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DPHI reference: SSD-74990235 (PAE-75031458)

29 August 2024

Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Shannon Blackmore

SSD-74990235, West Nyangay Solar Farm, Cobb Highway, Booroorban; Request for Secretary's Environmental Assessment Requirements (SEARS)

Thank you for referring a request for SEARs to Transport for NSW (TfNSW), seeking comments on West Nyangay Solar Farm, located in Edward River Local Government Area (LGA).

TNSW has reviewed the July 2024 Urbis scoping study and provides advice in Attachments A and B to assist in preparing the Environmental Impact Statement (EIS) and supporting documentation for future lodgement with Department of Planning, Housing and Infrastructure.

TfNSW recommends a meeting to discuss the SEARs requirements before proceeding to EIS. If you have any questions or wish to discuss this matter further, please contact Ruvimbo Timba on 1300 019 680 or email development.renewables@transport.nsw.gov.au

Yours faithfully,



Andrew McIntyre
Manager Development Services – West
Community and Place
Regional and Outer Metropolitan Division

OFFICIAL

Attachment A

SSD-74990235, West Nyangay Solar Farm, Cobb Highway, Booroorban; Request for Secretary's Environmental Assessment Requirements (SEARS)

Context

- West Nyangay Solar Farm is proposed to have a solar capacity of approximately 800 megawatts (MWac) and an estimated storage capacity of 500MWac/2000MWh.
- The site is located in Edward River LGA.
- Access will be provided via Cobb Highway (State road).
- The construction period will be between 12 to 18 months, with a peak workforce of 300 workers.
- Haulage routes have not been finalised but are likely to be from Port of Melbourne or Geelong.

TfNSW advice for SEARs

Following a review of the *Scoping Report*, TfNSW has identified and recommends the following issues be addressed in the Environmental Assessment:

- A Traffic Impact Assessment (TIA) prepared in accordance with the methodology set out in section 2 of *RTA Guide to Traffic Generating Developments 2002* and Part 12 *Austrroads Guide to Traffic Management* including:
 - Hours, days and periods of construction.
 - Schedule for phasing/staging the project (including pre-construction, accommodation, and ancillary infrastructure works) and identify the traffic volumes for each stage.
 - Traffic volumes:
 - Surveyed existing background traffic at key intersections. Traffic surveys are to be in accordance with Part 3 *Austrroads Guide to Traffic Management* and include survey raw data.
 - Project-related traffic volumes (measured as vehicle trips per hour and per day) for each stage including pre-construction, construction, operation and decommissioning and identifying peak period(s) for traffic volumes.
 - Descriptions of:
 - Ratio of light vehicles to heavy vehicles.
 - Differentiation of Over Size/Over Mass (OSOM) that do or do not require an NHVR permit and proposed times of operation on the State road network.
 - Project related traffic interaction with existing and projected background traffic with annual growth rate applied linearly.
 - Peak times for existing traffic.
 - Peak times for project-related traffic.
 - Transportation hours.
 - The origin, destination and routes for:
 - Employee and contractor light traffic.

- Heavy vehicle traffic.
- OSOM vehicle traffic.
- OSOM high risk loads as identified on TfNSW's website (link below)
<https://www.transport.nsw.gov.au/system/files/media/documents/2024/Strategic-Design-requirements-for-DA-Factsheet.pdf>

Note: Transport routes are to be identified and a risk assessment undertaken identifying hazards and proposed risk mitigation measures to be employed. Examples of hazards include (but not limited to) rail level crossings, low clearance structures and areas identified as having a crash history.

*Note: A high risk OSOM loads route analysis is required as part of the TIA. For further information on undertaking a concept route analysis for these movements please refer to **Attachment B**.*

- A description of all non-high risk OSOM vehicles and materials to be transported. The shortest and least trafficked route is to be given priority for movement of materials and machinery to minimise risk and impact to other motorists, so far as is reasonably practicable.
- The impact of generated traffic and measures employed to ensure efficiency and safety on the public road network during construction, operation and decommissioning of the project. This includes enforcement to managing traffic volumes, driver behaviour and access paths to site.
- A turn warrant assessment for worst-case scenario (ie peak project traffic volumes applied to the identified background traffic at the construction and background peak hours) in accordance with Part 6 *Austroads Guide to Traffic Management* is to be undertaken at identified key intersections on project routes, project site access and site access points to access ancillary infrastructure.
- The TIA is to detail improvements to the road network, such as road widening and intersection treatments to cater for and mitigate the impact of project-related traffic (including accommodation and ancillary infrastructure components) at key intersections with State roads. Proposed road facilities, access and intersection treatments are to be identified and conform with *Austroads Guide to Road Design* and TfNSW Supplements, including safe intersection sight distance. Strategic designs are to include a swept path analysis using the largest vehicle passing through the intersection(s). To assist the proponent in preparing strategic designs, the below link is provided: <https://www.transport.nsw.gov.au/system/files/media/documents/2024/Strategic-Design-requirements-for-DA-Factsheet.pdf>

Note: Swept paths for OSOM vehicles on, entering and exiting the State road network are to be on sealed road pavement.

Note: It is the proponent's responsibility to acquire and dedicate land required to accommodate road infrastructure including, but not limited to, footways, structures, stormwater drainage, batters, maintenance access and utilities.

- Local climate conditions that may affect road safety for road users during construction, operation and decommissioning of the project (eg fog, wet weather, etc)
- Measures to be employed to ensure a high level of road safety for daily staff commutes between accommodation and the construction site, specifically addressing the impacts of unsafe driver behaviour and driver fatigue for all stages and how measures employed will be enforced.
- A review of crash data along the identified transport route(s) for the most recent 5-year reporting period and an assessment of road safety along the proposed transport route(s).
- Details of emergency access/egress, including details of:
 - How access will be managed (i.e gates) to prevent use by non-emergency related vehicles.

- Identify emergency design vehicle and suitability of access(es).
- Provision of sufficient storage at the access throat to allow emergency vehicle(s) to store within the access and not within the through lane or road shoulder.

Electricity transmission lines (where applicable)

In relation to the EIS, TfNSW requires the identification of ancillary infrastructure, such as Electricity Transmission Lines that are crossing or near the state-classified road network or rail infrastructure within TfNSW remit. With respect to this matter the following information is required:

- Heights or depths (under boring) and vertical and horizontal clearances (overhead) in accordance with *Austrroads*.
- The method for construction of transmission lines,
- Location of infrastructure and impacts (excavation or fill) relative to the road reserve, including demarcation of local and state-classified road reserves.
- Access required to construct and maintain the infrastructure. Access points or access tracks required will require the same level of assessment as the primary project access point.
- Strategic concept designs must be provided for each transmission line crossing the state-classified road network.

Workforce Accommodation Camp (where applicable)

If workforce accommodation is proposed, then the TIA is required to assess the worst-case scenario based on inclusion of the workforce accommodation camp concerning:

- The pre-construction, construction schedule, staging, parallel construction activities and traffic generation until the workforce is fully accommodated at the camp. The traffic assessment requirements identified in this letter will apply to the workforce accommodation.

Attachment B

Concept Level Route Analysis required for High Risk OSOM

- The route assessment is required for high risk OSOM (as defined on TfNSW website) required to deliver components to the project. The concept level route analysis must include:
 - Port or point of origin for the entire route to the site access and intersections required to facilitate high risk OSOM movements.
 - The TIA is required to include details of all high risk OSOM loads and vehicle configurations.
 - Location of pull-over bays / rest areas along high risk OSOM routes (including GPS coordinates) and demonstrate through swept paths that high risk OSOMs can physically be accommodated all high risk OSOMs for the project (in terms of size, width and accessibility).

Expanding on the points above, the concept route assessment is required to include:

- Details of road geometry and alignment along identified transport route(s), existing formations, crossings, bridges, intersection treatments and any identified hazards, including:
 - Bridge Assessments for any risk bridges on classified roads due to dimensions and weight of OSOM vehicles.
 - Swept path analysis demonstrating largest design vehicle can enter and leave the development.
 - Design vehicle templates used in swept path analysis software are to be provided to allow TfNSW to review performance (e.g. Autodesk Vehicle Tracking or Transoft AutoTURN).
 - Highlighting each at-risk road structures the haulage route crosses including bridges, traffic signals, signage, major culverts, and minor culverts that may not meet the desirable cover to cater for proposed axle loads.
- Identify and provide measurement parameters of OSOM components/materials to be moved:
 - Identify types and numbers of high risk OSOM vehicles proposed to be used for the project.
 - Overall combination type, configuration, load and vehicle configuration.
 - Wheelbase dimensions.
 - Length, width, height and mass (gcm, tare, weight to axle and payload) for components and nominated vehicles.
 - Maximum trailer articulation angle(s).
 - Minimum overhang heights above the road surface.
 - Vehicle configurations.
 - Traffic mitigation measures or road works, modifications, or road upgrades to facilitate the movement of the high risk OSOM(s) associated with the project.
 - Potential high level mitigation measures or commitments to mitigate known traffic, safety and impacts to road users along the high risk OSOM route (i.e school bus routes, mining shift changes, TSRs, harvest periods and events).
- Identify and assess implications of road and rail projects under construction during the indicative schedule for OSOM movements.

Note: *NHVR permits don't cover road works, upgrades and environmental approvals required on proposed OSOM route(s). Any road works or upgrades works required along OSOM route(s) must be included within the scope of works in the SSD to ensure the development is constructable.*

Note: *Given high number of renewable energy and other large scale projects requiring haulage of OSOM components on the road network, restrictions, and limitations on OSOM movements may be imposed. In this regard, please engage early with TfNSW's Development Services Renewables team to discuss requirements of the route assessment.*