

**From:** Jenny Walsh  
**To:** [Jack Murphy](#)  
**Subject:** RE: Sebastopol Solar Farm - Vehicles  
**Date:** Wednesday, 5 December 2018 10:14:40 AM

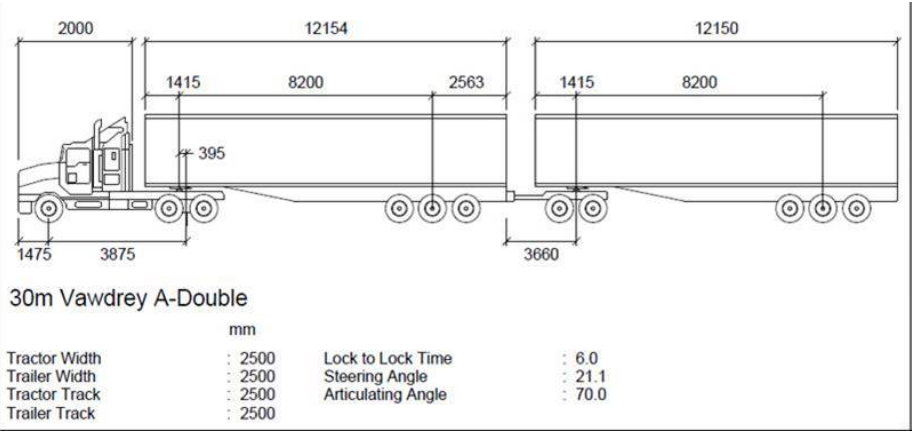
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Hi Jack,

Maximum vehicle movements per day = 86 (66 HGV movements + 20 light vehicle movements)  
@ peak construction.

There would be two over-dimensional vehicles during construction.

The largest heavy vehicle proposed is an A-double, up to 30m long, see dimensions below.



Many thanks,  
Jenny

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19 December 2018

Jack Murphy  
Environmental Assessment Officer  
Resource Assessments – Planning Services  
**NSW Department of Planning and Environment**  
[jack.murphy@planning.nsw.gov.au](mailto:jack.murphy@planning.nsw.gov.au)  
CC: Diana Mitchell  
[diana.mitchell@planning.nsw.gov.au](mailto:diana.mitchell@planning.nsw.gov.au)

Dear Jack,

#### **RE – Sebastopol Solar Farm (SSD 9098) – Response to Submissions**

Please see the responses to the Office of Environment and Heritage and Roads and Maritime Services in regard to their responses to the Response to Submissions (RTS) document for the Sebastopol Solar Farm.

#### **Office of Environment and Heritage**

For Aboriginal Cultural Heritage, the response to comments 2 – 5 were addressed satisfactorily. Comment 1 required further responses on the points raised in the Bundyi Cultural Services report:

*“Draft Aboriginal Cultural Heritage Assessment Report (ACHAR) provided without consultation being finalised.”*

*Recommended action - Any comments from the RAPs on the draft report should be documented in the final report including how the proponent has considered any submissions. The consultation log needs to be finalised. Please provide a copy of the response from Bundyi Cultural Services and any other responses received from the RAPs, separately to the publicly exhibited report.”*

*“Issues were raised in the report from Bundyi Cultural Services that have not been addressed in the ACHA.”*

Issue raised	Response
Cattle and horse are to be excluded from any scar trees in this area and that protective fencing be erected around any scar trees.	The proponent (ib vogt) is happy to commit to fencing of scarred trees to exclude cattle and horses.
The planting of native trees that would enhance the area for both people and bird life. Some Bull Oak trees would also add to the area and may assist in the habitat for Glossy Black Cockatoo.	The proponent has made a commitment to planting of native trees on the eastern and southern boundary of the development footprint as a visual impact mitigation. This is detailed within the Environmental Impact Statement (EIS), the Biodiversity Development Assessment Report and the Visual Impact Assessment.

Issue raised	Response
<p>The planting of native trees that would enhance the area for both people and bird life. Some Bull Oak trees would also add to the area and may assist in the habitat for Glossy Black Cockatoo (cont.).</p>	<p>Species selected were from the Plant Community Group (PCT) 267 - White Box - White Cypress Pine - Western Grey Box shrub/grass/forb woodland in the NSW South Western Slopes Bioregion. This PCT was chosen to increase connectivity to existing patches of native vegetation, and to enhance the habitat for the recorded Superb Parrot on-site.</p> <p>Bull Oak trees are not a species recorded within PCT 267, and therefore were not included in the species selection. The few Bull Oaks that were on site did not provide any evidence of use by the Glossy Black Cockatoo, nor was the Cockatoo recorded on-site.</p>
<p>Any Aboriginal items that have been recorded and that need to be moved should be done so in the presence of an Elder or community member, also any items that cannot be moved (scar trees, etc) should have exclusions zones placed around them and all workers be given some cultural awareness training or education, also to be done by local Elders or community members. Any items that must be moved will be returned and placed back into country by local Elders.</p>	<p>Safeguard and Mitigation Measure AH5 (Section 6.3.4) of the EIS and recommendations (Section 9) of the Aboriginal Cultural Heritage Assessment Report (ACHAR) detail the requirement of having representatives of the registered Aboriginal parties present on-site for the collection and relocation of artefacts, in line with the <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales</i>.</p> <p>Safeguard and Mitigation Measure AH3 commits to a minimum 10 m buffer around scar trees and AH6 commits to minimum 5 m buffer around any other artefact that cannot be avoided or relocated in the EIS (Section 6.3.4). This commitment is also detailed within Section 9 of the ACHAR.</p> <p>The proponent is happy to commit to an elder or other representative to be present at the first major site induction to provide cultural awareness training or education. Cultural awareness will be addressed in subsequent or minor induction to the site through other means, created in consultation with the registered Aboriginal parties.</p>
<p>Whilst the solar farm is under construction, I would ask that local Aboriginal people be employed to assist in the work and to also look out, care for and record any other items that may surface due to construction work. I would be happy to assist as the plans are draw for the solar farm in the future with regards to Aboriginal site protection. I would also ask that when the Solar Farm construction is under way that local Aboriginal people be employed in the process. I would like to also see a 10% Aboriginal Employment Strategy for this project.</p>	<p>Safeguard and Mitigation Measure AH1 (Section 6.3.4) of the EIS and recommendations (Section 9) of the ACHAR detail the requirement to prepare a Cultural Heritage Management Plan (CHMP) to address the potential for finding additional Aboriginal artefacts during the construction of the Solar Farm and management of known sites and artefacts. The Plan will include an unexpected finds procedure to deal with construction activity. Preparation of the CHMP will be undertaken in consultation with the registered Aboriginal parties.</p> <p>It is likely that proponent (ib vogt) will oversee a second party to carry out the construction of the proposal. Tenders/contracts will be advertised throughout the region and it is anticipated that local staff and indigenous staff will be recruited.</p> <p>A 10% Aboriginal Employment Strategy is however unachievable. As such the proponent cannot commit to this request.</p>

## Roads and Maritime Services

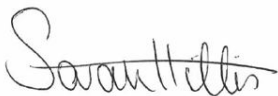
The RTS was reviewed, and it was determined that the RTS acknowledges and accommodates the issues raised by Roads and Maritime Services (RMS).

RMS asks that NGH Environmental clarified the following:

*“The submission acknowledges the need to review the current left turn only restriction as per the Heavy Vehicle Route assessment once intersection upgrade works and Safe Intersection Sight Distance (SISD) improvement works have been completed. From the response provided it appears that the proponent accepts the condition that the intersection is to be upgraded to a Basic Right Turn (BAR) and a Basic Left Turn (BAL) intersection treatment but the proponent will continue to observe the left turn only condition until the intersection is assessed and deemed suitable for right turn movements in accordance with the National Heavy Vehicle Regulator guidelines”.*

The proponent has accepted the condition that the intersection is to be upgraded to a BAR and BAL intersection treatment and will continue to observe the left turn only condition until assessment and deemed suitable for right turn movements.

Yours sincerely,

A handwritten signature in black ink, reading "Sarah Hillis". The signature is written in a cursive, flowing style with a horizontal line across the middle.

Sarah Hillis  
Senior Environmental Consultant – Sebastopol Project Manager

NGH Environmental

Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001  
Attention: Jack Murphy

21 January 2019

**Sebastopol Solar Farm proposal - SSD 9098 – additional information**

Dear Jack,

The following is provided in response to your request for information dated 21 December 2018.

**Vehicle movements**

- The Department still requires further clarification regarding vehicle movements during construction, operation and decommissioning. Please fill out the tables below so the Department can accurately assess and condition vehicle movements:*

Construction:

Vehicle Type	Number of Vehicle Movements (per day)
Light	20
Heavy	66
Oversized	4 (during the construction period)

Operation:

Vehicle Type	Number of Vehicle Movements
Light	14 (max per day)
Heavy	2 (max per day)
Oversized	0

Upgrade and/or decommissioning:

Vehicle Type	Number of Vehicle Movements
Light	20
Heavy	66
Oversized	4 (during the decommissioning period)

### Crown land

- *The Department requires further clarification if there are any crown road reserves on the project site.*

All lots within the Subject Land are owned by the same landowner (forming part of the same “property”) and are not Crown land. Eurolee Road is a Council owned and maintained road. As such, there will be no impact to Crown land as a result of the proposal.

### Proposed upgrades to Eurolee Road

- *The Department requires a clear clarification of proposed upgrades to Eurolee Road, please provide:*
  - *a finalised design of Eurolee Road, indicating the length and width that will be upgraded and sealed;*
  - *information about any further vegetation clearance (if) required for the road upgrade, that was not previously assessed in the EIS or RTS. Whilst, Junee Shire Council staff advised that the Council would take responsibility for any environmental assessments and approvals required for the additional 150m of sealing, the Department considers this road upgrade to be part of the SSD approval and therefore the whole 200m will need to be assessed and conditioned under the Departments approval process; and*
  - *formal evidence of Junee Shire Council agreeing to a 200m road upgrade.*

As advised, it is not possible to provide a detailed/finalised design of proposed upgrades to Eurolee Road at this stage.

The following upgrades to Eurolee Road are proposed as part of the Sebastopol Solar Farm:

- Upgrade of the intersection of Goldfields Way and Eurolee Road with left and right hand turning treatments, with Eurolee Road widened (two way widening) and sealed for a 50m length from the intersection.
- Proposed sealing of current the alignment of Eurolee Road (approx. 380m length).
- Three proposed passing areas.

The attached map illustrates the proposed upgrades. Additional vegetation clearance would not be required for the proposed sealing of the approx. 380m of the current alignment/formation of Eurolee Road.

Junee Shire Council advised the Department of Planning and Environment by letter (dated 18 January 2018) that the Council is in agreement with the proposed upgrade.

Your sincerely,

Jenny Walsh  
Planning Manager  
ib vogt  
Phone: 0406 908 995  
Email: [jenny.walsh@ibvogt.com](mailto:jenny.walsh@ibvogt.com)

## Sebastopol Solar Farm - Eurolee Road proposed upgrades



From the Sebastopol Traffic Impact Assessment (Stantec 2018), based on Figure 5

As part of the proposed Sebastopol Solar Farm, the following upgrades to Eurolee Road would be undertaken prior to construction:

- Upgrade of the intersection of Goldfields Way and Eurolee Road with left and right hand turning treatments, with 50m of Eurolee Road widened and sealed
- Proposed two way widening and sealing – 50m length from intersection with Goldfields Way
- Proposed sealing of current alignment of Eurolee Road – approx. 380m
- Proposed passing areas

Our Ref: (28.6.2)CJD.SML  
18 January 2019

June Shire Council  
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Fax: 02 6924 2497  
jsc@june.nsw.gov.au

Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001  
Attention: Jack Murphy

Dear Jack,

**RE: Sebastopol Solar Farm proposal - SSD 9098 - Eurolee Road proposed upgrades**

June Shire Council has been advised that ib vogt proposes the following upgrades to Eurolee Road as part of the Sebastopol Solar Farm proposal:

- Upgrade of the intersection of Goldfields Way and Eurolee Road with left and right hand turning treatments, with Eurolee Road widened (two way widening) and sealed for a 50m length from the intersection
- Proposed sealing of the current alignment of Eurolee Road (approx. 380m length)
- Three proposed passing areas

The attached map illustrates the proposed upgrades.

Additional vegetation clearance would not be required for the proposed sealing of the approx. 380m of the current alignment/formation of Eurolee Road.

June Shire Council is in agreement with ib vogt's proposal to undertake the upgrades to Eurolee Road.

Yours sincerely,



Cole Davis  
Director of Engineering Services

## Sebastopol Solar Farm - Eurolee Road proposed upgrades



From the Sebastopol Traffic Impact Assessment (Stantec 2018), based on Figure 5

As part of the proposed Sebastopol Solar Farm, the following upgrades to Eurolee Road would be undertaken prior to construction:

- Upgrade of the intersection of Goldfields Way and Eurolee Road with left and right hand turning treatments, with 50m of Eurolee Road widened and sealed
- Proposed two way widening and sealing – 50m length from intersection with Goldfields Way
- Proposed sealing of current alignment of Eurolee Road – approx. 380m
- Proposed passing areas