

Hexham Wind Farm

FACT SHEET

Traffic and transport



The proposed Hexham Wind Farm is located between Hexham, Caramut and Ellerslie in the Moyne Shire in south-west Victoria. If approved, the Project would incorporate up to 106 wind turbines with an approximate height of up to 260 metres from ground to blade tip. The proposed Project also includes an on-site terminal station and Battery Energy Storage System (BESS) and other associated infrastructure.

As part of the Victorian Government's planning and approvals process for major projects, Wind Prospect is preparing an Environment Effects Statement (EES) for the proposed Hexham Wind Farm. An EES is a requirement under the *Environment Effects Act 1978* and includes a detailed assessment of a wide range of environmental and social assessments such as biodiversity, ecology, historical heritage, Aboriginal cultural heritage, landscape and visual amenity, traffic and transport, noise, socioeconomic and surface and groundwater.

To complete the assessments, considerable research and consultation is being undertaken to avoid and mitigate any potential adverse effects on the environment and the social fabric of the community during construction, operation and decommissioning of the proposed Project. Wind Prospect recognises the value of the natural and built environment in which the proposed Project is based and understands and respects the community's desire to protect both the environmental and social landscape that has existed for many years.



Assessment

As part of the EES, a traffic and transport impact assessment report is being finalised in accordance with the Victorian Government Planning Minister's scoping requirements for the assessment of environmental effects, the Moyne Shire Council Road Management Plan, and other government wind energy and transport planning guidelines. The aim of the assessment is to determine the potential impacts of the proposed Project on the regional and local road network and recommend management measures that reduce potential negative impacts for road users, including those from surrounding communities.

The proposed Hexham Wind Farm is located around 43 kilometres to the north of Warrnambool and extends across both sides of Woolsthorpe-Hexham Road, between Warrnambool-Caramut Road and HexhamBallangeich Road. Hamilton Highway, an arterial road, forms the northern border of the Project area. A second arterial road, Warrnambool Caramut Road is to the west of the Project area.

Local roads within the Project area include Grassmere-Hexham Road, Connewarren Lane, Gordons Lane and Hexham-Ballangeich Road. A series of other minor local rural roads extend through the Project area and typically provide access to the land within the Project area and surrounds.

Public transport routes do not extend through the Project area, but services do operate on roads that will be used by the proposed Project. School buses operate on some roads around the outside of the proposed Project area.

Construction of a wind farm requires the transportation of machinery and equipment. Most changes to existing local traffic in the region will occur during construction, as materials, equipment and the wind turbine generators are transported to site. While the Project will make every effort to source local construction materials, the wind turbines will be transported to site direct from either the Port of Geelong or Port of Portland.

Proposed on-site quarry

Wind Prospect is proposing a temporary on-site quarry to provide gravel and other materials for the proposed Project during the construction phase. Locating the quarry close to construction and within the Project area would help reduce the number of vehicle movements to and from the site, and minimise potential traffic congestion, dust, and general disruption to local roads. The establishment of an on-site quarry would cater for all of the road construction material needed for the Project. The proposed on-site quarry is located approximately 6 km south of Caramut, in the northwest section of the Project area. The nearest public road is Keilor Road which is around 2.5 km to the south of the quarry location.

For more information about the proposed on-site quarry, please refer to our [Quarry Fact Sheet](#) →

How the assessment has been carried out

The assessment has included stakeholder consultation and research, data analysis, traffic modelling and site inspections to understand the existing conditions of the roads and transport routes that are likely to be used, as well as the potential impacts as a result of the Project's construction and operation. The assessment included the following studies:

- Determining the source and predicted volumes of construction materials for wind turbines and associated infrastructure.
- Identify transportation and access requirements for materials, staff and equipment and when these will be needed.
- Identifying any additional road works/upgrades required during the construction stage.
- Identifying potential haulage routes including source locations for quarried materials, and over-size and over-mass (OSOM) vehicle traffic routes.
- Describing and evaluating the proposed traffic management and safety principles to address changed traffic conditions during construction.
- Assessing the potential effects of construction activities on existing traffic, preferred traffic routes and road conditions.

Preliminary findings and planning

The assessment has considered potential impacts to the current road network required to support the construction, operation and decommissioning phases of the proposed Project. To date, the assessment findings have identified:

- Existing road infrastructure (conditions and capacity) would be able to accommodate the traffic requirements across all phases of the proposed Project.
- During the construction phase, there would likely be temporary disruptions to through traffic and regional public transport due to the traffic requirements for the proposed Project, such as transportation of materials using over-size and over-mass vehicles.
- Around the site, additional traffic management along Woolsthorpe-Hexham Road will be required.
- Upgrades to some intersections and gate locations around the proposed Project site would be required.
- Local traffic impacts within the Project area during all Project phases can be suitably and safely managed.
- Local organisations and other key stakeholders, including landowners, Moyne Shire Council, Regional Roads Victoria and Department of Transport and Planning, are currently involved in ongoing discussions regarding the potential traffic and transport impacts of the Project.

Managing adverse effects

Based on the assessment findings to date, mitigation measures are recommended to minimise disruption and delays for local and regional road users, including:

 Road upgrades, construction of access roads and temporary infrastructure works within the Project area and along the OSOM / wind turbine component haulage route.

 Preparation of Traffic Management Plans to manage Project traffic movements and mitigate short and long-term traffic impacts for road users, including any temporary changes to public transport services.

 Green Travel Plans would be considered to encourage sustainable travel and to minimise Project traffic generation.

 Road maintenance agreements to manage short-term impacts to local roads and key arterial road sections to maintain road conditions for all users during Project construction.

 The establishment of a temporary on-site quarry during the construction phase would reduce transport movements on local roads associated with the construction of the Project.

 Community and near neighbour consultation and notifications in advance of any road network changes required.

Proposed transport routes

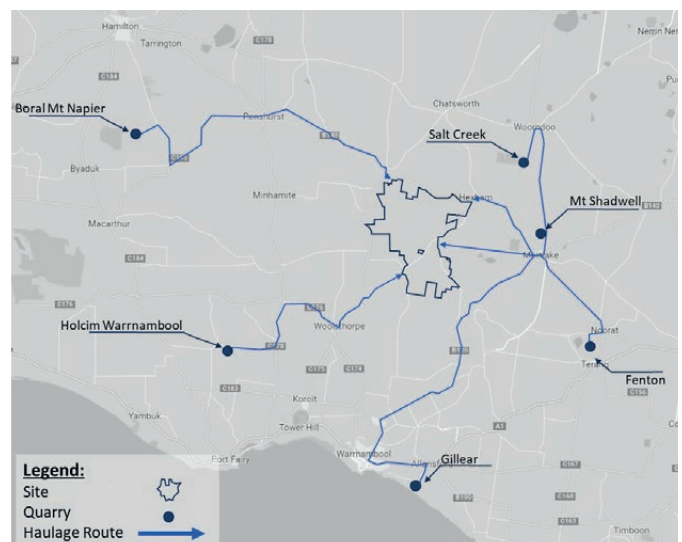
The potential haulage route for wind farm infrastructure and materials to the project area has been assessed and considered:

- Haulage routes for equipment and the wind turbine components from Port of Portland and Port of Geelong rely on established OSOM routes that have been used for other wind farm projects. Two routes from the Port of Portland and one route from the Port of Geelong have been considered.
- Arterial roads (or major transportation routes in the regions) must have approval for B-double and/or Higher Mass Limit vehicles in place.
- The local road infrastructure maintained by Moyne Shire Council.
- The transport routes from nearby quarries. Assessment of an alternative scenario requiring construction materials to be sourced from outside the Project area and onsite quarry.

▼ OD/OSOM delivery routes



▼ Material haulage routes



Next steps

The final Traffic and Transport Impact Assessment will be submitted as part of the EES documentation for review and assessment by the Planning Minister. The Minister will place the EES and all technical assessments on public exhibition for a period of 30 days. Feedback received from the community during the public review period will be summarised in a Submissions Report and considered as part of the Minister's Assessment of the Project.

Have your say

The environmental, social and economic technical studies are being finalised and we welcome you to have your say on the proposed Project. You will be provided with advance notice of the EES exhibition and the formal opportunity to submit a submission, however you can provide feedback at any time by getting in touch with the Project team by email, phone or mail.

We will be out in the community in the lead up to and during the public exhibition period to answer questions about the proposed Project, the EES, technical studies and any other queries you may have.

Visit the Project website for more information on our upcoming in-region engagement activities.

Wind Prospect respectfully acknowledges the Traditional Owners of the land on which our office and each of our projects are located. We also acknowledge and uphold their continuing relationship to the land and pay our respect to their Elders past, present and emerging.

Contact

If you need an interpreter, please call 13 14 50. If you are deaf and/or find hearing or speaking with people on the phone difficult, please contact the National Relay Service on voice relay number 1300 555 727, TTY number 133 677 or SMS relay number 0423 677 767.

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