

"BP SOLAR"
PROPOSED SOLAR POWER STATION
MOREE
PART 3A PROJECT APPLICATION

Assessment of Traffic and
Transport Implications

December 2010

Reference 10210

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1. INTRODUCTION

This report has been prepared to accompany a Part 3A Application (MP10_0152) to the Department of Planning for a proposed Solar Power Station on a large site located to the south of the Moree Town Centre (Figure 1).

The Australian Government's "Solar Flagships Program" aims to introduce solar power as a significant part of Australia's electricity supply by establishing up to 1,000 megawatts (MW) of power generation. In this regard the Government is committed to supporting the construction of up to 4 large scale grid connected solar power stations as part of its Clean Energy Initiative.

The BP Solar project involves the staged construction and operation of a 150 MW photo voltaic (PV) electricity generation facility at Moree. The proposed site of some 1000

ha is located some 10 kms to the south of the Town Centre and the proposed facility will employ crystalline silicon panels on trackers to maximise solar energy capture.

A Preliminary Environmental Assessment has been submitted and the issued Director General's Requirements include:

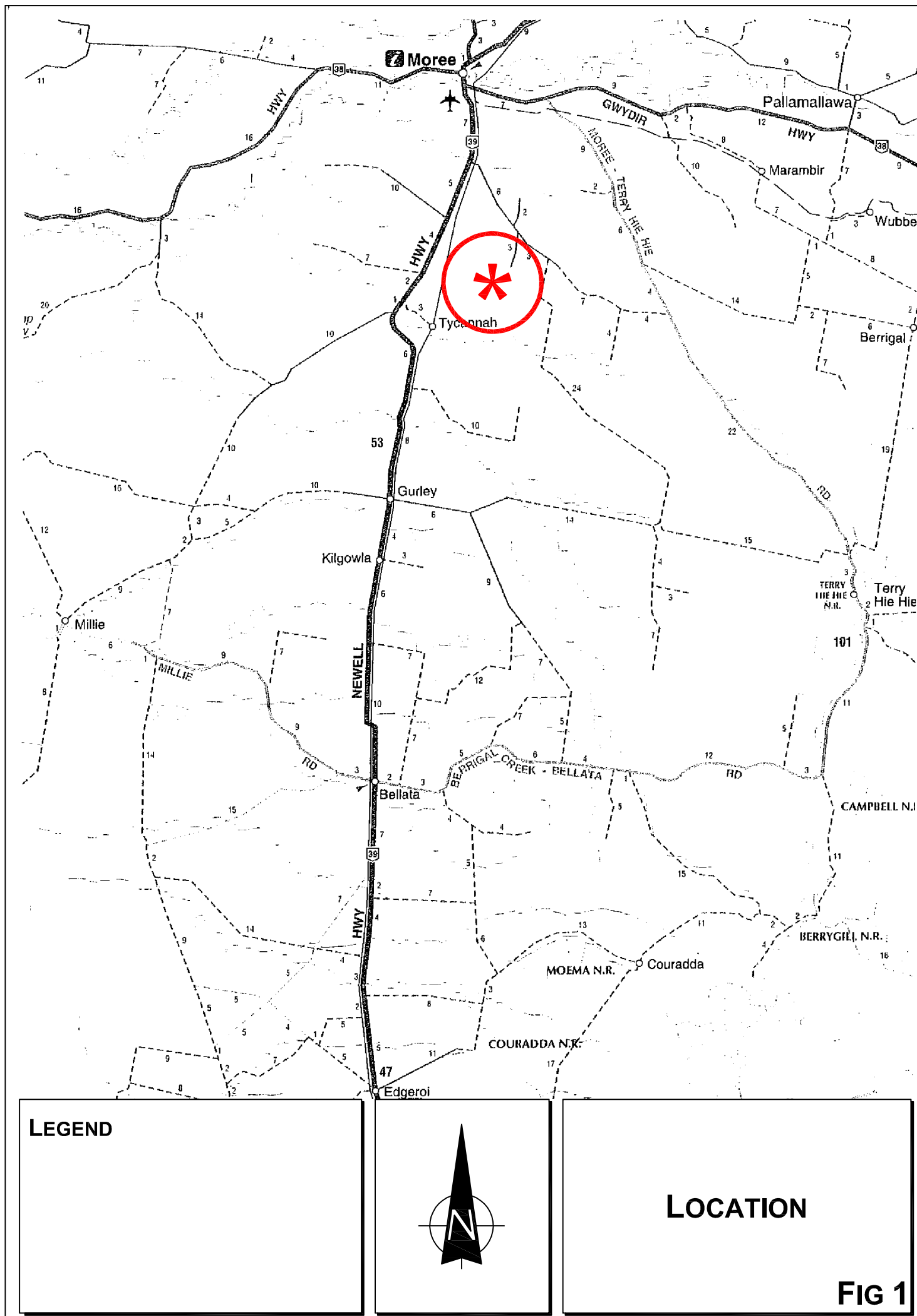
Traffic and Transport – the EA is to assess the construction and operational traffic impacts of the project including:

- details of the nature of traffic generated, transport routes, traffic volumes and potential impacts on local and regional roads (including impacts on the structural integrity of the road network), bridges and intersections, including any proposed road upgrades and repairs
- details of measures to mitigate and/or manage the potential impacts, including measures to control soil erosion and dust generated by traffic volumes

- *details of site access roads including how these would connect to the existing road network and any operational maintenance or handover requirements*
- *a consultation with Moree Plains Shire Council and the Roads and Traffic Authority.*

The purpose of this report is to:

- * describe the site and the proposed project
- * describe the road network serving the site and the prevailing traffic conditions
- * assess the adequacy of the proposed access road system
- * assess the potential traffic implications for construction, operation and decommissioning
- * assess the suitability of the proposed parking, internal circulation and servicing arrangements
- * respond to the relevant Director General's requirements.



2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING USE

The site of the proposed BP Solar Power Station development (Figure 2) is a consolidation of Lot 4, Lot 32 and Lot 54 of DP 751791 being an irregular shaped area of some 1000 ha. The site is bounded on the western side by the Werris Creek – Mungindi Railway Line which runs parallel and just to the east of the Newell Highway.

The terrain of the site, which is shown on the aerial image overleaf, is relatively level cropping land which is divided into a number of large paddocks. The site is surrounded by open cropping and grazing lands and is accessed by Barton Plains Road which connects into the northern part of the site from Burrington Road.

The principal nearby uses comprise:

- * the Moree Waste Management Facility which adjoins to the north with access onto the Newell Highway via Sale Yards Road
- * a number of small farm dwellings with attendant sheds, silos and stock yards along Barton Plains Road
- * a small precinct of dwellings along Burrington Road just to the east of the railway crossing
- * the cattle sale yards adjacent to the railway line some 1 km to the north of the site
- * the Dunavant Gin facility which extends to the east of the sale yards



LEGEND

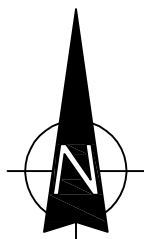


SITE

FIG 2



LEGEND



AERIAL IMAGE

- * the industrial area extending to the north of Burrington Road and to the east of the railway line
- * Moree Airport which is located further to the north on the western side of the Newell Highway.

2.2 PROPOSED DEVELOPMENT

The proposal involves 3 phases, namely:

- * construction and commissioning
- * operation and maintenance
- * decommissioning and remediation.

Construction and Commissioning

It is proposed to undertake the construction of this project over a 4 year period commencing in 2012 and finishing in December 2015. It is intended to focus the construction activities within the April – November period to coincide with the lull in local workforce engagement with the agricultural/harvest activity.

Construction would commence with the upgrading of the Barton Plains Road access and other site works including fencing and preparation of hardstand areas. This would be followed by construction of site facilities and installation of the PV mounting structure and panels along with junction boxes, inverters, transformers and cabling.

Subsequent work would involve construction of the substation and transmission line connection followed by grid connection, commissioning and restoration works.

Operation and Maintenance

The facility would operate for a minimum of 50 years and there is likely to be a periodic need to replace PV panels and other components. There will be a full time site manager in a total workforce of 10 to 12 persons (including maintenance and

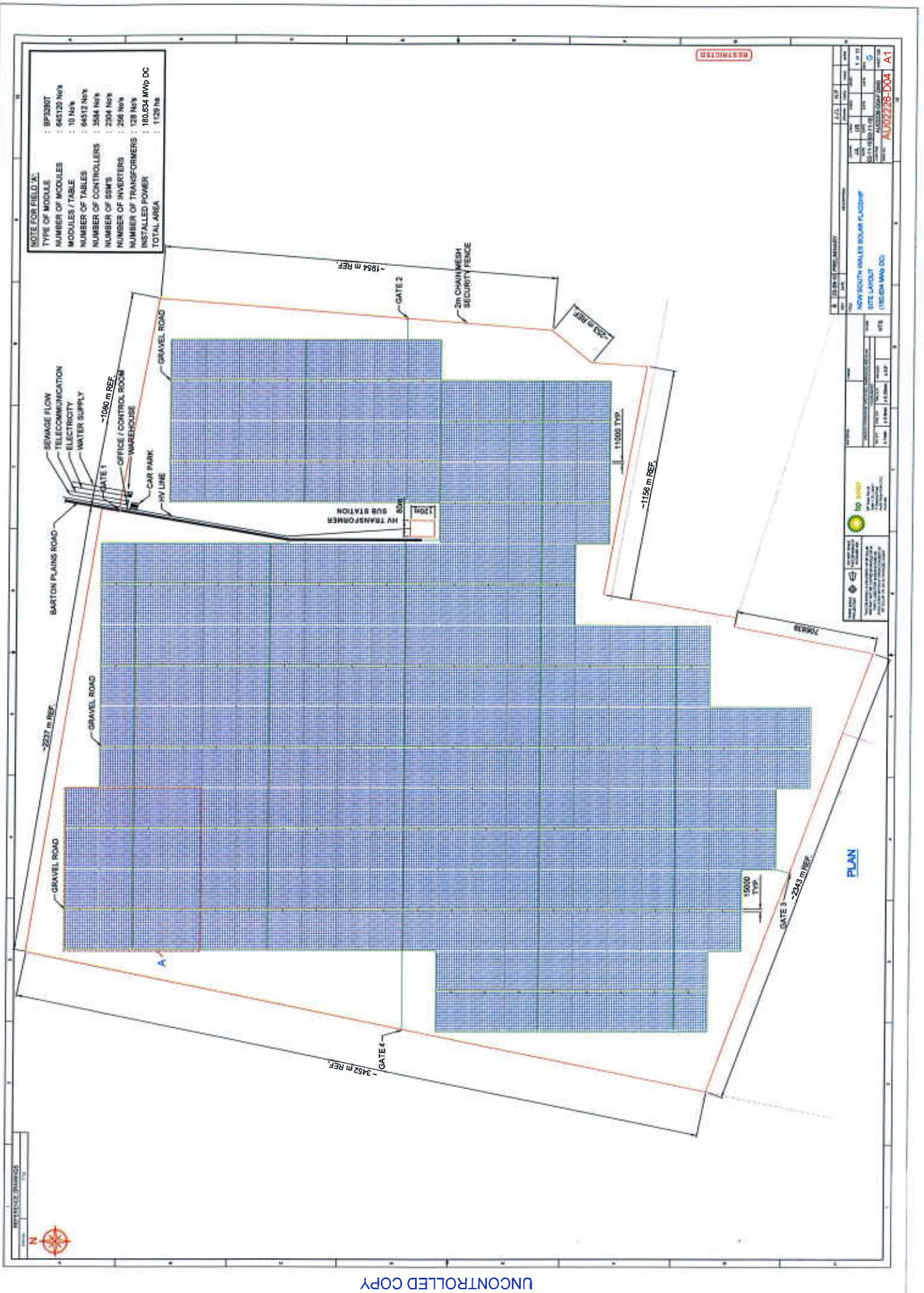
security personnel) with an office/control room, warehouse and carpark located adjacent to the entrance gate.

Generally, maintenance repairs will only be relatively minor and involving light vehicles. From time to time there may be requirements for major repairs and although large transport vehicles may be required at these times (ie replacing inverters and transformers) this work would be undertaken by the normal maintenance personnel with specialist support.

Decommissioning and Remediation

It may be possible with ongoing replacement and upgrading for the plant to continue operation well beyond its current expected lifetime. However, if and when decommissioning is required to occur this will be undertaken in a relatively short timeframe followed by full remediation of the site (or replacement with a new facility).

Details of the layout and arrangement of equipment and facilities for the proposed development are provided on the plans prepared by BP Solar which accompany the application and are reproduced in part overleaf.



3. ROAD NETWORK AND TRAFFIC CONDITIONS

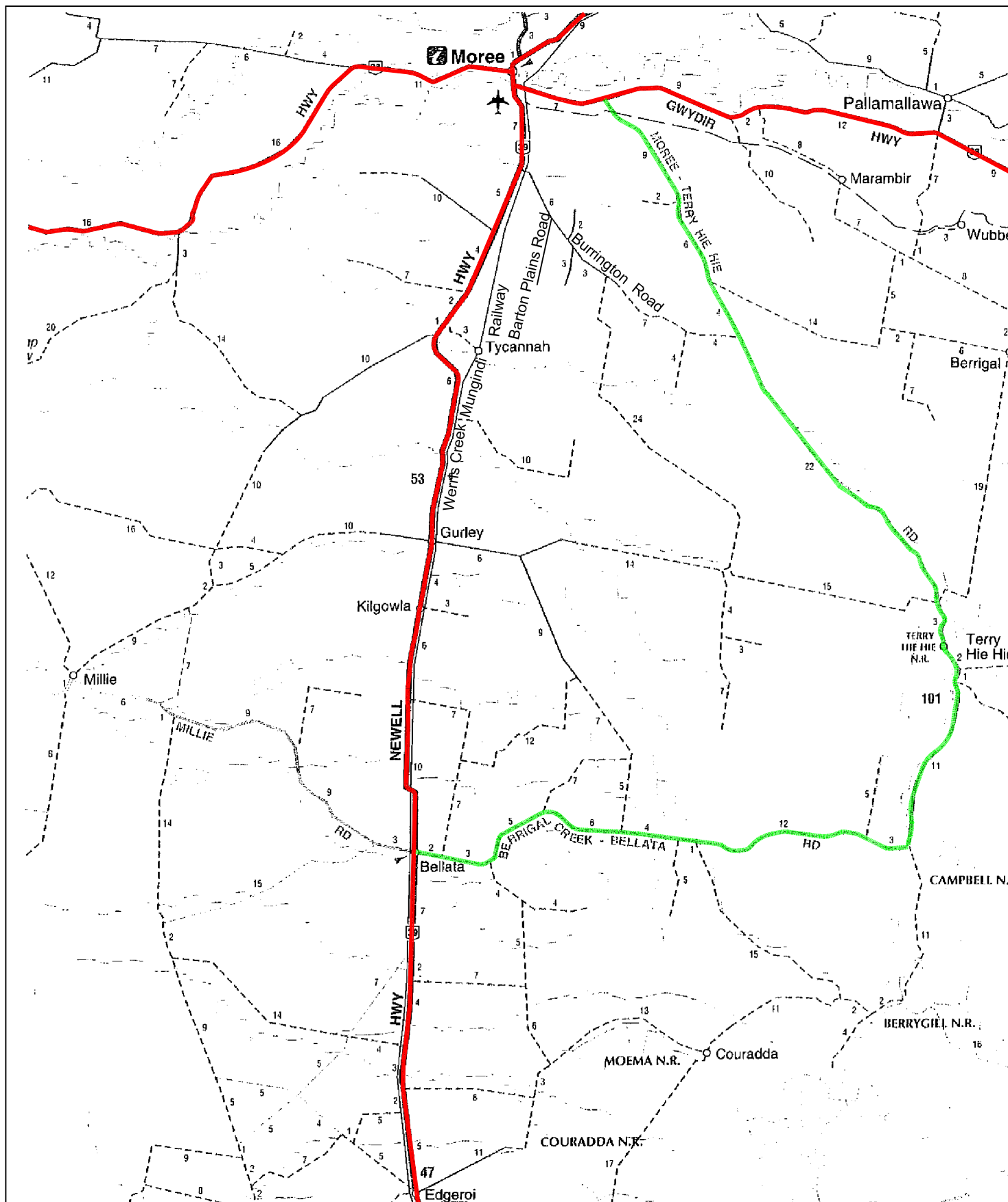
3.1 ROAD NETWORK

The road network serving the site (Figure 3) comprises:

- * *The Newell Highway* – a National Highway which connects across the central west of the state between Tocomwal on the Victoria border and Goondiwindi on the Queensland border
- * *The Gwydir Highway* – a State Highway which connects between the Pacific Highway at Grafton and the Castlereagh Highway at Walgett
- * *Moree-Terry Hie Hie Road* – a collector road connecting between the Gwydir Highway through Terry Hie Hie then to Newell Highway via the Berrigal Creek – Bellata Road
- * *Tycannah Street-Industrial Drive* – a collector road connecting between the Gwydir Highway and the Moree Industrial Area and thence to Burrington Road
- * *Burrington Road* – a minor collector road connecting to the Newell Highway and following along Halls Creek to link with the Moree – Terry Hie Hie Road
- * *Barton Plains Road* – a local access road connecting to Burrington Road.

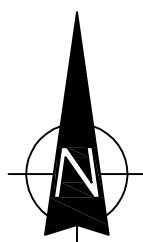
The Newell Highway is managed and maintained by the Roads and Traffic Authority with funding for major works and maintenance provided by the Federal government.

The Gwydir Highway is managed, maintained and funded by the Roads and Traffic Authority. All other roads come under the care and control of Moree Plains Shire Council.



LEGEND

- ARTERIAL
- COLLECTOR



ROAD NETWORK

FIG 3

3.2 ROAD GEOMETRY

The Newell Highway generally has only one wide travel lane in each direction with sealed shoulders. However, supplementary right and left-turn lanes have been provided at the Burrington Road intersection in recent years responding to a poor accident record.

Burrington Road has one travel lane in each direction although there is a section with a parking lane and kerb/gutter in front of the group of dwellings just to the east of the railway crossing. To the east of this section the sealed pavement narrows, there are no formal shoulders and there is a cattle grid located on the western side of the Barton Plains Road intersection.

Barton Plains Road is sealed along the greater part southerly of Burrington Road however this reverts to a gravel surface towards the site. The road connection between the industrial area and Burrington Road has a gravel surface.

Details of the various roads and intersections are provided on the photos in Appendix A.

3.3 TRAFFIC CONTROLS

The traffic controls which have been applied to the road system in the vicinity of the site include:

- * the 100 kmph speed restriction on the Newell Highway through the Burrington Road intersection section which increases to 110 kmph further to the south
- * the 50 kmph speed restriction on Burrington Road through the residential section immediately east of the railway crossing increasing to 100 kmph easterly of that section
- * the statutory 100 kmph speed restriction on Barton Plains Road

- * the STOP signs on the Burrington Road approaches to the railway crossing
- * the B Double and Road Train routes on roads in the area except for Road Train exclusion on the section of Burrington Road through the small residential area east of the railway line.

3.4 TRAFFIC CONDITIONS

An indication of the existing traffic conditions in the vicinity of the site is provided by data published by the RTA and provided by Council. The RTA data is expressed in terms of Average Daily Traffic (ADT) including the most recently available data is summarised in the following:

Location	ADT
Newell Highway south of Alice Street	10,286
Newell Highway south of Airport Road	3,199 ¹
Newell Highway south of Burrington Road	2,400 ²

Source: 1. Moree Town Centre Bypass Study RTA 2009

2. GHD EIS for Moree Waste Facility provided by RTA

The traffic movements on the Newell Highway south of Burrington Road comprise some 30% articulated vehicles (1,000 + pd) including 10% (325 pd) B Double and Road Train vehicles.

The traffic flows along Burrington Road are very light being less than 300 vpd while the traffic flows on Barton Plains Road are negligible. There are no delay or congestion circumstances at the Newell Highway and Burrington Road intersection while there are only 2 train movements on the railway line each day of normal operations.

There was previously a poor accident record at the Newell Highway and Burrington Road intersection, however, upgrade works providing the right and left-turn bays have resulted in a dramatic decrease in accidents at this location.

3.5 FUTURE CIRCUMSTANCES

There are two matters which are relevant to the road and traffic circumstances for the subject development, namely:

* Moree Town Centre Bypass

The RTA completed an EIS (2004) for the development of a bypass route to the existing section of the Newell Highway which passes through the Moree Town Centre. Details of the proposed bypass are provided in Appendix B and this involves a new 4.4 kms section of road running to the east of the existing highway with a new bridge over the Mehi River.

The northern section of the route is under construction while a study was recently completed for the modified central section between the Mehi River Bridge and the Gwydir Highway. Completion of the central section will enable the Newell Highway traffic to be diverted onto the completed section of the bypass via the Alice Street section of the Gwydir Highway. Construction of the southern section has been delayed by contaminated land issues.

* Moree Waste Management Facility

This facility, which was recently commissioned, is located on the Newell Highway adjacent to the Cattle Sale Yards and accessed by Sale Yards Road. The projected normal operational traffic movements generated by the development are as follows:

Estimated Daily Traffic Movements			
	Light	Heavy	Total
Vehicles	94	32	126
Peak Hour Movements			
AM (0800)	36	21	57
PM (2200)	36	26	62

Virtually all of these movements will be to/from the north along the Newell Highway and the estimated resultant increase in traffic flows on this section of the Highway (ie through the Burrington Road intersection) is as follows:

Daily Traffic Movements						
	Existing		Future		%	% HV
	Light	Heavy	Light	Heavy	Increase	Increase
	1,433	998	1,527	1,030		
Total	2,431		2,557		5%	5%

Details of the new facility are provided in the extracts from the EIS reproduced in Appendix C.

4. CONSTRUCTION AND OPERATIONAL TRAFFIC

4.1 CONSTRUCTION PROCESS

The construction works for this project are programmed to take place over a 4 year period commencing in 2012 and finishing in December 2015.

It is intended to concentrate major construction works in the April – November period to coincide with the local workforce lull between agricultural/harvest activity.

Construction activities will largely be confined to normal daylight hours of 7.00am and 6.00pm. Construction workers will be housed off-site in Moree township with buses provided for transport to/from the work site. Virtually all vehicle access movements will be along Barton Plains Road and Burrington Road to/from the Newell Highway.

Truck movements for delivery of the principal materials and equipment will be along the Newell Highway from the south being:

- * Steelworks (trackers) from Newcastle
- * Panels and Inverters from Sydney.

Local truck movements for materials delivery, concrete delivery, gravel delivery, roadmaking and hardstand construction will be along the Newell Highway from the north. There will be a small number of large transformer deliveries involving 'special permit oversize' vehicles (2 per year).

During Years 1 and 2 there will be a maximum of 100 full time workers involved on the site and this will increase to 160 full time workers during Years 3 and 4. Apart from the large transformer deliveries and the local concrete/construction materials from Moree, the deliveries from Newcastle and Sydney will involve B Double vehicles. During Years 1 and 2 these deliveries will involve some 100 trucks per

month with a relatively even distribution (ie trucks per day). During Years 3 and 4 these deliveries will increase to some 200 trucks per month similarly distributed.

The projected vehicle movements during the construction phase in the peak April – November period is as follows:

Projected 'Vehicle Trips' (IN and OUT)		
	Years 1 and 2	Years 3 and 4
B Double delivery per day (Average)	6	12
B Double delivery per hour (Max)	1	2
Construction materials per day (Average)	10	20
Construction materials per hour (Max)	2	4
Worker movements per day *(Average)	56	92
Worker Movements peak hour (Max)	28	46
<i>* cars and mini buses</i>		

In addition the construction of the transmission line will be a separate activity element during year 1 with progressive construction located along the alignment involving:

Constructions materials per day (Average)	8
Construction materials per hour (Max)	2
Worker movements per day (Average)	50
Worker movements per hour (Max)	25

4.2 OPERATIONAL PROCESS

During Year 2 and onwards there will be a total of 10 – 12 full time employees engaged in the operation and maintenance of the facility. These will include a permanent Manager, security staff, technical and maintenance staff. It is most likely that these personnel will reside in Moree Township and parking will be provided on site for worker vehicles.

There is the potential need for occasional truck movement for maintenance workers, however this would be very infrequent. The projected generated vehicle movements during the operational phase is as follows:

Projected 'Vehicle Trips' (IN and OUT)	
Daily	20
Peak Hour	10

4.3 DECOMMISSIONING PROCESS

The proposal includes a commitment for decommissioning should there be an end to the operation of a solar power plant on the site. Such decommissioning would involve the removal of all infrastructure and materials from the site. The removed materials would be recycled or otherwise disposed of at approved facilities.

Access roads and hardstand areas would be rehabilitated. Decommissioning would involve a smaller work force although it is likely to be undertaken over a significantly shorter time frame. However, the quantum and nature of truck movements and their distribution/routes will be similar to that of the construction process.

5. ACCESS ASSESSMENT

The Newell Highway is a major interstate highway which is capable of carrying the movement of large trucks including B Double and Road Train vehicles which represent a significant proportion of the existing vehicle movements. The great majority of vehicle access movements related to the construction and operation processes will arrive and depart along the Newell Highway. These movements will be through the Burrington Road intersection apart from some works associated with construction and maintenance of the transmission line and vehicle movements to/from the industrial area via the industrial road connection to Burrington Road.

The Newell Highway and Burrington Road intersection has been upgraded to incorporate separate right-turn and left-turn bays (Austroads type CHR and CHL). The intersection is located on a relatively straight and level section of the Newell Highway and there are excellent sight distances available (refer to Appendix A photos). B Double trucks will be employed in the delivery of materials and equipment and it is apparent that this intersection is quite capable of accommodating these vehicle movements.

Burrington Road crosses the Werris Creek – Mungindi Railway Line approximately 70 metres east of the Newell Highway intersection. The location of the railway level crossing on Burrington Road affords excellent sight distances to approaching trains and there are STOP signs and other warning signs and road markings installed at the crossing. There are no flashing lights or boom gate facilities due to the minor vehicle crossing/train movements and absence of any unsatisfactory accident history.

There are normally only two train movements per day and although this increases during the harvest season it is intended that there will be a construction “lull” during these periods. There is no apparent safety concerns with the existing crossing and

vehicle speeds are constrained by the 50kph restriction on Burrington Road at the crossing and the proximity to the Newell Highway intersection.

Vehicle access will involve movements through the Burrington Road and Barton Plains Road intersection and along Barton Plains Road to the site. The geometry of this intersection will require upgrading to accommodate the movement of B Double vehicles and removal of the existing 'cattle grid'. It is appropriate that the modified layout reflect Fig 6.24 of Austroads Part 5 Intersection at Grade (Type BAL for rural sites where Side Road ≥ 50 and for Articulated Vehicles) as indicated on the diagram reproduced in Appendix D.

Barton Plains Road will be upgraded between Burrington Road and the site with a 7.0 metre wide sealed pavement and 0.5 metre wide gravel shoulders suitable for heavy vehicle movement as indicated on the cross section diagram provided in Appendix D.

6. TRAFFIC ASSESSMENT

The RTA's EIS (2002) for the Moree Bypass Project predicted that there would be significant future increases in traffic flows along the Newell Highway. However, the RTA study undertaken in 2009 for the modified Gwydir Highway connection included surveys that revealed that the traffic volumes at the counting station location on the Newell Highway south of the Airport had not increased in the ten year period 1999-2009. In fact they had decreased slightly to 3199 vpd as indicated on the extract from that report reproduced in Appendix E.

The morning and afternoon peak traffic flows along the Newell Highway at the Burrington Road intersection are only 350 vph (two-way). The Austroads Part 5 publication "Intersections at Grade" contains criteria for maximum traffic volume combinations for uninterrupted flow conditions. This (Table 4.1) indicates that flares, or supplementary lanes or detailed intersection capacity analysis are unnecessary where volumes are less than those indicated in the following:

Major Road	Major Road Flow (vph)	Minor Road Flow (vph)
2 Lane	400	250
	500	200
	650	100

The Newell Highway and Burrington Road intersection has supplementary lanes and therefore flows significantly in excess of those indicated could be satisfactorily accommodated. The peak period traffic flows along Burrington Road at the Newell Highway are currently less than 50 vph (two-way) while assessment of the traffic implications of the construction process for the Solar Plant project indicate the following potential maximum peak movements:

Projected Peak Hour Movements*

Stage 1 & 2

41 vph

Stage 3 & 4

62 vph

** construction and operational traffic*

It is apparent that the Newell Highway access intersection will be capable of satisfactorily accommodating the additional traffic demands of the construction process with some significant margin even having regard for:

- * the heavy vehicle component
- * the additional flows generated by the Waste Management Facility
- * any potential future traffic growth on the Newell Highway.

It is apparent that the railway crossing will not present an operational constraint on access vehicle movements because:

- * it is located some 70 metres east of the Newell Highway intersection providing adequate 'storage distance'
- * there are excellent sight distances available
- * the vehicle speeds are constrained
- * there are only 2 normal train services each day
- * there are STOP and other warning facilities installed.

The Burrington Road and Barton Plains Road intersection is to be upgraded as part of the project and it is apparent that:

- * the upgraded intersection will be capable of accommodating large trucks
- * there will be satisfactory sight distances available
- * there will not be any adverse capacity or safety implications.

In relation to any potential traffic related environmental implications it is apparent that:

- * Barton Plains Road is a local access road with a desirable environmental capacity limit of 1000-1500 vpd¹
- * that the traffic generated by the proposed Solar Power Facility will be significantly less than 1,000 vpd.

¹ *Amcord and RTA Development Guidelines for Environmental Capacity*

7. CONSULTATION

During the course of this assessment and in accordance with the DGR's discussions were undertaken with:

- * Ms Lila Fisher and Mr David Wolfenden - Moree Plains Shire Council in a meeting on 5th November 2010 and by telephone with Murray Erb on 5.11.10
- * Mr Tony Hendry – Roads and Traffic Authority (Parkes) by telephone on 7th December 2010

8. RESPONSE TO DIRECTOR GENERALS REQUIREMENTS

The Director General's Requirements in relation to Traffic and Transport are responded to in the following:

Traffic and Transport – the EA is to assess the construction and operational traffic impacts of the project including:

- *Details of the nature of traffic generated, transport routes, traffic volumes and potential impacts on local and regional roads (including impacts on the structural integrity of the road network), bridges and intersections, including any proposed road upgrades and repairs*

The assessment undertaken identifies all of the details, impacts and proposed upgrades/repairs. The Newell Highway and the local access roads are already subject to regular use by B Double and Road Train vehicles. The Newell Highway and Burrington Road (including the access intersection) are quite capable to accommodate the projected vehicle movements in terms of capacity, safety and structural integrity.

Details of the proposed upgrade of Barton Plains Road and its intersection with Burrington Road are documented.

- *Details of measures to mitigate and/or manage the potential impacts, including measures to control soil erosion and dust generated by traffic volumes*

It has been agreed with Council (Lila Fisher 5.11.10) that a Roads Management and Maintenance Plan would be established and that this would include a monitoring process for structural integrity repairs and erosion etc. External to the site, all roads will be sealed to prevent dust from construction traffic. Within the site a sedimentation and erosion control plan will be developed in accordance with the

Landcom 'Blue Book' *Soils and Construction – Volume 1, 4th Edition*. The measures implemented may include Hydro-mulching disturbed areas, sedimentation fencing, sediment ponds, water carts, catch drains etc.

- *Details of site access roads including how these would connect to the existing road network and any operational maintenance or handover requirements*

The assessment undertaken identifies all details of the roads used to access the site and their connections. The operational maintenance and handover requirements would be subject to the Roads Management and Maintenance Plan.

- *A consultation with Moree Plains Shire Council and the Roads and Traffic Authority.*

Specific details of this consultation are provided in Section 7.

Details of the proposed measures to mitigate or manage the traffic related implications are provided in the following Draft Commitments:

Issue	Commitment	Timing/ Documentation
Ensuring traffic safety and efficiency during construction stage	Upgrading works to Barton Plains Road generally in accordance with specialist traffic study undertaken by TTPA and included in EAR	Prior to construction commencement. CEMP
	Upgrading of the intersection of Burrington Road and Barton Plains Road to Austroads Standards. In agreement with Council and generally in accordance with specialist traffic study undertaken by TTPA and included in EAR	Prior to construction commencement. CEMP
Ensuring structural integrity of road system post development	Preparation of a Construction Stage Roads Management and Maintenance Plan in consultation with Council which includes: - Joint examination of existing road assets and identification of areas of concern prior to commencement of work - Regular joint inspections to identify any deterioration to Council road assets due to construction works - Ongoing commitment to make good during the construction stages and at construction completion	Prior to construction commencement. CEMP

9. CONCLUSION

This report documents an assessment undertaken in relation to the potential traffic and transport aspects of the proposed BP Solar power station development at Moree.

The assessment concludes that:

- * the DGR's have been suitably and adequately responded to
- * there will not be any adverse traffic or transport implications
- * the road access provisions will be satisfactory provided that upgrading works are undertaken along Barton Plains Road and particularly at the Burrington Road intersection.

APPENDIX A

PHOTOS OF ROAD ACCESS



Newell Highway northern approach to Burrington Road



Newell Highway southern approach to Burrington Road



Burrington Road western approach to Railway Crossing



Burrington Road eastern approach to Railway Crossing



Industrial Road connection to Burrington Road



Burrington Road eastern approach to Barton Plains Road



Burrington Road western approach to Barton Plains Road



Barton Plains Road southbound at end of bitumen seal



Barton Plains Road at Barton Plains property



Barton Plains Road at site

APPENDIX B

MOREE BYPASS DETAILS

Moree town centre bypass

- Existing Newell Highway
- Approved realignment of Newell Highway

Note: There will also be urban design/landscaping including street lighting of the southern urban section.



The approved route – Gosport Street

The approved route is 4.4 kilometres long and realigns the Newell Highway away from the town centre by constructing the new road between Gosport Street and the railway line, and building a new bridge across the Mehi River. From the new bridge, a new section of road will be constructed to the east of the Moree Racecourse before connecting again with the existing Newell Highway.

APPENDIX C

MOREE WASTE FACILITY DETAILS



Environmental Impact Statement Vol.1

Proposed Moree Waste Management Facility at Lot 1 DP 570202, Newell Highway, Moree



CLIENTS | PEOPLE | PERFORMANCE

June 2006

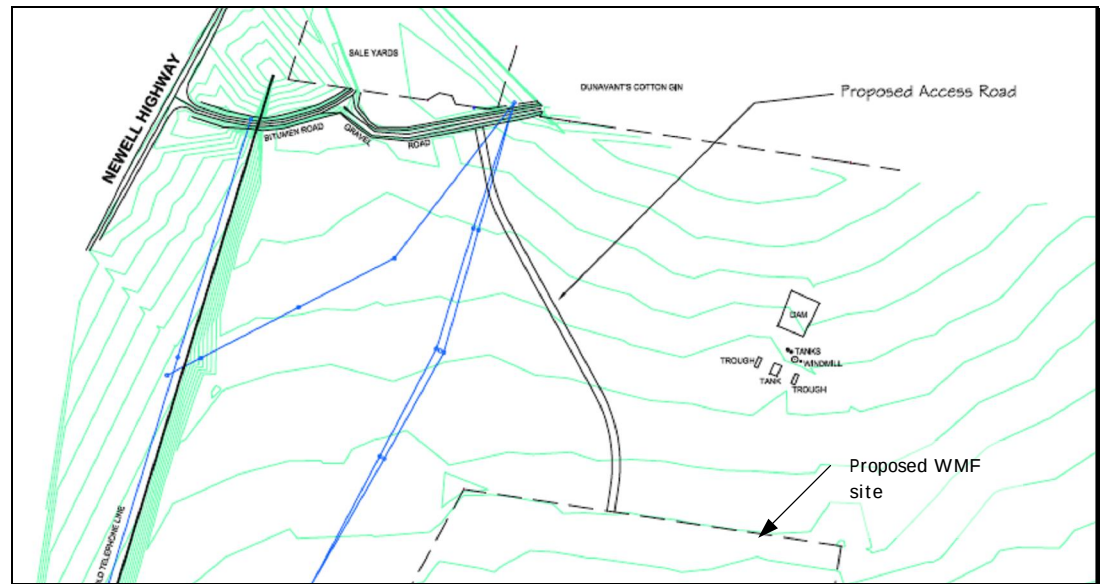


Figure 5-1 Plan of Access Road Layout (no scale)

The WMF access road will be 8 metres wide (2x 3.5m lanes and 2x 1m shoulders) and constructed on an 10 metre wide formation. Drainage swales 2.4m wide with 1 in 3 batters will be constructed 3m from the road formation as illustrated in Figure 5-2.

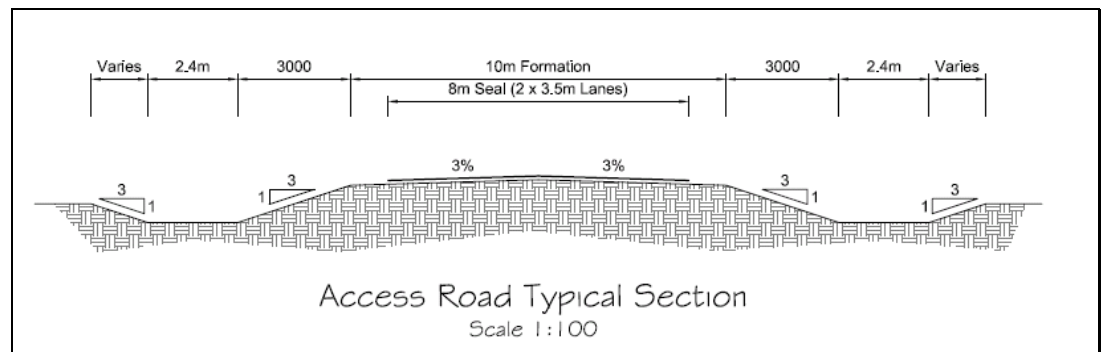


Figure 5-2 Typical Access Road Section (not to scale)

5.4 Site Layout

The layout of the new waste management facility is shown in Appendix D, Volume 2. The facility will be constructed in two stages to meet demand and the timing for the relocation of the existing recycling centre from Tycannah Street. The main features of the new WMF will include:

Stage 1

- » Site office and weighbridge incorporating the weighbridge office, superintendent's office, tearoom facilities, amenities and shower facilities;
- » Parking area;
- » Transfer station;

- » Inert waste drop off area;
- » Stockpile, mulch container and composting area;
- » Asbestos drop off area;
- » Tyre area and drumMuster/chemical area;
- » Workshop and washbay;
- » Two surface water runoff sedimentation ponds located along the western side of the site;
- » One Leachate collection/evaporation pond located in the south western corner of the site.

Stage 2

- » Reuse area, incorporating a storage area and work shed;
- » Recycling area, incorporating a storage area and work shed;

The layout of the Site is shown in Figure 5-3 below.

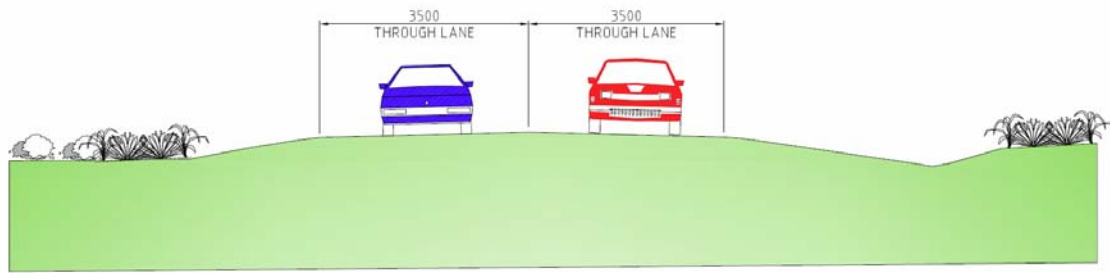


Figure 5-3 Site Layout (Operational Area)

The WMF site office will be located adjacent to the site entrance within the northern portion of the Operational Area. The site office will be supplied with electricity, water,

APPENDIX D

INTERSECTION AND ROAD UPGRADE DETAILS



TYPICAL CROSS SECTION - BARTENS PLAIN ROAD

NTS



APPENDIX E

NEWELL HIGHWAY TRAFFIC VOLUMES

■ **Figure 3-4 Traffic volume comparison for Newell Highway south (Stn. 91.601) (vehicles)**

