

30 November 2022

TfNSW reference: STH14/00044/09
Your reference: SSD-13166280

By Email: kurtis.wathen@dpie.nsw.gov.au

Attention: Kurtis Wathen

SSD-13166280 – Blind Creek Solar Farm – LOT: 17 DP: 535180, LOT: 1 DP: 456698 – 114 Currandooley Road, LAKE GEORGE

Dear Kurtis

Transport for NSW (TfNSW) is responding to the SSD-13166280 referred on 18 November 2022.

TfNSW has reviewed the information and is unable to properly assess possible impacts of the proposed development on the State Road network and its users and does not support the proposed development in its current form. Details of additional required information are set out in Attachment 1.

If you have any questions, please contact Timothy Mahoney, Development Services Case Officer, on (02) 9549 9966 or email development.south@transport.nsw.gov.au.

Yours faithfully

A handwritten signature in black ink, appearing to be "Timothy Mahoney".

Timothy Mahoney
Development Case Officer, Development Services

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Context

TfNSW notes:

- Tarago Road is a classified regional road under the management of Council.
- The development proposes a Solar Farm and access to Tarago Road.
- In Amber Organisations response dated 21 October 2022 it is highlighted the routes of Oversize Over Mass (OSOM) vehicles, dimensions of the load and specific delivery vehicle are unknown.
- The assessment of vehicle routes for B-Doubles are also unknown and it is proposed to be undertaken prior to construction.
- Prior to determination of the SSD, consideration needs to be given to the routes of OSOM and B-Double vehicles that would be required as part of the construction of the solar farm.
- This is required to assess the environmental/social impacts of the SSD, including consultation with the impacted community/s and public exhibition of any proposed works.

Additional required information

TfNSW requires the following additional information to assess the SSD:

- Oversized and B-Double vehicles: Details are required on any B-Double and OSOM movements associated with the proposal as well as details on the route these vehicles will take (including a route map and swept paths of the relevant intersections) and any changes to the road network required to cater for B-Double and OSOM movements (e.g., removal of infrastructure, widening works, vegetation removal, etc).
- Strategic/Concept Design: Should it be identified that physical adjustments or mitigation measures are required that will impact a state/classified road then a strategic design for the proposed works will need to be prepared and submitted as part of the State Significant Development (SSD) assessment process/before SSD determination.
- TfNSW notes a 26m B-Double cannot turn left from Wallace Street into Braidwood Road without crossing into the opposing travel lane and cannot make the turn right from Braidwood Road into Wallace Street.
- TfNSW strongly recommends liaising with the Special Permits Unit on 1300 656 371 to assess the appropriateness of the routes and identify potential issues. Early consideration of these matters may identify that the proposed routes are not viable, or simply help to avoid unexpected costs and delays at a later stage of the project. It should be noted that the issuing of Special Permit may be subject to route and bridge assessments.

TfNSW provides the following comments for consideration in regards to stormwater drainage for the sites access on Tarago Road:

- The left-hand side table drain shape does not comply with AGRD Part 3 Section 4.6.1. The side slope should not be steeper than 4 to 1 and the batter slope should be 2 to 1. "V" shaped drains are undesirable as they tend to be susceptible to erosion. The right-hand side table drain should be graded to ensure no water will pond in the drain.
- The proposed stormwater culvert under the access should be located such that the headwalls are outside the clear zone. If the headwalls are located within the clear zone, they must be tapered concrete median headwalls (see TfNSW Standard Drawing R0210-25).