Photo Location 1 - Dalton Road
(Approximately 1.5km from Gunning)

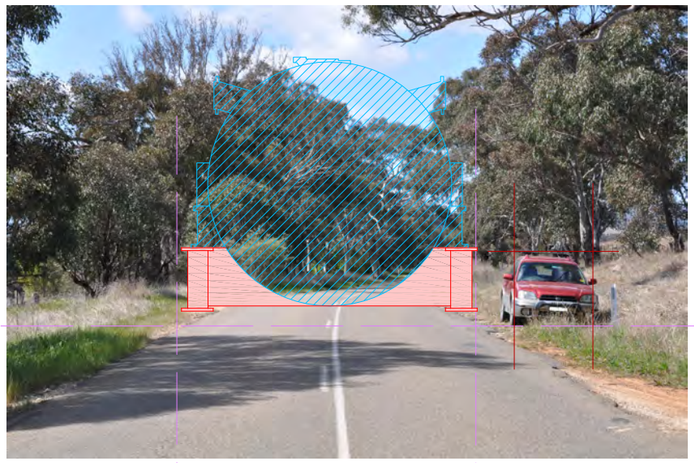


Photo Location 2 - Dalton Road
(Approximately 2.7km from Gunning)

Photo Location 3 - Dalton Road
(Approximately 4.2km from Gunning)

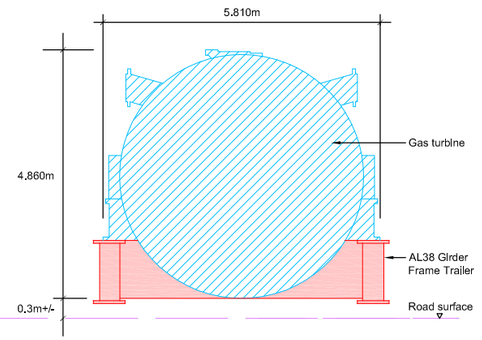
Photo Location 4 - Dalton Road
(Approximately 5.4km from Gunning)

306t Gas Turbine - Cross Section

Source: Green Bean Design

Photo Location 5 - Dalton Road
(Approximately 6.6km from Gunning)

Photo Location 6 - Dalton Road
(Approximately 7.1km from Gunning)



306t Gas Turbine - Cross Section

Photo Location 7 - Dalton Road
(Approximately 8.6km from Gunning)

Photo Location 8 - Dalton Road
(Approximately 9.6km from Gunning)

Source: Green Bean Design

Photo Location 9 - Loop Road, Dalton

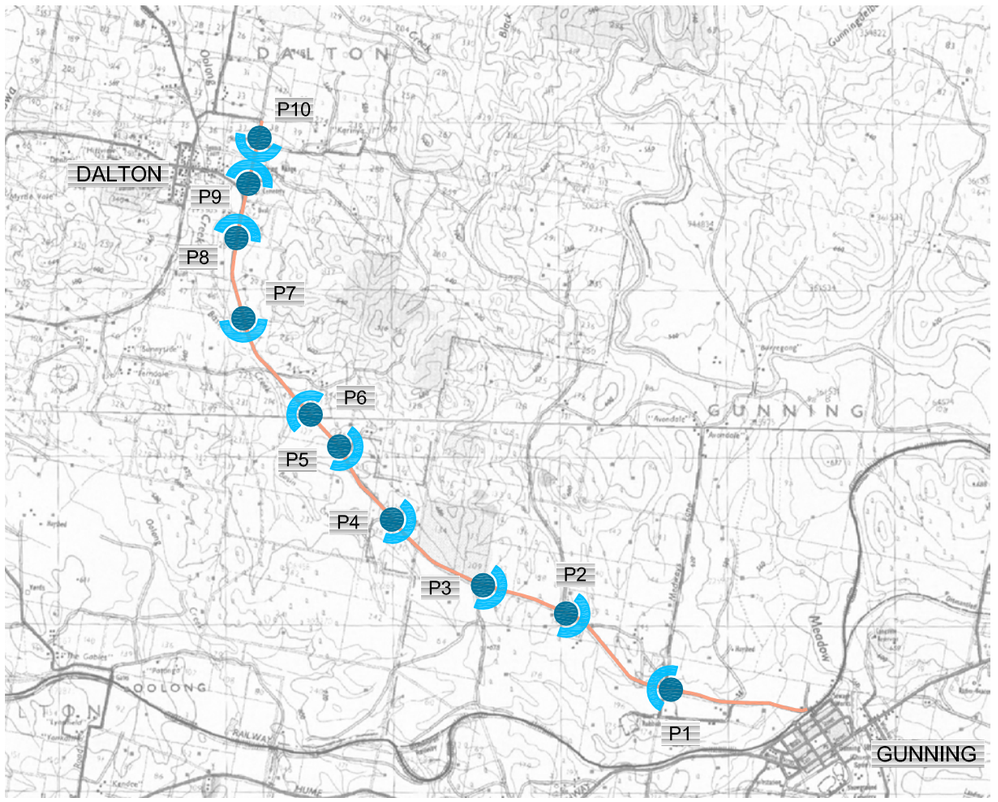


Photo Location Plan

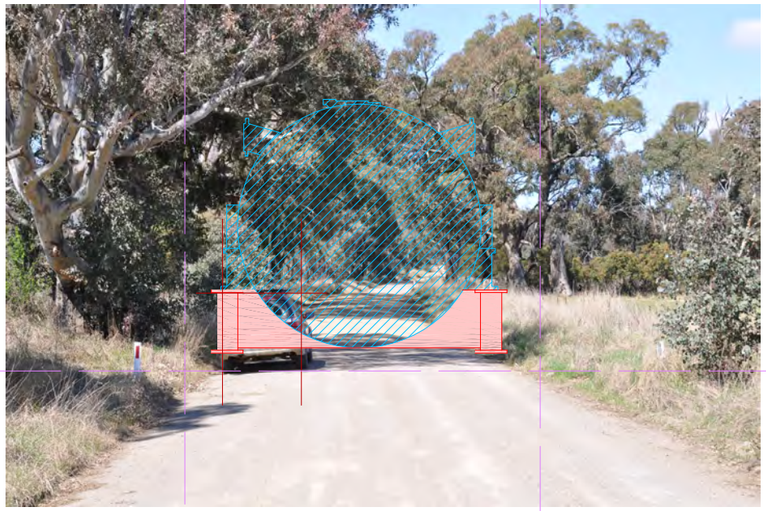
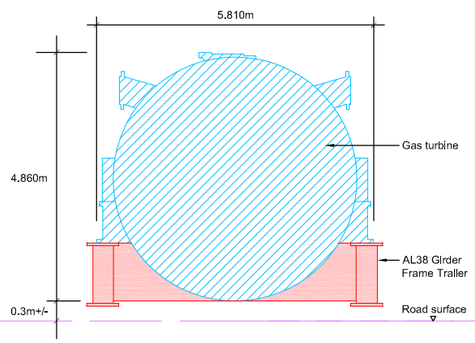


Photo Location 10 - Loop Road, Dalton



306t Gas Turbine - Cross Section

Source: Green Bean Design

AGL

AGL DALTON POWER PROJECT PREFERRED PROJECT REPORT

LOOP ROAD VEHICLE ACCESS

URS

VISUAL IMPACT ASSESSMENT

File No: **43177661-g-416.dwg** Drawn: **AH** Approved: **KT** Date: **11-10-2011**

Figure: **4-16**

Rev. **A** A3

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Upon review of the Draft Response to Submissions Report, DP&I made the following comments on additional information required about Traffic and Transport arrangements for the proposal:

(DP&I 2/12/11):

- *Traffic Impacts:*
  - *a map should be provided to detail the proposed route of both the construction traffic and water tankers;*
  - *details of the draft detailed management plan referred to in the response should be elaborated;*
  - *the response states that Walshs Road and Loop Road will be temporarily sealed during construction activities then permanently sealed following construction of each stage ... however it further states that the roads used for access to the site would be sealed at the commencement of construction, and requires clarification; and*
  - *the response' states that the safety and amenity of the community will be managed by experienced haulage contractors in liaison with the RTA and police, however does not elaborate on what these management measures may be (DP&I 2/12/11)*

Response

According to the draft TMP currently the subject of consultation with Council, at this stage, GEL (AGL's preferred contractor) is considering using two access routes to site for both Heavy Vehicles (HV) and Light Vehicles (LV). The route that has been identified is shown below:

Route one from West

- Hume Highway
- Gundaroo Road
- Old Hume Highway
- Grovenor Street
- Warrataw Street

Route two from East

- Hume Highway
- Collector Road
- Gundaroo Street
- Old Hume Highway
- Warrataw Street

And then both routes access site as follows:

- Dalton Road
- Loop Road
- Walshs Roads

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GEL has stated that these are to be the most direct and suitable routes to the site and whilst there are issues to be considered when utilising this route, GEL believe these routes to be manageable and safe. The main problem identified with this route is the hazards associated with increased traffic along Grovenor Street, Old Hume Highway through Gunning and Loop Road due to the proximity of local schools and areas known to have children in the nearby area. However, routes will avoid traffic movements along Yass St.

This preliminary Transport/Route Survey is for information only and subject to change. It is the current version in the draft TMP currently being discussed between AGL, GEL and ULSC.

Figure 4-17 Proposed route that construction traffic and deliveries will be instructed / directed to utilise during the project

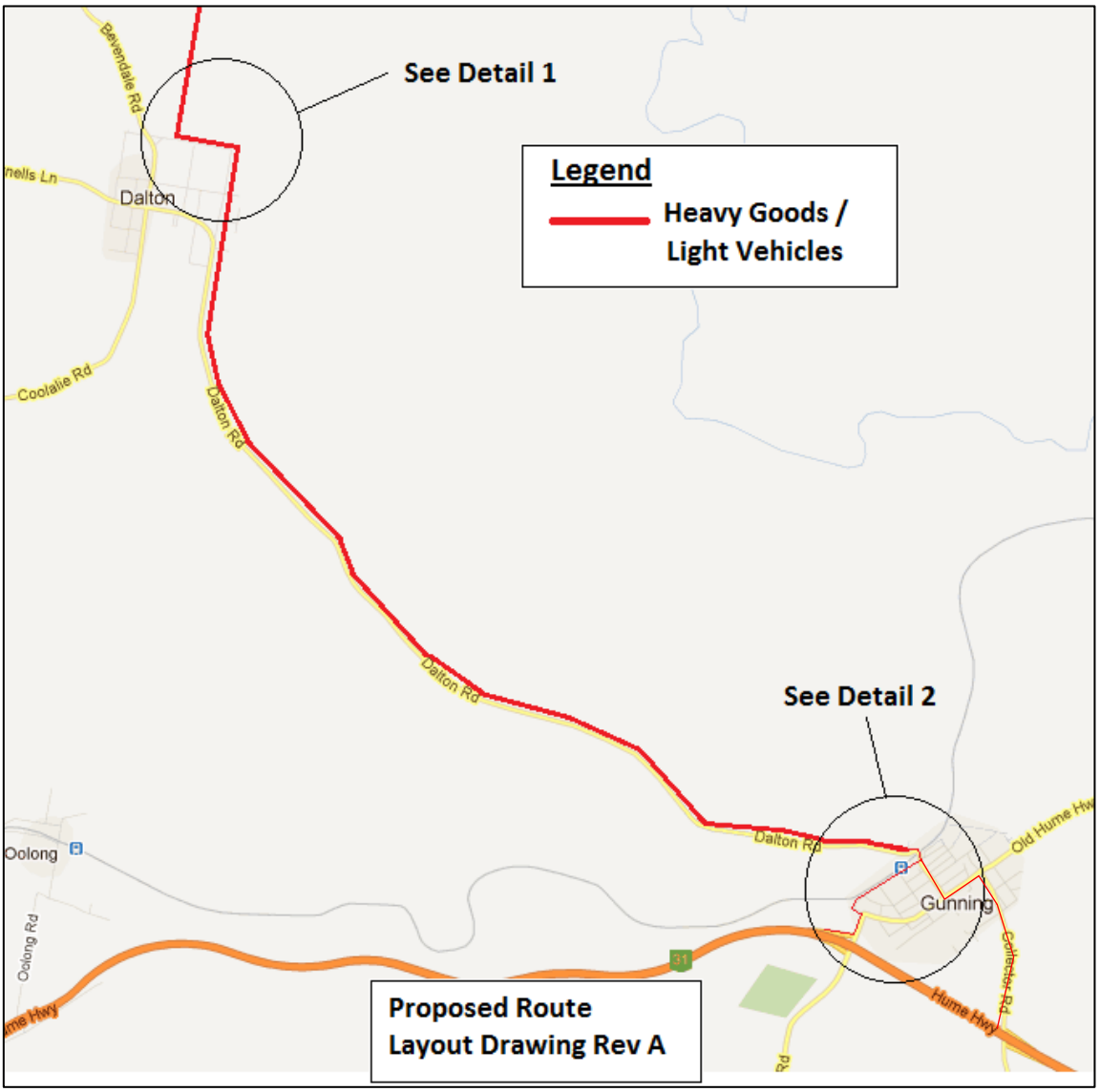

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Figure 4-18 Detail 1 – Access Arrangements at Loop Road Corner

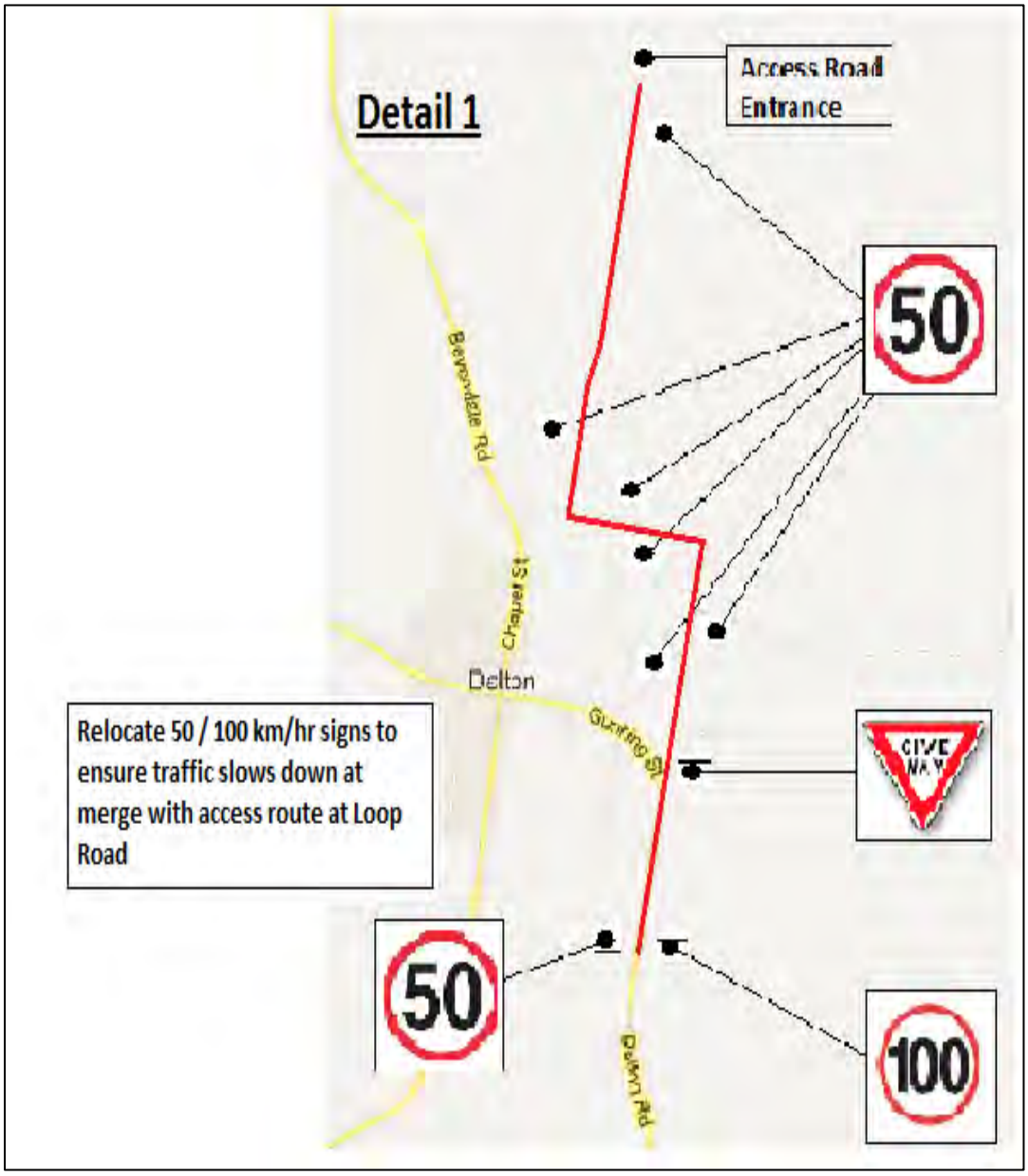

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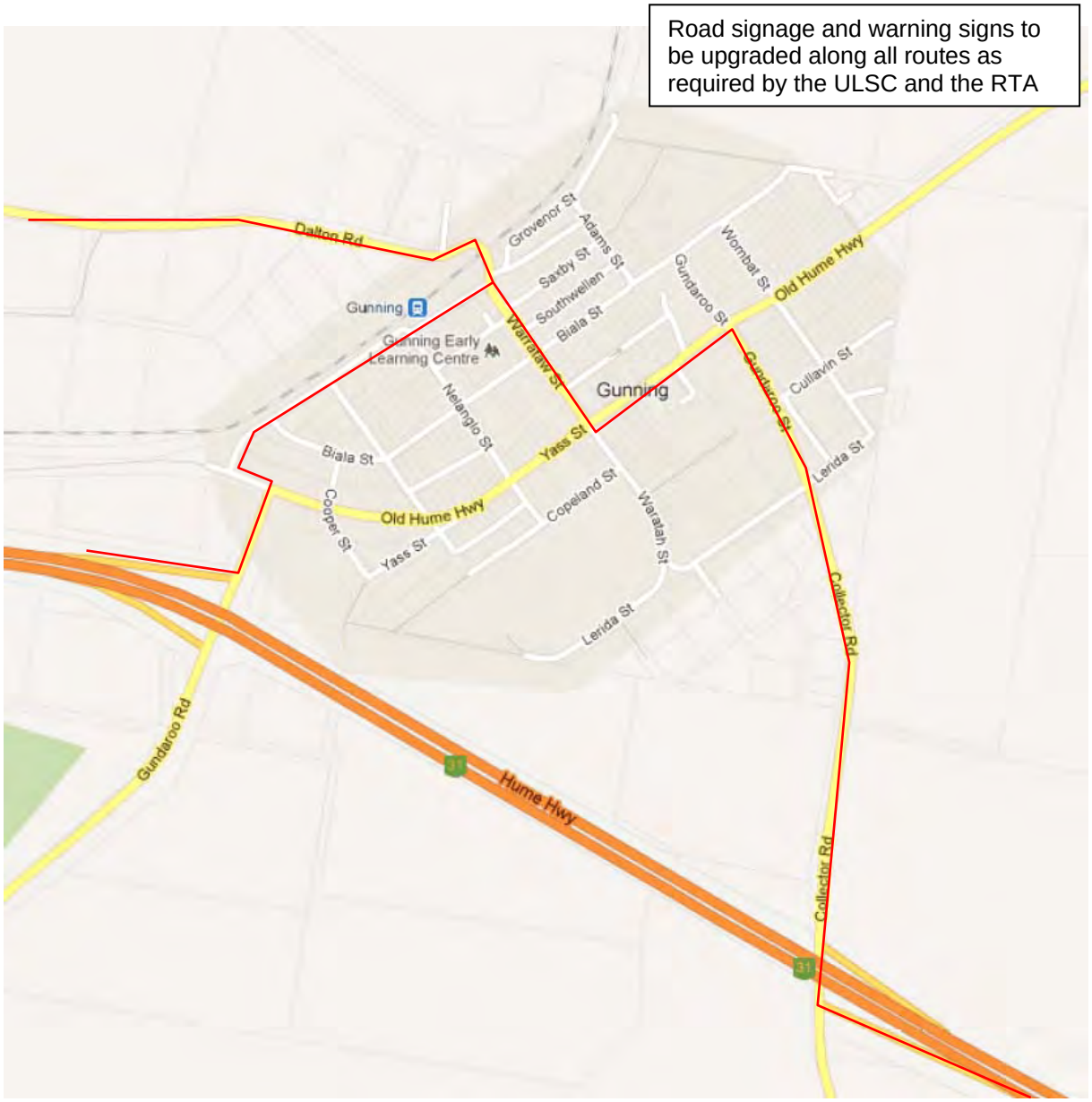
Figure 4-19 Detail 2– Access Arrangements through Gunning



According to the current Draft TMP, it is anticipated that the majority of over-size / over-mass plant and equipment items will be transported from Port Kembla (Wollongong), subject to confirmation and receipt of necessary permits and approvals (by specialist subcontractor).

The over dimensional sized objects associated with this project will be transported along an alternative route to those identified for HV and LV movements. Figure 4-20 identifies the proposed route at this stage to transport the over dimensional equipment from the Hume Highway and through the town of

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According to the current Draft TMP, it is anticipated that the majority of over-size / over-mass plant and equipment items will be transported from Port Kembla (Wollongong), subject to confirmation and receipt of necessary permits and approvals (by specialist subcontractor).

The over dimensional sized objects associated with this project will be transported along an alternative route to those identified for HV and LV movements. **Figure 4-20** identifies the proposed route at this stage to transport the over dimensional equipment from the Hume Highway and through the town of Gunning. The railway lines will be crossed by creating a low level crossing to the west of the existing rail bridge. It is likely that a temporary layby be created in the town of Gunning along the route of the over dimensional haulage. Over dimensional equipment shall wait in this layby whilst waiting for permission from the railway authorities to allow access over the level crossing during suitable possession times.

Once on Dalton Road, the remaining route shall follow that of the HV's along Loop Road and Walshs Road as illustrated in **Figure 4-20**. As such, the main streets in the town of Dalton will be bypassed. Pilot vehicles will be utilised to escort these deliveries to site so as to give prior warning to other road users and in particular vehicles travelling in the opposite direction.

Figure 4-20 Over-mass /over-dimension (Heavy) haulage route

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(DP&I 2/12/11):

- *Traffic Impacts:*
  - *the response states that Walshs Road and Loop Road will be temporarily sealed during construction activities then permanently sealed following construction of each stage ... however it further states that the roads used for access to the site would be sealed at the commencement of construction, and requires clarification;*

Response

Whilst the Draft TMP is still the subject of consultation with ULSC, Section 5.8 of the plan details dust suppression measures including the proposed sealing of road surfaces. According to the Draft TMP:

"Due to the regions enterprise agriculture and wool production (renowned for its high quality wool), dust suppression has been identified as an important control measure and issue for stakeholders. Due to the fact that the project site access route(s) are currently unsealed, dust creation has been identified as a likely possibility. The following control measures will be implemented within the site boundary (as conditions require) to address the issue and provide assurance to the local community;

- *Watering -- applying water from a truck or other portable spray system.*
- *Fencing and other artificial wind barriers, aligned perpendicular to the wind direction*
- *Revegetation or limit removal to surface vegetation to an absolute minimum*
- *Apply access restrictions to dust prone areas with physical obstructions such as gates, fencing etc.*
- *Cessation of construction or limiting activity during a high wind events*
- *Surface roughening--the manipulation of a soil surface to produce or maintain clods, which helps disrupt the erosive force of the wind.*
- *Reduced site vehicle speeds*

In addition, GEL intends to prime seal the routes along Loop Road and Walshs Road to enhance the dust suppression control measures. GEL proposes to apply a 14/7mm (typical) two-coat spray seal towards the commencement of the project in accordance with our contractual obligations and prior to any significant increase in road usage. At the end of the project, a final 7mm spray seal application is to be added to rectify wear and tear as a result of our works." - Section 5.8 of Draft TMP.

(DP&I 2/12/11):

- *Traffic Impacts:*
  - *the response' states that the safety and amenity of the community will be managed by experienced haulage contractors in liaison with the RTA and police, however does not elaborate on what these management measures may be (DP&I 2/12/11)*

Response

The Draft TMP outlines a range of management measures for the Project. The plan is currently in draft form and has been provided to Council for comment, and the document has been formally tabled with ULSC.

The plan outlines various management measures to ensure that the safety and amenity of the community will be appropriately managed.

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The Draft TMP outlines a range of management measures for the Project. The summary below is from the current Draft TMP being discussed between AGL and Council at present.

Table 4-4 Draft control measures from TMP

Location	Hazard	Control Measures
Grovenor St / WarratawSt	School children crossing roads / Increase in traffic	All efforts will be made to eliminate this hazard by planning bulk deliveries outside of periods when this area will be occupied with children / Signage to be erected as per Appendix B/ Induction and Toolbox Talks for delivery drivers / Undertake regular inspections during periods of increased traffic
Gunning Rail Bridge	Two way traffic on bridge / Pedestrian usage	Traffic lights to be established to prevent two way traffic on bridge at the same time. Lights will be sensored and set to give priority to vehicles leaving Gunning to prevent build up of traffic on Warrataw ST / Inductions and Toolbox talks for delivery drivers / Undertake regular inspections during periods of increased traffic.
Loop Road	Pedestrian usage / Children playing on Loop Road corner.	A detailed design will be provided in a further stage in order to ensure the safe ingress to Loop Rd of vehicles coming from Gunning and Dalton as well as for vehicles leaving from Loop Rd and ingressing Dalton Rd or Gunning St. Appendix D, Detail 1 proposes part of the possible calming measures to slow down vehicles.
Hume Hwy exit to Collector Rd	Increase in traffic on collector Rd and Hume Hwy exit to Collector Rd	Signage to be erected/ Induction and Toolbox Talks for delivery drivers / Undertake regular inspections during periods of increased traffic
Dalton Road	Regular cycling races.	Induction and Toolbox Talks for delivery drivers and regular coordination prior to the events with ACT Vets Cycling Club to communicate in Toolbox Talks
Walshs Rd junction to site access	Misleading continuing sealed road	Signage to be erected on Walsh Rd prior to Site access in order to clearly identify the continuation of Walshs Rd and the site access.

The plan outlines various management measures to ensure that the safety and amenity of the community will be appropriately managed.

Continuous monitoring throughout the construction phase would be maintained to ensure that construction traffic was compliant with the requirements of the TMP.

In addition on site vehicular safety assessments would be carried out by a suitably qualified HSE representative Traffic management performance on the project would be audited against the requirements of AS/NZS ISO 9001 - 2008, additionally all major contractors and suppliers operating would be audited at an early stage of their works and at critical times throughout the project to ensure compliance.

The TMP will be reviewed to ensure that the mitigation remains effective, with changes being approved by the ULSC Traffic Committee.

4.9 Additional Community Submissions

Upon review of the Response to Submissions Report issued to DP&I on the 27th January 2012, DP&I required that AGL respond to a number of additional community submissions received since the close of the exhibition period. These submissions are presented in full in **Appendix B-3**.

4.9.1 Community Submission 1

(Wayne Apps, attachment to DP&I letter 8/3/12):

- *Visual: This submission expresses numerous concerns, including a high number of these related to the visual assessment carried out within the EA.*

  "Photos taken for the EA are taken in a way which is deceptive and in total disrespect to residents of Dalton (Chapter 10 Visual Part 1)" - Wayne Apps, 8/3/12

Response

The reference to Photo 1 is noted and a comparison to the author's photo has been made. The AGL photo in question is labelled "View North from Chapel Street Dalton", and this location is confirmed as accurately represented both in the text that describes the location, and on the figure noting the locations of all panoramic photograph locations considered as part of the visual assessment.

A total of 19 panoramic photograph locations were selected to illustrate the landscape and key topographic features within and surrounding the Dalton Power Station project. The panorama photograph locations are illustrated in Figure 2, and the panorama photographs in Figures 3 to 7 within the Visual Impact Assessment report. It is not clear how these are, or could be, deceptive and in total disrespect to the residents of Dalton. Each panoramic photograph identifies the location of the proposed Power Station and surrounding residential dwellings, but does not include a model of the Power Station itself which has been included in the photomontages.

"Also note EA photos taken Dalton side look to me to be compressed in height to hide the real truth, and all heavy cloud cover to hide landscape." - Wayne Apps, 8/3/12

Response

The panorama photographs (and photographs taken for the production of the photomontages) have not been compressed in height. Individual photos have been stitched to form panoramas.

Whilst every effort is made to schedule site inspections to coincide with periods of clear weather, this is not always possible within existing project timeframes. Whilst some photographs were taken in overcast conditions, others included in the visual impact assessment were taken on clear days. Overall the panorama photographs illustrate a range of typical weather conditions (other than rain and fog) likely to be experienced in the locality of the proposed Power Station. Photographs for the photomontages were taken on a separate site inspection in clear and sunny weather.

"In the EA the height of the hill on the left states 600m AHD and the top of stack height is 621m AHD. This photo shows much of the stacks lower than the hill…which is in fact totally false and misleading to the general public." - Wayne Apps, 8/3/12

Response

The 600m AHD height of the hill (Dalton Hill) to the west of the proposed Power Station was stated in error within the Visual Impact Assessment report. The height of the hill is closer to 615m AHD. The exhaust stacks are offset north east from the top of the hill by up to 500m and when viewed from the majority of surrounding view locations, the exhaust stacks are unlikely to appear as visually prominent elements above the top of the hill.

The photomontages that illustrate the exhaust stacks have been produced using a maximum design height of 46m; however, the final constructed height of the exhaust stacks may be significantly lower which will reduce the overall level of visibility and resultant visual impact. The photomontages are therefore conservative in nature.

"Please find me Bevendale Street. Dalton haven't found it yet." - Wayne Apps, 8/3/12

Response

Google Maps and Google Earth shows the road extending north from Dalton (end of Chapel Street) to be Bevendale Street. We understand the respondent refers to this road as the Rugby Road.

"When earth works are carried out a lot more trees will be removed thus opening up the area more." - Wayne Apps, 8/3/12

Response

Whilst some tree removal will occur across the site, it is unlikely to significantly increase the proposed Power Station visibility as a number of trees that may provide some level of screening will be retained. Land within the facility footprint and surrounds (in particular the offset area) will not be subject to livestock grazing which is likely to result in a net increase in the amount of tree and shrub cover across the wider site.

"Table 10-3. With correct height of stacks the correct visual impact will be high not low as stated in table this power station will stand out." - Wayne Apps, 8/3/12

Response

The assessment was carried out assuming the exhaust stacks would be of maximum design height (46m) however, the final constructed height of the exhaust stacks may be significantly lower. Counter to the submissions assertion that the impact would be higher than as stated in the assessment, this adjustment essentially reduces the overall level of visibility and resultant visual impact.

"R12, R13, R14, R15, R16, R17, R18 and R19 are all high visual area yet the EA states low – TOTAL LIES" - *Wayne Apps, 8/3/12*

Response

Although distance is a factor in visibility, it does not necessarily follow that a short view distance will always result in a high visual impact where topography, vegetation and existing built structures may screen views toward a development. Residential dwellings R12 to R19 have been assessed and determined to be low visual impact. Whilst a number of the residential dwellings (and areas

surrounding residential dwellings) have been determined to have potential views toward upper portions of the exhaust stacks and air inlet filters, views toward the majority of infrastructure within the proposed Power Station will be screened by a combination of existing vegetation, tree cover and topography.

> *"The summary of visibility assessment in not worth the paper it is written on and fraudulent and misleading to all departments concerned and all stakeholders" - Wayne Apps, 8/3/12*

Response

AGL is not aware of any fraudulent or misleading information that has been deliberately or intentionally included within the Visual Impact Assessment report.

> *"The site is 2km north of Dalton so how come all Dalton isn't sensitive receptors. More mistakes." - Wayne Apps, 8/3/12*

Response

Views from all residential dwellings have been determined as sensitive receptors and identified as such in Table 3 Viewer Sensitivity. Although distance is a factor in visibility, it does not necessarily follow that a short view distance will always result in a high visual impact where topography, vegetation and existing built structures may screen views toward a development.

> *"Photos 12, 13 and 14 (Figure 6) all taken on Cowper Street…incorrect it is called Walsh's Road" - Wayne Apps, 8/3/12*

Response

Photo 12 (Figure 6) nominates Cowper Street/Walsh's Road. Cowper Street has been labelled in error on Photo 13 and 14.

The photographs labelled from Bevendale Street (Figures 10, 11 and 12) are correct.

We do not consider that people relying on street names would not be able to locate the photo locations as all photo locations are illustrated within Figure 2 and Figure 8 for the panorama photographs and photomontages.

Within this submission, a site inspection is requested from Wayne Apps residential dwelling.

The submission states:

> *"I will see right down the stacks of this thing. And that means I will hear it. Nobody took photos from my place…." - Wayne Apps, 8/3/12*

Response

A site inspection has been undertaken from Wayne Apps residential property and an assessment and determination of potential visual impact is presented in **Table 4-5**. A photomontage has been prepared from the north east corner of Wayne Apps residential dwelling and is presented as **Figure 4-21**. The photomontage has been produced using a maximum design height of 46m for the exhaust stack structures; however, the final constructed height of the exhaust stacks may be significantly lower which will reduce the overall level of visibility and resultant visual impact. The photomontages are therefore conservative in nature.

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Table 4-5 Visual Impact Assessment of Dalton Power Project from Wayne Apps Residence

View Location	Category of Viewer	View context	Approx. distance toward the proposed power station communication tower and valve station	Relative number of viewers	Estimated period of view	Viewer sensitivity	Potential Visual Impact
Wayne Apps	Resident	Long distance and direct views north toward the proposed Power Station from north facing main entry and windows. Indirect and long distance views from outdoor entertaining area. Views will extend toward the mid and upper portions of the exhaust stacks and air filter inlets from the residential dwelling. Views toward the majority of electrical infrastructure within the proposed Power Station site will be screened by vegetation. The visibility of the proposed Power Station will tend to be mitigated by distance as well as views toward the exhaust stacks being contained below the distant ridgeline. A long distance view toward the communication tower will occur from the residential property although distance is likely to reduce the overall level of visibility. Views toward the valve station will be largely screened by tree cover.	Power Station: 4.85km Communication Tower: 5.2km Valve Station: 1.87m	Low	Potentially Long Term	High	**Power Station** Low **Communication Tower** Low **Valve Station** Nil