

From: NSW Planning <planning.apps@planning.nsw.gov.au>
Sent: Friday, 5 July 2024 9:10 AM
To: Leigh Jackson; Carrathool Shire Council Mail
Subject: PAN-396878: Additional information provided

Development Application

NSW Planning Portal



The applicant has provided a response to the additional information request for:

- Portal reference number: PAN-396878
- Council / certifier application reference number: DA2024/040
- Site address: 10738 KIDMAN WAY HILLSTON 2675

The response is: As per Section 4.2 of the approved Traffic Impact Assessment (TIA), it is proposed to access the site from Norwood Lane. The Council maintains Norwood Lane for approximately 2.4km between the Springs Road intersection, with an unsealed width of approximately 6m. However, the remaining 400m of Norwood Lane to the site is not managed by the Council, nor is it properly formed to cater for regular or proposed construction traffic.

The existing traffic volumes along Norwood Lane are estimated to be 50 vehicles per day, with a proposed increase of an additional 50 construction vehicles per day (peak construction period) for a total of 100 vehicles per day (vpd).

In accordance with The Australian Road Research Board Best Practice Guide for Unsealed Roads 2 (ARRB Guide, 2020), unsealed roads with an expected traffic volume of less than 200 vpd do not warrant sealing. Given that the predicted traffic volume on the road is in the order of 100 vehicles per day and that the increase in traffic is only temporary, it is considered acceptable for Norwood Lane to remain unsealed.

Norwood Lane has been approved to provide access for the Daisy Hill Solar Farm application to the north of the project area, with the Council's position for the road to be maintained to a good gravel standard by the Applicant for Daisy Hill Solar Farm. The

approximately 400 metres, which is currently not maintained by the Council or properly formed to cater for regular traffic, is proposed to be upgraded to an all-weather unsealed road surface consistent with the remainder of the road to accommodate the traffic expected to be generated by the site.

As such, the Applicant has no further plans to upgrade, seal or maintain Norwood Road outside of what was detailed within the TIA..

Please log into the NSW Planning Portal to review the response to the request on the “Additional information summary” tab. If a document has been provided as part of this request for information, it can be located under the documents tab

A dark blue rectangular button with the text "Log in" in white, sans-serif font.

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Leigh Jackson

From: Barry Heins
Sent: Tuesday, 2 July 2024 4:12 PM
To: Jason Nicholson
Cc: Leigh Jackson
Subject: DA 2024-40

I have used most of the conditions from DA2020-017 as the template to maintain consistency. Additionally these conditions are relevant in the case that DA2020-17 does not proceed. The traffic assessment for DA2024-40 does show the vehicle turning path at the Norwood/The Springs Road intersection undertaking non-safe movements, hence the intersection upgrade.

The only additional issue is whether Council wants the continued maintenance responsibility of the additional 394meters of new works within the Norwood Lane corridor. I do not have an issue with the future maintenance as it is already a road that is maintained and only a small addition. I would however suggest that is probably in the interest of all (developers of DA2020-017 and DA2024-40) that the intersection is upgraded and entire length of road sealed. This would reduce their maintenance costs during construction and eliminate confusion around potential liability of whose vehicle movements caused what damage during construction.

Prior to the Commencement of Work Construction Certificate Required

Prior to commencement of any works, a Construction Certificate must be obtained from Council or a Private Accredited Certifier. Plans submitted with the Construction Certificate must incorporate all the conditions of the development consent. A Construction Certificate issued by a Private Accredited Certifier is to be deposited with Council at least five (5) Business Days prior to the commencement of any works.

Road Upgrades and Site Access

Prior to commencing construction on the development site, the Applicant must upgrade Norwood Lane as follows:

- a) apply a gravel re-sheet 100mm thick, 6 m wide and 2.42 kms long and also modify the intersection of The Springs Road and Norwood Lane to a 'swept path' design;
- b) construct a section of Norwood Lane 150mm thick, 6 m wide all weather gravel road from the end of the gravel section of Norwood Lane for 0.394 kms to the boundary of the northern boundary Project site;
- c) manage traffic during the road upgrade works via an approved plan and the necessary traffic control measures;
- d) apply dust suppression methods to Norwood Lane and internal roads during construction, as deemed necessary; and
- e) the road access entrance to the Project site shall be located at the southern end of Norwood Lane;
- f) provide a safe egress and ingress access point to the site off Norwood Lane;
- g) provide Dilapidation Reports on The Springs Road and Norwood Lane post construction and pre and post any upgrades/refurbishments and decommissioning and undertake the necessary works to return the road to its former condition;
- h) design road, intersection and site access widths to accommodate turning circles for the largest vehicle expected; and
- i) provide a standard gravel internal access road off Norwood Lane, which is maintained during construction, operation, upgrade/refurbishment and decommissioning.

These upgrades must comply with the Austroads Guide to Road Design (as amended by TfNSW supplements) and be carried out to the satisfaction and written approval of the Council.

Traffic Management Plan

Prior to the issue of a Construction Certificate, the Applicant must prepare a Traffic Management Plan for the development that is subject to the written approval of Carrathool Shire Council. This plan must include:

- a) nominated heavy vehicle access routes for construction and operational stages and any upgrades/refurbishment and decommissioning, including details on volumes and nature of heavy, over size and/or over mass vehicles including water carts;
- b) input from Carrathool Shire Council and any relevant school bus service providers;
- c) a protocol for undertaking independent road dilapidation surveys to assess the
 - i. existing condition of local roads on the transport route prior to construction, upgrading/refurbishment or decommissioning activities; and
 - ii. condition of local roads on the transport route following construction, upgrading/refurbishment or decommissioning activities;
- d) a protocol for the repair of any local roads identified in the dilapidation surveys to have been damaged during construction, upgrading/refurbishment or decommissioning works;
- e) details of the road upgrade works required by Conditions 11 and 51;

- f) details of the measures that would be implemented to minimise traffic impacts during construction, upgrading/refurbishment or decommissioning works, including:
 - i. temporary traffic controls, including detours and signage;
 - ii. Informing the local community in advance about project-related traffic impacts;
 - iii. a traffic management system for managing over-dimensional vehicles;
 - iv. procedures for receiving and satisfactorily addressing complaints from the community about development-related traffic;
 - v. devising operational plans to avoid impacting the safety of school bus traffic and school bus stops and other motorists;
 - vi. car-pooling and shuttle buses to transport the construction workforce to and from the site;
 - vii. water cart activity to suppress dust generated by traffic on Norwood Lane;
 - viii. scheduling of haulage vehicle movements to minimise convoy length;
 - ix. responding to local climate conditions that may affect road safety such as wet weather, dust and fog; and
 - x. responding to any emergency road repair or maintenance requirements.
- g) a driver's code of conduct that stipulates:
 - i. travel speed management;
 - ii. driver fatigue management
 - iii. compliance procedures to ensure that drivers adhere to the designated transport routes; and
 - iv. compliance procedures to ensure that drivers implement safe driving practices.
- h) a flood response plan detailing procedures and options for safe access to and from the site in the event of significant flooding.

Following receipt of the Carrathool Shire Council's written approval, the Applicant must at all times implement the Traffic Management Plan.

During the Construction, Operation, Upgrade/Refurbishment and Decommissioning

Protection of Public Infrastructure

Unless the Applicant and the applicable authority agree otherwise, the Applicant must:

- (a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by the development; and
- (b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development.

This condition does not apply to the planned upgrade of Norwood Lane, which is expressly provided for in the conditions of this consent.

Construction, Upgrading and Decommissioning Hours

Unless the Carrathool Shire Council agrees otherwise, the Applicant may only undertake construction, upgrading or decommissioning activities on site between:

- (a) 7 am to 6 pm Monday to Friday;
- (b) 8 am to 1 pm Saturdays; and
- (c) at no time on Sundays and NSW public holidays.

The following construction, upgrading/refurbishment or decommissioning activities may be undertaken outside these hours without the approval of the Carrathool Shire Council:

- the delivery of materials as requested by the NSW Police Force or other authorities for safety reasons;
- or

- emergency work to avoid the loss of life, property and/or material harm to the environment.

Dust

The Applicant must utilise a water cart to first prevent and secondly to minimise the dust generated and to avoid community complaints. The Applicant must also utilise a water cart to first prevent and secondly minimise the dust generated by traffic on Norwood Lane so as to avoid community complaints.

Flooding

The development must be designed, constructed and operated so as to be compatible with the flood hazard of the land and any floodwaters traversing the site must not aggravate erosion and siltation downslope.

The development, including the project's boundary fence, must not adversely influence or impede the flow of floodwater, resulting in detrimental increases in the potential flood affectation of other, non project lands.

All electrical infrastructure including the solar panels must be built above the 1:100 ARI (average recurrent interval; 1 in 100 year flood event) level plus 0.3 m freeboard.

Work-As-Executed Plans

Prior to the issue of an Occupation Certificate, the Applicant must submit work-as-executed plans of the development to the Carrathool Shire Council.

Note: If the construction of the development is to be staged, then the provisions of these plans may also be staged.

Ongoing Use of the Development/Land

Over-Dimensional and Heavy Vehicle Restrictions

The Applicant must ensure at all times that vehicle type, length and number of movements on the public road network identified in the Traffic Impact Assessment Report (prepared by Amber, dated 25/01/2024) are not exceeded.

The Applicant must keep at all times accurate records of the number of over-dimensional and heavy vehicles including water carts entering and leaving the site each day.

Designated Over-Dimensional and Heavy Vehicle Access Route

All over-dimensional and heavy vehicles including water carts associated with the development must at all times travel to and from the site via the Kidman Highway, The Springs Road and Norwood Lane and use the designated site access point on Norwood Lane.

Note: The Applicant is required to obtain relevant permits under the Heavy Vehicle National Law (NSW) for the use of over-dimensional vehicles on the public road network.

Operating Conditions

The Applicant must at all times ensure:

- the internal roads are constructed as all-weather roads;
- there is sufficient parking on site for all vehicles, and no parking occurs on the public road network in the vicinity of the site;
- all vehicles are loaded and unloaded on site, and enter and leave the site in a forward direction; and
- development-related vehicles leaving the site are in a clean condition to minimise debris being tracked onto the public road network.

Obligation to Minimise Harm to the Environment

In meeting the specific environmental performance criteria established under this consent, the Applicant must implement effective measures to prevent any material harm to the environment that may result from the construction, operation, upgrading/refurbishment or decommissioning of the development.

Operation of Plant and Equipment

The Applicant must at all times ensure that all plant and equipment used on site, or in connection with the development, is:

- (a) maintained in a proper and efficient condition; and
- (b) operated in a proper and efficient manner.

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