

Hills of Gold Wind Farm

Traffic and Transport Factsheet

Heavy Vehicle

Given the strong reservations by Tamworth Regional Council about the Devil's Elbow Bypass, the Project is reassessing access routes for construction vehicles and Over Size, Over Mass (OSOM) vehicles to further reduce impacts.

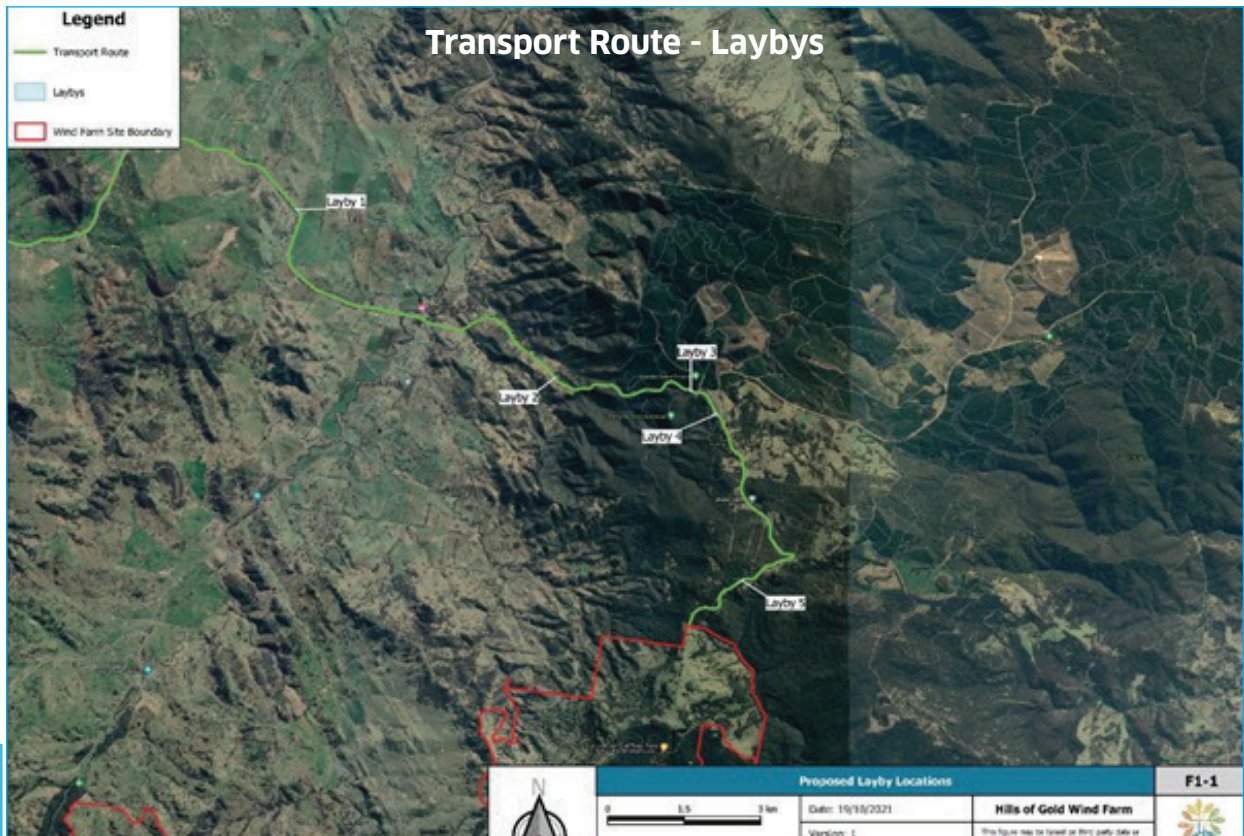
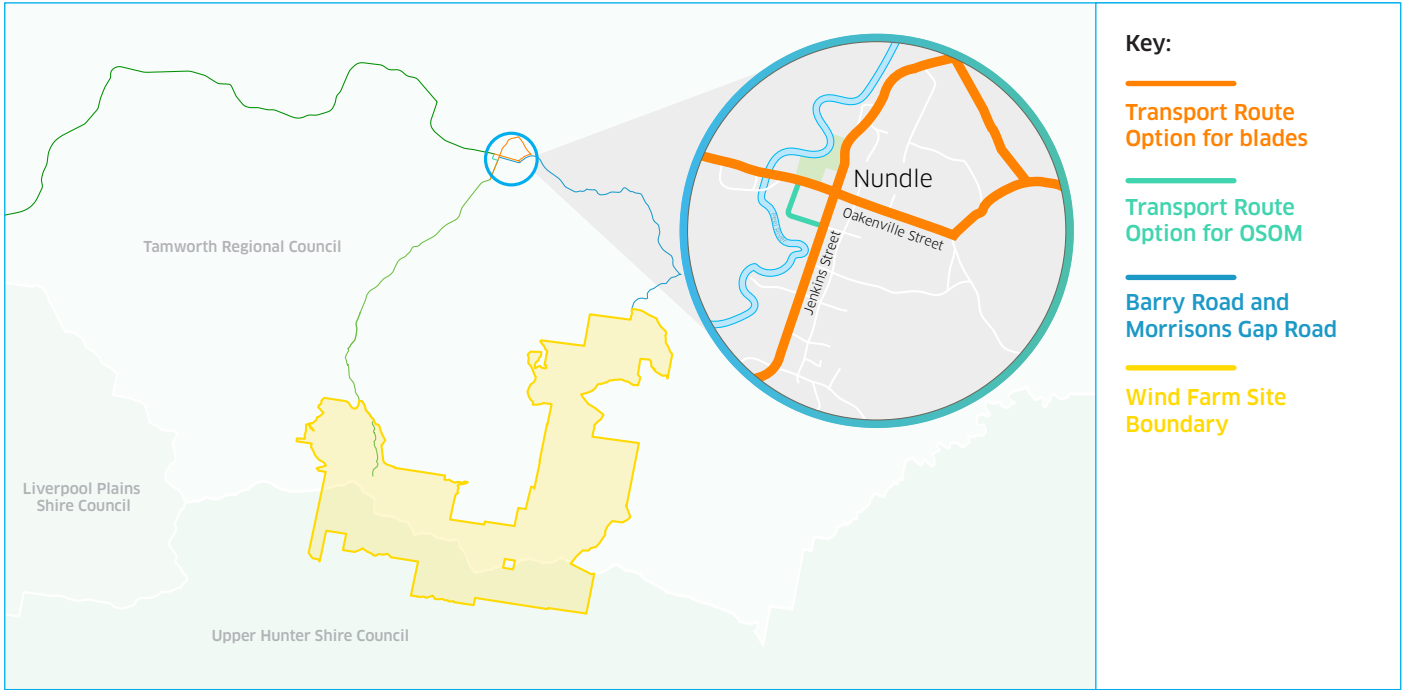
- ▶ An alternate route is being considered that proposes most of the OSOM and construction traffic uses Crawney Road.
- ▶ Extensive assessments on this proposed route are currently being carried out by industry experts, including traffic, biodiversity and cultural heritage professionals.
- ▶ If the route is deemed suitable, the Devil's Elbow Bypass would be removed from the Project, with minor improvements to the existing road at Devil's Elbow proposed for smaller OSOM, construction heavy vehicles and general construction access.
- ▶ The Devil's Elbow / Barry Road / Morrison's Gap Road route could also be used as a return route for OSOM vehicles after they have delivered components to site and the truck dollies have folded up to reduce the size of the vehicles.
- ▶ The addition of an alternate route will create the benefit of splitting traffic volumes across local roads and providing further road upgrades including the proposal to seal parts of Crawney Road and add safety features to the existing Devil's Elbow hairpin on Barry Road.
- ▶ Civil upgrades, including widening Morrisons Gap Road to 5.5 metres and adding laybys, will be undertaken to ensure the safety of the community and transport of turbine components.
- ▶ There will be no impact to Tamworth from OSOM movements, as the original OSOM transport route through Tamworth has now been removed from the Development Application.
- ▶ All OSOM movements will avoid school bus hours.

Local Traffic

- ▶ Traffic and transport consultant TTPP was engaged to undertake an in-depth analysis of traffic impacts to Nundle and Hanging Rock.
- ▶ During peak construction, which will last about 13 months, there will be a total of 311 daily traffic movements through Nundle, this compares to the existing 845 daily traffic movements.
- ▶ We've committed to a 38 percent reduction in daily traffic movements through Nundle during the construction phase.
- ▶ We will employ a number of traffic management strategies, for example car-pooling and creating a dedicated project car park in Nundle to alleviate impacts to the community and minimise the number of project vehicles on local roads.
- ▶ Head of Peel Road has been removed as a project site access route.

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