safe left turn is feasible.

Alternatively, a section of the central median on Lagoon Street at least 85m long may have to be removed and reinstated.

As shown in SK013-B all other impacts are the same as outlined in Option A above.

3.14 Sterne Street/Grafton Street, Goulburn - SK014 (Alternative route)

- The intersection of this bypass route may require some widening to allow for the wheel path of the RAV.



SK014 illustrates that a small section to the eastern side of Sterne Street, the southern side of Grafton Road and a portion of the central grassed median on Grafton Road would be impacted.

- The intersection would require the temporarily removal of all signage and vegetation
- The RAV overhang encroaches over tennis courts and signage on the east corner of Sterne Street. The appropriate measures and clearance should be further investigated.

4 Conclusions

From the swept path and desktop analysis Aurecon have determined that the transportation of 65m blades from Port Kembla to the Capital II Wind Farm site via either the proposed or alternate route will be possible subject to the temporary removal or relocation of various roadside elements at the intersections that will be traversed.

This supplementary swept path addresses the additional information requested with regard to the proposed modification of the turbine blade size for the Capital II Wind Farm. The intersections investigated and a description of the works required to facilitate the 65m blade transport is shown below. Once the specifications of the RAV to be used are known, and as required under the Project Approval, a detailed traffic and transport management plan will be prepared and provided to NSW Planning and Infrastructure for approval.

- **Transport of blade through the Tom Thumb Road and Springhill Road intersection will be possible.** The height of the blade should not present a challenge but should be discussed with the turbine suppliers. Desktop observation suggests that some vegetation pruning may be required along with the removal of street furniture. Traversing the central medians will need to be further assessed to confirm the extent of impact (mainly on Springhill Road) with the need to temporarily removing sections.
- **Transport of the blade through Springhill Road and Masters Road will be possible.** There are no limitations on this intersection.
- **Transport of the blade through the Southern Freeway and Picton Road will be possible.** Temporary removal of a section of longitudinal concrete barrier along the Freeway will be required.
- **Transport of the blade through Picton Road and the Hume Highway will be possible.** This intersection does not present significant limitations but will require removal of street furniture including signage. The grassed median will require some sealing to accommodate the RAV wheel path.
- **Transport of the blade through Hume Highway and Cowper Street Roundabout analysis suggests potential vehicle envelop limitations.** Consideration needs to be given to the elevated roundabout road cross-section width and light pole locations to determine if the roundabout is feasible for the 65m blade transport.

Further investigation is required once the RAV specifications are known.

- **Transport of the blade through Cowper Street and Clinton Street will be possible.** This intersection does not present significant limitations but will require temporary measures to cater for potential impacts to street lighting and the removal of street furniture.
- **Transport of the blade through Clinton Road and Sloane Street will be possible.** This desktop assessment suggests; street furniture including street lights, power poles and a tree



located in a central median will need to be removed. The corner public garden may suffer damage due to the blade overhang.

- **Transport of the blade through Sloane Street and Braidwood Road may be possible.**
This intersection presents a potential limitation due to property impact. The RAV turning path indicates there may be impact on private land on the north side of Sloane Street. Temporary removal of the northern guard fence will be required to accommodate the trailer overhang and further assessment necessary to confirm if the residences will be impacted.
- **Transport of the blade through Braidwood Road and Tarago Road may be possible.**
Whilst not likely to limit the transport delivery, several aspects will need to be further investigated. Significant overhang onto private land east of Braidwood Road is shown along with other property impacts in the area. Clearance will have to be confirmed.

The inside corner of the Braidwood Road/Tarago Road intersection will likely need to be cleared of all obstructions including a petrol pump, a power pole and signage.

- **Transport of the blade through Tarago Road and Collector Road will be possible.** This intersection does not present limitations but will require minor pavement works to accommodate the RAV turning manoeuvre.
- **Transport of the blade through Collector Road and Taylors Creek Road will be possible.** Consideration needs to be given to the potential property boundary impact on Collector Road. The RAV left turning path also indicates it is likely there will be a need for minor pavement works.
- **Transport of the blade through Taylors Creek Road and Western Leg Road will be possible.** The modifications envisaged for this intersection would comprise of trimming branches and a tree removal to obtain a clearance corridor. Minor pavement works will also be required to accommodate the RAV wheel path given the road width constraints.

Avoiding or minimisation of vegetation removal will be determined once the RAV specifications are known.

- **Transport of the blade through Lagoon Street and Sterne Street will be possible.** Consideration needs to be given to the existing signalised pedestrian crossing that will be impacted on Lagoon Street. Temporary removal of signage and vegetation in the area will be required. The RAV turning path indicates there could be potential impact on private land north of Lagoon Street. Further investigation is required once the RAV specifications are known on the extent of impact, if any.
- **Transport of the blade through Sterne Street and Grafton Street will be possible.** Temporary removal of signage and vegetation will be required alongside with potential widening to allow for the RAV wheel manoeuvre. A noteworthy overhang on the east corner of Sterne Street over tennis courts is also presented. Clearance will have to be confirmed.

It is noted that this assessment has been undertaken based on aerial photography. Issues that have been raised in respect to the 65m blade swept paths for the proposed travel routes include:

- Impact of street furniture; signage, traffic signals, power poles, street lights and vegetation
- Safety and impact on road infrastructure including concrete medians, kerbs and safety barriers
- Impact of property boundaries

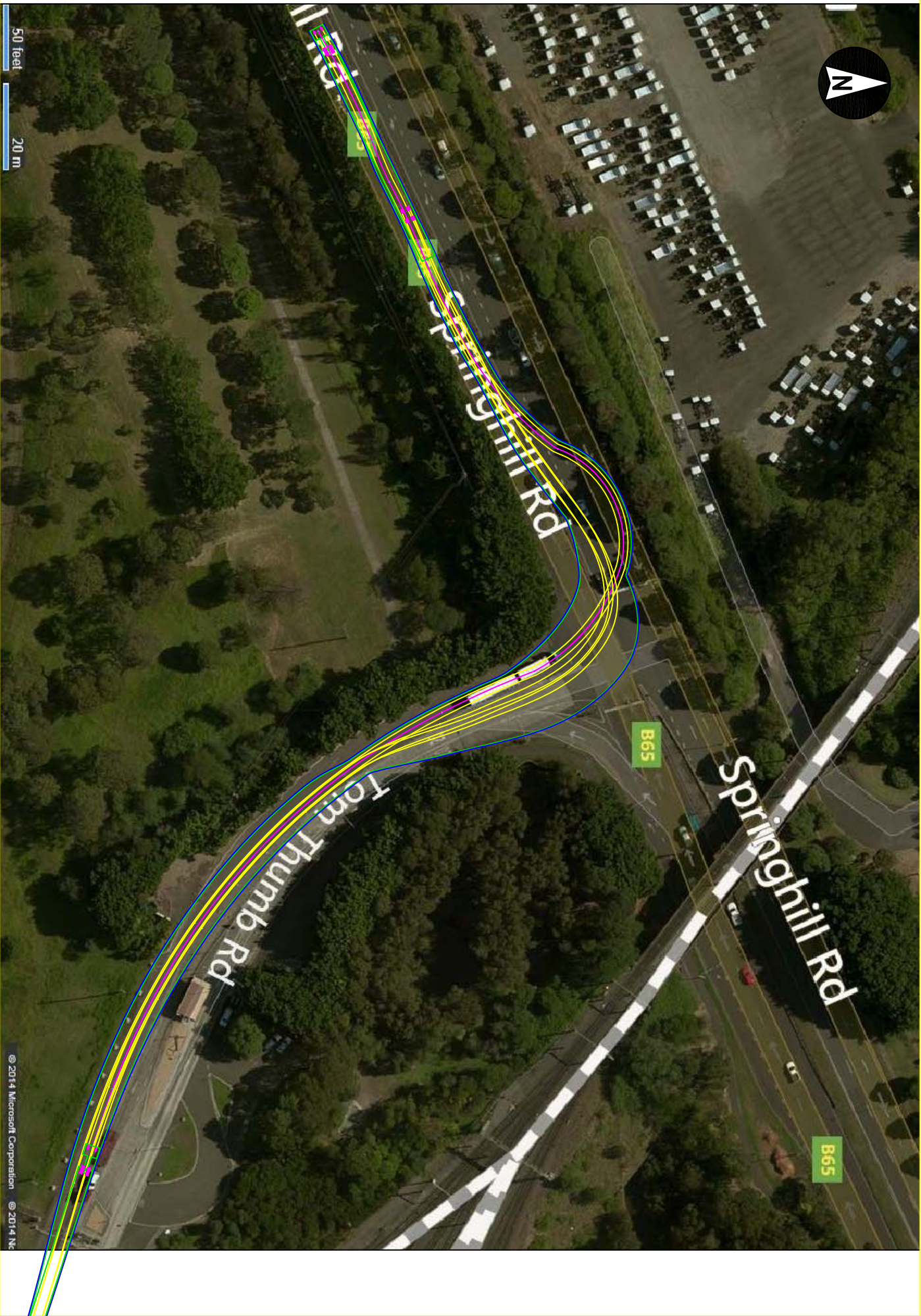


5 Additional Considerations

There are two roundabouts on the route within Goulburn at Ducks Lane/Hume Street and Clinton Street/Bourke Street. The 2008 Report indicates both of these roundabouts were to be traversed by the RAV and 'all vehicles will stay on correct side of the road'. These roundabouts are both surrounded by semi-mountable kerbing with one containing vegetation and the other containing brickwork. The ability of the RAV to suitably traverse these roundabouts should be reassessed using swept path analysis after confirming the dimensions of these constraints in the centre of these roundabouts.

Appendix A

Swept Path Sketches



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REV	DATE	REVISION DETAILS	APPROVED	SCALE	SIZE	PRELIMINARY	PROJECT
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A	23/07/2014			DRAWN		APPROVED	
				DESIGNED		DATE	
				CHECKED			

Capital II Wind Farm

SWEPT PATH ASSESSMENT - WIND BLADE VEHICLE

Tom Thumb Road/Springhill Road, Port Kembla

DRAWING No.	PROJECT No.	WBS	TYPE	DATE	NUMBER	REV
243149		001	SKT		SK001	A



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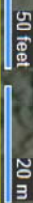
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				DRAWN			SWEPT PATH ASSESSMENT- WIND BLADE VEHICLE Springhill Road/Masters Road, Port Kembla
				S. Dungey			
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				CHECKED			
						APPROVED DATE	TITLE
							DRAWING No. 243149 - 001 - SK - 0002 - A





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SCALE	SIZE
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PROJECT	TITLE
Capital II Wind Farm	SWEPT PATH ASSESSMENT - WIND BLADE VEHICLE Picton Road/Hume Highway Down Ramp
DRAWING No. 243149	PROJECT No. 001
WBS	TYPE SK
DATE	DATE
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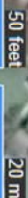
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A	23/07/2014	FOR INFORMATION ONLY	

SCALE	AS SHOWN	SIZE
DRAWN	S. Dungey	A3
DESIGNED	S. Dungey	
CHECKED		

PRELIMINARY	FOR INFORMATION ONLY
APPROVED	DATE

PROJECT	TITLE
Capital II Wind Farm	SWEPT PATH ASSESSMENT - WIND BLADE VEHICLE
	Cowper Street/Clinton Street, Goulburn

DRAWING No.	REV	DATE	BY	CHK	APP	REV
243149	001	SK				A



APPROVED

PRELIMINARY
FOR INFORMATION ONLY

APPROVED

DATE _____

Capital II Wind Farm

PROJECT No.	WBS	TYPE	CLASS	NUMBER	REV
243149	001	SK		SK007	A



REV	DATE	REVISION DETAILS	APPROVED
A	23/07/2014	FOR INFORMATION ONLY	

SCALE	SIZE
AS SHOWN	A3
DRAWN S. Dunlop	
DESIGNED S. Dunlop	
CHECKED	

PRELIMINARY FOR INFORMATION ONLY
APPROVED
DATE

PROJECT
TITLE
DRAWING No.
PROJECT No.
WBS
TYPE
DATE
NUMBER
REV



REV	DATE	REVISION DETAILS	APPROVED	SCALE	SIZE	PRELIMINARY FOR INFORMATION ONLY	PROJECT	Capital II Wind Farm					
A	22/07/2014	FOR INFORMATION ONLY		AS SHOWN	A3								
				DRAWN		APPROVED	SWEEP PATH ASSESSMENT- WIND BLADE VEHICLE Braidwood Road/Tarago Road, Tarago						
				DESIGNED		DATE							
				S. Dungey									
				CHECKED									
							TITLE						
							DRAWING No.	PROJECT No.	WBS	TYPE	CHK	NUMBER	REV
							243149	001	-	SK	-	SK009	- A



50 feet 20 m

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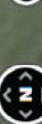
REV	DATE	REVISION DETAILS	APPROVED
A	05/08/2014	FOR INFORMATION ONLY	

SCALE	SIZE
AS SHOWN	A3
DRAWN	
DESIGNED	
CHECKED	
S. Cotton	

PRELIMINARY	DATE
APPROVED	

PROJECT	TITLE
Capital II Wind Farm	SWEPT PATH ASSESSMENT- WIND BLADE VEHICLE
	Tarago Road/Collector Road, Tarago

DRAWING No.	PROJECT No.	WBS	TYPE	DATE	NUMBER	REV
243149		001	SK		SK010	A



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[illegible]



50 feet
20 m

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Appendix B

Alternative Route Swept Path Sketches



25 feet
10 m

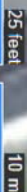
CLIENT
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REV	DATE	REVISION DETAILS
A	06/08/2014	FOR INFORMATION ONLY

SCALE	SIZE
AS SHOWN	A3
DRAWN	
DESIGNED	
CHECKED	
S. Cotton	

PRELIMINARY	DATE
APPROVED	

PROJECT	TITLE
Capital II Wind Farm	SWEPT PATH ASSESSMENT - WIND BLADE VEHICLE
DRAWING No.	243149
WBS	001
TYPE	SK
DATE	
NUMBER	SK013
REV	A



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[illegible]



25 feet 10 m

Grafton St

Upper Sterne St



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REV	DATE	REVISION DETAILS	APPROVED
A	05/08/2014	FOR INFORMATION ONLY	

SCALE	SIZE
AS SHOWN	A3
DRAWN	
DESIGNED	
CHECKED	
S. Cotton	

PRELIMINARY	PROJECT
FOR INFORMATION ONLY	TITLE
APPROVED	DRAWING No.
DATE	
	243149
	001
	SK
	SK014
	A

Capital II Wind Farm

SWEPT PATH ASSESSMENT - WIND BLADE VEHICLE

Upper Sterne St/Grafton St, Goulburn



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