

12 October 2022

Our Ref: STH17/00162/05

Your Ref: SSD 13137914

Julia Green  
Department of Planning and Environment  
BY EMAIL: [julia.a.green@dpie.nsw.gov.au](mailto:julia.a.green@dpie.nsw.gov.au).

**SSD 13137914 – Marulan Solar Farm Environmental Impact Statement – LOT 55 DP  
1141136, 740 CARRICK ROAD, CARRICK**

Dear Julia

Transport for NSW (TfNSW) is responding to the Environmental Impact Statement (EIS) referred on 15 September 2022 via the Major Projects Portal.

TfNSW has reviewed the information and is unable to support the development's proposed access arrangements in their current form, as detailed in Appendix L (Traffic Impact Assessment) of the EIS. Details of **additional required information** is set out in **Attachment 1**.

TfNSW has met with the proponent and their consultant on 10 October 2022 to discuss TfNSW's concern. Further field investigations and analysis is being completed by the proponent's consultant prior to resubmission of the Traffic Impact Assessment.

If you have any questions, please contact me on 9595 4624 or email [development.south@transport.nsw.gov.au](mailto:development.south@transport.nsw.gov.au).

Yours faithfully



**Anna Paul**  
Development Services Case Officer, Development Services

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**Context**

TfNSW notes for this proposal:

- The key state road is Hume Highway.
- The proposed development is considered State Significant Development under Clause 20 of Schedule 1 of the State Environmental Planning Policy (Planning Systems) 2021.
- The Department is seeking advice from TfNSW to assist in its assessment of the State Significant Development.
- The development proposes the construction and operation of a 152 megawatt solar farm, with access to the site (during construction and operation) via Munro Road (local road) which connects to the Hume Highway via an existing intersection as set out in Attachment 2.
- The Traffic Impact Assessment (TIA) proposes a drivers Code of Conduct, where both heavy and light vehicle drivers to and from the site perform left in and left out manoeuvres at the Munro Road intersection. The detour route for vehicles originating from the north is approximately 50km.
- The TIA assumes that all light vehicles will originate from Goulburn and therefore utilise the existing AUL from the Hume Highway into Munro Road.
- The TIA does not provide any analysis with respect to right turn vehicles into and out of Munro Road.
- TfNSW met with the proponent and their consultants to discuss concerns, and further traffic analysis required, including traffic counts of right turn movements, to be performed prior to any changes to the TIA.

**Assessment**

TfNSW are unable to support the access arrangements proposed in their current form on the following basis:

- The assumption that all light vehicles will be northbound and therefore turn left into Munro Road is not practical. TfNSW do not believe that this will be the case for all light vehicles, noting that a Drivers Code of Conduct in isolation for light vehicles may be challenging to enforce. TfNSW highlight that if right turns are not permitted at this current location, light vehicles may choose the next available opportunity to perform a u-turn, which is not an acceptable outcome.
- The traffic analysis does not incorporate any analysis of right turn vehicles into and out of Munro Road at the Hume Highway. TfNSW highlight that right turns into and out of Munro Road are currently permitted.

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