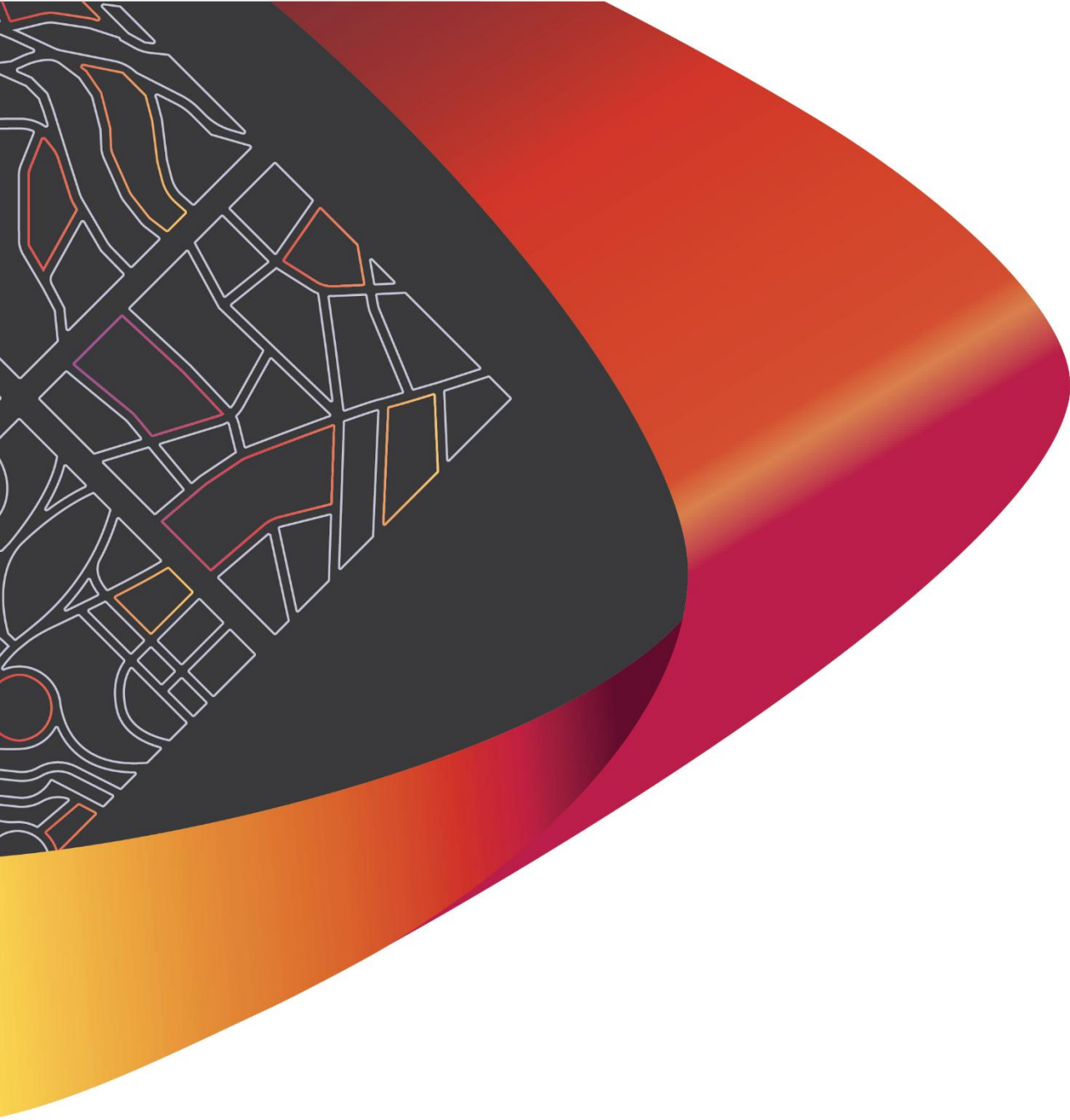




Tallawang Solar Farm Modification Report 1 – Temporary Access

Tallawang Solar Hybrid Pty Ltd

#P003125

Rev: A

1 May 2026



Premise

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ABBREVIATIONS

Abbreviation	Abbreviated term
ABS	Australian Bureau of Statistics
BC Act	<i>Biodiversity Conservation Act 2016</i>
BESS/Battery	Battery Energy Storage System
CEMP	Construction Environmental Management Plan
DA	Development Application
DPHI	NSW Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
EP&A Act 1979	<i>Environmental Planning and Assessment Act 1979</i>
ESD	Ecologically Sustainable Development
FRNSW	Fire and Rescue New South Wales
FSS	Fire Safety Study
FTE	Full Time Equivalent
MW	Megawatt
MWh	Megawatt hour
TIA	Traffic Impact Assessment
TSF	Tallawang Solar Farm
SIA	Social Impact Assessment
ICNG	Interim Construction Noise Guideline 2009
NPfI	Noise Policy for Industry 2017
NIA	Noise Impact Assessment
VIA	Visual Impact Assessment

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EXECUTIVE SUMMARY

Introduction

Premise Australia Pty Ltd has been commissioned by Potentia Energy, as the owner of Tallawang Solar Hybrid Trust, trading as Tallawang Solar Hybrid Pty Ltd (the applicant), to prepare a modification for the Tallawang Solar Farm (TSF). The TSF is to be located approximately 8 kilometres (km) north-west of Gulgong in the Mid-Western Regional Council (MWRC) Local Government Area (LGA). The TSF (SSD-23700028) was approved by the Independent Planning Commission (IPC) as State Significant Development (SSD) under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on the 7 October 2025.

The consent allows for the construction of a 500-Megawatt_{AC} (MW_{AC}) solar farm and a 500 MW_{AC} / 1,000-Megawatt hour_{AC} (MWh_{AC}) battery storage system (BESS). The project would connect to the electrical grid via infrastructure proposed by the Central West Orana Renewable Energy Zone Transmission project (CWO-REZ) being developed by the Energy Corporation of NSW (Energy Co).

A modification to the consent has been submitted (mod 2) seeking to increase the approved battery storage capacity of the BESS of the TSF from 1,000 MWh_{AC} to 4,000 MWh_{AC} at the point of connection, extending the facility's discharge duration from two hours to eight hours while maintaining the approved generation output of 500 MW_{AC}.

The modification addressed by this application (referred to as mod 1) seeks approval to modify condition B4, and add condition B4A, of the consent to provide for temporary site access for the purposes of completing limited pre-construction minor works (consisting of geotechnical investigations and the carrying out heritage salvage for a period of 8-10 weeks) prior to road upgrades occurring.

Mod 1 is submitted pursuant to section 4.55(1A) of the EP&A Act on the basis that the proposed change is of minimal environmental impact and the development, as modified, remains substantially the same as that originally approved.

The approved project features inverter station BESS units, distributed throughout the solar farm site. Each inverter station, as approved, features one DC-coupled inverter and two battery storage units. No change to the site boundary or external infrastructure is required. The modification will result in the use of an existing, established site access point and an existing internal driveway for a short term period (8-10 weeks) while geotechnical and heritage salvage works occur, in advance of approved road upgrades being completed.

The modification would be contained within the approved footprint. The proposed modification will not alter the project's purpose, or operational characteristics, nor result in any other than minor environmental impacts compared to those previously assessed. The modification supports the efficient use of land and infrastructure and remains consistent with the objects of the *EP&A Act*.

Proposed Modification

- > Modification of condition B4, and addition of condition B4A, of the consent to provide for temporary site access for an 8-10 week period to allow for the carrying out of geotechnical investigations and heritage salvage prior to road upgrades occurring.

Environmental Issues

To support this modification application, consideration of the potential for additional environmental impacts has occurred and the analysis has confirmed that no additional impacts are predicted.

No changes to any technical assessments are required to support this modification.

Justification

The NSW Government has recognised that the NSW electricity system needs to change, acknowledging that traditional generators are ageing, and the State's transmission system is congested. Further, electricity prices are putting pressure on households and businesses. This realisation has informed the preparation of Government policies and documents, the provisions of which have filtered to the local scale and informed local plan making.

The approved project remains justified on the basis that it supports the transition away from ageing traditional forms of energy generation towards the adoption of renewable energy, as reflected by the Electricity Infrastructure Roadmap. The roadmap focuses on the delivery of Renewable Energy Zones (REZ's) as the power plants of the future, and projects such as the TSF directly contribute to delivering this outcome.

The proposed modification to provide temporary access has no material impact on the nature of the project but provides flexibility to ensure the project can be delivered viably without unnecessary delays.

The modified arrangement can be delivered without change to the project layout and with no environmental impacts through the adoption of existing infrastructure.

Conclusion

The assessments presented in this report indicate that the approved application assists with the delivery of a range of benefits to the local region, the state, and the country, supporting the reliability and flexibility of the electrical network and the realisation of renewable energy targets.

This report confirms that the proposed modification would not result in any change to the level of environmental impacts assessed and approved via the original application and that any minor or residual impacts are manageable through the implementation of standard measures.

The proposed modification is consistent with the objects and matters for consideration in the EP&A Act. This report concludes that this modification would result in no, or no more than minimal, changes to the level of environmental impacts at the local or regional scale and is therefore considered to be in the public interest.



1. INTRODUCTION

Premise Australia Pty Ltd has been commissioned by Potentia Energy as the owner of Tallawang Solar Hybrid Trust, trading as Tallawang Solar Hybrid Pty Ltd, to prepare a modification for the Tallawang Solar Farm (TSF). The approved project is located at Castlereagh Highway, approximately 8km north of Gulgong, NSW, and is situated within the Central West and Orana Renewable Energy Zone. The approved TSF layout is shown in **Figure 1**.

This report has been prepared in accordance with the Department of Planning, Housing and Infrastructure publication *State Significant Development Guidelines – Preparing a Modification Report – Appendix E*, published (March 2026).

The level of assessment provided by this report is proportionate to the nature and scale of change proposed via the modification.

The report is structured as follows:

- > **Section 1** provides an overview of the applicant, the approved project, the proposed modification, and a summary of the site and locality.
- > **Section 2** outlines the strategic and policy context relevant to the modification.
- > **Section 3** describes the proposed modification, including technical updates and design refinements.
- > **Section 4** outlines the applicable statutory and policy framework.
- > **Section 5** summarises stakeholder engagement undertaken to inform the modification.
- > **Section 6** presents the findings of the updated environmental and technical assessments, including fire hazard, noise, and traffic.
- > **Section 7** provides the overall justification and conclusion for the proposed modification.

1.1 The Applicant

The Applicant for the TSF is defined by the Instrument of Consent as “Tallawang Solar Hybrid Pty Ltd ACN 677 216 036 as trustee for Tallawang Solar Hybrid Trust ABN 35 124 830 475, or any person who seeks to carry out the development approved under this consent.”

Potentia Energy Group Pty Ltd (Potentia Energy) (ABN: 41 618 296 030) have acquired Tallawang Solar Farm project and will be developing, constructing and operating the development. The address of Potentia Energy is Suite 23.05, One International Towers, 100 Barangaroo Ave, Sydney NSW 2000.

For the purposes of this modification report the Applicant for the TSF is Tallawang Solar Hybrid Pty Ltd.

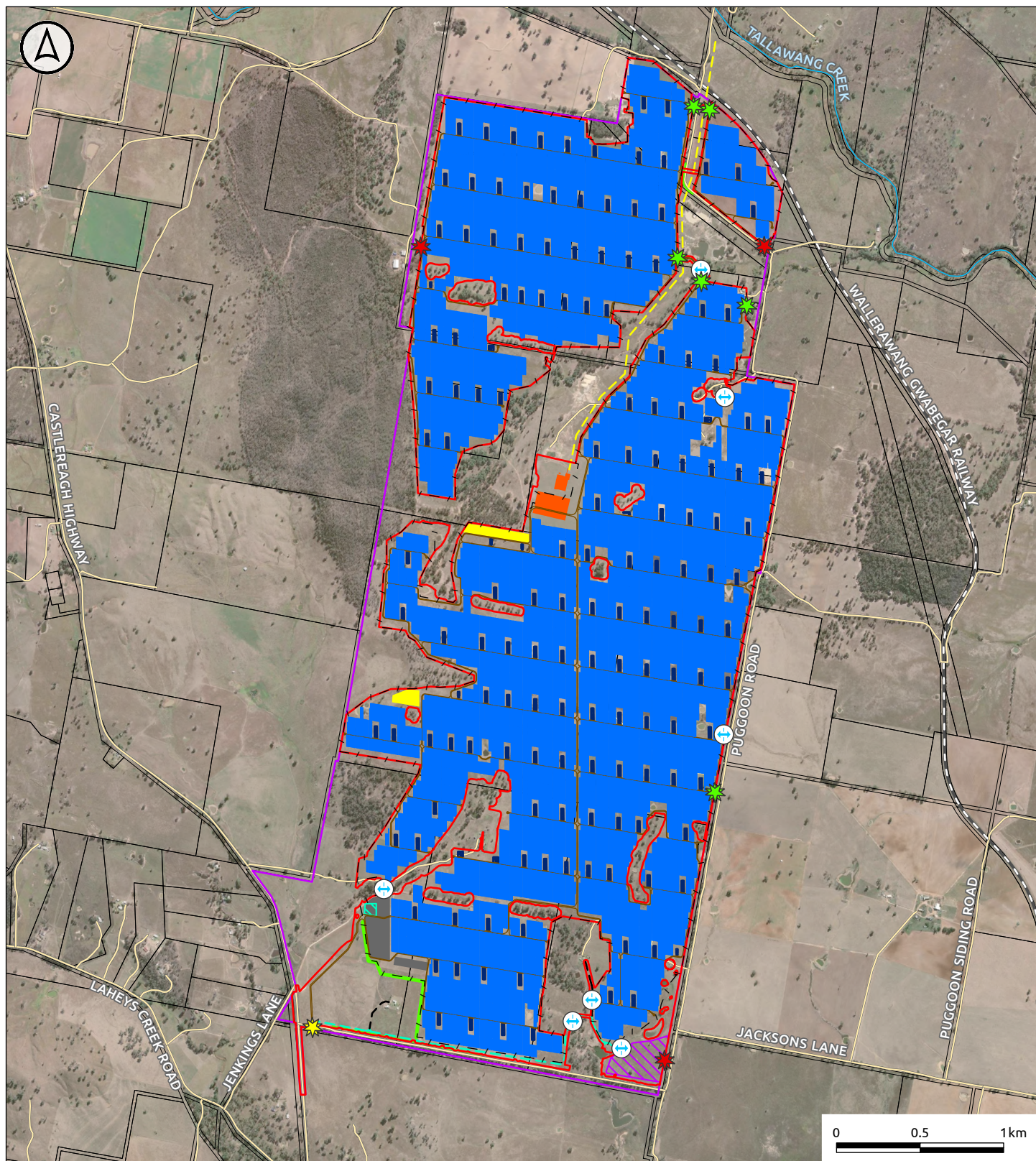
1.2 The Approved Project

The approved TSF includes the construction, operation and decommissioning of a 500 MW_{AC} solar farm and a 500 MW_{AC}/1,000 MWh_{AC} BESS. The BESS will be comprised of approximately 160 inverter stations located across the TSF site, with each station indicatively featuring four DC-DC converters, two battery units and an auxiliary transformer.

Table 1 is a summary of the detail specification of the TSF and BESS and the approved layout is shown in **Figure 1**.

Table 1 – Approved Project Summary

Item	Approved Project
Development footprint	Approximately 1,016 ha
Project area	Approximately 1,300 ha
Generation Capacity	500MW _{AC}
Battery Delivery Capacity	500MW _{AC}
Battery Energy Storage Capacity	1,000 MWh _{AC}
Schedule of Land	The TSF comprises (wholly or partly) 19 freehold cadastral lots, two parcels of Crown Land, a section of the Castlereagh Highway and road reserve and the council road directly to the south. The BESS is DC-coupled and disbursed throughout the TSF.
Operational lifespan	Approximately 35 years
Workforce	Approximately 380 FTE jobs, with up to 420 workers on site during peak construction is anticipated for the construction of the solar farm and BESS
PCS Station Modules	160
Station Capacity	7.5MWh _{DC}
BESS Containers	320
DC-DC converters	640
Substation	One onsite substation containing four (4) MV-HV transformers (150 MVA)
Other	Internal access tracks, staff amenities, control room, maintenance and equipment buildings, on-site car parking and security fencing



Legend

- Project Area
- Development Footprint
- ✦ Indicative Primary Site Access
- ✦ Indicative Secondary Access
- ✦ Indicative Emergency Access
- Indicative Security Fence
- Indicative Landscaping Area
- Indicative Access Tracks
- Indicative Landowner Access
- Indicative Temporary Workers Accommodation Access



Indicative Watercourse Crossings



Indicative Temporary Workers Accommodation



Indicative Temporary Laydown



Indicative O&M



Indicative Construction Compound



Indicative Module Trackers



Indicative Grid Connection Infrastructure



Indicative Grid Connection



Lot



Road



Railway



Runway



Named Watercourse



POTENTIA ENERGY
Tallawang Solar Hybrid

Figure 1
Approved Development Layout

1.3 Simple Overview of the Modifications

The proposed modification seeks to provide temporary site access for vehicles during the pre-construction minor works phase prior to road upgrades taking place. The two specific activities that this phase would apply to are the initial solar farm geotechnical investigations (drilling, excavation or salvage) and heritage artefact surveys and/or salvage activities.

Table 2 provides a summary of the changes proposed by modification in the context of the approved development. The table demonstrates that the proposed modification results in no significant changes, supporting the conclusion that the modification is of minimal impact.

Table 2 - Modification Summary

Item	Approved Project	Proposed Modification
Development footprint	Approximately 1,016 ha	No change
Solar Farm Generation Capacity	500MW _{AC}	No change
BESS Energy Storage Capacity	1,000MWh _{AC} , 2 hours	No change
Battery unit dimensions	7.4m long by 2.5m wide by 2.9m high	No change
Battery station footprint	440 m ²	No change
Schedule of Land	The TSF comprises (wholly or partly) 19 freehold cadastral lots, two parcels of Crown Land, a section of the Castlereagh Highway and road reserve and the council road directly to the south. The BESS is located within the TSF.	No change
Operational lifespan	Approximately 35 years	No change
Workforce	Approximately 380 FTE jobs, with up to 420 workers on site during peak construction is anticipated for the construction of the solar farm and BESS	No change
PCS Station Modules	160	No change
BESS Energy Station Capacity	7.5 MWh _{DC}	No change
DC-DC converter	640	No change
BESS Containers	320	No change
Substation	One onsite substation	No change
Other	Internal access tracks, staff amenities, control room, maintenance and equipment buildings, on-site car parking and security fencing	No change
Access	All access via the Project's main access from the Castlereagh	During the pre-construction minor works phase (limited to

Item	Approved Project	Proposed Modification
	Highway at a newly proposed access point via a local gravel road directly south of the Project Area.	geotechnical investigations and heritage salvage) all access via the temporary access location marked on Appendix 1 of the consent. After the completion of the above pre-construction works activities, all access via the permanent Access Point shown on Appendix 1 of the consent.

The proposed modification is proposed due to the need to enable certain works to occur on site prior to road upgrades taking place and while necessary design approvals are gained from Transport for NSW (TfNSW) for approved road upgrades. By carrying out on site geotechnical investigations and heritage salvage prior to road upgrades, detailed design of the solar farm and BESS can occur, thus avoiding significant delays to project construction and thereby assisting with the energy transition.

The proposed modification pathway is via Section 4.55(1A) on the basis that, while the change introduces a new access point that was not included in the original approval, this access is existing and is suitable for the proposed purpose without the need for any upgrades. On this basis, the modification would result in no or minimal environmental impacts. The development remains substantially the same as the approved project as it does not result in any material or radical change to the scope, scale, magnitude or extent of the approved project. On this basis, submission via Section 4.55(1A) is considered to be justified.

2. STRATEGIC CONTEXT

2.1 NSW Context

2.1.1 INTRODUCTION

The NSW planning framework promotes an integrated approach to land use and infrastructure planning across State, regional, and local levels. This framework is structured around State-led Regional Plans, Local Strategic Planning Statements (LSPS), and related strategies that guide investment, environmental management, and infrastructure delivery across New South Wales.

Regional Plans establish the long-term vision for growth and development, setting objectives that balance productivity, liveability, and sustainability. LSPS documents translate these objectives into locally specific priorities, actions, and planning directions for each Local Government Area.

For the TSF, the key strategic planning documents include the *Central West and Orana Regional Plan 2041* and the *Mid-Western Local Strategic Planning Statement*. Additional frameworks relevant to the proposal include the *NSW Electricity Strategy* and the *NSW Electricity Infrastructure Roadmap*, which provide the policy foundation for the transition to a modern, renewable-based energy system. These documents are summarised below.

2.1.2 NSW ELECTRICITY STRATEGY & ELECTRICITY INFRASTRUCTURE ROADMAP

To address pressing matters around reliability, affordability and the fostering of a sustainable electricity future that supports a growing economy, the NSW Government has formed the NSW Electricity Strategy.

- > Save energy, especially at times of peak demand, via the Energy Security Safeguard;
- > Support the development of new electricity generators;
- > Set a target to bolster the state's energy resilience; and
- > Make it easier and more efficient to do energy business in NSW.

The strategy encourages new private investment in NSW's electricity system over the next decade to support an estimated 1200 jobs, primarily in regional NSW. The strategy closely aligns with the NSW Government's 'Net Zero Plan Stage 1: 2020–2030'.

In November 2020, the NSW Government released the Electricity Infrastructure Roadmap, enabled by the *Electricity Infrastructure Investment Act 2020*. The Roadmap builds on the foundations of the Electricity Strategy and is expected to attract up to \$32 billion of private investment in regional energy infrastructure by 2030 and support over 9000 jobs, mostly in regional NSW.

The NSW Electricity Strategy acknowledges that firmed renewables are now the most cost-competitive form of new generation and cost less than the current wholesale electricity price.

The project will contribute to the provision of renewable energy in NSW and facilitate private investment in the state's electricity system over the next decade and beyond, a key consideration of the NSW Electricity Strategy. The TSF has an anticipated lifespan of 35 years and will contribute to the NSW Government's three objectives for the electricity system: reliability, affordability and sustainability.



2.1.3 CENTRAL WEST AND ORANA REGIONAL PLAN 2041

The *Central West and Orana Regional Plan 2041* set out a 20-year vision for a productive and resilient region with a strong renewable energy and resources economy. The vision states: “A healthy, connected and resilient region, with a prosperous economy.”

The following objectives are directly relevant to the TSF

- > Objective 2: Support the State’s transition to Net Zero by 2050 and deliver the Central–West Orana Renewable Energy Zone (REZ)

TSF supports these objectives by providing critical energy storage capacity that enables greater integration of renewable generation, improves grid stability, and strengthens energy reliability in the Central West Orana REZ.

2.1.4 OUR PLACE 2040 – MID-WESTERN LOCAL STRATEGIC PLANNING STATEMENT 2020

The *Mid-Western Regional Local Strategic Planning Statement* (LSPS) sets out a 20-year vision for land use planning within the Mid-Western Regional Local Government Area. It identifies 12 planning priorities to guide future strategic planning across the region. The most relevant priority for this project is:

- > Planning Priority 7: Support the attraction and retention of a diverse range of businesses and industries.

This includes actions to enable renewable energy development in suitable locations while avoiding impacts on scenic rural landscapes and preserving valuable agricultural land.

TSF support this priority as it supports renewable energy development within a primary production zone while preserving the area’s core rural character and ensuring that any visual impacts on the surrounding landscape remain manageable.

2.2 National and International Context

The project EIS considered a range of national and international commitments that impact and guide the delivery of renewable energy projects in NSW. These include the United Nations Framework Convention on Climate Change (UNFCCC) Paris Agreement, the Australian Renewable Energy Target (RET) scheme and the Australian Energy Policy.

Since the EIS was prepared, the Australia government has reaffirmed its commitment to the UNFCCC Paris Agreement, including providing revised targets in late 2025, with target aims of 62-70% reduction to emissions compared to 2005 levels by 2035 and net zero by 2050. The TSF supports this through the delivery of a viable renewable energy project. There is no policy change in this regard.

There have been a number of changes to the Australian Renewable Energy Target (RET) since the project EIS was finalised, including expansion of the Capacity Investment Scheme (CIS). The CIS seeks to underwrite new renewable energy and dispatchable energy storage, increasing in July 2025 to a target of 40GW of new capacity (up from 32GB), of which 26GW is new generation. The development of the TSF supports the RET in this regard.

Australian Energy Policy has changed since the project EIS was issued in 2022, including through the adoption of the *Climate Change Act 2022*, which commits, among other things, to a 43% emissions reduction by 2030 (compared to 2005 levels) and net zero by 2050. Other changes include new initiatives such as electric vehicle incentives, funding increases towards renewable projects, development of the Powering Australia Plan, safeguard mechanism reform, including the requirement for industrial facilities to lower emissions intensity and sector plans around emissions reduction. The development of the TSF sits comfortably within this

framework, through assisting with transitioning the energy network away from traditional forms of fossil fuel generated energy production.

2.3 Conclusion

The Federal landscape has evolved since the project EIS was prepared, with a greater emphasis on the importance of developing renewable energy projects to assist with emissions reductions and the clean energy transition.

The NSW planning system has developed a strong emphasis on integrated strategic planning during the past decade, including the introduction of Regional Plans, Local Strategic Planning Statements (LSPS)

This modification does not raise any issues which are contrary to the applicable strategic planning framework.

The proposed modification, through facilitating the delivery of the TSF, continues to align with the applicable strategic planning framework, supporting the development of electrical firming capacity in a manner that aligns with State and Federal level strategic objectives.



3. DESCRIPTION OF MODIFICATION

3.1 Simple Overview of the Modification

The proposed modification is summarised as provision of a temporary site access for vehicles during the pre-construction minor works phase prior to road upgrades taking place. The two specific activities that this phase would apply to are the initial solar farm geotechnical investigations (drilling, excavation or salvage) and heritage artefact surveys and/or salvage activities.

The nature and extent of vehicles to be used in relation to these two activities is limited to select rigid heavy vehicles and light vehicles for a period of up to 8 – 10 weeks.

3.2 Detailed description of each modification

The modification is simple in nature and limited to the temporary use of an existing, established site access, prior to road upgrades being carried out. The temporary access provides for necessary vehicles to enter the site to carry out pre-construction minor works, limited to geotechnical investigations and heritage salvage.

The access is established and is suitable in its current form to provide safe ingress and egress of select vehicles, including:

- > Vehicles proposed for use in relation to geotechnical activities:
 - Two rigid heavy vehicles (pile driver and drill rig trucks) per day for up to 8 weeks;
 - 4-6 light vehicles (utilities) per day for up to 8 weeks; and
 - a telehandler and a backhoe or an 8 tonne excavator would be brought to site on float trucks (2 movements) at the beginning of work and taken off site in the same way at the end (a further 2 movements).
- > Vehicles proposed for use in relation to heritage activities:
 - 2 light vehicles (utilities) per day for 1-2 weeks.

For the avoidance of doubt, the overall approved solar farm layout would not change as a consequence of the proposed modification.

3.3 Conditions to be Modified

As a consequence of the proposed changes, the modification requires the following changes to the Development Consent and associated conditions:

- > Modify Condition B4 and introduce Condition B4A to enable the use of the temporary access for the carrying out of pre-construction minor works; and
- > Modify the figure in Appendix 1 to include the location of the temporary access point.

Condition B4 would be changed as recommended below:

*B4. All vehicles associated with the development, **aside from in the circumstances outlined in condition B4A**, must only enter and exit the site via the Primary Project Access point identified in Appendix 1 and depicted in Appendix 5.*

Note: Other site access points may be used for emergency purposes.

B4A. During the preconstruction works phase, all vehicles associated with geotechnical investigations and heritage salvage must only enter and exit the site via the Temporary Project access point identified in Appendix 1.

Note: Other site access points may be used for emergency purposes.

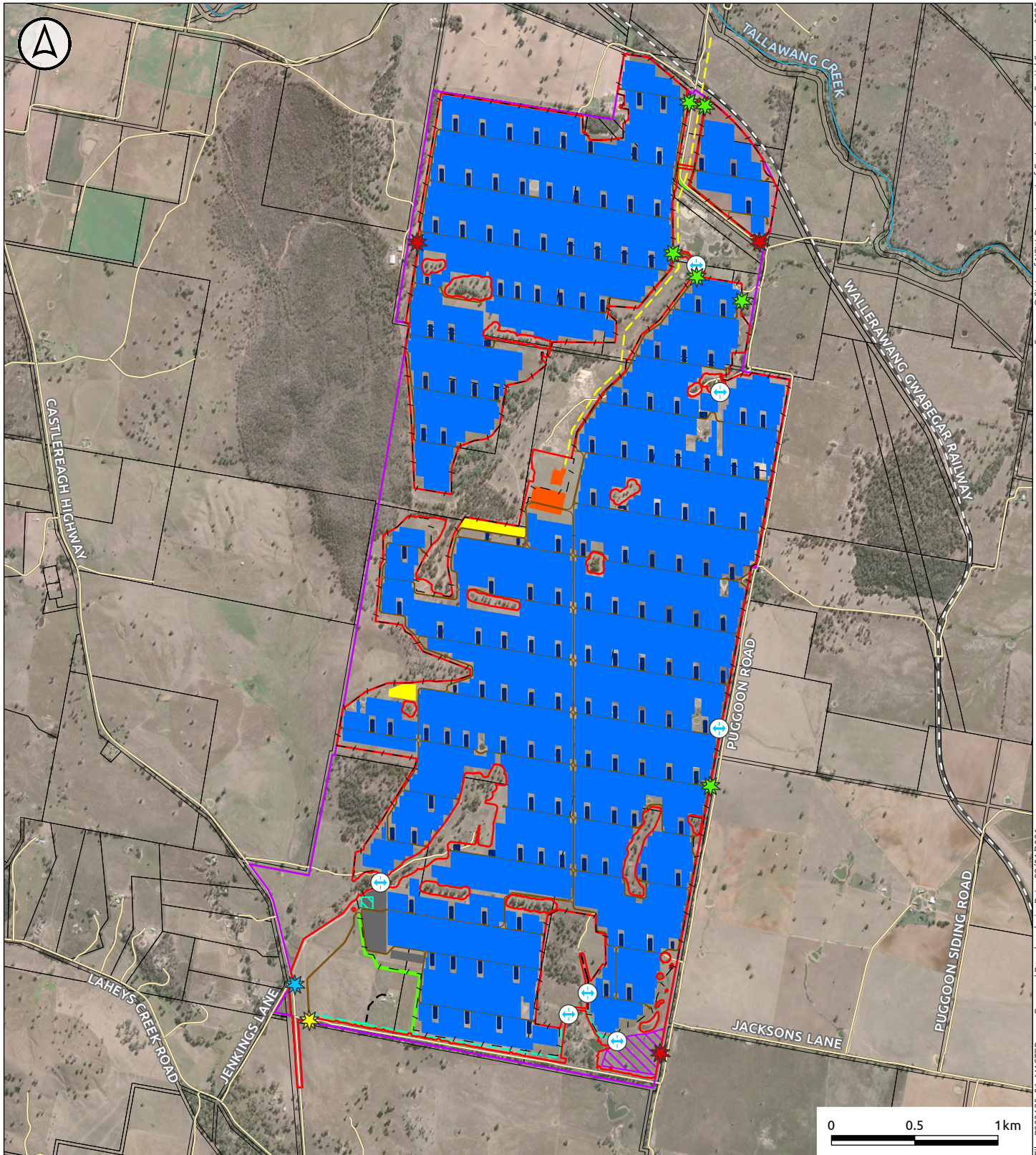
3.4 Substantially the Same

As discussed in detail in **Section 4.1.2.2**, the proposed modified development remains substantially the same as the originally approved development.

3.5 Modification Category

The modification is sought pursuant to Section 4.55(1A) on the basis that the modification is:

- > Substantially the same when compared to the originally approved application – refer **Section 4.1.2.2**; and
- > Would result in no or minimal impact as a consequence of the proposed changes refer **Table 6** and **Sections 4.1.2.1**.



Legend

- | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------|--|-----------------------|--|--------------------------------|--|-----------------------------|--|-----------------------------|--|------------------------------------|--|---------------------------|--|-----------------------------|--|--------------------------|--|-----------------------------|--|---|--|----------------------------------|--|--|--|------------------------------|--|----------------|--|----------------------------------|--|----------------------------|--|---|--|----------------------------|--|-----|--|------|--|---------|--|--------|--|-------------------|
| | Project Area | | Development Footprint | | Indicative Primary Site Access | | Indicative Secondary Access | | Indicative Emergency Access | | Proposed Temporary Access Location | | Indicative Security Fence | | Indicative Landscaping Area | | Indicative Access Tracks | | Indicative Landowner Access | | Indicative Temporary Workers Accommodation Access | | Indicative Watercourse Crossings | | Indicative Temporary Workers Accommodation | | Indicative Temporary Laydown | | Indicative O&M | | Indicative Construction Compound | | Indicative Module Trackers | | Indicative Grid Connection Infrastructure | | Indicative Grid Connection | | Lot | | Road | | Railway | | Runway | | Named Watercourse |
|--|--------------|--|-----------------------|--|--------------------------------|--|-----------------------------|--|-----------------------------|--|------------------------------------|--|---------------------------|--|-----------------------------|--|--------------------------|--|-----------------------------|--|---|--|----------------------------------|--|--|--|------------------------------|--|----------------|--|----------------------------------|--|----------------------------|--|---|--|----------------------------|--|-----|--|------|--|---------|--|--------|--|-------------------|



POTENTIA ENERGY
Tallawang Solar Hybrid

Figure 2
Project Layout

4. STATUTORY PLANNING FRAMEWORK

4.1 Environmental Planning and Assessment Act

4.1.1 INTRODUCTION

In NSW, the relevant planning legislation is the EP&A Act. The EP&A Act institutes a system of environmental planning and assessment in NSW and is administered by the Department of Planning Housing and Infrastructure (DPHI).

The applicable statutory planning framework for the proposed modification is consistent with the statutory framework that applied when the project was approved.

The objects of the EP&A Act are as follows:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) to promote the supply, delivery and maintenance of housing, including affordable housing,*
- (c) to promote productivity through the development and management of the State and its resources,*
- (d) to protect the environment, including the conservation of threatened species of native animals and plants and ecological communities and their habitats,*
- (e) to promote resilience to climate change and natural disasters through adaptation, mitigation, preparedness and prevention,*
- (f) to promote the sustainable management of built and cultural heritage, including Aboriginal cultural heritage,*
- (g) to promote good design, amenity and the proper construction and maintenance of built environments, including the protection of the health and safety of the occupants of buildings,*
- (h) to provide opportunities for participation in environmental planning and assessment,*
- (i) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (j) to promote a proportionate and risk-based approach to environmental planning and assessment,*
- (k) to promote the orderly and economic use and development of land.*

The modification is generally consistent with the objects of the Act on the basis that the proposed modified development would deliver a development that, among other things, promotes the orderly and economic use



of land through ensuring a viable development, together with supporting the transition of the energy framework towards the use of renewable forms of energy and away from traditional fossil fuel energy sources.

4.1.2 MODIFICATION OF CONSENTS

This application is submitted pursuant to section 4.55(1A) of the EP&A Act, being a modification involving minimal environmental impact. Section 4.55(1A) relevantly provides that:

Modifications involving no or minimal environmental impact A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if—

(a) it is satisfied that the proposed modification is of no or minimal environmental impact, and

(b) it is satisfied that the development to which the consent as modified relates is the same or substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all) ...

4.1.2.1 Minimal environmental impact

Table 3 provides a review of the proposed modification elements and a high-level summary of associated environmental impacts, demonstrating that the overall impact is minimal.

Table 3 - Assessment of Environmental Impact

Modification	Assessment
Changes to access arrangements to provide temporary access prior to road upgrades	The provision of a temporary access point would not result in any environmental impacts due to the existing functional and established nature of the proposed temporary site access point, the short term nature of the proposed usage and the low levels of vehicle generation as a consequence of the modification.

4.1.2.2 Substantially the same

To determine whether a proposed modification remains substantially the same as the approved development, there are a number of matters that require consideration (as articulated in the recent NSW Land and Environment Court judgement *Canterbury-Bankstown Council v Realize Architecture Pty Ltd [2024] NSWLEC 37*), including:

- > Comparing the quantitative differences between the proposed modified development against the original approved development;
- > Comparing the qualitative differences between the proposed modified development against the original approved development;
- > Comparing the critical elements of the proposed modified development against the original approved development; and
- > Finally, balancing the evidence in respect of all of those factual comparisons before forming a subjective opinion as to whether the proposed modified development was ‘substantially the same’ as the original approved development

Qualitative differences

- > The change to the approved layout has no qualitative impact on the project area as all changes remain contained within the approved project area.
- > The temporary introduction of an alternative access point to facilitate limited pre-construction minor works will have no qualitative impact on the area of the development as it is located within the project area of the approved TSF.
- > The use of an existing internal access track will have no qualitative impact on the area of the development as it is located within the project area of the approved TSF.

Quantitative differences

- > There is no quantitative impact associated with the change to project layout

Critical elements

As outlined in stated in **Section 3.1**, there is no change to the critical elements of the solar farm as a result of introducing a temporary site access point. On this basis, the development remains substantially the same as the originally approved development.

Balancing

On a balanced comparison of the above matters, it is concluded that the modified development is substantially the same as the originally approved development.

4.1.2.3 Evaluation

In determining an application for a modification under Section 4.55(1A) of the EP&A Act, the consent authority must consider the relevant matters referred to under Section 4.15 of the EP&A Act, including:

- > The provisions of:
 - any environmental planning instrument, and
 - any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and
 - any development control plan (noting a DCP is not applicable to SSD by reference to Section 2.10 of the State Environmental Planning Policy (Planning Systems) 2021), and
 - any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and
 - the regulations (to the extent that they prescribe matters for the purposes of this paragraph),
 - that apply to the land to which the development application relates,
- > The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,
- > The suitability of the site for the development,
- > Any submissions made in accordance with this Act or the regulations,
- > The public interest.

In addition to these matters Section 1.7 of the EP&A Act requires consideration of Part 7 of the *Biodiversity Conservation Act 2016* (BC Act). Part 7 of the BC Act relates to an obligation to determine whether a proposal is likely to significantly affect threatened species.

An assessment of the environmental impacts is presented in **Section 6**.



5. COMMUNITY ENGAGEMENT

5.1 Introduction

During the preparation of this modification, the applicant has built on the engagement previously carried out with surrounding landowners and regulatory bodies.

The objectives of community and stakeholder engagement undertaken during the preparation of this modification application were to:

- > Share information on the changes to the approved development, potential impacts and benefits for the environment by delivering clear messaging regarding the approved project and proposed modification.
- > Work together with the community in a collaborative way by identifying issues and likely mitigations throughout project phases.
- > Introduce and develop a positive corporate image for applicant and the renewable energy industry with the development of social licence and the management of social and reputational risks.

5.2 Modification Engagement

Engagement was used to gain a balanced understanding of community and stakeholder views relevant to the proposed modification.

A letter was issued to surrounding residents on 13th to 16th April 2026, via mail and email drop, to notify recipients of the intent to lodge this modification. A copy of the letter is provided in **Appendix D**.

The letter advised that the proposed modification would allow the project to progress some site pre-construction activities before the road upgrade required by the Development Approval to access site is completed. Importantly, there will be no additional traffic generation above what was approved by the project.

Contact details for the Potentia Energy Community Engagement and Sustainability Specialist were included in the correspondence, inviting recipients to contact the applicant via email or mobile number at any time for any query related to the proposed modification and/or the project.

Following the issuance of the letter, Potentia Energy commenced follow-up calls with project stakeholders, to understand if there were any comments or concerns, and to offer stakeholders to meet in person to further discuss the Modification proposal and/ or the project more broadly, in the upcoming weeks.

In person meetings with community stakeholders have occurred on 20th – 22nd April.

To date, one resident advised that his family uses a school bus service that stops along the 'unnamed road' between Castlereagh Highway and Puggoon Road during school hours. The resident initially expressed concern that use of the alternate site access could have a greater impact on his family compared to the original access arrangement. However, this concern was alleviated once it was clarified that the alternate access would be used on a temporary basis for specific pre-construction activities only.

Notwithstanding, Potentia Energy has recorded the relevant school bus operator details and service times, which have been provided to the project engineering team to support ongoing coordination of pre-construction and construction traffic movements.

Potentia Energy notified the Wellington Valley Wiradjuri Aboriginal Corporation and Warrabinga Native Title Claimants Corporation via email about the intent to lodge the Modification.



Potentia Energy has updated the project webpage to include some information about the proposed modification. The project webpage also contains the Potentia Energy Community Engagement and Sustainability Specialist contact details (email and phone number), as well as an online contact form, for any stakeholder who would like to contact the project representatives.

Other than the school bus stop comment noted above, no additional feedback has been received from community stakeholders or Registered Aboriginal Parties (RAPs) in relation to the proposed modifications. Stakeholders consulted have generally indicated that the proposed modifications would not result in impacts to them.

Table 4 - Modification Engagement Summary

Date	Stakeholder Category	Stakeholder	Engagement Activity	Description
Ongoing Late 2025 – Early 2026	State Government	Department of Planning Housing and Infrastructure	Correspondence / Letter of Intent / Online meeting	Letter of intent delivered to planning department outlining proposed modification to 8hrs.
Ongoing – Feb- Mar 2026	Local Government	Mid-Western Regional Council	Meeting on 23 March 2026	Discussion with Council regarding the proposed alternative access for Geotech and salvage
03/03/2026	Host Landowners	Landowners	Phone calls & emails	Discussion of modification with Host landowners. Landowner consent provided.
13/04/2026 – 16/04/2026	Community	Non associated receivers within 2km of the development site	Mail / email	Non associated receivers were notified of the proposed modification and invited to provide feedback.
13/04/2026 – 16/04/2026	Community	Non associated receivers within 2km of the development site	Phone Calls	Non associated receivers were contacted to ensure receipt of correspondence related to the proposed modification and invited to provide feedback.
20/04/2026 – 22/04/2026	Community	Non associated receivers within 2km of the development site	Face to face meetings	Face to face meetings held in Tallawang and Mudgee with Non associated receivers to discuss the proposed modification and invited to provide feedback.
15/04/2026	Registered Aboriginal Party (RAP)	Wellington Valley Wiradjuri Aboriginal Corporation;	Email	RAPs were notified of the proposed modification

Date	Stakeholder Category	Stakeholder	Engagement Activity	Description
		Warrabinga Native Title Claimants Corporation		and invited to provide feedback.
15/04/2026	Registered Aboriginal Party (RAP)	Wellington Valley Wiradjuri Aboriginal Corporation; Warrabinga Native Title Claimants Corporation	Face to face meeting	Face to face meetings held in Tallawang and Mudgee with the RAPs to discuss the proposed modification and invited to provide feedback.

5.2.1 COMMUNITY AND STAKEHOLDER VIEW

Community and stakeholder engagement was used to gain a balanced understanding of community and stakeholder views relevant to perceived project impacts, and the construction and operation of the project, as modified.

One stakeholder initially expressed concern that use of the alternate site access would impact his family compared to the original access arrangement. However, this concern was alleviated once it was clarified that the alternate access would be used on a temporary basis for specific pre-construction activities only.

Aside from the matters noted above, most local residents have advised the Potentia Energy team that the proposed modification would not impact them. Residents indicated a greater interest in other aspects of the project not related to the modification, including visual impacts, noise, hydrology, bushfire risk, and benefit-sharing arrangements. Potentia Energy will continue to engage with community stakeholders to address both perceived and actual project impacts.

Table 5 - Engagement Feedback

Date	Stakeholder Category	Stakeholder	Feedback Received
09/03/2026	Community	Non associated receiver within 2km of the development site	One resident advised that his family uses a school bus service which stops along the 'unnamed road' between Castlereagh Highway and Puggoon Road during school hours. The resident raised concerns that use of the alternate site access may have a greater impact on his family compared to the original access arrangement. However, these concerns were alleviated following clarification that the alternate access would only be used on a temporary basis for specific pre-construction activities. Notwithstanding, Potentia Energy has documented the relevant school bus operator details and service times, which have been shared with the project engineering team to assist with the coordination of pre-construction and construction traffic movements.
20/04/2026 – 21/04/2026	Registered Aboriginal Party (RAP)	Registered Aboriginal Party (RAP)	Both RAPs confirmed that they have no concerns regarding the modification during in person meeting held on the 20 th and 21 st April 2026.

6. ASSESSMENT OF IMPACTS

6.1 Introduction

The EIS for the TSF application identified several potential environmental impacts.

An analysis of the previously assessed impacts and the changes associated with the proposed modification has been undertaken to consider any potential changes to these impacts arising from the proposed modification. The following sections include an explanation and assessment of the topics with the potential for additional impact in the context of the proposed modification.

The topics assessed by the EIS and considered further in this modification report are summarised in

Table 6 - Comparison of Topics of Assessment

Topic	EIS	Assessment of Proposed Modification	Summary of Conclusion
Cumulative impact assessment	Cumulative Impact Assessment by Umwelt, Australia (2022)	The very minor nature of the works and the short term duration ensures that the proposed modified development would not lead to any additional cumulative impacts.	Through the analysis provided in Section 6.2, it is confirmed that no additional or greater cumulative impacts are predicted as a consequence of the modification, by comparison to the original approved development.
Traffic	Traffic Impact Assessment by Samsa Consulting (2022)	The modification introduces a new temporary site access point utilising an existing constructed site access for a temporary period associated with limited pre-construction minor works activities. The site access point achieves relevant sight distance requirements as per Austroads and does not introduce any significant risk. Through consultation with key stakeholders, it is confirmed that there are no objections to the proposed change.	Through the analysis provided in Section 6.3 , it is confirmed that no additional or greater impacts to the traffic environment are predicted as a consequence of the modification, by comparison to the original approved development.
Social	Social Impact Assessment by Umwelt (2022)	There are limited potential social impacts associated with the modification due to the minor nature of the change and the short term duration of the associated activities.	Through the analysis summarised in Section 6.4 , it is confirmed that the social impact of the modification is of no or minimal change by comparison to the approved development.

6.2 Cumulative Impact

6.2.1 EXISTING ENVIRONMENT

A review of the NSW major projects portal for significant projects within the Mid-Western Regional Council LGA that could potentially give rise to cumulative impacts identifies the following:

- > Stubbo Solar Farm is an approved development located approximately 7 km east from the project area. The project is currently under construction.
- > Bellambi Heights BESS is an approved development located directly south of the Tallawang Solar Farm project area. The project is currently under construction.
- > The Central-West Orana REZ Transmission Project is an approved project located directly north of the project area. The project is currently under construction.
- > Puggoon Solar Farm is located directly to the west of the Tallawang Solar Farm and is currently in the prepare EIS phase.
- > Mavis Solar Farm is located towards the south of the Tallawang Solar Farm and is currently in the Prepare EIS phase.

With the exception of Puggoon and Mavis Solar Farms, the above projects were known of at the time of the original EIS. The limited impacts associated with this proposed modification are to make minor changes to access arrangements for the project for a limited period of time. Project traffic is limited to rigid heavy vehicles and light vehicles, and at low daily volumes.

The source of these vehicles is locally based contractors who will complete investigations, either from their Dubbo or Orange bases. There is therefore unlikely to be impacts from a traffic or social perspective.

6.2.2 APPROVED PROJECT

The cumulative impact assessment prepared as part of the approved EIS identified 32 existing and proposed SSD projects and assessed their potential to interact with the project across traffic and transport, noise, visual, and social and economic impact categories.

Of the projects identified in the approved EIS, those remaining relevant to the modified project are

- > Bellambi Heights Solar Farm, under assessment at the time of the EIS, was identified as having likely cumulative visual impacts given its proximity to the project area. Insufficient information was available to assess other impact categories at that time. Since the EIS was prepared, this project has changed to a BESS only and is now in the construction phase. The BESS is located approximately 600 metres from the southern boundary of the Tallawang Solar Farm.
 - This modification does not change visual impacts of the approved project.
- > Beryl Solar Farm, located approximately 5 km from the project area and operational at the time of the EIS, was identified as having possible cumulative visual impacts, with all other operational impacts assessed as minimal.
 - Given the separation distance, cumulative visual impacts are not predicted. The modification does not affect this conclusion.
- > Stubbo Solar Farm, located approximately 7 km from the project area and approved at the time of the EIS with construction anticipated to commence in early to mid-2022 for a period of two years, was identified as having potential cumulative impacts across traffic and transport, visual, and social and economic categories, with a likely construction overlap of approximately six months.



- Given the very minor nature of the proposed modification, and through the use of local contractors, it is considered unlikely that the Stubbo and TSF projects would result in any additional cumulative impacts beyond those already assessed and accepted for the project.
- > Birrawa Solar Farm and Battery Project, located approximately 15 km northeast of the project area and under assessment at the time of the EIS, was identified as having possible cumulative visual impacts.
 - This modification does not change visual impacts of the approved project.
- > Dunedoo Solar Farm, located approximately 30 km from the project area and approved at the time of the EIS with construction planned for late 2022, was identified as having potential cumulative impacts across traffic and transport, visual, and social and economic categories, with a likely construction overlap of approximately six months should the project proceed.
 - Given the very minor nature of the proposed modification, and through the use of local contractors, it is considered unlikely that the Dunedoo Solar Farm and TSF projects would result in any additional cumulative impacts beyond those already assessed and accepted for the project.
- > Barneys Reef Wind Farm, located directly north of the project area and under assessment at the time of the EIS with construction anticipated to commence in the fourth quarter of 2023 for a period of approximately 28 months, was identified as having potential cumulative impacts across traffic and transport, social and economic, noise, and visual categories, with negligible overlapping impacts anticipated during operations.
 - This project has been withdrawn.
- > The CWO-REZ Transmission Project, located directly north of the project area and at the request for SEARs stage at the time of the EIS, was identified as having potential cumulative visual impacts.
 - This modification does not change visual impacts of the approved project.
- > The Ulan Coal Mine Complex, located approximately 25 km to 35 km southeast of the project area and operational at the time of the EIS, were identified as having potential cumulative impacts in relation to traffic, transport and noise.
 - Given the very minor nature of the proposed modification, and through the use of local contractors, it is considered unlikely that the Ulan and TSF projects would result in any additional cumulative impacts beyond those already assessed and accepted for the project.

6.2.3 PROPOSED MODIFICATION

At the time of writing, the status of the above listed projects is as follows:

- > Bellambi Heights Battery (not Solar Farm) - Approved, pending construction
- > Beryl Solar Farm – In operation
- > Stubbo Solar Farm - Currently under construction.
- > Birrawa Solar Farm - Approved, pending construction
- > Dunedoo Solar Farm Approved, pending construction
- > Barneys Reef Wind Farm - Withdrawn
- > The CWO-REZ Transmission Project –Under construction
- > The Ulan Coal Mine Complex – In operation

The proposed modification makes a short term and temporary change to project arrangements during pre-construction minor works only, prior to road upgrades taking place. As outlined through Section 6.2.2, given the very minor nature of the proposed modification, and through the use of local contractors, it is considered

unlikely that the TSF project would generate any additional cumulative impacts beyond those already assessed and accepted for the project.

6.3 Traffic Impact

6.3.1 EXISTING ENVIRONMENT

Access to the Project Area is from the Castlereagh Highway, via an unnamed local road.

Castlereagh Highway is a State Highway (B55) forming an arterial route from Great Western Highway near Lithgow in the south to Golden Highway (east of Dunedoo) in the north and extending through to the St George district in Queensland. Castlereagh Highway is generally a two-lane, undivided road with sections of overtaking lane and varying shoulder widths and formations. The pavement condition is generally good, commensurate with its status as a State Highway and its suitability as a route for larger heavy vehicles, e.g. B-doubles. The general road environment can be described as rolling / hilly terrain with some tighter curved alignments requiring lower advisory speeds within the background 100 km/h speed zone.

The road environment and alignment are generally conducive to OSOM and heavy vehicle transport.

6.3.2 APPROVED PROJECT

Relevantly from a traffic perspective, the approved project provides for an improved intersection treatment from Castlereagh Highway on to an unnamed local road, with a standard (full sized) channelised right turn (CHR) and auxiliary left turn (AUL). Access to the development footprint is from the local road

The proposed transport route for oversize/overmass (OSOM) vehicles starts at the Port of Newcastle, which lies about 230 kilometres to the south-east of the Project Area. The route then follows Industrial Drive, the Pacific Highway, John Renshaw Drive, the Hunter Expressway, the New England Highway, the Golden Highway and the Castlereagh Highway. Vehicles then enter the Project Area through a local unsealed road located directly south of the site. Other non-high-risk infrastructure is likely to arrive from local or regional locations, such as materials for construction.

Construction workers will largely reside on-site in an approved 400-person temporary accommodation camp, minimising the need for workers and light vehicles to travel to the site.

Condition B1 of the IoC provides limits for heavy vehicle numbers and heavy vehicle sizes, as follows (unless agreed otherwise with the planning secretary) during construction, upgrading or decommissioning:

- > Does not generate more than 160 heavy vehicle movements per day (vpd);
- > Does not generate more than 47 heavy vehicle movements per hour (vph);
- > Does not generate more than 42 movements of heavy vehicles requiring escort (including 6 high risk heavy vehicles requiring escort; and
- > Heavy vehicles (excluding heavy vehicles requiring escort) do not exceed 26 metres in length.

In addition, condition B3 provides the details of the access route for accessing the development footprint and condition B4 provides the limits in relation to site access. Conditions B5 and B6 (and Appendix 5 of the IoC) provides for the carrying out of necessary road upgrades, including timing for completing these works, unless otherwise agreed by the planning secretary.

6.3.3 PROPOSED MODIFICATION

The proposed modification seeks to make a temporary change to the project to enable limited pre-construction minor works (geotechnical works and heritage salvage works) to occur prior to road upgrades.

The project would make use of an existing, established site access point and internal access road, thus avoiding the need to carry out any additional works at the project site, and in doing so, avoiding any additional environmental impacts.

During the 8-10 week long pre-construction minor works phase, maximum traffic generation is expected to be up to 12 vehicle movements (24 vehicle trips) per day, with up to 8 light vehicle movements and 4 heavy vehicle movements per day. Peak traffic is expected at the commencement of the workday (06:00-07:00) and at the completion of the shift (17:00-18:00). The site will be accessed by General Access Vehicles (GAVs) and Special Purpose Vehicles (SPVs). No Restricted Access Vehicles (RAVs) or Over Size Over Mass (OSOM) vehicles are expected to access the site via the existing crossover during the pre-construction phase. Notwithstanding that some machinery will be brought to and removed from site using low loaders, the dimensions of these vehicles is unlikely to exceed envelope of a largest GAV vehicle.

In vicinity of the pre-construction access point, Castlereagh Highway has speed limit of 100km/h. The road geometry is typical of a rural highway (state classified road) with two lanes in each direction, sealed shoulders and no active transport infrastructure. The most recent crash statistics (2020-2024) shows there were no crashes on Castlereagh Highway reported within 200m from the temporary access point. Available public transport mapping shows there is a bus stop adjacent to the temporary access point (Stop ID: 285284) servicing line S305 (School Bus Tallawang) with only one bus per day (expected at 08:33). On the opposite side of Castlereagh Highway is bus stop ID 285242 servicing the same line in opposite direction with only one bus per day (expected at 15:48). Peak development traffic associated with pre-construction activities is not expected to coincide with school buses.

Based on the known parameters, Sight Stopping Distance (SSD) required for the temporary access point is 210m while the required Safe Intersection Stopping Distance (SISD) is 300m. Sight distances available at the temporary access point exceed 300m and are therefore deemed appropriate.

The location of the proposed temporary site access is depicted in **Figure 2** and the arrangement is shown in **Figure 3**.



Figure 3 – Temporary site access current arrangement

All recommendations of the approved TIA will be implemented by the applicant in delivering this consent. On this basis, negligible impacts are predicted and the project modification is therefore consistent with the provisions of Section 4.55(1A) of the EP&A Act.

6.4 Social Impact

6.4.1 LOCAL AND REGIONAL CONTEXT

The Tallawang Solar Farm is located within the Mid-Western Regional Council (MWRC) local government area (LGA), approximately 30 kilometres south of Gulgong and 40 kilometres northeast of Mudgee. The development is situated on rural land zoned RU1 Primary Production under the Mid-Western Regional Local Environmental Plan 2012, characterised by agricultural activities including livestock grazing and cropping.

The Mid-Western Regional LGA encompasses several towns including Gulgong, Mudgee, Kandos, Rylstone, and numerous smaller settlements. At the 2021 Australian Bureau of Statistics Census, the total population of the Mid-Western Regional LGA was 25,713 people, of which 1,751 (6.8%) identified as Aboriginal and/or Torres Strait Islander persons. The median age was 42 years, slightly higher than the NSW state median of 39 years, reflecting an ageing demographic profile common to regional areas.

A key industry in the Mid-Western Regional s LGA by industry of employment is the coal mining employing 14.7% of the population (1,676 persons). The unemployment rate in 2021 was 4.0%, lower than both state (4.9%) and national averages, indicating relatively strong labour force participation.

6.4.2 LOCAL RENEWABLE ENERGY PROJECTS

The Mid-Western Regional LGA is located within the Central-West Orana Renewable Energy Zone (REZ), which has been designated by the NSW Government as a priority area for renewable energy development. The REZ

framework aims to coordinate renewable energy generation, transmission infrastructure, and community benefit-sharing arrangements.

The region has experienced substantial growth in renewable energy projects over recent years, with numerous solar and wind farm developments either operational, under construction, or in planning stages. This includes:

- > Mayfair Solar Farm (Under assessment)
- > Orana Wind Farm (Prepare EIS)
- > Piambong Wind Farm (Prepare EIS)
- > Wollar Solar Farm (Operational)
- > Crudine Ridge Wind Farm (Operational)

Engagement for the modification did not identify any comments from the local residents about the REZ or the existing solar developments in the region.

6.4.3 IMPACT ASSESSMENT AND PREDICTION

The temporary change to access arrangements to facilitate limited pre-construction minor works activities is unlikely to lead to any change to the range of social impacts assessed and accepted in relation to the approved project.

The proposed modification is unlikely to result in negative impacts in relation to:

- > Way of life, including how people live, how they get around, how they work, how they play and how they interact every day.
- > Community, including composition, cohesion, character, how the community functions, resilience, and peoples sense of place.
- > Accessibility, including how people access and use infrastructure, services and facilities, whether provide by public, private, or not for profit organisation.
- > Culture, both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings.
- > Health and wellbeing, including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.
- > Surroundings, including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.
- > Livelihoods, including people's capacity to sustain themselves through employment or business.
- > Decision-making systems, including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.



7. JUSTIFICATION AND CONCLUSIONS

7.1 Need for the Modification

The modification relates to the approved development to reflect the outcome of updated project delivery schedules and is intended to ensure the efficient delivery of the project.

The modification introduces no or minimal environmental impacts beyond those previously assessed. The proposal represents a permissible and minor modification under Section 4.55(1A) of the EP&A Act, supporting the efficient use of land and infrastructure while enabling essential pre-construction activities without changing the fundamental nature of the approved development.

7.2 Consistency of the Project with the Strategic Context

The NSW Government has recognised that the NSW electricity system needs to change, acknowledging that traditional generators are ageing, and the State's transmission system is congested. Further, electricity prices are putting pressure on households and businesses. This realisation has informed the preparation of Government policies and documents, the provisions of which have filtered to the local scale and informed local plan making. The project will contribute to the provision of renewable energy in NSW and facilitate private investment in the state's electricity system over the next decade and beyond, a key consideration of the NSW Electricity Strategy.

The TSF and BESS have an anticipated lifespan in the order of 35 years and will contribute to the NSW Government's three objectives for the electricity system: reliability, affordability and sustainability.

Refer to the detailed discussion at **Section 2** of this modification report in this regard.

7.3 Compliance with Relevant Statutory Requirements

The proposed TSF Modification 1 involves establishing temporary access arrangements to enable limited pre-construction minor works prior to road upgrades taking place. The capacity to complete these works directly enables the carrying out of detailed design and de-risks the project through management of culturally sensitive items prior to construction occurring on site.

The proposed modification is considered to remain compliant with the relevant statutory requirements.

7.4 Economic, Social, Environmental and Cumulative Impacts of the Project

The approved development will have a net positive economic impact derived from creating local employment opportunities during the construction, operation and decommissioning phases, as well as by contributing to electricity supply from renewable sources and stability. Improved electricity supply and stability are expected to contribute towards downward pressure on electricity prices paid by residents of the local area, as well as by users of the broader electricity network.

There are no social impacts requiring assessment due to the limited and minor nature of the proposed modification.

It is expected that the existing mitigation measures recommended in the SIA attached to the EIS will appropriately manage any residual social impacts.



The proposed modification has been sited and conceived to minimise environmental impacts. No further environmental impacts are identified as a result of this modification, and the current range of mitigation measures remain appropriate for the development.

7.5 Compliance Monitoring and Communication

Throughout construction, operation and decommissioning, mitigation measures will be implemented through a range of management plans and strategies.

Operation and monitoring of the facility would be governed by an adopted operational Environmental Management Strategy which is required by the existing conditions of consent.

7.6 Key Uncertainties

Due to the extent of technical studies undertaken to inform the project and the mitigation measures proposed to address impacts of the development, there are no uncertainties with the project. The proposed temporary access All impacts can be adequately mitigated through the location and design of the TSF and BESS, and associated infrastructure, and on-going management practices and monitoring

7.7 Public Interest

The public interest may be determined by consideration of relevant national, state and local government goals, as well as community priorities, which are expressed through a range of documentation. Relevant strategic documents are considered in **Section 2**.

It also requires the consideration of the principles of ecologically sustainable development, discussed in **Section 7.8**.

Delivering approved renewable energy projects in a pragmatic manner ensures that community trust and support for the necessary energy transition is strengthened.

The proposed development is considered to be in the public interest on the basis that it:

- > Offers an opportunity for productive and sustainable economic activity within the area;
- > Presents an excellent opportunity to the local region to provide local employment opportunities;
- > Aims to reduce impacts to natural resources through minimising the land required to support energy supply;
- > Assists to reduce reliance on traditional, fossil fuel burning forms of electricity generation, thereby assisting in minimising any longer-term impacts of climate change.

7.8 Ecologically Sustainable Development

The National Strategy for Ecological Sustainable Development (NSED) (Department of Environment and Heritage 1992) defines Ecologically Sustainable Development (ESD) as:

“using, conserving and enhancing the community’s resources so that ecological processes, on which life depends, are maintained, and the total quality of life, now and in the future, can be increased”

The concept of ESD gives formal recognition to environmental and social considerations in decision making to ensure current and future generations can enjoy an environment that functions as well as or better than the environment they inherit.

The core objectives of the NSESD are:

- > To enhance individual and community well-being and welfare by following a path of economic development that safeguards the welfare of future generations.
- > To provide for equity within and between generations; and
- > To protect biological diversity and maintain essential ecological processes and life-support systems.

As outlined in Section 193 of the *Environmental Planning and Assessment Regulation 2021*, the four principles of ESC are listed below. These are discussed in the following sections.

- > Precautionary principle.
- > Intergenerational equity.
- > Conservation of biological diversity and ecological integrity; and
- > Improved valuation and pricing of environmental resources.

7.8.1 PRECAUTIONARY PRINCIPLE

The precautionary principle states where there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a justification for not implementing mitigation measures or strategies to avoid potential impact. This has been held in various decisions in the NSW LEC to include considerations associated with climate change (impact of the development on climate change and impacts of climate change on development).

The potential impact of the modification has been identified in the environmental assessment in **Section 6** of this report and all recommended mitigation measures for the project are summarised in **Appendix B**. There are no changes to mitigation measures as a consequence of the modification.

The project as modified provides for the efficient delivery of renewable energy, which assists in reducing the long-term impacts of climate change and is therefore in the public interest. The potential outcome of climate change, being higher temperatures and greater periods of sunlight, also suggests that increasing reliance of renewable forms of energy generation is sustainable. The strategic context of the project, including its relationship to regional and strategic planning and the transition to renewable energy, is detailed in **Section 2**.

7.8.1 INTERGENERATIONAL EQUITY

The second principle of ESD is intergenerational equity, such that the present generation should ensure the health, diversity and productivity of the environment are equal to or better for future generations.

All work would be carried out in accordance with the environmental safeguards summarised in **Appendix B** to mitigate potential impact associated with noise and vibration, socio-economic considerations, traffic and transport, drainage and water quality, air quality, greenhouse gas emissions, climate change, Aboriginal and non-Aboriginal heritage, topography, soils, waste and hazardous materials.

The project provides for the efficient delivery of renewable energy, and in doing so reduces reliance on traditional forms of electricity generation, including the burning of fossil fuels. This assists in reducing the impacts of climate change and therefore assists in ensuring the health of future generations is protected; the development is therefore in the public interest. This is discussed in further detail in **Section 7.7**.



7.8.2 CONSERVATION OF BIOLOGICAL DIVERSITY AND ECOLOGICAL INTEGRITY

The third principle of ESD is conservation of biological diversity and ecological integrity such that ecosystems, species and genetic diversity within species are maintained.

The proposed modification is not expected to have an impact on biodiversity due to accommodating the proposed changes within the existing development footprint.

7.8.3 IMPROVED VALUATION, PRICING AND INCENTIVE MECHANISMS

The final principle of ESD is improved valuation and pricing of environmental resources which establishes the need to determine economic values for services provided by the natural environment such as the atmosphere's ability to receive gaseous emissions, cultural values and visual amenity. The principle is designed to improve methods of carrying out valuation of environmental costs and benefits and use this information when making decisions.

The development of policy to guide pricing and incentive mechanisms in delivering ecologically sustainable development is the responsibility of governments and regulatory stakeholders.

7.9 Site Suitability

This report has been prepared pursuant to Part 4, Division 4.9 of the EP&A Act, Part 5, Division 1 of the EP&A Regulation, and *State Significant Development Guidelines – Preparing a modification report* (DPIE, 2022).

An assessment of potential environmental impacts has identified that the proposed modification would not lead to any significant or detrimental impacts to the environment and that residual impacts are manageable through the implementation of standard measures. Measures are proposed during both construction and operation to ensure impacts are appropriately managed. These measures would ensure compliance with relevant legislation and any conditions of approval.



APPENDIX A

UPDATED PROJECT DESCRIPTION

Note

The following content includes the approved development description as provided in the EIS Amendment Report (dated 15 May 2024).

Amendments to the project description, required in response to the approved RTS report and the proposed modification are identified:

- > Blue text reflects a change by comparison to the project description (as per the approved EIS).
- > Deleted text from the original description is ~~struck through~~.



A.1 PROJECT SUMMARY

Table A1 - Project Summary

Key Element	Description
The Project	The Project includes the construction, operation and decommissioning of the proposed 500 MW (AC) solar farm, 500 MW _{AC} /1000 MWh _{AC} BESS, associated infrastructure (such as operations and maintenance buildings, temporary construction compound, security fencing, temporary workers accommodation), civil works (such as intersection works on the Castlereagh Highway, some vegetation clearing and drainage line crossings) and electrical infrastructure (including an onsite substation) required to connect to the electricity transmission network. No subdivision of land is proposed as part of the Project. The Project's conceptual layout is provided in Figure 2 .
Location	The Project is located approximately 8 km northwest of Gulgong in the Mid-Western Regional LGA. The Project lies within the Central West Orana Renewable Energy Zone (CWO-REZ).
Project area	Approximately 1,300 ha
Development footprint	Approximately 1,016 ha
Schedule of lands	The Project comprises (wholly or partly) 19 freehold cadastral lots, two parcels of Crown Land, a section of the Castlereagh Highway and road reserve and the council road directly to the south. An updated schedule of land is provided in Appendix 2 of the Amendment Report
Project access	Project access will be via the Castlereagh Highway at a newly proposed access point from a local gravel road directly south of the Project Area. During the pre-construction minor works phase (limited to geotechnical investigations and heritage salvage) all access via the temporary access location marked on Appendix 1 of the consent. After the completion of the above pre-construction works activities, all access via the permanent Access Point shown on Appendix 1 of the consent.
Temporary ancillary facilities	Temporary ancillary facilities required during construction would typically include: > Temporary Workers Accommodation (TWA) facility catering for up to 400 workers site compound including storage area, offices and meeting room, ablution facilities, canteen and car parking > laydown areas involving areas suitable for storing plant and equipment, and deliveries including solar panels and cable drums, > and areas to support waste management activities (e.g. cardboard and timber).
Construction water use	Water would primarily be used for pavement construction, solar footing, dust suppression and potable water for the workforce. The estimated water demand would be in the order of 301 megalitres (ML) (consisting of approximately 246 ML of nonportable water and approximately 55 ML of potable water) for the 36-month construction period.
Construction hours	Construction activities would be undertaken during standard construction hours i.e.:

Key Element	Description
	> 7am to 6pm Monday to Friday > 8am to 1pm on Saturdays > No works on Sunday or public holidays. Tallawang Solar Hybrid Pty Ltd seeks approval to undertake the following outside of these hours: Activities which are inaudible at non-associated residences, emergency work, and deliveries and dispatches where requires by authorities for safety reasons.
Construction duration	Anticipated to commence Q4 2026 and take up to 36 months to be completed. The TWA facility will be progressively built in a sequenced manner that mirrors the ramp up of the construction workforce required to construct the Project. Construction of the TWA facility is expected to occur over an eight week period at the beginning of the 36 month construction period anticipated for the solar farm.
Construction workforce	Approximately 380 FTE jobs, with up to 420 workers on site during peak construction (for up to nine months) is anticipated for the construction of the solar farm. Construction of the TWA facility is anticipated to require approximately 20 to 25 construction workers.
Construction transport route	Project transport will be via road from the Port of Newcastle, via the Golden Highway and then the Castlereagh Highway to the Project Area.
Commencement of operations	Anticipated Q4 2029
Operation and Maintenance facilities	Operations and Maintenance (O&M) facilities will consist of > an onsite control building (control room and veranda/recreation area) > staff office, meeting room facilities, amenities (canteen and ablution facilities) and carparking > temperature-controlled spare parts storage facility > SCADA facilities > a workshop and associated infrastructure.
Indicative height of infrastructure	> PV modules - 5 m at full tilt > On site substation - up to 21 m for top of gantry and up to 31 m for communications pole > BESS – 3.5 m with ancillary components not greater than 10 m > O&M facilities - up to 5.5m > TWA – Prefabricated demountable units approximately 3.2 m in height
Operational water use	Approximately 3.4 ML per year would be required for ongoing maintenance activities such as washing of the PV solar panels, amenities and potable purposes by operational staff as well as for livestock grazing within the solar farm and BESS development area.
Operational lifespan	Approximately 35 years The TWA Facility's lifespan would be for the duration of the construction phase of the Project (approximately 36 months). However, the TWA Facility may be

Key Element	Description
	maintained for use by the construction workforce associated with other projects in the region.
Operations workforce	Up to 7 direct FTE and 20 indirect FTE jobs Ongoing operation of the TWA Facility would require approximately 20 staff members
Capital investment	Approximately \$1.3 billion

A.2 PROJECT AREA

The Project Area is approximately 1,300 ha and will be accessed from the Castlereagh Highway at a newly proposed access point via the council road directly south of the Project Area, as shown on **Figure 2**. The Project Area comprises:

- > the solar farm and BESS development area (referred to as the solar farm site), consisting of 19 free hold lots and two parcels of Crown Land
- > the intersection upgrade at the newly proposed site access on the Castlereagh Highway
- > the council road directly south of the Project.

The Project Area is bound on the south-west by the Castlereagh Highway and on the south and east by Puggoon Road. The Wallerawang Gwabegar Railway line is located to the north of the solar farm site. Refer to **Figure 2** for Project location and regional setting. The Project Area is primarily utilised for cropping and grazing activities.

The Project will have a total development footprint of approximately 1,016 ha within the broader Project Area.

A.3 PROJECT COMPONENTS

PHOTOVOLTAIC MODULES

The Project would involve the installation of approximately 1,136,400 bifacial solar PV solar panels arranged in a series of rows utilising east-west single-axis tracking to maximise the use of the solar resource available to the Project (refer to **Photo 1.1**). Spaces between rows (edges of panels) would be up to 12 m. The number of PV solar panels would be dependent on detailed design, available technology, and final capacity available at the time of finalising the connection agreement with NSW Government.

The panels will be fixed to, and supported by, ground-mounted framing. The support structure for mounting the PV solar panels will stand up to 2.5 m high with steel posts as foundations. Piles would be typically driven or screwed into the ground using pile drivers to a typical depth of 2.0 m to 3.5 m, depending on geological conditions. Bored piers may also be used if geological conditions do not allow for driven piles or screws.

Panels would consist of heterojunction or crystalline silicon (c-Si) based PV cells which are sandwiched between two thin transparent layers of vapour-proof encapsulation material. The PV cells are then typically sealed with a glass cover front and rear in an aluminium frame. The encapsulation layers provide weather protection and ensure that vapour does not reach the PV cell. Depending on the final design, each panel would have a surface area of approximately 2.7 m² and contain many cells. When fully tilted, the top edge of the panel would stand up to 5 m high with the lower edge of the panel up to 0.5 m from the ground, allowing for sheep grazing around and underneath the photovoltaic modules.





Photo 1.1 Typical 2P solar panel mounting

ONSITE ELECTRICAL RETICULATION NETWORK, INVERTERS AND SUBSTATION

One onsite 330 kV substation and switchyard is proposed for the Project. A series of cables would be installed in a mix of aboveground and underground to connect the PV solar panels in series. The electricity generated by the Project would be directed via this electrical collection system to the inverters. The number of inverters will be dependent on the final detailed design; however, it is estimated that approximately 160 inverters will be required.

The dimensions for each inverter will be approximately 6.5 m wide by 2.3 m high by 2 m deep. The inverters with medium voltage transformer and switchgear located as part of the inverter unit will connect to the electrical switchyard and on-site substation. The dimensions of the electrical switchyard and on-site substation will be determined during detailed design. The anticipated footprint of the on-site substation is approximately 2 ha.

Underground cabling would be installed with the relevant Australian Standards: AS/NZS 3000:2018, Electrical installations and would be at a depth of at least 600 millimetres below ground.

The proposed electrical reticulation network, inverter and substation are illustrated in **Figure 2**.

BATTERY ENERGY STORAGE SYSTEM (BESS)

The Project would involve a BESS with a proposed capacity of up to 500 MW_{AC} / 1000 MWh_{AC}. DC-coupled battery stations will be distributed throughout the solar farm site, adjacent to the inverters. The BESS will be

comprised of 160 power conversion system (PCS) skids located across the site and each battery station will have four DC-DC converters, two battery storage units and an auxiliary transformer.

Subject to detailed design, each battery storage unit will be approximately 7.4 m long, 2.5 m wide and 2.9 m high. The battery stations would have a footprint of approximately 440 m² each.

Figure 2 shows where the 160 PCS skids will be located throughout the Project Area. **Photo 1.2** provides an example of the location and distribution of each battery storage unit at these locations, as part of the Project.

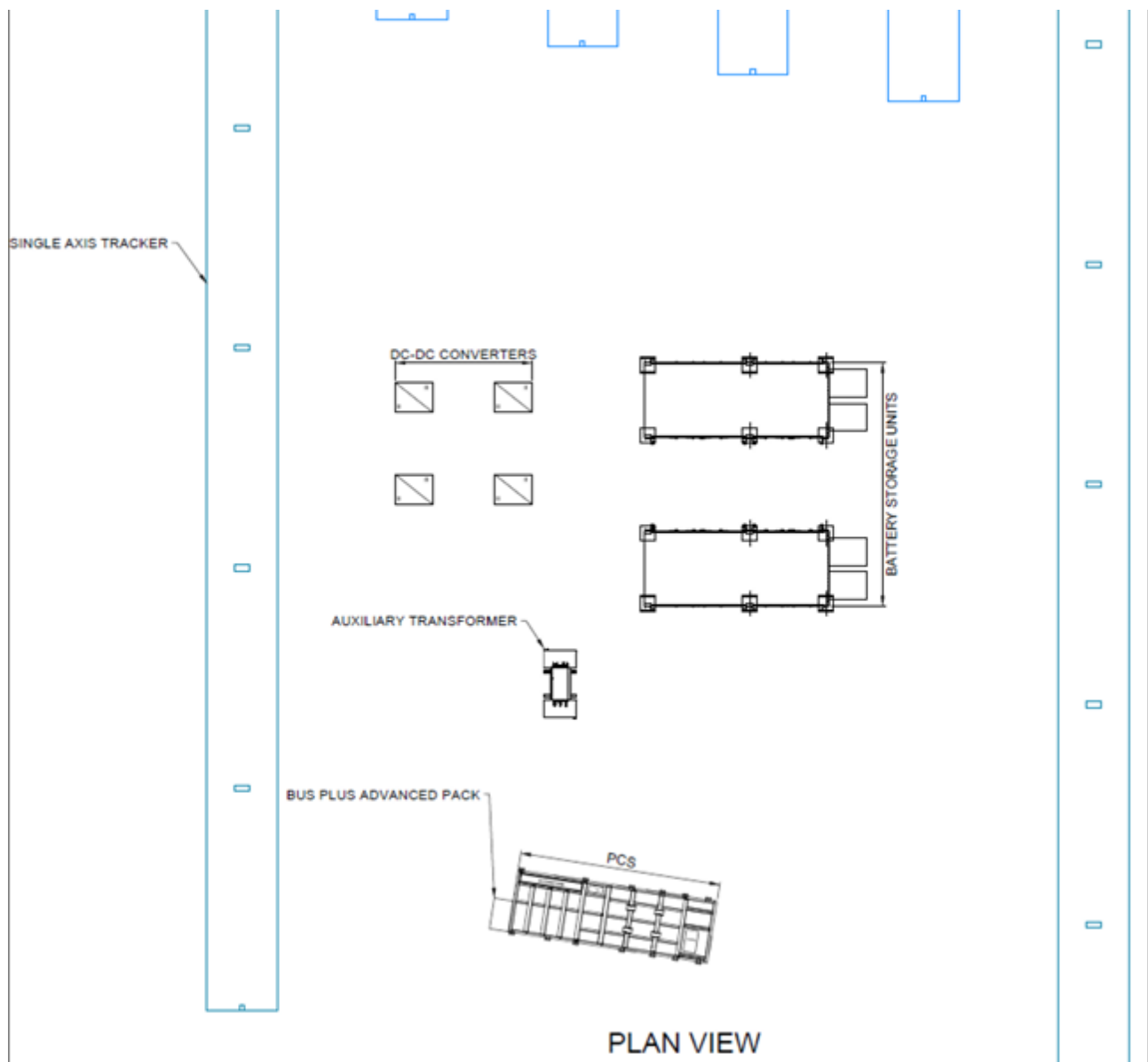


Photo 1.2 Typical layout of a DC Coupled Battery Station

TEMPORARY WORKERS ACCOMMODATION

Design and Layout of TWA facility

The Project would include a TWA facility with a total capacity of 400 rooms. The TWA facility is proposed to have a development footprint of approximately 5 ha (allowing 1 ha per 100 rooms) and would exist for the

duration of the construction period (approximately 36 months). An example of a typical TWA facility is illustrated in **Photo 1.3**. The TWA facility is generally proposed to be comprised of the following:

- > Prefabricated demountable units (approximately 14 m long, 3.2 m wide and 3.2 m high) consisting of 400 one-bedroom accommodation units with ensuite (illustrated in **Photo 1.4**).
- > Administration buildings comprised of offices and reception area, security and first aid room.
- > Dining area with servery and connected kitchen
- > Recreational facilities including gymnasium, beer garden and covered deck area and wet mess area
- > Communications room
- > Car and bus parking
- > Maintenance and cleaning buildings for housekeeping equipment and laundry facilities.
- > Potential on-site wastewater management via an advanced secondary treatment system with land application and reuse through an irrigation system.
- > Potable Water Treatment Plant (PWTP) for potable drinking water.



Photo 1.3 Typical Temporary Workers Accommodation Facility

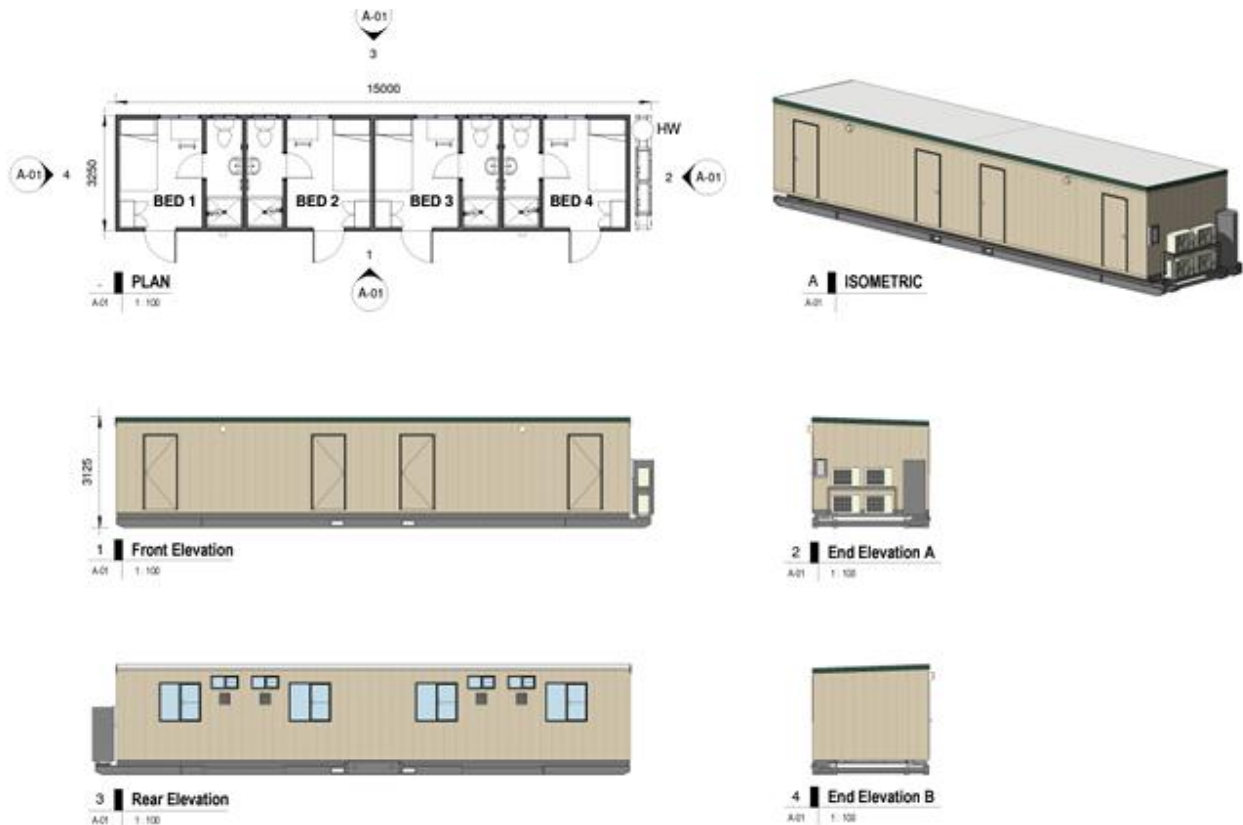


Photo 1.4 Typical demountable buildings with one-bedroom unit & ensuite

The final design and layout of the TWA facility will be confirmed during detailed design; however, all components will sit within a development footprint of approximately 5 ha within the Project Area. The conceptual layout for the TWA facility is provided in Figure 1.2 of the amendment report.

TWA Access

Access to the TWA facility will via a dedicated access track of approximately 2.25 km long, commencing at the Project's primary access on the Castlereagh Highway and traversing through the solar farm site, as shown on **Figure 2**. In addition, a dedicated emergency access point to the TWA site is proposed via Puggoon Road for emergencies only.

The TWA access track will consist of an all-weather road of approximately 8 m wide and will be designed to accommodate heavy vehicles with a minimum curve radius of 15m. The access track will require three waterway crossings (i.e. 1st order and 2nd order creek lines) along this alignment, requiring single or multibarrel Reinforced Concrete Pipes (RCP) culvert installations based on flood modelling predictions along these creeks. The number and size of culverts will be determined during detailed design. A typical illustration of a stormwater RCP culvert is shown in **Photo 1.5**.



The diagram illustrates a road cross-section with the following components and dimensions:

- Carriageway:** 8m wide, consisting of two 3.5m traffic lanes.
- Road Shoulders:** 0.5m wide on each side of the traffic lanes.
- Table Drains:** 2m wide on each side of the road shoulders.
- Earthwork Buffers:** 2m wide on the outermost edges.
- Construction Disturbance Area:** A total width of 16m, encompassing all the above components.
- Crossfall:** Indicated by arrows pointing outwards from the centerline, showing the slope of the road surface.
- Pavement TBC:** Pavement Thickness, indicated by a line below the road surface profile.

Photo 1.6 TWA access cross section

TWA Services and Utilities

There are no existing utilities services within the TWA area. Services to be supplied to the TWA facility are further detailed in this section below. The TWA facility will further provide food and recreation facilities as well as first aid services to minimise community and socio-economic impacts associated with the influx of the Project's construction workforce on the local and regional towns and services (refer to **Figure 2**)

Electricity

It is estimated that the TWA facility will require 0.7 kWh of electricity per person per day (280kWh per day). Electricity will be generated on site via diesel generators (refer to Figure 1.2 of the amendment report).

The TWA facility will be equipped with four generator skids, each housing three 125 kVA generators per skid. Each generator skid will require diesel storage, to be provided by a self-bunded 6,500 L fuel cell. A typical layout for a generator skid is provided in **Photo 1.7**. Diesel will be sourced from local suppliers (if applicable).

However, Tallawang Solar Hybrid Pty Ltd is exploring a fixed connection with Essential Energy and has submitted a connection enquiry. If feasible, this will be the preference.

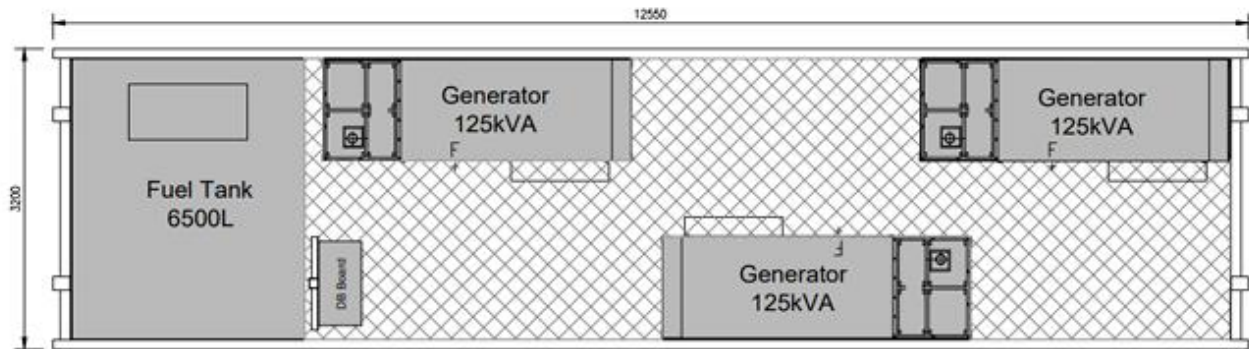


Photo 1.7 Typical 125kV Generator Layout

Water (potable and non-potable)

The TWA facility would require approximately 48,219 kilolitres (kL) of potable water (i.e. 200 L per person per day) to be stored in a bank of interconnected 50 kl potable tanks on-site. Stored water will be circulated via a Potable Water Treatment Plant (PWTP) which measures and maintains chlorine dosing. The PWTP then delivers the water to the facility via an above-ground pressurised ring main.

Wastewater

It is estimated that the TWA facility will produce around 34 ML of wastewater (i.e. 150 L per person per day) over the life of the TWA facility, based on a peak daily wastewater flow of 57 kL.

The TWA facility includes a potential on-site advanced secondary treatment system with land application reuse via surface spray irrigation of surrounding pasture, pursuant to Section 68 of the Local Government Act 1993.

In order to meet the water quality objectives at receiving surface and groundwaters, a minimum storage capacity of 500 kL is required for treated effluent. This will enable an irrigation strategy that applies effluent

at a long-term rate of 2.85mm/day with irrigation shut off during rainfall events greater than 10mm, to achieve the required pollutant reduction. The system would be design and installed in a modular fashion that aligns with the design capacity of treatment modules (such as 20 KL/d capacity). This would enable system capacity to be ramped up and back down as the workers population peaks and drops during construction.

In addition, Tallawang Solar Hybrid Pty Ltd has consulted with Dubbo Regional Council regarding the receipt of wastewater as an alternative to onsite treatment. Tallawang Solar Hybrid Pty Ltd will continue to consult with Dubbo Regional Council in this regard.

Waste (solid, general, recyclable and hazardous)

As the buildings are fabricated off-site, the amount of waste generated on-site during the construction of the TWA facility will be minimal and will be serviced by a single 10 m³ skip.

It is estimated that the TWA facility will generate approximately 1.1 kg of waste per person per day during its operation. Tallawang Solar Hybrid Pty Ltd has consulted with Dubbo Regional Council and is in the process of seeking an arrangement for waste disposal at one of their landfills. Tallawang Solar Hybrid Pty Ltd will also consider the potential use of waste transfer and recycling facilities available in other LGAs within the broader region to achieve their waste management objectives.

A Waste Management Plan will be developed and implemented for management and disposal of waste. General waste would be managed on-site via waste collection and recycling facilities and then transported to a licenced landfill facility by an appropriately licenced contractor, in agreement with Dubbo Regional Council.

Other services

Other services provided on site will include:

- > Catering such as the daily provision of meals for breakfast, lunch and dinner Provision of alcohol in a dedicated and licensed recreational area
- > Security through security personnel available on site 24/7 to ensure the safety and conduct of workers and the surrounding community
- > Medical / health service through a registered nurse/GP available on site to triage health concerns and referring to external health providers if needed (via telehealth services), ordering and/or administering medication as well as write pharmaceutical prescriptions if needed
- > Housekeeping and ground maintenance.

ACCESS, PARKING AND SECURITY FENCING

The pre-construction phase of the project (lasting for 8-10 weeks) will temporarily utilise an existing, established site access (shown in Figure 2), prior to road upgrades being carried out. The temporary access provides for necessary vehicles to enter the site to carry out pre-construction minor works, limited to geotechnical investigations and heritage salvage. The temporary access point is established and is suitable in its current form to provide safe ingress and egress of select vehicles, including:

- > Vehicles utilised during this phase in relation to geotechnical activities include:
 - Two rigid heavy vehicles (pile driver and drill rig trucks) per day for up to 8 weeks;
 - 4-6 light vehicles (utilities) per day for up to 8 weeks; and
 - a telehandler and a backhoe or an 8 tonne excavator would be brought to site on float trucks (2 movements) at the beginning of work and taken off site in the same way at the end (a further 2 movements).
- > Vehicles utilised during this phase in relation to heritage activities include:
 - 2 light vehicles (utilities) per day for 1-2 weeks.

During the construction phase, the project would gain access at a newly proposed access point off the Castlereagh Highway as shown in **Figure 2**. Intersection works on the Castlereagh Highway, and the council road (directly south of the Project Area) will be required to establish the new access point and entrance to the Project Area. Updated concept design and cross-section drawings for the proposed works are provided in Appendix 4 of the Amendment Report.

The proposed intersection at the Castlereagh Highway will consist of a three-way intersection, with a connecting internal access road extending onto the Project Area. The proposed intersection upgrade would provide a standard (full-length) channelised right turn (CHR) and a standard (full-length) Auxiliary left turn

(AUL) treatments. The intersection will be designed to accommodate a 26 m B Double design vehicle and the largest over-size over-mass (OSOM) component delivery vehicle required to access the Project (escorted under NHVR permit). The intersection will comprise 3.5 m wide through lanes, 3.5 m wide turning lanes, 2 m shoulders (1 m sealed plus 1 m unsealed), 1 m verge and 1V:4H batters. The intersection location is proposed to be aligned with the existing council road directly to the south of the solar farm site. The final location of the intersection will be confirmed during detailed design after site surveys and geotechnical investigations are undertaken. The proposed access intersection requirements have been discussed with the Mid-Western Regional Council and Transport for NSW and agreed in principle. Mid-Western Regional Council and Transport for NSW will be consulted further in relation to the detailed design requirements for the intersection works prior to construction and for the purposes of securing approval under the Roads Act.

Four alternate access points along Puggoon Road are proposed as shown in **Figure 2** to allow for emergency vehicles and stock movements. The alternative accesses will only be utilised for the purposes of the Project in case of an emergency or to bring livestock in and out of the Project Area.

The Project would require access from Lot 105 DP 750762, across Puggoon Road to Lots 74, 96 and 105 of DP 750762. The design and final location of the Puggoon Road crossing will be finalised in consultation with Council during the detail design phase.

Internal access roads consisting of compacted gravel, approximately 6 m wide, would be constructed to accommodate construction and operational traffic movements throughout the Project Area. The indicative location of the access roads is illustrated in **Figure 2**.

During construction, a suitable number of parking spaces will be available within the temporary laydown areas. The indicative location of the laydown areas is illustrated in **Figure 2**.

The perimeter of the Project will be enclosed by security fencing, consisting of a chain mesh fence approximately 2.3 m high, subject to final design (illustrated in **Photo 1.8**). The security fencing would involve casting concrete footings for posts and installing fencing mesh. Fencing will restrict public access to the development footprint and is required under Australian Standard (AS) 1725.2010 Parts 1-5. Revised fencing design of the Project removes fencing from around much of the native vegetation to be retained on site and provides an open corridor between the northern and western boundaries to improve wildlife connectivity shown in **Figure 2**.

Grid Connection Infrastructure

The Project will gain connection to the existing electricity network via EnergyCo's proposed CWO-REZ Transmission Project. The CWO-REZ Transmission Project includes an overhead transmission line running from the Tallawang Solar Farm's substation to the grid infrastructure.

Operations and Maintenance Facilities

O&M facilities will consist of:

- > an onsite control building containing a control room and veranda/recreation area, totalling a footprint of approximately 100 m². A typical storage shed has an approximate footprint of 300 m². Illustrations of a typical indicative control room and storage shed are provided in Photos 1.9 and Photo 1.10 respectively.
- > staff office, meeting facilities, amenities and carparking
 - a temperature-controlled spare parts storage facility
 - SCADA facilities
 - a workshop and associated infrastructure

The O&M facilities would be located along the main internal access road as shown on Figure 1.1, for ease of accessibility. The specific location for the O&M facilities would be confirmed during detailed design.

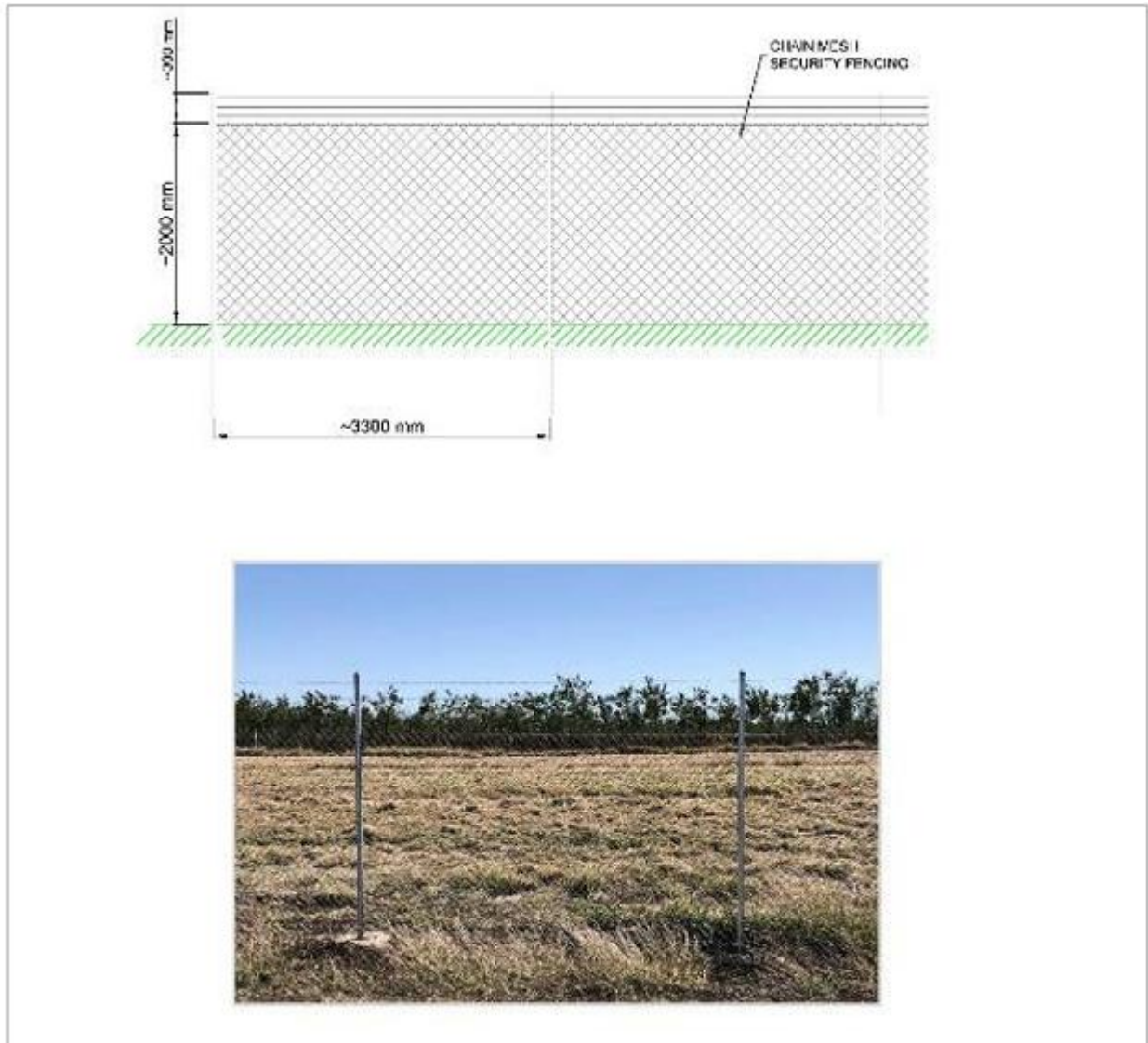
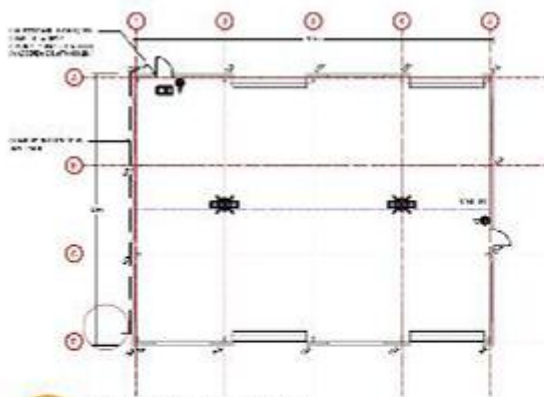


Photo 1.8 Chain mesh fencing



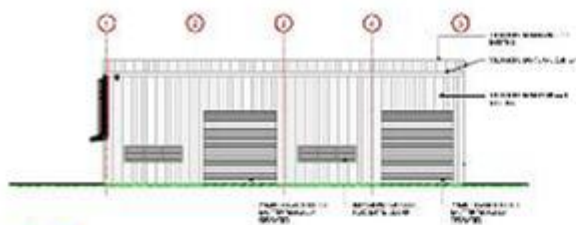
Photo 1.9 Typical control room



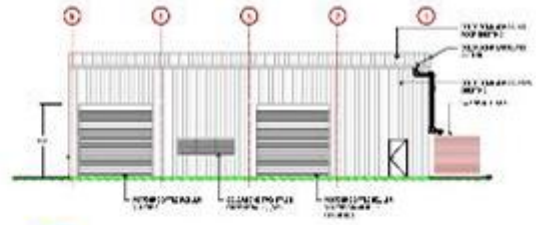
1 STORAGE SHED FLOOR PLAN



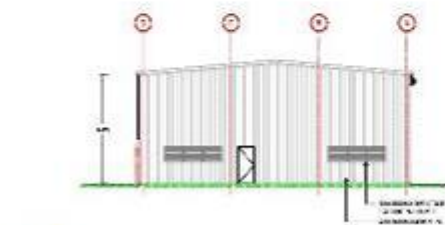
PERSPECTIVE
3D STORAGE SHED



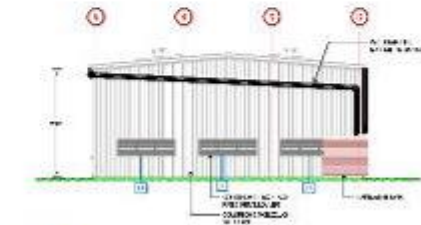
S STORAGE SHED SOUTHERN ELEVATION



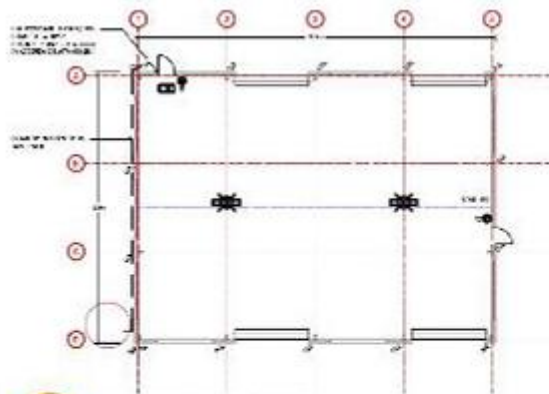
N STORAGE SHED NORTH ELEVATION



E STORAGE SHED EASTERN ELEVATION



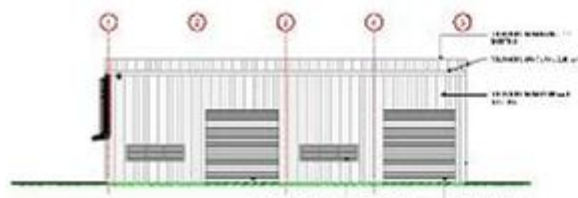
W STORAGE SHED WESTERN ELEVATION



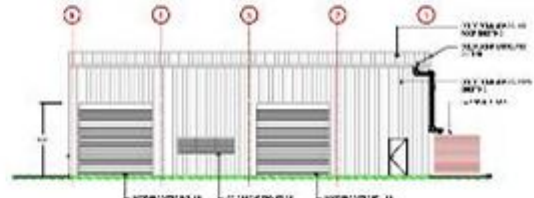
1 STORAGE SHED FLOOR PLAN



PERSPECTIVE
3D STORAGE SHED



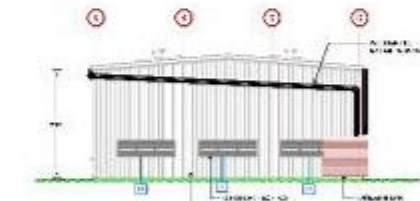
S STORAGE SHED SOUTHERN ELEVATION



N STORAGE SHED NORTH ELEVATION



E STORAGE SHED EASTERN ELEVATION



W STORAGE SHED WESTERN ELEVATION

Photo 1.10 Typical storage shed

A.4 CONSTRUCTION

CONSTRUCTION OF TWA FACILITY

The TWA facility will be installed on-site at the commencement of the solar farm construction period. The TWA facility will be constructed using modular walkways, decks, awnings and buildings. All structures will be prefabricated and then assembled on-site using a large (16-25 tonne) forklift for the placement of buildings and walkways, and a smaller 3-6 tonne forklift. Delivery of structures will require a total of approximately 160 heavy vehicle deliveries, typically scheduled at a rate of five heavy vehicles per day (10 vehicle trips in and out per day).

CONSTRUCTION ACTIVITIES

Site preparation and establishment

The following site preparation works would be undertaken to prepare the site for construction:

- > site survey, based on initial geotechnical investigations and LIDAR data as part of the EIS, to confirm infrastructure positioning and placement
- > ongoing geotechnical investigations to confirm the ground conditions
- > biosecurity controls (e.g. weed spraying) prior to ground disturbance commencing
- > road upgrade works such as the intersection upgrade to establish the Project access and internal access
- > track to TWA facility
- > construction of other internal access tracks for accessing site from the local road network and carparking, including waterway crossings (i.e. culverts and bed level crossings)
- > installation of security fencing and asset protection zones
- > establishment of temporary construction compounds and site facilities and laydown areas for construction materials and equipment
- > preliminary earthworks and installation of environmental controls including erosion and sediment management structures
- > identification and establishment of no-go zones around trees and vegetation to be retained
- > felling of trees not required to be retained
- > establishment of no-go zones around Potential Archaeological Deposits.

It is expected that some of these pre-construction tasks would occur concurrently.

Minor earthworks would be required to prepare the site for the construction activities, such as grading and levelling (where required), and resurfacing activities. Due to the flat topography of the Project Area, it is expected that the need for heavy earthworks and compaction will be minimal.

Management measures outlined in Appendix 3 of the Amendment Report will be implemented as part of the site establishment to mitigate potential environmental, cultural and social impacts. Laydown areas, waste handling, fuel and other hazardous materials storage area will be strategically placed to minimise impacts.

Construction

The main construction activity would involve the installation of the TWA facility accommodation units, communal facilities and other associated infrastructure.

Tallawang Solar Hybrid Pty Ltd is considering a staged approach for the construction of the TWA facility to gradually increase the facility's capacity to meet the increase in demand towards peak construction.

Plant and Equipment

The plant and equipment required for the construction would include:

- > earthmoving machinery and equipment for site preparation (such as excavators, compactors, rollers and graders).
- > cable trenching and laying equipment.



- > pile-driving equipment (piling rigs).
- > assisted material handling equipment (forklifts and cranes)
- > machinery and equipment for installation of prefabricated demountable units and sewerage treatment plant facility.
- > manual tools, including compressed air and electric tools.
- > heavy vehicles, utes and light vehicles.
- > water trucks for dust suppression.
- > diesel generator/s

Transport routes and traffic movements

Construction materials for the TWA facility will be transported to the Project Area via road from the Port of Newcastle (via the Golden Highway and the Castlereagh Highway). However subject to the suppliers, deliveries may also come from elsewhere in NSW and/or Australia.

All vehicles associated with the TWA facility will access the TWA site via the Project's primary access and along an internal access track described in Section 1.3.4.2 of the amendment report. It is estimated that the construction of the TWA facility will require up to 5 heavy vehicles per day (10 vehicle trips in and out per day) for the delivery of the construction materials and equipment. No oversize over mass (OSOM) vehicles will be required for the TWA facility.

It is expected that up to 12 light vehicles per day (24 vehicle trips in and out per day) will access the TWA facility during the construction of the TWA facility.

Construction workforce

It is expected that approximately 20 to 25 workers would be required for the construction of the TWA facility.

Construction duration and hours

Construction of the TWA facility is expected to occur over an 8-week period at the start of the 36-month construction period anticipated for the solar farm. Construction of the TWA facility may be staggered to adapt to the solar farm construction needs. The construction period will be determined once a supplier has been selected.

Construction activities would be undertaken during standard daytime construction hours consistent with the Interim Construction Noise Guideline (Department of Environment and Climate Change 2009) (ICNG) as follows:

- > 7am to 6pm Monday to Friday
- > 8am to 1pm on Saturdays
- > No works on Sunday or public holidays.

Exceptions to these hours may occur however would be limited to activities with low noise generation where practicable, emergency works or where required for deliveries or dispatches by an authority due to safety reasons. The Mid-Western Regional Council and surrounding landholders would be notified of any foreseeable exceptions. In relation to low noise generation activities, this would include justifying why works are required outside the standard hours and outlining the timing, duration and potentially expected noise levels



CONSTRUCTION OF SOLAR FARM

Site Preparation

The following site preparation works would be undertaken to prepare the site for construction of the solar farm:

- > site survey, based on initial geotechnical investigations and LIDAR data as part of the Project, to confirm infrastructure positioning and placement
- > ongoing geotechnical investigations to confirm ground conditions
- > biosecurity controls (e.g. weed spraying) prior to ground disturbance commencing.
- > intersection upgrade at Castlereagh Highway
- > construction of internal access tracks for accessing site from the local road network and car parking, including creek crossings (i.e. small culverts and bed level crossings)
- > installation of temporary construction fencing around work areas and boundary fencing.
- > establishment of temporary construction compounds and site facilities and laydown areas for construction materials and equipment
- > preliminary earthworks and installation of environmental controls including erosion and sediment management structures • identification and establishment of no-go zones around trees and vegetation to be retained
- > felling of trees not required to be retained
- > establishment of no-go zones around Potential Archaeological Deposits.
 - > Earthworks would be required to prepare the site for the construction activities. This would involve some grading and levelling (where required), and resurfacing activities for the temporary ancillary facilities and O&M facilities.
 - > The need for heavy earthworks and compaction will be minimised as much as practicable.

Construction Activities

Construction-related jobs are expected to be associated with a wide range of on and off-site activities including:

- > commence road works and upgrade of project access installation of permanent fencing and security
- > installation of steel piles, PV mounting system and solar panels.
- > foundations for the inverter blocks, buildings, switchgear and on-site substation will be prepared.
- > installation of on-site electrical reticulation system, including associated substation and switchyard, including trenching for cabling.
- > installation of PCSs on concrete pads or footing.
- > construction of permanent site office, amenities and workshop.
- > establishment of the BESS.
- > construction of the overhead transmission line, onsite substation and associated grid connection infrastructure testing and commissioning of infrastructure.
- > removal of temporary construction facilities.
- > revegetation of disturbed areas.



It is expected that some of these construction tasks would occur concurrently.

Temporary Ancillary Facilities

Temporary ancillary facilities would be required during construction, and would typically include:

- > site compound – the construction compound would measure about 50 x 50 m and would include storage area, offices and meeting room, ablution facilities, canteen and parking.
- > laydown areas involving areas suitable for storing plant and equipment.
 - > These facilities would be compacted with gravel to allow for all weather access and would be located within the development footprint. Once construction is complete, these areas would be revegetated or have PV solar panels or other infrastructure installed on the area once construction is completed. Whilst the temporary construction ancillary facilities could be located anywhere within the development footprint, an indicative location is provided in **Figure 2**.

Plant and Equipment

The plant and equipment required for the construction of the Project would include:

- > earthmoving machinery and equipment for site preparation (such as excavators, compactors, rollers and graders)
- > cable trenching and laying equipment
- > pile-driving equipment (piling rigs)
- > assisted material handling equipment (forklifts and cranes)
- > machinery and equipment for connection infrastructure establishment and installation of the BESS
- > manual tools, including compressed air and electric tools
- > heavy vehicles, utes and light vehicles
- > water trucks for dust suppression
- > diesel generator/s.

Transport Routes and Traffic Movements

Construction material and equipment for the Project would be transported via road from the Port of Newcastle, then the Golden Highway and then via the Castlereagh Highway to the Project Area. Refer to **Figure 1.5** of the amendment report for the Project's proposed transport route. However, subject to the suppliers, deliveries may also come from elsewhere in NSW and / or Australia.

During the construction of the solar farm, the following peak traffic movements will be generated:

- > up to 100 heavy vehicles per day (200 heavy vehicle trips (in and out) per day) with a maximum of 145 heavy vehicles per day (290 heavy vehicle trips (in and out) per day) during peak construction (duration of nine months) including all heavy vehicle movements relative to the solar farm construction (i.e. delivery of equipment, infrastructure and materials such as gravel, sand, concrete, water trucks) – these will be predominately B-double vehicles, including some concrete mixing trucks and Articulated Vehicles (AV)
- > up to 163 light vehicles per day (326 light vehicle trips (in and out) per day) during peak construction (duration of nine months) for all workforce movements to the Project Area, assuming an average of 2.5 persons per vehicle (carpooling)

- > one OSOM vehicle per day (two OSOM vehicle trips (in and out) per day) on a designated day, with a maximum of six OSOM vehicles (twelve OSOM vehicle trips (in and out)) over the 36-month construction period.

Vehicle movements would peak for approximately nine months of the 36-month construction phase, when most of the photovoltaic modules, BESS and ancillary infrastructure are being delivered to the Project Area and the peak workforce numbers are reached. These traffic generation numbers also include vehicle movements to and from the TWA facility (assuming an average of 2.5 persons per vehicle) and other construction materials such as gravel, sand, concrete, water trucks, etc.

On either side of this peak period, the vehicle movements would scale up / down. The assessment was based on the peak heavy vehicle generation and therefore considers the worst-case scenario. For the majority of the construction phase (up to 27 months), reduced traffic generation would occur. The number of light vehicle movements is based on the conservative assumption that there will be no shared journey to-work trips. As part of the construction traffic management plan (CTMP), the contractor may consider providing minivans for moving non-local workers to site from the more populated townships, thus reducing the number of light vehicle movements.

The delivery trucks will predominantly be B-double vehicles, with several concrete mixing trucks and Articulated Vehicles (AV as defined within AS 2890.2:2009). The AVs will occasionally be used to transport larger plant such as the PV panels.

There is expected to be four sub-station transformers as well as the operations and maintenance building and control room, delivered to the site via Oversize Overmass (OSOM) vehicles on a Drake trailer consisting of a 16 x 8-wheel platform trailer approximately 43.2 m in length and 4.9 m in width. Typical total installed weight would be 210 tonnes with typical transportation weight of 130 tonnes. This will be the largest vehicle for the Project. These would be transported to site as single loads on designated days resulting in a maximum of one OSOM vehicle per day (two OSOM vehicle trips per day), with a maximum of six OSOM vehicles (twelve OSOM vehicle trips) over the 36-month construction period.

The pre-construction phase of the project (lasting for 8-10 weeks) will temporarily utilise an existing, established site access (shown in Figure 2), prior to road upgrades being carried out. The temporary access provides for necessary vehicles to enter the site to carry out pre-construction minor works, limited to geotechnical investigations and heritage salvage. The temporary access point is established and is suitable in its current form to provide safe ingress and egress of select vehicles, including:

- > Vehicles utilised during this phase in relation to geotechnical activities include:
 - Two rigid heavy vehicles (pile driver and drill rig trucks) per day for up to 8 weeks;
 - 4-6 light vehicles (utilities) per day for up to 8 weeks; and
 - a telehandler and a backhoe or an 8 tonne excavator would be brought to site on float trucks (2 movements) at the beginning of work and taken off site in the same way at the end (a further 2 movements).
- > Vehicles utilised during this phase in relation to heritage activities include:
 - 2 light vehicles (utilities) per day for 1-2 weeks.



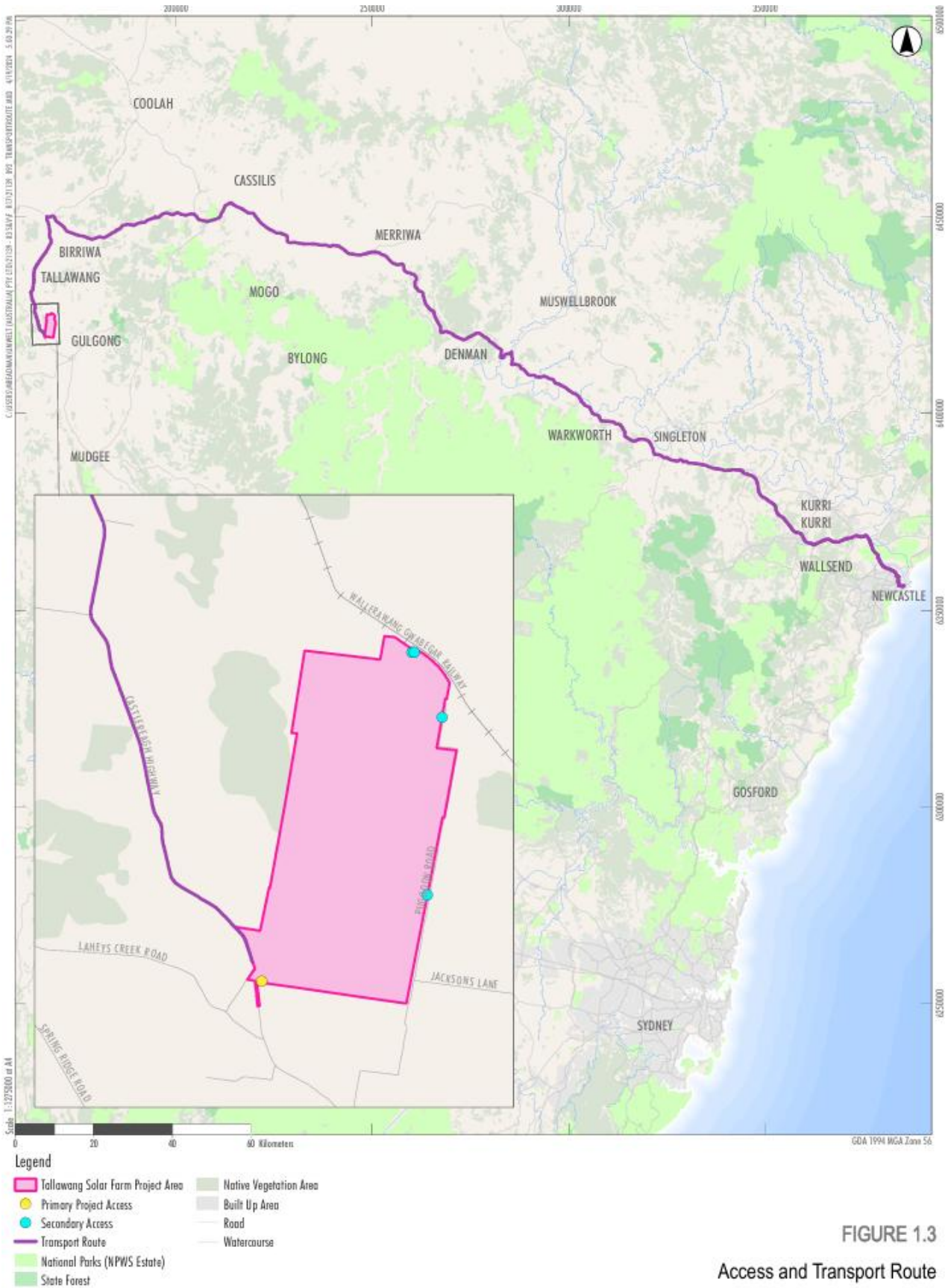


FIGURE 1.3

Access and Transport Route

Figure 1.5 Project’s proposed transport route

Construction Staging, Duration and Hours

Construction activities would be undertaken during standard daytime construction hours consistent with the Interim Construction Noise Guideline (Department of Environment and Climate Change 2009) (ICNG) as follows:

- > 7am to 6pm Monday to Friday
- > 8am to 1pm on Saturdays
- > No works on Sunday or public holidays
- > In general, no construction activities would occur on Sundays or public holidays. Exceptions to these hours may occur however would be limited to activities with low noise generation where practicable, emergency works or where required for deliveries or dispatches by an authority due to safety reasons. The Mid-Western Regional Council and surrounding landholders would be notified of any foreseeable exceptions. In relation to low noise generation activities, this would include justifying why works are required outside the standard hours and outlining the timing, duration and potentially expected noise levels.
- > The construction phase for the solar farm is expected to be undertaken over approximately 36 months from the commencement of site establishment works. It is anticipated that construction works would commence Q4 2026.

Construction Workforce

The Project would generate a number of jobs during the construction of both the solar farm and the TWA facility. Approximately 380 FTE jobs are anticipated during the 36-month period, with up to 420 workers on site during peak construction (for up to nine months).

A.5 OPERATION AND MAINTENANCE

OPERATION OF TWA FACILITY

The TWA facility will operate 24/7 for the entirety of the 36-month construction period and will require approximately 20 staff. It is estimated that the operation of the TWA facility will generate the following traffic movements:

- > up to 50 light vehicles (100 light vehicle trips) per day
- > up to 15 heavy vehicles (30 heavy vehicle trips) per day

OPERATION OF SOLAR FARM

The operational lifespan of the Project is proposed to be around 35 years, with operations proposed to commence in Q4 2029. It is anticipated that up to 7 direct and 20 indirect FTE jobs would be required during operations.

Throughout operations, ongoing maintenance of the development footprint and project infrastructure will be required. The operation of the Project would be largely automatically controlled by the SCADA system with inputs from the meteorology stations and other equipment. Planned maintenance activities would likely include:

- > Weekly and monthly inspections covering electrical, civil and environmental operational performance. • Annual cleaning of modules and meteorological stations.



- > Vegetation management in line with the Vegetation Management Plan (VMP). Sheep grazing may be retained within the Project to maintain undergrowth as well as to retain long term agricultural productivity of the land. Grazing would reduce fuel use and emissions associated with grass cutting, as well as lowering bushfire threat and maintaining habitat for threatened species.
- > Preventative maintenance and other activities as defined in the operation and maintenance management plans.
- > Corrective maintenance activities would include testing and replacing of faulty plant components such as modules, fuses and other corrective actions within operation and maintenance scope.
- > Weed and pest control.

During operations regular lightweight vehicle access will be required with occasional heavy vehicles access (i.e. replacing inverters, transformers or components of the BESS).

It is anticipated that up to 10 light vehicles per day (20 vehicle trips (in and out) per day) would travel to the Project during peak maintenance periods and on an intermittent basis.

A.6 DECOMMISSIONING

TWA FACILITY

Following the construction of the Project, the TWA Facility may be maintained for use by the construction workforce associated with other REZ projects in the region (such as nearby Barneys Reef Wind Farm) if this is approved as part of the other projects' development applications. Alternatively, the TWA facility would be decommissioned, and the area would be cleared of any temporary infrastructure and equipment and rehabilitated to its previous condition.

SOLAR FARM

After the Project reaches the end of its operational life, the Project would either be upgraded (pending any additional approval requirements) or decommissioned. Decommissioning would involve removing project infrastructure and returning the development footprint to its pre-existing land use, or another land use in consultation with the landholders, as far as practicable. As agreed with the landholder some infrastructure may be retained (e.g. access tracks) where beneficial to the agreed land use.

Tallawang Solar Hybrid Pty Ltd or its contractors will seek to recycle all dismantled and decommissioned infrastructure and equipment, where feasible and practicable. Structures and equipment that cannot be recycled would be disposed of at an approved waste management facility in accordance with all statutory requirements.

Vehicle movements and personnel requirements during the decommissioning phase are expected to be similar or less than with the construction phase of the Project.

A.7 SERVICE AND UTILITY SUPPLY ARRANGEMENTS

WATER SUPPLY

During construction, water would primarily be used for pavement construction, solar footing construction, dust suppression, and potable water for the workforce. The associated water demand would likely be in the order of 301 ML (consisting of approximately 246 ML of non-potable water and approximately 55 ML of potable



water) for the 36-month construction period. This includes the proposed potable and non-potable water demand for the TWA facility.

During operations, approximately 3.4 ML per year would be required for ongoing maintenance activities such as washing of the PV solar panels, amenities and potable purposes by operational staff as well as for livestock grazing within the solar farm and BESS development area. Washing of the panels would not require any detergent or cleaning agents.

Potable and non-potable water supply options have been investigated and confirmed available by iCubed Consulting (iCubed, 2024). These include:

> Potable water –

- Ulan Water is located approximately 35 km east of the Project Area and has been identified as the local contract supplier. Initial discussion with Ulan Water has confirmed that potable water supply is available with quantities dependent on timing, supply and availability. Detailed Project Description Appendix 1 - Revised detailed project description_V1 26
- Lake Windemere is approximately 75 km south of the Project Area and is currently at 93% capacity (WaterNSW, 2024a).

> Non-potable water – the following options are available:

- Ulan Water is available for non-potable water supply. Initial discussion with Ulan Water confirmed that non-potable water supply is available with quantities dependent on timing supply and availability.
- sourcing treated grey water and recycled wastewater.
- onsite boreholes and property owners' dams. One groundwater bore (GW0805247) is located within the Project Area adjacent to and east of Castlereagh Highway. The bore is described as drilled to 42 m in depth and for stock and domestic water supply purposes. The last recorded groundwater depth was recorded as 12 m below ground on 15/02/2013 (WaterNSW, 2024a).
- local dams owned by property owners. The maximum harvestable right for all dams within the Project Area was estimated to be 91 ML, making on-site storage a viable option

In addition, options for water conservation, specifically alternatives and initiatives to minimise potable and non-potable water demand, were investigated. Initiatives included the use of polymers in dust suppression, rainwater collection, employing recycled water in construction, leak detection and repair, and implementing education and awareness programs to promote responsible water usage among workers. Overall, by implementing these alternatives and initiatives, the Tallawang Solar Farm can significantly reduce water demand, conserve water resources, and promote sustainable water practices.

ELECTRICITY

Access to electricity during construction activities would be via the local distribution network where available and via diesel generation where access to the grid is unavailable.

Electricity requirements during operation would include lighting at ancillary infrastructure (office, workshop, amenities and parking), staff computers, domestic appliances and onsite security systems. Electricity generated by the solar farm would be used for most activities during operations, except for maintaining the inverters during the night which will involve a small amount of auxiliary load being supplied from the grid.



TELECOMMUNICATIONS

The cellular network would be used during construction. During operations connection to telecommunications would be via optical fibre with cellular backup.

SEWER

There is no sewer access in the Project Area. Therefore, amenities for the solar farm construction would consist of a septic system and / or portaloos'. The septic system would be pumped out via tanker and delivered to the Gulgong sewage treatment facility, or as agreed with Mid-Western Regional Council during construction. Tallawang Solar Hybrid Pty Ltd or its contractors would consult with Mid-Western Regional Council prior to commencement of construction to reach an agreement. This would be constructed and managed in accordance with the relevant Mid-Western Regional Council requirements.

In addition, Tallawang Solar Hybrid Pty Ltd has consulted with Dubbo Regional Council regarding the receipt of wastewater. Tallawang Solar Hybrid Pty Ltd will continue to consult with Dubbo Regional Council in this regard.

It is likely that a septic system would be installed for the operational amenities. This would be constructed and managed in accordance with the relevant Council requirements. This would be in accordance with the Mid-Western Regional Council Liquid Trade Waste Regulation Policy 2021.

A.8 ENVIRONMENTAL MANAGEMENT

Tallawang Solar Hybrid Pty Ltd will develop and implement an Environmental Management Strategy (EMS) as part of the Project to provide the strategic framework for environmental management of all components of the Project. The EMS would:

- > incorporate a construction environmental management plan (CEMP) and operational environmental management plan (OEMP), including all required plans, protocols, management and mitigation measures proposed in this EIS
- > identify all relevant statutory approvals
- > establish roles, responsibility, authority and accountability of all key personnel involved in the environmental management of the Project
- > establish procedures for consulting with the local community and relevant agencies about the operation and environmental performance of the Project
- > establish procedures for handling of complaints, disputes, non-compliances and emergency response.

Appendix 3 of the Amendment Report provides a consolidated summary of the management measures that will be implemented during the construction and operation of the proposed Project to manage, mitigate and/or monitor potential impacts identified within the Amendment Report



APPENDIX B

UPDATED MITIGATION TABLE



B.1 UPDATED MITIGATION MEASURES

Table B provides a consolidated table of mitigation measures for the TFS BESS. New mitigation measures recommended by supporting assessment reports have been identified in **red text**.

Table B1 - Updated Mitigation Table

Reference	Mitigation Measures
Traffic and Transport	
T1	Tallawang Solar Hybrid Pty Ltd will undertake intersection works at the Project access to provide protected (channelised) turn lane intersection treatment on the Castlereagh Highway to accommodate the swept path turning movement by the largest types of trucks requiring access to the Project Area, as per Austroads standards. The design of the intersection works will be finalised in consultation with Mid-Western Regional Council and Transport for NSW.
T2	Tallawang Solar Hybrid Pty Ltd will prepare and implement a Traffic Management Plan (TMP) in consultation with the Mid-Western Regional Council and Transport for NSW. The TMP will include a Drivers Code of Conduct and will be designed to minimise the impact of Project construction traffic (including OSOM vehicles) on the external road network.
T3	Suitable parking arrangements within the Project Area will be provided for the construction and operation workforce to avoid parking on the public roads adjacent to the Project Area
T4	Tallawang Solar Hybrid Pty Ltd will prepare road dilapidation reports covering pavement, drainage and bridge structures in consultation with Transport for NSW and the local Councils for the proposed transport routes before and after construction. Regular inspection regimes undertaken in consultation between local Councils and the Proponent will be developed. Any damage resulting from construction traffic, except that resulting from normal wear and tear, would be repaired to pre-existing conditions.
T5	Tallawang Solar Hybrid Pty Ltd will establish a 'carpool' initiative or provide bus services for construction staff from nearby centres to minimise construction staff trips.
T6	For decommissioning, the TMP will be revised to address traffic operation and volume changes in the future years during the decommissioning phase. The revised TMP will be implemented for the decommissioning phase.
T7	During temporary access arrangements in effect during the pre-construction minor works phase (as outlined in modification 1), all traffic is to utilise the approved temporary site access point as outlined in Appendix 1 of the consent. Upon completion of this pre-construction minor works phase, the temporary access is not to be used by any vehicles, and all vehicles are to utilise the permanent site access point as outlined in Appendix 1 of the consent.
Noise	
N1	The project will adopt the following procedures where practicable to reduce noise emissions during construction: > Car-pooling and the use of buses/mini vans to reduce the total number of light vehicle movements

Reference	Mitigation Measures
	> Slowing the speed of the heavy vehicles as they pass through the Birriwa township from the sign-posted speed of 80 km/h to a nominal speed of 60 km/h. > All employees, contractors and subcontractors will receive an environmental induction > All sensitive receivers likely to be affected will be notified at least seven days prior to commencement of any works associated with the activity that may have an adverse noise or vibration impact.
Visual	
V1	Tallawang Solar Hybrid Pty Ltd will prepare and implement a Detailed Landscape Plan which will refine the concepts in the Draft Landscape Plan prepared to screen views of the Project through strategic planting in consultation with the affected landholders.
V2	In conjunction with the Detailed Landscape Plan, Tallawang Solar Hybrid Pty Ltd will prepare and implement a maintenance plan for proposed landscaping that includes: > A defined initial establishment period (minimum of 12 months) > A schedule for monitoring planting areas and watering during the establishment period > Ongoing maintenance practices during and post establishment (such as a weeding/mulching regime) > Guidance for replacement planting (for plants that fail to thrive)
V3	Detail design of the TFS and access to ensure all large trees or stands of trees are retained and root zones avoided.
Biodiversity	
B1	The construction environmental management plan will contain the following elements: > soil management strategy > water management strategy > waste management strategy > air quality management strategy > biodiversity management strategy > bushfire management strategy > noise management strategy > biosecurity management strategy that all people working on the project are inducted on site environmental procedures
B2	Clearing of trees will be avoided in spring where practicable
B3	A pre-clearing procedure will be implemented to minimise the potential for impacts on native fauna species (focusing on threatened species) as a result of the clearing of hollow-bearing trees. The pre-clearing procedure is designed to minimise impacts to hollow-dependent and ground-dwelling fauna
B4	Salvage of biodiversity features, including habitat resources (e.g., hollow logs, tree hollows, fallen timber and rocks/boulders) and replacement of them in suitable locations in the landscape to augment existing habitat.

Reference	Mitigation Measures
B5	During construction, temporary fencing will be used to demarcate vegetation where required to avoid accidental damage to areas outside of the disturbance area.
B6	Weed management controls will include: > machinery and equipment will be cleaned thoroughly prior to entering the Subject Land. Cleaning must include the removal of all mud and plant matter, followed by washing with high pressure water. > mulch containing weeds will be placed in piles separate from clean mulch, removed from site, and disposed of in accordance with weed management guidelines as soon as practicable.
B7	Access control is an important feature in protecting and demarcating areas outside the disturbance area from vehicle access, human access, and accidental disturbance. Measures include: > Appropriate fencing and signposting of areas to prevent the uncontrolled entry of people, accidental disturbance and to minimise vehicular and human traffic > Clear and visible signage is to be appropriately located to inform the workforce and others of the restricted access or otherwise of areas outside the Subject Land and > Locking of gates to prevent unwanted vehicle, person access and disturbance
B8	The following mitigation actions will be implemented for the Project to develop a greater understanding and awareness of biodiversity issues in non-ecological trained personnel: > Inductions for the workforce will be undertaken to make them aware of the key ecological issues present in the Subject Land and so that they know their role and responsibilities in the protection and/or minimisation of impacts to all native biodiversity > Inductions will identify the location of sensitive flora and fauna and the policies being implemented to protect the biodiversity values of such areas.
B9	General fencing will be non-inhibiting fauna fencing (excludes security fencing).
Preliminary hazard analysis	
H1	Tallawang Solar Hybrid Pty Ltd will develop and implement an Emergency Management Plan (EMP) which will outline detailed emergency procedures consistent with Hazardous Industry Planning and Advisory Paper No. 1 Emergency Planning (HIPAP 1) and the RFS Planning for Bushfire Protection (or equivalent). Reference will also be made to Australian Standard AS 3745-2010 Planning for emergencies in facilities for the preparation of the EMP. The EMP will be developed in consultation with RFS, FRNSW and the LEMC.
H2	A Fire Safety Study (FSS) will be prepared in accordance with HIPAP No. 2 Fire Safety Study Guidelines (DoP, 2011) in consultation with FRNSW and will determine the requirement for any fire safety systems (e.g. provision of fire water tanks and hydrant booster sets) on site.
H3	BESS units will be transported to site by a suitably accredited freight company in vehicles with a dangerous goods vehicle licence driven by drivers with a dangerous goods driver's licence

Reference	Mitigation Measures
H4	First responders will be made aware of Project hazards (including those specific to Lithium-Ion Batteries (LIBs) and electrical hazards that pose a threat during emergency response) and appropriate response to Project hazard events in post construction inductions for first responders. Handbooks will be provided detailing how to respond to hazard events and the appropriate precautions for first responders
H5	A combustible materials (including vegetation) exclusion zone of 20 m will be maintained around the BESS containers to reduce the risk of external fire initiating LIB hazard events.
H6	On site speed limits will be restricted to between 20 and 40 km/h, depending on condition of site, and designated traffic flow directions.
H7	All personnel responsible for operations, maintenance and emergency response will be suitably trained.
H8	Hot work/safe work procedures for any maintenance works on BESSs or electrical transformers will be implemented.
H9	Routine preventative maintenance, interlock testing and condition monitoring (e.g. thermography, insulating oil analysis) of BESSs and electrical transformers will be undertaken during the operational phase.
H10	All waste materials will be disposed of in a safe and responsible manner by suitably licenced waste contractors.
Flood	
F1	Development of the Emergency Response Plan to be included in the CEMP and OEMP will include consultation with NSW State Emergency Services (NSW SES) and local Councils covering the management and response to flooding.
Bushfire	
BF1	A Bushfire Emergency Management Plan (BEMP) will be developed for the Project in accordance with PBP 2019 and in consultation with the RFS (including any requirements in relation to aerial firefighting). The plan will identify all relevant bushfire risks and mitigation measures associated with the construction and operation of the Project, including: > detailed measures to prevent or mitigate fires igniting, outlining: • APZ locations and management requirements • access locations, passing bays and any alternate emergency access • water supply and any other bush fire suppression systems (including any drenching systems, static water Supply, natural water sources) • work that should not be carried out during total fire bans • Animal grazing to control the amount of potential vegetation fuel under the panels. • availability of fire-suppression equipment • storage and maintenance of fuels and other flammable materials • non-combustible fencing > Roads will be maintained in the Project Area to allow for safe and accessible travel of emergency vehicles (if required)

Reference	Mitigation Measures
	> notification of the local NSW RFS Fire Control Centre for any works that have the potential to ignite surrounding > vegetation, proposed to be carried out during a bush-fire fire danger period to ensure weather conditions are appropriate > an appropriate Emergency Evacuation Plan (including bush fire emergency management)
BF2	A specific BEMP will be developed for the TFS Facility, in consultation with the RFS. The BEMP will identify all relevant bushfire risks and mitigation measures associated with the construction and operation of the TFS facility. Detailed design of the TWA facility will consider the requirements of PBP 2019 and provide for the implementation of the BEMP which will be developed during the detailed design phase.
BF3	Appropriate APZs will be established during the construction phase and maintained over the life of the TWA Facility in accordance with Appendix 5 of PBP (2019). A minimum Asset Protection Zone calculated utilising PBP 2019 Table A1.12.3 (to achieve 29 kW/m²) are 20 m to Woodland vegetation and 10 m to Grassland vegetation.
BF4	Internal access tracks will be designed in accordance with Chapter 5 of PBP 2019 during the detailed design phase.
BF5	The TWA Facility will be provided with an adequate supply of water in accordance with PBP 2019 and will include: > Dedicated on site firefighting water supply, the volume to be determined during the detailed design phase. > Provision of connection suitable for firefighting purposes located within the facility (65 mm Storz). > Fire hydrant/hose reel systems and all firefighting equipment installed and maintained in accordance with relevant Australian Standards
Aboriginal Heritage	
AH11	Ensure that all employees and contractors are aware that it is an offence under Section 86 of the NPW Act to harm or desecrate an Aboriginal object unless that harm has been subject to approval as part of the necessary approvals process
AH2	An Aboriginal cultural heritage management plan (ACHMP) for the Project will be developed in consultation with the registered Aboriginal parties, including: > Protecting the Aboriginal archaeological sites and areas of archaeological potential including establishing appropriate fencing/site demarcation prior to the commencement of construction and ensuring ongoing protection during construction and operation. > Managing impacts to identified sites in the ACHAR. This will include the provision of methodologies for surface collection and for fencing/site demarcation (where impact is partial only). > Protocols to be followed in the instance that additional ground disturbance works are required outside the assessed areas. This will include requirements for further survey and assessment of any such works.

Reference	Mitigation Measures
	> The management of any new Aboriginal archaeological sites (Unexpected Finds Protocol) that may be identified during these inspections or over the course of construction or operational activities. > The management of Aboriginal skeletal remains should any be identified within the construction or operational activities for the Modified Project. > Monitoring and reporting on the effectiveness of these measures and to report on the outcomes of any approved mitigation works. > Providing Aboriginal cultural heritage awareness training to all staff and contractors working on the Project, including the requirement to avoid impacts to PADs and specified sites.
Heritage	
HH1	An Unexpected Finds Protocol will be developed and followed in the event that any unexpected historical archaeological material or any buildings, sites or structures of potential heritage significance are identified. This will include ceasing all work in the area and consulting a suitably qualified archaeologist to determine an appropriate course of action. Depending on the extent and significance of the archaeological remains encountered, Heritage NSW may require consultation prior to the commencement of works.
HH2	Relevant employees, contractors and subcontractors will be made aware of their obligations and requirements in relation to the relevant provisions of the Heritage Act 1977. This information will be most effectively provided within mandatory site inductions provided to employees, contractors and sub-contractors working on the Project in accordance with the CEMP.
HH3	No development within the exclusion zones is permitted, including infrastructure or other ancillary works or structures associated with the Amended Project. The exclusion zones proposed currently should not be reduced. This includes the: > 40 m set back from PHI1 on all sides. > 20 m setback from PHI2 on all sides
Land	
L1	The CEMP will be developed and implemented for the construction phase of the Project and will include relevant erosion and sediment control measures, in accordance with the Managing Urban Stormwater: Soils and Construction, Volume 1 (NSW DPIE, 2004) "The Blue Book"
L2	The OEMP for the Project will detail requirements to manage the spread of weeds, pests and biosecurity risks, including erosion, soil fertility and compaction during the operation of the Project.
L3	The rehabilitation of the Project Area will be conducted in accordance with the Rehabilitation Management Plan to be prepared as part of the OEMP for the Project.
Water	
W1	Tallawang Solar Hybrid Pty Ltd will implement a Soil and Water Management Plan (SWMP) as part of the CEMP to manage soil and water impacts associated with the construction works, including contaminated land. The SWMP will provide:

Reference	Mitigation Measures
	> Measures to minimise/manage erosion and sediment transport including requirements for the preparation of erosion and sediment control plans (ESCP) for all progressive stages of construction. > Measures to manage waste including the classification and handling of spoil. > Procedures to manage unexpected, contaminated finds. > Measures to manage stockpiles including locations, separation of waste types, sediment controls and stabilisation. > Measures to manage accidental spills including the requirement to maintain materials such as spill kits. > Controls for receiving waterways which may include: • Designation of 'no go' zones for construction plant and equipment • Creation of catch/diversion drains and sediment fences at the downstream boundary of construction activities where practicable to support containment of sediment-laden runoff Erosion and sediment control measures will be implemented and maintained at all work site in accordance with the principles and requirements in Managing Urban Stormwater - Soils and Construction, Volume 1 (Landcom 2004) and Volume 2D (NSW Department of Environment, Climate Change and Water 2008b), commonly referred to as the "Blue Book".
W2	Any other water sourced from either surface water or groundwater sources to meet Project construction demands will be licenced and managed, as required, in accordance with the requirements of the Water Management Act 2000. A flood emergency preparedness plan will be prepared and implemented for the TFS facility including consideration of evacuation protocols prior to operation of the facility
W3	Potable water demands for both the construction and operational phases of the Project will be supplied via water tanker and stored in on-site water tanks. Potable water storages will be routinely tested to ensure water quality meets the requirements of the Australian Drinking Water Guidelines (ADWG) (National Health and Medical Research Council, 2011) and an appropriate maintenance regime will be implemented to ensure water quality ADWG water quality standards are maintained
W4	A water sourcing strategy will be developed in consultation with Mid-Western Regional Council. Tallawang Solar Hybrid Pty Ltd is committed to not draw water from Mid-Western Regional Council via third party water providers.
W5	Wastewater generated by amenities during the Project construction phase will be collected in a tank(s) and periodically removed by a suitably licensed waste contractor. During the operational phase of the Project, the volume of amenities wastewater will be significantly lower than that generated in the construction phase and will be managed by either collection in a tank(s) and periodic removal by a suitably licensed waste contractor or in an on-site wastewater management system.
W6	Should the TWA facility include an onsite secondary treatment system with land application, the following will be implemented: > a minimum of 500 kl storage for treated effluent > surface irrigation (typically moveable impact spray 'pods' or similar on 600mm risers) of a total area covering 2 ha

Reference	Mitigation Measures
	> tipping bucket rain gauge to cease irrigation when rain exceeds 10mm > long term irrigation rate of 2.85 mm/day.
W7	The OEMP to be developed for the Project will include measures to address potentially adverse impacts on the receiving environment surface water quality during the operational phase. This will include the development and appropriate maintenance of suitable ground cover around solar panels, and grassed table drains near access tracks to minimize the potential for erosion and export of sediment.
W8	Project waterway crossings will be designed to minimise impacts on stream stability.
Waste	
WS1	Tallawang Solar Hybrid Pty Ltd will prepare a Waste Management Plan which will include a detailed breakdown of waste types and quantities in accordance with relevant legislation and guidelines. The Waste Management Plan will outline the measures and strategies to be implemented on site to manage, reuse, recycle and safely dispose of waste including: > separation and storage of recyclable and non-recyclable materials > reuse and collection/transportation of waste > procedures for tracking waste storage and disposal On-site waste management will include the appropriate separation and storage of waste streams to enable recycling and reuse wherever possible to reduce associated environmental impacts and impact to the capacity of local waste management facilities.

APPENDIX C

STATUTORY COMPLIANCE TABLE



Table C1 - Commonwealth Legislation

Statutory reference	Pre-condition	EIS Relevance	Section is EIS	Modification relevance	Section in Mod report
<i>Environment Protection and Biodiversity Conservation Act 1999</i>	Direct or indirect impacts to a Matter of National Environmental Significance (MNES)	<i>The project is unlikely to have a significant impact on a biodiversity MNES and therefore is unlikely to be deemed a controlled action based on impacts to biodiversity.</i>	<i>Section 6.2</i>	The proposed modification is unlikely to have a significant impact on a biodiversity MNES and therefore is unlikely to be deemed a controlled action based on impacts to biodiversity.	N/A

Table C2 - NSW Legislation

Statutory Reference	Section / Clause	Pre-condition	EIS Relevance	Section in EIS	Modification Relevance	Section in Mod Report
Aboriginal Land Rights Act 1983	Section 36	The NSW Aboriginal Land Council may make a claim for land on its own behalf or on behalf of one or more Local Aboriginal Land Council.	There is no land subject to claims and no Crown land affected by the application	Section 5.4.8	N/A	N/A
Biodiversity Conservation Act 2016	Section 7.9	Any SSD or SSI application is required to be accompanied by a BDAR unless the Planning and Environment Agency Heads determine that the proposed development is not likely to have any significant impact on biodiversity values.	<i>The proposed development is SSD and has not been assessed by the Planning and Environment Agency Heads. A BDAR was submitted with the original application.</i>	Section 6.4	As no additional impacts to native vegetation are proposed, no updates to the BDAR are required.	N/A
Contaminated Land Management Act 1997	Section 11	The EPA may declare any land it believes to significantly contaminated as	<i>The site is not identified as significantly contaminated land.</i>	Section 6.9	As there is no change to the area of the development footprint, further consideration of	N/A

Statutory Reference	Section / Clause	Pre-condition	EIS Relevance	Section in EIS	Modification Relevance	Section in Mod Report
		significantly contaminated land.			contamination is not required.	
Electricity Infrastructure Investment Act 2020	Section 19	The Minister may declare a renewable energy zone (REZ) by reference to a specified geographical area of the State and a specified generation, storage or network infrastructure (including planned or existing infrastructure).	The site is located within a REZ.	Section 1.1	No change	Section 1.4
Environmental Planning and Assessment	Section 1.3	Objects of the Act	<i>The proposed development is consistent with each of the Objects of the Act, with the exception of Object (d) which relates to the delivery and maintenance of affordable housing which is not relevant to this proposal.</i>	Section 4	The project remains generally consistent with the objects of the Act	Section 2
	Section 4.15(1)	Consideration of the relevant provisions of any environmental planning instruments	State Environmental Planning Policy (Resilience and Hazards) 2021;	Section 4	No change to the range of environmental planning instruments	This table

Statutory Reference	Section / Clause	Pre-condition	EIS Relevance	Section in EIS	Modification Relevance	Section in Mod Report
			• <i>State Environmental Planning Policy (Transport and Infrastructure) 2021;</i> • <i>State Environmental Planning Policy (Planning Systems) 2021;</i> • <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021; and</i> • <i>Mid-Western Regional Local Environmental Plan 2012.</i>		applying to the project	
	Consideration of the relevant provisions of any proposed environmental planning instruments	<i>No draft environmental planning instruments apply.</i>	Consideration of the relevant provisions of any proposed environmental planning instruments	Not addressed	There are no draft planning instruments applying to the site	N/A
	Consideration of the relevant provisions of any development control plans	<i>Development control plans do not apply to SSD by way of clause 2.10 of the Planning Systems SEPP.</i>	Consideration of the relevant provisions of any development control plans	Table 8	Development control plans do not apply to SSD by way of clause 2.10 of the Planning Systems SEPP.	N/A
	Consideration of the relevant provisions of any planning agreements or draft	<i>No planning agreements or draft planning agreements apply.</i>	Consideration of the relevant provisions of any planning agreements or draft planning agreements	Section 2.6	An updated benefit sharing offer is to be agreed with Mid-Western	Section 6.5

Statutory Reference	Section / Clause	Pre-condition	EIS Relevance	Section in EIS	Modification Relevance	Section in Mod Report
	planning agreements				Regional Council. This will be consistent with the DPHI <i>Benefit Sharing Guideline</i> (2024)	
	Consideration of the relevant provisions of the regulations	<i>Refer next section of this table</i>	Consideration of the relevant provisions of the regulations	Appendix C		
	Consideration of the likely impacts of the development		Consideration of the likely impacts of the development	Section 6		Sections 6
	Consideration of the suitability of the site for the development		Consideration of the suitability of the site for the development	Sections 2.2, 2.7, 6.12 and 7.3	The fundamental nature of the project has not changed.	Sections 6 and 7.9
	Consideration of any submissions made in accordance with this Act or the regulations	<i>The proponent will be required to prepare a Submissions Report in accordance with Appendix C to the SSD Guidelines following the completion of the mandatory public exhibition period.</i>	Consideration of any submissions made in accordance with this Act or the regulations	Submissions report	The applicant will respond to any submissions as requested	N/A

Statutory Reference	Section / Clause	Pre-condition	EIS Relevance	Section in EIS	Modification Relevance	Section in Mod Report
	Consideration of the public interest		Consideration of the public interest	Sections 2.1, 2.2 and 7	There is no fundamental change to the project such that impacts to the public interest are anticipated	Section 7.7
Environmental Planning and Assessment Regulation 2021	Section 23	Requires the consent of all landowners to be obtained for the making of a Development Application.		Attached to the EIS submission	These are provided with the application	N/A
	Section 100	(1) A modification application must contain the following information— (a) the name and address of the applicant,	-	-	The applicant is Tallawang Solar Hybrid Pty Ltd, a wholly owned by Potentia Energy	Section 1.1
		(b) a description of the development that will be carried out under the development consent,	-	-		Section 3 and Appendix A

Statutory Reference	Section / Clause	Pre-condition	EIS Relevance	Section in EIS	Modification Relevance	Section in Mod Report
		(c) the address and folio identifier of the land on which the development will be carried out,	-	-		N/A
		(d) a description of the modification to the development consent, including the name, number and date of plans that have changed, to enable the consent authority to compare the development with the development originally approved,	-	-		Section 3
		(e) whether the modification is intended to— (i) merely correct a minor error, misdescription or miscalculation, or (ii) have another effect specified in	-	-		Section 4

Statutory Reference	Section / Clause	Pre-condition	EIS Relevance	Section in EIS	Modification Relevance	Section in Mod Report
		the modification application,				
		(f) a description of the expected impacts of the modification,	-	-		Section 6
		(g) an undertaking that the modified development will remain the same or substantially the same as the development originally approved,	-	-		Section 3.4
		(h) for a modification application that is accompanied by a biodiversity development assessment report—the biodiversity credits information,	-	-		N/A
		(i) if the applicant is not the owner of the land—a statement that the owner	-	-		N/A

Statutory Reference	Section / Clause	Pre-condition	EIS Relevance	Section in EIS	Modification Relevance	Section in Mod Report
		consents to the making of the modification application,				
		(j) whether the modification application is being made to— (i) the Court under the Act, section 4.55, or (ii) the consent authority under the Act, section 4.56.	-	-		N/A

APPENDIX D

STAKEHOLDER ENGAGEMENT LETTER

