



23 April 2016

Diana Charteris
Planner | Resource Assessments | Planning Services
Department of Planning & Environment
GPO Box 39 Sydney NSW 2001

Dear Ms. Charteris

This letter is in response to a letter received by Griffith City Council (GCC) from your office dated 03 March 2016 regarding the Griffith Solar Farm (SSD 6604). Discussions have taken place recently with the Department of Planning and the RMS regarding the use of Irrigation Way for the movement of construction vehicles which has delayed the submission of this letter. Due to concerns raised regarding the approval of John Holland to utilise the rail corridor for a temporary turning lane, GCC has drafted alternative conditions of consent pertaining to the potential use of Ross Road and Burley Griffin Way.

Griffith City Council has previously met with the applicant to discuss the proposal and has provided preliminary comments and identified issues of concern. In general, it appears that the majority of the concerns flagged by Council have been addressed in the Environmental Impact Statement. The information in this letter does not represent a full merit assessment of the development and merely a review of key issues identified by Council and proposed draft conditions of consent.

Issue 1: Screening of Riverina Solar Farm from residents and vehicles on Irrigation Way

The applicant has addressed this concern through a proposed vegetation buffer at strategic locations around the subject site to decrease potential visual impact (refer to Appendix D of the EIS). Council is generally supportive of the location of the proposed buffer, however would like to have input into the species planted during the preparation of a Landscaping Plan which has been included as a condition of consent.

Within the locality, Weeping Myall (Boree) *Acacia pendula* is the predominant tree species at the subject site and surrounds. Weeping Myall Open Woodland would have historically covered much of the horticultural irrigation area in the Bilbul and Hanwood irrigation areas and is listed as an Endangered Ecological Community under both state and federal legislation. Weeping Myall is most suitably adapted to the soils and conditions at the site. This species can grow from 5-12m, but can be lopped if necessary to avoid shading to keep to a height of 5m as observed under powerlines in the locality. This species is recommended for planting in the buffer zones to provide habitat and movement for wildlife adapted to this species in the locality including threatened species such as the painted Honeyeater.

Other tree species which form part of the Weeping Myall Open Woodland community in the locality and considered suitable include Yarran *Acacia homalophylla*, Miljee *Acacia oswaldii*, Emubush *Eremophila longifolia* and Butterbush *Pittosporum phylliraeoides*. These species could be planted in a mix with or without Boree. There are many other smaller shrub and groundcover species which would also be suitable.

Council has proposed a condition of consent listed in Attachment 'A' relating to the planting of the buffer which requires a more detailed landscape plan to be provided. This would allow the applicant to liaise with Council's Environmental Planner to choose appropriate plantings for both the environment and the operational efficiency of the solar farm.

Issue 2: Site Decommissioning Plan

Council has concerns that the site could be vacated and the infrastructure remain after the lifespan of the solar farm. Although the applicant has suggested the site will be reverted back to its former agricultural use, a detailed plan to ensure this occurs has not been submitted. To ensure that the site is adequately decommissioned at the end of the lifespan of the solar farm, a Decommissioning Plan should be provided as a condition of consent (refer to Attachment 'A').

Issue 3: Access and Traffic / Construction Management

Council have previously assessed the surrounding road network to determine the best route to the site for delivery vehicles, both for entering and leaving the site. Due to the limited widths and poor condition of the majority of roads in the area, Council determined Hamilton Road to be the best route to the site. Therefore heavy vehicle access to the site should be via Hamilton Road. A Traffic Management Plan for the construction traffic is to be prepared for the development which is listed as a draft condition in Attachment 'A'.

However, should permission from John Holland not be provided for the use of a portion of the rail reserve for the turning of heavy vehicles adjacent to Irrigation Way, Council has drafted conditions of consent for the use of Ross Road as an alternative option for the movement of heavy vehicles during construction (refer to Attachment 'A').

Council has included some condition of consent which may be imposed by other authorities including the EPA, RMS and John Holland. Where a discrepancy occurs between conditions, please consult with Council if possible.

For further information regarding this matter please contact Council's Coordinator of Land Use Planning and Compliance, Kelly McNicol at (02) 6962 8110.

Yours sincerely



KELLY MCNICOL
COORDINATOR, PLANNING AND COMPLIANCE

ATTACHMENT A – GRIFFITH CITY COUNCIL DRAFT CONDITIONS OF CONSENT

General Conditions

- (1) If any damage is occasioned to Council property during building construction, the cost of repairs will be recoverable. It is therefore requested that any damage which is obvious before construction be immediately notified to Council to avoid later conflict.
- (2) Effective dust/noise/erosion control measures are to be maintained during construction to maintain public safety/ amenity.
- (3) The applicant is to be responsible for all amplification, extension and adequate provision for connection to services at their own expense. The work is to be in accordance with Council's Engineering Guidelines – Subdivisions and Development Standards and relevant authorities specifications.
- (4) A Construction Management Plan is to be submitted to Council for approval prior to the commencement of work. This is to ensure that suitable provision is available on site for all vehicles associated with the construction of the development to alleviate any need to park within, load/unload from, the surrounding public road network. Appropriate signage and fencing is to be installed and maintained to effect this requirement.
- (5) Works As Executed plans for approved civil works are to be submitted to Council upon completion of the development prior to the use of the facility. Works As Executed plans are to be in accordance with Council's Engineering Guidelines – Subdivisions and Development Standards
- (6) A Bond Application and a monetary bond is to be submitted to Council to provide a twelve (12) month maintenance period for civil works relating to Council's infrastructure. It is the applicant's responsibility to notify the relevant departments regarding the commencement and finish of the maintenance period and adequate arrangements are to be made regarding any relevant inspections required.

A five percent (5%) bond of the total cost of works is to be submitted to Council for the works that need maintenance prior to the use of the facility.
- (7) The applicant is required to pay for all inspections carried out by Council's Engineers. Payment must be paid for two (2) inspections as per Council's current Revenue Policy prior to the commencement of work. Any adjustments to the total amount must be paid in full prior to the use of the facility.

Access Conditions

- (1) Prior to the use of the facility the existing access off Hamilton Road is to be relocated twenty (20) metres south from its current position and constructed as a "Rural Property Access" type treatment in accordance with the Austroads Guide to Road Design and cater for the largest sized vehicle accessing the site. The accessways are to be constructed in accordance with Council's Engineering Guidelines - Subdivisions and Development Standards.

The property owner remains responsible for the upkeep and maintenance of the accessways and associated facilities.

- (2) The existing accessway off Hamilton Road shall be made redundant and the road reserve being reinstated to match surrounding roadside landform to Council's satisfaction prior to the use of the facility.
- (3) Prior to the use of the facility the existing accessway off Ross Road shall be reconstructed as a "Rural Property Access" type treatment in accordance with the Austroads Guide to Road Design and cater for the largest sized vehicle accessing the site. The accessways are to be constructed in accordance with Council's Engineering Guidelines - Subdivisions and Development Standards.

The property owner remains responsible for the upkeep and maintenance of the accessways and associated facilities.

- (4) Prior to the use of the facility all internal driveways to the proposed development are to be constructed as all-weather access and maintained to Council's satisfaction.
- (5) Vehicular access to the development from Irrigation Way is not permitted at any time.

Traffic Management Conditions – Use of Hamilton Road

- (1) Heavy vehicle access to the site shall be via Hamilton Road.
- (2) Prior to the commencement of works onsite, as a minimum, the intersection of Hamilton Road and Irrigation Way is to be designed to provide a temporary Auxiliary Left Turn - Short (AUL(s)) treatment on Irrigation Way in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Roads and Maritime Services for the prevailing speed limit and to accommodate the largest size vehicle likely to access the development site.
- (3) Prior to the commencement of work, a Traffic Management Plan (TMP) is to be prepared by a suitably qualified professional detailing the proposed traffic control and management arrangements during the construction of the development shall be submitted to Council for approval. The TMP will address but not be limited to:
 - access arrangements;
 - management of the loading and unloading of vehicles;
 - parking;
 - internal vehicle manoeuvring;
 - deliveries; and
 - dust mitigation measures.
- (4) A traffic control plan/s is to be submitted to Council satisfying the provisions of Australian Standard 1742.3, for acceptance prior to the commencement of work. The traffic control plan shall detail the traffic control measures to be implemented during the construction of the proposed development and associated infrastructure identified in the Traffic Management Plan, this shall include vehicle deliveries. Strict compliance to the traffic control plan is to be maintained throughout the duration of the construction work.

- (5) John Holland Rail's written approval for the intersection treatment works and heavy vehicle access over the railway line across Hamilton Road is to be submitted to Council prior to the commencement of work.
- (6) Vehicles accessing the development are to be limited to 19-metre Semi-Trailer Vehicles as specified in Austroads Design Vehicles and Turning Path Templates (2013).
- (7) All vehicular loading and unloading is to be carried out within the site to prevent interference with the use of the public road by vehicles and pedestrians.
- (8) All vehicles are required to enter and leave the development in a forward direction to ensure traffic/pedestrian safety.
- (9) Prior to the commencement of works the applicant will be required to enter into a Works Authorisation Deed (WAD) with the Road and Maritime Services. The applicant shall contact the Road and Maritime Services' Development Assessment Officer (South West Region) once the Notice of Determination is issued by the Council.

Detailed design plans and all relevant additional information including pavement design details for the works, as may be required in the Road and Maritime Services' Works Authorisation Deed documentation, for each specific change to the state road network for the Road and Maritime Services' assessment and final decision concerning the work.

- (10) Prior to the commencement of works within the road reserve the applicant must apply for and obtain approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Roads and Maritime Services. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed works and as required by the various public utility authorities and/or their agents.
- (11) Prior to the use of the facility any damage or disturbance to the road reserve of Hamilton Road is to be restored to match surrounding landform in accordance with Council requirements.
- (12) The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed works and as required by the various public utility authorities and/or their agents. It should be noted that the relocation of any utility service within the road reserve will require concurrence from Roads and Maritime Services under section 138 of the Roads Act, 1993 prior to commencement of works.

Traffic Management Conditions – Use of Ross Road

- (1) Heavy vehicle access to the site shall be via Ross Road.
- (2) Prior to the commencement of works, as a minimum, the intersection of Ross Road and Burley Griffin Way is to be designed to provide a Basic Right Turn - Short (BAR) and Basic Left Turn (BAL) treatment on Burley Griffin Way in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Roads

and Maritime Services for the prevailing speed limit and to accommodate the largest size vehicle likely to access the development site.

- (3) Prior to the commencement of works onsite, Ross Road shall be upgraded from Burley Griffin Way to the eastern boundary of the development. The pavement shall have a width of 8.4 metres, consisting of 6 metre carriageway & 1.2 metre shoulders. Ross Road is to be designed and constructed in accordance with Council's Engineering Guidelines – Subdivisions and Development Standards.
- (4) Prior to the commencement of works onsite, Ross Road is to be appropriately delineated (guideposts) in accordance with the signposting and line marking policy adopted by Roads and Maritime Services.
- (5) Prior to the commencement of works, detailed design drawings are to be submitted to Council for approval for the road works to be conducted on Ross Road. Ross Road shall be upgraded from Burley Griffin Way to the eastern boundary of the development. The pavement shall have a width of 8.4 metres, consisting of 6 metre carriageway & 1.2 metre shoulders. Ross Road is to be designed and constructed in accordance with Council's Engineering Guidelines – Subdivisions and Development Standards.
- (6) Prior to the commencement of works onsite, the intersection of Burley Griffin Way and Ross Road is to be appropriately signposted and line marked (Intersection warning signs, Bi-Directional Hazard Markers) in accordance with the signposting and line marking policy adopted by Roads and Maritime Services.
- (7) Prior to the commencement of works the applicant will be required to enter into a Works Authorisation Deed (WAD) with the Road and Maritime Services. The applicant shall contact the Road and Maritime Services' Development Assessment Officer (South West Region) once the Notice of Determination is issued by the Council.

Detailed design plans and all relevant additional information including pavement design details for the works, as may be required in the Road and Maritime Services' Works Authorisation Deed documentation, for each specific change to the state road network for the Road and Maritime Services' assessment and final decision concerning the work.

- (8) Prior to the commencement of works within the road reserve the applicant must apply for and obtain approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Roads and Maritime Services. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed works and as required by the various public utility authorities and/or their agents.
- (9) Prior to the use of the facility any damage or disturbance to the road reserve of Irrigation Way is to be restored to match surrounding landform in accordance with Council requirements.

- (10) The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed works and as required by the various public utility authorities and/or their agents. It should be noted that the relocation of any utility service within the road reserve will require concurrence from Roads and Maritime Services under section 138 of the Roads Act, 1993 prior to commencement of works.
- (11) The applicant is required to pay for all inspections carried out by Council's Engineers. Payment must be paid for five (5) inspections as per Council's current Revenue Policy prior to the commencement of work. Any adjustments to the total amount must be paid in full prior to the use of the facility.
- (12) Prior to the commencement of work, a Traffic Management Plan (TMP) is to be prepared by a suitably qualified professional detailing the proposed traffic control and management arrangements during the construction of the development shall be submitted to Council for approval. The TMP will address but not be limited to:
- the management of Burley Griffin Way's intersection with Ross Road, including the management of the channel crossing to the east of the intersection;
 - access arrangements;
 - the management of the loading and unloading of vehicles;
 - parking;
 - internal vehicle manoeuvring;
 - deliveries; and
 - the route of heavy vehicles to the site.

All traffic control and management arrangements in the approved Traffic Management Plan must be installed prior to the commencement of work.

- (13) The traffic control and management measures specified in the approved Traffic Management Plan shall be implemented for the lifetime of the proposed development.
- (14) Works As Executed plans for approved civil works are to be submitted to Council upon completion of the development prior to the use of the facility. Works As Executed plans are to be in accordance with Council's Engineering Guidelines – Subdivisions and Development Standards.
- (15) A Bond Application and a monetary bond is to be submitted to Council to provide a twelve (12) month maintenance period for civil works relating to Council's infrastructure. It is the applicant's responsibility to notify the relevant departments regarding the commencement and finish of the maintenance period and adequate arrangements are to be made regarding any relevant inspections required.

A five percent (5%) bond of the total cost of works is to be submitted to Council for the works that need maintenance prior to the use of the facility.

Stormwater/Flooding Conditions

- (1) Control measures are to be utilised to prevent soil erosion and silt entering the drainage systems. Prior to the commencement of work details of the proposed measures utilising the principles outlined in following document, Soils and Construction - Managing Urban Stormwater by Landcom (Blue Book), are to be submitted for Council approval and implemented before, during and after development works.
- (2) The subject site is flood prone for the Probable Maximum Flooding (PMF) event. Council advise that all electrical outlets and perishable items be kept a minimum 410mm above surrounding finished surface level to minimise the likelihood of damage from flooding.
- (3) Adequate arrangements are to be made for the disposal of stormwater. Stormwater run off shall not be permitted to flow over the property boundaries onto the adjoining properties unless legally created easements in accordance with Section 88B of the Conveyancing Act are created. Details for the proposed drainage design are to comply with Council's Engineering Guidelines – Subdivision and Development Standards and Council's Stormwater Drainage and Disposal Policy (CS-CP-310) and are to be submitted to Council for approval prior to the commencement of works onsite.

Landscaping

- (1) Prior to the lodgement of a construction certificate application a landscaping plan shall be submitted to Council for the proposed Landscape Buffer detailed in the Draft Landscape Plan (Appendix 6 of the Environmental Impact Statement) prepared by a suitably qualified person. The landscape plan should be drawn to scale and include the location of tree species, height and spread at maturity and elevation of landscaped areas. The type of tree species shall be selected in consultation with Griffith City Council's Environmental Planner and shall include species which are adapted to the soils and climate of the locality.
- (2) The landscaped buffer approved under the Landscape Plan for the site shall be installed prior to the use of the solar farm.

Decommissioning Conditions

- (1) A site Decommissioning Plan shall be provided prior to the lodgement of a Construction Certificate application. The Plan shall detail the methods proposed to revert the land to its former agricultural use including timeframes, plant disposal methods and any earthworks required.

Section 94A Development Contributions

Section 94A Environmental Planning and Assessment Act 1979 - Development Contributions Plan 2010

In accordance with Section 94A of the Environmental Planning and Assessment Act 1979 and Council's Development Contribution Plan 2010, this development requires

a payment of a contribution towards the cost of or the recoupment of the cost of the provision, extension or augmentation of public amenities, public services and infrastructure that will, or are likely to be, or that have been provided and are required to adequately serve the community. Copies of relevant plans may be viewed or purchased from Council's Customer Services Unit during normal business hours.

Total payment shall be [insert amount] (1% of the proposed cost of carrying out the development).

The contribution is to be paid **prior to the lodgement of the Construction Certificate application** unless other arrangements acceptable to Council are made.

Payment is to be in the form of cash or bank cheque. Where bonding is accepted a bank guarantee is required.