Question on Notice

No. 1367

Asked on 10 November 2022

MR S ANDREW ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

QUESTION:

With reference to the roads from Gladstone Port to the Clarke Creek Windfarm site being damaged and in disrepair—

Will the Minister (a) advise when a full audit will be conducted of the current state of these roads and their ability to endure long term carrying capacity of heavy loads (e.g. heavy Wind Farm parts) and (b) ensure these roads will not fall into further disrepair and become a safety issue for locals and bulk freight road trains and semi-trailers?

ANSWER:

I thank the Member for Mirani for the question.

The Clarke Creek Wind and Solar Farm, located on land adjacent Marlborough–Sarina Road in the Livingstone Shire Council and Isaac Regional Council areas, is one of the largest renewable projects underway in Australia.

Since August 2021, the Department of Transport and Main Roads (TMR)—along with multiple government and energy sector agencies—participated in regular meetings led by the Office of the Coordinator-General to facilitate the logistics and implementation of this significant project in regional Queensland.

Depending on component size, the proposed haul route includes the state-controlled Gladstone–Mount Larcom Road in Gladstone, Dawson Highway (from Gladstone through to the Bruce Highway), the Bruce Highway (between Benaraby and Marlborough) and Marlborough–Sarina Road to Clarke Creek.

As this is a significant development application, I can confirm a traffic impact assessment (TIA) was undertaken, prior to approval. This assessment reviews the proposed haulage route, the current condition of the route, any potential impacts the development might have on the road network and/or any potential upgrades required due to the development. A pavement impact assessment—which forms part of the TIA—was also completed as a requirement of the assessment approval and included a monetary contribution for the maintenance of the state-controlled road network.

To support oversize over mass movements in general, TMR is currently undertaking rehabilitation works on structures along the haul routes. The proponent has also been conditioned to undertake works to facilitate the movement of the loads, including lifting and shifting traffic signals and streetlights, earthworks, design and construction of pullover bays and modification to intersections, roundabouts and medians.

TMR is continuing to work with the proponent to ensure that all necessary permits are in place to allow the project to go ahead as scheduled, and will monitor road conditions along the haul route during the component transportation phase.