

Transport & Traffic Fact Sheet



In September 2022 a modification application was submitted to the Department of Planning and Environment (DPE) for the Liverpool Range Wind Farm (Mod-1 Project). In response to submissions received during the public exhibition period we have made a number of changes to the Project. These changes are reflected in the Response to Submissions (RTS) Report and the Amendment Report. The reports will be assessed by DPE who will then make a determination on the application. These reports contain information about how the RTS Project is different from the Approved Project, and how these changes would affect the environment and how they can be managed.

This factsheet sets out the expected changes to traffic and transport associated with the RTS Project. It also shows what we are proposing to do and how we will work with the community to manage potential disruptions. The impacts presented are a worst-case scenario. With the measures proposed, the RTS Project's impacts should be reduced or mitigated.

How has the Project changed?

Previously we assessed over-sized traffic movements based on a 90 m blade as part of the Mod-1 Project. We also assumed that all quarry material would be brought to site from surrounding quarries in the region.

Following a review of submissions received during the public exhibition period, we have made several changes to the Mod-1 Project that will influence the nature, number, and type of vehicle movements during construction:

- Selection of the Vestas V172 7.2 MW as the preferred turbine, which has a blade length of 85 m
- Reduction in the number of turbines to 185
- Agreement on road upgrade standards and intersection design with Warrumbungle and Upper Hunter councils and Transport for NSW (TfNSW)
- Reduction in the number of site access points from 90 to 75, of which 35 are located within the wind farm, and 40 are located within the external transmission line down to Ulan



The RTS Project would generate a negligible increase in construction traffic compared to the Approved Project. To read more, see the Amendment Report.

What traffic should I expect?

The RTS Project would result in a negligible increase in the peak daily volume of construction vehicles that was estimated for the Approved Project. There will still be a substantial increase in traffic over current local traffic levels.

The following sections summarise the key findings from the traffic impact and the over-size/over mass route assessments completed for the RTS Project and the actions we will take to manage the impact on the community.

What did we find and how does it compare to the Approved Project?

The main traffic impacts will be during the construction phase, with peak traffic movements estimated to occur around weeks 43 to 91 of the construction program. For the RTS Project, peak construction vehicle activity will result in approximately 328 vehicle movements per day (one-way) on the surrounding road network (compared to 325 one-way movements estimated for the Approved Project). The key reasons for this slight increase (despite a reduction in the number of turbines) are two-fold. Firstly, we have conservatively assumed for the RTS Project that there will be one person per Light vehicle for construction personnel travelling to/from the site. It is common on construction sites for 2-3 construction personnel to share the same vehicle. Secondly, we have assumed that all quarry materials are brought into the site from external sources. Based on extensive geotechnical investigations that we have completed to-date, we are confident that there are large quantities of suitable rock material on-site that can be used for wind farm construction.

The level of traffic estimated for the RTS Project (and for the Approved Project) would result in some disruptions to local road users during construction, but traffic management measures will be in place to reduce this impact where possible.

The construction vehicles should not adversely affect the safety or function of the broader road network but there may be minor road disruptions associated with the movement of over dimensional or over mass loads such as turbine towers and blades. However, the proposed reduction in the number of wind turbines proposed by the RTS Project would reduce the frequency of this occurring.

The RTS Project would also increase the number of site access points up to 75 (Figure 1). All access points meet the required safe sight distance requirements and are required to construct the RTS Project.

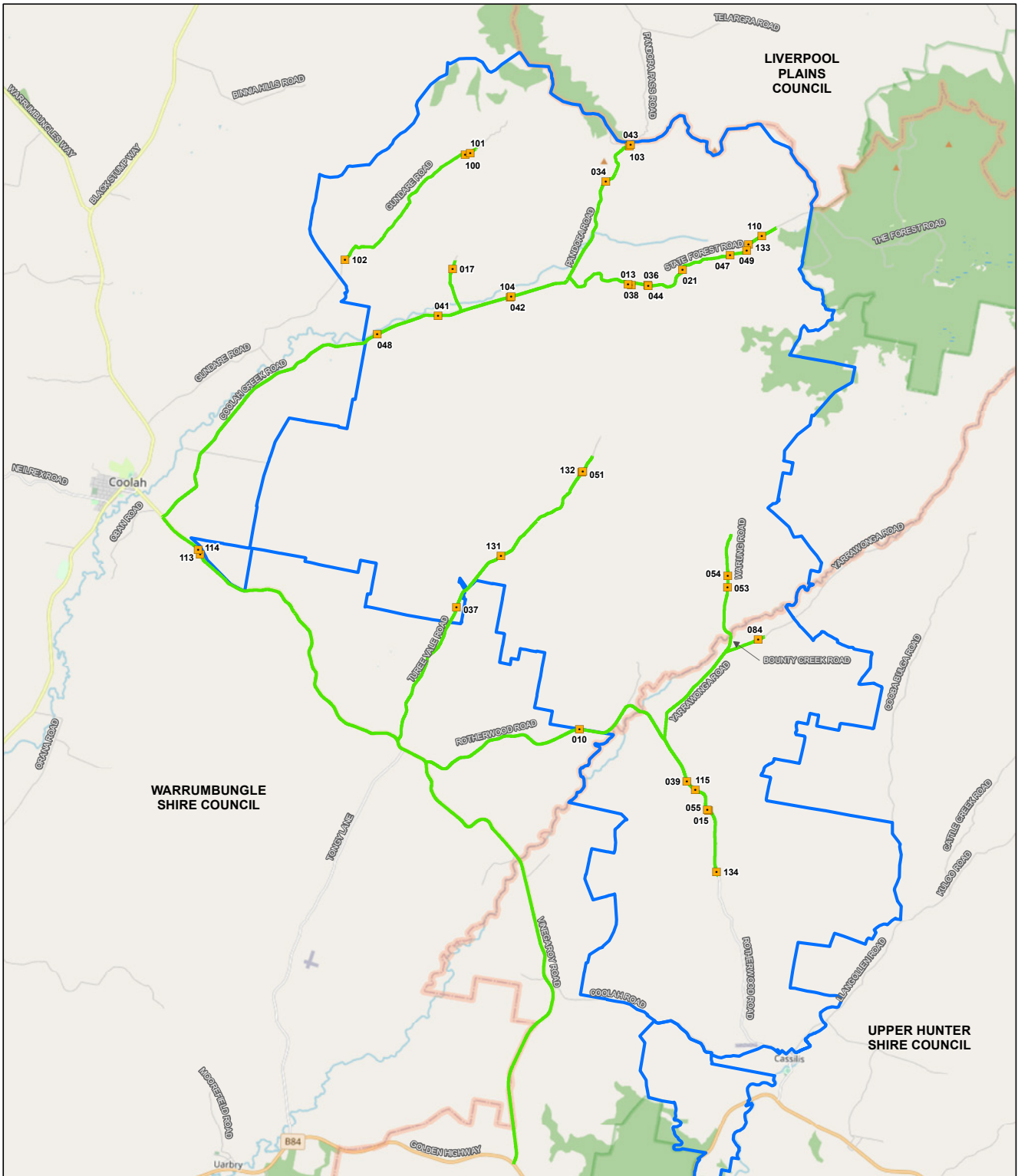
It is expected that large turbine components will be transported from the Port of Newcastle along the state road network to site. Some changes to the preferred route to site are proposed by the RTS Project. There are some locations along the route where localised upgrades are likely to be required, for instance to address the low-height clearance bridge at Denman within the Muswellbrook local government area.

Public road repairs and upgrades are also proposed for the RTS Project, similar to the Approved Project. In summary:

- All local roads to be used by heavy and OSOM vehicles are anticipated to require repair or upgrading as agreed with the relevant councils
- Sections of Vinegaroy Road will require repair/upgrading
- Ulan Road does not require upgrading
- Approximately 100 kms of public road repairs/upgrades are anticipated across Warrumbungle,
- Upper Hunter and Mid-western local government areas (see table below)
- The public road repairs/upgrades would result in approximately 190 hectares of ground disturbance (including existing pavement area).
- The total expected length of public road repairs/upgrades required are:
 - Warrumbungle LGA: 81.5 km
 - Upper Hunter LGA: 21.5 km
 - Mid-western LGA: 2.6 km



Figure 1 - Local Road Network and Site Access Points



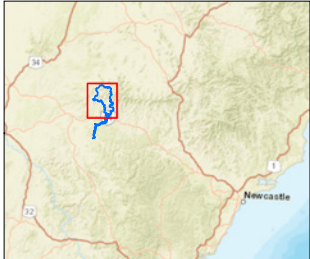
- Legend**
- Proposed Site Access Point
 - Local Road Network
 - RTS Site Boundary
 - Local Government Area

Note: The Site Boundary is based on publicly available cadastral data and during detailed design will be updated for the actual property boundaries and road reserves.

Date: 30/05/2023
Version: B

Kilometres

GDA2020 MGA Zone 55
1:135,000



Reducing the impacts of Traffic and Transport

We are investigating ways to reduce the overall construction period and minimise potential disruptions to the local community. This may include completing public road upgrades and on-site construction activities concurrently to allow on-site construction works to commence progressively through the initial stage of the construction program.

We are also exploring the potential to reduce the scale of road upgrades in environmentally sensitive locations to reduce the impacts of these works.

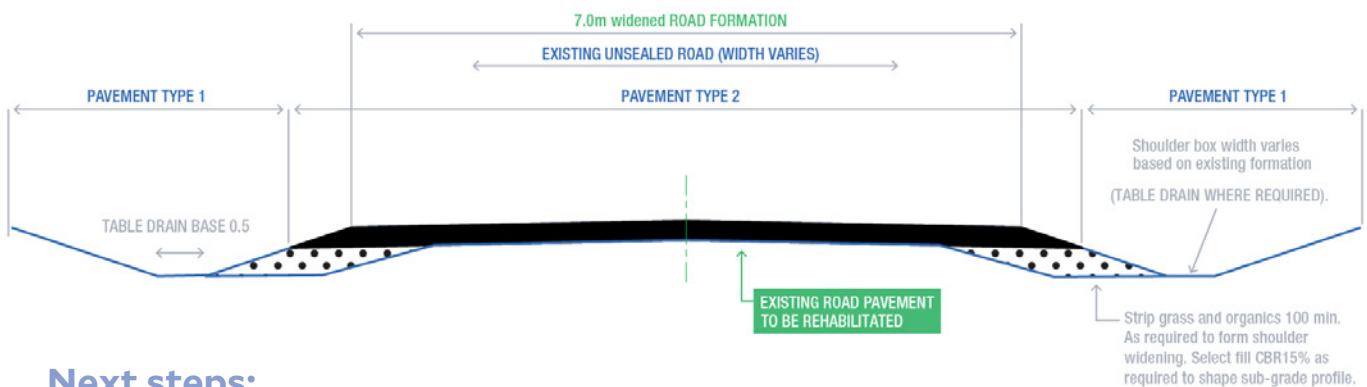
We will develop a Traffic Management Plan (TMP) in consultation with the relevant road authorities (including TfNSW and relevant councils). We will also implement:

- Driver code of conduct and safe driving procedures
- Community information and awareness program including notices in local newspapers, newsletters and

regular updates via the Project website

- 24-hour telephone line during construction to raise queries or concerns
- SMS traffic updates
- Temporary signage where required
- Use of a licensed and experienced over size and over dimensional haulage contractor responsible for obtaining all necessary permits and approvals from the TfNSW and the applicable council
- Escort vehicles for over size and over dimensional vehicles
- Preparation of a road dilapidation report prior to construction
- Periodic inspection and rectification of public roads
- Appropriate dust, erosion and sediment control measures for access tracks

Diagram below: Public Road Upgrade Cross Section – Type 1 (Unsealed Widen As Required) – Scale 1:20



Next steps:

We are aiming to lodge the Response to Submissions (RTS) report, Amendment Report, and all updated environmental impact assessments with DPE in June 2023. These reports will detail the consultation completed to-date, how submissions received during public exhibition have been addressed, and will clearly show the changes to the design and layout of the Project. DPE will review the documentation and make a determination on the Modification Application.

We are also seeking Commonwealth approval under a separate approvals process under the *Environment Protection and Biodiversity Conservation Act 1999*. The project will be assessed by way of Public Environment Report (PER) which will be subject to a public exhibition process managed by the Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW). Further details on the timing of this will be provided via our website and newsletters.

To stay up to date on progress of the Project visit:

Modification Application:

www.planningportal.nsw.gov.au/major-projects/projects/mod-1-turbine-and-infrastructure-changes

EPBC Approval:

epbcpportal.awe.gov.au/all-referrals/project-referral-summary/?id=dc3fd301-9a6b-ed11-81ac-00224818aa21

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To view the Project online and to subscribe to the newsletter, visit: www.liverpoolrangewindfarm.com.au



For more information, please visit the website below

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