

Attachment 2



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(mail merge address)

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Dear (NAME)

Turitea Wind Farm - Traffic and Transport Meeting

Thank you for attending the recent Turitea Wind Farm Traffic and Transport meeting held on 4 May 2009.

In addition to the independent meeting report sent to you by Corydon Consultants, you will find attached responses from Mighty River Power addressing the questions raised by attendees during the meeting.

We found the meeting a valuable opportunity to hear your concerns and suggestions on the traffic matters relating to the Turitea Wind Farm and we thank you for your input. It is our intention to incorporate your feedback in to the proposed Turitea Construction Traffic Management Plan where possible.

In order to provide for continued community input in to matters associated with the proposed wind farm, Mighty River Power is considering different opportunities to facilitate ongoing community consultation as may be delivered through a Community Liaison Group or similar. Such a group would provide an ongoing opportunity for people to involved in the development of plans associated with the wind farm should our application for resource consent be successful.

Thank you again and we look forward to continuing to work with you.

Yours faithfully

Mark Henry
Project Manager

SUBMITTER QUESTIONS AND REQUESTS:

1. *Check and revise the traffic counts for Kahuterawa Road using the figures from the Palmerston North City Council's recently completed survey.*

The new count shows an average daily traffic flow of 380 vehicles per day, being slightly higher than the 370 vehicles per day recorded in 2004. The count recorded an average of eight truck movements per day.

2. *Is the figure for the estimated average number of seven truck movements per day on Kahuterawa Road / Greens Road correct?*

The key intention is to restrict truck use of Kahuterawa Road / Greens Road as far as practicable. Following Mighty River Power's decision to allocate as much of the truck traffic as possible to the proposed Pahiatua-Aokautere Road accesses, the likely use of the Greens Road access has been reassessed. That further assessment has identified that approximately 5% of the total truck traffic, or just under four truck movements per day on average (two movements in and two movements out) may need to use the Greens Road access. However to provide a sufficiently conservative basis, it has been assumed that up to 10% of the truck traffic (seven truck movements per day) will use the Greens Road access.

3. *Provide details of the number of trucks, by type and size, travelling on Kahuterawa Road / Greens Road at different stages of construction.*

While it is difficult to be precise about exactly what will be required, the information below can be considered as a general guide.

Construction activity will begin with the delivery of approximately ten earthmoving machines such as bulldozes, excavators, graders and rollers which will be delivered on low-load trailers, such as that shown in Photograph 1.



Photograph 1 : Earthmoving machinery on low loader trailer

Six or seven deliveries of pavement materials are likely to be needed each day as the central portion of the loop road is upgraded during the first three or four months of construction. This will involve 12 to 14 movements and trailer shown in

per day of truck units like those Photograph 2.



Photograph 2 : Typical truck and trailer unit for carting pavement materials

Construction materials for the substation building will also be required during the initial three to four months, as will consumables for the internal road construction. A total of approximately ten deliveries per day are forecast, equating to 20 truck movements per day. These will generally be single unit trucks, ranging from hiabs such as those shown in Photograph 3 down to small on-site fuelling tankers (Photograph 4).



3 : Typical

carting construction materials

Photograph
hiab for



Photograph 4 : Typical small truck

Depending on construction sequencing, a mobile concrete batching plant may be delivered through the Greens Road access during this time. The plant is delivered in a number of loads and assembled on-site. Photograph 5 shows an assembled concrete batching plant.



Photograph 5 : Typical concrete batching plant

If the concrete batching plant is available, it will be used to make concrete for the substation foundations. In the event that a concrete batching plant is not available, there may be four pours involving in the order of 20 deliveries of ready mix concrete. On these four days there would be 40 movements of concrete trucks like that shown in Photograph 6.



Photograph 6 : Typical concrete truck

Any days with truck movements of this magnitude will be carefully managed, particularly with respect to prior notice to other road users and limiting the number of trucks on the road at any one time.

4. *What number of other project-related vehicles (other than trucks) would be using Kahuterawa Road / Greens Road during different stages of the construction period?*

As with truck numbers, it is difficult at this stage in the development of the project to precisely predict how many vehicles will use Kahuterawa Road / Greens Road. However, it can generally be expected that the first three to four months will involve around 50 movements per day by vans and utes, increasing to around 100 movements per day during the second year of construction. After 27 months of construction, the first stage will be complete, and van and ute traffic on Kahuterawa Road / Greens Road is expected to reduce to less than ten movements per day.

5. *How long will it take to complete the upgrading of Greens Road and what number of trucks will be used during Greens Road sealing?*

Sealing of the lower section is likely to occur before work begins on the upper sections. The works, including widening and easing of bends is expected to be completed within around two months and will need to maintain through access at all times. Spoil is likely to be disposed of within the wind farm site rather than carrying it out along Kahuterawa Road / Greens Road. Daily truck movement associated with this work is then likely to amount to around ten movements per day.

6. *What is the number of truck movements on Kahuterawa Road / Greens Road associated with the transport of transmission poles compared to the current number of trucks on this road?*

Around 15 truck movements per day will be involved in developing the external transmission line over a six month period. However, it may be possible to delay this component until the internal loop road within the Reserve is upgraded, the truck traffic can travel through the site and use only the eastern end of Greens Road.

Few trucks use this portion of the road at present, as the occasional stock and fertiliser trucks generally turn off at the site access point.

7. *What number of trucks would be using Old West Road compared to current figures and what are the impacts of this on recreational users?*

In the event that the roading and concrete aggregates are sourced from a quarry south of Old West Road, up to 100 truck movements per day could be added to Old West Road compared to the 125 heavy vehicles per day currently using Old West Road. The likelihood of this is generally low, as other more attractive aggregate sources exist. Nevertheless, Old West Road is a State Highway which is being progressively upgraded, and is accustomed to heavy flows of higher speed traffic. It is noted that the NZ Transport Agency's progressive improvements to SH57, including the recent work in the vicinity of Kahuterawa Road, are improving provision for cyclists and pedestrians.

8. *What are the effects from traffic dust and how will this be mitigated?*

As sought in Submission 258, the length of Greens Road between Kahuterawa Road and the existing seal will be sealed as one of the first stages of the project. This will be undertaken avoid any dust effects associated with vehicles accessing the wind farm site.

9. *Will speed limits be provided for trucks on Kahuterawa Road / Greens Road and what mechanisms are proposed to ensure those speeds are adhered to?*

There is a difficulty in imposing speed limits for construction trucks on Kahuterawa Road in that they don't apply to other trucks meaning other road users have mixed expectations. A more appropriate approach is to instigate a free phone number and vehicle identification tags for driver comments for residents to be able to report any unsafe driving, including speeds which are beyond those appropriate for the conditions. These systems have been very effective where implemented in New Zealand's transport industry.

10. *Could Mighty River Power limit the traffic on Kahuterawa Road / Greens Roads once a certain milestone was reached such as the Browns Flat substation?*

Mighty River Power's intention is to limit truck traffic as soon as the steep and winding central portion of the internal loop road within the Reserve is complete. This is expected to occur within the first three to four months of construction. From that point onwards, the only reason for trucks to use the Greens Road access is if the loop road is occupied (such as if the crawler crane is being moved some considerable distance) or for emergency or unforeseen reasons.

11. *What mechanisms will be in place for local residents to make complaints if the conditions of consent are not adhered to?*

Firstly, a freephone number has been proposed to be established for direct contact with the project team for any concerns related to the project. Secondly, breaches of consent conditions can be reported directly to the Palmerston North City Council (or Tararua District Council – depending on where the breach has occurred) as the regulatory authority.

12. *What mechanisms will be in place in the Construction Traffic Management Plan to warn other road users when trucks are on the road and to avoid a situation where trucks have to pass?*

Notification of peak truck activity can be provided through a variety of mechanisms, including email, text messages, roadside notice boards and newspaper advertisements. On peak days construction traffic can be managed accordingly, e.g. a "one in-one out" system can be operated providing for only one construction truck to be on the road at any one time.