

## Appendix G.7 Traffic Impact Assessment (193 pages long)

Below are some direct quotes from the Rye Park Wind Farm Modified submission to increase the height of turbines from 157m to 200m and increase the foot print from 256.8ha to 542.1ha as well as identifying that **they will run all the works traffic through the main street of Rye Park. Michael Young from Dept of Planning & Environment gave residents an assurance that this route would not be used for heavy vehicles.**

*From Genium Civil Engineering page 7*

*Total of 67,896 (two way) heavy vehicle movements associated with wind farm construction over a 93-week construction period.*

*Total of 58,240 (two way) light vehicle trips associated with construction over the 93-week construction period;*

*Total 126,136 (two way) construction vehicle trips with 51% being heavy vehicles.*

This equates to an average of **247** vehicles a work day (Monday to Saturday) coming through the village for 93 weeks (nearly 2 years). This includes 'over-dimensional (100m long) and over-mass vehicles weighing up to 500 tonnes each (*Appendix G.7 SMEC report page 21*). **Some of the houses in Rye Park are only 4m from the current road edge. The noise and vibration from all this traffic will make living and working in these places untenable. The Rye Park CFA shed is on the main street. How will they travel to the places they need to be in a bushfire if the roads are closed or busy with windfarm vehicles and machinery? The school is also on the main street. How will all the traffic noise disrupt the children's learning?**



Road Sections 1 and 2 are predominantly within the Upper Lachlan Shire Council who have **more stringent requirements** when it comes to design and construction of road upgrades. This has led to significantly higher per kilometre rates and ultimately a high overall cost for upgrade of these roads (*Genium Civil Engineering page 10*). A 380mm pavement thickness was adopted for ULSC roads (*Genium Civil Engineering page 11*). Hilltops is 200mm (page 9). This would be due to the fact that ULSC has learnt from having their roads wrecked by the building of windfarms and the proponent will not be using these routes. The standard should be the same as ULSC who requires a pavement

**design to be undertaken in accordance with the Austroads Guide to Pavement Technology, Part 2: Pavement Structural Design 2017 (Genium Civil Engineering page 6).**

*Additionally, the proponent advises that based on recent consultation with Hilltops Council, the design standards along Grassy Creek Road will be reduced to a required 7m formation/seal width (reduced from 8.5m formation/7m seal width, Genium Civil Engineering page 7). Desirable standard is 7.4m wide formation and seal with edge lines to delineate travel lanes. (Appendix G.7 SMEC report page 26). Hilltops Council happy to accept a design that complies with the current road speed environment on Grassy Creek Road (estimated to be approx. 60km/h) (Genium Civil Engineering page 6). Nobody travels this road at 60km per hour during daylight hours. Allowing this proposal is dropping already low standards even lower. It should at least meet the stated standard or it is making travel on this road more dangerous.*

*This number of crashes are generally low in the surrounding LGA's suggesting generally safe conditions within the locality. With the presence of over-dimensional vehicles during the construction phase, it would be expected that there will be **some impact on road safety**. This would especially be the case once construction commences, as local drivers get used to driving alongside larger and slower vehicles. (Appendix G.7 SMEC report page 31). **This is putting the lives of local residents at risk. Near-misses with Bango Wind Farm workers' vehicles have already been experienced.***