

## Leigh Jackson

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**From:** Airspace Protection <Airspace.Protection@casa.gov.au>  
**Sent:** Tuesday, 18 February 2020 1:47 PM  
**To:** Leigh Jackson  
**Subject:** FW: For appropriate action AP - Referral - DA2020/017 - Carrathool Shire Council [SEC=OFFICIAL]  
**Attachments:** 4568\_001.pdf

### OFFICIAL

Good afternoon Leigh,

The Glint and Glare Assessment as provided indicates it is unlikely that there will be a glare hazard to the Hillston Aerodrome resulting from the proposed solar farm. On that basis, CASA has no objection to the proposal.

Regards

### Matthew Windebank

Team Leader – Airfield Infrastructure & Development  
Air Navigation, Airspace & Aerodromes Branch  
CASA \ Aviation Group  
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Australian Government  
Civil Aviation Safety Authority



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**From:** Leigh Jackson <[LJackson@carrathool.nsw.gov.au](mailto:LJackson@carrathool.nsw.gov.au)>  
**Sent:** Monday, 17 February 2020 2:32 PM  
**To:** Sydneyregion <[Sydneyregion@casa.gov.au](mailto:Sydneyregion@casa.gov.au)>  
**Cc:** records <[records@carrathool.nsw.gov.au](mailto:records@carrathool.nsw.gov.au)>  
**Subject:** Referral - DA2020/017 - Carrathool Shire Council

Hello

RE: Referral DA2020/017 Solar Farm & Subdivision at Kidman Way, Hillston NSW 2675.

Please find attached referral letter.

The following dropbox link can be used to download the development application and supporting documents:  
<https://www.dropbox.com/sh/s42tb3mpbg2i3ik/AABZD2UlrCyzgeE1Q6Gk6Fqa?dl=0>

Please let me know if you cannot access the documents.

Regards

Leigh Jackson  
Building & Regulatory Services Officer  
Carrathool Shire Council  
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GOOLGOWI NSW 2652

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OUT20/2252

28 February 2020

Jason Nicholson  
Carrathool Shire Council  
Po Box 12  
Goolgowi NSW 2652

Dear Jason

**DA 2020/017 – Daisy Hill Solar Farm and subdivision**

Thank you for the opportunity to provide comments on the above proposal via the Agency Concurrence and Referral portal. The NSW Department of Primary Industries (NSW DPI) Agriculture is committed to the protection and growth of agricultural industries, and the land and resources upon which these industries depend.

NSW DPI Agriculture has reviewed the proposal against the documents listed in Attachment 1. The land is identified as Class 5 which is not constrained. The following proposals made in the Statement of Environmental Effects are supported:

- Native ground cover to be restored and maintained following construction with appropriate grazing to be conducted under panels
- Continued farming (eg cultivation of flowers or vegetables) on the land surrounding the panel arrays
- Complete removal of all above and below ground infrastructure so that the land can be returned to agricultural production upon decommissioning.

To achieve this, a baseline soil conditions report should be prepared prior to the project commencing so that rehabilitation plans and performance measures can be developed to inform the decommissioning process.

NSW DPI Agriculture also notes that the proposed subdivision to meet Essential Energy connection requirements. As one of the resulting land parcels will be under the Minimum Lot Size for the RU1 zone, NSW DPI Agriculture will not object to the subdivision provided no dwelling entitlements are created.

Should you require clarification on the information contained in this response, please contact me on (02) 69381906 or via [Landuse.ag@dpi.nsw.gov.au](mailto:Landuse.ag@dpi.nsw.gov.au)

Yours sincerely

Lilian Parker  
Agricultural Land Use Planning

## Attachment 1: Recommended Guidelines and Resources

Title	Location
Land Use Conflict Risk Assessment Guide	<a href="https://www.dpi.nsw.gov.au/data/assets/pdf_file/0018/412551/Land-use-conflict-risk-assessment-LUCRA-guide.pdf">https://www.dpi.nsw.gov.au/data/assets/pdf_file/0018/412551/Land-use-conflict-risk-assessment-LUCRA-guide.pdf</a>
Infrastructure Proposals on Rural Land	<a href="https://www.dpi.nsw.gov.au/data/assets/pdf_file/0020/359030/infrastructure-proposals-on-rural-land.pdf">https://www.dpi.nsw.gov.au/data/assets/pdf_file/0020/359030/infrastructure-proposals-on-rural-land.pdf</a>
The land and soil capability assessment scheme: second approximation 2012 (OEH)	<a href="https://www.environment.nsw.gov.au/media/OEH/Corporate-Site/Documents/Land-and-soil/land-soil-capability-assessment-scheme-120394.pdf">https://www.environment.nsw.gov.au/media/OEH/Corporate-Site/Documents/Land-and-soil/land-soil-capability-assessment-scheme-120394.pdf</a>
Australian Soil and Land Survey Handbook (CSIRO)	
Guidelines for Surveying Soil and Land Resources (CSIRO)	
Wind Energy Visual Assessment Bulletin: December 2016	<a href="https://www.planning.nsw.gov.au/~media/Files/DPE/Bulletins-and-Community-Updates/wind-energy-visual-assessment-bulletin-2016-12.ashx">https://www.planning.nsw.gov.au/~media/Files/DPE/Bulletins-and-Community-Updates/wind-energy-visual-assessment-bulletin-2016-12.ashx</a>
Large Scale Solar Energy Guideline (DPE)	<a href="https://www.planning.nsw.gov.au/Policy-and-Legislation/Renewable-Energy/Large-scale-Solar-Energy-Guideline">https://www.planning.nsw.gov.au/Policy-and-Legislation/Renewable-Energy/Large-scale-Solar-Energy-Guideline</a>





Transport  
for NSW

SWT20/00013  
SF2020/026762  
MM/CB

9 March 2020

The General Manager  
Carrathool Shire Council  
PO Box 12  
GOOLGOWI NSW 2652

Attention: Leigh Jackson

**DA2020/017 (CNR-4888) – PROPOSED SOLAR FARM, LOT 103 DP755189, KIDMAN HIGHWAY, HILLSTON.**

I refer to your correspondence regarding the subject Application which was referred to Transport for NSW (TfNSW), formerly Roads and Maritime Services, for assessment and comment.

Transport for NSW have reviewed the Statement of Environmental Effects (SEE) dated December 2019 prepared by Zenith Town Planning for the Daisy Hill Solar Farm project. From the information provided it is understood that the proposal is for the establishment and operation of a 10 MW solar photovoltaic (PV) plant and associated infrastructure on the subject site. The application also includes a 2 lot subdivision with both allotments having access to the local road network. The subject site is located to the south of Hillston with frontage to the Kidman Way, which is a classified road. The current railway corridor located along the eastern side of the Kidman Way separates the subject site from the Kidman Way.

The supporting documentation identifies that there are currently two access driveways to the subject site. The primary access is from Norwood Lane. A secondary access is located off Kidman Way and crosses the rail corridor. The submitted documentation indicates that access to the development site during construction and operation of the solar farm. For construction and maintenance purposes the development will rely on the transportation of material via the Kidman Way and other roads which form part of the local road network.

The development will comprise of a series of photovoltaic panels (approximately 32,000) erected on single axis tracker steel frames. It is understood that the anticipated total construction period will be about 6 months. Due to the characteristics of such a development the significant proportion of traffic generation (for both light and heavy vehicles) occurs during the construction and decommissioning stages of the development with the operational phase of the development will generate limited traffic. The EIS includes a traffic assessment which does not identify the need for infrastructure improvements such as intersection upgrades.

It is proposed that approximately 50 construction personnel would be required on site during the peak construction period. The construction workforce may be required to commute from within the local area including Griffith and surrounding localities. Given the distances required to be travelled and the construction workforce numbers it would be appropriate to consider options to address driver fatigue for the construction period of the development. Consideration should be

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**Transport for NSW**

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given to car pooling and buses being organised to transport personnel to and from the development site to reduce the risk associated with fatigue and minimise the impact of construction traffic on local traffic.

Given the type and scale of the proposed development and its proximity to the public road network it is considered appropriate that issues relating to potential for distraction of, and for glint/glare impacts on, passing motorists be addressed in the development submission. Consideration could be given to the establishment and maintenance of a visual buffer, such as a vegetated buffer, within the subject site along its frontage to any public road.

TfNSW 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. TfNSW 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 a designated haulage route that utilises the classified and local road network the following conditions are proposed for road safety reasons.

Transport for NSW 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. A Traffic Management Plan shall be prepared in consultation with the relevant road authorities (Council and Transport for NSW) to outline measures to manage traffic related issues associated with the development, particularly during the construction and decommission processes. The appointed transport contractor shall be involved in the preparation of this plan. The plan shall address all light and heavy traffic generation to the development site and detail the potential impacts associated with the development, the mitigation measures to be implemented, and the procedures to monitor and ensure compliance. This plan shall address, but not necessarily be limited to the following;
  - i) Require that all vehicular access to the site be via the approved access route.
  - ii) Details of traffic routes to be used by heavy and light vehicles, and any associated impacts and any road-specific mitigation measures.
  - iii) Details of measures to be employed to ensure safety of road users and minimise potential conflict with project generated traffic,
  - iv) Proposed hours for construction activities, as night time construction presents additional traffic related issues to be considered.
  - v) The management and coordination of the movement of vehicles for construction and worker related access to the site and to limit disruption to other motorists, emergency vehicles, school bus timetables and school zone operating times,
  - vi) loads, weights and lengths of haulage and construction related vehicles and the number of movements of such vehicles,
  - vii) procedures for informing the public where any road access will be restricted as a result of the project,
  - viii) any proposed precautionary measures such as signage to warn road users such as motorists about the construction activities for the project,
  - ix) a Driver Code of Conduct to address such items as; appropriate driver behaviour including adherence to all traffic regulations and speed limits, safe overtaking and maintaining appropriate distances between vehicles, etc and appropriate penalties for infringements of the Code,
  - x) details of procedures for receiving and addressing complaints from the community concerning traffic issues associated with truck movements to and from the site,




2. 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.
3. All works associated with the project shall be at no cost to the Transport for NSW.

Under the provisions of the Environmental Planning & Assessment Act the Consent Authority is responsible to consider any likely impacts on the natural or built environment. Depending on the level of environmental assessment undertaken to date and nature of the works it may be necessary for the developer to undertake further environmental assessment for any ancillary road works required as a condition on the development.

Any enquiries regarding this correspondence may be referred to the Manager, Land Use for Transport for NSW (South West Region), Maurice Morgan, phone (02) 6923 6611.

Yours faithfully



Per:  
Lindsay Tanner  
Director South West

