



5 November 2018

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

Attention: Jack Murphy

SSD-9098 – EXHIBITION – PROPOSED SOLAR SEBASTOPOL SOLAR FARM, LOT 1 DP133994 LOTS 4 18 62 88 90 91 92 DP751424, 3338 GOLDFIELDS WAY, TEMORA.

I refer to your correspondence regarding the subject Application which was referred to the Roads and Maritime Services for assessment and comment.

Roads and Maritime Services have reviewed the Environmental Impact Statement (EIS) dated Sept 2018 prepared by NGH Environmental for the Sebastopol Solar Farm project. The site is located approximately 17km south of Temora. From the information provided it is understood that the proposal is for the establishment and operation of a 108 MW solar photovoltaic (PV) plant and associated infrastructure on the subject site. The site will be accessed via Eurolee Road which intersects with the Goldfields Way. Goldfields Way is a classified road, and the intersection of Eurolee Road is within a 100 km/h speed zone.

The development will comprise of a series of photovoltaic panels (approximately 308,000) erected on single axis tracker steel frames that will cover most of the site. It is noted from the documentation that the installation of piles to support the solar panels will be driven or screw type which will not require the use of bulk material such as concrete. The height of the panel structures will not exceed 4 metres above ground.

It is understood that the anticipated total construction period will be between 10 to 12 months. Due to the characteristics of such a development the significant proportion of traffic generation (for both light and heavy vehicles) occurs during the construction and decommissioning stages of the development with the operational phase of the development will generate limited traffic. The EIS outlines transport issues and details management and mitigation measures for traffic generation including works to the intersection of the Goldfields Way and Eurolee Road. A Traffic Management Plan is proposed to be developed with input from the relevant roads authorities for construction activity. As the proposal relies on access via the classified and local road network this plan should be finalised in consultation with the relevant road authorities, in this case being both the Roads and Maritime Services and Junee Shire Council.

The submitted documentation indicates that access to the development site is proposed from Eurolee Road and through the intersection of the Goldfields Way and Eurolee Road. It is appropriate to require that all access to the development site be via this access and not via any other access points to the site. The submitted documentation recommends that a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment be constructed at the intersection of the Goldfields Way and Eurolee Road. Access to the site from Eurolee Road should be consistent with Council's requirements.

The Goldfields Way is an approved B-Double route with conditional approval for Road Trains under the routes approved by the National Heavy Vehicle Regulator (NVR). The existing intersection layout at

Goldfields Way and Eurolee Road is restricted by the NVR to left turn movements only. Therefore right turn movements are prohibited through the existing intersection. Once the intersection is upgraded to a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment as proposed the restriction on access to Eurolee Road may be reviewed.

It is proposed that approximately 150 construction personnel would be required on site during the peak construction period. The construction workforce may be required to commute from within the local area including Wagga Wagga, Junee, Temora and surrounding localities. Given the distances required to be travelled and the construction workforce numbers it would be appropriate to consider options to address driver fatigue for the construction period of the development. The submitted documentation refers to car pooling and buses being organised to transport personnel to and from the development site.

Roads and Maritime is mainly concerned with the provision of safe access between the subject site and the public road network and the impact of the development on the safety and efficiency of the road network. Roads and Maritime emphasises the need, particularly during the construction phase of this development, to minimise the impacts on the existing road network. As the subject site is to be accessed via the intersection with the Goldfields Way which is located within a 100 km/h speed zone the following conditions are proposed for road safety reasons.

Roads and Maritime Services has assessed the Development Application based on the documentation provided and would raise no objection to the development proposal subject to the Consent Authority ensuring that the development is undertaken in accordance with the information submitted as amended by the inclusion of the following as conditions of consent (if approved):-

1. A Traffic Management Plan shall be prepared in consultation with the relevant road authorities (Council and Roads and Maritime Services) to outline measures to manage traffic related issues associated with the development, particularly during the construction and decommission processes. The appointed transport contractor shall be involved in the preparation of this plan. The plan shall address all light and heavy traffic generation to the development site and detail the potential impacts associated with the development, the mitigation measures to be implemented, and the procedures to monitor and ensure compliance. This plan shall address, but not necessarily be limited to the following;
 - i) Require that all vehicular access to the site be via the approved access route.
 - ii) Details of traffic routes to be used by heavy and light vehicles, and any associated impacts and any road-specific mitigation measures.
 - iii) Details of measures to be employed to ensure safety of road users and minimise potential conflict with project generated traffic,
 - iv) Proposed hours for construction activities, as night time construction presents additional traffic related issues to be considered.
 - v) The management and coordination of the movement of vehicles for construction and worker related access to the site and to limit disruption to other motorists, emergency vehicles, school bus timetables and school zone operating times,
 - vi) loads, weights and lengths of haulage and construction related vehicles and the number of movements of such vehicles,
 - vii) procedures for informing the public where any road access will be restricted as a result of the project,
 - viii) any proposed precautionary measures such as signage to warn road users such as motorists about the construction activities for the project,
 - ix) a Driver Code of Conduct to address such items as; appropriate driver behaviour including adherence to all traffic regulations and speed limits, safe overtaking and maintaining appropriate distances between vehicles, etc and appropriate penalties for infringements of the Code,
 - x) details of procedures for receiving and addressing complaints from the community concerning traffic issues associated with truck movements to and from the site,
2. The Proponent must engage an appropriately qualified person to prepare a Road Dilapidation Report for all road routes to be used during the construction (and decommissioning) activities, in consultation with the relevant road authority (Roads and Maritime Services and Council). This report is to address all road related infrastructure. Reports must be prepared prior commencement of, and after completion of,

construction (and decommissioning). Any damage resulting from the construction (or decommissioning) traffic, except that resulting from normal wear and tear, must be repaired at the Proponent's cost. The applicant is accountable for this process, rather than the proposed haulage contractor. Such work shall be undertaken at a time as agreed upon between the Proponent and relevant road authorities.

3. Prior to the commencement of construction on-site, the Proponent must undertake all works to upgrade any road, its associated road reserve and any public infrastructure in that road reserve, to a standard suitable for use by heavy vehicles to meet any reasonable requirements that may be specified by the relevant roads authority. The design and specifications, and construction, of these works must be completed and certified by an appropriately qualified person to be to a standard to accommodate the traffic generating requirements of the project. On Classified Roads the geometric road design and pavement design must be to the satisfaction of the Roads and Maritime Services.
4. As a minimum the intersection of the Goldfields Way and Eurolee Road is to be constructed and the roadside maintained to the satisfaction of Roads and Maritime Services to comply with the following:
 - i) Provide for the required sight distance criteria for a reaction time of 2.5 seconds in either direction along Goldfields Way in accordance with the Austroads Publications as amended by the supplements adopted by Roads and Maritime Services for the posted speed limit. Compliance with this requirement is to be certified by an appropriately qualified person prior to construction of the vehicular access.
 - ii) Constructed with a Basic Right Turn (BAR) and Basic Left Turn (BAL) intersection treatment in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Roads and Maritime Services for the posted speed limit on the Goldfields Way. The intersection is to be constructed to the standards required for an approved road train route.
 - iii) Designed and constructed so as not to interfere with the capacity of the current roadside drainage network and to prevent water from proceeding onto, or ponding within, the carriageway of the Goldfields Way. If a culvert is to be installed and is to be located within the required clear zone of the Goldfields Way for the posted speed zone it is to be constructed with a traversable type headwall.
 - iv) The construction of Eurolee Road to 2 lanes and be sealed for at least 50 metres from its intersection with the Goldfields Way. The intersection shall be designed and constructed so that vehicles turning between the Goldfields Way and the access road are not required to cross to the opposing travel lane in order to perform a turn manoeuvre. The intersection shall be line marked in accordance with Australian standards.
5. A management plan to provide measures to suppress dust generation from the development site and the transportation route shall be prepared and implemented to the satisfaction of Council and Roads and Maritime Services.
6. Any damage or disturbance to the road reserve of the Goldfields Way shall be restored to match surrounding landform in accordance with Council requirements.
7. The Goldfields Way is part of the State Road network. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with Roads and Maritime Services before finalising the design or undertaking any construction work within or connecting to the road reserve. The Works Authorisation Deed documentation is to be submitted for each specific change to the state road network for assessment and approval by Roads and Maritime Services prior to commencement of any works within the road reserve. The applicant is to contact the Land Use Manager for the South West Region on Ph. 02 69236611 for further detail.
8. Any works within the road reserve of the Goldfields Way requires approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Roads and Maritime Services prior to commencement of any such works. The developer is responsible for all public utility adjustment/relocation works, necessitated by the development and as required by the various public utility authorities and/or their agents.

9. All works associated with the project shall be at no cost to the Roads and Maritime Services.

Under the provisions of the Environmental Planning & Assessment Act the Consent Authority is responsible to consider any likely impacts on the natural or built environment. Depending on the level of environmental assessment undertaken to date and nature of the works it may be necessary for the developer to undertake further environmental assessment for any ancillary road works required as a condition on the development.

Any enquiries regarding this correspondence may be referred to the Manager, Land Use for Roads and Maritime Services (South West Region), Maurice Morgan, phone (02) 6923 6611.

Yours faithfully



Per:
Lindsay Tanner
Director
South West NSW