

16 December 2019

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

Attention: Javier Canon

SSD-9237 – PROPOSED MODIFICATION OF YARRABEE SOLAR PROJECT, BACK MORUNDAH ROAD, MORUNGAH.

I refer to your correspondence regarding the subject modified application which was referred to Transport for NSW for assessment and comment.

Transport for NSW has reviewed the documentation relating to the proposed modification for the Yarrabee Solar Farm prepared by SLR Consulting dated November 2019. From the information provided it is understood that the proposal is substantially the same project with the main alterations to the original proposal being;

- Replacing the previously approved 35 MW/70 MWh Battery Energy Storage System (AC-coupled BESS) that was to be located in a single point location, with individual DC:DC connected BESS (DC-coupled BESS) modules distributed throughout the solar array, each having a 2.5 MWh capacity.
- Changes to site access for construction and operational traffic potentially resulting in Back Morundah Road not being required for access to the site.
- Addition of five part lots and one full lot inadvertently not included within the original description of the Project's titling. The inclusion of these lots does not result in additional development or change the project footprint.

From the information provided it is understood that the modified application does not propose any significant increases to the scale of the development or the number of vehicles movements but does represent a change to the proposed route for the construction activity and delivery of the components for construction of the solar farm. It is understood that access from the east is now proposed to be replaced with access from the west via Kidman Way and Eulo Road to Old Morundah Road. Access was previously granted for access via the Sturt Highway and Main Canal Road to Old Morundah Road. The existing management and mitigation measures identified within the approved Project remain applicable, along with a number of identified supplementary measures.

The proposed modification to schedule 3 Condition 3 includes several references to "should this access be used for construction or operational purposes". What measures are to be imposed to ensure that the required works to those routes are applied for and constructed as per the submitted documentation as modified by the conditions of consent prior to the movement of any project related vehicles? To minimise uncertainty it would be appropriate to require that a decision regarding the routes to be used be finalized by the applicant.

It is noted that construction related traffic is still proposed to use Main Canal Road from its intersection with the Sturt Highway. Schedule 3 Condition 3 (e) includes the upgrade of the intersection but Schedule 3 Condition 3 (f) removes the need to upgrade Main Canal Road to allow two-way construction traffic from its intersection with the Sturt Highway to Old Morundah Road. Should this route be used for construction and/or operational related purposes the requirement to upgrade Main Canal Road to allow for two-way movement from the Sturt Highway should remain.

Schedule 3 Condition 3 (j) should be worded to include the requirement for the intersection of the Kidman Way with Eulo Road to be upgraded to construct a Chanelised Right Turn and an Auxiliary Left turn intersection treatment. The design vehicle for the Kidman Way is a road train. This intersection treatment is consistent with Appendix H of the submitted documentation.

As Eulo Road is now also proposed to accommodate proposed construction traffic it should be required to be upgraded and sealed to accommodate two-way construction traffic for its full length between its intersection with the Kidman Way and Old Morundah Road.

Transport for NSW advises that it has reviewed the submitted documentation and addressed various items as outlined above. Based on the proposed modifications and the content of the current Development Consent for the development Transport for NSW advises that no objection is raised to the proposed modification subject to consideration of the abovementioned issues and proposed changes to the conditions.

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, Transport for NSW (South West Region), Maurice Morgan, phone (02) 6923 6611.

Please forward a copy of the Notice of Determination for this Development Application to the Land Use -Transport for NSW at the same time as advising the applicant.

Yours faithfully



Per:
Lindsay Tanner
Director South West NSW