



Wollar Solar Development Pty Ltd
ABN 88 621 969 266
Level 21, 1 York Street
Sydney, NSW 2000

Natasha Homsey
NSW Department of Planning Industry & Environment

29/06/2021

Dear Natasha,

RE: Secretary Discretion for traffic movements in Schedule 3 – Condition 1 of Development Consent

Wollar Solar Farm was granted Development Consent by the Minister for Planning and Public Spaces on 4 February, 2020, subject to conditions. Wollar Solar Development Pty Ltd (WSD) is the proponent. Since then, WSD has completed public road works to Barigan Road to the satisfaction of Council and in accordance with Condition Sch 3-8.

WSD is now preparing to construct the northern access track, an unsealed road from Barigan Road to the site of the proposed Wollar Solar Farm substation and the Wollar Solar Farm. The northern access track works are critical to allowing Transgrid to commence works on the construction of the Wollar Solar Farm substation.

WSD is requesting Secretary discretion is granted in relation to Item A and Item B, as described below, under Condition Sch 3-1.

Transgrid is due to commence the substation works at the end of August and it will take 2 to 2.5 months to construct the northern access track. As such, the items below are critical to the development's timelines.

- Northern access track – Request for Discretion
 - ITEM A - Our civil works contractor plans to deliver roadbase materials to the site from Ulan, on Ulan-Wollar Road and onwards to the site by B-double vehicle. The roadbase will be used to construct the northern access track. These vehicles will have a maximum length of 26m and gross vehicle mass (GVM) of 62.5T. 420 deliveries are expected over one-month period with a maximum frequency of 26 movements/day. No such deliveries will impact school bus hours.
 - ITEM B - Our contractor plans to deliver 5 pieces of earthmoving equipment required to undertake the northern access track works using oversize loads.

- ITEM A

- Review of documentation

- Condition Sch3-1 part a) allows 26AV/B-double vehicle movements per day during construction.
 - The EIS and Traffic Impact Assessment consider the use of B-doubles during construction, as does the submissions report, for instance section 6.1.
 - However Condition Sch3-1 part b) restricts vehicles to a maximum length of 19m, which excludes the use of B-doubles.
 - The reference in Condition Sch3-1 part b) to 19m maximum length was included after the draft conditions were issued to WSD for comment. The draft conditions referred to a maximum length of 26m, which would allow B- doubles and is consistent with feedback from RMS described in section 6.5 of the submissions report.
 - Furthermore, the Conditions of Consent include a definition for AV/B- Double that limits the combined mass to 42.5T. We are unsure of the origin of this restriction, as it was not present in the draft conditions that WSD was provided by DPIE. The National Heavy Vehicle Regulator (<https://www.nhvr.gov.au/files/201607-0116-mass-and-dimension-limits.pdf>) states a 19m long articulated vehicle with 1 articulation point and 6 axles under GML has an allowable GVM of 42.5 tonnes. We believe this is how the mass limitations was introduced to the COC definitions of AV/B-double truck. The NVHR states that a common 9 axle B-double can be 26m long for eligible vehicles and under GML has an allowable GVM of 62.5 tonnes.

- Other information supporting our request

- The route from Ulan to Wollar and on to the Site is listed as an approved 26m B-double route, subject to the restriction that certain sections aren't to be used during school bus hours ([NSW Combined Higher Mass Limits \(HML\) and Restricted Access Vehicle \(RAV\) Map < Heavy vehicles > Transport for NSW](#))
 - We engaged Amber to complete an updated Swept Path Analysis of Barigan Road based on a 26m B-double. Amber has confirmed that 26 B-Double's can safely use this road and their confirmation is attached in (Appendix D).
 - The use of B-Double vehicles as described will reduce the number of vehicles required to deliver the roadbase and fill for the northern access road by approximately 25%.
 - Council (the road authority) has been briefed on the proposal to use B-doubles and have no objection, subject to compliance with the NHVR for B-double usage. See Appendix E.

- Request of Secretary

- We request Secretary discretion is granted under condition 3-1 to allow the following:

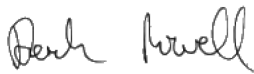
Delivery of roadbase materials to the Site from Ulan, on Ulan-Wollar Road and onwards to the Site by B-double vehicles, for the purposes of constructing the northern access track. These vehicles will have a maximum length of 26m and gross vehicle mass of 62.5T. 420 deliveries are expected over one-month period with a maximum frequency of 26 movements/day. No such deliveries will impact school bus hours.

- ITEM B
 - Review of documentation
 - Condition Sch3-1 part a) allows 5 over-dimensional vehicle movements during construction, upgrading and decommissioning. This number was increased from 2 to 5 by Modification 2.
 - The Conditions of Consent define over-dimensional vehicle as “Over-mass and/or over-size/length vehicles”
 - The Traffic Assessment Report prepared by Onto it and included in the EIS as Appendix J and the revised version of this report attached to the submissions report both assess impacts as acceptable based on 2 oversize vehicles **per day** during construction.
 - Contrary to the report by Onto it, Section 4 of the EIS by NGH identifies traffic movements of 2 oversized vehicles during the construction of the project. These oversize vehicles were expected to transport the substation transformer (potentially up to 157 tonnes) and a 200-tonne crane. We presume NGH interpreted oversize vehicles to be very large vehicles requiring a police escort. The impact of transporting 6 earthworks machines to site was included (for instance in Table 4-4) but not specifically labelled as oversize because they do not require a police escort. For example, a 30t excavator was identified as required machinery and this requires a transport width of 3.4m and would be classified as oversize under the NHVR guideline (max width of 2.5m). A grader was included in the EIS and this typically has a width of 3.5m but this was also not labelled as an oversize movement.
 - Other information supporting our request for Secretary discretion
 - The Contractor (A1 Earthworx) has already received the heavy vehicle permit from NHVR for the delivery of plant using oversize vehicles (refer to Appendix C).
 - Council has been briefed on the proposal to use additional oversize vehicles for the delivery of plant and have no objection. See Appendix E.
 - Details of the earthworks plant to be delivered is included in Appendix A. Note, not all deliveries specified result in an oversize classification. Our contractor has confirmed an additional 5 oversize loads would allow all plant to be delivered.
 - Request of Secretary
 - We are requesting Secretary discretion is granted to allow an additional 5 oversize deliveries to travel to and from the site for the delivery of earthmoving plant and equipment. These oversize movements are in addition to the 5 oversize movements already allowed under condition 3-1.
- Haulage Plan
 - The TMP approved by DPIE under condition 3-10 requires submission of a Haulage Plan for each stage of the works. The Northern Access Road is referred to as Stage 2 in the approved TMP. WSD will submit a Haulage Plan on the basis of the above-described B-double and oversize vehicle movements. The TMP states the Haulage Plan must include:
 - Details of school bus routes and rail crossings
 - The quantity and origin of materials

- Consideration of change in shift times for local mines
- The Haulage Plan for these works will include a Traffic Control Plan specifying the use of a one-way system on Barigan Road, as specified in in Appendix 4 of the Conditions of Consent.

Wollar Solar Development appreciates the Secretary's consideration of this request. Should the Secretary have any questions, please contact myself on the contact details below or Duncan Upton - duncan.upton@bjceaustalia.com

Yours sincerely,

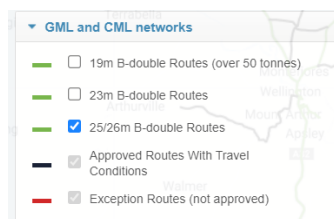
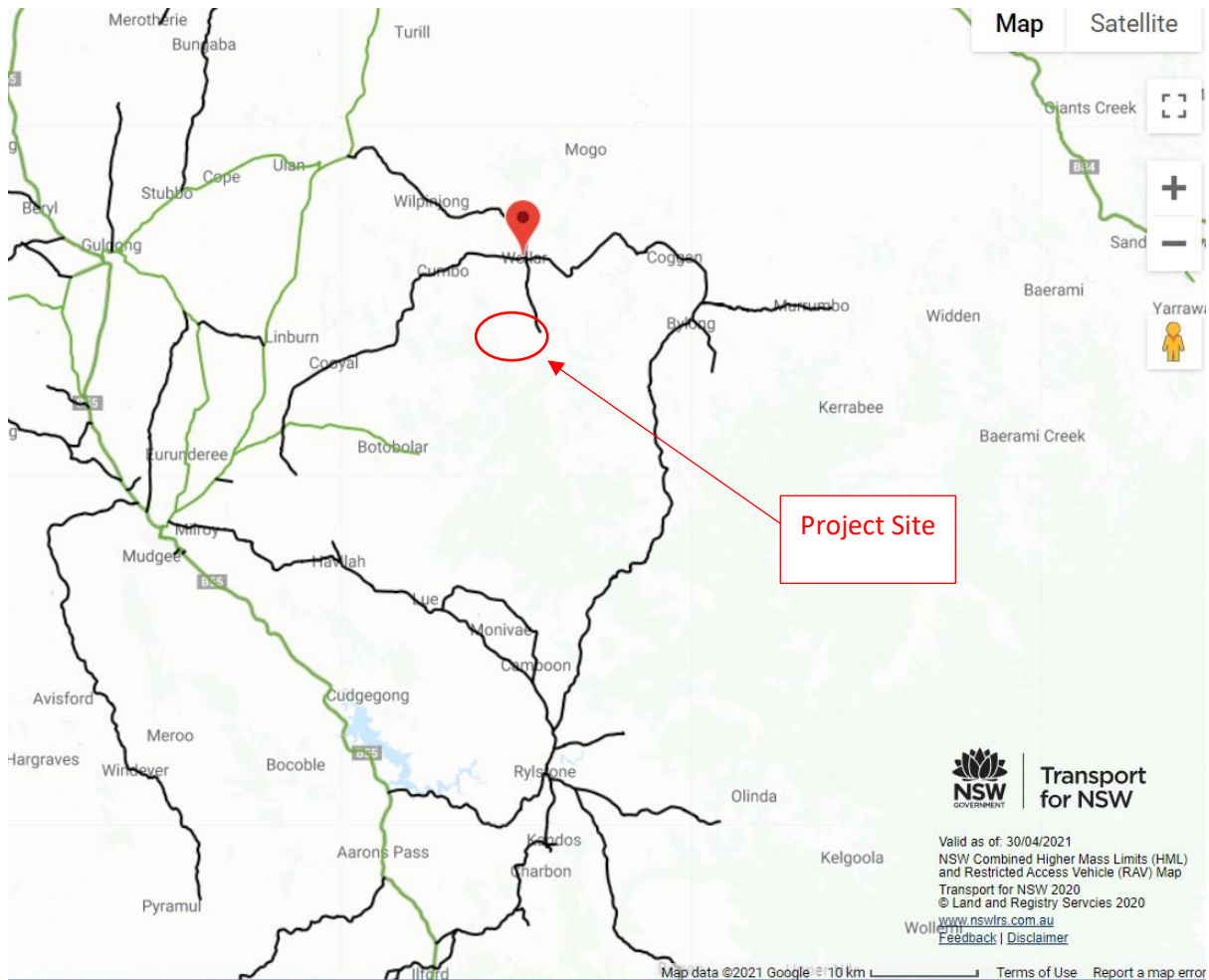
A handwritten signature in black ink that reads "Derek Powell". The signature is written in a cursive, flowing style.

Derek Powell
Director
Wollar Solar Development
derek.powell@bjceaustalia.com

Appendix A – Earthwork plant required for northern access track

Oversize Overmass Vehicle (greater than 19 meters)								Required equipment			
No off	Plant item	Wheel Base	Over all	Blade width	Height	Weight Kgs	length	Float	Dolly	Truck	Front pilot Escort
2	627 Scraper	7722mm	3467mm		3705mm	37245kg	12917mm	Yes	Yes	Yes	No
1	851 Compactor	3350mm		3761 mm	3650mm	22386kg	7157mm	Yes	Yes	Yes	Yes
1	320 Cat Excavator		2980mm		2960mm	22800kg	9530mm	Yes	No	Yes	No
1	Pavement Stabiliser	TBC			TBC	TBC	TBC	Yes	TBC	Yes	No
1	Grader 140M	6121mm	2493mm		3308mm	18400kg	10136mm	Yes	No	Yes	No
1	Grader 140H	6169mm	2464mm		3308mm	18400kg	10136mm	Yes	No	Yes	No
1	Padfoot Roller		2300mm		3011mm	6395kg	5085mm	Yes	No	Yes	No
1	Smoothdrum Roller		2300mm		3011mm	6395kg	3131mm	Yes	No	Yes	No
Length of combinations				Combination carry weights Tare					Combination carry weights Gross		
Truck and float	21790mm			Truck and float			25720kg		Truck and float		59500kg
Truck, Dolly & float	25270mm			Truck, Dolly & float			29540kg		Truck, Dolly & float		77500kg
				Combination carry weights Net							
				Truck and float			33780kg				
				Truck, Dolly & float			47960kg				

Appendix B – Approved 25/26m B-double route



TRAVEL CONDITIONS EXIST ON THIS ROUTE

Road Name: ULAN WOLLAR ROAD
Start Point: MR214 ULAN ROAD
End Point: GOULBURN ROAD, WOLLAR
Publish Date: 20/05/2011
Conditions: 80km/hr B-Double speed limit on sealed section. 60km/hr B-Double speed limit on unsealed section. Outside school bus operation times.
 To provide feedback visit: [Contact Roads and Maritime Services](#)

TRAVEL CONDITIONS EXIST ON THIS ROUTE

Road Name: BARIGAN ROAD
Start Point: MR208 WOLLAR ROAD
End Point: TICHULAR ROAD
Publish Date: 20/05/2011
Conditions: A maximum speed limit of 60km/h applies.
 To provide feedback visit: [Contact Roads and Maritime Services](#)

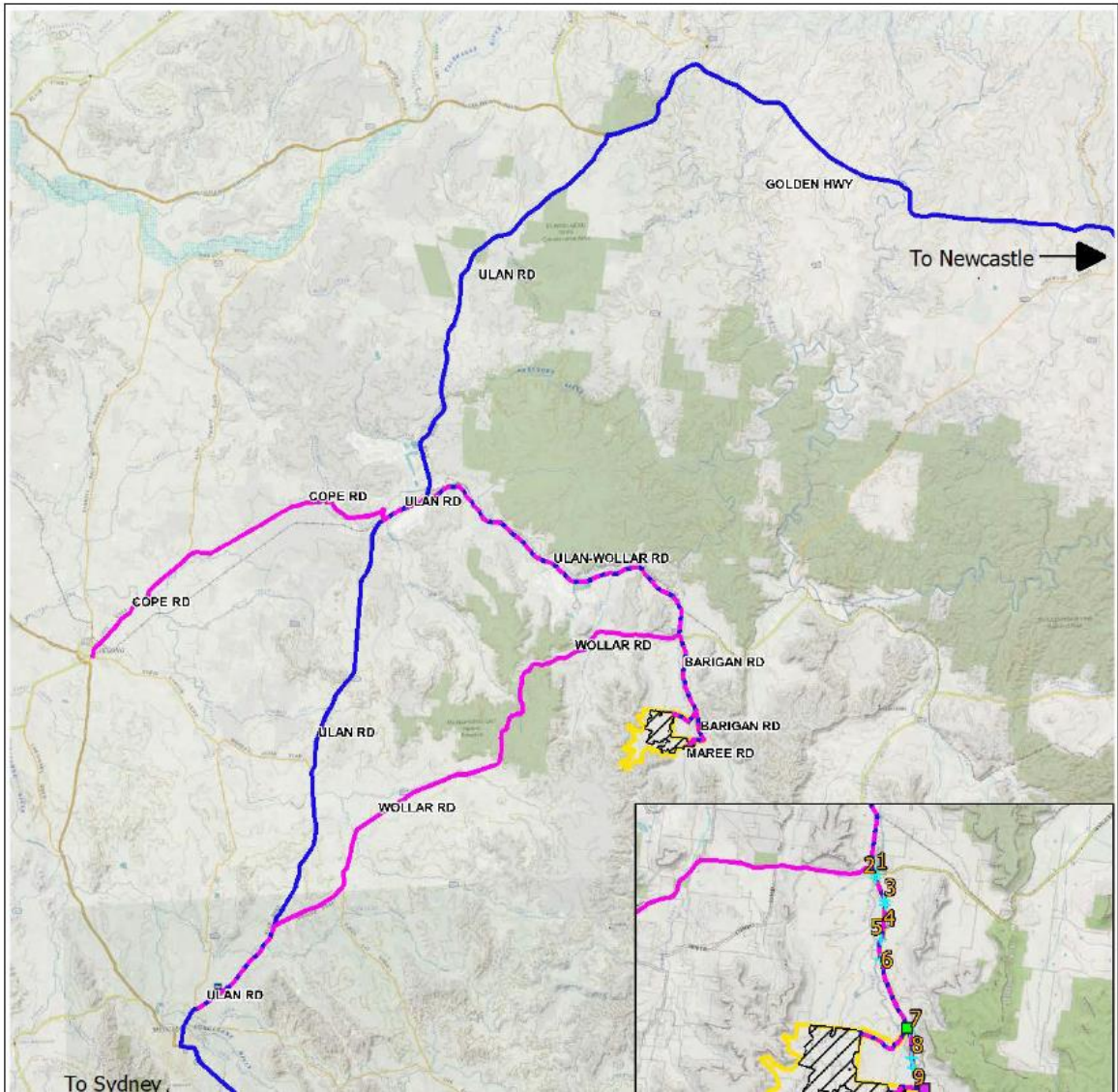
TRAVEL CONDITIONS EXIST ON THIS ROUTE

Road Name: WOLLAR ROAD
Start Point: BOTOBOLAR ROAD
End Point: "MURRUMBO" JUST WEST OF LGA BOUNDARY
Publish Date: 20/05/2011
Conditions: 80km/hr B-Double speed limit. Outside school bus operation times.
 To provide feedback visit: [Contact Roads and Maritime Services](#)

<https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/>

Site access route as per Conditions of Consent

SITE ACCESS



Site Access



Data Attribution
© NGH 2020
© Wollar Solar Development 2019
© Basemaps Courtesy NSW LPI 2019

Legend

- Proposal Site
- Development Footprint
- Northern Access Point
- Southern Access Point
- Swept Path Widening Locations
- AV/BI-double Access Route
- Shuttle Buses/MRV+HRV Access Route

Ref: 18-012 Wollar Solar Farm
Author: Vitaly K
Date created: 20.01.2020
Datum: GDA94 / MGA zone 56



Appendix C – Heavy Vehicle Permit

Oversize and/or Overmass (OSOM) Mass or Dimension Exemption Permit

Heavy Vehicle National Law

This Permit is issued under the provisions of *Section 122 of the Heavy Vehicle National Law* for the operation of a Class 1 vehicle (*as defined in this Permit*) subject to the conditions set out in this Permit and any attachments.

Permit details

This Permit is issued to

A1 EARTHWORX MINING & CIVIL PTY LTD

Address

176 WILBERTREE RD
MENAHA, NSW 2850

Vehicle configuration and description

Prime mover towing OS/OM/OSOM load
Prime Mover, Dolly and Low Loader

Permit type

Oversize and Overmass (OSOM)

Permit period

Start date

01-Jun-2021

End date

23-May-2024

Period or fixed trips

Period Permit

continued on next page...

Vehicle details

Prime mover

Registration	State of Registration	VIN	GVM (t)	GTM (t)
AIT909	NSW	6F5000000DA450340	26.5t	n/a

Trailer Registration Numbers
Trailer/s must be registered

GCM must not exceed manufacturer's specifications

Loaded axle mass and spacings

Axle group	Axle group mass	Axle #	No. Tyres	Minimum distance from previous axle	Tyre size	Steerable	Minimum ground contact width	Load sharing
Prime mover 1-2 axle								
Steer	6t	1	2	n/a	295mm	Yes	2.4m	No
Drive	18.5t	1	4	5.17m	279mm	No	2.4m	Yes
		2	4	1.32m	279mm	No	2.4m	Yes
Lowloader dolly 2 axle								
Dolly	18t	1	4	3.47m	279mm	No	2.48m	Yes
		2	4	1.23m	279mm	No	2.48m	Yes
Lowloader 4 axle spread								
Lowloader Front	17.5t	1	4	7.1m	279mm	No	3.42m	Yes
		2	4	1.2m	279mm	No	3.42m	Yes
Lowloader Rear	17.5t	1	4	2.4m	279mm	No	3.42m	Yes
		2	4	1.2m	279mm	No	3.42m	Yes

Unladen dimensions

Unladen width (metres)	Unladen length (metres)	Unladen height (metres)	Tare mass (tonnes)
2.5m	25.27m	3.4m	29.54t

Laden dimensions

Width (metres)	Length (metres)	Height (metres)	Total mass (tonnes)
3.7m	25.27m	5m	70.54t

Forward projection (metres)	Rear overhang (metres)
n/a	n/a

Load type	Description of load
Indivisible	Various Mobile Plant - 627K Scraper - 815 Compactor - 20T Excavators

continued on next page...

Authorised Routes

Turn by turn description

480049r1v1 - Single Route

Start: Approved OSOM Network, Castlereagh Hwy, Mudgee NSW

Short St, Mudgee

Douro St, Mudgee

Short St, Mudgee

Ulan Rd, [Mudgee - Ulan]

Ulan-Wollar Rd, [Ulan - Wollar]

Barigan St, Wollar

Maitland St, Wollar

Barigan Rd, Wollar

End: Barigan Rd, Wollar NSW (Approx. 0.50km from Wollar Rd)

Laden return via reversal of route

Road conditions

Mid-Western Regional Council

(1) LEDD01 - Heavy Vehicle Movement - Assessing routes for potential disruptions and damage including advanced notification

- (1) Before the heavy vehicle is driven along the approved route, the driver and operator must be satisfied that the vehicle can be driven along it without contravening subsection 2, 3 or 4
- (2) The driver and operator must be satisfied that there is no impediment to the requested movement by ensuring that relevant affected parties such as residence or industry are notified in writing of the movement no less than 24 hours prior to the movement schedule.
- (3) The heavy vehicle must not be driven along a route if to do so would be likely to cause;
 - (a) disruption to telecommunication, electricity, rail, gas, water or sewage services (relevant services) or
 - (b) damage to road side furniture, roads (including a bridge), structure, rail crossing or tree (relevant property).
- (4) Subsection (3) does not apply if the entity responsible for the relevant services or relevant property has given permission for the vehicle to travel along the route, and the vehicle is driven in accordance with the permission.

(2) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Mid-Western Regional Council of Works Department via 0263782858 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

Regulator

(1) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

- (a) police especially with respect to the movement of vehicles which exceed dimension

requirements due to the potential risks to other road users and possible need for police assistance to control traffic

- (b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed
- (c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern
- (d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles
- (e) forestry agencies roads owned by governmental agencies can possess different characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

(2) LEMS1 -

Should a Road Manager not indicate or express a minimum requirement of Pilots or Escorts within the permitted roads/areas/routes, the corresponding requirement shall be applied in accordance with the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices.

Should a permitted dimension be in excess of the dimensions indicated within the Multi-State Class 1 Load Carrying Vehicles Dimension Exemption Notice including the associated schedule/s and amendment notices, the maximum Pilot and Escort vehicle requirements shall be applied.

(3) LEMS2 - Conditions of Access - Multi-State Class 1 Load Carrying Vehicle Mass and/or Dimension Exemption Notice

All conditions of access, including but not limited to pilot/escort requirements and areas/routes of access as per the Multi-State Class 1 Load Carrying Vehicle Mass and/or Dimension Exemption Notice including any amendments and associated schedules of operation for the eligible class 1 vehicle combination.

Travel conditions

N/A

Vehicle conditions

Regulator

- (1) LE14 - A class 1 heavy vehicle operating under this permit must comply with the conditions stated within Divisions 1, 2 and 5 of Schedule 8 of the Heavy Vehicle National (Mass, Dimension and Loading) Regulation, unless otherwise expressly exempted by a stated condition in this permit.

(2) LEOL - Other Laws and Legislation

Nothing within this permit exempts the driver or operator of the permitted heavy vehicle from complying with legislation regulating the use of heavy vehicle. This includes but is not limited to conditions applied within the vehicles registration, compliance with sign posted restrictions, traffic law or compliance with lawful directions of authorised officer.

continued on next page...

The driver of the heavy vehicle who is driving a vehicle that is subject to a permit issued under the HVNL must keep a copy of the permit for the exemption in the driver's possession.

The driver or operator of a heavy vehicle being used on a road that is subject to a permit issued under the HVNL must not contravene a condition of the permit.

The driver or operator must comply with the provisions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation unless anything contrary is applied within this permit.

It is an offence to operate a vehicle at a mass limit greater than indicated by an official traffic sign.

Declaration

Signed:



NHVR Delegate

Dated: 01-Jun-2021

Associated documents

N/A

Disclaimer:

The National Heavy Vehicle Regulator (NHVR) accepts no liability for any errors or omissions and gives no warranty or guarantee that the material, information, maps or publications made accessible are accurate, complete, current or fit for any use whatsoever. The information contained within the NHVR Route Planner online map system is subject to change without notice.

NHVR accepts no liability for the information provided within the authorised route as part of this exemption/authorisation. The operator must ensure prior to travel that the roads/areas/networks listed in the authorised route are still current and accessible as the approved network is subject to change at any given time.

To the extent permitted by law, NHVR excludes liability for any loss (including loss from viruses, or consequential damage) caused by use of or reliance on the NHVR Route Planner.

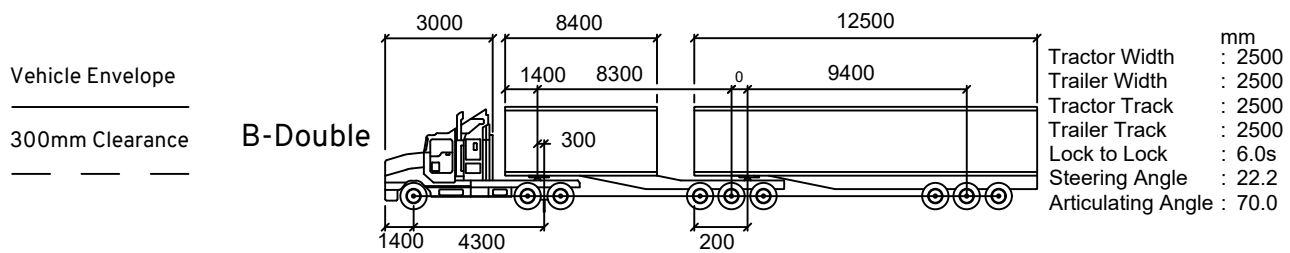
Access to the NHVR Portal and NHVR Route Planner is only provided for your personal use. You may not sell or rebrand information obtained from the NHVR Portal or NHVR Route Planner without NHVR's written permission, or represent that the information is from a source other than the NHVR.

Apart from the purposes required or permitted under Heavy Vehicle National Law and for private study, research, criticism or review purposes as permitted under Australian copyright legislation, no part of this permit may be reproduced, modified, stored in a retrieval system, transmitted, broadcasted, published or reused for any commercial purposes whatsoever without the written permission of the NHVR first being obtained.

END OF DOCUMENT

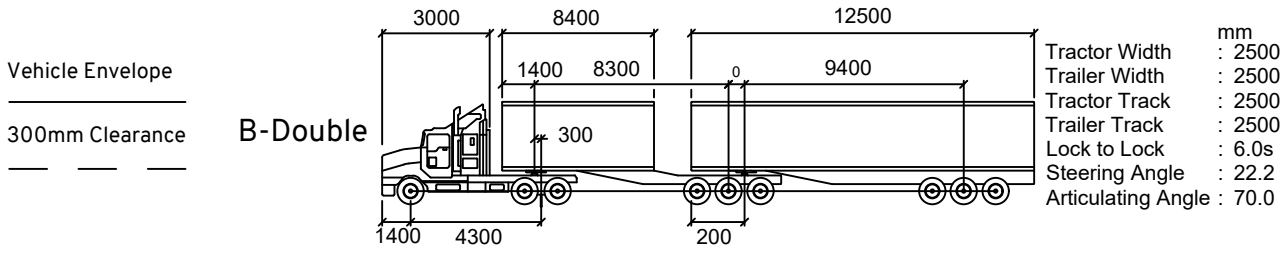
Appendix D – Swept Path Analysis





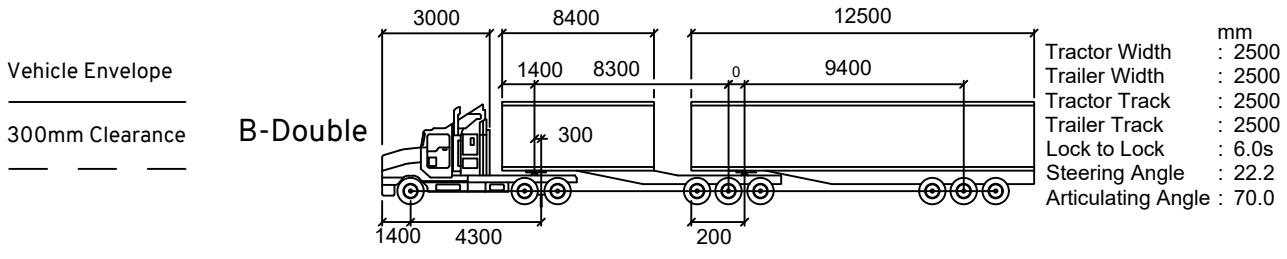
Wollar Solar Farm
Road Widening Review - B-Double
Swept Path Assessment

DRAWN: MW
DATE: 31/05/2021
SCALE: 1:500 @ A3
DWG NO: 043-S01F



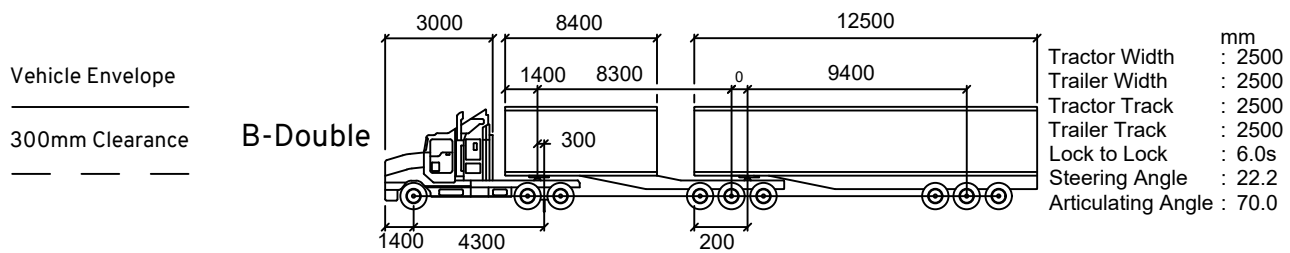
Wollar Solar Farm
Road Widening Review - B-Double
Swept Path Assessment

DRAWN: MW
DATE: 31/05/2021
SCALE: 1:500 @ A3
DWG NO: 043-S01F



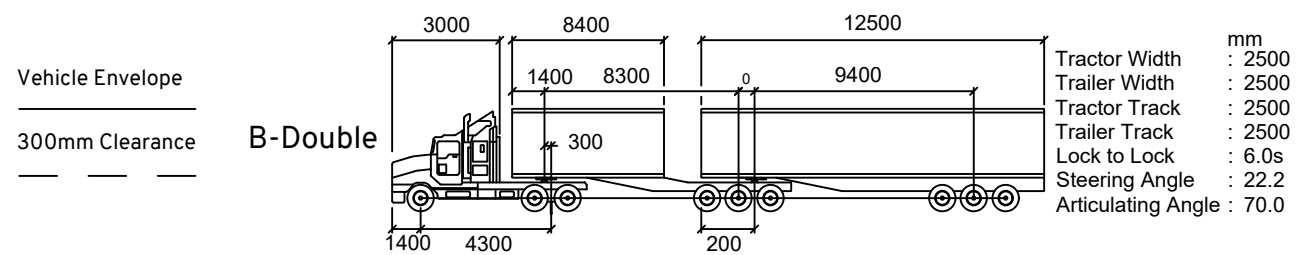
Wollar Solar Farm
Road Widening Review - B-Double
Swept Path Assessment

DRAWN: MW
DATE: 31/05/2021
SCALE: 1:500 @ A3
DWG NO: 043-S01F



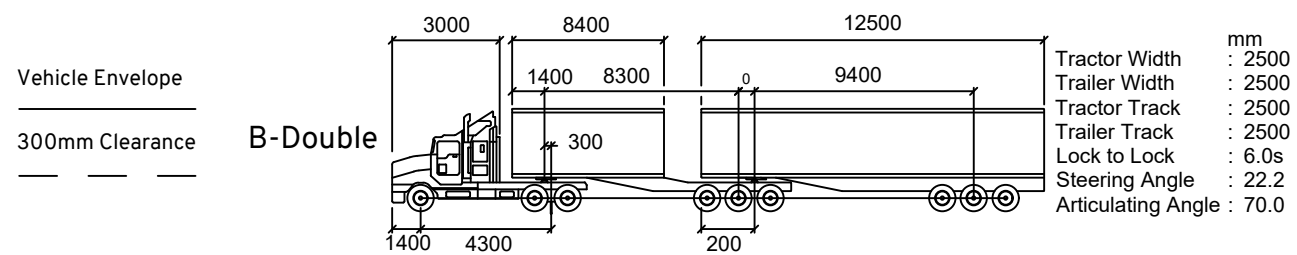
Wollar Solar Farm
Road Widening Review - B-Double
Swept Path Assessment

DRAWN: MW
DATE: 31/05/2021
SCALE: 1:500 @ A3
DWG NO: 043-S01F



Wollar Solar Farm
Road Widening Review - B-Double
Swept Path Assessment

DRAWN: MW
DATE: 31/05/2021
SCALE: 1:1000@ A3
DWG NO: 043-S01F



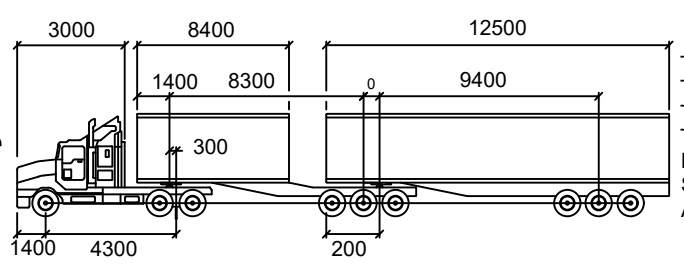
Wollar Solar Farm
Road Widening Review - B-Double
Swept Path Assessment

DRAWN: MW
DATE: 31/05/2021
SCALE: 1:1000@ A3
DWG NO: 043-S01F



Vehicle Envelope
300mm Clearance

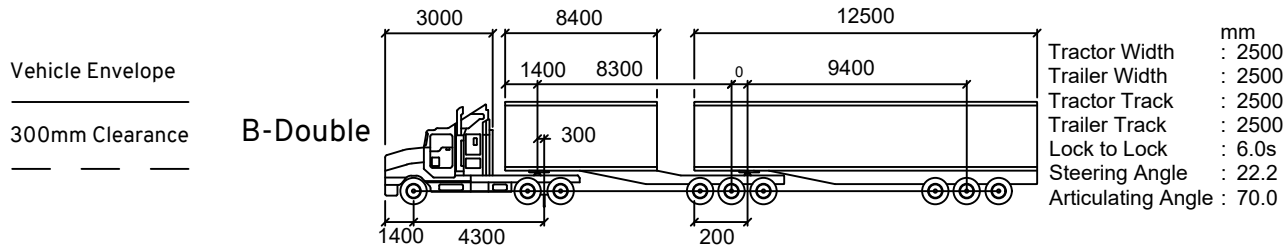
B-Double



Tractor Width : 2500
Trailer Width : 2500
Tractor Track : 2500
Trailer Track : 2500
Lock to Lock : 6.0s
Steering Angle : 22.2
Articulating Angle : 70.0

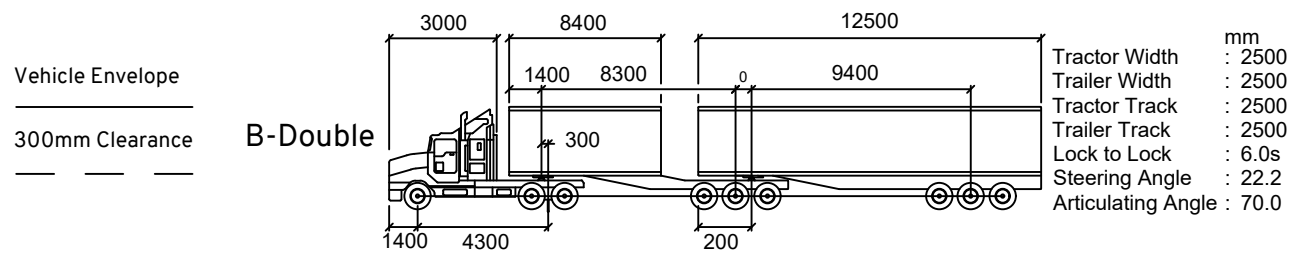
Wollar Solar Farm
Road Widening Review - B-Double
Swept Path Assessment

DRAWN: MW
DATE: 31/05/2021
SCALE: 1:500 @ A3
DWG NO: 043-S01F



Wollar Solar Farm
Road Widening Review - B-Double
Swept Path Assessment

DRAWN: MW
DATE: 31/05/2021
SCALE: 1:500 @ A3
DWG NO: 043-S01F



Wollar Solar Farm
Road Widening Review - B-Double
Swept Path Assessment

DRAWN: MW
DATE: 31/05/2021
SCALE: 1:500 @ A3
DWG NO: 043-S01F

Appendix E – Council Consultation

From: [Julie Robertson](#)
To: [Duncan Upton](#)
Cc: [Derek Powell](#)
Subject: RE: Wollar Solar Farm - traffic movements for the northern access road
Date: Friday, 18 June 2021 3:59:08 PM

Hi Duncan,

The documentation has been reviewed by the relevant Council departments.

Council does not have any objections to the two requests made, subject to compliance with the NHVR for B-Double usage.

Kind regards,
Julie

From: Duncan Upton <duncan.upton@bjceaustalia.com>
Sent: Tuesday, 8 June 2021 3:54 PM
To: Julie Robertson <Julie.Robertson@midwestern.nsw.gov.au>
Cc: Derek Powell <derek.powell@bjceaustalia.com>
Subject: Wollar Solar Farm - traffic movements for the northern access road

Hi Julie,

As discussed yesterday, we are seeking secretary discretion on the truck movements for the construction of the northern access road.

Construction of the northern access road is scheduled to begin in about 2 weeks and be complete by the end of August 2021 (less than 2.5 months).

We believe there was basically a mistake somewhere in the process and are seeking to correct the mistake. Please review the attached justification.

The proposed discretion would be of benefit to the community because the number of trucks used to haul material would reduce by 25% (From 560 down to 420).

The proposed discretion will allow critical earthwork plant to be delivered to site e.g. 30t excavator (not particularly large).

Please let me know if you have any questions.

Kind Regards,

Duncan



Beijing Jingneng Clean Energy (Australia)

Suite 3, Level 21, 1 York Street, Sydney NSW 2000 Australia

Phone: 02 8066 6032

Mobile: 0499 770 768

Email: Duncan.Upton@bjceaustalia.com

www.bjceaustalia.com

This email and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom it is addressed. If you are not the intended recipient, you have received this email in error and any use, dissemination, forwarding, printing or copying of this e-mail or any attachments is strictly prohibited. If you received this email in error, please immediately notify Beijing Jingneng Clean Energy (Australia) Holding Pty Ltd by telephone on + 61 2 8066 6034, or reply this email. Please delete the email and destroy any printed copy. You must not disclose or use in any way the information in the e-mail.

PRIVATE AND CONFIDENTIAL - MIDWESTERN REGIONAL COUNCIL

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are hereby notified that any dissemination, distribution or copying of this email is strictly prohibited. If you have received this email in error please disregard the contents of the email, delete the email and notify the author immediately. Thank you.