9 September 2020

SF2020/009595; WST20/00007/04

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

Attn: Lander Robinson

Dear Mr Robinson,

SSD 20415: Lot 21 DP 704061, Mitchell Highway (HW7), Nyngan
Proposed Yarren Hut 28 MW Solar Photovoltaic Farm, 66 kV electrical sub-transmission line and three lot (3) subdivision

Thank you for the above State Significant Development (SSD) application referral via the NSW Major Projects Planning Portal dated 12 August 2020 and requesting comment on the Environmental Impact Statement (EIS) from Transport for NSW (TfNSW).

From review of the submitted documentation it is understood that:

- The proposal is for a solar photovoltaic farm with a peak instantaneous generation capacity of 28 megawatts, occupying a land area of approximately 92 hectares on Lot 21 DP 704061.
- The nominal design life of the facility is 50 years. Upon completion of the use, the site would be returned to its existing land capability, in consultation with the landowner.
- A Traffic Impact Assessment (TIA) was prepared by Amber Organisation dated 19 March 2020 and included at Appendix D of the EIS. Construction of the solar farm is expected to take approximately 5-10 months, during the standard hours of 7am to 6pm Monday to Friday, and 7am to 1pm Saturday.
- The TIA provided 2018 Annual Average Daily Traffic (AADT) on the Mitchell Highway from the RMS traffic volume viewer at 280 metres east of Pangee Street, Nyngan. This station recorded an average daily traffic count of 1,238 vehicles per day (vpd) and 25% of which is heavy vehicles.
- Based on the table of Estimated Construction Traffic Trips in the TIA, a peak construction workforce of approximately 40 workers (including contractors) would be required onsite for the construction period.

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- During this time the TIA assumes two mini buses would convey a minimum of 20 workers between accommodation and the site, with 15 additional light vehicles (LV) transporting the remaining 20 people, equating to a total of 34 commuter vehicle movements per day (17 movements during each AM and PM daily peak).
- During construction, a peak of up to 17 heavy vehicle deliveries (including medium and heavy rigid vehicles, articulated vehicles and B-Doubles) or 34 movements per day is expected. If larger heavy vehicles (HV) are used the number of daily movements would be less. These movements would be spread over a nominal 8-hour day and the applicant has assumed they would not coincide with the commuter peak hours.
- The total maximum peak hourly volume is therefore in the order of 17 vehicle movements, occurring daily during each of the AM and PM commuter peak periods.
- During the operational phase 1-2 personnel will be required onsite, with intermittent maintenance periods resulting in higher traffic peaks for short periods (days to weeks).
- The subdivision will create:
    - A 92 ha lot for the solar farm.
    - A 0.4ha lot for the Essential Energy switching station; and
    - A 1113 ha residue lot for farming activities.
    - Access to all lots would be via the one access driveway from the Mitchell Highway.
- The application is proposing a Basic Left Turn Intersection Treatment (BAL) from the Mitchell Highway, with no right turn treatment to be provided.

It should be noted that TfNSW is currently undertaking investigations into road shoulder widening treatments across the Mitchell Highway at various locations to adequately accommodate a proposed future freight vehicle change for this route to include a PBS Level 4A heavy vehicle configuration up to 53.5 metres in length.

It is noted that the local access road proposed for this project will only be providing for PBS Level 2B (up to 30 metres) which is shorter than the currently approved Type 1 Road Trains which is up to 36.5 metres.

Accordingly, there would be productivity improvements to the inward freight shipments particularly during construction if the required intersection treatment was constructed to accommodate the approved heavy vehicle configuration for this section of the highway.

At this time it is not known when the new heavy vehicle configurations will be endorsed, subsequently this should be confirmed between the applicant and TfNSW during the Works Authorisation Deed phase to ensure the subsequent scope of intersection treatment works adequately accommodates the network users.

TfNSW has reviewed the supporting documentation for this proposal and does not object subject to the following conditions being included in any consent issued in relation to this SSD application by the consent authority:

- Vehicular access from the Mitchell Highway to all lots, including for the solar farm, is to be obtained from the one single point. Suitable easements for access are to be provided to facilitate legal access for all lots via this one access point from the Mitchell Highway.
- All vehicles are to enter and exit the site in a forward direction.
- Prior to the commencement of construction work for the solar farm or prior to the issue of a Subdivision Certificate (whichever occurs first), the proponent is required to upgrade the intersection of the site access with the Mitchell Highway to the satisfaction of TfNSW and is to include:
    - A Basic Right (BAR) turn treatment as shown in Figure A 28 in accordance with *Austroads Guide to Road Design Part 4, 2017* (copy enclosed) and relevant TfNSW supplements to *Austroads.* The intersection works are to be designed and constructed for a 110km/h speed environment and be able to accommodate the largest vehicle accessing the site. Noting this may be subject to change from a Type 1 road train 42 metres to accommodate are larger configuration of heavy vehicle.
    - A Basic Left (BAL) turn treatment as shown in Figure 8.2 in accordance with *Austroads Guide to Road Design Part 4, 2017* (copy enclosed) and relevant TfNSW supplements to *Austroads*. The intersection works are to be designed and constructed for a 110km/h speed environment and be able to accommodate the largest vehicle accessing the site. Noting this may be subject to change from a Type 1 road train 42 metres to accommodate are larger configuration of heavy vehicle.
- Depending on the time construction is proposed to commence and factoring the proposed changes to heavy vehicle configurations along the network, the scope of shoulder widening required to be undertaken by the applicant will be subject to a detailed design approval via the Works Authorisation Deed process.
- Safe Intersection Sight Distance (SISD) requirements as per *Austroads Guide to Road Design Part 4A* and relevant TfNSW Supplements to *Austroads* is to be provided and maintained in both directions at the intersection. For a 110 km/h operating speed a minimum SISD of 300 metres should be provided.
- The applicant will be responsible for any ancillary works, such as relocation of services, vegetation removal, and transitions for drainage, batter slopes and arrangements being made for any required road reserve widening acquisition.
- The site access internal road is to be sealed to a standard acceptable to both TfNSW and Council for a distance of equivalent to at least two lengths of the largest vehicle required to access the site. This is to mitigate dust and drag onto the State classified road network.
- Prior to construction, detailed designs for works within the classified road reserves will need to be submitted and approved by TfNSW for concurrence pursuant to Section 138(2) of the *Roads Act 1993*. This includes road intersection work within the Mitchell Highway (HW7).

- Prior to the commencement of construction work for the solar farm, 'Advance truck warning signs' (W5-22 Size B) with distance plates (W8-5 Size B) underneath, located 250m from the intersection on both approaches along the highway are to be installed. These are to be removed once construction has been completed.
- The access intersection upgrade is located on a state road and the developer will be required to undertake private financing and construction of works on a road in which TfNSW has a statutory interest. A formal agreement in the form of a Works Authorisation Deed (WAD) is required between the developer and TfNSW prior to work commencing.
- Prior to the commencement of construction work, the proponent is to contact TfNSW's Field Traffic Manager on 1300 656 371 to determine if a Road Occupancy Licence (ROL) is required. In the event that a ROL is required, the proponent is to obtain the ROL prior to the works commencing within three (3) metres of the travel lanes in the Mitchell Highway.
- Relevant approval from the National Heavy Vehicle Regulator and TfNSW is to be sought by the proponent in regard to the transportation via approximately one (1) Over Size Over Mass heavy vehicles required to transport new transformers to site.
- Prior to the commencement of construction works a Traffic Management Plan (TMP) including Driver Code of Conduct is to be submitted to and concurrence obtained from TfNSW. The preparation of the TMP will require consultation with TfNSW, Bogan Shire Council, the principal contractor(s) and relevant stakeholders. The requirements of the TMP and Driver Code of Conduct are to cover the matters referred to within the TMP Annexure (attached).
- The TMP is to be reviewed and updated in response to any changes in operating conditions. A copy of the TMP and Driver Code of Conduct is to be provided to contractors and employees as a part of the site induction and a copy is to be made available to TfNSW with each major update.
- Any proposed above ground structures in roads including transmission line poles or towers are to be located as per TfNSW Requirements for Overhead Power Lines (see copy attached), and:

    - Are to be located as far as practicable from the road, and outside the clear zone as set out in *Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers*. If any structures are required to be located within the road reserve and the road reserve is not wide enough to locate poles outside the clear zone, it may be necessary to design the poles to be frangible or otherwise locate poles within private property.

    - Minimum heights (clearances) above the road surface are to be no less than those set out in the attachment or the energy providers requirements (whichever is greater), plus an additional 1m to allow for future pavement overlays.

- The proponent is to engage suitability experienced surveyor and / or solicitor to review the physical location of the proposed transmission line relative any road and or any rail corridors and existing cadastral boundaries.

- Any creation of easements in favour of the private transmission line operator is generally not supported by TfNSW including any lease which would burden the public domain for a private purpose. Should this be considered as part of any transmission line works, there is to be no inhibition of the powers of Council or TfNSW in ensuring the safety, efficiency or integrity of the classified road network and the travelling public.

Please forward a copy of the Department's determination of SSD 10415 to TfNSW at the same time it is sent to the applicant. Should you have any queries or wish to discuss this matter further, please contact Ainsley Bruem, A/Manager Land Use Assessments, on

(02) 6861 1449.

Yours faithfully

Holly Davies
A/Senior Manager Regional Customer Services
Western Region

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TMP Annexure: Traffic Management Plan and Driver Code of Conduct

The Traffic Management Plan (TMP) and Driver Code of Conduct is to outline measures to manage traffic related issues associated with all phases of the development (e.g. deliveries, construction, operation, maintenance, decommissioning), any construction or excavated materials, machinery and personnel involved. The TMP is to detail the potential impacts associated with the development, the measures to be implemented, and the procedures to monitor and ensure compliance. The TMP is to address (but not be limited to):

a. Specific commitments for the provision and use of buses and car-pooling during construction to limit peak hourly traffic in accordance with the approved Environmental Impact Statement (EIS) and conditions of consent. Plans and measures to manage the impacts of personal vehicle parking at pickup points (e.g. in towns) are to be detailed.
b. An enforceable policy for staff and contractors to use the designated commuter route in preference to back roads, where the journey is not unreasonably lengthened, as detailed in the approved EIS.
c. Details of origin, destination, quantity, size and frequency of vehicle movements associated with the development including those accessing and egressing the site.
d. Timings and staging of construction and operation of the development.
e. Existing and projected background traffic, peak hour volumes and types and their interaction with projected development related traffic.
f. Loads, weights, lengths and number of movements of haulage and construction related vehicles including Over Size Over Mass (OSOM) loads.
g. The management and coordination of construction and staff vehicle movements to the site and measures to limit disruption to other motorists, including special OSOM management measures.
h. Scheduling of haulage vehicle movements to occur outside of daily commuter peak periods, local special event times, school bus (both in rural and town areas) and school zone operating hours.
i. Active communication procedures for traffic such as school buses or haulage vehicles from other quarries, or near potential safety hazards.
j. Scheduling of heavy vehicle movements to minimise convoy or platoon lengths.
k. Consideration to minimise the route length for road transport, particularly for OSOM loads.
l. Any OSOM will be the subject of separate permits through the National Heavy Vehicle Regulator.
m. Mitigation of local climate conditions that may affect road safety for vehicles used during construction, operation and decommissioning of the facility (e.g. scheduling during daylight hours, or outside of fog, wet weather, ice or snow).
n. Transport of hazardous materials in accordance with the relevant transport codes.
o. Specific mitigation measures along the approved transport routes. Road and intersection improvement works are to be completed prior to the commencement of on-site construction unless specifically approved otherwise in the conditions of consent.
p. Consultation and engagement with affected stakeholders, including regulatory authorities, landowners, businesses, bus operators and so forth.

q. Policies and procedures for addressing concerns raised by the community on project related matters.
r. Dust suppression and mitigation measures on public roads and within the site boundaries.
s. Toolbox meetings to facilitate continuous improvement initiatives and incident awareness.
t. Truckloads are to be covered at all times when being transported, to minimise dust and loss of material onto roads which may form a traffic hazard.
u. Measures to ensure responsible fatigue management and discourage driving under the influence of alcohol and/or drugs, dangers of mobile phone use and driving to the conditions, and adherence to posted speed limits.

(End of TMP Annexure)

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