



16.0 TRANSPORT INFRASTRUCTURE AND TRAFFIC

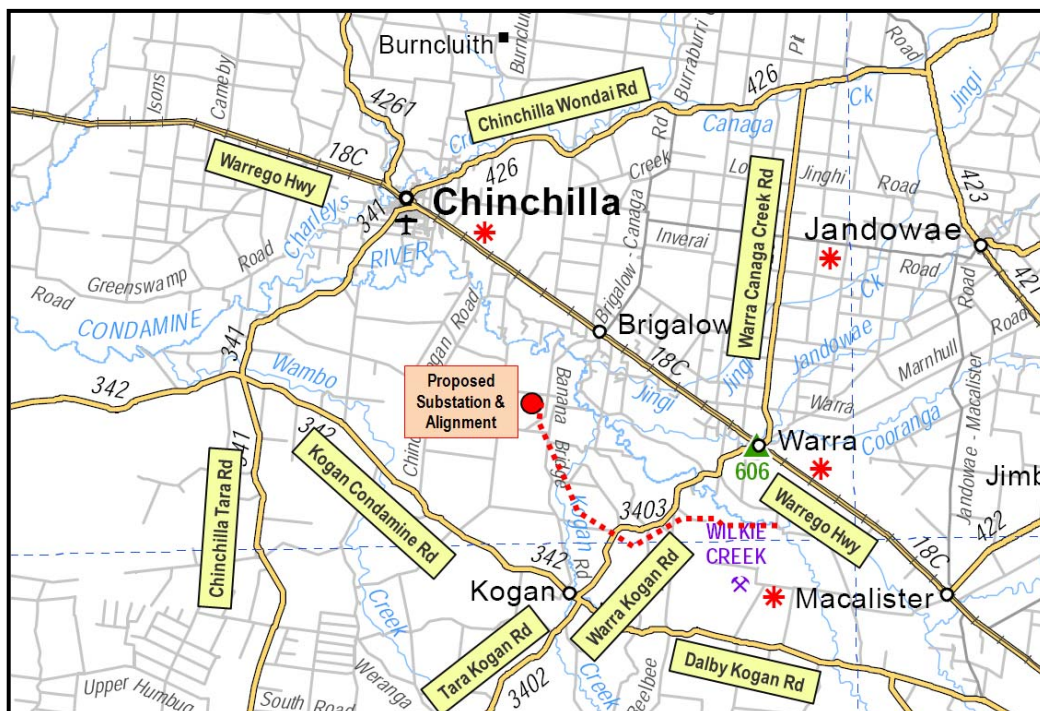
16.1 EXISTING ENVIRONMENT

16.1.1 Road Network

The area adjacent to the study alignment 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 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 STUDY AREA



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

The proposed transmission line alignment extends for approximately 23km before connecting with the existing Queensland-NSW Interconnector. It crosses four local roads and one State controlled road, as shown in **Figure 16.2**.

FIGURE 16.2 ROADS CROSSED BY THE TRANSMISSION LINE ALIGNMENT

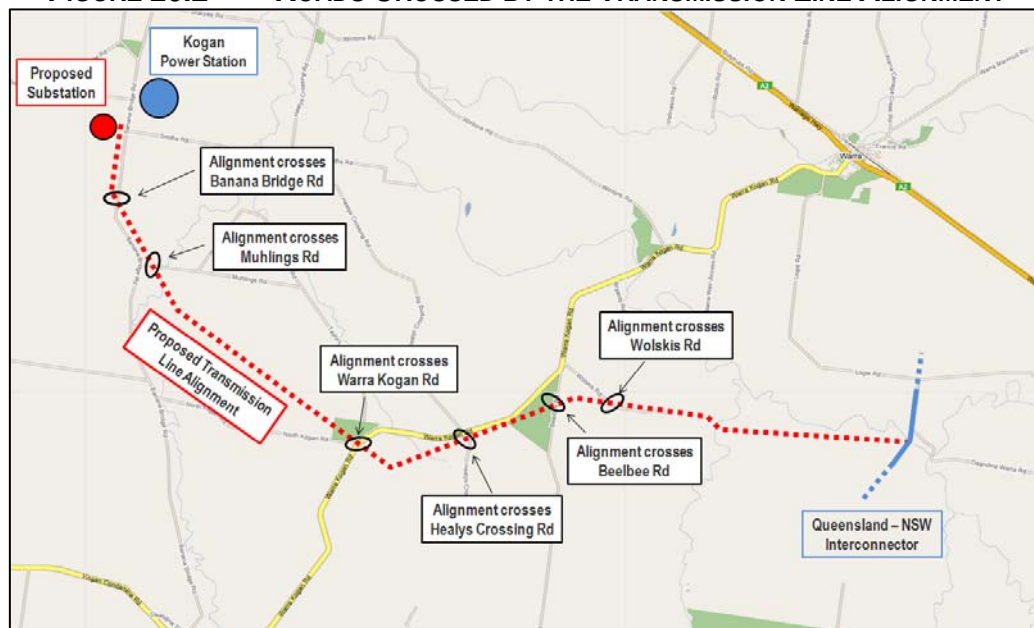
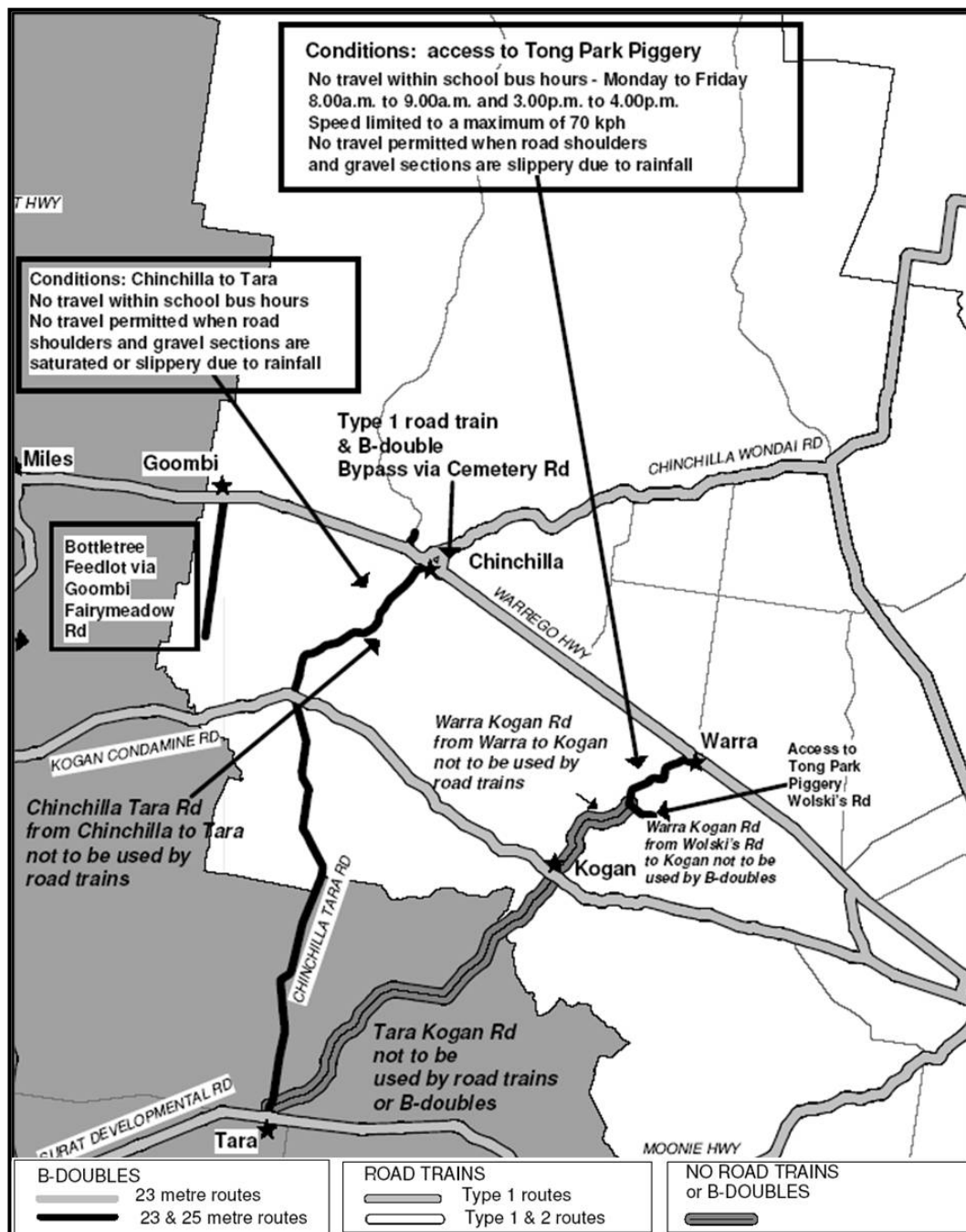




FIGURE 16.3 HEAVY VEHICLE RESTRICTIONS NEAR THE SITE



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



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 transmission line and/or the nature of the upgrades. However, 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

A rail line passes near the study area (parallel to the Warrego Highway) but is not crossed by the study alignment. Passenger services currently operate twice a week along this route, designated as “The Westlander”, which connects Brisbane to Charleville, passing through Toowoomba. Sections of this line are proposed to be upgraded from Columboola to Brisbane to cater for increased coal rail traffic.

FIGURE 16.4 THE WESTLANDER RAIL ROUTE

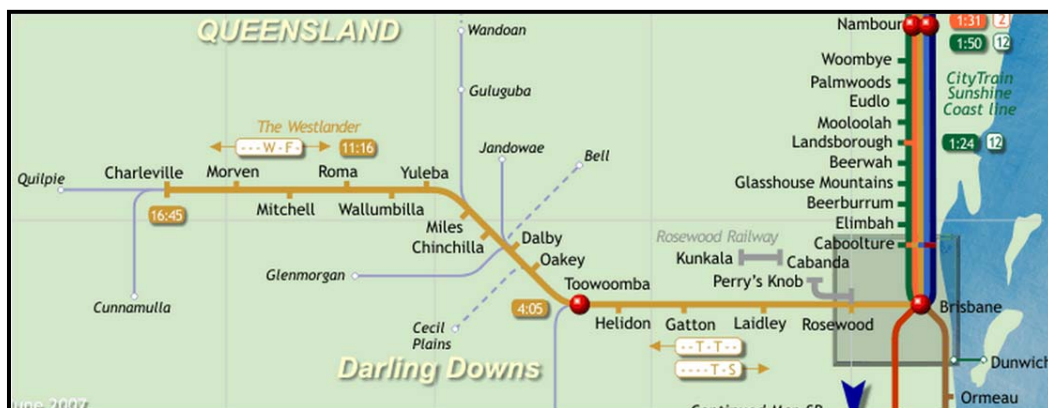


FIGURE 16.5 RAIL LINE NEAR THE STUDY AREA



Suite 1 - Ground Floor, Capital Place, 195 Hume Street, PO Box 1185, Toowoomba QLD 4006

Ph: 07 4632 2511 Fax: 07 4632 2599

101118_24395 Transmission Line EIS FINAL



16.1.4 Flight Paths and Facilities

The closest airfield is the “Chinchilla Airport”, located approximately 15km 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 Construction Period

During the construction phase, a light increase of traffic volumes on the roads adjacent to the alignment is expected to occur given the necessary transport of materials, equipment and personnel. Previous projects of this nature generated approximately 20–30 vehicle movements per day. These volumes are considered unlikely to affect traffic flows in the area. Inconveniences caused by the project are more likely to be related to factors such as vehicle noise and dust. Localised road improvements might be necessary to ensure that construction vehicles can pass traffic travelling in the opposite direction and that adequate access is available to the full extent of the alignment.

All equipment and materials will be transported and delivered using semi trailers and therefore the size limitations currently in place on some state controlled roads around the area will not be exceeded.

It is anticipated that the majority of traffic movements to and from the site will occur via the Warrego Highway / Warra Kogan Road and the local roads that run parallel or cross the alignment such as Banana Bridge Road, Wolski’s Road, and Warra Kogan Road. Where possible, direct access to the transmission line will be provided via the existing easements.

Powerlink, in conjunction with the construction contractor, will consult with the Western Downs Regional Council about the use and maintenance of local road infrastructure. Joint asset condition assessments will be held to determine the state of the road infrastructure prior to commencing the Project and agreement reached on the upkeep and rehabilitation required for the affected road infrastructure during the course of the Project.

16.2.2 Operation and Maintenance Period

Vehicle movements related to the maintenance and inspections of the transmission line 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, there should be no relevant impacts on the transport infrastructure and traffic operation in the area.

16.3 MITIGATION MEASURES

16.3.1 Construction Phase

The impacts caused by construction generated traffic are not likely to be significant. The Warrego Highway and Warra Kogan Road are likely to carry a great part of this traffic, which will also use some local roads to gain access to the transmission line alignment. In the event of over-dimensioned equipment needing to be transported, the appropriate approval must be sought from Main Roads.



Some minor traffic delays may occur during the construction phase, as a result of line stringing. This process normally takes an average of 15 minutes per draw wire, after which traffic flow resumes. In order to minimize the impacts of temporary road closures and interruption of traffic flows, a detailed Traffic Management Plan will be prepared by the construction contractor prior to the commencement of the works. Consideration will also be given to undertaking the works which are likely to cause traffic delays at times of low volumes. As part of the Traffic Management Plan, the construction team will notify the local Department of Community Safety (Emergency Management Queensland and Queensland Ambulance Service) and the Western Downs Regional Council to ensure these groups are kept informed of the construction methods, traffic movements and proposed time frames for the duration of the project. GPS coordinates of each tower location will be supplied to each entity to accelerate access in an emergency.

16.3.2 Access Tracks and Construction Traffic Property Access

Where practical, all access tracks will be placed within existing or new easements. During the construction phase, some equipment, machinery and various types of vehicles will require access to properties. This will cause some short-term community amenity impacts such as noise or dust emission nuisance caused to adjacent or nearby residences.

It is recommended to contact and formally advise landowners of the need for property access prior to the commencement of construction activities.

16.3.3 Maintenance Activities

Post construction vehicle movements related to maintenance and inspection of the transmission line are expected to only be minimal and therefore all impacts related to these activities are considered to be negligible and do not require any substantial mitigation measures.

16.3.4 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 study alignment. Powerlink should advise spraying contractors known to work in the area of the location of the lines.