



7 March 2019

The Manager  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: Michael Themis

**SSD-9504 – PROPOSED SOLAR FARM, WEST WYALONG SOLAR FARM – LOT 17 & 18 DP753081 –  
BLANDS LANE WEST WYALONG.**

I refer to your correspondence regarding the subject Application which was referred to Roads and Maritime Services for assessment and comment.

Roads and Maritime Services has reviewed the Environmental Impact Statement (EIS) prepared by Urbis, dated January 2019, for the West Wyalong Solar Farm. From the information provided it is understood that the proposal is for the establishment and operation of a 90 MW solar photovoltaic (PV) plant and associated infrastructure on the subject site. The subject site has frontage and access to Blands Lane, which is classed as a local road.

The development will comprise of a series of approximately 296,000 photovoltaic modules mounted on a single axis tracking framework designed to provide sufficient ground clearance to allow for sheep grazing beneath and between the rows of panels. The proposed panel structures and modules would not exceed approximately 4 metres above ground level.

The proposed access to the site is via a driveway to Blands Lane which connects to Bodells Lane to the east of the site, and to Clear Ridge Road to the west of the site. Both Bodells Lane and Clear Ridge Road in turn connect to the Newell Highway, which is a classified road. Blands Road, Bodells Lane and Clear Ridge Road are restricted to general access vehicles (up to and including semi-trailers). As access to the site is proposed from Blands Road any access driveway should be consistent with the requirements of Council.

It is understood that the anticipated construction period will be up to 12 months. Due to the characteristics of such a development the significant proportion of traffic generation (for both light and heavy vehicles) occurs during the construction and decommissioning stages of the development with the operational phase of the development generating limited traffic. The submitted documentation considers the heavy and light vehicle traffic generation for construction of the facility. The documentation does not finalise the preferred route for the delivery of components to the development site or the source of other products, such as the aggregate, water and sand. The submitted reports acknowledge that this development will require the preparation of an appropriate Construction Traffic Management Plan. As the proposal relies on access via the classified and local road network this plan should be finalised in consultation with the relevant road authorities, in this case being both the Roads and Maritime Services and Council.

The submitted documentation indicates that the primary access route to the development site is proposed from Bodells Road via its intersection with the Newell Highway. This intersection is located within a 110

kmh speed limit. The intersection of Bodells Road and the Newell Highway currently appears to provide an Auxiliary Right Turn (AUR) treatment which would be considered adequate for the proposed project related traffic. For road safety and traffic efficiency reasons and to allow for the turning paths of heavy vehicles delivering materials to the site, the left turn treatment would need to be upgraded to a Basic Left Turn (BAL) treatment designed for the turning path of the largest vehicle that will be used to deliver materials to the site.

Currently Bodells Road is an unsealed road. For road safety reasons to address dust generation and loose material being dragged onto the Newell Highway, particularly during the construction phase of the development, Bodells Road is to be sealed for at least 50 metres from its intersection with the sealed carriageway of the Newell Highway.

It is proposed that approximately 300 construction personnel would be required on site during the peak construction period. The submitted documentation indicates that the construction workforce is proposed to be housed within the local area including West Wyalong and surrounding localities. The submitted documentation refers to buses being organised to transport personnel between the development site and West Wyalong.

The development site is remote from the Newell Highway however consideration should be given to address any impact on visual amenity or from glint/glare for motorists by the establishment of plantings to screen the development from view from public roads.

Roads and Maritime is mainly concerned with the provision of safe access between the subject site and the public road network and the impact of the development on the safety and efficiency of the road network. Roads and Maritime emphasises the need, particularly during the construction phase of this development, to minimise the impacts on the existing road network. As the subject site is to be accessed via an intersection with the Newell Highway which is located within a 110 km/h speed zone the following conditions are proposed for road safety reasons.

Roads and Maritime Services has assessed the Development Application based on the documentation provided and would raise no objection to the development proposal subject to the Consent Authority ensuring that the development is undertaken in accordance with the information submitted as amended by the inclusion of the following as conditions of consent (if approved):-

1. A Traffic Management Plan shall be prepared in consultation with the relevant road authorities (Council and Roads and Maritime Services) to outline measures to manage traffic related issues associated with the development, particularly during the construction and decommission processes. The appointed transport contractor shall be involved in the preparation of this plan. The plan shall address all light and heavy traffic generation to the development site and detail the potential impacts associated with the development, the mitigation measures to be implemented, and the procedures to monitor and ensure compliance. This plan shall address, but not necessarily be limited to the following;
  - i) Require that all vehicular access to the site be via the approved access route.
  - ii) Details of traffic routes to be used by heavy and light vehicles, and any associated impacts and any road-specific mitigation measures.
  - iii) Details of measures to be employed to ensure safety of road users and minimise potential conflict with project generated traffic,
  - iv) Proposed hours for construction activities, as night time construction presents additional traffic related issues to be considered.
  - v) The management and coordination of the movement of vehicles for construction and worker related access to the site and to limit disruption to other motorists, emergency vehicles, school bus timetables and school zone operating times,
  - vi) loads, weights and lengths of haulage and construction related vehicles and the number of movements of such vehicles,
  - vii) procedures for informing the public where any road access will be restricted as a result of the project,

- viii) any proposed precautionary measures such as signage to warn road users such as motorists about the construction activities for the project,
  - ix) a Driver Code of Conduct to address such items as; appropriate driver behaviour including adherence to all traffic regulations and speed limits, safe overtaking and maintaining appropriate distances between vehicles, etc and appropriate penalties for infringements of the Code,
  - x) details of procedures for receiving and addressing complaints from the community concerning traffic issues associated with truck movements to and from the site,
2. Prior to the commencement of construction on-site, the Proponent must undertake all works to upgrade any road, its associated road reserve and any public infrastructure in that road reserve, to a standard suitable for use by heavy vehicles to meet any reasonable requirements that may be specified by the relevant roads authority. The design and specifications, and construction, of these works must be completed and certified by an appropriately qualified person to be to a standard to accommodate the traffic generating requirements of the project. On Classified Roads the geometric road design and pavement design must be to the satisfaction of the Roads and Maritime Services.
  3. As a minimum the intersection of the Newell Highway and Bodells Road is to be constructed and the roadside maintained to the satisfaction of Roads and Maritime Services to comply with the following:
    - i) Construct a Basic Left Turn (BAL) treatment in accordance with the Austroads Publications as amended by the supplements adopted by Roads and Maritime Services for the posted speed limit on the Newell Highway.
    - ii) The construction of Bodells Road to provide for 2 travel lanes and be sealed for at least 50 metres from the carriageway of the Newell Highway. The intersection shall be designed and constructed so that vehicles turning between the Newell Highway and Bodells Road are not required to cross to the opposing travel lane in order to perform a turn manoeuvre. The intersection shall be line marked in accordance with Australian standards.
    - iii) Not reduce the capacity of the existing roadside drainage network and to prevent water from proceeding onto, or ponding within, the carriageway of the Newell Highway. If a culvert is to be installed and is to be located within the required clear zone of the Newell Highway for the posted speed limit it is to be constructed with a traversable type headwall.
  4. A management plan to provide measures to suppress dust generation from the development site and the transportation route shall be prepared and implemented to the satisfaction of Council and Roads and Maritime Services.
  5. The Newell Highway is part of the State Road network. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with Roads and Maritime Services before finalising the design or undertaking any construction work within or connecting to the road reserve. The Works Authorisation Deed documentation is to be submitted for each specific change to the state road network for assessment and approval by Roads and Maritime Services prior to commencement of any works within the road reserve. The applicant can contact the Land Use Manager, South West Region on Ph. 02 6923 6611 for further detail.
  6. Any works within the road reserve of the Newell Highway requires approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Roads and Maritime Services prior to commencement of any such works. The developer is responsible for all public utility adjustment/relocation works, necessitated by the development and as required by the various public utility authorities and/or their agents.
  7. All works associated with the project shall be at no cost to the Roads and Maritime Services.

Under the provisions of the Environmental Planning & Assessment Act the Consent Authority is responsible to consider any likely impacts on the natural or built environment. Depending on the level of environmental assessment undertaken to date and nature of the works it may be necessary for the developer to undertake further environmental assessment for any ancillary road works required as a condition on the development.

Any enquiries regarding this correspondence may be referred to the Manager, Land Use for Roads and Maritime Services (South West Region), Maurice Morgan, phone (02) 6923 6611.

Yours faithfully



Per:  
Lindsay Tanner  
Director  
South West NSW