



22/12/2021

WST20/00369/02 | SF2020/148390

The Manager
Resource and Energy Assessments
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Attention: Lander Robinson

Dear Lander Robinson

SSD-9451258: Environmental Impact Statement for the Forest Glen Solar Farm

Thank you for the request for review of the Environmental Impact Statement (EIS) for the Forest Glen Solar Farm development (SSD-9451258) via the Major Projects Planning Portal on the 1 December 2021.

From review of the EIS TfNSW notes the proposal:

- Is located 16km west of Dubbo within the Dubbo Regional Local Government Area on Lot 6 DP 755102 and Lot 1 DP1198911, Lot 51 and Lot 52 DP755094.
- The site access is proposed via Minore Road (local road) via Delroy Road (identified as Crown Land), with Minore Road intersecting with the Newell Highway in Dubbo.
- The Main Western Railway line is north of the proposal site and is managed by ARTC.
- The proposal will include the construction, operation and decommissioning of a photovoltaic (PV) solar farm with a capacity of approximately 110MW.
- Inclusion of an onsite substation and a battery storage facility.
- Construction phase will take approximately 12-18 months, with a peak construction period expected to take 3 months.

TfNSW provided input into the Secretary's Environmental Assessment Requirements (SEARS) for the proposed solar farm on 20 October 2020. The Environmental Impact Statement (EIS) was subsequently referred to TfNSW on the 1 December 2021. Based on a review of the EIS and the supporting information for the development, TfNSW has identified that the following additional information is required to continue the assessment of the development:

- TfNSW notes the traffic generation assessment and modelling identified in the Traffic Impact Assessment dated July 2021 for the Newell Highway/Minore Road intersection is based on shuttle buses providing transport for most staff to and from the site. TfNSW requires the traffic assessment and modelling to be based on a 'worst case scenario' to determine the appropriate treatment until a commitment has been made to use shuttle buses as the main form of transport. The TIA and supporting electronic copies of modelling files are required to be amended to reflect the 'worst case scenario'.
- The Traffic Impact Assessment dated July 2021 only relates to the Minore Road/Newell Highway intersection being utilised for access to the site. Clarification is required as to if

the Narromine Road/North Minore Road access will be utilised for site access during any stage of the project.

- A breakdown of the traffic count survey undertaken on Tuesday 8 December 2020 is required to clearly demonstrate the peak periods.
- A swept path analysis on scaled plans is required in accordance with Austroads turning templates to demonstrate that the largest vehicle likely to utilise the Newell Highway/Minore Road intersection (and any other intersection proposed for access) can perform all manoeuvres throughout the intersection.
- Prior to transporting any oversized or over mass loads, the applicant shall obtain a permit for an oversized and over mass load from the RMS Special Permits Unit in Glen Innes.
- Consideration of the impacts to the state road network and identification of appropriate measures to mitigate the impact. In this regard, a traffic analysis needs to be undertaken to identify the impacts using SIDRA intersection modelling at the intersections of Newell Highway/Mitchell Highway and Newell Highway/East Street.

Notes:

- The analysis needs to be supported with current traffic count data, with turn movement diagrams at the intersection for the AM and PM peak. The count needs to separate light and heavy vehicles.
 - Assumptions for traffic generation should be in accordance with RTA Guide to Traffic Generating Developments and associated updated surveys or appropriate justified.
 - Distributions to and from the development need to be justified.
 - The base (existing case) SIDRA models needs to be calibrated with observations of delay and queue lengths.
 - Electronic copies of modelling files need to be provided to TfNSW for review.
- A strategic design for any identified access treatments/upgrades needs to be prepared to clarify the scope of works, demonstrate a compliant design can be constructed within the road reserve and allow the consent authority to consider any environmental impacts of the works. These impacts include traffic and road safety impacts as well as other impacts such noise, flora and fauna, heritage, and impact to community.
 - The adjacent rail corridor is managed by ARTC. Consultation with ARTC is required to determine the impacts of the subject modification on the Main Western Line in accordance with the relevant rail provisions of the State Environmental Planning Policy (Infrastructure) 2007 and Development Near Rail Corridors and Busy Roads – Interim Guideline (2008).

Yours faithfully



Alexandra Power
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Regional and Outer Metropolitan