

13 August 2019

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Dear Natasha

Re: Maryvale Solar Farm (SSD 8777) – Response to recommended conditions

Following our discussion on Friday 9th August and with reference to the request for additional information issued by the Department of Planning, Industry and Environment (DPIE) on 8 August 2019 for Maryvale Solar Farm (SSD 8777) please find attached a response to the recommended conditions from TfNSW (see Attachment 1.)

Should you wish to discuss further don't hesitate to contact me on 0438 598 793.

Yours sincerely



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0438 598 793

Attachment 1 – Response to TfNSW comments

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Attachment 1 – Response to TfNSW comments

Issue	Recommended condition from TfNSW	Reason for condition	Response
Stormwater Management	The Proponent must provide to TfNSW (or its agent) a Soil and Stormwater Management Plan detailing site catchment details for pre-development and post-development on or before issue of construction certificate demonstrating that there will be no increase in flows of stormwater into the rail corridor	It is essential to confirm that there will be no increase in the flows of stormwater into the rail corridor during the course and continuation of the Proposal and that there will have no adverse impacts on the currently non-operational rail corridor should it become operational.	<p>Internal drainage of the site will remain as per current conditions with buffer zones being implemented to ensure existing waterways and flowlines are not impacted by construction, operation or decommissioning activities. There will not be any major stormwater diversions (e.g. contour banks) or watercourses as part of the development. Some minor grading of the westernmost 2nd order waterway, approximately 80ha catchment, would be undertaken to form a broad swale.</p> <p>The development would not increase the flows of stormwater into the Sandy Hollow to Maryvale railway corridor as the existing waterways on the site flow south-west through the Site. A Soil and Water Management Plan (SWMP) will be prepared in consultation with Department of Industry – Lands and Water and implemented by the Contractor as part of the CEMP (as per SW1 and S1 in the mitigation measures of the Response to submissions).</p>
Demolition and Construction impacts	A Risk Assessment/ Management Plan and Safe Work Method Statements should be prepared in consultation with TfNSW (or its agent) to identify any potential impacts/ risks on the rail corridors and the corresponding mitigation measures be put in place during construction, operation or decommissioning. These documents should be approved by TfNSW (or its agent) prior to commencement of any works.	It is to ensure that any potential impacts or risks on both rail corridors during construction, operation or decommissioning are identified and appropriate mitigation measures put in place to adequately manage the identified risks.	<p>No works are proposed within operational or non-operational rail corridors.</p> <p>The development footprint is over 400 m from the operational railway corridor between Wellington and Dubbo.</p> <p>An asset protection zone (APZ) with a minimum width of 15 m is proposed around</p>

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			<p>the entire perimeter of the solar farm footprint. The APZ is proposed to be external to the security fencing and therefore, fencing and solar panels would be installed 15 m from the boundary shared with the non-operational rail corridor (Sandy Hollow to Maryvale).</p> <p>Visual impacts and hazards were assessed in the EIS in sections 6.5 and 6.8 respectively and mitigation measures were proposed. An ALCAM assessment for the level crossing at Cobbora Road was undertaken and provided to TfNSW. Further risk assessment to identify potential impacts from operation of the rail corridors is not considered to be necessary.</p>
Traffic Management	The Proponent be conditioned not to use a level crossing located within 60 metres of Mitchell Highway for any vehicles associated with the project as proposed by the Proponent in the EIS.	JHR, as the agent appointed by TfNSW to manage the CRN, acknowledges receipt of completed ALCAM data collection form on the level crossing at Cobbora Road from the Proponent. It is noted that the level crossing is actively protected and does not pose an intolerable short stacking risk although there will be increased frequencies of heavy vehicle usage during construction. Therefore no change in the risk profiles for the level crossing is envisaged. On this note, JHR do not foresee issues on the level crossing at Cobbora Road on the condition that the Proponent should make their employee and contractors aware of the permanent requirements and comply with road rules and all signage/warning equipment at this level	A Traffic Management Plan (TMP) for construction shall be developed in accordance with Roads and Maritime Guidelines and the Australian Standard AS1742.3 (as per T2 in the mitigation measures of the Response to Submissions). The plan would include the designated routes of construction traffic to the site as shown in section 6.2 of the EIS. The designated route does not propose using the level crossing on Maryvale Road.

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		crossing.	
Fencing	The boundary fences between Lot 1 DP 1095725 and the non-operational rail corridor must be installed and remain installed during construction and operation of the facility in accordance with JHR's engineering standards which is available at http://jhrcrn.com.au/media/2071/cnr-cp-511-v1-1.pdf . The Proponent must submit an application to access the rail corridor for installing the boundary fences to JHR for endorsement and for RailCorp's approval/approval with conditions. The Proponent should refer to http://www.jhrcrn.com.au/what-we-do/property-services/third-party-work-enquiries/ .	As refer to the Proponent's response letter, it is noted that the perimeter security fencing is proposed to be installed within the site boundary. However, as Lot 1 DP 1095725 forming part of the entire project footprint is immediately adjacent to the non-operational corridor to the north of the site, the security of fencing along Lot 1 DP 1095725 is essential to prevent unauthorized entry to the non-operational corridor.	<p>Fencing will be installed within the site at the beginning of construction during site establishment. Fencing will be installed 15 metres from the currently non-operational Sandy Hollow to Maryvale railway corridor. A 1.8 to 2.5m chain link security fence with three barbed wires on top is proposed to be installed to restrict any public access to the solar farm. The Sandy Hollow to Maryvale rail corridor is currently unfenced and non-operational.</p> <p>Fencing is not proposed to be located at the boundary of Lot 1 DP 1095725 and the rail corridor. As such, access to the rail corridor is not required.</p> <p>Should access to the rail corridor be required at any time the proponent would liaise directly with JHR to obtain approval to access the rail corridor.</p>
Derailment protection and impacts of adjacent development on railway	The Proponent must provide TfNSW (or its agent) with a risk assessment addressing the potential risks of the derailment including considerations of the characteristics of the site, the type of structure to be erected and whether this represents a risk to the integrity of the structure and demonstrating compliance with JHR Engineering Standards being CNR CS 320, which then references AS 5100 which is available at http://www.jhrcrn.com.au/what-we-do/engineering-standards/civil-standards/ .	As the project site is immediately adjacent to the non-operational rail corridor which is currently subject to a feasibility study for re-opening, a risk assessment is required to address the potential risks as detailed in the above condition.	<p>The development footprint is located over 400 m from the operational railway corridor between Wellington and Dubbo and a minimum of 15 metres from the non-operational Sandy Hollow to Maryvale railway corridor.</p> <p>No structures are proposed within the rail corridor and access to the rail corridor is not required for the construction, operation or decommissioning of the development.</p>

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			JHR Engineering Standards CNR CS 320, which then references AS 5100, refers to construction of bridges over the rail corridor. No bridges are proposed over the rail corridor.
Heritage Impact Statement	A Heritage Impact Statement on the Sandy Hollow to Maryvale railway line must be provided prior to installation of the boundary fences between Lot 1 DP 1095725 and the non-operational rail corridor.	JHR has recently received a report indicating that the Sandy Hollow to Maryvale line, as delineated in black in the below image, is heritage listed on the Wellington Local Environmental Plan 2012. The railway line in question forms part of the non-operational Maryvale to Gulgong line.	The Heritage Assessment is currently being updated to address the Sandy Hollow to Maryvale line. No direct impacts to the heritage item are anticipated.