



Mr. Rob Beckett
Environmental Assessment Officer
Resource & Energy Assessments
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr. Beckett,

Silverleaf Solar Farm (SSD-9358) – Environmental Impact Statement

Thank you for your correspondence dated 30 August 2019 inviting Transport for NSW (TfNSW) comment on the subject State Significant Development (SSD-9358) Application.

The Proposal seeks approval for the construction, operation and eventual decommission of a 120 megawatt AC solar farm. The Proposal has a planned operational lifespan of 35 years, with a construction period of between 9 – 12 months, subject to planning and environmental approvals. The Proposal is adjacent to and crosses land which forms part of the Australian Rail Track Corporation (ARTC) leased network. Any issues which arise in this respect will be raised separately by ARTC.

On this note, the exhibited documents have been reviewed and the following comment is provided.

Construction Impacts

Comment

The Environmental Impact Statement (EIS) states there may be requirements for additional traffic measures to mitigate road safety risks, including those associated with public transport such as school bus stops. It is noted that these requirements will be identified in consultation with Roads and Maritime Services (Roads and Maritime) and Narrabri Shire Council (NSC) and could potentially involve a reduction in speed limits on the Kamilaroi Highway near the Logans Lane intersection. Any changes to these speed limits may impact certain school bus (Lindonfield – Kylper - Narrabri and Baan Baa – Narrabri both operated by Jeffrey Holmes) and coach routes (331, 332, 333 and 334) along the Kamilaroi Highway.

Recommendation

It is recommended that the Traffic Management Plan takes into account buses passing along the Kamilaroi Highway during the construction of the new intersection.

Bus operators should also be consulted with and informed of any resulting safety measures implemented, such as the reduction of speed limits, to ensure minimal impact on bus services.

In addition to the above, it is recommended that the Department of Planning and Environment (DP&E) include the conditions of consent provided in **TAB A**.

If you require clarification of the above, please do not hesitate to contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



27/9/2019

Mark Ozinga

Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

Objective Reference: CD19/07187

TAB A – Recommended Draft Conditions of Approval

The following draft conditions should be considered if the proposed development is to be approved.

Construction Pedestrian and Traffic Management

The Applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with Narrabri Shire Council, Roads and Maritime Services and the local bus operator Jeffrey Holmes. The CPTMP needs to specify, but not to be limited to, the following:

- Location of the proposed work;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction program;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of other developments. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and
- Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.

A copy of the final plan shall be submitted to Narrabri Shire Council prior to the commencement of any works.

Reason:

The construction vehicle movements from this project could potentially impact the general traffic and bus operations, including school buses, as well as the safety of pedestrians and cyclists, particularly during commuter peak periods.