

## 16.0 TRANSPORT INFRASTRUCTURE AND TRAFFIC

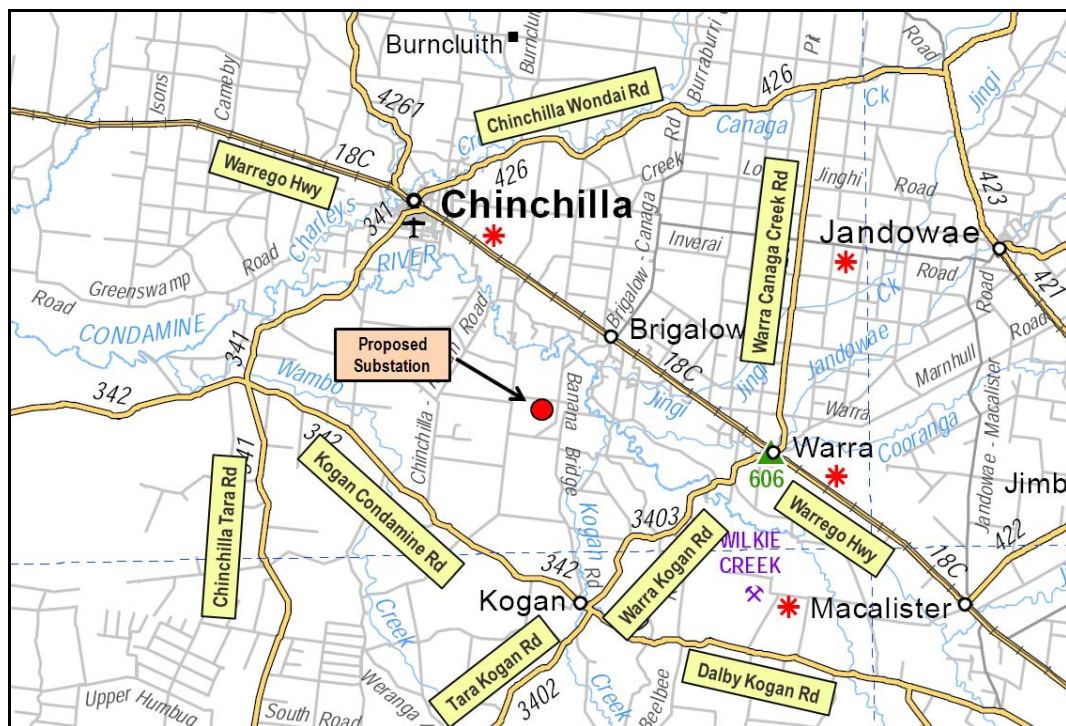
### 16.1 EXISTING ENVIRONMENT

#### 16.1.1 Road Network

The area adjacent to the proposed substation comprises a number of State controlled roads under the management of the Department of Transport and Main Roads (DTMR) and local authority roads under the management of the recently formed “Western Downs Regional Council”. **Figure 16.1** shows the State controlled roads in yellow and the local roads in grey. The most relevant State controlled roads are:

- Warrego Highway (included in the Auslink national road network);
- Tara Kogan Road;
- Kogan Condamine Road;
- Chinchilla Tara Road;
- Warra Canaga Creek Road;
- Chinchilla Wondai Road;
- Warra Kogan Road; and
- Dalby Kogan Road.

**FIGURE 16.1 STATE CONTROLLED AND LOCAL ROADS NEAR THE PROPOSED SUBSTATION**



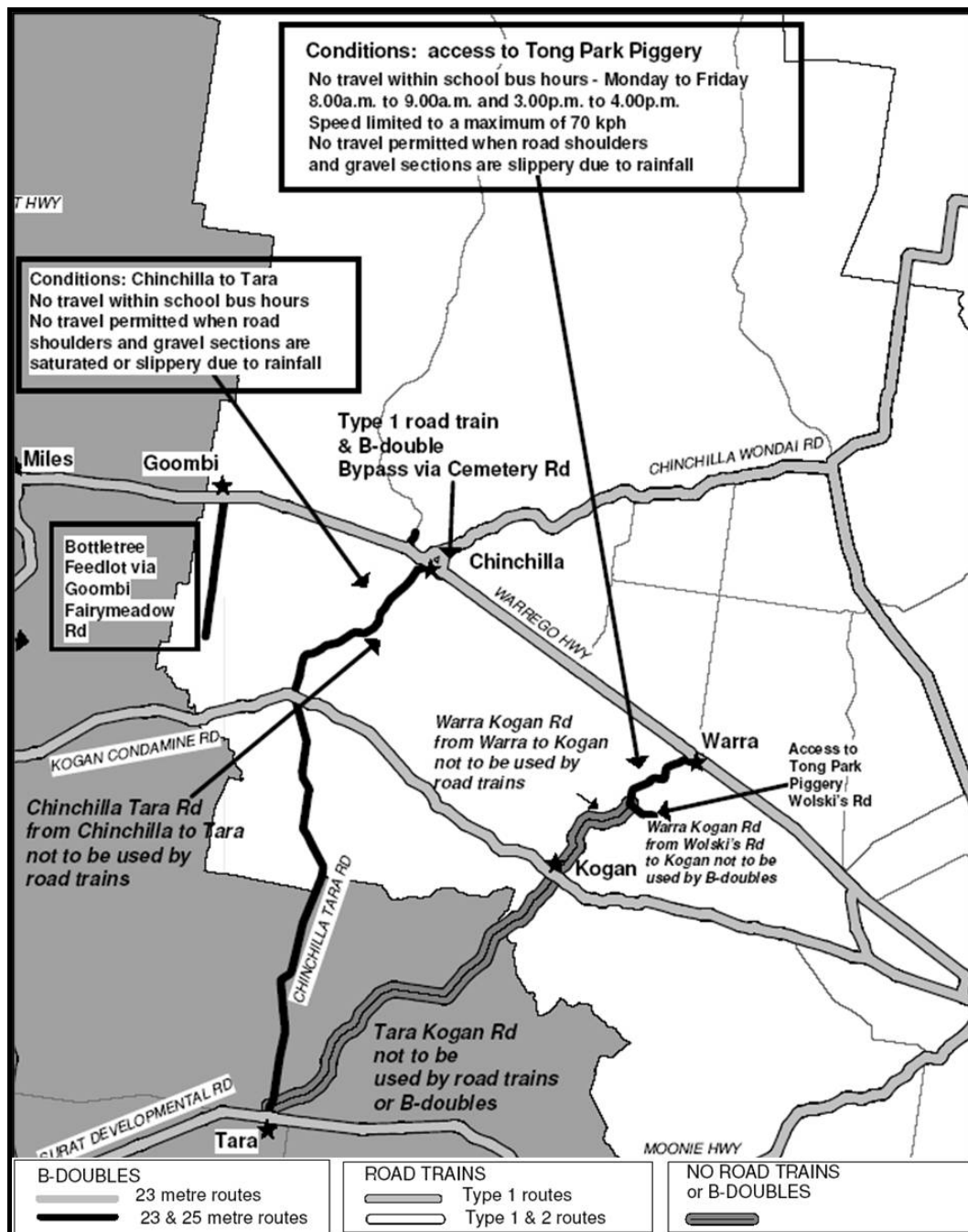
Detailed information about the surface type, daily traffic volumes and approximate width of the above mentioned roads is provided on **Table 16.1**, where it is shown how the Warrego Highway is the corridor that carries the majority of traffic near the study area (AADT = 2111). It is also shown that the percentage of heavy vehicles travelling in the area is relatively high, particularly along the Warrego Highway (28%).

**TABLE 16-1 ROAD INFORMATION**

|                         | AADT    | %HV     | SURFACE TYPE                                              | APPROX. WIDTH (M) |
|-------------------------|---------|---------|-----------------------------------------------------------|-------------------|
| Warrego Highway         | 2111    | 28      | Sealed                                                    | 10                |
| Tara Kogan Road         | 151     | 12      | Sealed                                                    | 7                 |
| Kogan Condamine Road    | 192     | 24      | Sealed                                                    | 9                 |
| Chinchilla Tara Road    | 976     | 12      | Sealed                                                    | 8                 |
| Warra Canaga Creek Road | Unknown | Unknown | Unknown                                                   | Unknown           |
| Chinchilla Wondai Road  | 272     | 17      | Sealed                                                    | 9                 |
| Warra Kogan Road        | 47      | 10      | Sealed for most of its length with some unsealed sections | 9                 |
| Dalby Kogan Road        | 378     | 20      | Sealed                                                    | 8                 |

In terms of the heavy vehicle size restrictions in the area, **Figure 16.3** provides an indication of the current situation. It is important to note that operational restrictions for “road trains” are currently in place along Wara Kogan Road and Tara Kogan Road during school set-down and pick-up periods and during periods of wet weather.

FIGURE 16.2 HEAVY VEHICLE RESTRICTIONS NEAR THE SITE

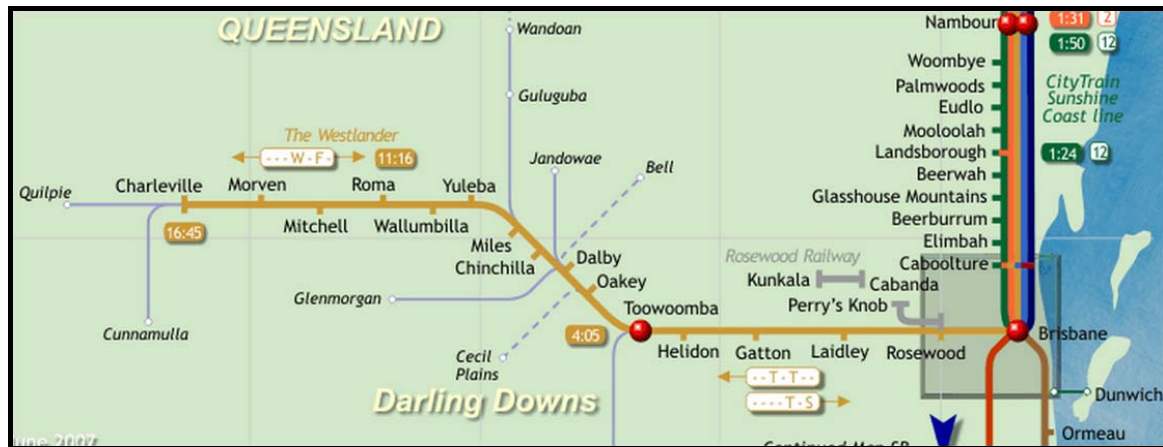


### 16.1.2 Planned Road Upgrades

The DTMR Roads Implementation Program for the Darling Downs region indicates that some improvements are planned to be implemented on a number of roads in the study area, such as Dalby Kogan Road, Chinchilla Tara Road and Kogan Condamine Road. The majority of these improvements, however are considered to be irrelevant due to the distance to the substation and/or the nature of the upgrades. It is important to highlight the proposed upgrade of the southern end of both Banana Bridge Road and Warra Kogan Road to 2-lane sealed standard.

### 16.1.3 Rail Network

FIGURE 16.3 THE WESTLANDER RAIL ROUTE



A rail line passes near the area (it runs parallel to the Warrego Highway). Passenger services currently operate twice a week along this route, designated as “The Westlander”, which connects Brisbane to Charleville, passing through Toowoomba.

FIGURE 16.4 RAIL LINE NEAR THE STUDY AREA



#### **16.1.4 Flight Paths and Facilities**

The closest airport is at Chinchilla, located approximately 15 km to the north-west of the existing Kogan Power Station. The number of flights currently using this airfield and respective frequency is undetermined.

### **16.2 POTENTIAL IMPACTS**

#### **16.2.1 Flight Paths and Facilities**

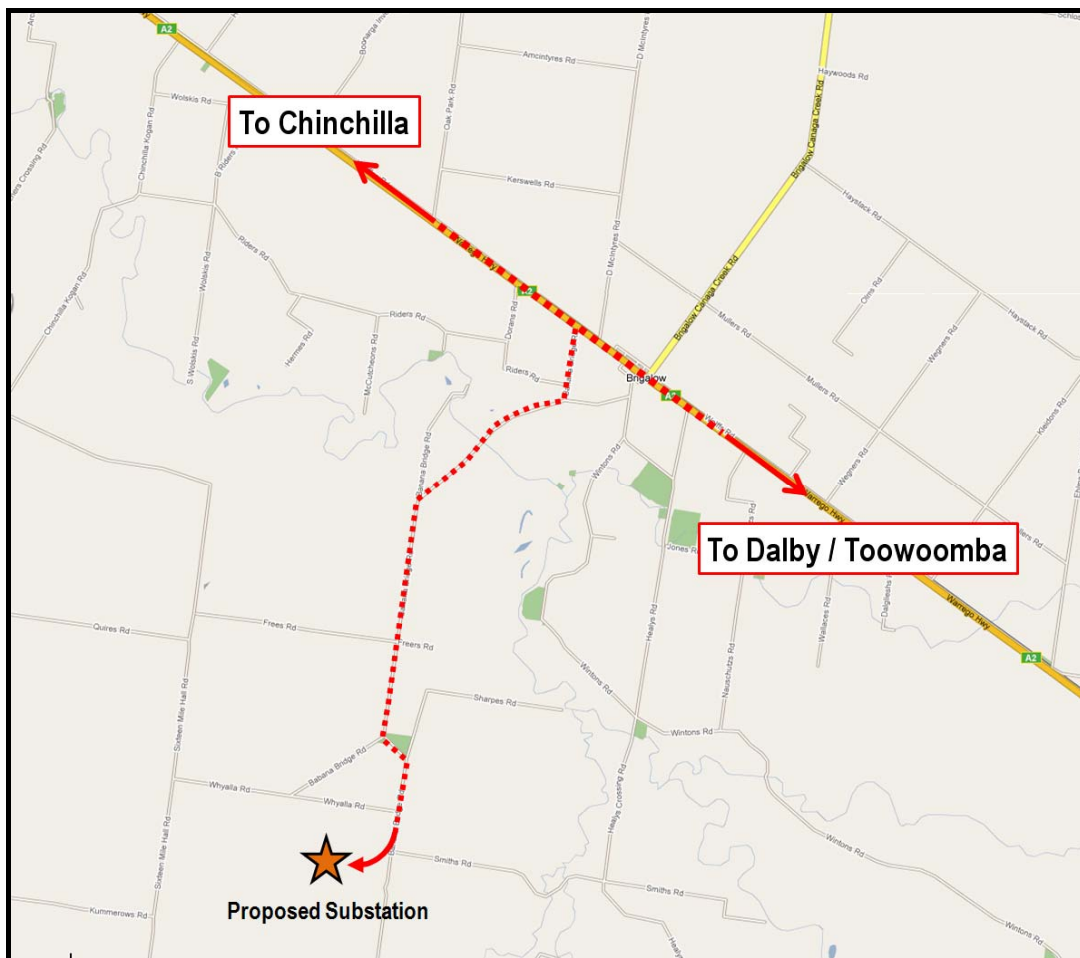
No impacts are expected to occur to aircraft operation given the distance between the airport and the proposed substation.

#### **16.2.2 Construction Period**

During the construction phase, a light increase of traffic volumes on the roads adjacent to the substation is expected to occur given to the necessary transport of materials, equipment and personnel.

It is anticipated that the construction vehicles will use the Warrego Highway and Banana Bridge Road to access the site from both the eastern (Toowoomba / Dalby) and western sides (Chinchilla), as shown in Figure 16.6. Semi-trailers will be used during this phase and therefore the limitations applied to “road trains” and “B-doubles” will not be exceeded. However, some construction vehicles are likely to carry “oversize” loads, which can cause some safety issues for other road users.

**FIGURE 16.5 ANTICIPATED ROUTES FOR CONSTRUCTION VEHICLES**



### 16.2.3 Operation and Maintenance Period

Vehicle movements related to the maintenance and inspections of the substation are expected to be very low, particularly when compared to those that will potentially occur during the construction phase.

While the actual frequency of these trips is undetermined, it is reasonable to admit they will have no relevant impacts on the transport infrastructure and traffic operation in the area.

## 16.3 MITIGATION MEASURES

### 16.3.1 Flight Paths and Facilities

It is recommended that Powerlink contacts landowners in the area to investigate whether aerial spraying is frequently carried out in the vicinity of the proposed route and if so, aerial markers or lights must be installed on transmission lines and structures as appropriate. This will minimise the risk for pilots and aircrafts when conducting aerial spraying.

### **16.3.2 Construction Phase**

The anticipated route to be used by construction vehicles (see Figure 16.6) must be inspected prior to the commencement of the construction works. The access to the substation site must be cleared of any obstacles or constraints and the pavement must be in good condition to ensure that access to the site can be achieved even under periods of wet weather.

If any “oversize” load needs to be transported to the site, the local Main Roads office should be contacted to seek approval, obtain necessary permit/s and enquire about standard procedures that must be followed in such situations. Specific times of the day will potentially be established for transport and other arrangements will have to be made such as the use of escort vehicles.