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Upper Lachlan Shire Council

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Our Ref: F11/244 and CE2015/2885

Your Ref: MP 10_0156 MOD 1

12 November 2015

Resource Assessments - Energy
NSW Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Neville Osborne

Dear Sir

RE: COLLECTOR WIND FARM MODIFICATION 1 - (MP 10_0156 MOD 1)

Reference is made to the invitation to provide a written submission to the proposed modification to the Collector Wind Farm project.

Please be advised that Upper Lachlan Shire Council (ULSC) provides the following comments in relation to the modification proposal:

1. The proposed road modifications do not reduce the usage of Lerida Road South – they increase it significantly.

Should the proponent wish to use additional lengths of Lerida Road South, the road must be reconstructed and sealed to a location that is a minimum of 250m south of the southernmost intersection i.e. 250m south of the intersection near WTG's 17 and 31.

The statement that 'ULSC has a clear preference to minimise the use of Lerida Road South' means that ULSC requires all traffic associated with the wind farm to exit off Lerida Road South at the earliest opportunity and use internal access tracks to access all parts of the development (not Lerida Road South).

2. The addition of further cross intersections raises significant concerns regarding road safety. ULSC agrees with the commonly held view that cross intersections encourage unsafe acts by road users that are crossing Lerida Road South on the access tracks. This behaviour is exacerbated when the intersections carry intermitted and variable traffic which creates complacency within the minds of road users. The fact that children could be involved from time to time increases ULSC's concern regarding road safety. The proposed system would also cause problems for farmers moving stock.

The proponents response of fitting electric gates etc only complicates the solution to a point where road safety relies on maintenance of the equipment, continuity of electricity supply (be it solar or mains power). There is also a possibility of the gates being locked open or the fail safe device being used to keep the gates open. Most engineering practitioners aim to engineer a safe solution (particularly with green field sites) that doesn't rely on peripheral devices such as signs and electrically operated gates to provide a safe environment for users.

Considering all of the above comments, ULSC considers that it will be much safer to construct staggered "T" intersection to replace the crosses. It will not be difficult to design and construct "T" intersections that can be traversed by Over Mass and Over Dimension vehicles easily. These intersections will require line marking to channelise small vehicle movements. The actual entry points for each access also must be located a considerable distance away from the road (minimum 75m setback) to allow for vehicles to be clear of the road whilst opening the gate (or crossing the grid).

3. The intersection of the proposed new road between WTG's 12/16 and WTG's 17/31 is located too close to Lerida Road South – it should be approximately 250m from Lerida Road South.
4. ULSC would like to reiterate that RATCH-Australia Corporation, to date, has made no commitment to Council that Council will be the entity responsible for the management of the Community Enhancement Fund expressly stated in Condition C2 of the Project Approval.

For any further information or clarification please contact Council during office hours.

Yours faithfully



Tina Dodson

Director Environment and Planning

For

Andrew Croke

Acting General Manager

Upper Lachlan Shire Council