27 September 2022

TfNSW reference: STH14/00018/02
Your reference: SSD-48225958

Department of Planning and Environment
By Email: javier.canon@planning.nsw.gov.au

Attention: Javier Canon

REQUEST FOR SECRETARYS ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS) – GUNDARY SOLAR FARM – WINDELLAMA ROAD GUNDARY

Dear Javier

Transport for NSW (TfNSW) is responding to the request for input into the SEARS for Gundary Solar Farm referred on 15 September 2022.

TfNSW has completed a review based on the information provided (Report No. 2222/R01 from Umwelt Environmental & Social Consultants dated 6 September 2022) and focusing on the impact to the state road network.

Having regard for the above, TfNSW requests the matters outlined in Attachment 1 be included in any SEARS issued and as such should be addressed in the Environmental Impact Statement (EIS) prepared for the development.

If you have any questions, please contact Timothy Mahoney, Development Services Case Officer, on (02) 9549 9966 or email development.south@transport.nsw.gov.au.

Yours faithfully

Timothy Mahoney
Development Case Officer, Development Services

Attachment 1

SSD-48225958 – Gundary Solar Farm – Windellama Road GUNDARY

Context

TfNSW notes for this development:

- The key state roads are the Hume Highway, Hume Street, Braidwood Road, Sloane Street, Clinton Street, Auburn Street, Lagoon Street and Sydney Road.
- The Department of Planning and Environment (DPE) is seeking input from TfNSW on the SEARS for the development.
- The development proposes the construction, operation and decommissioning of a solar photovoltaic (PV) energy generating facility with an estimated capacity up to 400 MW and associated infrastructure, including grid connection and batter storage (as set out in Attachment 2).

Additional required information

TfNSW has reviewed the referred information and requires the following to be included in any SEARS issued:

1. *Traffic Impact Study (TIS):* A TIS is required to examine any potential transport related implications of the development. As a guide Table 2.1 of the RTA's Guide to Traffic Generating Developments outlines the key issues that should be considered in preparing a TIS. In addition, regard should be had for the Austroads publications, particularly the Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments and Part 3: Traffic Studies and Analysis Methods. Noting the above, the TIS should:

a) consider the traffic-related issues relevant to the development in 3 distinct phases as follows:
   i. Construction phase – The transport of materials and equipment/components for the establishment of the facility, ancillary infrastructure and the movement and parking of construction related vehicles including workers vehicles;
   ii. Operational phase – The ongoing traffic generation due to the operation, maintenance and servicing of the various elements of the project (e.g. how is material transported to and from the site, etc); and
   iii. Decommission phase: The transport of materials and equipment/components for the removal of the facility including ancillary infrastructure and the movement and parking of related vehicles including workers vehicles.

b) for each of the above stages the following needs to be addressed:

i. Details of all traffic types (both heavy and light vehicles) and volumes for each likely to be generated by the proposed development, including a description of heavy vehicle types and haul route origins and destinations.
ii. For heavy vehicles, details are required on their size and their associated carrying capacity for the receipt of materials
iii. Daily inbound and outbound traffic profile by time of day and day of week broken down per vehicle types. This includes a summary of the peak hour movements and maximum daily movements for both heavy and light vehicles, including how these numbers correlate to the daily and annual limits for which approval is being sought.
iv. Details on how maximum vehicle numbers will be monitored to ensure ongoing compliance.
v. Road safety assessment including the impact of truck movements on public transport, pedestrian connectivity and cycling.
vi. Intersection performance impacts for times of peak activity. This includes providing an assessment of the cumulative impact of traffic from this development and nearby developments that use the same access to and from the Hume Highway through and around Goulburn.
vii. An assessment of the suitability of the local road connections with the state road network at each access point being investigated as well as details on any works required. This is including a schedule/timeframe for their provision.
viii. Traffic management plan on how to manage the number of vehicles likely to be generated during operation and awaiting loading, unloading or servicing that can be accommodated on the site to avoid queuing in the surrounding road network. This to demonstrate how internal and external traffic can be managed in conjunction with the operations on site.
ix. Swept path diagrams to demonstrate the largest vehicles that will be using the classified road network where it connects with the local road network can undertake all required manoeuvres to enable access to and from the development site.
x. Measures proposed to offset the increase in additional movements must be adequately described using detailed plans and an assessment of their positive impact on road safety. The justification of these measures will be used to determine whether TfNSW will give its support to the proposed development.
xi. If required, an assessment of the predicted impacts of this additional traffic and offset measures on road safety and the capacity of the road network using SIDRA or a similar traffic model. Any modelling undertaken must ensure the base model has been calibrated with current on-site observations. Please note the above relates only to potential impacts on the state road network.
xii. If B-Double and Oversized or Over Mass (OSOM) vehicle movements are associated with the proposal TfNSW requests the following:

    i. Route maps (from origin to destination), if they differ from the routes outlined in attachment 3
    ii. An assessment of the routes and required road network changes to facilitate the B-Double and Oversized or Over Mass (OSOM) vehicles.

iii. The number of OSOM movements, the intended time for OSOM movements to occur and location of rest areas required along OSOM routes must also be provided

Discussions should be had with Goulburn-Mulwaree Shire Council in relation to the information they may require to be included in the TIS concerning local road impacts.

2. *Strategic/Concept Design:* Should it be identified as part of preparing the Environmental Impact Statement (EIS) or during the assessment of the application that mitigation measures are required that will impact a state/classified road then a concept design for the proposed works will need to be prepared and submitted. This is needed to clarify the scope of works, demonstrate the works can be constructed (i.e. within the road reserve) and allow the consent authority to consider any environmental impacts of the works as part of their assessment.

   The concept design submitted for any proposed road works must include, but not be limited to, legal property boundaries (including the existing road reserve boundaries based on a survey), existing and proposed lane configurations and lane widths at a number of locations along the length of the proposed works, etc. The design provided should be based on a design speed which is 10km/h over the posted speed limit and should demonstrate compliance with the applicable requirements in Austroads Guide to Road Design and the relevant TfNSW supplements.

3. *Reflection:* An assessment of glint and glare from the solar panels to ensure they do not cause a nuisance, disturbance or hazard to the travelling public on the public road network (both local and state roads). This includes mitigation measures to be implemented should issues be identified to remove any nuisance, distraction and/or hazard caused as a result of glare from the solar panels.

4. *Driver Code of Conduct* for haulage operations which should include, but not be limited to:
   i. A map of the primary access routes highlighting critical locations.
   ii. Safety initiatives for haulage through residential areas (Goulburn) and school zones.
   iii. An induction process for vehicle operators and regular toolbox meetings and
   iv. A public complaint resolution and disciplinary procedure.

5. *Consultation:* TfNSW encourages further consultation, as required, during the preparation of the EIS to discuss issues/impacts on the state classified road network.

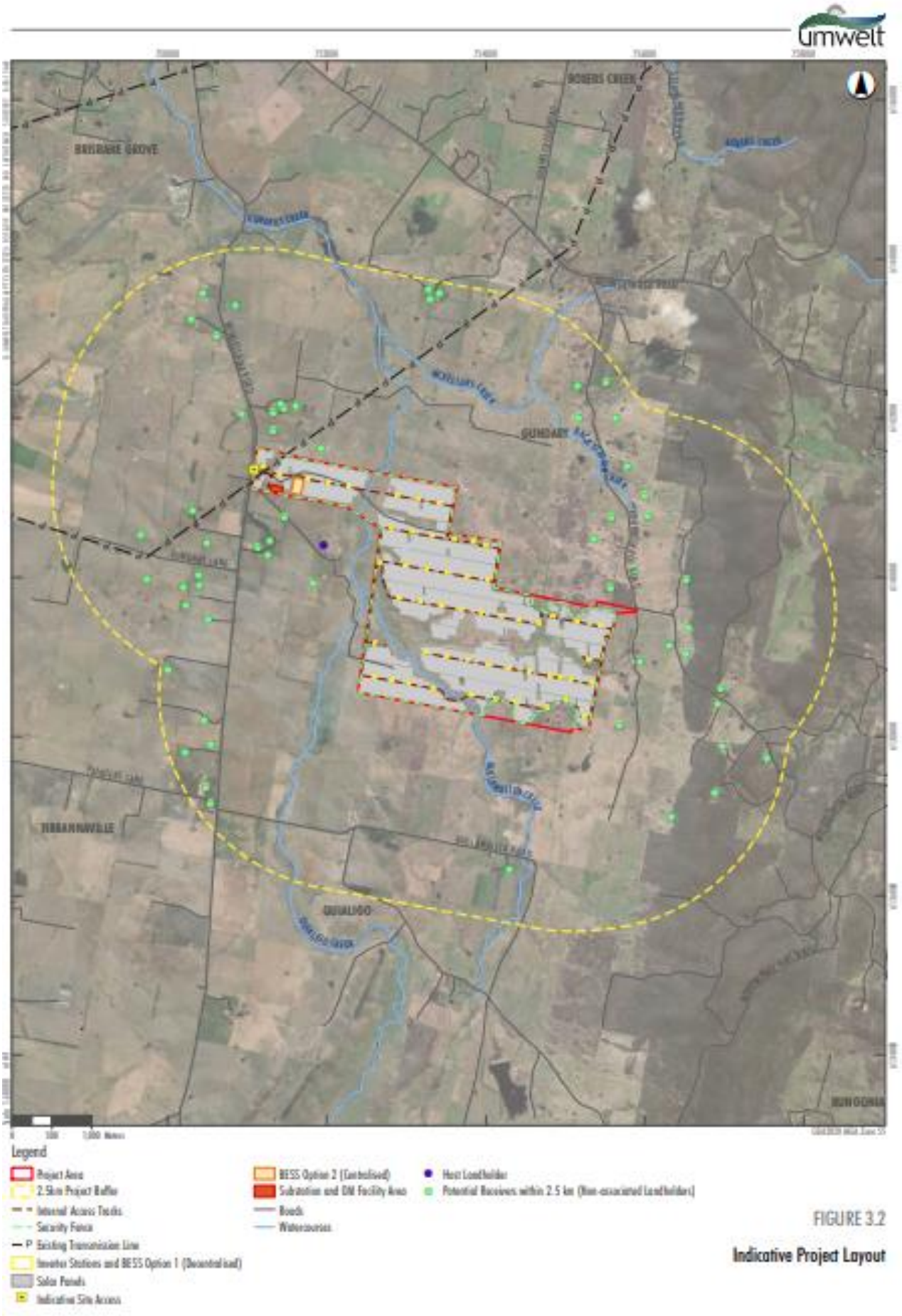

FIGURE 3.2

Indicative Project Layout

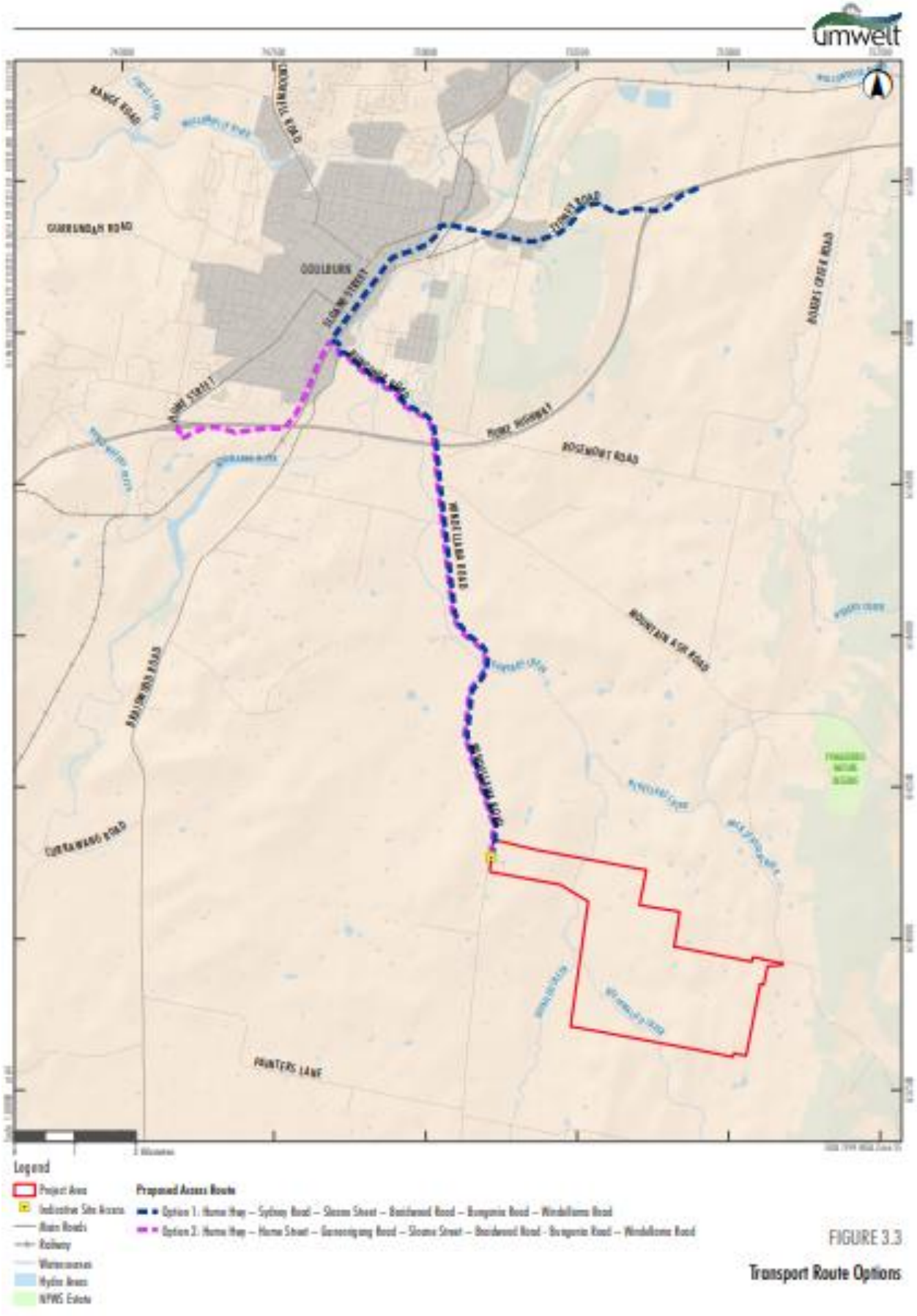

FIGURE 3.3

Transport Route Options