

APPENDIX 4 CORRESPONDENCE WITH TRANSPORT FOR NSW

From: Development Western <development.western@transport.nsw.gov.au>

Date: Wednesday, 26 May 2021 at 8:54 am

To: Cédric Bergé <Cedric.Berge@upc-ac.com>

Subject: RE: SSD-10452: Blue Springs Road, Gulgong; Stubbo Solar Farm

Hello Cedric,

I have read the below and based on discussions yesterday, the proposed concept from a preliminary review appears to align with the advice provided by TfNSW on the 20 of January 2021. Although this comment is not based on any design review or any evidence identifying that the design vehicle can be accommodated within the BAR/BAL.

You will need to apply for a s138(2) application with Mid-Western Regional Council (the Roads Authority) who will refer to TfNSW to obtain concurrence prior to the commencement of works for this intersection treatment. Concurrence from TfNSW must be obtained prior to any works commence on the intersection treatments.

Kind regards

Alexandra Power

Team Leader Development Services-Renewables

West

Regional and Outer Metropolitan Division | TfNSW

T 02 6861 1428



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

This email is intended for the named recipient only. The information it contains may be confidential or commercially sensitive. If you are not the intended recipient you must not reproduce or distribute any part of this email, disclose its contents to any other party, or take any action in reliance on it. If you have received this email in error, please contact the sender immediately and delete the message from your computer.

From: Cédric Bergé [<mailto:Cedric.Berge@upc-ac.com>]
Sent: Tuesday, 25 May 2021 3:42 PM
To: Development Western <development.western@transport.nsw.gov.au>
Cc: Development Western <development.western@transport.nsw.gov.au>
Subject: Re: SSD-10452: Blue Springs Road, Gulgong; Stubbo Solar Farm

Hi Alex,

Thanks for your email and for your time over the phone earlier this afternoon.

As discussed, please see the below notes on the BAR treatment:

- Noted in Design Report (Rev 1)
 - Section 2.1 - Following a site inspection (on 12/05/2021) involving representatives from UPC\AC Australia, MWRC, ELA, NSW state forestry corporation and BTE Consulting the design criteria was revised to the following:
 - Upgrade the intersection of Blue Springs Road and Cope Road to suit BAL intersection treatment only (utilise the existing BAR treatment provided on the westbound carriageway on Cope Road)
 - Section 3.1.1 – Figure 5 shows the typical existing BAR treatment
- Design Issues Log – ID34
 - Existing BAR treatment on Cope Road at Blue Springs Road intersection, width does not comply with Austroads Guide to Road design part 4A treatment requirements by less than 0.5m. As discussed during the site inspection on 12.05.21, it is proposed to retain the existing BAR treatment to avoid property impacts (including existing trees, fences and property boundaries).

Design criteria applied on BAR treatment

Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections	7.5.1 Urban Basic Right-turn Treatment (BAR) Figure 7.6: Basic right-turn treatment (BAR) for a two-lane urban road	C = 6.5 + 0.5 (Based on 26m B-double @350m R @ 100km/h) = 7.0m Curve widening refer Table 7.13 AGRD Part 3 (Storing B-double, passing Semi-trailer) A = (0.5 x 100 * (7.0m - 3.25m)) / 3.6 = 52m S = 26m X = 15m W = 3.25m
---	--	---

It was noted when assessing the existing BAR treatment against the above design criteria that:

- The existing BAR treatment generally provides a standard BAR treatment width, without allowing for curve widening
- Providing further widening with no roadside drainage treatment would cause wearing of the pavement /verge / embankment
- Providing a minimal depth table drainage treatment would result in the existing property to be impacted within the fenceline and boundary, along with significant trees

I hope this provides more clarification and addresses TfNSW requirements for the purpose of our Response to Submission Report.

Can you please respond to this email with any additional comments or recommendations?

Kind regards,

Cédric Bergé
Project Development Manager
UPC\AC Renewables Australia
+61 447 033 404

From: Development Western <development.western@transport.nsw.gov.au>
Date: Tuesday, 25 May 2021 at 11:49 am
To: Cédric Bergé <Cedric.Berge@upc-ac.com>
Cc: Development Western <development.western@transport.nsw.gov.au>
Subject: RE: SSD-10452: Blue Springs Road, Gulgong; Stubbo Solar Farm

Cedric,

The concept design provided to TfNSW on the 19 of May 2021 only identifies the BAL intersection treatment and does not include the BAR intersection treatment which is required as per the letter from TfNSW on the 20 of January 2021.

The BAR/BAL are required to be designed for the largest vehicle and it is noted in the letter that all turning movements at the intersection of Cope and Blue Springs Roads can be performed without traversing into the opposing lane of traffic. Swept path analysis would be required to prove these two points and must accompany the s138(2) application required to be lodged with Mid-Western Regional Council and referral to TfNSW.

You will need to apply for a s138(2) application with Mid-Western Regional Council (the Roads Authority) who will refer to TfNSW to obtain concurrence prior to the commencement of works for this intersection treatment. Concurrence from TfNSW must be obtained prior to any works commence on the intersection treatments.

Kind regards

Alexandra Power
Team Leader Development Services-Renewables
West
Regional and Outer Metropolitan Division | TfNSW
T 02 6861 1428



Before printing, please consider the environment

IMPORTANT NOTICE: This email and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Roads and Maritime Services is not responsible for any unauthorised alterations to this email or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of Roads and Maritime Services. If you receive this email in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this email if you are not the intended recipient.

From: Cédric Bergé [<mailto:Cedric.Berge@upc-ac.com>]
Sent: Wednesday, 19 May 2021 10:49 AM
To: Development Western <development.western@transport.nsw.gov.au>
Subject: SSD-10452: Blue Springs Road, Gulgong; Stubbo Solar Farm

Hi Andrew,

Thanks for your submission on our proposed Stubbo Solar Farm and Blue Springs Road near Gulgong (see attached). We are currently finalising a Response to Submission report as well as an Amendment report to address public agency comments and assess additional impacts. UPC\AC notes the requirement to upgrade the intersection of Cope Road and Blue Springs road in accordance with Austroads Guide to Road Design and relevant TfNSW supplements as listed in your submissions.

UPC\AC has prepared a Concept Design to meet TfNSW and Council's requirements. The Concept Design can be download at this location:

<https://www.dropbox.com/sh/mlptxclxlbkcbfb/AACo3T7eqcx1KzjADLGn77EXa?dl=0>

We believe the Concept Design meets all requirements and recommendations outlined in your submission (see page 6 of the main PDF document also attached to this email). We expect to lodge our reports with DPIE by Friday the 28th of May. In the meantime, **we would appreciate if you could provide any comments and confirm by Tuesday the 25th of May that TfNSW is happy to endorse our proposed upgrade of the intersection for the purpose of the Development Application.**

I note that UPC\AC will work towards a full Detailed Design prior to construction commencing. The full detailed design will be prepared in consultation with TfNSW, Mid-Western Regional Council as part of a Traffic Management Plan and relevant Development Consent conditions.

Should you need further information about our proposal, please let me know.

Kind regards,

Cédric Bergé | Project Development Manager
UPC\AC Renewables Australia
A UPC Renewables and AC Energy Company



M: [+61 447 033 404](tel:+61447033404)

E: cedric.berge@upc-ac.com

Hobart: Suite 2, Level 2, 13-17 Castray Esplanade, Battery Point, TAS, 7004

www.upc-ac.com

 Your role in protecting our environment is important. Please think before printing this email.

The information contained in this e-mail is intended solely for the individual to whom it is specifically and originally addressed. This e-mail and its contents may contain confidential or privileged information. If you are not the intended recipient, you are hereby notified that retaining, disclosing or distributing, or taking any action in reliance on the contents of this information, is strictly prohibited.