

18/04/2022

WST19/00321/03 | SF2019/247294

The Manager  
Resource Assessments  
Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Javier Canon**

Dear Mr Canon

**SSD-10387: Lot 77 DP 750183; Daroobalgie Solar Farm, Forbes- Response to the Environmental Impact Statement (EIS)**

Thank you for referring the Environmental Impact Statement for SSD-10387 for the Daroobalgie Solar Farm as a part of the public authority consultation process for this Major Project.

TfNSW understands that the Daroobalgie Solar Farm will encompass the following components:

- Installation of 420,000 solar photovoltaic panels (estimated capacity 100MW) inclusive of ancillary infrastructure i.e substation, battery energy storage system (BESS), inverters, power cabling, site offices.
- Electricity Transmission Line (ETL) and switchyard site to connect the solar farm to an existing 132kV powerline west of Newell Highway.
- Proposed routes for the construction and operation of the project will be via Newell Highway onto Back Yamma Road onto Troubalgie Road and The Escort Way to Newell Highway then via Back Yamma Road or via Forest Road.
- It is noted that the Traffic Impact Assessment (TIA) prepared by has identified that 100% of the heavy vehicle traffic will be via The Escort Way, Newell Highway, Back Yamma Road to the site access at Troubalgie Road.
- The light vehicle traffic associated with the construction period is anticipated to be 60% from Forbes and 40% from Parkes with 80% of the total light vehicles accessing the site via Back Yamma Road and 20% via Forest Road.

As requested, TfNSW have reviewed the EIS and TIA and require additional information that adequately assesses the traffic generation and safety implications to the state classified road network, for TfNSW to continue the assessment of the Project:

**General comment:**

- No information has been provided in relation to the traffic management measures for the light and heavy vehicle routes. The revised TIA is required to include

information on measures to ensure that the distribution splits will be enforced for each light vehicle and heavy vehicle route.

## **2.2 Traffic Volumes**

- This section identifies that the traffic survey was based on a one-day traffic count in March 2021 during the hours of 6am to 9.30am and 4pm to 7pm as the AM/PM. A review of Traffic Volume Viewer (Station ID 6141) identifies a different AM/PM peak of 9-10am and 2-3pm. A full breakdown of the traffic counts is required to clearly demonstrate peak periods.
- The traffic survey did not include the intersection of the Newell Highway/Forest Road within the one-day traffic counts. The traffic survey should have included this intersection as a part of the one-day traffic survey as it is proposed as a part of the construction route.

## **2.3 Existing Intersection Performance**

- A warrants for turn treatments on major roads at unsignalised intersections (see *Figure 3.25 of Austroads Guide to Traffic Management Part 6: intersections, interchanges and crossing management*) was identified as a requirement to be prepared as a part of the TIA for the key intersections with the state classified road network inclusive of Back Yamma Road/Newell Highway, Forest Road/Newell Highway and Daroobalgie Road/Newell Highway. The TIA is to be revised to include an assessment of the turn warrants at the above intersections. The turn warrant assessment should account for peak AM/PM traffic volumes turning, the AM/PM peaks for the background traffic on the classified road network.
- The revised TIA is required to be accompanied by strategic concept design(s) as per the Strategic Design Factsheet (see separate attachment).

## **3.1 Construction Programme:**

- The TIA identifies the construction workforce as 200 (equating to 167 light vehicles ph during AM/PM peak) and 3 heavy vehicles per an hour during the construction workforce peak. It is noted that within this section that there will be overlapping construction activities. It is unclear whether the light vehicles and heavy vehicles peak traffic volumes identified above have accounted for the overlapping construction activities and whether the traffic volumes identified are representative of the peak of the construction. The TIA is therefore required to be revised to:
  - identify the overlapping scheduling of construction activities,
  - the cumulative traffic volumes of light and heavy vehicles at the AM/PM peak, and
  - the LV/HV turning during the AM/PM peaks at each intersection with the state classified road network.

### **2.2.3 Safe Intersection Sight Distance**

- The *Safe Intersection Sight Distance* (SISD) has utilised outdated Google Street View images to justify that the SISD has been achieved at the Forest Road/Newell Highway intersection. It is noted that there is significant vegetation at this intersection and the Google Street View images are taken from a greater height which can be misleading in terms of SISD compliance. Further clarification in the form of longitudinal sections showing that SISD is compliant with section 3.2.2 of *Part 4 of Austroads Guide to Road Design* is required as a part of the revised TIA.

### 3.3 Construction Vehicle Routes and Traffic Distribution

- The TIA identifies that rail will be an option for delivering components to the site for during construction of the solar farm. The routes from the railway lines being the Stockingbingal- Parkes line, the Parkes siding of the Stockingbingal ARTC line or the Forbes Mountain Industries Intermodal Terminal have not been included as transportation routes of haulage materials associated with the project. The TIA is to be revised to include these routes and provide the traffic volumes and distribution split between each rail siding location to the site.
- Clarification is required within the revised TIA as to whether the traffic volumes provided have been based on use of the railway line as a form of transportation of components to the development or based on the 'worst case scenario' for transportation by road.

If you wish to discuss this matter further, please contact [development.western@transport.nsw.gov.au](mailto:development.western@transport.nsw.gov.au).

Yours faithfully



**Alexandra Power**  
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