



12 January 2018

SF2017/134958; WST17/00102/02

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

ATTENTION: Elle Donnelley

Dear Ms Donnelley

**SSD8573: Lots 89, 90, 91, 92, 99, 102, 103 and 104 DP2987, Lot 1 DP34690, Lot 1 DP520396, Lot 2 DP807187, portion of the Crown Road reserve between Lot 2 DP807187 and Lot 91 DP2987 and Lot 1 DP1226751; Goolma Road (MR633), Wellington
Wellington Solar Farm**

Thank you for your email on 12 December 2017 referring The Environmental Impact Statement for the proposed Wellington Solar Farm to Roads and Maritime Services for comment. Reference is also made to Roads and Maritime's previous submission dated 30 June 2017 (copy enclosed).

The EIS has been reviewed and Roads and Maritime notes the following components of the proposal:

- Construction, operation and decommissioning of a 174 megawatt solar photovoltaic plant located 2km north-east of Wellington. The projected lifespan of the facility is 30 years.
- Vehicular access to the site via Goolma Road approximately 4.6km east of Goolma Road intersection with the Mitchell Highway.
- Access roads within the site constructed of compacted gravel, with a width of six metres.
- Construction period extending over 12 months, with peak construction works requiring up to 200 personnel on site.
- Construction traffic is proposed to travel on the following routes:
 - From Sydney – Great Western Highway, Mitchell Highway, then right onto Goolma Road
 - From Newcastle - Golden Highway, onto Ulan Road, Cope Road, Goolma Road
 - From Dubbo – Mitchell Highway south towards Wellington, then left onto Goolma Road
 - From Wellington – Mitchell Highway, then right onto Goolma Road

Roads and Maritime Services

The proponent has identified types and total volumes of construction related traffic in the EIS, however, the EIS lacks detail in relation to:

- Construction staff commuter traffic generated by the project, specifically, the assumption that 80% of construction staff will be transported to and from site each day by bus has not been substantiated. Should the 80% target not be met, the proposal will generate significant vehicular movements and no detail has been provided detailing how the proponent will manage the safe transportation of staff to and from site in the event this target is not met.
- Existing background and projected traffic volumes on Goolma Road and how traffic will be managed to provide a high level of safety for all road users during construction and operation of the solar farm. In this regard, it should be noted that contrary to the EIS, it now appears construction of the Wellington Solar Farm will coincide with construction of the Bodangora Wind Farm

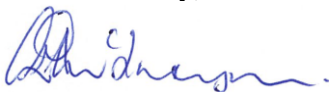
The applicant has provided total traffic for the construction and peak daily traffic projections for the Wellington Solar Farm, however, has not provided origin destination or peak hour volumes. Roads and Maritime notes the applicant has undertaken to provide this information as part of a Traffic Management Plan after consent is granted by the Department.

Based upon the information provided, Roads and Maritime is not able to undertake a full assessment of the proposal and is unable to advise the Department on what measures are required to provide a high level of road safety during construction and operation of the solar plant.

Roads and Maritime, at this time, withholds making comment. To reconsider its position, Roads and Maritime requests that additional information be provided addressing the matters raised above and in Roads and Maritime's submission dated 30 June 2017.

Please confirm with Roads and Maritime that the development application will not be determined until such time as Roads and Maritime has had an opportunity to comprehensively assess the development application following provision of the additional information. Should you require further information please contact the undersigned on 02 6861 1453.

Yours faithfully,



Andrew McIntyre
Manager Land Use Assessment
Western