

Avoiding the use of local roads

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The proposed Mt Fyans wind farm will generate an increase in traffic throughout the region, particularly over the construction period. Once operational, traffic impacts will be infrequent and limited to predominantly light vehicles.

We are going to great lengths to avoid the use of local roads within the region, instead using the State roads and internal roads built on site. To do this, it is proposed that four primary access points will provide entrance to the wind farm site from State roads (Hamilton Highway and Mortlake-Ararat Road).

Each access point has been chosen taking into account the safest turning options for large vehicles.

Public road crossings

Several public road crossings are proposed within the site where access is required on both sides of a public road. These roads are Woorndoo-Darlington road, North Road and Castle Carey Road. These are marked on the map.

Construction

The construction period is split up into three main phases as far as transport and traffic is concerned:

- Roads and hardstands
- Foundations and turbines
- Electrical infrastructure and a substation

These phases may overlap and are expected to take place over a 21 month period.

Traffic movements

It is projected that there will be a total of 87,700 traffic movements (two-way) across the four site access points over the construction period. Site access point A is the main source of traffic with 41,000 movements over the construction period. Traffic flow will vary over the phases of the construction period.

Wind Farm Site - Internal Access

Site Access C

- This access point would utilise the Manooka Lane carriageway and provide access for up to 6 turbines. It would experience approximately 6,500 traffic movements over the 21 month construction period. This is an average of 14 traffic movements per day with a peak of 34 vehicles per day (including 22 trucks).

Site Access D

- Access D is opposite and slightly offset from access C on Manooka lane, this would facilitate access for up to 24 turbines and has a projected 25,400 traffic movements over the 21 month construction period. This is an average of 56 traffic movements per day with a peak of 130 vehicles per day (including 80 trucks).

Castle Carey Road

- Castle Carey Road (shown below) is currently a two-way unsealed road. There are two public road crossings planned for the straight section to the east of Hamilton Highway.



Mortlake-Ararat Road

- Mortlake-Ararat Road (shown below) is a State road running north to south between Mortlake and Ararat via Woorndoo and Lake Bolac. Along with the Hamilton Highway, it would provide the majority of access to the wind farm site.



Access Vehicles and B-Doubles

- The majority of parts and materials transported to the site would be via general access vehicles, including rigid trucks, semi-trailers and truck & dog trailer combinations, or B-Doubles. The use of B-Double trucks (shown below) would be restricted to VicRoads' approved B-Double network which includes Hamilton Highway, Hopkins Highway, Terang-Mortlake Road, and Mortlake-Ararat Road.



North Road

- North Road is an unsealed two-way road. Its condition is not up to large volumes of traffic and would be avoided as an internal route for the wind farm. However, it is planned to have up to two crossing points toward its eastern end.



Mt Shadwell Quarry

- At this early stage of the project, it is difficult to predict exactly where all the raw materials will be quarried from. However, based on initial studies, the Mt Shadwell quarry could provide around 40% of quarried material for the project. The remaining 60% may be sourced from nearby quarries and distributed evenly around the arterial road network.



Site Access B

- This access point is 2.2 km west of Five Mile Lane and would provide access to 17 turbines with a projected 14,800 traffic movements over the 21 month construction period. This is an average of 13 traffic movements per day with a peak of 76 vehicles per day (including 39 trucks).

Site Access A

- This access point is 550 metres west of Six Mile Lane which would provide access to 40 turbines and has a projected 41,000 traffic movements over the 21 month construction period. This is an average of 90 traffic movements per day with a peak of 210 vehicles per day (including 126 trucks).

Hamilton Highway

- Hamilton Highway is a busy Arterial road that would feed into site access points A and B, as shown on the map.
- The east section of Hamilton Highway experienced approximately 2,200 daily traffic movements in 2017 (VicRoads).

