



10 May 2019

The General Manager
Hay Shire Council
PO Box 141
HAY NSW 2711

Attention: Jack Terblanche

**DA2019/040 – PROPOSED SOLAR FARM – LOT 110 DP1187931 – 110 MID WESTERN HIGHWAY
HAY.**

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

Roads and Maritime Services has reviewed the Environmental Impact Statement (EIS) prepared by Zenith Town Planning for the Hay Solar Farm. From the information provided it is understood that the proposal is for the establishment and operation of a 5 MW solar photovoltaic (PV) plant and associated infrastructure on the subject site. The subject site has frontage and access to the Mid Western Highway, which is a classified road, within a 50km/h and 80 km/h speed zone transition and is an approved road train route. The site is located approximately 1.6km to the north-east of the township of Hay.

The development will comprise of a series of photovoltaic modules (up to 16,800) erected on the site in rows on horizontal tracking systems. The height of the panel mounting structures and modules would not exceed 3 metres above ground level.

Access is proposed via a driveway directly to the Mid Western Highway during both the construction and operational phases of the project as there is no potential access available from the local road network. The site (Lot 110 DP 1187931) comprises of one allotment which has an existing driveway to the Mid Western Highway. The development proposes an additional access to the Mid Western Highway to be situated at the south-western corner of the site. For road safety reasons and to minimise conflict points along the highway there shall be only one access driveway to site from the Mid Western Highway.

For road safety reasons a Basic Left Turn (BAL) treatment shall be provided at the intersection of the proposed driveway and the Mid Western Highway and the intersection shall be constructed to allow access for road trains. Minimum sight distance requirements will also need to be addressed as per the Austroads guidelines.

It is understood that the anticipated construction period will be up to 3 to 6 months. Due to the size and characteristics of the development traffic generated during the construction and decommissioning stages will be more significant than traffic generated during the operational phase. The submitted report considers heavy and light vehicle traffic generation for construction of the facility. The report also indicates that up to 4 heavy vehicles and will make deliveries to the site each day and up to 50 personnel will be accessing the site using light vehicles. As the proposal relies on access via the classified road network, plans should be finalised in consultation with the Roads and Maritime Services.

The supporting documentation considered the potential for glint and glare to cause distraction to motorist on the Mid Western Highway and concluded that due to the location of the solar panels relative to the road and the anti reflective properties of the PV solar panels, they are not expected to cause a distraction to motorists on the Mid Western Highway. Notwithstanding this the establishment of further vegetative screening particularly to the southern boundary of the solar farm would minimise distraction of motorists on the Mid Western Highway. Should glint or glare become an issue for motorists on the Mid Western Highway mitigation measures shall be undertaken to satisfaction of the Roads and Maritime.

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 an intersection with the Mid Western Highway 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. The subject site (Lot 110 DP 1187931) shall be limited to a maximum of 1 driveway to the road reserve of the Mid Western Highway. Any redundant driveways shall be removed and any damage or disturbance to the road reserve of Mid Western Highway shall be restored to match surrounding landform in accordance with Council requirements.
2. As a minimum the access driveway to the Mid Western Highway shall be constructed and maintained to the satisfaction of Roads and Maritime Services to provide the following:
 - i) the required sight distance criteria for a reaction time of 2.5 seconds in either direction along the highway 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) a Basic Left Turn (BAL) treatment at its intersection with the Mid Western Highway 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 Mid Western Highway. The intersection is to be constructed to the standards required for an approved road train route.
 - iii) two way movement and be sealed for at least 20 metres from its intersection with the Mid Western Highway. The intersection shall be designed and constructed so that vehicles turning between the Mid Western Highway and the access road are not required to cross to the opposing travel lane in order to perform a turn manoeuvre.
 - iv) Not reduce the capacity of the existing roadside drainage network and prevent water from proceeding onto, or ponding within, the carriageway of the Mid Western Highway. If a culvert is be installed and is to be located within the required clear zone of the Mid Western Highway for the posted speed limit it is to be constructed with a traversable type headwall.
3. 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.
4. No external lighting of any infrastructure associated with the project is permitted at night that may cause distraction to road users other than low intensity security lighting.
5. Glint and glare from the solar panels shall not cause a nuisance, disturbance or hazard to the travelling public on the public road network. In the event of glint or glare from the solar plant being evident from a public road, the proponent shall immediately implement glare mitigation measures such as construction

of a barrier (e.g. fence) or other approved device to remove any nuisance, distraction and/or hazard caused as a result of glare from the solar panels.


6. 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.
7. Any works within the road reserve of the Mid Western Highway 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.
8. All works associated with the project shall be at no cost to the Roads and Maritime Services.

Please be advised that under the provisions of the Environmental Planning & Assessment Act it is the responsibility of the Consent Authority to assess the environmental implications, and notify potentially affected persons, of any development including conditions.

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.

Please forward a copy of the Notice of Determination for this Development Application to the Roads and Maritime Services at the same time as advising the applicant.

Yours faithfully



Per:
Lindsay Tanner
Director, South West NSW