

**To:** Regional Planning Panel  
**From:** Maryanne Stephens, Manager Health & Development Services  
**File:** P16-22.16 (PPSWES-156)  
**Date:** 10<sup>th</sup> October 2023  
**Subject:** Final comments – 10439 Mitchell Highway Nevertire

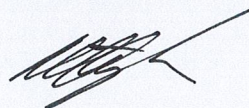
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Correspondence was received from Transport for NSW on 21<sup>st</sup> September 2023. It was advised that;

1. The proposed solar farm development is not considered traffic generating development in accordance with s2.122 of the SEPP (T and I) 2021.
2. No road works are proposed as a part of this development that would be in, on or impacting on the Mitchell Highway (classified road) and therefore not referred for s138(2) of the Roads Act 1993 for comment.
3. TfNSW has reviewed the information and has no objections to the proposed development.
4. The application does involve crossing a railway line and may trigger the requirement for concurrence pursuant to s2.97 due to crossing the UGLR level crossing which falls with TfNSW remit in terms of responding to the relevant legislation. **No roadworks are proposed within the railway corridor.**
5. The traffic volumes provided do not seem to account for any heavy vehicles requiring escort or heavy vehicles exempt from escort requirements that require an NHVR Permit within the AM/PM peak hour calculation. **This can be addressed with a condition of consent ensuring that if required the necessary permits are to be obtained.**
6. It isn't clear if there are larger loads associated with the development such as transformers or switch rooms that may require additional review in relation to the routes and impacts on the classified and local road network. **This can be addressed with a condition of consent ensuring that if required the necessary large/wide load permits/requirements are to be obtained.**

Please note that Council's concern was traffic spilling out onto the Mitchell Highway when stopped at the railway crossing. It has been confirmed that the largest vehicle (triple road train) does not create a safety hazard and does not spill out onto the Mitchell Highway. However, there is a recommended condition stating that the design vehicle should be condition to be limited to a maximum size of 19m B-double heavy vehicle – condition no 16.

The proposed development will be utilising existing roads, both public and private, as detailed in the traffic report. Recommended conditions of consent for the improvement of the roads to an all-weather access road - condition no. 18. This condition also stipulates that the extent of the improvements is from the end of the bitumen seal on the Nevertire-Bogan Road to the development site, including within the private property. I believe this clarifies Council's expectations on road improvements associated with the development.



Maryanne Stephens  
Manager Health and Development Services