



16 May 2018

SWT17/00146  
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The Manager  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: Meghna D'Souza

**SSD-8835 - PROPOSED SOLAR FARM, TRAHAIRS ROAD, BOMEN.**

I refer to correspondence forwarded to Roads and Maritime Services requesting the provision of Environmental Assessment Requirements to be addressed in the supporting documentation to be submitted for the subject development.

Roads and Maritime Services has reviewed the Environmental Impact Statement dated April 2018 prepared GHD for the Bomen Solar Farm. From the information provided it is understood that the proposal is for the establishment and operation of a solar photovoltaic (PV) facility and associated infrastructure on the subject site with a proposed operating capacity of 120 MW on the subject site.

The development site is proposed to be accessed from Trahairs Road therefore any access driveway should be consistent with the requirements of Council. Access to this road relies on its intersection with Byrnes Road. Both Trahairs Road and Byrnes Road are classed as local roads. The development site is remote from the classified road networks however due to the location of the development site to the north east of Wagga Wagga the transportation of the components for the development may be via either the Olympic or Sturt Highways, which are both classified roads. The current intersections for the potential last mile transport routes to the development site from these classified roads are capable of accommodating the additional traffic generation and vehicles proposed by the development. As access to the site is proposed from Canalla Road

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 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.

For road safety reasons consideration could be given to the establishment of a visual buffer around the site to minimise views to the facility from the public road network and therefore minimise distraction of passing motorists.

Roads and Maritime is mainly concerned with the impact of the development on the safety and efficiency of the road network. Roads and Maritime emphasises the need, particularly in the construction phase of this development, to minimise the impacts on the existing road network and maintain the safety, efficiency and standard of maintenance along the existing road network and to minimise the impact and distraction to the road user.

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. The Proponent must engage an appropriately qualified person to prepare a Road Dilapidation Report for all road routes to be used during the construction (and decommissioning) activities, in consultation with the relevant road authority (Roads and Maritime Services and Council). This report is to address all road related infrastructure. Reports must be prepared prior commencement of, and after completion of, construction (and decommissioning). Any damage resulting from the construction (or decommissioning) traffic, except that resulting from normal wear and tear, must be repaired at the Proponent's cost. The applicant is accountable for this process, rather than the proposed haulage contractor. Such work shall be undertaken at a time as agreed upon between the Proponent and relevant road authorities.
3. 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.

4. A management plan to provide measures to address the impact of dust generation from the development site and the transportation route to motorists on the public road network shall be prepared and implemented to the satisfaction of the relevant road authority.
5. Glint and glare from the solar panels shall not cause a nuisance, disturbance or hazard to the travelling public on the public road network. In the event of glint or glare from the solar plant being evident from a public road, the proponent shall immediately implement glare mitigation measures such as establishment of a barrier (e.g. fence, advanced plantings) or other approved device to remove any nuisance, distraction and/or hazard caused as a result of glare from the solar panels.
6. 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:  
Jonathan Tasker  
Acting Director  
South West NSW