



# **RYE PARK WIND FARM**

## *Amendments Report No. 2*

*(Development Consent State Significant Development: 6693)*

March 2021

## Rye Park Wind Farm

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## Acronyms and Abbreviations

ACHA	Aboriginal Cultural Heritage Assessment
AFT	Artifact
AHIMS	the Aboriginal Heritage Information Management System
Amendment Report No. 1	Rye Park Wind Farm - Amendment Report (RPRE, August 2020)
Amendment Report No. 2	Rye Park Wind Farm - Amendment Report No. 2 (RPRE, March 2021) (this report)
the Applicant	Rye Park Renewable Energy Pty Ltd
the Approved Project	A 92 wind turbine project, with a 157 m tip height
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
Conditions of Consent	Conditions of the Development Consent which authorise and regulate the Project.
Cwth	Commonwealth
DAWE	Department of Agriculture, Water and the Environment
Development Corridor – Permanent Met Masts	This area includes the Indicative Development Footprint – Permanent Met Masts in its entirety as well as areas of adjoining land that may be required for micro siting when the wind farm layout is finalised.
Development Corridor – Wind Farm	This area includes the Indicative Development Footprint – Wind Farm in its entirety as well as areas of adjoining land that may be required for micro-siting when the wind farm layout is finalised. It does not include the Indicative Development Footprint – External Roads or the Development Corridor – Permanent Met Masts.
Development Footprint	The estimated ground disturbance required for construction of the wind farm. Referred to as the Indicative Development Footprint in this Modification Application and includes Indicative Development Footprint – Wind Farm, Indicative Development Footprint – External Roads and Indicative Development Footprint – Permanent Met Masts
Development Layout	The wind farm layout including turbines and associated infrastructure
DPIE	Department of Planning, Industry and Environment (NSW)
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwth)
EPBC Approval	Approval EPBC 2014/7163 granted for the Project under the EPBC Act
Final Modified Project	A 77 wind turbine project, with a 200 m tip height as described in the Amendment Report No. 1 (RPRE, August 2020)
GBD	Green Bean Design
ha	hectares
HMP	Heritage Management Plan



IF	Isolated finds
Km	kilometres
kV	kilvolts
m	Metres
Met Masts	Meteorological Masts
Modification Application	Application SSD-6693-Mod-2 to modify the Development Consent under the Development Consent
Modification Application Report	Rye Park Wind Farm – Modification Application Report (RPRE, April 2020)
Modified Project	A 80 wind turbine project, with a 200 m tip height as described in the Modification Application Report (RPRE, April 2020)
NSW	New South Wales
Development Consent	Development Consent SSD 6693 granted under the EP&A Act for 92 wind turbines with a 157 m tip height
Original EIS	A 126 wind turbine project, with a 157 m tip height as described in the Rye Park Wind Farm Environmental Assessment (Epuron, January 2014)
Original RTS	A 109 wind turbine project, with a 157 m tip height as described in the Rye Park Wind Farm Response to Submissions (Epuron, May 2016)
PCTs	Plant Community Types
the Project	the Rye Park Wind Farm
Preferred Transport Route	Selection of a preferred transport route, from a number of approved options, that is currently being considered.
Proposed Modifications	the changes to the Approved Project as described in Section 4.0 of the Modification Application Report and as further clarified in the Amendment Report No. 1 and Amendment Report No. 2
RAPs	Registered Aboriginal Parties
Revised Final Modified Project	A 77 wind turbine project, with a 200 m tip height as described in the Amendment Report No. 2 (RPRE, March 2021)
RTS	Response to Submissions
SDA	Site Distance Assessment
SISD	Safe intersection sight distance
SoCs	Statement of Commitments
SSD	State Significant Development
Tilt Renewables	Tilt Renewables Limited
ULSC	Upper Lachlan Shire Council
WTG	Wind turbine generator

## 1.0 Introduction

Development Consent was granted, by the NSW Planning Assessment Commission (now known as the Independent Planning Commission), on 22 May 2017, for the construction, operation and decommissioning of up to 92 wind turbines with a maximum tip height of 157 m and associated infrastructure (the Approved Project).

A request to modify the Project Development Consent State Significant Development (SSD) 6693 (Development Consent) under section 4.55(2) of the *Environment Planning and Assessment Act 1979* (EP&A Act) was made on 23 April 2020<sup>1</sup>. The proposed modifications included:

- removal of 12 wind turbines
- increase to the wind turbine envelope to a maximum tip height of 200 m
- revisions to the Development Corridor, and
- selection of the Preferred Transport Route.

During the Response to Submission (RTS) phase of the request to modify the Approved Project, further refinements to the project infrastructure and updates to the Development Consent were sort (Amendments Report No. 1<sup>2</sup>) including:

- removal of an addition three wind turbines
- clarification of the Development Corridor
- adjustment to a 2.3 km section of the transmission line (up to 330 kV)
- additional ground disturbance for pole locations and associated track, and
- inclusion of an additional temporary construction compound.

The purpose of this report, Amendment Report No. 2, is to outline and assess further minor revisions to the Final Modified Project, which are now proposed to form part of the Proposed Modifications (Revised Final Modified Project).

As part of the progression of the Project's design, the proposed minor revisions to the Proposed Modifications being sort are in response to improved public road safety, ongoing landowner discussions, and further efficiencies in the Project layout to ensure minimisation of biodiversity impacts.

For reference, a summary of the various Project iterations is provided below:

- Original EIS – A 126 wind turbine project, with a 157 m tip height as described in the Rye Park Wind Farm Environmental Assessment (Epuron, January 2014)
- Original RTS – A 109 wind turbine project, with a 157 m tip height as described in the Rye Park Wind Farm Response to Submissions (Epuron, May 2016)
- Approved Project – A 92 wind turbine project, with a 157 m tip height
- Modified Project – A 80 wind turbine project, with a 200 m tip height as described in the Modification Application Report (RPRE, April 2020)
- Final Modified Project – A 77 wind turbine project, with a 200 m tip height as described in the Amendment

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<sup>1</sup> *Rye Park Wind Farm - Modification Application Report* (Tilt Renewables, April 2020) that can be found via the [NSW Major Projects website](#).

<sup>2</sup> *Rye Park Wind Farm - Amendment Report* (Tilt Renewables, August 2020) that can be found via the [NSW Major Projects website](#).

Report No. 1 (RPRE, August 2020)

- Revised Final Modified Project – A 77 wind turbine project, with a 200 m tip height as described in the Amendment Report No. 2 (RPRE, March 2021) (this report).

Table 1 outlines the purpose of each section of this report.

**Table 1 Report Structure and Content**

Condition	Purpose / Content
Section 1.0 Introduction	This section provides a summary of the background to the Project, an overview of this report and its structure.
Section 2.0 Revisions to the Modified Project	Provides a detailed description of the revisions to the Proposed Modifications, including why they are required and how they have been developed.
Section 3.0 Updated Environmental Assessments	Provides an overview of the updated technical assessments carried out to assess the revisions to the Proposed Modifications, including: <ul style="list-style-type: none"> <li>- Biodiversity</li> <li>- Aboriginal Cultural Heritage</li> <li>- Visual Impact</li> </ul> As well as providing an assessment of the Revised Final Modified Project against the Development Consent.
Section 4.0 Consultation	Describes the consultation specifically undertaken relating to the revisions to the Proposed Modifications.
Section 5.0 Conclusion	Provides the overall conclusions to this report.

## 2.0 Revisions to the Final Modified Project

As part of the progression of the Project's detailed design, the proposed minor revisions being sort are in response to improved public road safety, ongoing landowner discussions, and further efficiencies in the Project layout to ensure minimisation of biodiversity impacts. Details of these revisions are set out below.

### 2.1 Minor revisions to the Development Corridor – Wind Farm

A refinement to the Development Corridor – Wind Farm is proposed as a result of improved road safety and ongoing design optimisation of the Project layout (project layout efficiencies). Further, revisions to the Indicative Development Footprint – Wind Farm have been made to enable assessment of the potential impacts and demonstrate the ability to comply with the Development Consent.

#### 2.1.1 Improved Public Road Safety

A refinement to the Development Corridor – Wind Farm is proposed as a result of improved road safety including:

- an alternative location for the site access track crossing of Rye Park Road to achieve improved public road safety, and
- an alternate route for of Transmission Line (up to 330 kV) so it better aligns with the refined access track as part of the alternative location for the site access track crossing of Rye Park Road.

As part of the progression of the Projects detail design and ongoing review, a public safety issue was identified with the original site access track crossing of Rye Park Road.

A Sight Distance Assessment (SDA) (contained at Appendix A) has been prepared by Samsa Consulting to assess the sight distance issue at this crossing and propose an alternate location to achieve a safer crossing for both public road users and Project traffic.

The SDA found that sight distance to the south from the original crossing is restricted by a combination horizontal / vertical (crest) curve alignment as well as a significantly high, roadside batter slope on the eastern side of Rye Park Road. The available sight distance was found to be approximately 90 m, which is sub-standard with respect to safe intersection sight distance (SISD) for the crossing.

To achieve a safer crossing, particularly regarding sight distance, it is proposed to relocate the crossing 350 m north of the original crossing as shown in Figure 1. As a result of the alternate crossing, 1.70 km of access track is to be repositioned (replacing approximately 1.50 km). The change from the original location to the proposed location will greatly improve road safety for both public road users and Project traffic and will satisfy the SISD criteria.

As a result of improving the safety of the access track crossing of Rye Park Road and subsequent realignment of a section of access track, it is proposed 2.75 km of Transmission Line (up to 330 kV) be realigned (replacing approximately 2.35 km) so it better aligns with the revised access track layout.

These changes are illustrated on Figure 1, on the Infrastructure Changes map series (which show the changes in context of the entire wind farm) in Appendix B and is reflected on the updated Development Layout contained in Appendix C.

Another positive impact of the alternative location is the reduced impact to the nearby Blakney Creek. The alternative location of the intersection will align the access track infrastructure with a section of Blakney Creek that has a smaller riparian zone than the original location. The disturbance of riparian zone and hence the Blakney Creek will be reduced.

The revised Transmission Line (up to 330 kV) will extend from west to east for approximately 1.1 km just

north of Rye Park Dalton Road before extending in a south-east direction along the original approved Transmission Line (up to 330 kV) corridor for approximately 1.7 km. The revised Transmission Line (up to 330 kV) will then connect back into the Transmission Line (up to 330 kV) corridor proposed as part of the Final Modified Project.

As was proposed as part of the Approved Project, the revised Transmission Line (up to 330 kV) will be moved towards R68 (to within a distance of approximately 200 m) and R52 (to within a distance of approximately 600 m). As part of the consideration of this change from the Final Modified Project to the Revised Final Modified Project, R68 has been consulted and has since entered into a participating neighbor agreement with the Application and is considered to be an Associated Residence. R52 is located on the land hosting the infrastructure. Further details on the discussions with relevant stakeholders as part of the Final Revised Modified Project are discussed in Section 4.0.

### **2.1.2 Project Layout Efficiencies**

In response to the proposed revisions to address improved public road safety, discussed in the section above, further efficiencies in the Project layout have been considered to ensure like for like biodiversity impact is achievable.

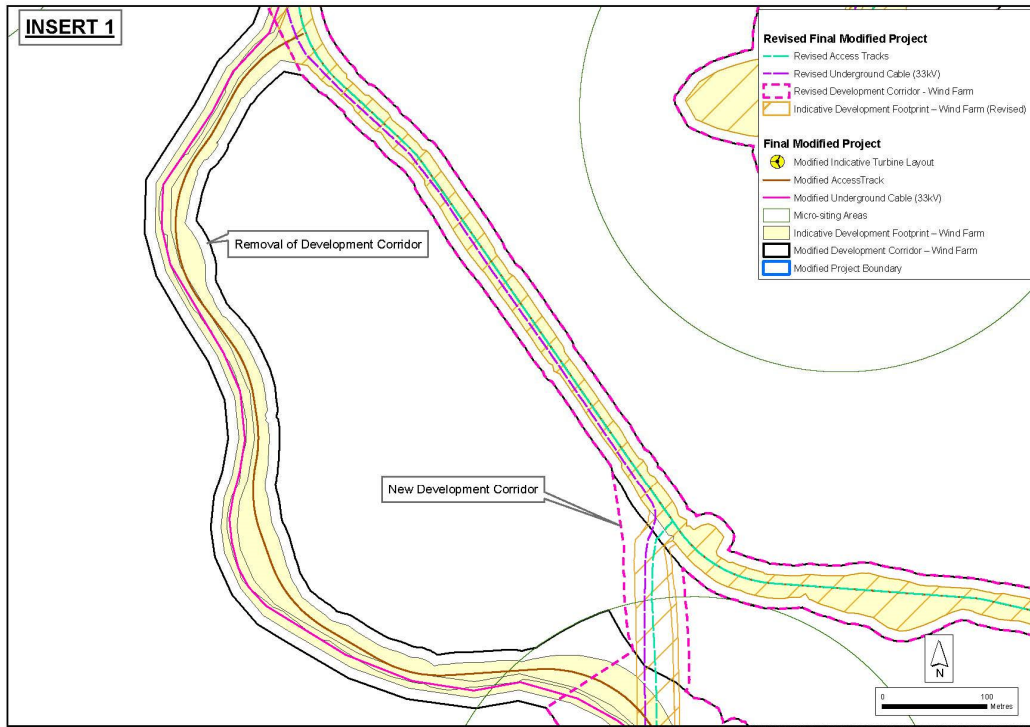
As such, the following minor optimisations to indicative project infrastructure are proposed, resulting in changes to the modified Development Corridor:

- Replacement of approximately 1 km access track and cabling north/north west of WTG 39, with a shorter approximately 150 m route (Figure 1).
- Replacement of approximately 4 km of access track running north to south parallel (to the west of) to WTGs 58, 63, 66 and 69 which connected to WTG 51 (Figure 2), with 700 m of connecting access track south of WTG 67 (Figure 3).
- Refinement of development corridor connecting WTGs 58, 63, 66 and 69, reducing overall flexibility and minimising ground disturbance (Figure 2).
- Realignment of approximately 250 m of access track and underground cable north of WTG 128 (Figure 5).

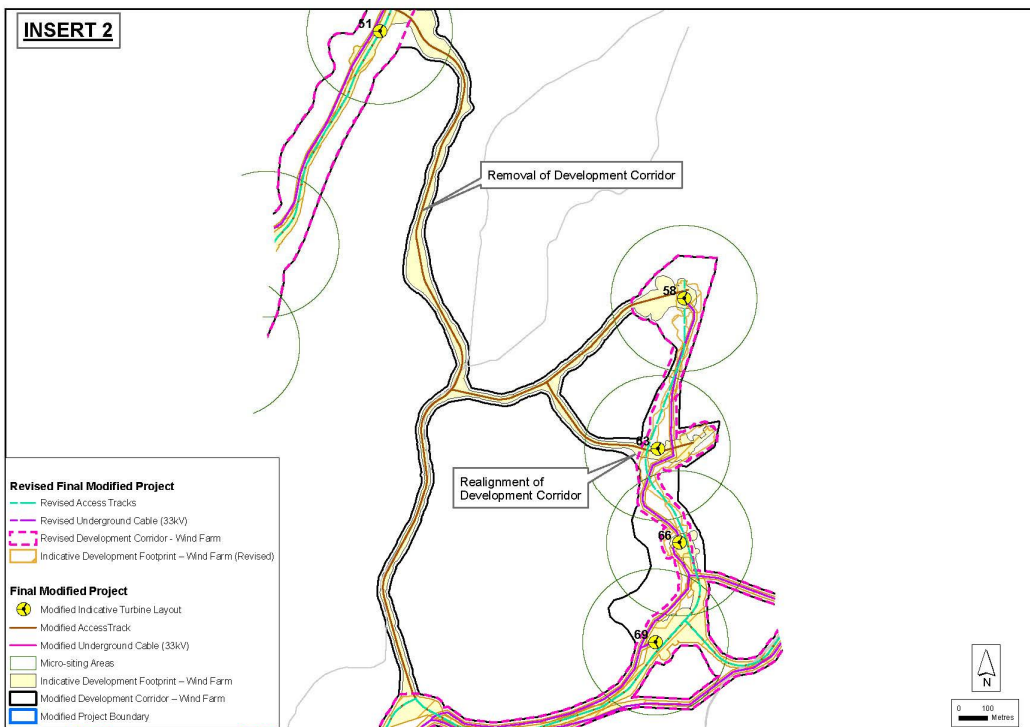
The optimisations reduce the amount of infrastructure to be constructed, reducing the amount of disturbance, time for completion and de-risk construction activities in some of the more sensitive and topographically constrained areas. It is noted that optimisations to the Indicative Development Footprint – Wind Farm have been made to respond to the above, to allow for the assessment of the potential impact of the revisions and demonstrate ability to comply with the existing biodiversity impact limits.

These changes are illustrated on Figure 1 to Figure 5, and on the Infrastructure Changes map series (which show the changes in context of the entire wind farm) in Appendix B, and is reflected on the updated Development Layout and Aboriginal Heritage Items contained in Appendix C.





**Figure 1 Removal and Replacement of Development Corridor North of WTG 39**



**Figure 2 Removal of Access Track Running North South of WTGs 58, 63, 66, 69 & Refinement of Development Corridor Connecting WTGs**

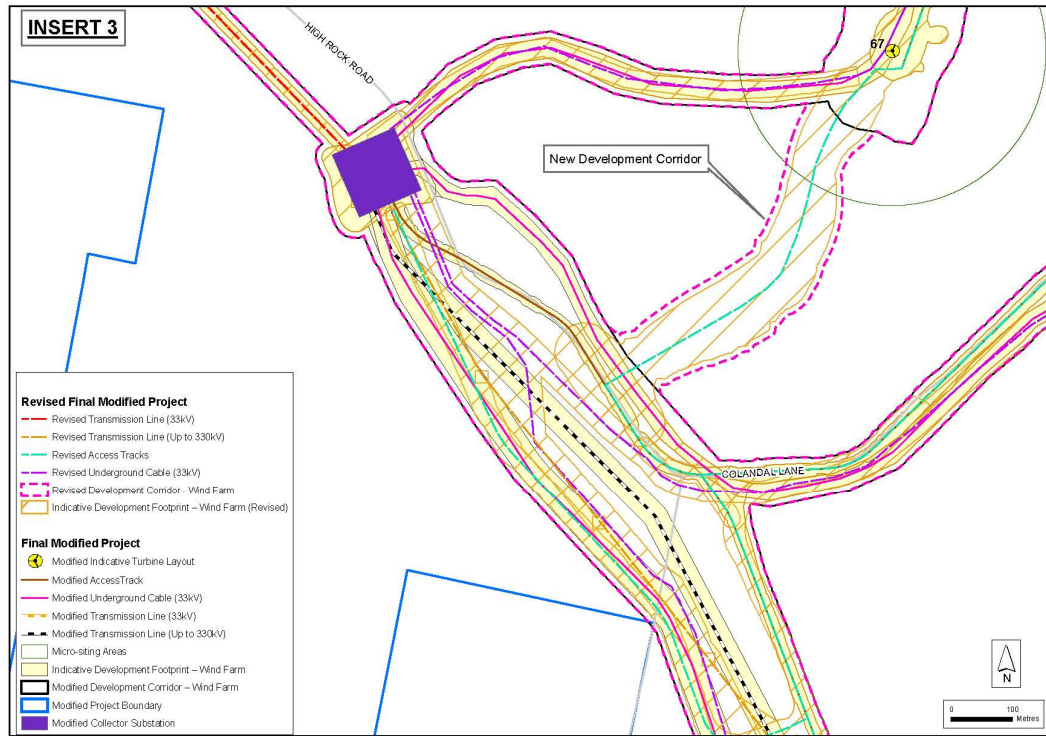


Figure 3 New Access Track (Replacing Removal in Figure 2) South of WTG 67

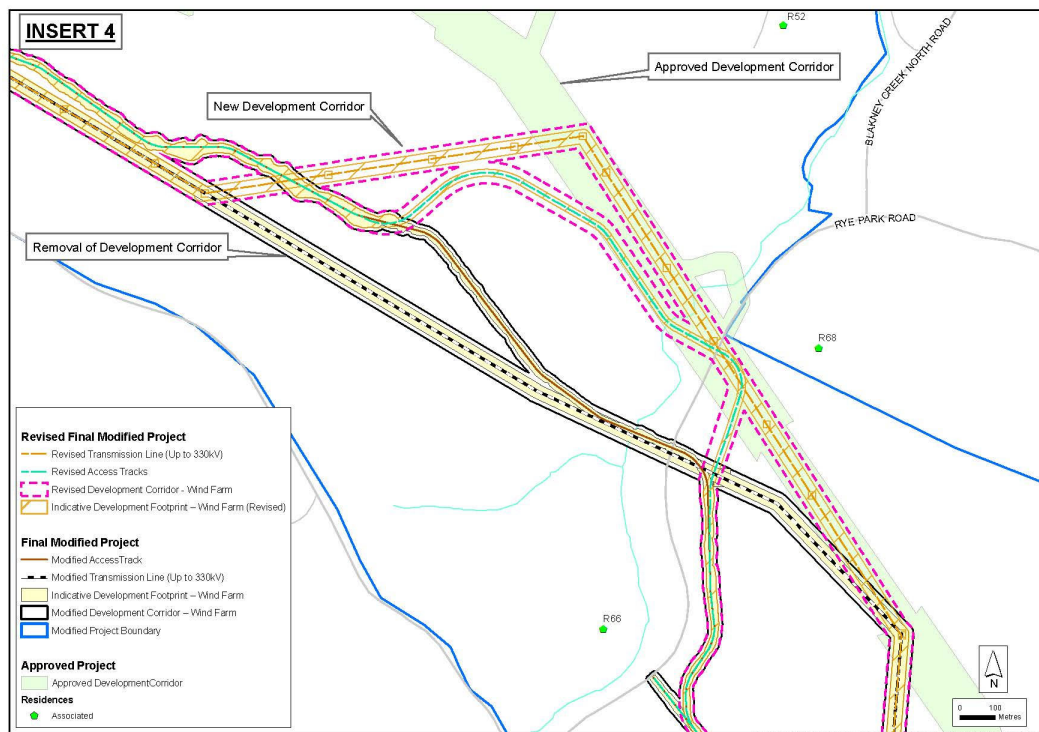
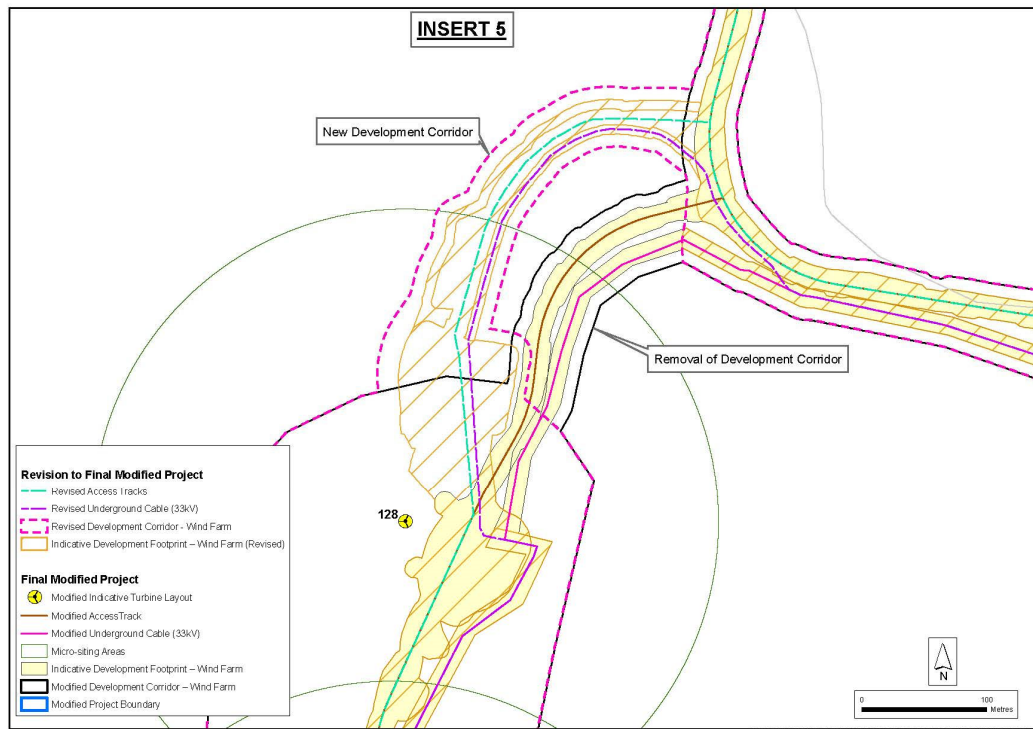


Figure 4 Realignment of Access Track and Transmission Line



**Figure 5 Realignment of Access Track and Cabling North of WTG 128**

Furthermore, these revisions will provide benefits to the Project through the achievement of construction traffic movement efficiencies, for example shortening the lengths of sections of access track, therefore reducing travel time for construction vehicles. The reduced travel time for construction vehicles will assist the Project be delivered within the intended construction timeframes.

The proposed revisions to the 33 kV underground connection infrastructure will reduce the electrical transmission losses by reducing the overall length of the connection infrastructure, improving the efficiency of the Project. This improved electrical efficiency also ensure that the Project is able to export the maximum renewable energy to the National Electricity Grid.

These changes have been discussed with relevant stakeholders as described in Section 4.0.

## 2.2 Minor Revisions to the Development Footprint – External Roads

The Proposed Modifications includes a number of upgrades to public roads along the Preferred Transport Route. Ongoing discussions with landowners and further progression of the detailed design has now enabled additional refinement to the Indicative Development Footprint – External Roads.

Based on further consultation, key refinements to the proposed road upgrades along the Preferred Transport Route include:

- alterations to allow movement of over-dimensional vehicles on the corner of Rye Park Road and Long Street affecting private land (Lot 63 in DP754103), and
- removal of the proposed impact on the south-east corner of Rye Park Road and Yass Street, being Lot 1 Section 1 in DP1810.

As such, the Indicative Development Footprint – External Roads has been revised. These changes are

illustrated on Figure 6 and Figure 7

Tilt Renewables has relevant agreements with the respective landowners of each of the refinements to the Indicative Development Footprint – External Roads allowing for the impacts to private land outside the designated road reserve. It is requested that Appendix 1 of the Development Consent is updated to include Lot 63 in DP754103 and remove Lot 1 Section 1 in DP1810 on this basis.

These changes have been discussed with relevant stakeholders as described in Section 4.0.





Figure 6 Rye Park Road and Long Street Revisions





Figure 7 Rye Park Road and Yass Street

## 3.0 Stakeholder Consultation

### 3.1 Engagement with Government Agencies

The Applicant has consulted with relevant Government Agencies in relation to the relevant proposed revisions relating to improved public road safety (see Section 2.1.1).

This included a meeting with Upper Lachlan Shire Council (ULSC) on 19 February 2021. The purpose of the meeting was to provide a general Project update and discuss the proposed alternate location of the access track crossing at Rye Park Road. The refinement to the access track crossing is wholly contained within the Local Government Area of Upper Lachlan Shire (ULS).

ULSC was shown the proposed alternate location and was supportive of the proposal. They requested appropriate signage be installed at the intersection. The Applicant will implement appropriate road signage at all access track crossings with Public Roads, this will be reflected in the Traffic Management Plan for the Project, which is currently being prepared.

The Applicant has committed to providing concept drawings for ULSC (in accordance with the proposed revisions) for comment before progressing with detailed design, and an application under s138 of the *Roads Act 1993*.

### 3.2 Engagement with Landowners and Neighbours

The Applicant has consulted with relevant landowners and neighbours in relation to the applicable revisions to the Proposed Modifications.

Landowners associated have been consulted as part of the design review process to ensure that the revisions to the Proposed Modifications align with the agreements between themselves and the Applicant, and as part of the broader engagement as the Project progresses. An overview of consultation outcomes with associated landowners specifically with respect to the revisions to the Proposed Modifications has been provided in Table 2.

**Table 2 Engagement overview – Landowners**

Modification Aspect	Consultation outcomes
<p>A refinement to the Development Corridor – Wind Farm is proposed as a result of improved road safety including:</p> <ul style="list-style-type: none"> <li>an alternative location for the site access track crossing of Rye Park Road to achieve improved public road safety, and</li> <li>an alternate route for of Transmission Line (up to 330 kV) so it better aligns with the refined access track as part of the alternative location for the site access track crossing of Rye Park Road.</li> </ul>	<ul style="list-style-type: none"> <li>Better alignment with original proposal (approved as part of Development Consent in 2017) – preferred outcome associated with property management.</li> <li>Alternate location has track crossing at a more optimal location on Blakney Creek. Design will need to consider flooding potential of creek.</li> <li>Increases distance of transmission line from dwellings associated with wind farm landowners (R66 and R67).</li> <li>Owner of R68 raised dust control (on internal wind farm access track) and pole placement of transmission line away from the road reserve if possible (minimise visual impact). Tilt Renewables to consider measures to minimise dust and soil movement onto Rye Park Road.</li> <li>Tilt Renewables has entered into a neighbour agreement with landowner of R68 in relation to potential for increased visual, noise, dust and traffic impacts associated with the Project.</li> </ul>
<p>Replacement of access track and cabling north/north west of WTG 39, with a shorter route (Figure 1).</p>	<ul style="list-style-type: none"> <li>Favourable outcome to minimise construction of duplicate access tracks within the wind farm – avoidance of additional impact to property.</li> </ul>

Modification Aspect	Consultation outcomes
.	<ul style="list-style-type: none"> <li>Modified design minimises impact to stand of vegetation within the property and in more open pasture.</li> </ul>
Replacement of access track running north to south parallel (to the west of) to WTGs 58, 63, 66 and 69 which connected to WTG 51 (Figure 2), with new access track connecting access track south of WTG 67 (Figure 3).	<ul style="list-style-type: none"> <li>Removal of track and addition of new track to WTG67 is a sensible decision considering the reduction in length of access roads.</li> <li>Potential to co-locate underground cabling with access road to minimise disturbance (from WTG67 to wind farm substation).</li> <li>Paddocks south of WTG67 not very productive, though creates additional property boundary break requiring further consultation and management during wind farm operations.</li> </ul>
Refinement of development corridor connecting WTGs 58, 63, 66 and 69, reducing overall flexibility and minimising ground disturbance (Figure 2).	<ul style="list-style-type: none"> <li>Decreased requirements for construction of access tracks and co-locating disturbance with underground cabling – positive outcome.</li> <li>Will result in an additional property boundary break between WTG63 and WTG66 – need to address access and management during the operation of the wind farm (e.g. locked gates, notification of access).</li> </ul>
Realignment of access track and underground cable north of WTG 128 (Figure 5).	<ul style="list-style-type: none"> <li>Minimises impact to windrow vegetation – positive to maintain windbreak near shearing sheds. Would be good for Tilt Renewables to further review wind farm roads to align with existing property tracks where possible (within the development envelope).</li> </ul>
External road upgrades – Rye Park Road and Long Street, Boorowa	<ul style="list-style-type: none"> <li>Licence agreement entered into with landowner for over-dimensional vehicles to traverse property as required during the construction and operation of the wind farm.</li> </ul>
External road upgrades – Rye Park Road and Yass Street, Rye Park	<ul style="list-style-type: none"> <li>Ongoing consultation with landowner on south-eastern corner of Rye Park Road and Yass Street, Rye Park has resulted in Tilt Renewables selecting a transport route option that does not affect this property.</li> <li>The movement of over-dimensional vehicles at this intersection will require impact to private land and Tilt Renewables has entered into a licence agreement with the owner of land on the north-western corner of this intersection (Lot 1 in DP580999) for this purpose.</li> </ul>

## 4.0 Updated Environmental Assessments

An addendum to the Biodiversity Development Assessment Report (BDAR), addendum to the Aboriginal Cultural Heritage Assessment (ACHA) and assessment of the changes on visual impact have been prepared to assess the revisions to the Proposed Modifications, where relevant. The findings of these assessments are outlined in Section 4.1, 4.2 and 4.3 below, and included in Appendix D, Appendix E and Appendix G.

No other environmental assessments were considered required to assess the potential impacts to the Proposed Modifications. Table 3 below demonstrates the likely changes of impact for each environmental discipline from the Final Modified Project to the Revised Final Modified Project.

**Table 3 Environmental Assessments**

Environmental Discipline	Access Tracks	Underground Cabling	Transmission Line	External Roads	Assessed
Aviation	N/A	N/A	N/A	N/A	N/A
Biodiversity (Bird and Bat)	N/A	N/A	N/A	N/A	N/A
Biodiversity (Vegetation)	Substantially the same	Substantially the same	Substantially the same	Substantially the same	See Section 4.1.
EMI	N/A	N/A	N/A	N/A	N/A
Cultural Heritage	Substantially the same	Substantially the same	Substantially the same	Substantially the same	See Section 4.2.
Historic Heritage	No Change	No Change	No Change	No Change	See Section 4.2.
Noise	N/A	N/A	N/A	No Change <sup>3</sup>	No Change
Shadow Flicker	N/A	N/A	N/A	N/A	N/A
Traffic	N/A	N/A	N/A	No Change <sup>4</sup>	No Change
Visual	N/A	N/A	Substantially the same	N/A	See Section 4.3.

An assessment of the Revised Final Modified Project against the Development Consent is contained in Section 4.4.

### 4.1 Biodiversity

An addendum to the BDAR (contained at Appendix D) has been prepared by Umwelt (Australia) to assess the revisions to the Proposed Modifications discussed in Section 2.1.

The addendum to the BDAR includes a revised assessment of the Revised Final Modified Project on threatened ecological values. All but one of the seven threatened ecological values recorded by the Project decreased in extent of impact when compared to the Final Modified Project (as shown in Table 4).

<sup>3</sup> Whilst there have some minor changes to the road upgrade requirements, an assessment of traffic impact or construction traffic noise assessed has not been undertaken as the changes has not changed the number or location of construction traffic proposed as part of the Revised Final Modified Project.

<sup>4</sup> As above.

**Table 4 Comparison of the previous and current impact analysis (Source: Table 6 of Appendix D)**

	Final Modified Project (ha)	Revised Final Modified Project (ha)	Change the Final Modified Project to the Revised Final Modified Project (ha)
Box Gum Woodland CEEC (BC Act) <sup>5</sup>	37.50	37.34	-0.16
Box Gum Woodland (EPBC Act) <sup>6</sup>	35.73	35.54	-0.19
Striped Legless Lizard	43.29	43.07	-0.22
Southern Myotis	0.03	<0.01	-0.03
Squirrel Glider	102.97	103.23	0.26
Superb Parrot	20.08	19.92	-0.16
Golden Sun Moth	85.28	85.22	-0.06

This revised assessment of the Indicative Development Footprints found that the indicative Project impacts have been slightly reduced for Box Gum Woodland CEEC (BC Act and EPBC Act) and Golden Sun Moth, demonstrating the ability to comply with the revised biodiversity limits (relating to Box Gum Woodland CEEC and Golden Sun Moth habitat) proposed for the Final Modified Project.

Furthermore, the revised assessment found a reduction of impact to striped legless lizard, southern myotis, and superb parrot. One threatened species, squirrel glider, slightly increased (0.26 ha). However, it is noted that this impact is substantially the same as that considered previously, and the Project has the ability to further minimise the area of impact on this species through finalisation of the Development Footprints (in accordance with Condition 19(c)).

## 4.2 Aboriginal Cultural Heritage

An Addendum to the ACHA (contained at Appendix E) has been prepared by NGH Pty Ltd to access the revisions to the Proposed Modifications discussed in Section 2.1.

The Addendum to the ACHA found three additional isolated stone artefacts, one artefact scatter and an additional tree of cultural significance. Table 5 summarises the previously unrecorded Aboriginal Heritage items identified as part of the Revised Final Modified Project, including their level of significance, the likely impact on each of these objects, and applicable mitigation measures to minimise harm.

**Table 5 Additional Impacts to Aboriginal Heritage Items as part of the Revised Final Modified Project**

ACH Object <sup>7</sup>	Significance	Likely Impact	Mitigation Measure
AFT 7	Low	Direct. The site is in an area proposed for an access track.	If possible, avoid impact to this site with a 5 m buffer zone. If avoidance is not possible, salvage prior to construction

<sup>5</sup> White Box Yellow Box Blakely's Red Gum Grassy Woodland and Derived Native Grassland CEEC (BC Act)

<sup>6</sup> White box - yellow box - Blakely's red gum grassy woodlands and derived native grasslands CEEC (EPBC Act)

<sup>7</sup> The additional ACH Objects that have identified as part of the Revised Final Modified Project been provided to AHIMS and the associated AHIMS Site IDs are currently being sort. The Applicant will provide these AHIMS Site IDs to DPIE once they have been received.



ACH Object <sup>7</sup>	Significance	Likely Impact	Mitigation Measure
IF17	Low	Direct. The site is adjacent to an area proposed for underground cabling.	If possible, avoid impact to this site with a 5 m buffer zone. If avoidance is not possible, salvage prior to construction
IF18	Low	Direct. The site is within an area proposed for civil disturbance.	If possible, avoid impact to this site with a 5 m buffer zone. If avoidance is not possible, salvage prior to construction
IF19	Low	Direct. The site is within an area proposed for the Transmission Line (up to 330 kV)	If possible, avoid impact to this site with a 5 m buffer zone. If avoidance is not possible, salvage prior to construction
Cultural Tree 5	No archaeological significance	Cultural Tree 5 is outside the Indicative Development Footprint – Wind Farm and therefore direct impact is likely to be avoided.	Avoidance of harm to this tree would require a 15 m to 20 m buffer zone for ground surface disturbing works, and complete avoidance of the canopy areas.

Whilst these additional archaeological sites have been recorded in the Revised Final Modified Project area, there is considered to be negligible potential for the presence of additional intact subsurface deposits with high densities of objects or cultural material at these sites. Further, the research potential of the sites is low, meaning that none of the artefacts identified could provide any further information about Aboriginal occupation of the area other than their existence within the landscape. As outlined in Table 5, if possible, the sites should be avoided with a 5 m buffer zone or impacts can be mitigated through salvage and reburial in a safe location prior to construction.

Whilst the tree of cultural significance presents no archaeological significance, it was identified by the RAPs as holding cultural value to the local Aboriginal community. It is therefore recommended the proposed works avoid this tree which the Applicant will endeavor to do during the design of the final layout.

Appendix 5 of the Development Consent specified the mitigation measures for Aboriginal Heritage Items identified as part of the Project. The items contained in Table 5 have been added to Appendix 5 which is contained at Appendix F of this report.

The revised map of Aboriginal Heritage items within the Development Corridor – Wind Farm and Development Corridor – Permanent Met Masts is also contained at Appendix F.

The manner in which the Applicant will satisfy the relevant conditions of the Development Consent and comply with the required mitigation measures has also not changed.

Measures to manage the impacts of the Project on Aboriginal Heritage Items will be outlined in the HMP in accordance with Condition 25, Schedule 2 of the Development Consent.

#### Consultation with Registered Aboriginal Parties

As part of preparation of the Addendum to the ACHA, notification was made to the Registered Aboriginal Parties (RAPs) on 22 December 2020 and fieldwork was completed with representatives of the Onerwal LALC and Buru Ngunawal Aboriginal Corporation from 17 to 18 February 2021.

The draft Addendum to the ACHA has been sent to the RAPs for comment. The Addendum to the ACHA will be finalised and submitted to DPIE once comments have been received from the RAPs and incorporated into the addendum, if prior to a determination being made. Comments received from the RAPs will be addressed and incorporated into the Heritage Management Plan (HMP).

### 4.3 Visual Impact

An assessment of the visual impact associated with the Revised Final Modified Project discussed in Section 2.1 (contained at Appendix G) was prepared by Green Bean Design (GBD) (Amendment to the Revised Final Modified Project VIA). Specifically, the assessment assessed the revisions to the Transmission Line (up to 330 kV) corridor.

GBD prepared an assessment of the Final Modified Project – Amendment to the consented 33kV and 330 kV transmission lines in October 2020.

The Amendment to the Revised Final Modified Project VIA found that the proposed modifications to the Transmission Line (up to 330 kV) corridor would not result in any additional visual impacts to those identified in the October 2020 assessment.

### 4.4 Assessment Against the Development Consent

A review of the Revised Final Modified Project against the Development Consent was undertaken to ensure the Project generally can still comply consistent with what was proposed as part of the Final Modified Project.

However, as a result of the proposed revisions the following would need to be revised:

- Replace the map series within Appendix 2 Development Layout, with the updated Development Layout contained in Appendix C of this report.
- Replace the map series and table within Appendix 5 Aboriginal Heritage Items, with the update tables and map series in Appendix F of this report.
- Update Appendix 1 to include Lot 63 in DP754103 and remove Lot 1 Section 1 in DP1810.

It is specifically noted that the Applicant remains committed to compliance with the revised biodiversity limits (relating to Box Gum Woodland CEEC and Golden Sun Moth habitat) proposed for the Final Modified Project, which we would anticipate would be specified in a modified Condition 19 of Schedule 3 'Environmental Conditions General' of the Development Consent. This is demonstrated by the revisions to the Indicative Development Footprint – Wind Farm and Indicative Development Footprint – External Roads assessed as part of this report, which confirms compliance with this condition. In accordance with Condition 20 of Schedule 3, this will be confirmed prior to the commencement of construction for the final disturbance area.

Furthermore, it is noted that the Statement of Commitments do not require any updates as a result of the proposed revisions to the Proposed Modifications.

## 5.0 Conclusion

As described in this Amendment Report No. 2, the Applicant is seeking revisions to the Proposed Modifications in response to improved public road safety, ongoing landowner discussions, and further efficiencies in the Project layout to ensure minimisation of biodiversity impacts

The revisions to the Proposed Modifications are considered minor in nature and considered appropriate to be assessed as part of the Modification Application (SSD 6693 MOD 1), without the need for further public exhibition, and substantially the same and of no additional environmental impact compared to the Final Modified Project.