

Uungula Wind Farm Traffic Management Review -meeting notes

Wednesday 29 November 2023, 1.30pm – 3pm.

Chair – Kath Elliott

Attendees:

Community and stakeholders	Squadron Energy and Nacap
Peter Carter, resident	Dan Banovic, Head of Delivery
Keith Brown, resident	Mal Moore, Uungula Site representative
Robert George, Dubbo Regional Council	Darran Reeves, Civil Manager
Mick Wiegold, NSW Police	Kath Elliott, Stakeholder Engagement Manager
Mark Pickford RFS	Courtney Urdarov, Stakeholder Engagement Adviser
Mick Cooper, Central West Cycle Trail	Mathew Flower- Head of Development Services
John Southwell, CCC representative	Steve Spiller – GE logistics manager
Kim Kiss, resident	Jay Bean – Nacap civil superintendent
Norm Smith, resident	Sheree Kidziak, Environmental Adviser

Meeting purpose

Chair outlined the purpose of the meeting was to focus on TMP, in particular issues related to Twelve Mile Rd and the development of clear communications protocols to minimise impacts.

TMP Overview and Commitments

Dan advised the first OSOM would be in mid-2025.

Noted that TMP is a condition of approval and a live document, which is reviewed as needed. The current version has changes at the Newcastle Port end of the route, and this is currently with Department of Planning for approval.

Dan advised what is in the TMP (refer slides) and the commitments contained in it from Squadron Energy which centre on minimising impact on local people.

Current layout plan

Dan showed the current layout plan.

Mr Carter requested a map showing the layout with reference to WTG's removed to make the wind farm smaller.

Action- Squadron Energy provide a layout plan which is clear on WTG's initially proposed, and WTG's approved.

Dan advised all OSOM deliveries will be escorted by pilot vehicles and police. All will use UHF to communicate with other traffic.

Advised that the time from the Goolma Rd intersection to the site entrance will take approx. 15 minutes.

Provided a schedule (see slides) that indicated deliveries would be 15 minutes apart between 1.30pm and 3pm.

Police queried if there was approval for 30 minutes apart.

Police advised that convoys are not permitted in NSW and this was confirmed by Squadron.

Note: TMP Condition: As per the TMP, no specified time between OSOM deliveries is required. The requirement is "Scheduling of OSOM transport deliveries to minimise platoons and convoys of vehicles along public roads."

Local knowledge in relation to OSOM deliveries

Mr Carter advised that there are two sales each week in Dubbo and sales in Forbes.

Monday morning is the sheep sale which will not be affected.

Thursday morning is the cattle sale and carriers are usually collecting cattle for the saleyards on Wednesday afternoon.

The carriers and producers require flexibility as there are many changes that can occur.

It was noted that there may be conflicts between deliveries and carriers on Wednesday afternoons, and producers were concerned about carriers being delayed. This could lead to carriers not wanting to service the producers.

It was noted that there are about 50 producers on Twelve Mile Rd. Of these there are 10 major producers but not all sell stock every week.

There are also four studs that have breeding sales each year, usually in Spring, and these are advertised well in advance. There can be up to 100 visitors to sales. There are also inspection days leading up to sale days.

There is also the Twelve Mile tour once a year which can attract up to 90 people to studs including Boxleigh Park and Mumblebone.

One producer advised they had a poultry abattoir and needed to make deliveries where they met people at road locations, and delays were not acceptable.

Mr Carter requested that OSOM deliveries not occur on cattle stock carting day. Squadron advised this was not possible but that there were options to explore so that carrier trucks were not held up.

Mr Cooper advised that cyclists were using the route as part of the Central West Cycling Route and there are up to 5000 people using the route each year. He requested a side track during road upgrade. Squadron advised that this was not possible in the design, however communication with the contractors on location may be able to assist in facilitating improved movement of cyclists.

Discussion on minimising impacts to stock trucks

JV contractor advised that each delivery will be accompanied by police and pilot vehicles driving ahead up to 5km. These vehicles would have UHF.

Proposed that advance vehicles would look out for potential truck conflicts and if so, would advise the OSOM vehicle to wait at the Goolma Rd intersection until the carriers were through.

If a carrier is on the road, the Police advised that given the new road width, pilot vehicles in most cases will be able to facilitate stock trucks to pass OSOMs.

Steve advised the Wednesday delivery schedule would mean that OSOM would arrive between 1.30-3.30pm which was the day most likely to see stock trucks in the afternoon.

Police advised no convoys allowed and deliveries of OSOM would need to be 30 minutes apart.

Action: Squadron and contractor to confirm schedule, specifically intervals between deliveries.

Emergency Services

Mark advised that the RFS needs to be aware of contractor activities and OSOM movements in the case of fire and conflict on roads.

Contractor advised that they work with emergency services and will liaise directly with RFS and others emergency services regularly.

RFS advised that contractors and Squadron need to have points of contact with the Spicers Creek and Wuulaman RFS brigades.

RFS advised Hazards Near Me is the most up to date and useful tool for contractors to be aware of where fires may be.

UHF 15 is the fire channel and needs to be left open for that purpose.

Medical emergencies were discussed and Police and contractor advised these would take precedence over any deliveries. Emergency services vehicles can pass OSOM with police pilot vehicle assistance.

It was noted that not all emergencies were called in to property numbers (instead using property names which requires local knowledge) and this can cause delays. Ambulance utilises satellite mapping tools and need road numbers.

Road construction discussion

Contractors advised that the road works would take place in 2024.

The works would be undertaken from west to east and there would be two to three fronts. Advised that there would be no full road closures and stop/go would be in operation.

There will be a temporary work site at the Goolma and Twelve Mile Rd intersection and workers would participate in a pre-start each morning before commencing work.

Summary of process for minimising conflict on Twelve Mile Rd during OSOM deliveries

- When OSOM vehicles arrive, they will be accompanied by several pilot vehicles as far as 5km ahead.
- Pilot vehicles will assess traffic ahead on Twelve Mile Rd
- Pilot vehicles will request OSOM to stand by at the Goolma and Mile Rd intersection if a stock truck is coming.
- If an oncoming truck is not seen in advance, Police and/or escort vehicles will facilitate the truck and OSOM vehicle to pass each other on the widened Twelve Mile road.
- All neighbours will have a phone number to call in the event of any changes they wish to advise.

- Squadron Energy and Contractor will have all numbers for neighbours for fast communication if required.