



7 April 2021

File No: NTH19/00168/03
Your Ref: SSD-10346

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

Attention: May Patterson

Dear Madam,

**Major Project – SSD-10346 – Request for Advice - Oxley Solar Farm
Waterfall Way approximately 10km east of Armidale**

I refer to the subject referral via the NSW Major Projects Portal on 10 March 2021 requesting comment from Transport for NSW (TfNSW) in relation to the Environmental Impact Statement in support of the subject project.

Roles and Responsibilities

From 1 December 2019, all functions and responsibilities of Roads and Maritime Services will now be vested in an integrated Transport for NSW (TfNSW). Our key interests are for the safety and efficiency of the transport network, the integrity of State infrastructure and the integration of land use and transport in accordance with *Future Transport Strategy 2056*.

Waterfall Way is a classified (State) road under the *Roads Act 1993* (Roads Act). Armidale Regional Council is the Roads Authority for all public roads (other than freeways or Crown roads) in the local government area pursuant to Section 7 of the Roads Act. TfNSW is the roads authority for freeways and can exercise roads authority functions for classified roads in accordance with the Roads Act. Any proposed works on a classified (State) road will require the consent of TfNSW and consent is provided under the terms of a Works Authorisation Deed (WAD).

It is emphasised that the comments provided below are based on the current proposal and the information provided at this time

Transport for NSW Response

TfNSW has reviewed the Environmental Impact Statement (EIS) and supporting documents and does not object to the Solar Farm proposed to be constructed on Lot 5 DP 253346, Lot 6 DP 625427 and Lot 2 DP 1206469. The following comments and observations are provided to assist the consent authority in making a determination.

- The proposed solar farm will generate movements on the surrounding road network during construction, operation and decommissioning phases of the development. The primary access route to the site is identified in the EIS as being direct from Waterfall Way. This access will require upgrading prior to construction commencement.
- The supporting Traffic Impact Assessment (TIA) needs to further demonstrate that access can be located to meet the requirements of Austroads, Australian Standards and [TfNSW Supplements](#). Waterfall Way in this location has a posted speed limit of 100km/h, as such TfNSW is concerned that the minimum safe intersection sight distance (SISD) is unable to be met. Evidence of the SISD being met in both directions will need to be accepted by TfNSW, alternatively a higher order intersection treatment may be warranted.

- A Construction Traffic Management Plan (CTMP) to address traffic and road safety impacts on the road network is required. The CTMP could be prepared in stages addressing the construction, operational and decommissioning phases of the project. The CTMP should be prepared by a suitably qualified person in accordance with relevant guidelines and standards and approved by TfNSW and/or Council prior to construction commencing.

The CTMP should ideally include, but not be limited to, the following;

- The expected duration of each phase of the project and the daily hours of activities on-site.
- The maximum daily and peak hourly vehicle movements generated by each phase of the project,
- The type of vehicles accessing the site and proportion of heavy vehicles accessing the site per day,
- Measures to manage vehicle speeds on public roads during the construction phase,
- A dilapidation report for all roads prepared in accordance with Council requirements.
- Details of proposed Traffic Control Plans (TCPs) addressing planned and unplanned traffic impacts. All TCPs are to be prepared and approved by suitably qualified person/s in accordance with the current *Traffic Control at Work Sites*. Prior to implementation of any TCP the relevant approvals for road occupancy must be obtained from the relevant road authority.
- A Driver Code of Conduct, including, but not limited to, the following;
 - A map of the approved access routes identifying critical locations,
 - Safety initiatives for managing critical locations and any affected school bus routes,
 - Procedures for use of any vehicular passing bays installed on public roads,
 - An induction process for vehicle operators & regular toolbox meetings,
 - A complaint resolution and disciplinary procedure.
 - Any community consultation measures for peak construction periods.
- The Developer is responsible for mitigating the impact of glare on public roads over the life of the project. Where the impact of glare is identified as a hazard to road users then the Developer will be responsible for installation of suitable mitigation to address the impact on the public road.

Any roadwork on classified (State) road/s is to be designed and constructed in accordance with the current Austroads Guidelines, Australian Standards and [TfNSW Supplements](#).

The developer will be required to enter into a Works Authorisation Deed (WAD) with TfNSW for any roadwork deemed necessary on the classified (State) road. The developer will be responsible for all costs associated with the roadwork and administration for the WAD. It is recommended that developers familiarise themselves with the requirements of the WAD process. Further information can be obtained from the TfNSW [website](#).

If you have any further enquiries regarding the above comments please contact Leisa Sedger, Development Services Case Officer on (02) 6640 1362 or via email at: development.northern@transport.nsw.gov.au.

Yours faithfully



for Matt Adams
Team Leader, Development Services
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