



19 January 2021

Iwan Davies
Team Leader Energy Assessments
4 Parramatta Square
12 Darcy Street
PARRAMATTA NSW 2150

Dear Mr Davies

Re: West Wyalong Solar Farm (SSD9504) – Request to Vary Condition 1

I refer to our previous submission concerning the above matter and acknowledge previous emails between pitt&sherry and Mr Karl Okorn (Team Leader, Energy Assessments) in the Department of Planning, Industry and Environment (DPIE) during December 2020. Lightsource Development Services Australia Pty Ltd (**Lightsource bp**) is now seeking the Secretary's agreement to vary Condition 1 Schedule 3 of Development Consent SSD 9504 to increase the maximum heavy vehicle movements from 25 to 50 a day during construction, upgrading and decommissioning.

Condition 1 Schedule 3 of the consent reads as follows:

1. *The Applicant must ensure that the:*

(a) development does not generate more than:

• 25 heavy vehicle movements a day during construction, upgrading and decommissioning;

• 1 over-dimensional vehicle movements during construction, upgrading and decommissioning; and

• 1 heavy vehicle movement a day during operations;

on the public road network;

(b) length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 26 metres,

unless the Secretary agrees otherwise.

The consent defines a vehicle movement as *one vehicle entering and leaving the site.*

On 13th January 2021, Mr Okorn emailed to advise:

- *The proposed increase in the number of trucks from 50 to 100* can be considered in accordance with the terms of the condition. A 4.55 application is therefore not required in this instance.*
- *A written request for the vary the number of truck movements is to be submitted via the planning portal. The portal provides proponents with the option to select "other" to avoid the submission becoming a formal modification application.*
- *The written request to vary the number of truck movements is to be supported by evidence of consultation and agreement to the variation by Transport for NSW and Bland Shire Council.*

*For clarity, we acknowledge that reference to 100 trucks equates to 50 truck movements.

To address the Department's requirements, Lightsource bp engaged Ason Group (author of the Traffic Impact Assessment for the Environmental Impact Statement) to investigate and advise on the impacts the increase in heavy truck movements are likely to have upon the road network (**Attachment 1**).

Ason Group's advice was forwarded to Bland Shire Council and they have advised that they are satisfied with Ason Group's advice (**Attachment 2**).

Ason Group's advice was forward to Transport for NSW and they advised they have no objection (**Attachment 3**).

On this basis, we have addressed the Departments requirements and request the Secretary agree to vary Condition 1 and authorise Lightsource bp to generate no more than 50 heavy vehicle movements a day to facilitate construction of the solar farm.

If you wish to discuss the contents of this letter then please don't hesitate to call me on 0438 744 815.

Yours faithfully



Trevor Allen

Senior Associate Environmental Planner

pitt&sherry

B.C.A; B.A.(Hons.); GDip. Nat. Res. Law & Policy

Member of Planning Institute of Australia (PIA) Member 68843

Attachments

Attachment 1 Ason Group supplementary Traffic Impact Assessment advice

Attachment 2 Bland Shire Council advice

Attachment 3 Transport for NSW advice.



Attachment 1 Ason Group supplementary Traffic Impact Assessment advice

23 December 2020



Lightsource Development Services Australia
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Sydney NSW 2000

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Suite 5.02, Level 5, 1 Castlereagh Street
Sydney, NSW 2000
www.asongroup.com.au

Attn: Gerogia King: Environmental Planner

RE: SSD 18_9504: West Wyalong Solar Farm—Revised Construction Traffic Volumes

Dear Georgia,

I refer to our recent correspondence within regards to the proposed development of the West Wyalong Solar Farm (the Site) and the additional traffic studies required to support the updated construction details. The Site has previously been subject to a separate Transport Impact Assessment (TIA):

- Ason Group, State Significant Development 18_9504, Traffic Impact Assessment, 0738r01v10 SSD TIA_ West Wyalong Solar Farm, 0738r01v10, dated 10/09/2019

This assessment is an addendum statement to the above and seeks to:

- Provide an update to the previous report and aims to review the updated traffic volumes and their impacts to surrounding road network.
- Detail any recommendations to ensure safe and efficient movement to and from the site.

For context, the construction works now proposed result in an increase in heavy vehicle movements from 50 to 100 movements per day (i.e. 50 trucks in & 50 trucks out). It should be noted that the increase in heavy vehicle movements relates to Stage 2 only which is expected to last approximately 3-4 months.

1 Review of Vehicle Movements

Based on information within the existing TIA, and further information provided by Lightsource, the construction of the solar farm is expected to be completed in 9-12 months. A breakdown of the construction vehicle generation within Stage 2 is outlined below in **Table 1**.

Table 1: Construction Vehicle Movements

Construction Stage	Timeframe	Peak Daily Staff	Peak Daily Vehicles		
			Approved	Proposed	Change
Stage 2	3 - 4 months	300 per day	10 light vehicles	10 light vehicles	nil
			20 shuttle buses (twice daily)	20 shuttle buses (twice daily)	nil
			25 trucks	50 trucks	+ 25 trucks

Source: Lightsource

Note: 1 Vehicle = 1 in movement + 1 out movement = 2 movements (2 vehicle trips)

As can be seen in Table 1 above, there is expected to be an increase of 25 trucks (or 50 truck movements per day) during Stage 2 construction works to a daily traffic generation of 100 truck movements. The previously attributed trip distribution is not expected to be amended for the purpose of this study – with the majority of trips will utilise the Newell Highway (east) – Bodells Lane – Blands Lane route. A small number of movements will also occur to/from the south and can be seen within **Figure 1**

The resulting traffic flow figures have been provided within **Attachment 1**.

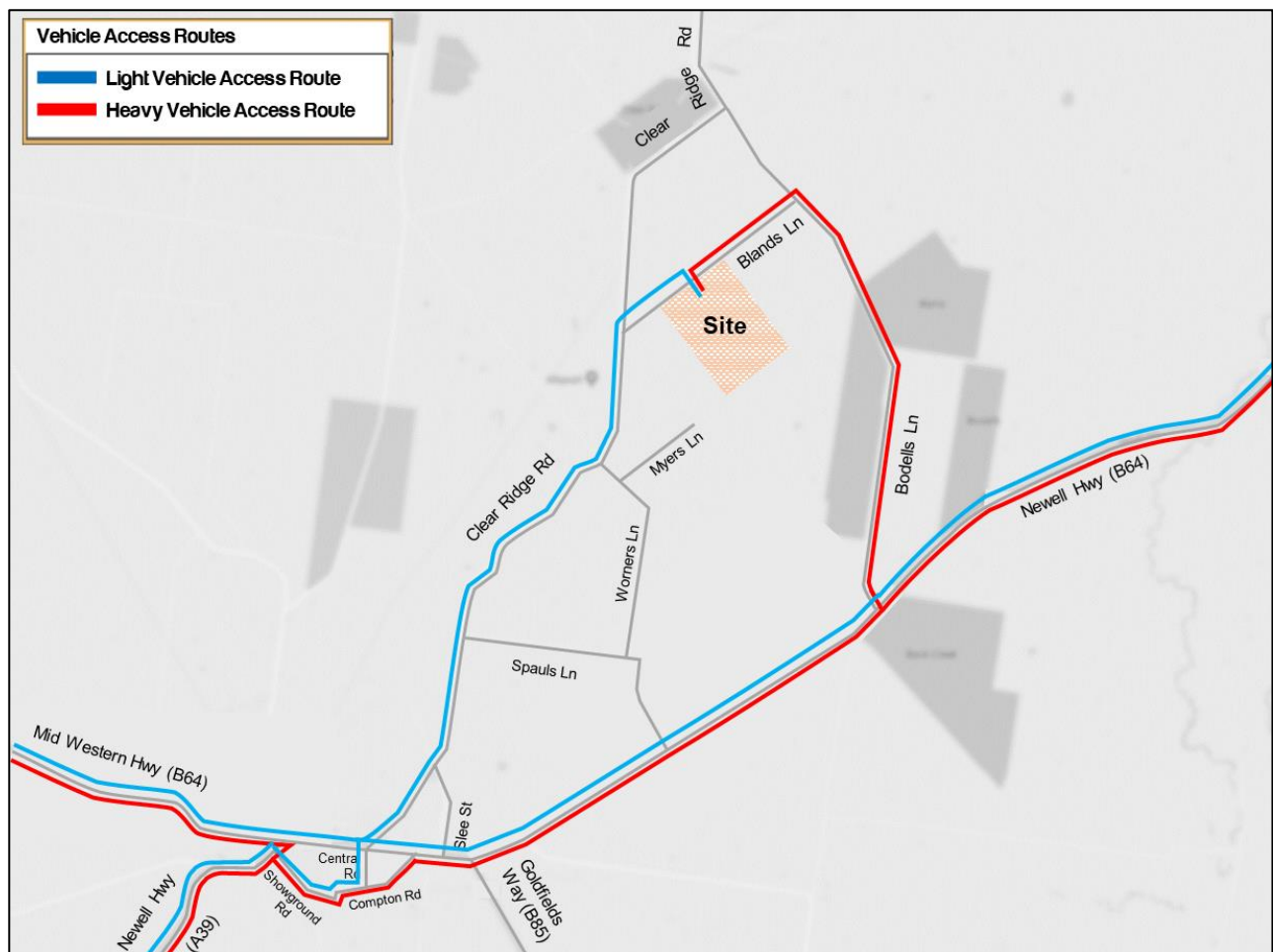


Figure 1: Vehicle Access Routes

2 Construction Traffic Impacts

As outlined within the TIA, the performance of the key roads can be determined with reference to Section 4 of the RMS Guide, which provides criteria for Level of Service (LoS). Table 4.4.4 and Table 4.5 of the RMS Guide (as seen in **Attachment 2**) outlines the peak hour flows for urban and rural roads to determine an adequate Level of Service.

With reference to the existing traffic survey data, both the Newell Highway and Clear Ridge Road within Wyalong would not change from the existing LoS A.

With reference to the increased volumes during Stage 2 construction, the additional trips generated at key intersections providing access to the Site would not compromise the good levels of service observed at these intersections. Indeed, increased peak hourly at key intersections is negligible and will not warrant any additional treatments above that already proposed (and approved).

3 Conclusion

Therefore, the increase in heavy vehicle movements from 50 trips per day to 100 trips per day will not create a material impact on the wider road network and is considered acceptable.

We trust the above is of assistance and please contact the undersigned should you have any queries or require further information in relation to the above.

Yours sincerely,



Senior Traffic Engineer – Ason Group

Email: james.laidler@asongroup.com.au

Attachment 1: Traffic Volumes
 2: LoS Summary

Attachment 1

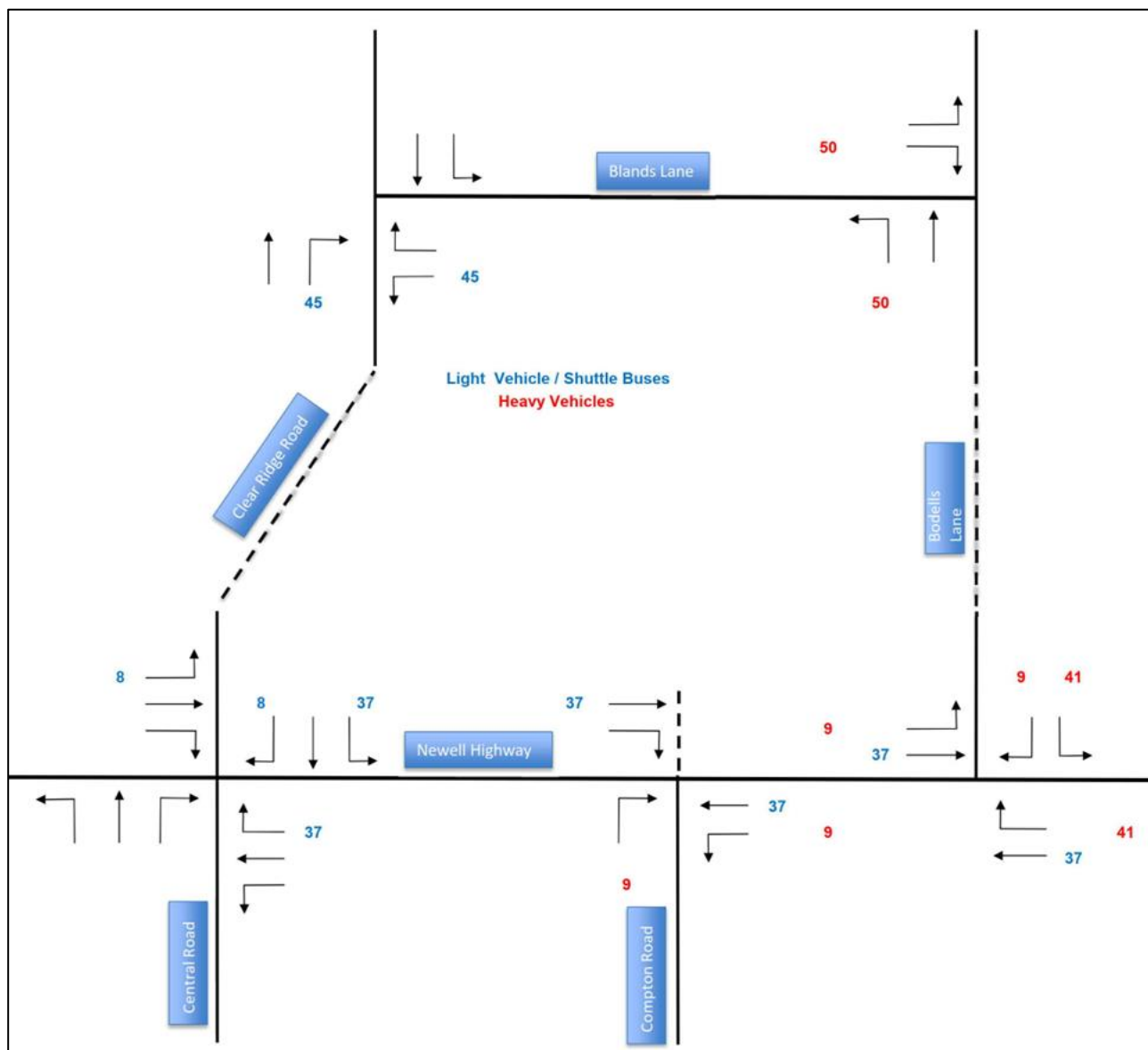


Figure 2: Stage 2 Peak Daily Movements

Note: Truck Movements are outlined in **RED**,

Light Vehicles and Shuttle Bus movements outlined in **BLUE**

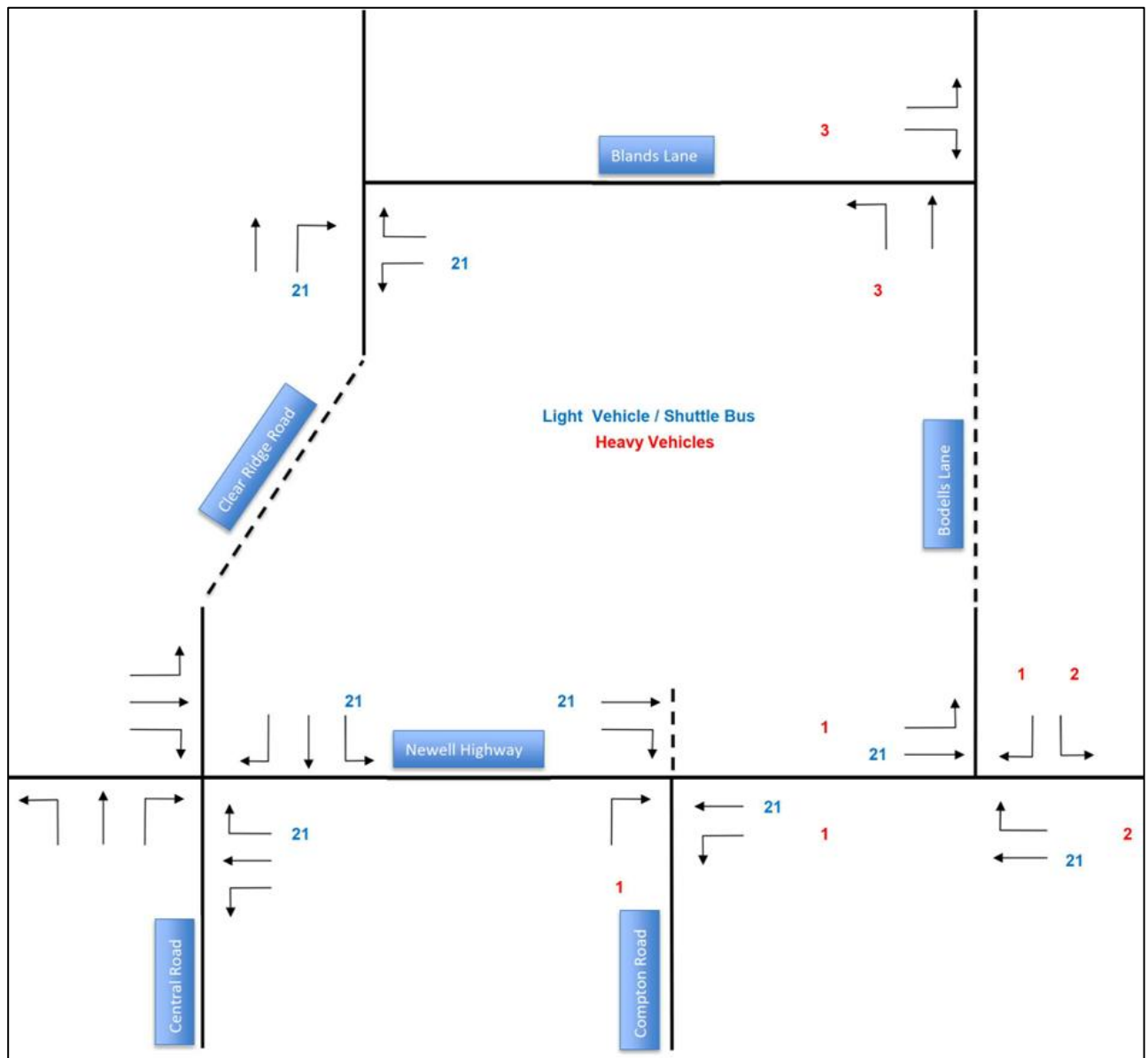


Figure 3: Stage 2 Peak Hour Movements

Note: Truck Movements are outlined in **RED**,

Light Vehicles and Shuttle Bus movements outlined in **BLUE**

Attachment 2

Table 2: Urban Road Peak Hour Flows Level of Service

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Source: RMS Guide

Table 3: Rural Road Peak Hour Flows Level of Service

Terrain	Level of Service	Percent of Heavy Vehicles			
		0	5	10	15
Level	B	630	590	560	530
	C	1030	970	920	870
	D	1630	1550	1480	1410
	E	2630	2500	2390	2290
Rolling	B	500	420	360	310
	C	920	760	650	570
	D	1370	1140	970	700
	E	2420	2000	1720	1510
Mountainous	B	340	230	180	150
	C	600	410	320	260
	D	1050	680	500	400
	E	2160	1400	1040	820

Source: RMS Guide



Attachment 2 Bland Shire Council advice

Georgia King

From: Will Marsh <WMarsh@blandshire.nsw.gov.au>
Sent: Wednesday, 13 January 2021 9:46 AM
To: Georgia King
Cc: Council Records
Subject: FW: West Wyalong Solar Farm - Heavy Vehicle Limit
Attachments: West Wyalong Solar Farm_TIA Additional Advice 23.12.2020.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Georgia,

I have reviewed your consultant's report and find the conclusion satisfactory to Bland Shire Council.

Regards
Will



Will Marsh
Director Technical Services
PO Box 21
West Wyalong NSW 2671
Ph: (02) 6972 2266
Fax: (02) 6972 2145
WMarsh@blandshire.nsw.gov.au
www.blandshire.nsw.gov.au

From: Georgia King <georgia.king@lightsourcebp.com>
Sent: Wednesday, 23 December 2020 4:52 PM
To: Will Marsh <WMarsh@blandshire.nsw.gov.au>
Cc: Diana Mitchell <diana.mitchell@lightsourcebp.com>; Polly Baranco <polly.baranco@lightsourcebp.com>
Subject: RE: West Wyalong Solar Farm - Heavy Vehicle Limit

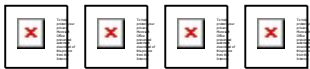
Hi Will,

Thanks for your time yesterday.

As mentioned in the meeting, we have received some additional advice regarding the traffic impacts of increasing the heavy vehicle movement limit set out in our development consent. I have attached this for your review.

Hope you have a great Christmas and enjoy your break.

Thanks,
Georgia



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From: Will Marsh <WMarsh@blandshire.nsw.gov.au>
Sent: Thursday, 17 December 2020 9:33 AM
To: Georgia King <georgia.king@lightsourcebp.com>
Subject: RE: West Wyalong Solar Farm - Heavy Vehicle Limit

Hi Georgia,

On the face of it, as long as the approved access route via Bodells Lane is used, the increased heavy traffic will not be a worry to Bland Shire Council due to the DA clause requiring all damage to be rectified after the construction.

I am available Tues 22 December, 2020.

Regards
Will



Will Marsh
Director Technical Services
PO Box 21
West Wyalong NSW 2671
Ph: (02) 6972 2266
Fax: (02) 6972 2145
WMarsh@blandshire.nsw.gov.au



From: Georgia King <georgia.king@lightsourcebp.com>

Sent: Wednesday, 16 December 2020 3:06 PM

To: Will Marsh <WMarsh@blandshire.nsw.gov.au>

Cc: Polly Baranco <polly.baranco@lightsourcebp.com>; Diana Mitchell <diana.mitchell@lightsourcebp.com>

Subject: West Wyalong Solar Farm - Heavy Vehicle Limit

Hi Will,

Hope you've been well.

The West Wyalong project is progressing well on our end.

As we now have a more detailed understanding of what the construction process is going to involve, it appears as though we will require the heavy vehicle movement limit set out in our Development Consent to be increased. In light of this and Council's previous feedback regarding on traffic impacts on the local road network, we would like to discuss this further with you to seek Council's input on increasing the truck movements during the peak construction period.

I appreciate the Christmas break is fast approaching, however if you have any availability later this week or sometime next week, it would be great if we could discuss this matter further. It would also be a good chance to provide you with some general updates on the project as well.


Let me know if you have any availability and I can send around a virtual meeting invite.

Regards,
Georgia

Georgia King Environmental Planner | t +61434258199



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Attachment 3 Transport for NSW advice.

Trevor Allen

From: Chris Bamberry <Chris.BAMBERRY@transport.nsw.gov.au>
Sent: Tuesday, 19 January 2021 11:23 AM
To: Trevor Allen
Cc: Development South West
Subject: RE: State Significant Development 18_9504 Traffic Impact Assessment West Wyalong Solar Farm Blands Lane, Wyalong NSW Ref: 0738r01v5 SSD TIA_ West Wyalong Solar Farm

Hi Trevor,

Transport for NSW (TFNSW) has no objection to the request to increase the maximum number of heavy vehicles permitted to access the site in any day from 25 trucks (50 movements) to 50 trucks (100 movements) provided the road upgrades from Schedule 3 of the Notice of Determination are completed prior to construction. The previously approved road upgrades appear to be adequate for the proposed 50 trucks (100 movements) per day.

However, please note that TfNSW currently have plans to construct overtaking lanes on the Newell Highway in the vicinity of Bodells Lane. The overtaking lane project scheduled to commence in the near future and has a target completion date of June 2021. There may need to be further consultation with the TfNSW Project Management staff in relation to the timing of the intersection upgrade work to ensure that access to the site will be possible when it is required.

I will continue to try and contact the relevant TfNSW staff and hopefully will be able to provide you with further advice in the near future.

Thanks
Regards

Chris Bamberry
Development Assessment Officer
South West NSW| Regional and Outer Metropolitan Division
T 02 6923 6588

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193-195 Morgan Street Wagga Wagga NSW 2650

From: Trevor Allen [mailto:tallen@pittsh.com.au]
Sent: Monday, 18 January 2021 2:35 PM
To: Chris Bamberry <Chris.BAMBERRY@transport.nsw.gov.au>
Cc: Maurice Morgan <Maurice.MORGAN@transport.nsw.gov.au>; Development South West <development.south.west@rms.nsw.gov.au>
Subject: FW: State Significant Development 18_9504 Traffic Impact Assessment West Wyalong Solar Farm Blands Lane, Wyalong NSW Ref: 0738r01v5 SSD TIA_ West Wyalong Solar Farm

Hi Chris, here is the information that my client had provided to me after I had forwarded our Ason Group TIA advice to Maurice. For your consideration in addition to that provided late last week.

Regards

Trevor Allen

Senior Associate Environmental Planner
pitt&sherry
0438 744 815

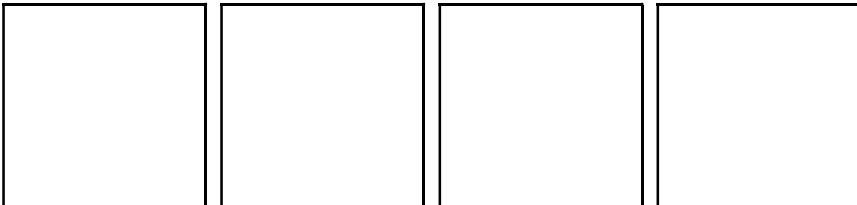
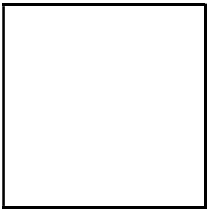
From: Georgia King <georgia.king@lightsourcebp.com>
Sent: Friday, 15 January 2021 2:35 PM
To: Trevor Allen <tallen@pittsh.com.au>
Cc: Diana Mitchell <diana.mitchell@lightsourcebp.com>; Polly Baranco <polly.baranco@lightsourcebp.com>
Subject: RE: State Significant Development 18_9504 Traffic Impact Assessment West Wyalong Solar Farm Blands Lane, Wyalong NSW Ref: 0738r01v5 SSD TIA_ West Wyalong Solar Farm

Hi Trevor,


In addition to James' advice below, we are happy to advise TfNSW that the construction period is planned to run from March 2021 to May 2022 (inc. early works and site establishment), noting that this is subject to change. Peak construction likely running between July to October 2021.

Thanks,
Georgia

Georgia King Environmental Planner | t +61434258199



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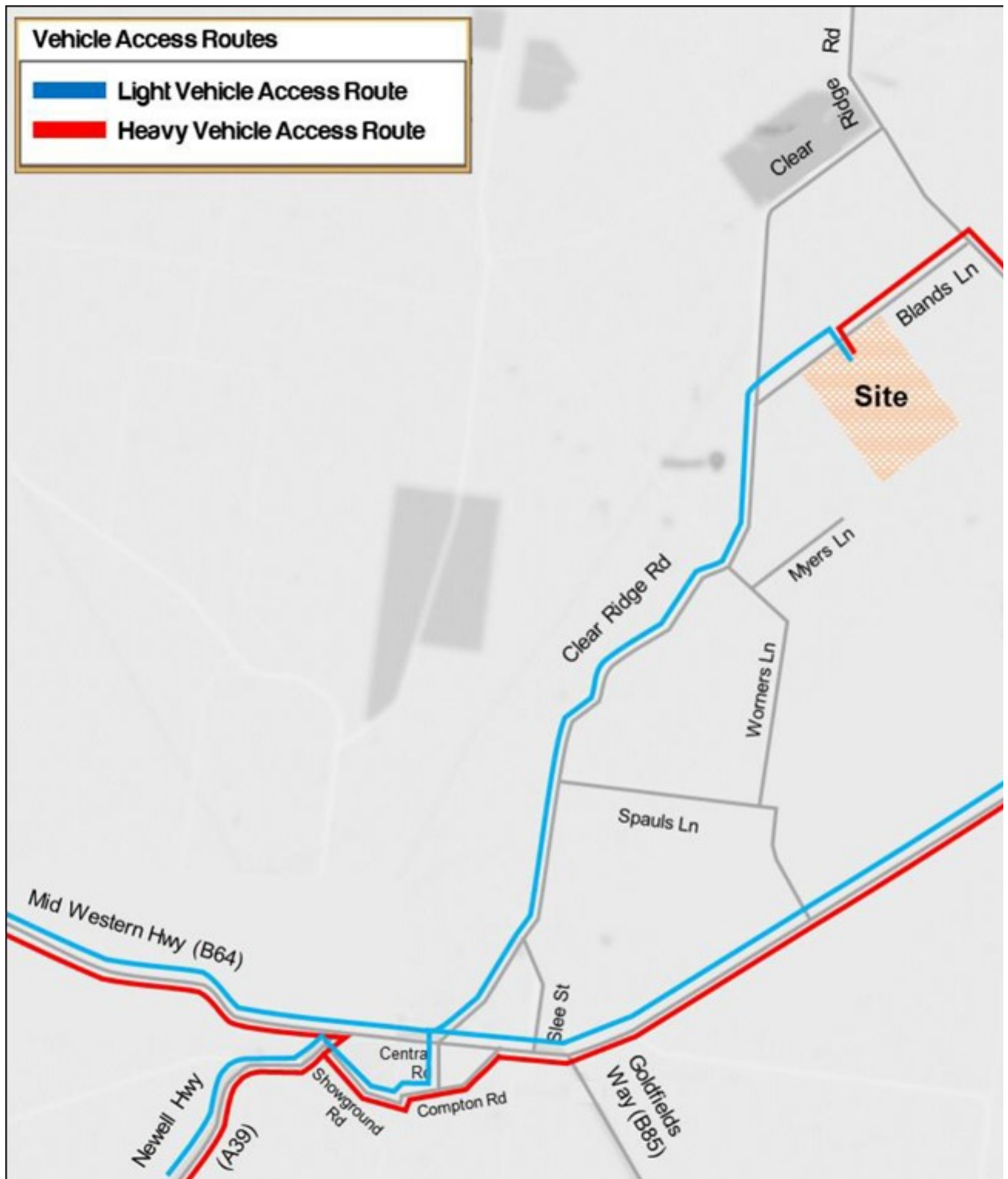
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From: James Laidler <james.laidler@asongroup.com.au>
Sent: Friday, 15 January 2021 10:10 AM
To: Trevor Allen <tallen@pittsh.com.au>
Cc: Georgia King <georgia.king@lightsourcebp.com>; Tim Lewis <tim.lewis@asongroup.com.au>
Subject: RE: State Significant Development 18_9504 Traffic Impact Assessment West Wyalong Solar Farm Blands Lane, Wyalong NSW Ref: 0738r01v5 SSD TIA_ West Wyalong Solar Farm

Hi Trevor,

Thanks for your call earlier. Please see responses (in red) to Transports comments (in blue) below.

1. From the submission it is understood that the proposed change is a request to increase the maximum number of heavy vehicles permitted to access the site in any day from 25 trucks (50 movements) to 50 trucks (100 movements). - **Correct**
 2. It is noted that the proposed change in volume is for a limited period of time however the actual timing of the works remains undefined. Please advise TfNSW of the intended time period prior to commencement of works and the haulage of componentry to the site for the solar farm so consideration of the potential impact of the increased heavy vehicle movements on any proposed roadworks along the Newell Highway can be considered.
- Based on information provided to Ason Group by Lightsource, the construction of the solar farm is expected to be completed over approximately 9 - 12 months. The timeframe of stage 2 works remains unchanged from the approved construction schedule provided within the TIA., and as such, remains being 3-4 months.
 - The majority of construction vehicles will use the designated access route via Newell Highway (east) - Bodells Lane – Blands Lane for trips between the Site and the regional road network (as shown below). Additionally, construction staff residing in West Wyalong, Wyalong or other sub-regional centres to the east of the Site would be transported in shuttle buses and use the Newell Highway (west) - Clear Ridge Road – Blands Lane route to the Site.



- TfNSW has reviewed the submitted request and associated documents and would raise no objection the modification subject to the above request. – Noted

We hope the above is satisfactory, however if you have any additional questions or queries, please feel free to ask.

Regards,

James Laidler

Senior Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 209 996 | E: james.laidler@asongroup.com.au

A: Suite 5.02, Level 5, 1 Castlereagh Street, Sydney NSW 2000

From: Trevor Allen <tallen@pittsh.com.au>
Sent: Friday, 15 January 2021 9:36 AM
To: James Laidler <james.laidler@asongroup.com.au>
Cc: 'Georgia King' <georgia.king@lightsourcebp.com>
Subject: FW: State Significant Development 18_9504 Traffic Impact Assessment West Wyalong Solar Farm Blands Lane, Wyalong NSW Ref: 0738r01v5 SSD TIA_ West Wyalong Solar Farm

Hi James, see comments from TfNSW below. Can you please advise ASAP?

My understanding of the two questions are:

1. Time period for heavy truck movements would be 3-4 months?
2. Haulage componentry, unchanged and as per your TIA?

Regards

Trevor Allen
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From: Maurice Morgan <Maurice.MORGAN@transport.nsw.gov.au>
Sent: Thursday, 14 January 2021 6:24 PM
To: Trevor Allen <tallen@pittsh.com.au>
Cc: Development South West <development.south.west@rms.nsw.gov.au>; Chris Bamberry <Chris.BAMBERRY@transport.nsw.gov.au>
Subject: RE: State Significant Development 18_9504 Traffic Impact Assessment West Wyalong Solar Farm Blands Lane, Wyalong NSW Ref: 0738r01v5 SSD TIA_ West Wyalong Solar Farm

Trevor

From the submission it is understood that the proposed change is a request to increase the maximum number of heavy vehicles permitted to access the site in any day from 25 trucks (50 movements) to 50 trucks (100 movements).

It is noted that the proposed change in volume is for a limited period of time however the actual timing of the works remains undefined. Please advise TfNSW of the intended time period prior to commencement of works and the haulage of componentry to the site for the solar farm so consideration of the potential impact of the increased heavy vehicle movements on any proposed roadworks along the Newell Highway can be considered.

TfNSW has reviewed the submitted request and associated documents and would raise no objection the modification subject to the above request.

Regards

Maurice Morgan

Manager Land Use

South West NSW | Regional and Outer Metropolitan Division

T: (02) 6923 6611

193 Morgan Street, Wagga Wagga NSW 2650

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From: Trevor Allen [<mailto:tallen@pittsh.com.au>]**Sent:** Wednesday, 23 December 2020 4:51 PM**To:** Development South West <development.south.west@rms.nsw.gov.au>**Cc:** Maurice Morgan <Maurice.MORGAN@transport.nsw.gov.au>**Subject:** FW: State Significant Development 18_9504 Traffic Impact Assessment West Wyalong Solar Farm Blands Lane, Wyalong NSW Ref: 0738r01v5 SSD TIA_ West Wyalong Solar Farm

Hi Maurice, thanks for taking my call just now. Lightsource have obtained development consent in 2019 for a solar farm at West Wyalong accessed via Blands Lane, Bodells Lane and Newell Hwy.

Consent Condition 1 Schedule 3 limits heavy vehicle movements to a maximum of 25 a day. The Department will consider varying this condition if consultation is undertaken with Council and TfNSW.

Lightsource have commissioned Ason Group to provide traffic impact advice on the proposed increase – see Attached.

I would appreciate if you could review this advice and indicate in writing if you are satisfied with the proposed increase in heavy truck movements so that I can inform DPIE in due course. Lightsource are also consulting same with Council.

I appreciate you will not be back on deck until 11/01/21.

Any questions then please do not hesitate to call me on number below.

Regards

Trevor Allen**Senior Associate Environmental Planner****pitt&sherry**

B.C.A.; B.A.(Hons.); GDip. Nat. Res. Law & Policy

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