



15 May 2019

The Manager
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Elle Donnelly

SSD-9515 – PROPOSED YANCO SOLAR FARM, LOTS 142, 145-152, 287, 572 DP751745, LOT 6650 DP1197165, HOUGHTON ROAD, YANCO.

I refer to your correspondence regarding the subject Application which was referred to the Roads and Maritime Services for assessment and comment.

Roads and Maritime Services have reviewed the Environmental Impact Statement (EIS) dated March 2019 prepared by NGH Environmental for the Yanco Solar Farm project. The subject site is located to the west of Yanco with frontage and access to Toorak Road. The supporting documentation acknowledges that access to the site, for construction and maintenance purposes will rely on access via the Sturt Highway and Irrigation Way, which are classified roads, and other roads which form part of the local road network. From the information provided it is understood that the proposal is for the establishment and operation of a 60 MW solar photovoltaic (PV) plant and associated infrastructure on the subject site.

The development will comprise of a series of photovoltaic panels (approximately 205,000) erected on single axis tracker steel frames that will cover most of the site. It is noted from the documentation that the installation of piles to support the solar panels will be a driven type which will not require the use of bulk material such as concrete. The height of the panel structures will not exceed 4 metres above ground.

It is understood that the anticipated total construction period will be between 10 months. Due to the characteristics of such a development the significant proportion of traffic generation (for both light and heavy vehicles) occurs during the construction and decommissioning stages of the development with the operational phase of the development will generate limited traffic. The EIS includes a traffic study which does not identify the need for infrastructure improvements such as intersection upgrades. A Traffic Management Plan is proposed to be developed with input from the relevant roads authorities for construction activity. As the proposal relies on access via the classified and local road network this plan should be finalised in consultation with the relevant road authorities, in this case being both the Roads and Maritime Services and Leeton Shire Council.

It is proposed that approximately 120 construction personnel would be required on site during the peak construction period. The construction workforce may be required to commute from within the local area including Griffith and surrounding localities. Given the distances required to be travelled and the construction workforce numbers it would be appropriate to consider options to address driver fatigue for the construction period of the development. Consideration should be given to car pooling and buses being organised to transport personnel to and from the development site to reduce the risk associated with fatigue and minimise the impact of construction traffic on local traffic.

Given the type and scale of the proposed development and its proximity to the public road network it is considered appropriate that issues relating to potential for distraction of, and for glint/glare impacts on, passing motorists be addressed in the development submission. Consideration could be given to the establishment and maintenance of a visual buffer, such as a vegetated buffer, within the subject site along its frontage to any public road.

Roads and Maritime is mainly concerned with the provision of safe access between the subject site and the public road network and the impact of the development on the safety and efficiency of the road network. Roads and Maritime emphasises the need, particularly during the construction phase of this development, to minimise the impacts on the existing road network. As the subject site is to be accessed via a designated haulage route that utilises the classified and local road network the following conditions are proposed for road safety reasons.

Roads and Maritime Services has assessed the Development Application based on the documentation provided and would raise no objection to the development proposal subject to the Consent Authority ensuring that the development is undertaken in accordance with the information submitted as amended by the inclusion of the following as conditions of consent (if approved):-

1. A Traffic Management Plan shall be prepared in consultation with the relevant road authorities (Council and Roads and Maritime Services) to outline measures to manage traffic related issues associated with the development, particularly during the construction and decommission processes. The appointed transport contractor shall be involved in the preparation of this plan. The plan shall address all light and heavy traffic generation to the development site and detail the potential impacts associated with the development, the mitigation measures to be implemented, and the procedures to monitor and ensure compliance. This plan shall address, but not necessarily be limited to the following;
 - i) Require that all vehicular access to the site be via the approved access route.
 - ii) Details of traffic routes to be used by heavy and light vehicles, and any associated impacts and any road-specific mitigation measures.
 - iii) Details of measures to be employed to ensure safety of road users and minimise potential conflict with project generated traffic,
 - iv) Proposed hours for construction activities, as night time construction presents additional traffic related issues to be considered.
 - v) The management and coordination of the movement of vehicles for construction and worker related access to the site and to limit disruption to other motorists, emergency vehicles, school bus timetables and school zone operating times,
 - vi) loads, weights and lengths of haulage and construction related vehicles and the number of movements of such vehicles,
 - vii) procedures for informing the public where any road access will be restricted as a result of the project,
 - viii) any proposed precautionary measures such as signage to warn road users such as motorists about the construction activities for the project,
 - ix) a Driver Code of Conduct to address such items as; appropriate driver behaviour including adherence to all traffic regulations and speed limits, safe overtaking and maintaining appropriate distances between vehicles, etc and appropriate penalties for infringements of the Code,
 - x) details of procedures for receiving and addressing complaints from the community concerning traffic issues associated with truck movements to and from the site,
2. Glint and glare from the solar panels shall not cause a nuisance, disturbance or hazard to the travelling public on the public road network. In the event of glint or glare from the solar plant being evident from a public road, the proponent shall immediately implement glare mitigation measures such as construction of a barrier (e.g. fence) or other approved device to remove any nuisance, distraction and/or hazard caused as a result of glare from the solar panels.
3. All works associated with the project shall be at no cost to the Roads and Maritime Services.

Under the provisions of the Environmental Planning & Assessment Act the Consent Authority is responsible to consider any likely impacts on the natural or built environment. Depending on the level of environmental

assessment undertaken to date and nature of the works it may be necessary for the developer to undertake further environmental assessment for any ancillary road works required as a condition on the development.

Any enquiries regarding this correspondence may be referred to the Manager, Land Use for Roads and Maritime Services (South West Region), Maurice Morgan, phone (02) 6923 6611.

Yours faithfully



Per:
Lindsay Tanner
Director
South West NSW