



In reply please quote #2024/00429, ID: 2226

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5 August 2024

Ms Laura Kerber  
State Planning Commission  
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Dear Ms Kerber,

### SECTION 131 – TECHNICAL REFERRAL

|                        |   |
|------------------------|---|
| <b>Development No.</b> | 24019147  |
| <b>Applicant</b>       | EPS Energy, AMP Energy and Department for Energy and Mining   |
| <b>Location</b>        | Lot 31 Junction Road, Geranium Plains   |
| <b>Proposal</b>        | Robertstown East Solar project comprising: 300MW photovoltaic modules, associated infrastructure and ancillary works (temporary and permanent), and connection to the national electricity grid through either Robertstown Substation or Bunday Substation. |

The above application has been referred to the Commissioner of Highways (CoH) in accordance with Section 131 of the Planning, Development and Infrastructure Act 2016, as the prescribed body listed in Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

### CONSIDERATION

The subject site abuts Lower Bright Road, Pipeline Road and Junction Road which are local roads under the care and control of Goyder Regional Council. The closest arterial road is the Worlds End Highway that connects with Powerline Road. Worlds End Highway is an approved route for PBS Level 2B vehicles (up to 30 metres in length). This section of Worlds End Highway carries approximately 270 vehicles per day (18.5% commercial vehicles) and has a posted speed limit of 100km/h.

### Access and Traffic Impacts

The Department has reviewed the referral documentation including the EPS Energy, Planning Report (ref 24031, V01, dated 25 June 2024), The Stantec, Traffic Impact Assessment (ref 300305533, dated 25 June 2024) and associated site plan (AMP Project Robertstown, Drawing No. ROB-AMP-GN-DRG-A-0013-03, dated 2 July 2024). DIT appreciates that the site is generally being accessed via the same roads as per DA 422/V005/18 and that traffic movements are likely to be of similar volume and duration.

The Stantec Report does identify that sightlines are limited to the south at the Worlds End Highway/Powerline Road intersection and that the existing junction design requires a B-Double vehicle to use the whole width of Powerline Road when turning left out (Figure 4.5). Whilst the turn paths shows that a B-Double vehicle does not cross the centreline of Worlds End Highway, it does not permit two-way movements. Given the sightline restrictions this may require further upgrade to suitably manage potential safety concerns.

The potential construction volumes using Worlds End Highway/Powerline Road intersection are also not fully detailed as the report identifies two potential scenarios. Scenario 1 is all movements travel to/from the site each day and Scenario 2 reflects the provision of a construction camp within the site, thus reducing the total vehicle movements.

Given that the preference for the above scenario has not been finalised, DIT supports the approach noted in the Planning Report in that a Traffic Management Plan (TMP) will be undertaken. The TMP is to be prepared in consultation with DIT and Goyder Regional Council prior to the commencement of construction (refer Section 3.3.5). Any necessary arterial roads upgrades must be undertaken to DIT requirements with all costs borne by the applicant.

In terms of over mass and oversized vehicles, the applicant will need to undertake a Route Assessment and obtain all necessary permits through the National Heavy Vehicle Regulator for travelling on DIT and any Council controlled roads.

## ADVICE

The Department for Infrastructure and Transport supports the development and provides the following conditions that should be applied to any approval:

1. Prior to construction a Traffic Management Plan (TMP) for the construction phase(s) shall be submitted to the satisfaction of the Department for Infrastructure and Transport and Goyder Regional Council. The TMP should include, but not be limited to, the following details:
  - The final access routes for the development, including the provision of on-site construction camp (if adopted as part of the construction methodology).
  - Details of all road upgrades required to facilitate the development.
  - Details of delivery times.
  - Details of proposed road closures and their management.
  - Details of permits required.
  - Details of all required road signs and advisory signs.
  - Swept path assessments for all surrounding intersections and proposed site access locations.
  - Detailed site access layout plans. These shall consider the delivery routes, the potential for conflicting movements between construction-related vehicles, existing road layout and existing road infrastructure.
  - Safety and mitigation measures to be implemented during the construction phase, inclusive of but not limited to potential speed reductions, temporary traffic management treatments and management of interactions with general local traffic; and
  - Turn warrant assessments on the surrounding arterial road intersections.
2. Any infrastructure (e.g. road signs, drainage infrastructure, etc) within the road reserve that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.

3. All road works deemed to be required to facilitate safe access shall be designed and constructed to comply with Austroads Guides, Australian Standards and to DIT Master Specifications, with all costs (including, but not limited to, design, construction, project management and any changes to road drainage) to be borne by the applicant.

NOTE: The applicant shall contact DIT Road Assets - South, Asset Manager, Mr Victor Ling (08) 7133 1969 or mobile 0467 784 657 ([victor.ling@sa.gov.au](mailto:victor.ling@sa.gov.au)) to obtain approval and discuss any technical issues regarding the required works. A Deed may be required for these works.

4. All commercial vehicle parking facilities shall be designed in accordance with AS 2890.2:2018 and all car parking areas shall be designed and constructed in accordance with AS/NZS 2890.1:2004 and 2890.6:2022.
5. Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

The following note provides important information for the benefit of the applicant and is required to be included in any approval:

- i. The applicant shall notify DIT's Traffic Management Centre (TMC) – Roadworks on 1800 434 058 or email [dit.roadworks@sa.gov.au](mailto:dit.roadworks@sa.gov.au) to gain approval for any road works, or the implementation of a traffic management plan during the construction phase. Before any construction works the contractor(s) shall complete a 'Notification of Works' form via the following link:  
[https://www.dit.sa.gov.au/contractor\\_documents/works\\_on\\_roads\\_by\\_other\\_organisations](https://www.dit.sa.gov.au/contractor_documents/works_on_roads_by_other_organisations)
- ii. In the event that Restricted Access Vehicles (including oversize and overmass components) are proposed to be utilised, the applicant must ensure that all necessary approvals/permits are obtained from the National Heavy Vehicle Regulator (refer link: <https://www.nhvr.gov.au>)

Yours sincerely



**MANAGER, TRANSPORT ASSESSMENT  
for COMMISSIONER OF HIGHWAYS**