

Re- Public Meeting at Yass Soldiers Club, 130pm
Yass Valley Wind Farm MOD 1 (Coppabella) 12-11-2018

Good after noon, I am Andrew Field managing director of Yass Earth Movers. I have been working as an earthmoving contractor in the Yass area for 22 years.

I have a Diploma in Conservation earth works, I know the area quite well and this project if able to proceed will be an environmental disaster if approved.

I DO agree with renewables if they are put in the right spot and they are sustainable to the environment and work as a long term investment to the tax payer.

Wind farms are not a long term investment, 20 yrs is not a long time for the amount of destruction and infrastructure that has to be put in place for such a short term project.

Coppabella Range is not suited for such large scale infrastructure, Nor has it been used for anything other than grazing because of the Topography will not allow it.

“Land Use” Is a rule of thumb Soil Conservation Services use to determine ‘Land Capability’, Anything over 18dec slope should never be cleared or developed upon. This is why thus far nothing has been allowed to be built on the Coppabella ranges.

Never has a wind farm been built on such steep terrain, Nor should one ever be built in such terrain. If it proceeds nothing other than an environmental disaster will prevail. It will be easily seen for all to behold the mess from the Hume Hwy and miles away.

VISUAL, 150 m → 171 m TO MUCH

You cannot screen things this big !

Trees don't grow that tall, If any curtilage is offered that will take the life time of the project to grow.

With the increases of the blade length there will be a unquantifiable visual impact that can't be measured until too late.

All non and involved residents should have an independent photo montage done for them. If approved photos taken before and after, This way it can be lawfully challenged.

NOISE,

With the larger blades come more noise. All studies have been done on 1.5mw towers, Not 5mw as we will be looking at here. How can this be passed as we don't know what we will be dealing with until it is too late.

With all the findings with the report from WHO and what has been happening in Sth Gippsland's Vic we asking for a legal nightmare and will be opening Pandora's box is this goes ahead.

Current Wind towers should be turned off at night to let the people have a good night's sleep and they should have a 35dB(A) sound restriction put on them in day time operation.

Setbacks need to become law, Not a guideline.

We know there is problems with wind towers so why can't you make the appropriate sent backs so people don't become affected by them. The Department of Planning has been asking what is going on within 4kms of the Rye Park Wind Farm and also what is happening out to 8kms.

With the size of these proposed towers here nothing should be built within 8kms of a non-involved resident

CLEARING,

Originally 226ha down to 83ha to get the 30th March 2016 part 4 consent though.

NOW, Asking for 179.8ha

Why is this being considered ?

ROADS,

Whitefield's Lane should not be allowed to be cleared or used for access.

A normal RMS road is constructed to take a lane width of 3.5m wide and axle load of upto 9t per axle.

This project will require a crane of 27t per axle, That is 3 x the amount the RMS allow for when they build there roads.

A 75m long truck and trailer combo will be used to deliver the blades, This is 4 x longer than a normal truck and trailer on the highway.

The roads that will need to be built to get the infrastructure needed to the required positions on site will be massive.

It will be like trying to build the Hume Hwy over the Coppabella Ranges, Not something that should be approved no matter what the reason for trying to do such a thing.

The risk for the environment and human life should be enough to question why do we need this.

If approved, All road infrastructure should be sealed or concreted to stop the risk of washing and environmental disaster. Also to prevent the risk to human life, If a truck was to slip or have runaway incident on site the outcome would be fatal. Once a heavy laden truck slips on a slope that is not sealed or concreted you will not be able to stop it !

What is one human life worth to risk on such a project.

SUMMERY,

The MOD 1 should not be approved.

1, Visual, will see it from miles away, Cannot be unseen.

2, Noise unknown ? and with the WHO report.

3, Setbacks, to non-involved residents.

4, Clearing, Whitefield Lane should not be used.

5, Environment, to higher risk for a disaster and scar landscape for ever..

6, Roads, all need to be sealed or concreted to prevent loss of life due to slopes and potential for crash to high.

Regards

Andrew Field

YASS EARTH MOVERS

www.yassearthmovers.com.au



NEW SOUTH WALES
DEPARTMENT
OF EDUCATION
AND TRAINING



NEW SOUTH WALES TECHNICAL AND FURTHER EDUCATION COMMISSION
AUSTRALIA

Diploma
of
Conservation and Land Management
RTD50102
(Conservation Earthworks)

awarded to

JAMES ANDREW FIELD
with Distinction

December, 2008


Managing Director

The qualification certified herein is recognised within the Australian Qualifications Framework.



**NEW SOUTH WALES TECHNICAL AND FURTHER EDUCATION COMMISSION
AUSTRALIA**

Statement of Attainment
in
Conservation & Land Management

awarded to

JAMES ARTHUR FIELD

December, 2008

[Redacted]
Managing Director

This Statement of Attainment is recognised within the Australian Qualifications Framework.
Units are reported on the Transcript of Academic Record or Statement of Competencies Achieved.



NEW SOUTH WALES TECHNICAL AND FURTHER EDUCATION COMMISSION
AUSTRALIA

Certificate III

in

Civil Construction (Plant Operation)

BCC30603

awarded to

JAMES ANDREW FIELD

May, 2009

Managing Director



World Health
Organizatio

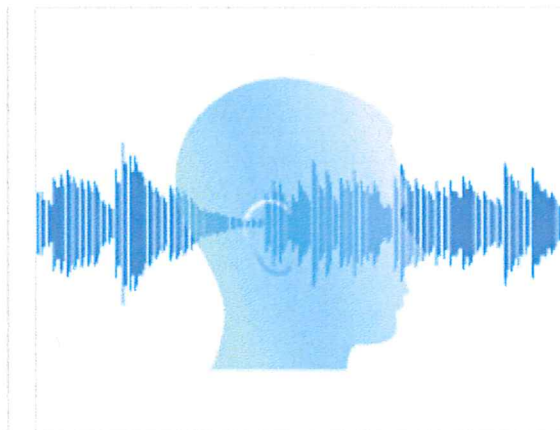
REGIONAL OFFICE FOR

Europe

Environmental Noise Guidelines for the European Region



The WHO Environmental Noise Guidelines for the European Region provide guidance on protecting human health from harmful exposure to environmental noise. They set health-based recommendations on average environmental noise exposure of five relevant sources of environmental noise. These sources are: road traffic noise, railway noise, aircraft noise, wind turbine noise and leisure noise.



The Environmental Noise Guidelines aim to support the legislation and policy-making process on local, national and international level. The WHO guideline values are public health-oriented recommendations, based on scientific evidence of the health effects and on an assessment of achievable noise levels.

They are strong recommendations and as such should serve as the basis for policy-making processes. It should be recognized that in that process additional considerations of costs, feasibility, values and preferences also feature in decision-making when choosing reference values such as noise limits for a possible standard or legislation.

Compared to previous WHO guidelines on noise, there are five significant developments in the 2018 version:

- stronger evidence of cardiovascular and metabolic effects of environmental noise;
- inclusion of new noise sources, namely wind turbine noise and leisure noise, in addition to noise from transportation (aircraft, rail and road traffic);
- use of a standardized approach to assess the evidence;
- the systematic reviews of evidence define the relationship between noise exposure and risk of health outcome; and
- use of long-term average noise exposure indicators to better predict

adverse health outcomes, compared to short-term noise exposure measures.

The development process of the current guidelines adhered to a new, rigorous, evidence-based methodology. Two independent groups of merited experts from the environmental noise community were instrumental in their development. A guideline development group was appointed to define the scope and key questions of the guidelines, and developed the recommendations based on the distilled evidence provided by the systematic review team. In addition, an external review group provided valuable comments, whilst the WHO steering group oversaw implementation of the project.

The guidelines are underpinned by eight peer-reviewed systematic reviews of the pertinent literature in order to incorporate the significant research since the publication of the WHO Night Noise Guidelines for Europe in 2009. The eight systematic reviews were based on several health outcomes – cardiovascular and metabolic effects, annoyance, effects on sleep, cognitive impairment, hearing impairment and tinnitus, adverse birth outcomes, and quality of life, mental-health and well-being – and the effectiveness of interventions in reducing noise exposure and health impacts.

[WHO Environmental Noise Guidelines for the European Region \(2018\)](http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/environmental-noise-guidelines-for-the-european-region-2018)

[\(<http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/environmental-noise-guidelines-for-the-european-region-2018>\)](http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/environmental-noise-guidelines-for-the-european-region-2018)

[Environmental Noise Guidelines for the European Region – Executive summary \(2018\)](http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/environmental-noise-guidelines-for-the-european-region-executive-summary-2018)

[\(<http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/environmental-noise-guidelines-for-the-european-region-executive-summary-2018>\)](http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/environmental-noise-guidelines-for-the-european-region-executive-summary-2018)

[Systematic reviews](https://www.mdpi.com/journal/ijerph/special_issues/WHO_reviews)

[\(\[https://www.mdpi.com/journal/ijerph/special_issues/WHO_reviews\]\(https://www.mdpi.com/journal/ijerph/special_issues/WHO_reviews\)\)](https://www.mdpi.com/journal/ijerph/special_issues/WHO_reviews)

The systematic reviews published in the Special Issue "WHO Noise and Health Evidence Reviews" of the International Journal of Environmental Research and Public Health

[Biological mechanisms related to cardiovascular and metabolic effects by environmental noise \(2018\)](http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/biological-mechanisms-related-to-cardiovascular-and-metabolic-effects-by-environmental-noise) (<http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/biological-mechanisms-related-to-cardiovascular-and-metabolic-effects-by-environmental-noise>)


This paper primarily deals with biological mechanisms related to cardiovascular and metabolic effects by environmental noise. In particular, it focuses on etiological pathways related to stress mechanisms and the role of effect modification by perceptual and psychological factors.

[Methodology for systematic evidence reviews - WHO environmental guidelines for the European Region \(2018\)](http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/methodology-systematic-evidence-reviews-who-environmental-guidelines-for-the-european-region) (<http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/methodology-systematic-evidence-reviews-who-environmental-guidelines-for-the-european-region>)


This paper includes a description of the methodology used to conduct these systematic evidence reviews. It includes two protocols: one for the systematic review of health effects resulting from environmental noise and one for the systematic review of noise interventions.

[Results from search for available systematic reviews and meta-analyses on environmental noise \(2018\)](http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/results-search-for-available-systematic-reviews-environmental-noise) (<http://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/results-search-for-available-systematic-reviews-environmental-noise>).

This paper includes a description of the methodology used to search, select and assess the quality of available systematic reviews and meta-analyses on environmental noise.

[WHO guidelines for community noise](http://whqlibdoc.who.int/hq/1999/a68672.pdf?ua=1) (<http://whqlibdoc.who.int/hq/1999/a68672.pdf?ua=1>) 

WHO headquarters, 1999

[European Union Directive on Environmental Noise \(2002/49/EC\)](https://eur-lex.europa.eu/eli/dir/2002/49/oj) (<https://eur-lex.europa.eu/eli/dir/2002/49/oj>) 

This Directive on the assessment and management of environmental noise requires EU Member States to establish action plans to control and reduce the harmful effects of noise exposure

   (<http://feeds.feedburner.com/who/euro/rss/en>) 

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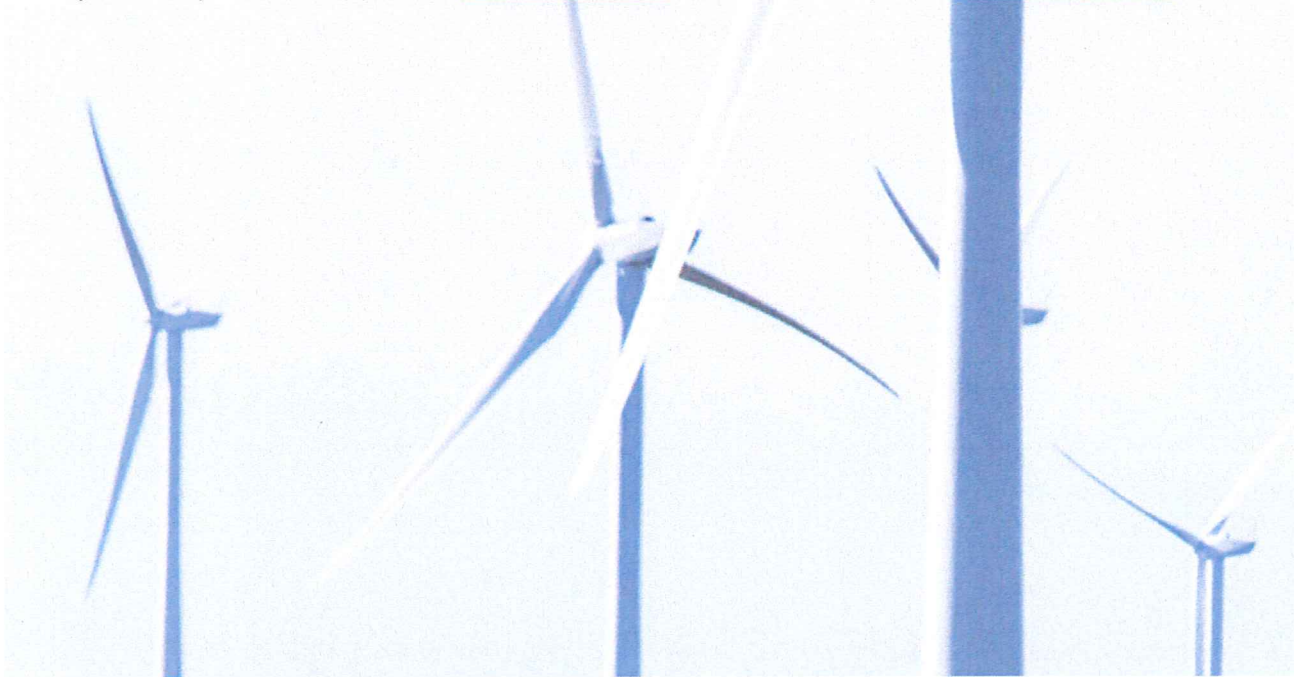
From: **Yass Earth Movers** yassearthmovers@ozemail.com.au 
Subject:
Date: 12 November 2018 at 11:12 am
To:

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Electronic version

Turbine bombshell

posted by South Gippsland [Sentinel-Times](#) September 11, 2018 [Featured News](#)



A new investigation into Bald Hills Wind Farm noise complaints has found that neighbours' health concerns are legitimate. m173718

– Noise 'detrimental and unreasonable'

THE investigation commissioned by the South Gippsland Shire Council, at a cost of \$33,600, into Noise Complaint Notifications by residents living near the Bald Hills Wind Farm is complete.

And two and a half years after they first made their grievances known, the report has found their complaints were fully justified.

Described by the shire as "a highly experienced independent public health consultant", at his appointment in February this year, James C. Smith and Associates has found that "there is a nuisance caused by wind farm noise, in that, the noise is audible frequently within individual residences and this noise is adversely impacting on the personal comfort and wellbeing of individuals".

The conclusion has been welcomed by the lawyer representing seven of the complainants, Dominica Tannock of DST Legal of Abbotsford as "a very, very significant finding".

But she is alarmed by the shire's decision to put the findings to the operator of the wind farm, the Infrastructure Capital Group (ICG), first instead of simply accepting the report and the process they put in place and taking the appropriate action.

In fact, she says, by the admissions of their CEO Tim Tamlin at the Supreme Court on March 20 this year, the shire council isn't qualified to do anything but accept the report's findings.

"The council should be concerned by these findings and they need to make a decision. They want to get the operators' comments but they've been getting complaints from the affected property owners for three years that the noise emissions are making them sick. "They have an obligation under the Public Health and Wellbeing Act to investigate the nuisance and to take action in a timely manner.

"But despite being in possession of the clear findings of an independent expert, they're not prepared to make a decision.

"The evidence is plain and yet they are afraid of making a decision because it's a first in Australia and because they are scared of upsetting the operator.

"But what about their own ratepayers? These are ordinary people with legitimate health concerns and all the council can think about is getting feedback from the operator."

In a letter to the shire's lawyers, Maddocks, Ms Tannock has objected to giving the operator 14 days to respond as "extraordinarily and procedurally unfair".

The report by Mr Smith, an expert in public health follows a botched attempt by the shire to investigate the complaints itself between May and November 2016, after which the shire produced a finding of "no nuisance" in January 2017 before telling the affected property owners that the case was closed in April 2017. But it wasn't closed and the complainants took Supreme Court action to get a proper investigation. The matter is due to go back to the Supreme Court on November 26, two days after the next state election.

Conclusion

The investigation by James C. Smith and Associates has found:

"That there is a consistency with the information contained in the completed log books and with subsequent discussions held with Mr Zakula, Mr and Mrs Fairbrother, Mr and Mrs Jelbart, and Mr Uren about their individual experiences with wind farm noise during that period.

"Without exception there are allegations that the wind farm noise is audible inside their individual homes and, as a result, there is sleep disruption during the night and early morning hours. There are also allegations that the wind farm noise is disruptive to day-time domestic and work activities.

"A particular difficulty in undertaking the investigation was to predict noise patterns based on weather forecasts and the experience of residents. It became apparent that noise patterns were unpredictable and highly changeable. However, on 24th and 25th July 2018, wind farm noise was clearly audible in the Zakula and Jelbart dwellings, with windows and doors shut, between the hours of 6.50pm and 9.40pm and 7.40pm and 8.40pm respectively.

"In the case of the Jelbart dwelling the noise level increased to a point where it intruded into conversation between investigators and Mr and Mrs Jelbart thus, corroborating that wind farm noise was clearly audible in dwellings and, at times, intrusive.

"It seems likely then that such noise could be heard over a television, or radio as had been recorded in some noise logs, and reported in discussions with Mr and Mrs Jelbart, and Mr Uren.

It is noted that a noise mitigation strategy was in place at the wind farm at the time. This strategy was described by the wind farm operator as '... comprising a select number of wind turbines operating at reduced sound modes for a limited range of wind speeds and directions'.

"It is clear from the investigation that noise from the wind farm is audible within residences although there are noise monitoring reports stating that there is compliance by the wind farm with permit conditions and the New Zealand Standard 1998, and with a noise mitigation strategy in place at the wind farm.

"The noise was clearly audible in Mr Zakula's dwelling at night time twice and in the Jelbart residence at night time twice and this is held to be unreasonable in both cases.

"The experience at the Jelbart residence on 24th and 25th July 2018 whereby wind farm noise intruded on conversation within the residence at night time is seen to be detrimental to personal comfort and the enjoyment of the residential environment by Mr and Mrs Jelbart.

"After consideration of the completed noise logs by individual complainants and subsequent discussions with some of these individuals it appears there is a nuisance caused by wind farm noise, in that, the noise is audible frequently within individual residences and this noise is adversely impacting on the personal comfort and wellbeing

of individuals.”

Despite offering the operators of the Bald Hill Wind Farm’s 52 turbines 14 days to respond, the CEO Mr Tamlin said the matter was set to go to council for decision on Wednesday, September 26.

All councillors, DST Legal and the operators of the wind farm have been provided with copies of the 25-page report and attachments, which include contemporaneous comments by the wind farm neighbours including “woken up at 4am”, “woken up at 2am roaring sound”, “woken up at 4am roaring/rolling noise” and “woken up at 3.30am could get back to sleep, got up at 7am could still hear noise through radio”.

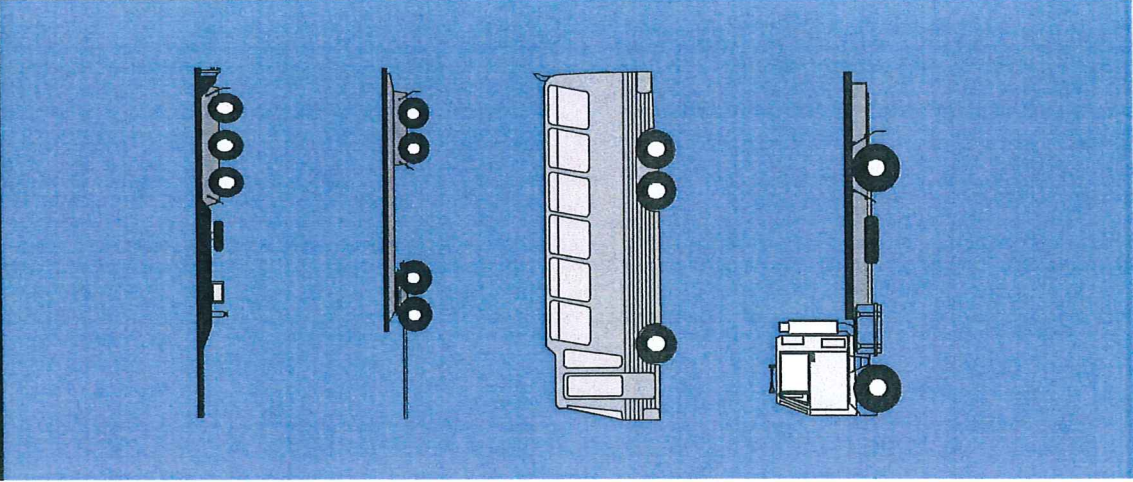
<http://sgst.com.au/2018/09/turbine-bombshell/>

Registration

National Heavy Vehicle Reform

Vehicle Operations

Heavy Vehicle Mass, Loading and Access



The information given in this brochure is a guide only and is subject to change at any time without notice.

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RTA/Pub. 01.029



Roads and Traffic Authority
www.rta.nsw.gov.au

National road transport reform in New South Wales

New South Wales is an active participant in the National road transport reform process. The Roads and Traffic Authority (RTA) has helped develop national reforms and many are already in place in NSW.

Operation of heavy vehicles in New South Wales

The national reforms provide for what are classified as “general access” and “restricted access” vehicles, related to vehicle mass, dimensions and configuration, or a combination of all three.

“General access” vehicles

Under the national mass and loading arrangements, “general access” vehicles are those with unrestricted access to the road system. Provided these vehicles are registered and operators pay the registration charge appropriate to the vehicle configuration, no specific access restrictions apply and no additional permits are required.

“General access” vehicles are those that do not exceed the following limits.

Length	Truck	12.5 metres
	Bus	12.5 metres
	Truck & trailer	19.0 metres
	Articulated vehicle	19.0 metres

Note: The load space on livestock semi trailers must not exceed 12.5 metres long.

Height	All Vehicles	4.3 metres
Width	All Vehicles	2.5 metres
Gross Mass	Maximum	42.5 tonnes

(Depending on vehicle configuration, axle loading and axle spacing)

Note: Any vehicle or combination outside these limits is classified as “restricted access” and may only operate under specific permit or notice.

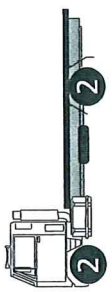
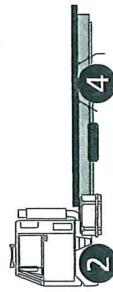


Mass limits for “general access” heavy vehicles.

The mass limits detailed in the following tables apply for all vehicles over 4.5 tonnes gross vehicle mass (GVM). Under these limits, vehicle combinations may operate to a maximum loaded mass of 42.5 tonnes.

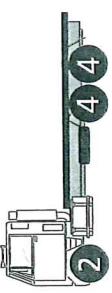

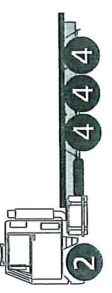



Vehicles must comply with the mass limit provisions set out in the Tables:

- Mass Limits for Standard Vehicles
- Mass Limits for Conforming Axle Groups; and
- Mass Limits and Axle Spacing













Mass limits for Standard Vehicles Self Propelled Vehicles

Axle Configuration	Total Mass limit (tonnes)
 6t	12.0
 6t	15.0
 6t	17.0
 6t	19.0

Trailers

Axle configuration	Total mass limit (tonnes)
 6t 16.5t	22.5
 6t 15t	21.0
 6t 20t	26.0
 10t or 11t 9t	19.0 or 20.0 *
 10t or 11t 16.5t	26.5 or 27.5 *
 10t or 11t 20t	30.0 or 31.0 *

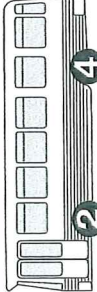
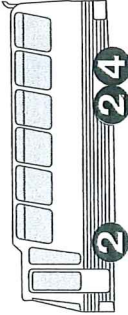
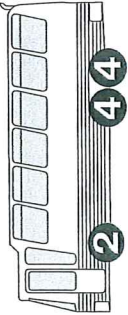
*The higher axle load limit applies if the front steer axle group is load sharing.

Axle Configuration trailers only	Load Limit (tonnes)	Pig trailers only (tonnes)
	6.0	6.0
	9.0	8.5
	11.0	10.0
	13.0	13.0
	16.5	15.0
	15.0	15.0
	15.0	15.0
	20.0	18.0
	20.0	NA
	18.0	NA
9t 9t		
		
9t 16.5t	25.5	NA
		
16.5t 16.5	33.0	NA

Note:

- The total mass of a combination other than a Road Train or B-double and any load must not exceed 42.5 tonnes. The loaded mass of a dog trailer or pig trailer must not exceed the loaded mass of the towing vehicle. Truck and dog trailer mass limits over 42.5 tonnes are available under Notice (General Class 3 Truck and Dog Trailer Combination Notice, 2001).

Buses

Axle configuration	Total mass limit (tonnes)
 6t 9t 10t * 10t # 6.5t # 6t ❖ 11t ❖	15.0 or 16.0 * # ❖
 6t 6.5t # 13t 14t #	19.0 or 20.0 #
 6t 6.5t # 16.5t 16.5t	22.5

* For a bus licensed to carry standing passengers.

For a complying bus, which is a bus that meets the safety standards specified in Australian Design Rules 44, 59 and 68 and is equipped with an approved air suspension system.

❖ For an ultra-low floor bus, which is a bus that is:

- equipped with a stairless entry; and
- designed to be accessible by wheelchairs; and
- licensed to carry standing passengers.

Single axles and single axle groups

Description	Axle load limit (tonnes)
Single steer axle on:	6.5
• a complying bus #	6.0
• any other vehicle	
Single axle or single axle group fitted with single tyres with section width of:	6.0
• less than 375 mm	6.7
• at least 375 mm but less than 450 mm	7.0
• at least 450 mm	
Single axle or single axle group fitted with dual tyres on:	8.5
• a pig trailer	
• a complying bus # or a bus licensed to carry standing passengers	10.0
• an ultra-low floor bus	11.0
• any other vehicle	9.0

Twinsteer axle groups

Description	Axle load limit (tonnes)
Twinsteer axle group without load-sharing suspension	10.0
Twinsteer axle group with load-sharing suspension	11.0

Tandem axle groups

Description	Axle load limit (tonnes)
Tandem axle group fitted with single tyres with section width:	
• less than 375 mm	11.0
• at least 375 mm but less than 450 mm	13.3
• at least 450 mm	14.0
Tandem axle group fitted with single tyres on one axle and dual tyres on the other on:	
• a complying bus#	14.0
• any other vehicle	13.0

Tandem axle group fitted with dual tyres on:

- a pig trailer
- any other vehicle

15.0
16.5

Tri-axle groups

Description	Axle load limit (tonnes)
Tri-axle group on a vehicle fitted with single tyres with section width of less than 375 mm on all axles, or single tyres on 1 or 2 axles and dual tyres on the other axle or axles	15.0
Tri-axle group on a pig trailer with either single tyres with section width of at least 375 mm, dual tyres on all axles, or a combination of those tyres	18.0
Tri-axle group, on a vehicle other than a pig trailer, with either single tyres with section width of at least 375 mm, dual tyres, or a combination of those tyres	20.0

Quad-axle groups

Description	Axle load limit (tonnes)
Quad-axle group fitted with single tyres with section width of less than 375 mm	15.0
Quad-axle group fitted with single tyres with section width of at least 375 mm or dual tyres	20.0

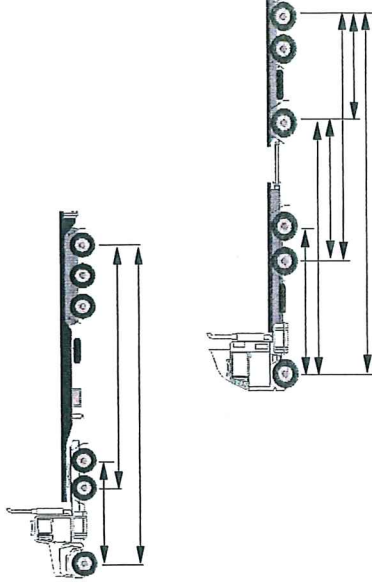
Mass Limits and Axle Spacing

Standard or conforming vehicles must at least have the minimum axle group spacings on the table below.

Each distance in the table below refers to:

1. The distance from the centre of any single axle to the centre of another single axle; or
2. The distance from the centre of any single axle to the centre of the furthest axle in any axle group; or

3. The greatest distance between the centres of axles in any two-axle groups.



Distance between axles (metres)		Mass limit (tonnes)
Exceeding	Not exceeding	
0	3.7	23.0
3.7	3.8	23.5
3.8	4.0	24.0
4.0	4.2	24.5
4.2	4.3	25.0
4.3	4.5	25.5
4.5	4.7	26.0
4.7	4.8	26.5
4.8	5.0	27.0
5.0	5.2	27.5
5.2	5.3	28.0
5.3	5.5	28.5
5.5	5.7	29.0
5.7	5.8	29.5
5.8	6.0	30.0
6.0	6.2	30.5
6.2	6.3	31.0
6.3	6.5	31.5
6.5	6.7	32.0
6.7	6.8	32.5
6.8	7.0	33.0
7.0	7.2	33.5

7.2	7.3	34.0
7.3	7.5	34.5
7.5	7.7	35.0
7.7	7.8	35.5
7.8	8.0	36.0
8.0	8.2	36.5
8.2	8.3	37.0
8.3	8.5	37.5
8.5	8.7	38.0
8.7	8.8	38.5
8.8	9.0	39.0
9.0	9.2	39.5
9.2	9.3	40.0
9.3	9.5	40.5
9.5	9.7	41.0
9.7	9.8	41.5
9.8	10.0	42.0
10.0	-	42.5

In addition, the total loaded mass of a vehicle must not exceed the manufacturer's rating, that is the Gross Vehicle Mass (GVM) for a rigid vehicle or the Gross Combination Mass (GCM) for combinations, including the mass rating on a tyre, wheel or axle.

All axles in an axle group must be load sharing (except for non-load sharing twin steer axle groups).

Retractable axles

NSW pioneered the reintroduction of retractable axles as "conforming" axle groups. A retractable axle can be included as part of an axle group provided that when the mass on the axle group exceeds:

- 6 tonnes for a tandem axle group; or
 - 11 tonnes for a tri-axle group
- the tyres on the axle are in contact with the ground and the load-sharing suspension system is operating on each axle, including the retractable axle.

If these requirements cannot be met, the mass on the axle is determined as if the retractable axle did not exist.

"Restricted access" vehicles

"Restricted access" vehicles are all those vehicles or combinations that cannot have general access to the road system because of their size, mass or the need for special operating conditions. Any vehicle outside the "general access" limits above is classified as "restricted access", and includes:

- combination vehicles longer than 19 metres (eg B-Doubles and Road Trains);
- vehicles more than 4.3 metres high (eg livestock crates, loaded car carriers and other commodity concessions);
- vehicles carrying indivisible oversize loads; and
- special purpose vehicles exceeding "general access" mass or dimension limits (eg an SPV Type 2).

Each of these vehicle categories operates under specific arrangements in NSW.

All restricted access vehicles are categorised in one of three classes, detailed below.

Class 1

- oversize and overmass vehicles

Class 2

- B-Doubles
- Road Trains
- controlled access buses longer than 12.5 metres, up to 14.5 metres long
- loaded car carriers longer than 19 metres and up to 4.6 metres high
- livestock vehicles up to 4.6 metres high.

Class 3

- restricted access vehicles not covered by Class 1 or Class 2.

Current NSW arrangements for “restricted access” vehicles

Vehicles classified as “restricted access” are covered by specific arrangements in NSW. These are detailed below.

B-Doubles and Road Trains

B-Doubles and Road Trains are restricted to operation on approved routes because of their size and mass. B-Doubles and Road Trains may operate in NSW under the provisions of the General B-Double Notice 1996 and the General Road Train Notice 1996.

Details of approved routes are set out in the relevant Notice and in maps of approved B-Double and Road Train routes. Copies of the relevant Notices must be carried in the vehicle and produced as requested by Police, authorised RTA Officers and authorised Council Officers.

B-Doubles that are no longer than 19.0 metres and no heavier than 50.0 tonnes may operate on all roads, except where prohibited by a load limit sign.

The Notices set out the detailed requirements for vehicle specifications, mass limits and axle spacing. Excess mass permits are no longer required for B-Doubles or Road Trains. Copies of the Notices and the maps are available from the RTA Permits Unit and RTA internet website.

4.6 metre high vehicles

Vehicles over 4.3 metres high are restricted to approved routes because of vertical clearance restrictions on some roads. NSW currently allows the following vehicles to operate up to 4.6 metres high on a network of approved routes:

- multi-deck livestock crates;
- loaded car carriers;
- vehicles carrying wool, hay and other primary produce; and
- vehicles carrying shipping containers;
- purpose built vehicles carrying general freight.

These vehicles may operate under the provisions of the 4.6 Metre High Vehicle Route Notice, 1999, which sets out the approved routes and specific loading conditions for each commodity.

Oversize loads

Vehicles carrying indivisible, oversize loads are restricted to approved routes. NSW allows these vehicles to operate under the provisions of the General Overdimension Notice 1997, which sets out approved routes and all the conditions of travel.

Overmass loads

Vehicles carrying an indivisible load on a vehicle which exceeds the standard mass limits require a specific permit from the RTA.

Special Purpose Vehicles

A Special Purpose Vehicle (SPV) is a vehicle built for a purpose other than carrying a load. Examples include:

- graders;
- concrete pump trucks; and
- mobile cranes.

An SPV whose axle mass limits fall within standard mass limits are classified as SPV Type 1. Those that exceed standard mass limits are classified as SPV2. Details regarding SPVs are in the RTA brochure What is A Special Purpose Vehicle?

An SPV Type 2 is classified as Class 1 “restricted access” vehicle and can only travel under Notice or Permit.

Contact RTA Permits Unit for details.

Offences and penalties

The maximum penalty for operating, or allowing to operate a vehicle above the mass and dimension limits is \$3,300.

The information in this brochure should be used as a guide only. Detailed advice is available from the RTA.

For technical issues, contact

RTA Technical Enquiries Unit on:

RTA Sydney

Tel: (02) 9830 5555

Fax: (02) 9831 0913

RTA Hunter/Northern

Tel: 1800 049 920

Fax: (02) 4323 9905

RTA Southern

Tel: (02) 4226 7007

Fax: (02) 4225 8844

RTA Western/South Western

Tel: 1800 809 388

Fax: (02) 6861 1496

For overdimension, overmass and other permit enquiries
contact:

RTA Special Permits Unit on:

Tel: 1300 656 371

Fax: 1300 361 570



Photography by Jeremy Brown

Transport

Oversize vehicles are currently transporting turbine components to the Sapphire Wind Farm from the Port of Newcastle to the site located between Glen Innes and Inverell. The transports pass through Tamworth and Glen Innes. After Glen Innes they travel along the Gwydir Highway, turn right onto Waterloo Road and make their way to the Western Feeder Road.

make their way to the western border road.

More than 60 oversize loads of turbine components are still to be transported from Newcastle, via the New England Highway, in the coming months.

Travellers are advised to expect delays while this is occurring. In the interest of safety, we would ask that travellers please observe all warning and speed restriction signs, including directions from escort vehicles and police.

The Sapphire Wind Farm team aims to keep traffic disruption to a minimum during the construction phase of the project.

Arrival of Turbine Components

Since the turbine components began arriving on the site in late September, 72 bases (stage 1) and 63 full towers (stage 2) have been erected. The towers are strategically craned into position using two of the largest mobile cranes currently operating in Australia.

The \$600 million Sapphire Wind Farm currently has the tallest turbines in New South Wales, with a height of 200m from the ground to the tip of the blade. Once complete the 270MW project will produce enough electricity to power up to 115,000 homes.

During the construction phase, it is our intention to provide as much information as possible to minimise the inconvenience. A transportation schedule outlining indicative timing of deliveries is updated weekly and is available on our website.

Community Consultative Committee - An open community forum

Our Community Consultative Committee is our direct link with the community: host landowners, community members, representatives from both Inverell and Glen Innes Severn Shire Councils, and project members.

We come together for regular meetings to:

- Foster positive working relationships
- Provide an open forum for discussion
- Share information
- Respond to any questions or concerns.

Current members of the committee comprise;

Lisa Andrews (Independent Chair):

Anthony Alliston, Inverell Shire Council

Cr Carol Sparkes, Mayor Glen Innes Severn Shire Council

Ben Swan, Host landowner:

Neil Eigeland, community representative:

Chris Voll, Church Communities Australia:

Mike Norton, community representative

Annabel Sides, community representative

Cr Stewart Berryman, alternate delegate for Inverell Shire Council

David Williamson, CWP Renewables

The next meeting is scheduled for 30th October, 2018.

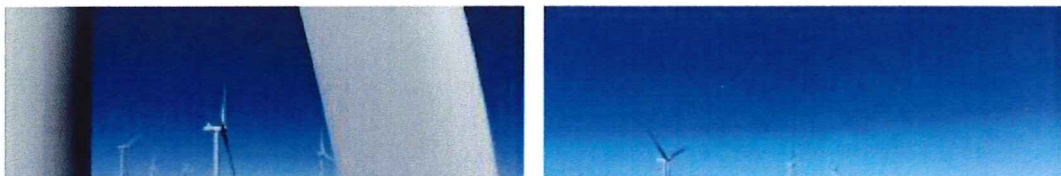


Community Benefit Fund

Our Community Benefit Fund will give back to the community in a tangible, long-term way. Once Sapphire Wind Farm is built and energy is being generated, more than \$3.75 million will be invested within community projects over the 20-year life of the wind farm.

This equates to Sapphire Wind Farm contributing \$187,500 per annum to the local community over the life of the wind farm. This fund will deliver long lasting results and will be of great assistance to the hardworking community organizations driving local projects.

Inverell Council has ratified the Committee Members for the fund and are now in the process of establishing the administration structure with Sapphire Wind Farm. We expect the first round of applications to be called for in early 2019.





Transport Photos by Jeremy Brown



~~*~~ NOTHING LIKE COPPARBEEVA

Stop biodiversity loss or we could face our own extinction, warns UN

Jonathan Watts

Wed 7 Nov 2018 00.47
AEDT



Deforestation in Indonesian to make way for a palm oil concession. Photograph: Ulet Ifansasti/Greenpeace

The world has two years to secure a deal for nature to halt a 'silent killer' as dangerous as climate change, says biodiversity chief

The world must thrash out a new deal for nature in the next two years or humanity could be the first species to document our own extinction, warns the United Nation's biodiversity chief.

Ahead of a key international conference to discuss the collapse of ecosystems, Cristiana Paşca Palmer said people in all countries need to put pressure on their governments to draw up ambitious global targets by 2020 to protect the insects, birds, plants and mammals that are vital for global food production, clean water and carbon sequestration.

"The loss of biodiversity is a silent killer," she told the Guardian. "It's different from climate change, where people feel the impact in everyday life. With biodiversity, it is not so clear but by the time you feel what is happening, it may be too late."

Paşca Palmer is executive secretary of the UN Convention on Biological Diversity - the world body responsible for maintaining the natural life support systems on which humanity depends.

Its members - 195 states and the EU - will meet in Sharm el Sheikh, Egypt, this month to start discussions on a new framework for managing the world's ecosystems and wildlife. This will kick off two years of frenetic negotiations, which Paşca Palmer hopes will culminate in an ambitious new global deal at the next conference in Beijing in 2020.

Conservationists are desperate for a biodiversity accord that will carry the same weight as the Paris climate agreement. But so far, this subject has received miserably little attention even though many scientists say it poses at least an equal threat to humanity.

The last two major biodiversity agreements - in 2002 and 2010 - have failed to stem the worst loss of life on Earth since the demise of the dinosaurs.

Eight years ago, under the Aichi Biodiversity Targets, nations promised to at least halve the loss of natural habitats, ensure sustainable fishing in all waters, and expand nature reserves from 10% to 17% of the world's land by 2020. But many nations have fallen behind, and those that have created more protected areas have done little to police them. "Paper reserves" can now be found from Brazil to China.

The issue is also low on the political agenda. Compared to climate summits, few heads of state attend biodiversity talks. Even before Donald

Trump, the US refused to ratify the treaty and only sends an observer. Along with the Vatican, it is the only UN state not to participate.



Cristiana Paşca Palmer, the UN's biodiversity chief. Photograph: Herman njoroge chege/IISD/ENB

Paşca Palmer says there are glimmers of hope. Several species in Africa and Asia have recovered (though most are in decline) and forest cover in Asia has increased by 2.5% (though it has decreased elsewhere at a faster rate). Marine protected areas have also widened.

But overall, she says, the picture is worrying. The already high rates of biodiversity loss from habitat destruction, chemical pollution and invasive species will accelerate in the coming 30 years as a result of climate change and growing human populations. By 2050, Africa is expected to lose 50% of its birds and mammals, and Asian fisheries to completely collapse. The loss of plants and sea life will reduce the Earth's ability to absorb carbon, creating a vicious cycle.

"The numbers are staggering," says the former Romanian environment minister. "I hope we aren't the first species to document our own extinction."

Despite the weak government response to such an existential threat, she said her optimism about what she called "the infrastructure of life" was undimmed.

One cause for hope was a convergence of scientific concerns and growing interest from the business community. Last month, the UN's top climate and biodiversity institutions and scientists held their first

joint meeting. They found that nature-based solutions - such as forest protection, tree planting, land restoration and soil management - could provide up to a third of the carbon absorption needed to keep global warming within the Paris agreement parameters. In future the two UN arms of climate and biodiversity should issue joint assessments. She also noted that although politics in some countries were moving in the wrong direction, there were also positive developments such as French president, Emmanuel Macron, recently being the first world leader to note that the climate issue cannot be solved without a halt in biodiversity loss. This will be on the agenda of the next G7 summit in France.

"Things are moving. There is a lot of goodwill," she said. "We should be aware of the dangers but not paralysed by inaction. It's still in our hands but the window for action is narrowing. We need higher levels of political and citizen will to support nature."

• This article was amended on 6 November 2018 to correct a few errors: Cristiana Paşca Palmer is executive secretary, not executive director, of the CBD; the CBD's members are 195 states and the EU, not 196 states; the original article referred to the Aichi Protocol when it should have referred to the Aichi Biodiversity Targets.

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