



13 June 2018

SF2017/201122; WST17/00132/03

The Manager  
Resource Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention: Natasha Homsey**

Dear Ms Homsey,

**SSD 8696; Lots 1, 2 and 3 DP 506925, Lot 122 DP 753238 and Lot 90 DP 657805  
Suntop Road, Suntop; Suntop Solar Farm**

Thank you for your email on 30 May 2018 referring SSD8696 to Roads and Maritime Services for comment.

The proposed development is for the construction, operation and decommissioning of a 170 megawatt solar farm and associated infrastructure, including an energy storage facility and grid connection, south-west of Wellington. Vehicular access to the site is proposed via a newly constructed access road from Suntop Road. Suntop Road intersects with Renshaw-McGirr Way (MR233) which forms part of the solar farm haulage/access route.

The proponent has identified types of construction related traffic in the EIS, however, the EIS lacks detail in relation to the traffic generated by the project 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. The EIS states a total of 250 staff will be employed at the site during peak construction, and, states staff will be encouraged to travel to and from the site by bus or carpooling. However, it is not specified how the projected 70 daily light vehicle movements will be achieved and enforced.

Additionally, staff members that are based in surrounding locations such as Dubbo, Parkes and Orange will be required to travel long distances to work on a daily basis. Consideration of road safety hazards such as fatigue management, undulating topography and weather conditions such as fog have not been considered.

Following your telephone discussion today with Roads and Maritime's Andrew McIntyre, Roads and Maritime understands the Department is willing to address the above-mentioned concerns as conditions of consent.

Accordingly, Roads and Maritime provides the following recommendations for your consideration:

- Prior to the commencement of construction work, a Basic Right (BAR) turn treatment in accordance with Figure A28 Part 4 of *Austroads Guide to Road Design* (copy enclosed), is to be provided in Renshaw McGirr Way at its intersection with Suntop Road. The intersection works are to be designed and constructed for a 100km/h speed environment and be able to accommodate the largest vehicle accessing the intersection.

**Roads and Maritime Services**

- Prior to the commencement of construction work, a Basic Left (BAL) turn treatment as shown in Figure 8.2 Part 4A of the *Austroads Guide to Road Design* (copy enclosed) is to be provided at the intersection of Renshaw McGirr Way and Suntop Road. The BAL facility will also need to be sealed and built for a 100km/h environment.
- Prior to the commencement of construction work, Size B Gateway 'Turning Traffic' signs (W5-25), with 250 metre distance plates, are to be provided adjacent to Renshaw McGirr Way, 250 metres either side of its intersection with Suntop Road. At the completion of construction, the signs are to be removed.
- Prior to the commencement of construction work, the applicant is to prepare a Traffic Management Plan (TMP) in consultation with Dubbo Regional Council and Roads and Maritime Services. The TMP is to outline measures to manage traffic related issues associated with the delivery and construction of the solar plant and ancillary structures, any construction or excavated materials, machinery and personnel involved in the construction, operation and decommissioning processes. The plan is to detail the potential impacts associated with the development, the measures to be implemented and the procedures to monitor and ensure compliance. The plan is to address, but not necessarily be limited to:
  - The origin, number, size, frequency, including peak and daily traffic volumes and destination of vehicles accessing/exiting the site.
  - Loads, weights and lengths of haulage and construction related vehicles and the number of movements of such vehicles.
  - Existing background traffic, peak hour volumes and types and their interaction with projected development related traffic.
  - Cumulative impacts of existing background traffic and traffic generated by the construction of the solar farm.
  - The management and coordination of construction and staff vehicle movements to the site and measures to limit disruption to other motorists. Specifically, the TMP will detail how the projected maximum of seventy (70) light vehicles accessing the site per day will be achieved and enforced.
  - Shuttle bus collection and drop off locations and details of parking at these locations.
  - Measures to be employed to ensure a high level of safety for all road users during the construction and operation phases of the development.
  - Scheduling of haulage vehicle movements to minimise convoy length or platoons.
  - Details of intersection improvement works in accordance with *Austroads Guide to Road Design*.
  - Local climate and environment conditions that may affect road safety for vehicles used during construction, operation and decommissioning of the project (eg fog, wet weather and wildlife strikes).

It would be appreciated if a copy of the determination for this project could be forwarded to Roads and Maritime at the same time it is sent to the proponent. Should you require further information please contact Andrew McIntyre, Manager Land Use Assessment, on 02 6861 1453.

Yours faithfully



Dane Hendry  
Network & Safety Manager  
Western