

(RM:JP)

Contact: Rolly Lawford

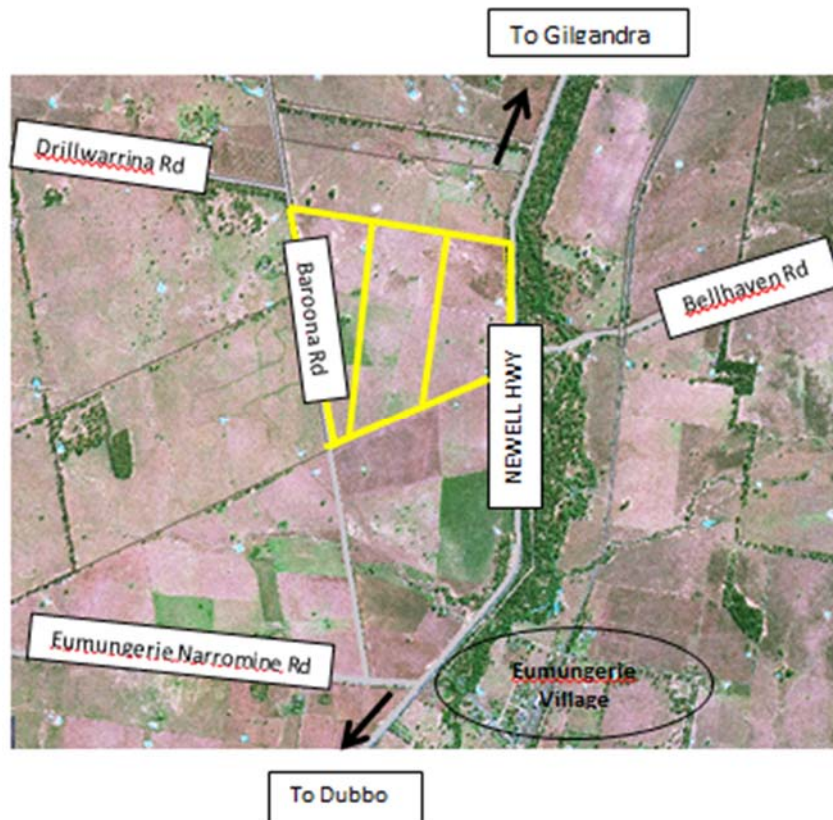
19 May 2017

Ms E Donnelley
A/Senior Planner, Resource Assessment
NSW Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Elle

GILGANDRA SOLAR FARM (SSD 6785) - EIS EXHIBITION

In regard to the proposed solar farm site to be established adjacent to and accessed from Baroona Road within the bounds of the Gilgandra Shire as highlighted in the sketch below, the development should make provision for the following items:



- a. Council's LEP zoning is RU1 – Primary Production
- b. Authority and condition of access from the adjacent Baroona Road be subject to conditions determined by the Gilgandra Shire Council and the Dubbo Regional Council
Reason – Gilgandra Shire Council and the Dubbo Regional Council are the active responsible road authorities for the Baroona Road
- c. Authority and condition of access from the Newell Highway be denied by the NSW Roads and Maritime Services
Reason – The NSW Roads and Maritime Services will regarded that any access would be detrimental to the clear flow of traffic on the this major arterial roads, the Newell Highway
- d. Acknowledge that Council's local road hierarchy plan lists Baroona Road as a "secondary through road" (ST) so the road is to satisfy the objectives and standards required of a secondary through road
Reason - Full provision for traffic harmony and road safety
- e. Ensure that all Baroona Road wearing surfaces and the site ingress/egresses from the edge of the Baroona Roads to the gateway are finished with a recognised stable road base (gravel)
Reason - Full provision for traffic harmony and road safety
- f. Detailed plans illustrating the proposed road layout design ensuring that a safe access on both the vertical and horizontal alignments must be completed and issued to Council's Director Works & Technical Services prior to the issue of the proposed developments approval
Reason - Full provision for traffic harmony and road safety
- g. Ensure that there is only one ingress/egress point for the development from the Baroona Road
Reason - Full provision for traffic harmony and road safety
- h. The access must have installed as part of the development an access culvert providing for longitudinal drainage of the adjacent Baroona Road.
Reason - Full provision for traffic harmony and road safety
- i. The culvert detailed in "h" above should be set back far and wide enough to provide for safe ingress and egress at 90 degrees to Baroona Road
Reason - Full provision for traffic harmony and road safety
- j.
- k. The access culvert must have a waterway area of at least .0.16 m² (450mm diameter pipe)
Reason - Full provision for traffic harmony and road safety
- l. The design and construction of the culvert described in "h" above, will be subject to the approval of Council's Director Works & Technical Services.
Reason - Full provision for traffic harmony and road safety
- m. The ingress/ egress (gateway) must be recessed at least 40m allowing for the storage of a road train off the respective service road without the need to verge on to the adjacent service road shoulder
Reason - Full provision for traffic harmony and road safety

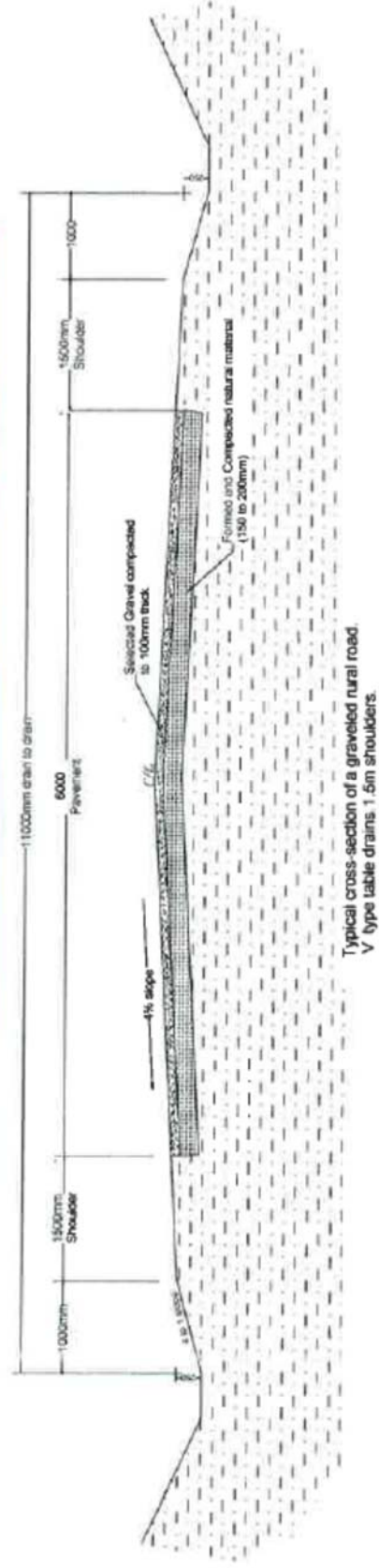
- n. Alternatively any or all allotment access may, subject to application and design to be considered by Council's Director of Works and Technical Services, have installed a concrete dish crossings instead of the culverts
Reason - Full provision for traffic harmony and road safety
- o. *Ensure that **Safe Intersection Sight Distance (SISD)** requirements* satisfying the ingress/egress point's two approaches as stipulated in Part 4a of the Austroads Guide to Road Design 2010 and other relevant NSW Roads and Maritime Services supplements shall be provided and maintained in both directions from the proposed development's ingress/egress point. The existing current approach speed of the two approaches is 100km/h on Baroona Road
Reason - Full provision for traffic harmony and road safety
- p. The developer shall contribute the 100% costs up front prior to any works commencing or the issue of the subdivision certificate or shall enter into an agreement with Council where the developer contributes 75% of the cost of the road works prior to the release of the subdivision certificate and the remaining 25% to be paid to Council proportionally on the completion of the development
Reason - To ensure provision of adequately upgraded infrastructure as necessitated by the approved development
- q. The developer must, when implementing the road construction works and beyond, provide for the reduction of the velocity of runoff from all natural precipitation on the road verges
Reason - Minimise the likelihood of any environmental damage

Attached is a copy of a drawing detailing the minimal requirements of the Shire's Rural Local Secondary Through Road (ST).

Yours faithfully



David Neeves
General Manager



Gilgandra Shire Council

Secondary Through Road (Rural Unsealed)

Drawing R6

Date = 04.06.15

Works and Technical Services