

The Secretary,
Department of Planning and Environment
Bridge Street Sydney, NSW 2000

17 December 2017

Attention: Clay Preshaw

(by email: clay.preshaw@planning.nsw.gov.au)

Rose-Anne Hawkeswood

(by email: Roseanne.hawkeswood@planning.nsw.gov.au)

Hayden Cahill

(by email: Hayden.cahill@planning.nsw.gov.au)

Dear Clay/Rose-Anne/Hayden,

White Rock Solar Farm (WRSF) – SSD 16_7487 – Modification Application

1. Purpose

This letter relates to an application for minor modification of Development Consent SSD 7487 approved on 14 June 2016. The consent applies to the 20 MW White Rock Solar Farm (**WRSF**) that is currently under construction. WRSF is located adjacent to White Rock Wind Farm (**WRWF**).

The application is lodged by White Rock Solar Farm Pty Ltd (**WRSFPL**) under Section 96(1A) of the Environmental Planning and Assessment Act, 1979 (**EP&A Act**) having minimal environmental impact.

The changes addressed by the application were discussed during a meeting with DPE on 15 November 2017 where DPE advised that a modification application is required. Following further discussion, on 28 November 2017 and 14 December 2017 this revised application is submitted. It has been prepared by Goldwind Australia (**GWA**) on behalf of WRSFPL and with the input of the solar farm principal contractor (UGL).

2. Scope of Modification Application

This modification application seeks changes to the existing Development Consent SSD 7487, involving minimal environmental impact as follows:

- Minor variation to site layout to include a temporary car parking area as shown on the attached plan (**Attachment A, Attachment B - Figure 2 and Attachment C**); and
- Minor variation to the route of the 33kV cable from the White Rock Solar Farm to the vicinity of Turbine No. 1 (**Attachment B and Attachment B - Figure 2 and Attachment C**).

This Application describes the changes sought to the Consent, sets out reasons for the changes and discusses potential minimal change in impacts and the relevant mitigation measures. This application addresses relevant matters for consideration by DPE in determination of the application.

Should you have any questions in relation to this matter, please do not hesitate to contact me as follows: email jeffbembrick@goldwindaustralia.com or mobile phone: 0499156665.

Yours Sincerely,



17/12/17

Jeff Bembrick, Development Compliance Manager, on behalf of White Rock Solar Farm Pty Ltd

Attachments A, B (Figures 1 and 2) and C and—Modification Application Dec 2017 – Supporting Information

Attachment -A - White Rock Solar Farm – SSD 7487 MOD 1 – Temporary Parking Area

WRSFPL is seeking allowance for a temporary car parking area adjacent to site compound area as shown in the attached figure. The parking area is adjacent the Solar farm access track and just outside the fenced off area enclosing the construction compound, laydown areas, internal access tracks, solar array structures and inverter and step up transformer infrastructure.

Since construction commenced and with the delivery of components to the laydown area, there is insufficient parking available on hardstand area within the area of the perimeter fenced area and this will be exacerbated by further component deliveries that are still to be received.

The current arrangement is causing logistics and safety issues for movement/turning of heavy vehicles within the laydown area. UGL has reduced carpark requirements by using two buses to bring some workers to site, however it has been determined that the additional car parking is still required despite current arrangements with the two buses.

The proposed temporary car parking area is located (see attached Figure 2, following Attachment C) at the entry to the fenced solar farm area, adjacent the site access track and, in an area of exotic pasture. Subject to approval for the modification, it is proposed that the Final Design Layout Plan (required by Condition 5) be updated to show the location and extent of the temporary car parking area.

For site safety purposes, UGL proposes that the car park will have a gravel surface to provide a secure and safe area to drive on. A small area to the northwest of the proposed car parking area is mapped as EEC and the car parking would be fenced to prevent inadvertent vehicle access to the EEC area beyond the car park area. The car parking area would be rehabilitated upon completion of construction and returned to its former pastoral use.

The implementation and use of the proposed additional car parking area would require revision to Appendix 1 of the Development Consent, see temporary car parking in the attached Figure 2 and, subject to that change, the temporary facility would be consistent with the existing Conditions of Consent. No change to conditions is sought for this aspect.

Attachment -B - White Rock Solar Farm – SSD 7487 MOD 1 – Variation to Cable Route

WRSFPL seeks a minor variation to the 33kV cable route from WRSF to the point where the cable aligns with WRWF 33kV cable route from Turbine 1 to the WRWF Substation. The layout shown in Appendix 1 of the Consent shows the cable going from the Solar Farm to the vicinity of Turbine 1.

The amended cable route proposed by UGL is similar to that in Appendix 1 of the Consent but is varied slightly in proximity to Turbine 1 and align with WRWF cable route south of Turbine 1 (Figure 2). The variation provides for more efficient and safer trenching and cable installation, avoids cross over with existing WRWF 33kV cabling, reduces erosion risks by staying on lower slope land, would be partly co-located within the disturbance footprint of the WRWF access track (no additional vegetation impact), is within areas assessed for flora and fauna and heritage potential (either for WRWF or WRSF) and, stays within the vegetation clearance limit (0.21ha) prescribed in Schedule 3, Condition 7b of the Consent for this element.

The request for a minor variation to the cable route arises from the location of Turbine 1, being on top of a knoll (surrounded by steep slopes) and the solar farm cable having to cross the access track to Turbine 1, traverse a steep slope to Turbine 1 locality, pass over or under the 33kV cable at Turbine 1 or through the turbine hardstand and batters which could also interfere with the electrical earthing of Turbine 1. This route involves practical difficulties and safety and environmental risks due to slope and existing infrastructure and remnant trees.

UGL has surveyed an alternative minor variation to the route that is an improvement as follows:

- has a slightly shorter overall length than the approved route;
- avoids the steep vegetated slopes including remnant trees;
- avoids disturbance of steep batters and Turbine 1 hardstand;
- avoids conflicts with existing infrastructure; access track and, high voltage cabling;
- maximises co-location within the disturbance footprint of the WRWF access track;
- is safer due to avoidance of steep slopes and greater clearance for live 33kV cabling;
- can be implemented within the 0.21ha prescribed in Condition 7b. UGL has estimated impact on low condition EEC by its work method may be as low as 0.153ha. No trees would require removal.

Further, the landowner has requested that the portion of cable between the solar farm and the EEC be relocated slightly to the west within the exotic pasture along the edge of the EEC boundary to minimise conflicts between the cable and ongoing agricultural use of the paddock (i.e. to maintain the ability for cultivation of the paddock).

The minor variation in the route is proposed for safety and efficiency reasons and is regarded as of lower environmental impact. The identification of the alternate route has included engineering review, survey of the route and review of vegetation impact calculations. The assessment has demonstrated that the route is feasible, has improved constructability, is safer for construction and, does not increase environmental impacts.

Two supporting figures are provided:

Figure 1 – Extract from Appendix 1 of the Development Consent – Blue line shows approved cable route.

Figure 2 – Extract from Appendix 1 of the Development Consent updated to show the minor cable route deviation and additional car parking area.

Subject to approval for the minor variation to the cable route and, in conjunction with minor variation for car parking, *Appendix 1 – General Layout* of the Consent would need to be updated to show the minor variations. There is no change required to any of the Conditions of Consent for this minor variation however, the Final Design Layout Plan required by Condition 5 would need to be resubmitted.

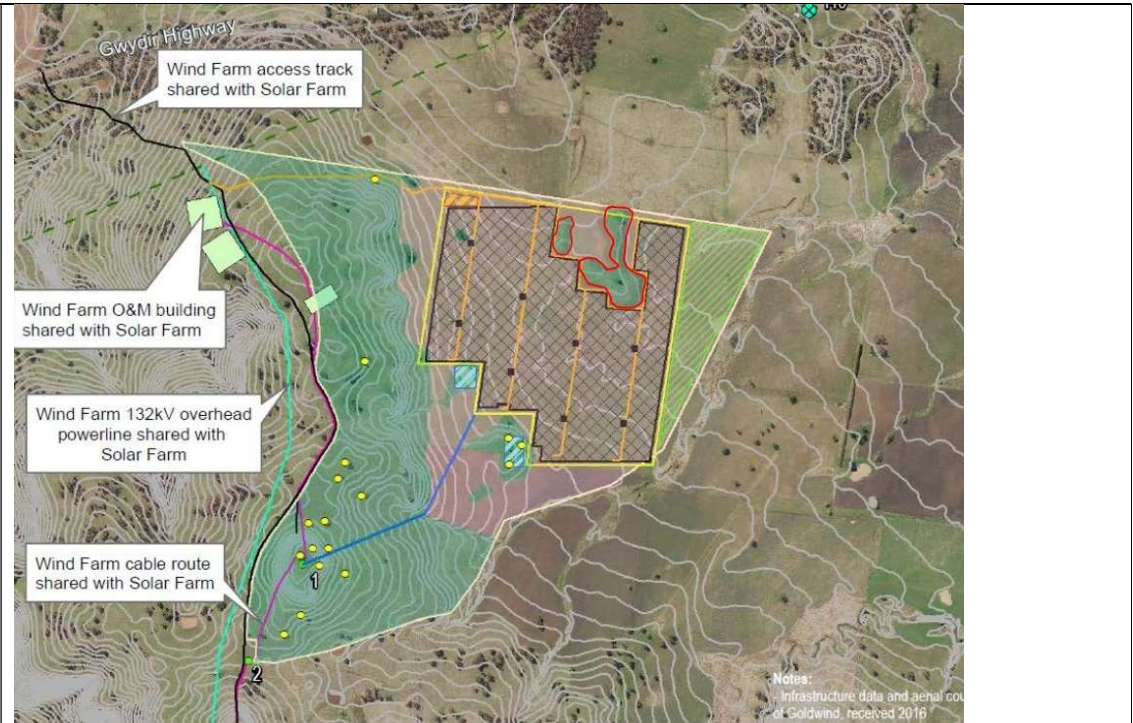


Figure 1 – Extract from Appendix 1 of Consent issued on 14 June 2016

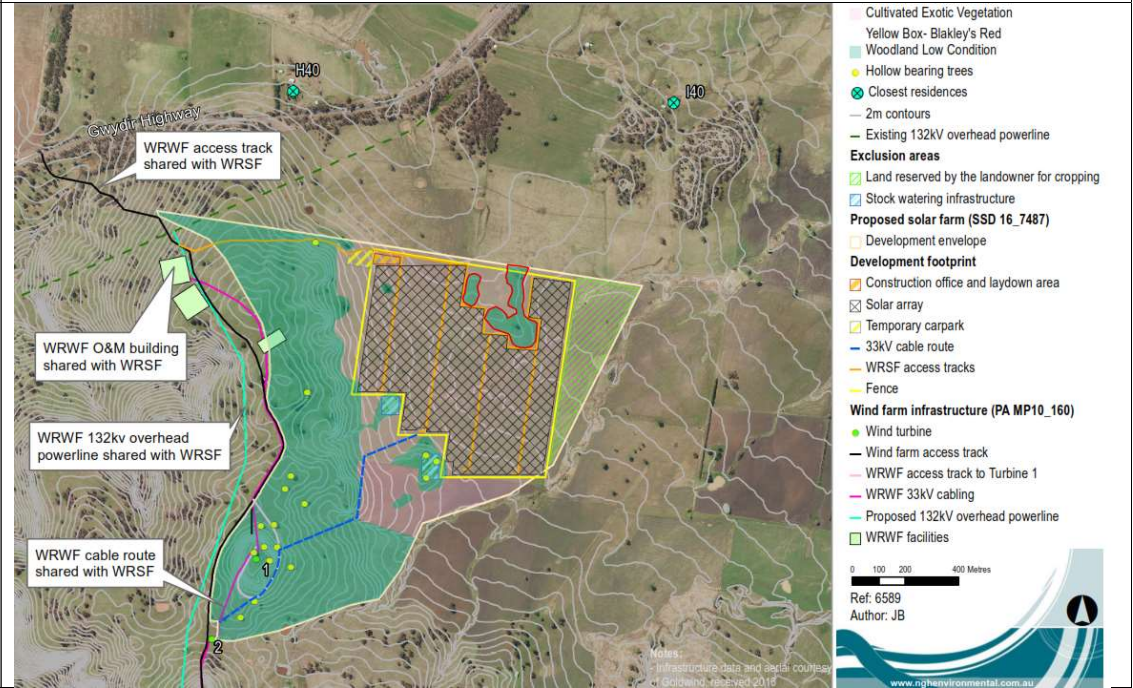
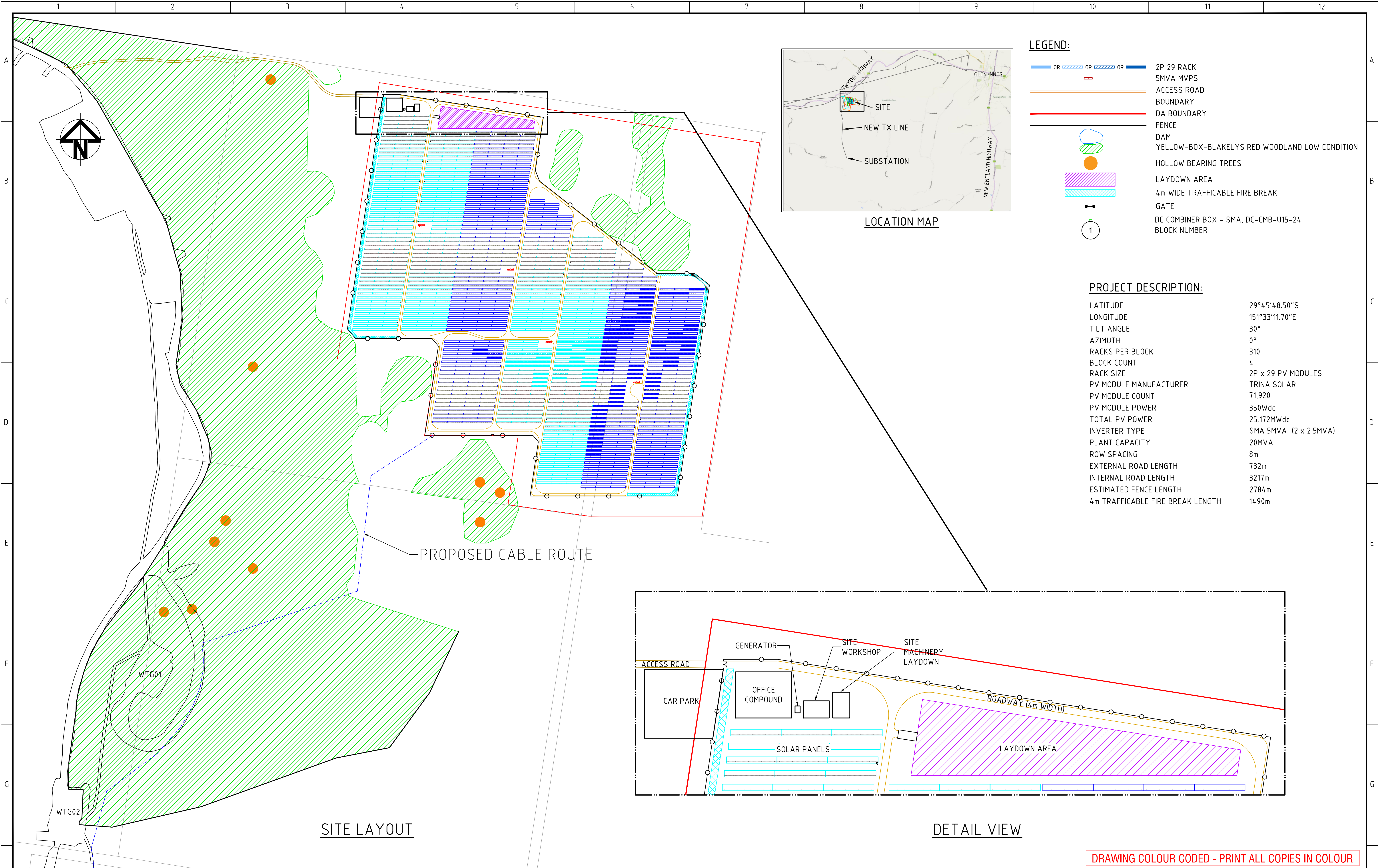


Figure 2 – Updated Figure showing Temporary Car parking area and revised Cable Route WRSF to WRWF

Attachment -C - White Rock Solar Farm – SSD 7487 MOD 1 – Revised Layout Plan



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A	ORIGINAL ISSUE	A.T.	M.C.		12/12/2017
AMDT	AMENDMENT DETAILS	DESIGN	CHK'D	DRAWN	CHK'D

Plot Date: 13/12/17 - 16:49 Cad File: E:\PROJECTS\SOLAR PROJECTS\White Rock\1UGL\1Primary\3200-0535-E-SK02old.dwg

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DESIGNED: A.TIMMS
CHECKED: -
DRAWN: M.CONTE
CHECKED: -
APPROVED: -

A1

SCALE @ A1
NTS

DOCUMENT STATUS: UNLESS THIS DOCUMENT BEARS A RED STAMP IT IS UNCONTROLLED AND MAY NOT BE THE LATEST ISSUE. THEREFORE, VERIFY STATUS BEFORE USE.

UGL

WHITE ROCK SOLAR FARM
ELECTRICAL
SITE LAYOUT
PROPOSED CAR PARK & ALTERNATE CABLE ROUTE
PLAN

CLIENT: GOLDWIND AUSTRALIA
UGL DRAWING No: 3200-0535-E-SK02

AMDT: A

CONFIRM SCALE: 100mm ON A1 ORIGINAL