



14 December 2018

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

Attention: Iwan Davies

SSD-9564 – EXHIBITION – PROPOSED WYALONG SOLAR FARM, LOT 160 DPD750615, 1049 NEWELL HIGHWAY, WYALONG.

I refer to your correspondence regarding the subject Application which was referred to Roads and Maritime Services for assessment and comment.

Roads and Maritime Services has reviewed the Environmental Impact Statement (EIS) prepared by Accent Environmental for the Wyalong Solar Farm. From the information provided it is understood that the proposal is for the establishment and operation of a 100 MW solar photovoltaic (PV) plant and associated infrastructure on the subject site. The subject site has frontage and access to the Newell Highway, which is a classified road, within a 110 km/h speed zone and is an approved Road-Train route. The site is located approximately 7 km north of Wyalong.

The development will comprise of a series of photovoltaic modules (up to 350,000) erected on the site in rows on horizontal tracking or fixed tilt systems. It is noted from the documentation that different options are being considered for the mounting of the panels however it is understood that each of the options have relatively comparable footprints, visual and environmental impacts. For the options under consideration for the panel mounting structures the height of the modules would not exceed 4 metres above ground level.

As there is no potential access to the subject site from the local road access is proposed via a driveway directly to the Newell Highway during both the construction and operational phases of the project. The site will be accessed from one main driveway intersecting with the Newell Highway. The submitted reports propose the construction of a Basic Right Turn (BAR) and a Basic Left Turn (BAL) treatment at the intersection of the proposed driveway and the Newell Highway.

It is understood that the anticipated construction period will be up to 9 months. 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 submitted documentation considers the heavy and light vehicle traffic generation for construction of the facility. The submitted report acknowledges 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.

It is proposed that approximately 150 construction personnel would be required on site during the peak construction period. The submitted documentation indicates that the construction workforce is proposed to

be housed within the West Wyalong district and surrounding localities. The report refers to buses being organised to transport personnel between the development site and West Wyalong.

From the report submitted, visual impact has been assessed and the need for landscaping and visual treatments at the site was not considered to be required due to the distance of the collectors from roads and residential property and the presence of some existing vegetation in the road reserve of the Newell Highway which should provide adequate screening to reduce visual impact such as glare. Due to the orientation of the site to the motorists heading southwest of on the Newell Highway it is considered that potential glare and distraction issues need to be addressed.

Roads and Maritime is mainly concerned with the provision of safe access between the subject site and the public road network and the impact of the development on the safety and efficiency of the road network. Roads and Maritime emphasises the need, particularly during the construction phase of this development, to minimise the impacts on the existing road network. As the subject site is to be accessed via an intersection with the Newell Highway which is located within a 110 km/h speed zone the following conditions are proposed for road safety reasons.

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. As a minimum each of the access driveways to the Newell Highway shall be constructed and maintained to the satisfaction of Roads and Maritime Services to provide the following:
 - i) the required Safe Intersection Sight Distance (SISD) with a reaction time of 2.5 seconds in either direction in accordance with the Austroads Publications as amended by the supplements adopted by Roads and Maritime Services for the posted speed limit. Compliance with this requirement is to be certified by an appropriately qualified person prior to construction of the vehicular access.
 - ii) a Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment at its intersection with the Newell Highway in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Roads and Maritime Services for the posted speed limit on the Newell Highway. The intersection is to be constructed to the standards required for an approved road train route.
 - iii) two way movement and be sealed for at least 50 metres from its intersection with the Newell Highway. The intersection shall be designed and constructed so that vehicles turning between the Newell Highway and the access road are not required to cross to the opposing travel lane in order to perform a turn manoeuvre.
 - iv) Not reduce the capacity of the existing roadside drainage network and to prevent water from proceeding onto, or ponding within, the carriageway of the Newell Highway. If a culvert is to be installed and is to be located within the required clear zone of the Newell Highway for the posted speed limit it is to be constructed with a traversable type headwall.
5. A management plan to provide measures to suppress dust generation from the development site and the transportation route shall be prepared and implemented to the satisfaction of Council and Roads and Maritime Services.
6. No external lighting of any infrastructure associated with the project is permitted at night that may cause distraction to road users other than low intensity security lighting.
7. 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 construction of a barrier (e.g. fence) or other approved device to remove any nuisance, distraction and/or hazard caused as a result of glare from the solar panels.
8. The intersection of the access roadway and Newell Highway is to be designed and constructed so as not to interfere with the capacity of the current roadside drainage network and to prevent water from proceeding onto, or ponding within, the carriageway of Newell Highway. If a culvert is to be installed and is to be located within the required clear zone of Newell Highway for the posted speed zone it is to be constructed with a traversable type headwall.
9. Once the access roadway is constructed all existing accesses to the development site from the Newell Highway shall be removed and any damage or disturbance to the road reserve of Newell Highway shall be restored to match surrounding landform in accordance with Council requirements.

10. The Newell Highway is part of the State Road network. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with Roads and Maritime Services before finalising the design or undertaking any construction work within or connecting to the road reserve. The Works Authorisation Deed documentation is to be submitted for each specific change to the state road network for assessment and approval by Roads and Maritime Services prior to commencement of any works within the road reserve. The applicant can contact the Land Use Manager, South West Region on Ph. 02 6923 6611 for further detail.
11. Any works within the road reserve of the Newell Highway requires approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Roads and Maritime Services prior to commencement of any such works. The developer is responsible for all public utility adjustment/relocation works, necessitated by the development and as required by the various public utility authorities and/or their agents.
12. 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.

Please be advised that under the provisions of the Environmental Planning & Assessment Act it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development including conditions.

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.

Please forward a copy of the Notice of Determination for this Development Application to the Roads and Maritime Services at the same time as advising the applicant.

Yours faithfully



Per:
Lindsay Tanner
Director
South West NSW