



Mallee Wind Farm

Amendment Report

Final

March 2026



Mallee Wind Farm

Amendment Report

Final

Prepared by
Umwelt (Australia) Pty Limited

On behalf of
Spark Renewables Pty Ltd

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Report No.: R08_31894
Date: March 2026



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Acknowledgement of Country

Umwelt acknowledges the Traditional Owners of Country throughout Australia and their continuing values, culture and connection to the land, waters and sky.

We pay our respects to Elders past and present.

The below image is from the artwork *Yapung Maryiyang* (Pathway Forward) by Saretta Fielding.



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Document Status

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V1	Lauren Evans	23/03/2026	Nathan Baker	25/03/2026
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Executive Summary

Spark Renewables Pty Limited (Spark Renewables) proposes to develop the Mallee Wind Farm (the Project) to generate, store and dispatch electricity to Australia’s National Electricity Market (NEM). The Project will contribute to reducing greenhouse gas (GHG) emissions associated with energy generation and provide significant regional economic benefits throughout construction and operations. The Project is located approximately 16 kilometres (km) north east of Buronga in the Murray region of southwestern NSW, within the Wentworth Local Government Area (LGA) and 17 km north east of Mildura, Victoria (VIC).

The Project is a State Significant Development (SSD) under Part 4 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act), and an Environmental Impact Statement (EIS) was prepared to adequately address the NSW Department of Planning, Housing and Infrastructure (DPHI) Secretary’s Environmental Assessment Requirements (SEARs) provided for the Project.

DPHI placed the EIS on public exhibition from Wednesday 13 November 2024 to Tuesday 10 December 2024. A Submissions Report (Umwelt, 2026) has been prepared to respond to all matters raised in public submissions and Government Agency advice, with the exception of traffic-related matters.

Proposed Amendments

Spark Renewables is now proposing a range of minor amendments to the Project, as outlined in **Table ES 1**. These amendments aim to address traffic-related matters raised in submissions, optimise the Project design and improve its constructability.

Table ES 1 Summary of Proposed Amendments

No	Aspect	Summary of Amendment	Why Amendment is Required
1	Preferred Port	Oversize, overmass (OSOM) transport from the Port of Newcastle is no longer proposed. The Port of Portland (Victoria) has now been identified as the Project’s preferred port for OSOM deliveries. Spark Renewables has identified two (2) routes for component transport extending from Port of Portland to Sturt Highway/ Carey Street, Euston, NSW.	To mitigate potential delays associated with a longer transport route, road network constraints and possible congestion at the Port of Newcastle.
2	Blade Length	The maximum proposed WTG blade length has increased from 85 m to 91 m. The EIS previously identified a maximum blade length of 85 m, based on constraints identified in the previously proposed OSOM Transport Route from Port of Newcastle. As the Project will now utilise the Port of Portland (see ‘1’ above), these constraints no longer apply.	To optimise the Project design and provide increased flexibility regarding potential turbine models which could be utilised for the Project.

No	Aspect	Summary of Amendment	Why Amendment is Required
3	Subdivision and boundary adjustments (Wentworth LGA)	Spark Renewables is seeking flexibility for subdivision and boundary adjustments of land within the Wentworth LGA (including nearby properties), where required to facilitate delivery of the Project and its ancillary activities through detailed design and procurement. This includes the ability to create lots that may be below the minimum lot size specified in the applicable Local Environmental Plan (LEP), where necessary to enable appropriate land tenure and third-party arrangements (e.g. ownership, leasing, easements, licences or transfers) for Project-related purposes.	To provide greater flexibility to undertake administrative subdivision and boundary adjustments where necessary to enable appropriate land tenure and third-party arrangements (e.g. ownership, leasing, easements, licences or transfers) for Project-related purposes.

Assessment of Impacts

An updated environmental risk analysis has been undertaken against relevant environmental, social and economic features as assessed in the EIS (Umwelt, 2024) to identify potential changes to previously assessed impacts resulting from the proposed amendments.

A Revised Traffic and Transport Impact Assessment (TTIA) has been undertaken in support of this Amendment Report (refer to **Appendix B**).

The Revised TTIA indicates that the Amended Project (incorporating the change in preferred OSOM Transport Route and blade length) would achieve an acceptable level of traffic safety and environmental impact, subject to the proposed road upgrades being undertaken (as described in **Appendix A** and shown in the strategic concept designs in Appendix E of **Appendix B**), and all previously proposed mitigation measures being implemented (refer to Appendix C of the Submissions Report).

In all other respects, the impacts of the Amended Project remain generally consistent with the environmental impacts previously identified and assessed in the EIS.

Abbreviations

Abbreviation	Definition
ACHA	Aboriginal Cultural Heritage Assessment
AIA	Aviation Impact Assessment
BDAR	Biodiversity Development Assessment Report
DA	An application made seeking consent for SSD under Part 4 of the EP&A Act
NSW DCCEEW	NSW Department of Climate Change, Energy, the Environment and Water [current]
DPE	NSW Department of Planning and Environment [former]
DPHI	NSW Department of Planning, Housing and Infrastructure [current]
DPIE	NSW Department of Planning, Industry and Environment [former]
EIS	Environmental Impact Statement
EMF	Electromagnetic Field
EP&A Act	NSW <i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i>
GHG	Greenhouse Gas
Ha	Hectares
LEP	Local Environmental Plan
LGA	Local Government Area
MW	Megawatt
MWh	Megawatt Hour
NEM	National Electricity Market
NSW	New South Wales
OSOM	Over-size, over-mass vehicle
PCT	Plant Community Type
Project	Mallee Wind Farm
Proponent	Spark Renewables Pty Limited
REZ	Renewable Energy Zone
SEARs	Secretary's Environmental Assessment Requirements
South West REZ	South West Renewable Energy Zone
SSD	State Significant Development
TEC	Threatened Ecological Community
TfNSW	Transport for NSW
TTIA	Traffic and Transport Impact Assessment
TWA	Temporary Workforce Accommodation
Umwelt	Umwelt (Australia) Pty Ltd
WTG	Wind Turbine Generator

Key Terms

Term	Definition
Ancillary infrastructure	All permanent infrastructure necessary for the construction and operation of the wind farm with the exception of Wind Turbine Generators (WTGs) and battery storage, including but not limited to internal roads, hardstands, main and collector substations, switchyards, operations and maintenance facilities, underground and overhead electricity transmission lines and poles, telecommunications facilities and utility services, permanent meteorological masts and water storage tanks.
Battery storage	Compound and technology for storing and discharging energy. Includes the Battery Energy Storage System (BESS), as well as associated buildings, shipping containers and other infrastructure to contain the chosen technology and to connect the battery storage infrastructure with the WTGs, and substations via underground and/or overhead cables.
Construction	The construction of the Project, including but not limited to the construction of WTGs, battery storage, ancillary infrastructure but excluding pre-construction minor works.
Decommissioning	The removal of WTGs, battery storage and ancillary infrastructure.
Development Consent	State Significant Development consent to carry out the Project granted by the consent authority as nominated under <i>the NSW Environmental Planning and Assessment Act 1979</i> (EP&A Act).
Disturbance Footprint	This is the actual disturbance area required for the Project. The Disturbance Footprint is shown conceptually in Figure 1.1 . The actual location and extent of the Disturbance Footprint will be determined prior to construction, subject to the micro-siting provisions outlined in the EIS. It includes disturbance associated with the seven (7) proposed permanent meteorological masts, but excludes access to these meteorological masts that would be provided via existing farm tracks or cleared agricultural land.
Ground Disturbance	Activities that cut into the existing ground surface. To avoid any doubt this does not include activities that occur on the ground surface including but not limited to driving vehicles on the ground, parking vehicles, placing infrastructure or materials such as stockpiles on the ground.
Heavy Vehicle	As defined under the Heavy Vehicle National Law (NSW), but excluding light and medium rigid trucks (less than eight (8) tonnes and with no more than two (2) axles) and buses containing more than 12 seats.
Local Transport Route	The transport route extending from Sturt Highway/ Carey Street Euston to the Project access points on Arumpo Road, as shown in Figure A.18 in Appendix A .
Off-site Road Works	Proposed upgrades to the local transport route including adjacent to the site access points as described in Appendix 1, Appendix A and shown in the strategic concept designs in Appendix E of the Revised Traffic and Transport Impact Assessment (refer to Appendix B).

Term	Definition
OSOM Transport Route	The route associated with the transportation of some Project components (such as wind turbine blades, nacelles and transformers) that would require over-size, over-mass (OSOM) vehicles from the Port of Portland. The OSOM Transport Route extends from the Port of Portland to Sturt Highway/ Carey Street, Euston.
Pre-construction Minor Works	Includes the following activities: <ul style="list-style-type: none"> • surveys • building/road dilapidation surveys • investigative drilling, excavation or salvage • minor clearing or translocation of native vegetation • establishing temporary site office, compounds and temporary workers accommodation • installation of environmental impact mitigation measures, fencing, enabling works, meteorological masts • flora and fauna investigations and pre-clearing surveys, inspections, specific habitat feature removal and relocation • adjustments to services/utilities, signage etc. including associated vegetation • removal and heritage artefact salvage • off-site road works.
Project	The Mallee Wind Farm
Project Area	The Project Area encompasses all land within and including the Project Boundary.
Proponent	Spark Renewables Pty Limited
Temporary Facilities	Temporary facilities used for the construction, repowering and/or decommissioning of the Project, including but not limited to the temporary workforce accommodation (TWA), site offices, amenities, construction compounds and laydown areas (including stockpiling and materials storage areas, concrete or asphalt batching plants, minor ‘work front’ construction access tracks, environmental management and monitoring and signage.

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Appendix B	Revised Traffic and Transport Impact Assessment

1.0 Introduction

Spark Renewables Pty Limited (Spark Renewables) proposes to develop the Mallee Wind Farm (the Project) to generate, store and dispatch electricity to Australia's National Electricity Market (NEM). The Project will contribute to reducing greenhouse gas (GHG) emissions associated with energy generation and provide significant regional economic benefits throughout construction and operations. The Project is located approximately 16 kilometres (km) north east of Buronga in the Murray region of southwestern NSW, within the Wentworth Local Government Area (LGA) and 17 km north east of Mildura, Victoria (VIC).

The Project is a State Significant Development (SSD) under Part 4 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act), and an Environmental Impact Statement (EIS) was prepared to adequately address the NSW Department of Planning, Housing and Infrastructure (DPHI) Secretary's Environmental Assessment Requirements (SEARs) provided for the Project.

DPHI placed the EIS on public exhibition from Wednesday 13 November 2024 to Tuesday 10 December 2024. A Submissions Report (Umwelt, 2026) has been prepared to respond to all matters raised in public submissions and Government Agency advice, with the exception of traffic-related matters.

Spark Renewables is now proposing a range of minor amendments to the Project. These amendments aim to address traffic-related matters raised in submissions, optimise the Project design and improve its constructability.

1.1 EIS Project Summary

The Project, as presented in the EIS (the EIS Project), includes the installation, operation, maintenance and decommissioning of up to 76 wind turbine generators (WTGs), a single grid scale 100 megawatts (MW) / 200 megawatt hour (MWh) Battery Energy Storage System (BESS), ancillary infrastructure and temporary facilities associated with construction of the Project. The Project will have an installed generation capacity of up to 402 MW.

The key components of the EIS Project include:

- 76 (three (3) blade) WTGs, with a maximum blade-tip height of 280 metres (m) above ground.
- A single grid-scale 100 MW /200 MWh BESS.
- Permanent ancillary infrastructure including internal access tracks, hardstands, main and collector substations, switchyards, operations and maintenance facilities, underground and overhead electricity transmission lines and poles, telecommunications facilities and utility services, permanent meteorological masts and water storage tanks.
- Temporary facilities including a temporary workforce accommodation (TWA) facility, site offices, amenities, construction compounds and laydown areas, concrete or asphalt batching plants, minor 'work front' construction access tracks, environmental management and monitoring and signage.

- Off-site road works, involving upgrades to the proposed local transport route and establishment of site access points.

The EIS Project also sought the option for subdivision and boundary adjustments to occur. These may be required to subdivide lands for the 330 kilovolt (kV) main switchyard connecting into Project EnergyConnect, the BESS, and the two (2) on-site collector substation and switchyard facilities, and/or other subdivisions that may be required following the detailed design of the Project.

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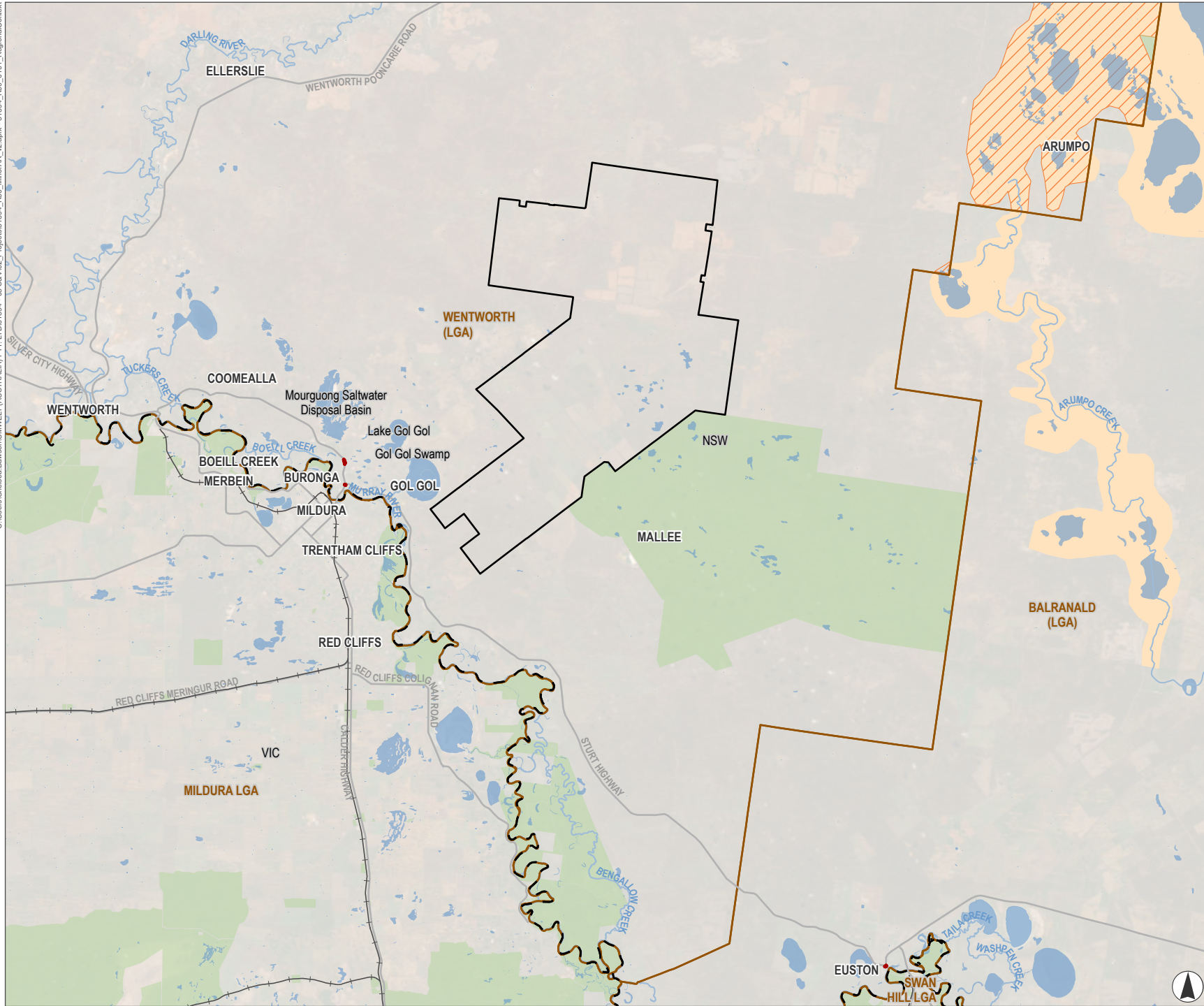
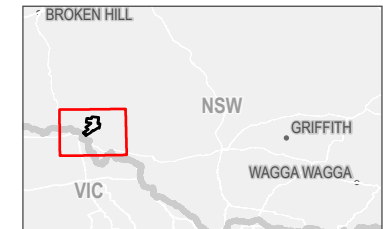


FIGURE 1.1
Regional Context

- Legend**
- Project Boundary
 - Off-site Road Works
 - Willandra Lakes Region / National Heritage Property
 - Willandra Lakes World Heritage Area
 - State Border
 - Local Government Area (LGA)
 - NPWS Estate
 - Watercourse
 - Road
 - Railway
 - Water Body



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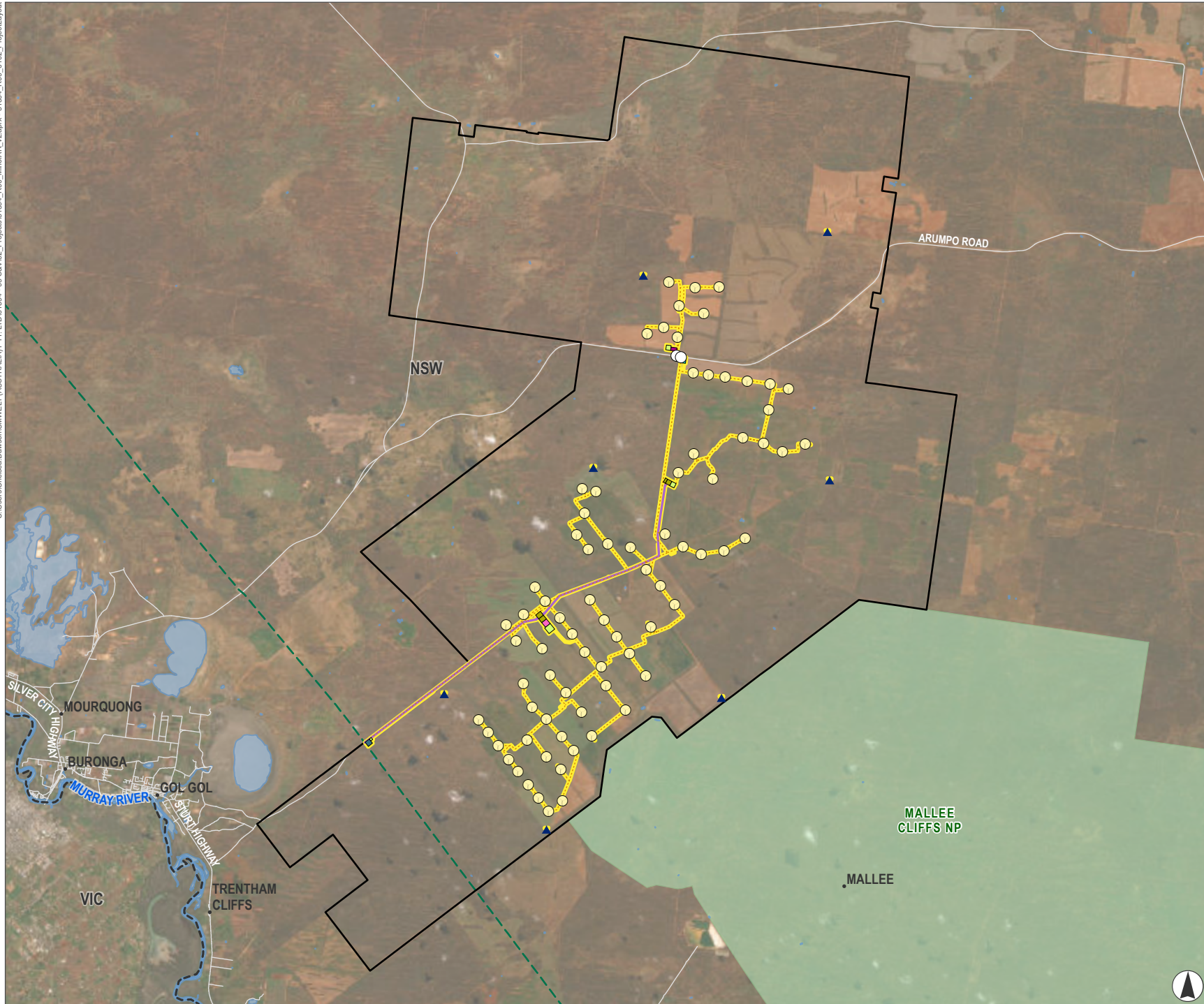
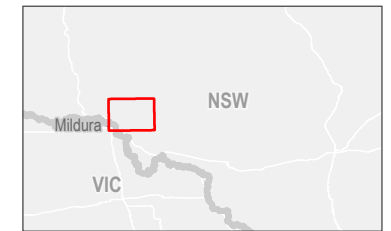


FIGURE 1.2
Project Layout

- Legend**
- Project Boundary
 - Disturbance Footprint
 - Access Points
 - Wind Turbine Generators
 - Permanent Meteorological Masts
 - Access Tracks
 - HV Transmission Line
 - Collector Substation and Switchyard
 - Operations and Maintenance Facility
 - Construction Compound
 - TWA Facility
 - Switchyard
 - Battery Energy Storage System (BESS)
 - Road
 - Existing HV Transmission Lines
 - Watercourse
 - Waterbody
 - NPWS Reserve
 - State Border



Kilometres
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1.2 Proponent's Details

Key details of the Proponent are provided in **Table 1.1** below.

Table 1.1 Proponent's Details

Aspect	Details
Full Name/s	Spark Renewables Pty Limited
Postal Address	Level 4/1A Rialto Ln, Manly NSW 2095
Street Address (the Project)	Arumpo Road, Mallee NSW 2738
ABN	90 632 860 023

1.3 Previous Steps in Assessment

The Project is a SSD as defined under State Environmental Planning Policy (Planning Systems) 2021 and requires development consent under Part 4 of the EP&A Act. **Figure 1.3** below provides an overview of the key steps in the SSD process completed to date.

The Project has also been declared a controlled action (2023/09500) under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) based on potential impacts to EPBC Act listed threatened species and communities. The Project will be assessed by the NSW Government under the Bilateral Agreement between NSW and the Commonwealth (Amending Agreement No. 1).

As more than 50 submissions have duly been made by way of objection to the Project, the consent authority for the development application is the Independent Planning Commission of NSW (IPC). It is expected that DPHI will now assess the Project and document its findings in an Assessment Report which will be provided to the IPC. The IPC will then consider the Project and decide whether to approve the Project (subject to conditions) or refuse the Project.



Figure 1.3 Assessment Process

1.4 Overview of Amendments

Table 1.2 below provides a brief overview of the proposed amendments. A detailed description of the proposed amendments is provided in **Section 3.0**.

Table 1.2 Summary of Proposed Amendments

No	Aspect	Summary of Amendment	Why Amendment is Required
1	Preferred Port	Oversize, overmass (OSOM) transport from the Port of Newcastle is no longer proposed. The Port of Portland (Victoria) has now been identified as the Project's preferred port for OSOM deliveries. Spark Renewables has identified two (2) routes for component transport extending from Port of Portland to Sturt Highway/ Carey Street, Euston, NSW.	To mitigate potential delays associated with a longer transport route, road network constraints and possible congestion at the Port of Newcastle.
2	Blade Length	The maximum proposed WTG blade length has increased from 85 m to 91 m. The EIS previously identified a maximum blade length of 85 m, based on constraints identified in the previously proposed OSOM Transport Route from Port of Newcastle. As the Project will now utilise the Port of Portland (see '1' above), these constraints no longer apply.	To optimise the Project design and provide increased flexibility regarding potential turbine models which could be utilised for the Project.
3	Subdivision and boundary adjustments (Wentworth LGA)	Spark Renewables is seeking flexibility for subdivision and boundary adjustments of land within the Wentworth LGA (including nearby properties), where required to facilitate delivery of the Project and its ancillary activities through detailed design and procurement. This includes the ability to create lots that may be below the minimum lot size specified in the applicable Local Environmental Plan (LEP), where necessary to enable appropriate land tenure and third-party arrangements (e.g. ownership, leasing, easements, licences or transfers) for Project-related purposes.	To provide greater flexibility to undertake administrative subdivision and boundary adjustments where necessary to enable appropriate land tenure and third-party arrangements (e.g. ownership, leasing, easements, licences or transfers) for Project-related purposes.

1.5 Structure of this Report

Table 1.3 below sets out the structure of this Amendment Report.

Table 1.3 Structure of this Report

Section	Description
Section 1.0	Introduces the EIS Project and provides a summary the proposed amendments
Section 2.0	Identifies any changes to the strategic context relevant to the Amended Project
Section 3.0	Describes the proposed amendments to the EIS Project.
Section 4.0	Identifies any changes to the statutory requirements as a result of the proposed amendments to the EIS Project and summarises the stakeholder engagement that has been undertaken during the development of the Project Amendments.
Section 5.0	Provides a detailed summary of any changes in impacts resulting from the proposed amendments to the EIS Project.
Section 6.0	Provides an updated justification of the amended EIS Project
Section 7.0	Provides a list of references used during the preparation of this report.
Appendix A	Provides an amended description of the Project.
Appendix B	A revised Traffic and Transport Impact Assessment (TTIA) for the Amended Project

All mitigation measures outlined in Appendix C of the Submissions Report (Umwelt, 2026) will continue to apply in respect of the Amended Project, including the off-site road works (as relevant). No changes to these mitigation measures are required as a result of the proposed amendments. As such, and to avoid any duplication, a consolidated summary of mitigation measures has not been appended to this Amendment Report.

2.0 Strategic Context

This section describes the strategic context for the proposed amendments. In summary, the strategic context as described in Section 2.0 of the Project EIS (Umwelt, 2024) remains relevant for the Amended Project. The Project continues to be aligned with the NSW and Commonwealth governments' energy and climate policies and will make a meaningful contribution to achieving the goal of net zero emissions by 2050.

The Project directly supports both Commonwealth and NSW renewable energy and decarbonisation objectives:

- At the federal level, the Australian Government has committed to reducing greenhouse gas emissions by 43% below 2005 levels by 2030 and achieving net zero emissions by 2050, underpinned by a target of 82% renewable electricity by 2030 (Commonwealth Department of Climate Change, Energy, the Environment and Water, 2025).
- In parallel, NSW has set its own legislated targets of net zero emissions by 2050 and a 70% reduction below 2005 emissions by 2035, alongside Renewable Energy Zone and firmed renewables deployment goals (NSW Climate Energy Action, 2026). The Project will deliver 402 MW of new wind capacity by 2030 and will contribute materially to replacing retiring coal-fired generation in the NEM, increasing the share of low-cost, zero-emissions electricity needed to meet both state and federal targets while supporting energy security and affordability for NSW consumers.

The proposed amendments as summarised in **Section 3.0** and described in detail in the Amended Project Description (**Appendix A**), generally relate to Project infrastructure and logistical refinements, and do not change the overall strategic context of the broader Project. An updated justification for the Amended Project is provided in **Section 6.0**.

2.1 Policy Changes Following EIS

The NSW Government released the Renewable Energy Planning Framework (the Framework) on 12 November 2024. The Framework comprises a series of guidelines that apply to all large-scale wind and solar development and major transmission projects that are SSD, State significant infrastructure (SSI), or Critical State Significant Infrastructure (CSSI), including the Wind Energy Guideline (DPHI, 2024).

Relevantly, the Wind Energy Guideline provides advice on the planning considerations relevant to wind energy development and includes technical supplements for evaluating visual and noise impacts. It also includes information on aviation safety and other assessment issues.

While the Framework, including the Wind Energy Guideline and associated technical supplements, does not immediately apply to the Project (as the EIS was lodged before 12 November 2024), it is useful in resolving areas of ambiguity in pre-existing NSW Government policy. As such, the Framework has been considered, where appropriate, within the Submissions Report (Umwelt, 2026) and this Amendment Report.

3.0 Description of Amendments

This section provides a description of the three (3) proposed amendments to the Project, which are set out in **Section 3.1** to **Section 3.3** below.

3.1 Preferred Port

Oversize, overmass (OSOM) transport from the Port of Newcastle is no longer proposed for the Project.

The Port of Portland (Victoria) has now been identified as the Project's preferred port for OSOM deliveries. Spark Renewables has identified two (2) routes for component transport which will hereafter be referred to as the OSOM Transport Route within this Submissions Report. The OSOM Transport Route extends from Port of Portland to Sturt Highway/ Carey Street, Euston, NSW.

The Local Transport Route, as defined in the EIS, which extends from Sturt Highway/ Carey Street, Euston to the Project access points on Arumpo Road remains generally unchanged, with the exception of some minor adjustments associated with the proposed change to blade length. These changes (and their resulting environmental impacts) are described in **Section 5.0**.

3.2 Blade Length

The maximum proposed WTG blade length has increased from 85 m to 91 m.

The EIS previously identified a maximum blade length of 85 m, based on constraints identified in the previously proposed OSOM Transport Route from Port of Newcastle. As the Project will now utilise the Port of Portland, these constraints no longer apply.

The proposed amendment involves only minor adjustments to proposed road upgrades along the Local Transport Route, which are described in **Section 5.0**.

As a blade diameter (incl. nacelle) of 200 m was conservatively assessed in the majority of technical studies provided in the EIS, with the exception of traffic and transport, no updates to any other technical assessments are required.

3.3 Subdivision and Boundary Adjustments

Spark Renewables is seeking flexibility for subdivision and boundary adjustments of land within the Wentworth LGA (including nearby properties), where required to facilitate delivery of the Project and its ancillary activities through detailed design and procurement.

This proposed amendment includes the ability to create lots that may be below the minimum lot size specified in the applicable LEP, where necessary to enable appropriate land tenure and third-party arrangements (e.g. ownership, leasing, easements, licences or transfers) for Project-related purposes.

This amendment builds on the subdivision provisions already described in the EIS (including subdivision to facilitate the main switchyard connecting into the transmission network, the BESS and the two (2) on-site collector substations and switchyards), and extends that flexibility to other ancillary requirements that may be identified and negotiated with landholders, suppliers and stakeholders (including biodiversity stewardship, land management arrangements, roadworks and access , temporary accommodation arrangements, utility and grid connection).

The proposed amendment does not seek to authorise any additional physical works beyond the Project as assessed. Subdivision and boundary adjustment are administrative mechanisms only, and do not create new dwelling entitlements. Any physical works remain within the assessed Disturbance Footprint and off-site roadworks areas as described in the EIS and assessed in this Amendment Report.

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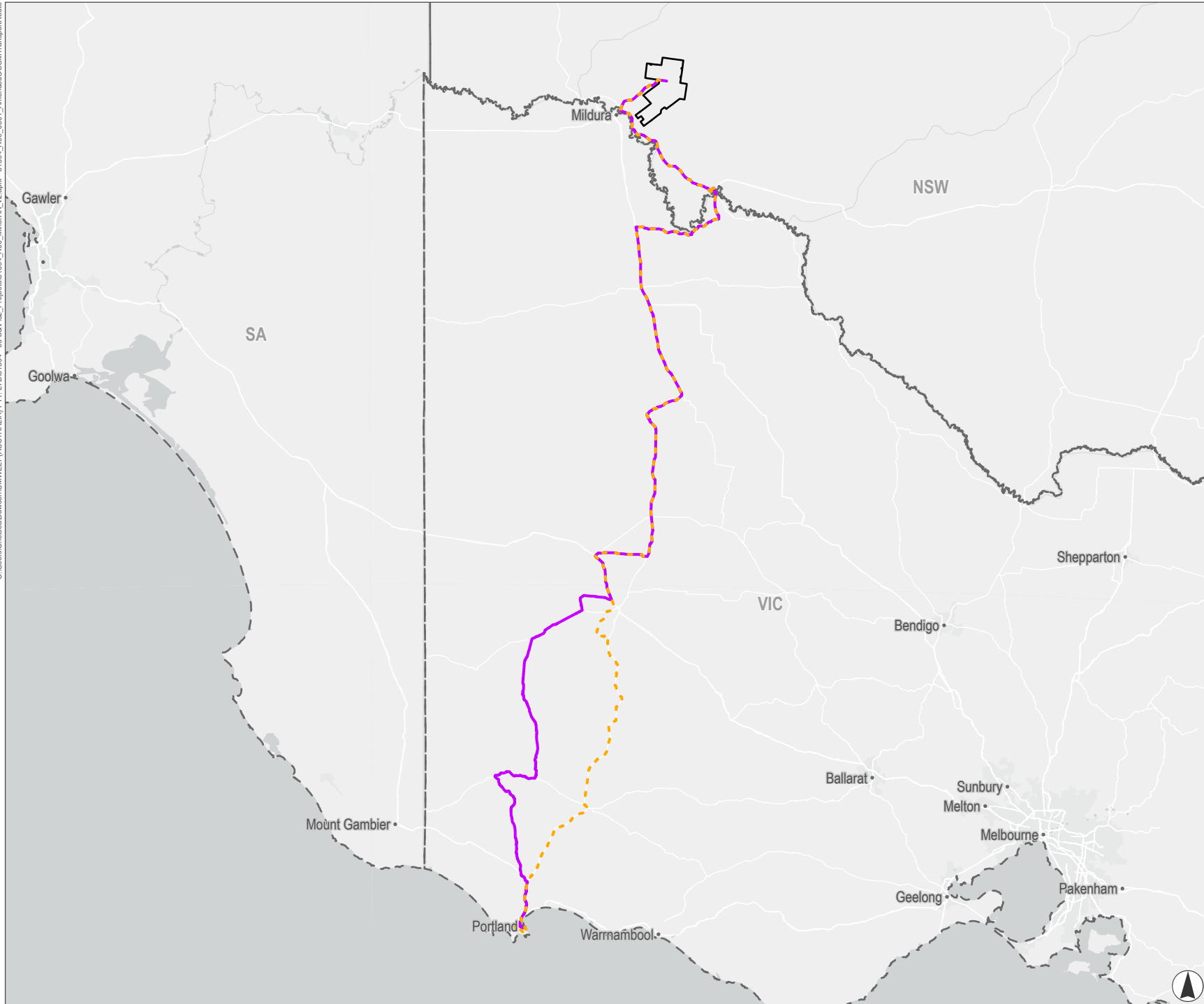
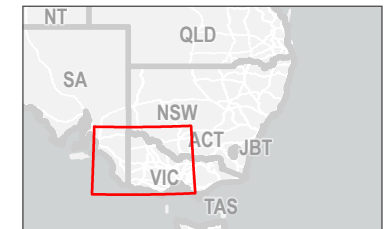


FIGURE 3.1
Amended OSOM
Transport Route

- Legend**
- Project Boundary
 - State Border
 - Transport Route Options**
 - OSOM Blade Route
 - OSOM Tower Route



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Table 3.1 Comparison of EIS Project and Amended Project

Project Element	Summary of EIS Project	Summary of Amended Project
Life of Project	30 years	No change
Project Area	Approximately 57,330.31 hectares (ha)	No change
Disturbance Footprint	<ul style="list-style-type: none"> Approximately 444.69 ha within the Project Area. Approximately 0.25 ha within the Local Transport Route. Total Disturbance Footprint is approximately 444.94 ha¹. 	<ul style="list-style-type: none"> Approximately 0.28 ha of disturbance within the Local Transport Route (an increase of 0.03 ha). As such the total amended Disturbance Footprint is approximately 444.97 ha.
Generating Capacity	Up to 402 MW	No change
WTGs	Up to 76 (three (3) blade) WTGs, with approximate dimensions as follows: <ul style="list-style-type: none"> Tip height: Up to 280 m Blade length: Up to 85 m (maximum assumed for OSOM transport) Blade diameter (including nacelle): Approximately 200 m (assumed for all technical studies, other than transport) Hub height: 180 m Lower-most blade tip: 50 m above ground level (AGL) 	<ul style="list-style-type: none"> No change to WTG quantities. Maximum blade length for OSOM transport is increased to 91 m. No change any other turbine dimensions.
Battery Storage	100 MW, two-hour battery (200 MWh).	No change
Ancillary Infrastructure	Ancillary infrastructure for the Project includes, but is not limited to: <ul style="list-style-type: none"> internal roads hardstands collector substations switchyards operations and maintenance (O&M) facility 	No change

¹ The Disturbance Footprint includes disturbance associated with the seven (7) proposed permanent meteorological masts, but excludes access to these meteorological masts that would be provided via existing farm tracks or cleared agricultural land.

Project Element	Summary of EIS Project	Summary of Amended Project
	<ul style="list-style-type: none"> • underground and overhead transmissions lines and poles • communications cables (including control cables and earthing) • permanent meteorological masts • water storage tanks. <p>Refer to Section 3.4 and 3.5 of the EIS for further detail.</p>	
Temporary Facilities	<p>Temporary facilities include, but are not limited to:</p> <ul style="list-style-type: none"> • an on-site TWA facility • construction site compounds, including: <ul style="list-style-type: none"> ○ site office, amenities and parking areas ○ construction laydown areas for equipment and supplies ○ batching plants (concrete and/or asphalt) ○ temporary stockpiling and material storage areas. • laydown areas • minor ‘construction’ access tracks • temporary meteorological masts. 	<p>No change to temporary facilities proposed. However, a minor refinement has been made regarding the timing of the TWA establishment, which is now proposed to occur during pre-construction minor works (i.e. within the first six (6) months of works commencing).</p> <p>This is reflected in the Revised TTIA in Appendix B.</p>
Subdivision/other	<p>The Project also seeks the option for subdivision and boundary adjustments to occur. These may be required to subdivide lands for the 330 kV main switchyard connecting into Project EnergyConnect, the BESS, and two (2) collector substations and switchyards connecting to the Project’s HV transmission line, and/or other subdivisions that may be required following the detailed design of the Project.</p>	<p>Spark Renewables is seeking flexibility for subdivision and boundary adjustments of land within the Wentworth LGA (including nearby properties), below the LEP minimum lot size where required.</p>
OSOM Transport Routes	<p>Indicative OSOM Transport Routes extending from the Port of Newcastle to the Project Area. The route is considered in two (2) sections:</p> <ul style="list-style-type: none"> • Port to Euston: <ul style="list-style-type: none"> ○ The route sections extending from the Port of Newcastle to the Sturt Highway roundabout at Carey Street, Euston, as described in Section 6.0 of the EIS. No upgrades to this transport route is proposed as part of this development application and would be subject to separate approval processes. 	<ul style="list-style-type: none"> • OSOM transport from the Port of Portland is now proposed for the Project. It now extends from the Port of Portland to the Sturt Highway roundabout at Carey Street, Euston. • The route is still considered in two (2) sections, being Port to Euston and Local Transport Route.

Project Element	Summary of EIS Project	Summary of Amended Project
	<ul style="list-style-type: none"> • Local Transport Route: <ul style="list-style-type: none"> ○ As described below this section extends from Sturt Highway roundabout at Carey Street, Euston to the site access points off Arumpo Road leading into the Project Area. 	<ul style="list-style-type: none"> • All works outside the State of NSW are beyond the scope of the SSD and would be subject to separate approval processes.
Local Transport Route	<p>The Local Transport Route extends from the Sturt Highway roundabout at Carey Street, Euston to the proposed Site Access points off Arumpo Road. The Project will require minor works to accommodate Project related traffic including:</p> <ul style="list-style-type: none"> • Modifications at roundabouts at Euston and Buronga for the OSOM movements comprising the installation of hardstand, light pole relocations, multiple signs to be relocated and vegetation trimming. • Upgrade to the intersection of Silver City Highway and Arumpo Road to install a channelised right turn (CHR) treatment. • Upgrades to Arumpo road to facilitate entrance to the Project Area via the site access points including basic right and left (BAL/BAR) turn treatments as well as gate and fence modifications are required along Arumpo Road as described in Section 6.0 of the EIS. <p>Disturbance and impacts associated with the Local Transport Route have been assessed in the EIS and associated technical studies.</p>	<ul style="list-style-type: none"> • The Local Transport Route remains generally unchanged, with the exception of minor adjustments to the proposed off-site works areas, which are described in Section 5.0. • A consolidated summary of proposed road upgrades is provided in Appendix 1 (Consolidated Road Upgrades table) of Appendix A (Updated Project Description). • Strategic concept designs for proposed upgrades are provided in Appendix E of the Revised TTIA (Appendix B).
Proposed Site Access	<p>Two (2) site access points into the north and south of the Project Area via Arumpo Road.</p> <p>Disturbance and impacts associated with the proposed site access have been assessed in the EIS and associated technical studies.</p>	<p>No change</p>
Construction Workforce	<p>Peak of approximately 400 full-time equivalent (FTE) positions (estimated average 224 FTE positions over the duration of construction).</p>	<p>No change</p>
Operational Workforce	<p>30 FTE positions.</p>	<p>No change</p>

Project Element	Summary of EIS Project	Summary of Amended Project
Hours of Operation (Construction and Decommissioning Phases)	<p>Standard hours during construction and decommissioning between 7:00 am to 6:00 pm Monday to Friday, and 8:00 am to 1:00 pm Saturday.</p> <p>Works may be undertaken outside these hours where the activity is inaudible, for emergency works or time critical delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads, emergency work to avoid the loss of life or damage to property, or to prevent environmental harm.</p>	No change
Hours of Operation (Operational Phase)	24 hours, 7 days per week.	No change
Construction Timeframe	Approximately 36 months, indicatively commencing in 2026 and concluding in 2028.	No change to duration of construction period. However, Project construction is now estimated to commence in 2027 and conclude in 2030.
Staging of construction, operations and decommissioning	Each phase of the construction, operation and decommissioning will be completed in one (1) stage each as detailed in Section 3.6 of the EIS.	No change

4.0 Statutory Context & Engagement

4.1 Statutory Context

Spark Renewables is seeking to amend the SSD application (SSD-53293710) under section 37 of the Environmental Planning and Assessment Regulation 2021 (EP&A). Consistent with section 37(b), this Amendment Report has been prepared with regard to State significant development guidelines – preparing an amendment report Appendix D to the state significant development guidelines (NSW Department of Planning and Environment, October 2022).

Since exhibition of the EIS there has not been any significant change to the statutory context for the Project. An updated Statutory Compliance Table for the Amended Project was provided as Appendix B of the Submissions Report (Umwelt, 2026). Consequently, a separate updated table has not been appended to this report.

4.2 Engagement

4.2.1 Agency Submissions on the EIS

Transport for NSW (TfNSW) and Wentworth Shire Council provided submissions on the EIS. Issues raised in submissions are addressed within the Revised TTIA (refer, in particular, to Section 1.4.3 in **Appendix B**). Matters raised by Wentworth Shire Council are more general, and extend beyond traffic matters, and hence are addressed in Section 4.1 of the Submissions Report (Umwelt, 2026).

4.2.2 Targeted Engagement Regarding Proposed Amendments

Table 4.1 below provides an overview of targeted consultation undertaken with the relevant Councils for the road upgrades associated with the Amended Project, being Wentworth Shire Council and Balranald Shire Council.

Broader engagement efforts for the Project following the EIS are summarised in Section 3.2 of the Submissions Report (Umwelt, 2026).

Table 4.1 Summary of Council Engagement Regarding Proposed Amendments

Council	Format and Date(s) of Consultation	Summary of Consultation	Key Outcomes
Wentworth Shire Council	<p>Extensive Council engagement for the broader Project is discussed in the EIS (Umwelt, 2024) and the Submissions Report (Umwelt, 2026). Targeted engagement regarding road upgrades occurred via a face-to-face meeting held on 17 December 2025.</p> <p>Copies of preliminary concept designs were provided to Council via email on 20 January 2026 followed by copies of strategic concept designs provided to Council via email dated 26 March 2026.</p>	<p>Discussion regarding a range of matters, including proposed road upgrades within Wentworth Shire LGA.</p>	<p>Council's senior leadership noted the proposed road upgrade approach discussed to date and indicated that, based on current information, no immediate concerns were raised.</p> <p>Discussions with Council remain ongoing.</p>
Balranald Shire Council	<p>Copies of strategic concept designs were provided to Council via email dated 27 February 2026.</p>	<p>Discussion regarding a range of matters, including proposed road upgrades within Balranald Shire LGA.</p>	<p>Strategic concept designs have been optimised to avoid street trees at Carey Street roundabout, Euston.</p> <p>Discussions with Council remain ongoing.</p>

5.0 Assessment of Impacts

An updated environmental risk analysis has been undertaken against relevant environmental, social and economic features as assessed in Section 6.0 of the EIS (Umwelt, 2024) to identify potential changes to previously assessed impacts resulting from the Project amendments. The outcomes of this analysis are summarised in **Table 5.1**.

Table 5.2 then provides an overview of key biodiversity and heritage values present at each of the off-site road works areas and summarises the relative change in impacts associated with the Amended Project.

As a result of the environmental risk analysis, a Revised Traffic and Transport Impact Assessment (TTIA) has been undertaken in support of this Amendment Report (refer to **Appendix B**). The key findings of the Revised TTIA are summarised in **Section 5.1**.

In all other respects, the impacts of the Amended Project remain generally consistent with the environmental impacts previously identified and assessed in the EIS, and no further detailed assessment is considered necessary.

All mitigation measures outlined in Appendix C of the Submissions Report (Umwelt, 2026) will continue to apply in respect of the Amended Project, including in respect of the off-site road works (as relevant). No changes to these mitigation measures are required as a result of the proposed amendments.

Table 5.1 Environmental Risk Analysis Summary

Aspect	Preferred Port	Blade Length	Subdivision and Boundary Adjustments
Biodiversity	No change, relative to EIS Project	No change to blade strike risks, relative to EIS Project as the maximum WTG parameters adopted for the Biodiversity Development Assessment Report (Umwelt, 2024) remain unchanged (i.e. a maximum blade tip height of 280 m and lower-most blade tip height of 50 m AGL). Minor changes to proposed off-site road works to accommodate a 91 m blade. Table 5.2 summarises biodiversity values present in each of the off-site road works areas.	No change, relative to EIS Project
Aboriginal cultural heritage	No change, relative to EIS Project	Minor changes to proposed off-site road works to accommodate a 91 m blade. Table 5.2 summarises Aboriginal cultural heritage values present in each of the off-site road works areas.	No change, relative to EIS Project
Historical heritage	No change, relative to EIS Project	Minor changes to proposed off-site road works to accommodate a 91 m blade. Table 5.2 summarises historical heritage values relevant to the off-site road works areas.	No change, relative to EIS Project
Landscape and visual	No change, relative to EIS Project	No change, relative to EIS Project as the maximum WTG parameters adopted for the Landscape and Visual Impact Assessment (Moir, 2024) remain unchanged (i.e. a maximum blade tip height of 280 m and a hub height of 180 m).	No change, relative to EIS Project
Noise and Vibration	No change, relative to EIS Project	No change, relative to EIS Project as: <ul style="list-style-type: none"> The maximum WTG parameters adopted for the Noise and Vibration Impact Assessment (Marshall Day Acoustics, 2024) remain unchanged (i.e. a maximum blade tip height of 280 m and a hub height of 180 m (noting candidate turbine hub height of 199 m was adopted for modelling purposes)). The location, nature and scale of construction noise impacts associated with proposed off-site road works at sensitive receivers is unlikely to materially change, relative to the EIS Project, and would continue to be managed under mitigation measures outlined in Appendix C of the Submissions Report. 	No change, relative to EIS Project

Aspect	Preferred Port	Blade Length	Subdivision and Boundary Adjustments
Social	No change, relative to EIS Project	No change, relative to EIS Project	No change, relative to EIS Project
Traffic and Transport	<p>Minor changes only, as the majority of the Amended OSOM Transport Route is located outside the State of NSW and subject to a separate approval process.</p> <p>A Revised TTIA has been prepared, which is provided in Appendix B and summarised in Section 5.1.</p>	<p>Minor changes to proposed road upgrades required to accommodate a 91 m blade. A Revised TTIA has been prepared, which is provided in Appendix B and summarised in Section 5.1. Strategic concept designs for the proposed road upgrades are provided in Appendix E of the Revised TTIA. A consolidated summary of road upgrades is provided in Appendix 1 of the Amended Project Description (Appendix A).</p> <p>Traffic and transport impacts would continue to be managed under mitigation measures outlined in Appendix C of the Submissions Report.</p>	No change, relative to EIS Project
Water Resources	No change, relative to EIS Project	No change, relative to EIS Project	No change, relative to EIS Project
Soils, Land and Agriculture	No change, relative to EIS Project	The location, nature and scale of dust impacts associated with proposed off-site road works at sensitive receivers is unlikely to materially change, relative to the EIS Project, and would continue to be managed under mitigation measures outlined in Appendix C of the Submissions Report.	No change, relative to EIS Project
Air quality	No change, relative to EIS Project	The location, nature and scale of construction dust impacts associated with proposed off-site road works at sensitive receivers is unlikely to materially change, relative to the EIS Project, and would continue to be managed under mitigation measures outlined in Appendix C of the Submissions Report.	No change, relative to EIS Project
Economic Impacts	No change, relative to EIS Project	No change, relative to EIS Project	No change, relative to EIS Project
Hazards	No change, relative to EIS Project	No change, relative to EIS Project	No change, relative to EIS Project

Aspect	Preferred Port	Blade Length	Subdivision and Boundary Adjustments
Bushfire	No change, relative to EIS Project	No change, relative to EIS Project	No change, relative to EIS Project
Telecommunications	No change, relative to EIS Project	No change, relative to EIS Project	No change, relative to EIS Project
Blade Throw	No change, relative to EIS Project	No change, relative to EIS Project as the maximum WTG parameters adopted for the Blade Throw Assessment (Middleton Group Engineering, 2024) remain unchanged (i.e. a maximum blade tip height of 280 m, a hub height of 180 m and a blade diameter of 200 m).	No change, relative to EIS Project
Human Health (Electromagnetic Fields, or EMF)	No change, relative to EIS Project	No change, relative to EIS Project	No change, relative to EIS Project
Aviation	No change, relative to EIS Project	No change, relative to EIS Project as the maximum WTG parameters adopted for the Aviation Impact Assessment (Aviation Projects, 2024) remain unchanged (i.e. a maximum blade tip height of 280 m).	No change, relative to EIS Project
Waste Management	No change, relative to EIS Project	No change, relative to EIS Project	No change, relative to EIS Project
Cumulative Impact Assessment Summary	Updated consideration of cumulative traffic impacts provided in Revised TTIA (refer to Appendix B)	Updated consideration of cumulative traffic impacts provided in Revised TTIA (refer to Appendix B)	No change, relative to EIS Project

Table 5.2 Consolidated Road Upgrades – Summary Environmental Assessment (Amended Project)

Chainage (in km from Route 1 from Port of Portland)	Location	Road / Intersection	Nature of Impact (Amended Project)	Further Assessment Required?
609.5	Robinvale	Murray Valley Highway over the Euston-Robinvale Bridge	Nil – no road modifications proposed.	No
612.0	Euston	Murray Valley Highway onto Sturt Highway	Nil – no road modifications proposed.	No
615.0	Euston	Sturt Highway roundabout at Carey Street	<p>The proposed works have been optimised to avoid the removal of street trees, resulting in a minor augmentation of proposed disturbance areas, relative to the EIS Project. The revised intersection is shown in the Amended Project Description (Appendix A, Figure A.15) and the strategic concept design presented in the Revised TTIA (Appendix B). Consistent with the EIS Project, all ground disturbance is limited to cleared areas of the road pavement and extensively modified areas of the existing road shoulder comprising exotic vegetation.</p> <p>No impacts to the Euston Courthouse, a local heritage item (ID I6) listed under the Balranald Local Environmental Plan 2010 are anticipated as a result of the proposed works. The Euston Courthouse is located approximately 50 m south of the Carey Street roundabout.</p> <p>The Amended Project would not materially alter biodiversity or heritage impacts, relative to the EIS Project, and is considered to represent an improved outcome, having regard to local amenity and streetscape considerations. As such, no additional or updated mitigation measures are required to those presented in Appendix C of the Submissions Report (Umwelt, 2026).</p>	No
689.0	Buronga	Sturt Highway roundabout onto Silver City Highway	Vehicle swept paths have been optimised, resulting in a minor augmentation of proposed disturbance areas, relative to the EIS Project. The revised intersection is shown in the Amended Project Description (Appendix A , Figure A.16) and the strategic concept design presented in the Revised TTIA (Appendix B).	No

Chainage (in km from Route 1 from Port of Portland)	Location	Road / Intersection	Nature of Impact (Amended Project)	Further Assessment Required?
			<p>Consistent with the EIS Project, all ground disturbance is limited to cleared areas of the road pavement and extensively modified areas of the existing road shoulder comprising exotic vegetation and planted native cultivar. As such, the Amended Project would not materially alter biodiversity or heritage impacts, relative to the EIS Project and no additional or updated mitigation measures are required to those presented in Appendix C of the Submissions Report (Umwelt, 2026).</p>	
691.0	Buronga	Intersection of Silver City Highway and Arumpo Road	<p>The proposed channelised right turn (CHR) intersection design has been revised to address TfNSW feedback and Austroads requirements, resulting in a minor augmentation of proposed disturbance areas, including further widening of the pavement on both sides of the Silver City Highway. The revised intersection is shown in the Amended Project Description (Appendix A, Figure A.17) and the strategic concept design presented in the Revised TTIA (Appendix B). Consistent with the EIS Project, all ground disturbance is limited to cleared areas of the road pavement and extensively modified areas of the existing road shoulder comprising exotic vegetation. Additionally, blade oversail clearance may require minor and selective tree trimming within a defined area at the Buronga Rest Area on the western side of the Silver City Highway. The small stand of trees in this location is identified as Plant Community Type (PCT 170) Chenopod sandplain mallee woodland/shrubland of the arid and semi-arid (warm) zones on the NSW State Vegetation Type Map (SVTM) (NSW DCCEEW, 2019). However the area is heavily disturbed and surrounded by road pavement on all sides, which fragments the vegetation from larger patches of mapped PCT 170 to the north west. Impacts to avifauna associated with the selective trimming of these trees would be negligible when considering the availability of PCT 170 within the wider locality.</p>	No

Chainage (in km from Route 1 from Port of Portland)	Location	Road / Intersection	Nature of Impact (Amended Project)	Further Assessment Required?
			<p>A range of biodiversity mitigation measures commitments outlined in the Appendix C of the Submissions Report (Umwelt, 2026) would also apply in respect of the proposed works, including the implementation of noise, dust and sediment control measures, and the carrying out pre-clearance surveys prior to any tree trimming occurring.</p> <p>Spark Renewables has also committed to a further measure to ensure that no incidental ground disturbance (including sediment control measures) or parking of vehicles or plant occurs within the drip lines of any existing trees adjoining the Silver City Highway, whilst undertaking the proposed works. This measure (ID B41) is reflected in Appendix C of the Submissions Report (Umwelt, 2026).</p> <p>As such, the Amended Project would not materially alter biodiversity or heritage impacts, relative to the EIS Project and no additional or updated mitigation measures are required to those presented in Appendix C of the Submissions Report (Umwelt, 2026).</p>	
723.0	Arumpo	Arumpo Rd into Site Entry No. 1	<p>Vehicle swept paths have been updated to accommodate the transport of a 91 m blade, resulting in a minor augmentation of the access point designs. The revised access point designs are shown in the Amended Project Description (Appendix A, Figure A.19) and the strategic concept design presented in the Revised TTIA (Appendix B). Consistent with the EIS Project, all ground disturbance is located wholly within the Disturbance Footprint.</p> <p>Additionally, blade oversail clearance may require minor and selective tree trimming of PCT 58: Black Oak - Western Rosewood open woodland on deep sandy loams mainly in the Murray Darling Depression Bioregion (Moderate-Good). This vegetation does not meet the listing criteria for any threatened ecological community. Impacts to avifauna associated with the selective trimming of these trees would be negligible when considering the availability of PCT 58 which has been avoided within the Project Area, as well as broader availability of suitable habitat within the wider locality.</p>	No

Chainage (in km from Route 1 from Port of Portland)	Location	Road / Intersection	Nature of Impact (Amended Project)	Further Assessment Required?
			<p>A range of biodiversity mitigation measures commitments outlined in the Appendix C of the Submissions Report (Umwelt, 2026) would also apply in respect of the proposed works, including the implementation of noise, dust and sediment control measures, and the carrying out pre-clearance surveys prior to any tree trimming occurring.</p> <p>As such, the Amended Project would not materially alter biodiversity or heritage impacts, relative to the EIS Project and no additional or updated mitigation measures are required to those presented in Appendix C of the Submissions Report (Umwelt, 2026).</p>	
723.0	Arumpo	Arumpo Rd into Site Entry No. 2	<p>Vehicle swept paths have been updated to accommodate the transport of a 91 m blade, resulting in a minor augmentation of the access point designs. The revised access point designs are shown in the Amended Project Description (Appendix A, Figure A.19) and the strategic concept design presented in the Revised TTIA (Appendix B). Consistent with the EIS Project, all ground disturbance is located wholly within the Disturbance Footprint.</p> <p>Additionally, blade oversail clearance may require minor and selective tree trimming of PCT 58: Black Oak - Western Rosewood open woodland on deep sandy loams mainly in the Murray Darling Depression Bioregion (Moderate-Good). This vegetation does not meet the listing criteria for any threatened ecological community. Impacts to avifauna associated with the selective trimming of these trees would be negligible when considering the availability of PCT 58 which has been avoided within the Project Area, as well as broader availability of suitable habitat within the wider locality.</p> <p>A range of biodiversity mitigation measures commitments outlined in the Appendix C of the Submissions Report (Umwelt, 2026) would also apply in respect of the proposed works, including the implementation of noise, dust and sediment control measures, and the carrying out pre-clearance surveys prior to any tree trimming occurring.</p> <p>As such, the Amended Project would not materially alter biodiversity or heritage impacts, relative to the EIS Project and no additional or updated mitigation measures are required to those presented in Appendix C of the Submissions Report (Umwelt, 2026).</p>	No

5.1 Traffic and Transport

A Revised TTIA has been prepared by Access Traffic Consulting to provide an updated assessment of traffic and transport related impacts for the Amended Project. The Revised TTIA is provided in **Appendix B**, with the key findings summarised in the sections below.

The Revised TTIA also seeks to address all matters raised by TfNSW in its submission on the EIS (refer in particular to Section 1.4.3 in **Appendix B**), noting that select issues were relevant to OSOM transport from the Port of Newcastle, which is no longer proposed.

5.1.1 Summary of Project Traffic Generation

The Project's traffic generation estimates were clarified in the Revised TTIA taking into account the current Project schedule and the phasing of pre-construction and main construction works.

5.1.1.1 Pre-Construction Minor Works and Construction Phases

As identified above, construction is proposed to commence in approximately Q3 2027 and conclude approximately 36 months later in Q2 2030. This 36-month period will comprise an initial phase of pre-construction minor works (approximately six (6) to eight (8) months) followed by the main construction phase (approximately 29 months). Peak construction is anticipated to occur from approximately Q3 2028 to Q1 2029.

Table 5.3 to **Table 5.4** provide a summary of estimated daily traffic generation during the pre-construction minor works and main construction phases.

Table 5.3 Pre-Construction Minor Works – Estimated Traffic Generation

Traffic Type	Estimated Maximum Vehicles Per Day	Comments
Staff – Light Vehicle	100 (Drive in Drive Out)	The TWA will be established within the first six (6) months of works commencing. Prior to the facility being completed, it is assumed that all workers will commute to the Project Area daily (one (1) worker per vehicle) from Mildura (80%), Buronga (5%), Gol Gol (10%) and Wentworth (5%).
Project Material / Equipment Delivery Movement – Heavy Vehicles	47	-
OSOM	Nil	No OSOM deliveries proposed during this phase

Table 5.4 Construction – Estimated Traffic Generation

Traffic Type	Estimated Maximum Vehicles Per Day	Comments
Staff – Light Vehicle (including mini-bus)	100 (Drive in Drive Out) 46 (between TWA and Project Area)	Of the total peak construction workforce (400), 75% (300 staff) are anticipated to utilise the proposed TWA facility within the Project Area, with the remaining 25% (100 staff) expected to commute daily to/from the adjacent residential areas of Mildura, Buronga, Gol Gol and Wentworth. Construction staff being accommodated in the TWA facility are expected to travel to/from the Project Area by private vehicles (10%) and minibuses (90%), with an average capacity of one (1) staff member per private vehicle and 20 staff per minibus expected.
Project Material / Equipment Delivery Movement – Heavy Vehicles	140	-
OSOM	WTG components: 10 vehicles (including three (3) OSOM WTG component transport vehicles / 10 light vehicle escorts / 1–2 ancillary WTG component semi-trailers) Large electrical infrastructure: one (1) movement per day, scheduled around the identified WTG OSOM movements on the same route/s.	-

5.1.1.2 Operational Traffic

The estimated workforce during the proposed 30-year operations phase of the Project (i.e. following the completion of the construction stages) is anticipated to only consist of a number of local workers (up to 30 staff) who are expected to reside locally to the Project Area and commute daily (most likely to/from Mildura).

Further to this, the heavy vehicle movements during the operations phase of the Project are also likely to be extremely low (approximately one (1) heavy vehicle per week) and are considered to be negligible from a traffic engineering or transport planning perspective.

5.1.1.3 Decommissioning

Decommissioning phase works associated with the Project are anticipated to be completed over a 12–18 month period for the overall Project Area, with the peak traffic movements to/from the Project Area during decommissioning conservatively estimated to be approximately 70% of the peak construction movements for the Project to/from the Project Area (both daily and during AM and PM peak periods).

However, any potential decommissioning works are likely to occur in more than 30 years, meaning that the exact nature of the works and associated traffic movements are difficult to confirm at this stage. As such it is proposed that prior to the start of the decommissioning works, an updated traffic impact assessment be completed as part of the required decommissioning and rehabilitation strategy, to clearly outline the proposed decommissioning works, the associated traffic movements, their anticipated impact on the surrounding road network and any management and mitigation required.

5.1.2 Proposed Road Upgrades

An updated Route Study (Rex J Andrews, 2025) has been prepared for the Amended Project and is provided in Appendix A of the Revised TTIA (refer to **Appendix B**).

A consolidated summary of proposed upgrades for the Amended Project is provided in the Amended Project Description (refer to Appendix 1 of **Appendix A**). These road upgrades would be completed during pre-construction minor works.

These designs included further revisions to the Rex J Andrews vehicle paths (refer to Appendix A of the Revised TTIA) using vehicle swept path design software (AutoTrack), allowing for confirmation of expected vehicle paths through the pinch points and optimisation of the required route upgrade works to accommodate the OSOM vehicle movements. In some cases, this optimisation has enabled minor changes to the extent of works required, in an effort to reduce disturbance within and adjacent to the road corridor. As such, to the extent of any inconsistency, the concept designs in Appendix E of the Revised TTIA (**Appendix B**) prevail.

5.1.3 Assessment of Impacts

5.1.3.1 Intersection Performance

Updated SIDRA analysis was undertaken to establish the operational performance of the proposed upgraded channelised right turn (CHR) configuration of the Silver City Highway / Arumpo Road intersection for the relevant traffic scenarios for the pre-construction minor works, peak construction, operations and decommissioning phases of the Project, considering the AM and PM peak periods (both Project and Network) at the critical design horizons for each phase.

This analysis indicates that the proposed upgraded configuration of the Silver City Highway / Arumpo Road intersection is expected to operate satisfactorily during all Project traffic scenarios identified for the Project (including cumulative assessments), with all values for intersection Degree of Saturation (DOS), Level of Service (LOS), average delay and vehicle queue lengths being within acceptable limits of operation for a priority-controlled (give-way) intersection.

Based on these results, it can therefore be seen that the upgraded configuration of the intersection will be adequate to cater for the additional traffic volumes generated by the pre-construction minor works, peak construction, operations and decommissioning phases of the Project, as well as the identified cumulative traffic volumes from the relevant adjacent Projects.

5.1.3.2 Amended OSOM Transport Route

As OSOM transport is required to be undertaken under permit (with escort vehicles) and likely out of hours, it is not anticipated that the relatively small increase in daily traffic volumes (refer to **Table 5.4**) will have a significant ongoing impact on the operation or capacity of the roads forming the proposed OSOM Transport Route.

Notwithstanding this, it is noted that a detailed Traffic Management Plan (TMP) is proposed to be prepared as part of subsequent stages of the Project to identify the proposed measures and processes to be implemented to manage the Project traffic movements and reduce their impact traffic on the operation of external road network, in particular the OSOM transport movements. The TMP will be developed in consultation with TfNSW, and the relevant local government agencies located along the proposed OSOM Transport Routes for the Project.

5.1.4 Mitigation and Management

Spark Renewables has committed to a range of traffic and transport mitigation measures, which are summarised in Appendix C of the Submissions Report (Umwelt, 2026). These include a program of consultation to ensure local residents are aware of construction traffic accessing the Project, and any specific traffic management issues or measures to be implemented, as well as the preparation and implementation of a detailed TMP and Drivers Code of Conduct (refer to sample code in Appendix K of **Appendix B**). These measures are consistent with the findings of both the original and Revised TTIA and no changes are required to those presented in Appendix C of the Submissions Report (Umwelt, 2026).

6.0 Justification of Amended Project

This section provides an updated justification for the Amended Project, taking into consideration the Project's environmental, social and economic impacts and the suitability of the site, to assist the consent authority to determine whether or not the Amended Project is in the public interest.

The Amended Project has been designed and progressively refined:

- in response to key environmental constraints and landholder and community feedback
- with consideration of all feasible alternatives
- to minimise environmental impacts and maximise social and economic benefits to local communities.

Further detail regarding this iterative design process is provided in Section 2.7.4 and Section 5.0 of the EIS.

A comprehensive assessment of the environmental, social and economic impacts of the Project has been undertaken as part of the EIS, and this has been updated, where relevant, by the Submissions Report (Umwelt 2026) and this Amendment Report. This comprehensive assessment has considered:

- site characteristics, as well as the existing environmental and social contexts
- expert technical assessment
- the outcomes of focused consultation with relevant government agencies
- the outcomes of extensive engagement with the local community and other key stakeholders
- the principles of ecologically sustainable development, including the precautionary principle, inter-generational equity and conservation of biological diversity and ecological integrity.

The key issues identified were subject to detailed specialist assessment to identify the potential impacts of the Project on the existing environment. These assessments are detailed in Section 6.0 of the EIS and supporting appendices, along with updated technical studies appended to the Submissions Report (Umwelt, 2026) and this Amendment Report.

Overall, the assessment has concluded that while there will be environmental, social and economic impacts associated with the Amended Project, the extent of impact has been avoided or minimised through the design process and where impacts are predicted, Spark Renewables has committed to updated management, mitigation and offset measures to address these residual impacts (refer to Appendix C of the Submissions Report). There are no changes to the revised mitigation measures presented in Appendix C of the Submissions Report as a result of the Amended Project.

The detailed impact assessment undertaken concludes that with the implementation of feasible and reasonable mitigation measures, the Amended Project can proceed within acceptable environmental, social and economic standards.

The Amended Project directly supports both Commonwealth and NSW renewable energy and decarbonisation objectives:

- At the federal level, the Australian Government has committed to reducing greenhouse gas emissions by 43% below 2005 levels by 2030 and achieving net zero emissions by 2050, underpinned by a target of 82% renewable electricity by 2030 (Cth DCCEEW, 2025).

- In parallel, NSW has set its own legislated targets of net zero emissions by 2050 and a 70% reduction below 2005 emissions by 2035, alongside Renewable Energy Zone and firmed renewables deployment goals (NSW Climate Energy Action, 2026). The project will deliver 402 MW of new wind capacity by 2030 and will contribute materially to replacing retiring coal-fired generation in the NEM, increasing the share of low-cost, zero-emissions electricity needed to meet both state and federal targets while supporting energy security and affordability for NSW consumers.

The Amended Project has been designed and progressively refined in consultation with key stakeholders to:

- Maximise the use of previously disturbed cropping land, thereby avoiding and minimising impacts to biodiversity and cultural heritage values whilst also facilitating co-existence of renewable energy and agriculture.
- Maximise potential benefits to impacted communities.

The assessment findings outlined in Section 6.0 of the EIS (and as updated by the Submissions Report (Umwelt, 2026) and this Amendment Report indicate that while there will be environmental, social and economic impacts associated with the Amended Project, the extent of impact has been avoided and minimised through the design process and where impacts are predicted, Spark Renewables has committed to management, mitigation and offset measures to address these residual impacts.

The Amended Project will provide long-term, strategic benefits to the State of NSW, including:

- Renewable energy supply to assist with fulfilling the current obligations under NSW and Commonwealth renewable energy targets.
- Providing for cleaner reliable electricity generation, assisting with meeting current load demand while reducing greenhouse gas emissions and the impacts of climate change.
- Providing regional investment in the NSW renewable energy sector.

The Project will also provide direct financial benefits to the region and local community, including:

- The Project will require approximately \$866 million in investment during the construction phase, of which approximately \$130 million will be retained in the Wentworth Shire LGA and the Mildura Rural City LGA.
- Ongoing economic stimulus associated with the operation of the Project is estimated at approximately \$220 million over 30 years (CPI adjusted) relating to land holder leasing payments, operational wage stimulus, and community payments.
- Supporting 225 direct and 360 indirect FTE positions in the national economy (on average) over the construction period, with 400 direct FTE during peak construction.
- Supporting an estimated 30 direct and 85 indirect FTE jobs nationally during operations. Indirect benefits to local services through the construction and operation phases.
- Supporting 95 FTE construction jobs and 47 FTE ongoing operational jobs (includes both direct and indirect jobs within the Wentworth Shire LGA and the Mildura Rural City LGA).
- Injection of approximately \$4.6 million in new spending into the Wentworth Shire LGA and the Mildura Rural City LGA over the construction phase with flow on benefits for local businesses.

- Payments to host landowners via negotiated agreements, resulting in financial contributions to the local community.
- Annual payments to the community under a Planning Agreement with Wentworth Shire Council and a community benefit sharing scheme.

On this basis, and subject to the implementation of the mitigation, management and offsetting commitments outlined in Appendix C of the Project's Submissions Report, it is considered that the Amended Project is consistent with the objects and requirements of the EP&A Act and is in the public interest.

7.0 References

Commonwealth Department of Climate Change, Energy, the Environment and Water. (2025). *Net Zero*. Retrieved from <https://www.dcceew.gov.au/climate-change/emissions-reduction/net-zero>

DPHI. (2024). *Wind Energy Guideline*.

NSW Climate Energy Action. (2026). *Net Zero*. Retrieved from <https://www.energy.nsw.gov.au/nsw-plans-and-progress/government-strategies-and-frameworks/reaching-net-zero-emissions/net-zero>

NSW Department of Planning and Environment. (October 2022). *State significant development guidelines – preparing an amendment report Appendix D to the state significant development guidelines*.

Appendix A

Amended Project Description



Appendix B

Revised Traffic and Transport Impact Assessment



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