

Response to - SECTION 13 & ANNEX H – Transport Impact Assessment

On 31 Jan 14, Director-General Department of Planning and the Environment issued EPYC with requirements to be considered in the Environmental Impact Statement (EIS) regarding the Jupiter Wind Farm project. EIS requirement two required EPYC to provide:

“[an assessment of] potential traffic impacts of the project on road network function (including intersection level of service) and safety, and including impact on existing transport including school bus routes and freight operations as well as implications for other road users.”

Annex H, 2.1 the Project Area

This section of EPYC's report states:

‘The surrounding properties are predominantly used for grazing’

This statement is incorrect and dismissive of the existing residential use by local properties. The area is not simply ‘predominantly grazing’ it is a rural residential area by nature and has been marketed as such for some decades by real-estate agents to perspective buyers, this is evident when you peruse real-estate marketing, also, area has been described as such by the Department of Planning and Environment in their Media Release dated 29 October 2015 telling EPYC to improve project environment statement “..*not fully considered the compatibility of the project with local planning controls and the **emerging rural-residential nature of the area.***” I myself purchased my initial 25acre block on Roseview Road, 10 years ago when the Professionals real-estate sign at the front advertised it as ‘Roseview Estate’. The area in and directly surrounding the proposed Jupiter Wind Farm has been the subject of many subdivisions over the years, marketing as rural residential estates, enticing those wanting the quiet of the country. Majority of these subdivisions are directly off the Braidwood Rd/Goulburn Rd, purposely located as a selling point for those families commuting for work to Canberra and other areas, also enabling school bus service providers to provide bus stops where these estates meet Braidwood/Goulburn Rd, distributing the large number of school children to schools in Goulburn, Braidwood, Bungendore and Tarago, don't be fooled by EPYC's description of the area. These lifestyle estates are:

- Roseview Estate – located 5km from Tarago off the Braidwood Road
- Duckfield Estate – also located on Braidwood/Goulburn Rd– 5kms from Kings Highway
- Barnet Estate – also located on Braidwood/Goulburn Rd – 7km from Kings Highway
- New subdivision Bobbaduck Valley – located on the Kings Highway – 7km from Braidwood Road, Kings Highway intersection
- Lilyvale Estate - located off Boro Road, which is off Braidwood/Goulburn Rd
- Lakeview Estate – located off Mayfield road, between Braidwood/Goulburn Rd and Mayfield road
- New subdivision Dog Rock Estate – located on Braidwood/Goulburn Rd, 3km from Kings Highway
- New Sherwins Ridge Estate – located in the township of Tarago, on the ridge

Annex H paragraph 2.4

This section of EPYC's report specifically addresses the public and school transport routes in the vicinity of the proposed project site. It says:

"A review... indicates that no public bus services run along Braidwood-Goulburn Road. However, a school bus service operates between Goulburn and Lake Bathurst. It is understood that the school bus routes in the vicinity of the site are reviewed on an annual basis (dependent on the distribution of student households) and are subject to change." – emphasis added

In response, I forward that the EPYC EIS down-plays the potential impact on school bus routes and blatantly ignored the DG requirement to address the impact on *safety, and including impact on existing transport including school-bus routes*. they also blatantly ignored the concerns provided to them and ERM consultants in meetings with myself and other Roseview Rd residents and the concerns put to them by myself in writing about this issue. The EIS submitted by EPYC addresses transport impact in only 1 paragraph, this is a deliberate act to paint the picture there is no one in this area of the wind farm that would be affected by the proposed wind farm traffic, when the truth is the opposite, put simply; this DG requirement has not been addressed adequately. My independent engagement with the regional school bus service providers has identified five different routes, currently servicing ~ approximately 160 students daily and 28 bus stops along Braidwood Road, buses stopping twice a day, making that 56 stops. Specific details are provided at table 1. EPYC have been notified on a number of occasions of the concerns from the community and in particular myself in regards to this issue, and were advised there are school bus runs operating within the area. Copies of email correspondence to EPYC are attachment 1.

Whilst school services are reviewed annually, discussions with Culmone's Bus Services and Stevens Charters Services both advise there is a regular annual increase to the demand in school bus services for the region, and a likelihood of a requirement for additional bus stops for this particular area on Braidwood/Goulburn Rd in the future. Culmone' bus services noted that majority of his bus stops were along the Braidwood/Goulburn road between Kings Highway and Tarago.

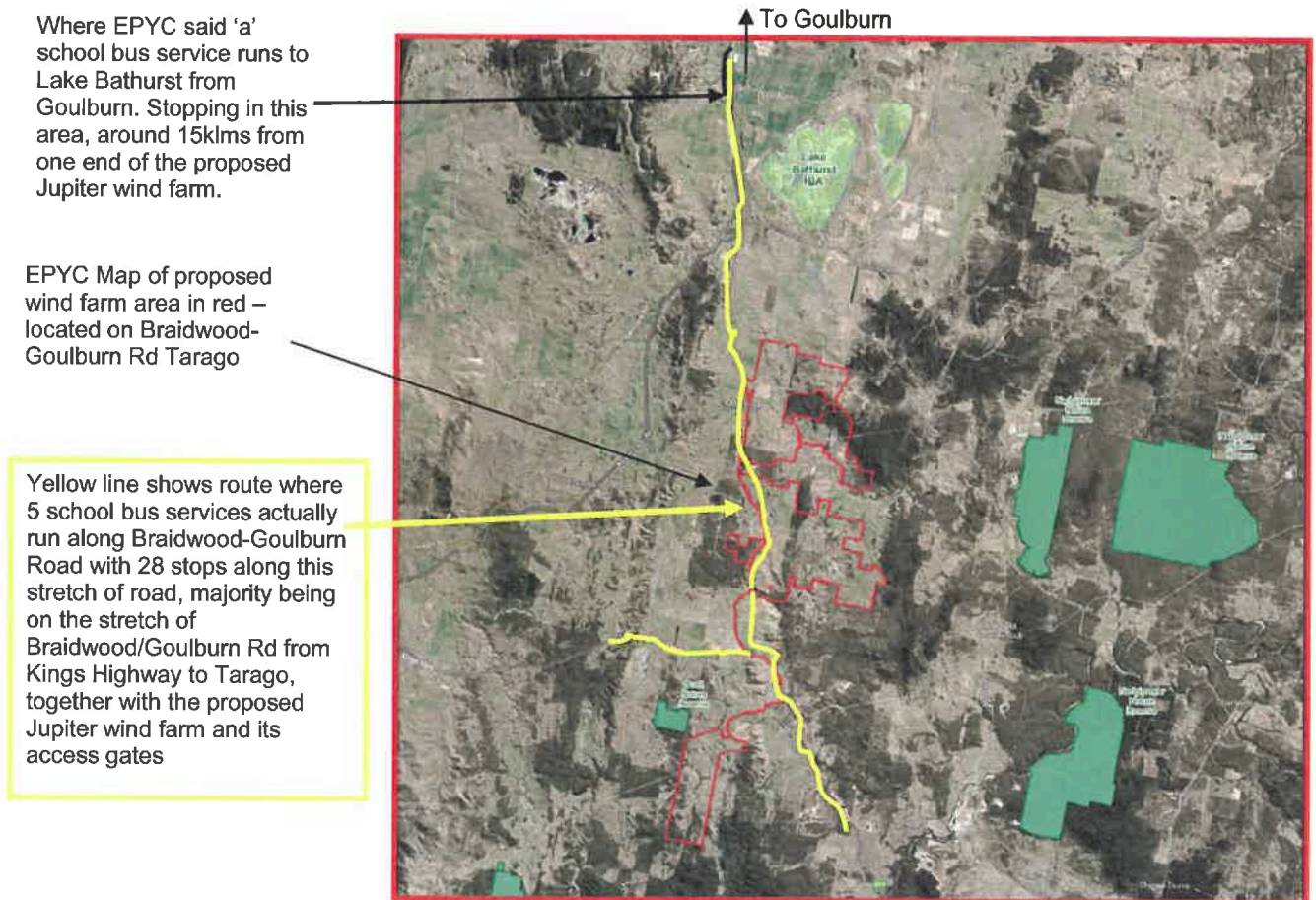
Table 1: Bus companies operating in the area of Proposed Jupiter Wind Farm

Bus	Address	NO: of Children	NO: of Stops in the vicinity of proposed Wind Farm	Source	Contact made by EPYC?
Culmone's	29 Coronation Ave, Braidwood	55	7	Frank Culmone. Owner	NO
Culmone's	29 Coronation Ave, Braidwood	60	12	Frank Culmone. Owner	NO
Braidwood Buses	13 Sandholes Rd, Braidwood	22	5	Mark Brousek. Owner	NO
DM & RE Howarth	Tarago	10	2	Diane Howarth. Owner	NO
Stevens Charter Service	2 Gibraltar street, Bungendore		2	Mr Stevens, Owner	

Table 2: Correspondence to EPYC discussing concerns over construction traffic & school buses – Evidence that they knew the issues and ignored the issues. Copies of these can be provided upon request.

Date of Email	Title of Email containing direct queries to children and bus stops
26/2/14	Jupiter Wind Farm – Map of opposed properties
1/10/14	EPYC Newsletter 3 – Position of Turbines
10/02/2015	RE: Proposed Jupiter Wind Farm – Visual Assessment – ROSEVIEW ROAD
Meeting Notes	
16/10/2014	<p>Notes taken at meeting with ERM (Steve), EPYC (Darko & Sherry) at Roseview Rd (Barry & Denise O'Neill home) – EPYC stated they were there to <i>'hear everyone's concerns, as they differ'</i></p> <p>I raised the issue of "children on roads, sharing roads with construction traffic, no 40km school zones in rural areas"</p> <p>EPYC replied with the suggestion of <i>'moving the bus stop, would talk to RMS & Council'</i> – <u>no mention of any of this is EIS</u></p> <p>Steve from ERM stated the feedback from the consultations will go into the EIS – <u>No mention of any of this in EIS</u></p>
3/3/2016	<p>Notes taken at meeting with EPYC (Sherry, Darko, Ibs)</p> <p>Topic of school bus stops and traffic was raised, Sherry said they would investigate and one way they could address that would be to <i>'build a walk way over the road'</i> – <u>No mention of any of this in EIS</u></p>

Figure 1 – Map showing actual route of school buses in comparison to EPYC's statement of 'a' school bus route



Annex H, 2.2.2 Road Network, Surrounding Intersections.

EPYC's EIS states under 2.2.2:

"The following key intersections currently exist in the vicinity of the site:

- *Kings Highway / Goulburn Road (unsignalised)*
- *Braidwood Road / Lower Boro Road (unsignalled)*

EPYC's EIS has failed to mention what the community would consider 'key intersections' in the vicinity of the site. Given the fact the site runs along Braidwood Rd/Goulburn Rd, and EPYC have stated in their EIS that the 2 vehicle access points are on Braidwood Rd/Goulburn Rd, it is a failure to not mention and provide information in the EIS, the impact that the project will have on the streets that feed directly onto the Braidwood/Goulburn Rd and that provide the only access out of these streets and subdivisions to the main road Braidwood/Goulburn. These are:

- Roseview Road, Roseview Estate
- Mount Fairy Road
- Duckfield Road, Duckfield estate
- Barnet Drive – Barnet estate
- Dog Rock close

The EIS has stated that car parking, if *'not provided within a compound will be provided within the project area boundaries and in areas adjacent to the nominated key vehicle access locations'*.

As previously mentioned, Roseview Road meets as a "T" intersection on Braidwood Road and is located meters from access gate 1 Northern Precinct, which previously mentioned is a school bus stop and yet has not been examined in EPYC's EIS as a key intersection. Why? EPYC have in the past met with residents of Roseview Road, *see table 2*, and discussed our close location to the proposed wind farm and our traffic concerns but they have not shown any reference to this in their EIS. There IS an impact to Roseview Road in respect to wind farm transport. The following negative impact issues are listed below:

- Safety concerns for children at the Roseview Rd bus stop (and all other bus stops in the area) from the increase in traffic from the wind farm and the slowing and turning of wind farm construction traffic into access gate 1 which has the potential to cause accidents if vehicles following behind lapse concentration to turning vehicles, noting that pedestrians accidents are more common at intersections, traffic turning right and unsignalised pedestrian crossings, poor conspicuity of pedestrians (noting they are children).¹
- Congestion of construction wind farm traffic at access gate 1 located at the bus stop of Roseview Rd where currently no congestion exists.
- Noise to all homes in Roseview Rd, in particular those meters off Braidwood/Goulburn Rd and meters from access gate 1, noting the continual application of compression breaks from trucks and construction vehicles slowing at Roseview Rd to access gate 1 of the wind farm. Noting that currently there is NO 'intersection traffic' in this area that causes noise from compression breaking nor noise from increasing and decreasing of speed due to the fact the T intersection is currently only being utilised by 12 local property owners at Roseview Rd going to and from their homes off Braidwood/Goulburn Rd.
- This proposal and the location of access gates subjects Roseview Rd residents to all that is negative in regards to increased traffic, this is opposite to the quiet lifestyle we currently live where the low number of traffic just flows past our street with minimal impact.
- The peaceful rural nature, environment and rural visual aspect of Roseview Road would be reduced by constructing an area of industry in our direct vicinity, the natural and rural experience of the area of Roseview Rd would be diminished if it was subject to car parks, construction roads, construction vehicles and the ongoing access and maintenance to the site in an area that is not industrial.

In conclusion to Section 13 of EPYC's EIS – called 'Transport Impact Assessment' – EPYC have failed to address the impact of additional traffic to the area, NO assessment has been done in relation to children and buses, in no way have they addressed the issues that would arise from the proposed wind farm to the streets that meet Braidwood/Goulburn Rd, in particular the great impact on Roseview Road given its close proximity to the proposed wind farm and its close position to access gate 1. EPYC have also stated incorrect information in regards to school buses despite evidence proving they had this information. The residents in the area do not wish to be subjected to industrial style traffic in a quiet rural landscaped area.

¹ Monash University Accident Research Centre – Pedestrian Safety Issues for Victoria

