

**From:** [Alexandra Power](#)  
**To:** [Duncan Upton](#)  
**Cc:** [Development West](#); "[Natasha Homsey](#)"; "[nestor.tsambos@planning.nsw.gov.au](mailto:nestor.tsambos@planning.nsw.gov.au)"; "[Kayla Robson](#)"  
**Subject:** RE: Wollar traffic modification  
**Date:** Monday, 11 April 2022 4:07:40 PM  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)

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Hello Duncan,

On review of the proposed modification TfNSW provides the following comments:

- Point 1- AV/B-double definition- there should be consideration to changing this condition to reference the length and combinations as per the NHVR classifications instead of the tonnes. Ensure that the weight and length are permitted along the approved heavy vehicle routes by reviewing RAVMAPs.
  - Point 2- Heavy Vehicle Traffic Generation- The change in the permitted AV/B-double vehicle movements and medium/heavy rigid vehicle movements from 26 AV/B-double to 36 AV/B-doubles and a 46 to 72 will need to be reviewed as to the likely changes to the AM/PM peaks at key intersections with the classified road network and would need to be discussed with Mid-Western Regional Council who are the roads authority for the regional roads identified within the modification.
  - Point 3- OSOM Movements- A route assessment would need to be prepared for the proposed change to the OSOM route to identify any road works required along the state and local classified road network, to enable the assessment of the environmental impacts by the consent authority as a part of the modification to the approved development. It is noted that a number of the roads identified within the OSOM alternative route will be local roads and there will need to be discussions as to how this will be managed with Mid-Western Regional Council. What will be the alternative route if this route is not permitted by Mid-Western Regional Council. There will also need to be considerations around night travel and other issues
  - Point 4- Construction workers- It is unclear as to how the changes to the construction workforce will be managed, if there will be a cumulative traffic generation of HV/LV occurring in the AM/PM peaks and how shuttle bus commitments will be managed and if there will likely be impacts along the classified road network associated with the increased traffic generation should be considered along the key intersections with the state classified road network. As raised previously within the original assessment and as a part of the TMP review there should be consideration of the mitigation and cumulative impacts associated with using the mine routes.
  - It is noted that a Workforce Transportation Plan was required as a part of the TMP as identified in s6.2.4 of the amended TIA. The TIA also identifies that the Workforce Transportation Plan (WTP) has been submitted for stage 3a to the Mid-Western Regional Council for review. Have comments been provided? Where will the pick up and drop off location points be? will they be on local or state classified roads? The TMP should be updated to reflect the requirements of the WTP. Are the approved light vehicle routes consistent with the development consent, the WTP and the TMP?
- 
- TfNSW are not a relevant roads authority as a part of this modification and would be a concurrence (pursuant to s138 if works or other components are proposed within the classified road network) or a referral authority (for traffic generating development). It is advised that you seek the relevant roads authorities comments as a part of the proposed modifications.

The comments provided above are preliminary in nature and do not constitute TfNSW final response to the proposed modification. It is advised that a formal referral is required to TfNSW to provide formal comments and recommendations for modifications to conditions.

Future responses on this matter should be sent to [kylie-anne.pont@transport.nsw.gov.au](mailto:kylie-anne.pont@transport.nsw.gov.au) and [development.western@transport.nsw.gov.au](mailto:development.western@transport.nsw.gov.au) .

Kind regards

Alexandra Power  
Team Leader Development Services-Renewables  
West  
Regional and Outer Metropolitan Division | TfNSW  
T 02 6861 1428

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**From:** Duncan Upton <duncan.upton@bjceaustalia.com>  
**Sent:** Monday, 21 March 2022 3:04 PM  
**To:** Alexandra Power <Alexandra.Power@transport.nsw.gov.au>  
**Subject:** Wollar traffic modification

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Hi Alexandra,

Further to the traffic impact assessment and LOI previously issued, please see attached modification report and noise assessment.

We have a meeting to discuss on Thursday, is it possible for you to review the Mod report for discussion prior to the meeting?

Let me know if you require more time and need to re-schedule the meeting.

Cheers,

Duncan

### Project Manager



### Beijing Jingneng Clean Energy (Australia)

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**From:** [Ainslee Roser](#)  
**To:** [Alexandra Power](#)  
**Cc:** [Duncan Upton](#)  
**Subject:** RE: 20-907 - Wollar Solar Farm Modification consultation  
**Date:** Thursday, 21 October 2021 10:50:13 AM  
**Attachments:** [image001.png](#)  
[eeeb88de-3cf3-4934-aa39-21deec17c9bd.png](#)

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Thank you for your response, Alexandra.

Please note we have been in contact with Mid-Western Regional Council as well to seek their feedback on the proposed Modification.

We have engaged with Amber Traffic Consultants who undertook the Traffic Impact Assessment to ascertain if any further assessment would be required, and they have advised that no changes to the Traffic Impact Assessment needs to be undertaken, as the existing assessments cover any impacts from the Modification changes.

Within the Mod I will be sure to address the points you raised.


Regards

**AINSLIE ROSER**  
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**From:** Alexandra Power <Alexandra.Power@transport.nsw.gov.au>  
**Sent:** Monday, 18 October 2021 11:12 AM  
**To:** Ainslee Roser <ainslee.r@nghconsulting.com.au>  
**Cc:** Development Western <development.western@transport.nsw.gov.au>  
**Subject:** RE: 20-907 - Wollar Solar Farm Modification consultation

Hello Ainslee,

Apologies for not replying sooner and missing your phone calls. I provide the following points for consideration to incorporate into the proposed modification:

- The Traffic Impact Assessment should be amended to consider the implications of the increased light and heavy vehicle traffic at the intersection of Barrigan Road/Wollar Road past the Fitzpatrick Bridge.
- Assess the difference between the existing and proposed traffic volumes, consider how

they will be transported to site, provide an assessment of if the traffic will be split between the two routes or will be utilising one route and provide any details on if there are any changes to the proposed routes.

- In terms of workforce and traffic provide details as to how this will be managed i.e will all the light vehicles be arriving in the AM/PM peak for the network? or is it shift based? What is the worst case scenario? Will the light vehicles/heavy vehicles be travelling to site at the same times? Will this be in the AM/PM peak.
- Any other intersections with the state classified road network such as the Castlereagh Highway should be reviewed in terms of the increased traffic generation.
- The cumulative impacts of the traffic and timing from the Wollar Solar Farm construction and the Wollar Substation upgrade should be considered as a part of the TIA, in particular the intersection with Wollar Road and Barrigan Road.
- Assess the traffic volumes in terms of the Austroads Warrants and whether there is a requirement now to upgrade the intersection or does the previous road safety audit still suffice for the intersection.
- Provide an update to if the design vehicle has changed and the likely implications of the change to the design vehicle on the number of vehicles and the network.

The modification needs to revisit the above points and identify the existing and the changes to the traffic and road network implications as a result of the modification.

As the Wollar Road is a regional road it will be important to have the Roads Authority (Mid-Western Regional Council) input as TfNSW only has a concurrence role and in assesses developments near regional roads from a safety perspective.

Happy to discuss these points further.

Kind regards

Alexandra Power  
Team Leader Development Services-Renewables  
West  
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**From:** Ainslee Roser [<mailto:ainslee.r@nghconsulting.com.au>]  
**Sent:** Monday, 27 September 2021 12:35 PM  
**To:** Alexandra Power <[Alexandra.Power@transport.nsw.gov.au](mailto:Alexandra.Power@transport.nsw.gov.au)>  
**Cc:** Duncan Upton <[duncan.upton@bjceaustalia.com](mailto:duncan.upton@bjceaustalia.com)>  
**Subject:** RE: 20-907 - Wollar Solar Farm Modification consultation

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Good morning Alexandra,

Previously Duncan had been in touch with you regarding a change Wollar Solar Development (WSD) are seeking from DPIE regarding the change of B-double definitions in the consent for SSD-9254 to align with the NHVR being GVM of 62.5t.

In addition to this change, WSD is seeking the below changes to the consent as well:

- The number of over-dimensional vehicles required during construction, operation and decommissioning to increase from 5 to 46 as the consented number of over-dimensional vehicles is insufficient to undertake the project. The project requires:
  - 13 vehicle movements associated with delivering machinery for earthworks to the site at the start of the Project;
  - 13 vehicle movements associated with picking up the machinery at the end of the Project;
  - 10 vehicle movements have been specified by TransGrid; and
  - The Northern Access Road requires 5 plant to be delivered and picked up from site (10 movements total).
- Number of construction workers required to be increased from 320 to 500. The EIS initially predicted the number of workers required would be 500, which was later refined in the Submissions Report and Traffic Management Plan to be 320 based on further information provided at the time. WSD has advised that the number of workers required would indeed be 500, which is assessed as being manageable as per Traffic Impact Assessment, as well as information provided in the Submissions Report and the Accommodation and Employment Strategy.

WSD seeks your response regarding these proposed changes to provide WSD the opportunity to discuss any potential impacts you envision.


Regards,

**AINSLEE ROSER**  
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**From:** Duncan Upton <[duncan.upton@bjceaustalia.com](mailto:duncan.upton@bjceaustalia.com)>  
**Sent:** Friday, 6 August 2021 12:14 PM  
**To:** Andrew McIntyre <[Andrew.McIntyre@transport.nsw.gov.au](mailto:Andrew.McIntyre@transport.nsw.gov.au)>; Ainslee Roser <[ainslee.r@nghconsulting.com.au](mailto:ainslee.r@nghconsulting.com.au)>  
**Cc:** Brooke Marshall <[brooke.m@nghconsulting.com.au](mailto:brooke.m@nghconsulting.com.au)>; Alexandra Power <[Alexandra.Power@transport.nsw.gov.au](mailto:Alexandra.Power@transport.nsw.gov.au)>; Development Western <[development.western@transport.nsw.gov.au](mailto:development.western@transport.nsw.gov.au)>  
**Subject:** RE: 20-907 - Wollar Solar Farm Modification Investigation

Hi Alexandra,

Thank you for your time on this project.

We were hoping to get a specific response to just this letter regarding the 4.55(1) mod. This type of mod is an error or misdescription in the development consent.

We are requesting that DPIE modify our consent to align the definition of B-doubles with the definitions provided by the NHVR as well as align with the definition described in the Submissions Report for SSD-9254.

We request that the definition of B-double in the development consent be increased to a GVM of 62.5t.

Without this change, the project will be forced to haul material using small trucks (42.5t GVM limit) and the total number of heavy vehicles on the road would be increased by 25% during our 4 week haulage period for the Northern Access Road. This change in definition will reduce the quantity of traffic on the road.

Can you please respond if you object to this change or if you have no objections.

Cheers,  
Duncan

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**From:** Andrew McIntyre <[Andrew.McIntyre@transport.nsw.gov.au](mailto:Andrew.McIntyre@transport.nsw.gov.au)>  
**Sent:** Friday, 6 August 2021 11:48 AM  
**To:** Ainslee Roser <[ainslee.r@nghconsulting.com.au](mailto:ainslee.r@nghconsulting.com.au)>  
**Cc:** Duncan Upton <[duncan.upton@bjceaustalia.com](mailto:duncan.upton@bjceaustalia.com)>; Brooke Marshall <[brooke.m@nghconsulting.com.au](mailto:brooke.m@nghconsulting.com.au)>; Alexandra Power <[Alexandra.Power@transport.nsw.gov.au](mailto:Alexandra.Power@transport.nsw.gov.au)>; Development Western <[development.western@transport.nsw.gov.au](mailto:development.western@transport.nsw.gov.au)>  
**Subject:** RE: 20-907 - Wollar Solar Farm Modification Investigation

Dear Ainslee

Thanks for your email.

Yes, I have spoken to Mike who I understand has also been in contact with Alexandra Power who is managing TfNSW's responses in relation to this project.

I have cc'd Alex into this email and will leave you in her capable hands.

Thanks

Andrew McIntyre  
Manager Development Services  
Community and Place  
Regional and Outer Metropolitan Division  
**Transport for NSW**  
T 02 6861 1453 M 0417 431 982  
Level 1 51-55 Currajong Street Parkes NSW 2870

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**From:** Ainslee Roser [<mailto:ainslee.r@nghconsulting.com.au>]  
**Sent:** Friday, 6 August 2021 11:43 AM  
**To:** Andrew McIntyre <[Andrew.McIntyre@transport.nsw.gov.au](mailto:Andrew.McIntyre@transport.nsw.gov.au)>  
**Cc:** Duncan Upton <[duncan.upton@bjceaustalia.com](mailto:duncan.upton@bjceaustalia.com)>; Brooke Marshall <[brooke.m@nghconsulting.com.au](mailto:brooke.m@nghconsulting.com.au)>  
**Subject:** 20-907 - Wollar Solar Farm Modification Investigation

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Good morning Andrew,

NGH on behalf of Wollar Solar Development is preparing to lodge an administrative modification regarding the definition of AV/B doubles. I believe Mike Wilson from Amber Traffic consultants has had an initial conversation with you regarding the proposed change. I have attached the letter of intent we will be lodging with DPIE prior to the modification for your information.

It would be appreciated if you could provide your approval of the proposed definition change within the conditions of consent. Should you wish to discuss any aspect of the proposed modification, please don't hesitate to contact me.

Regards,




**AINSLIE ROSER**  
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## WOLLAR SOLAR FARM MODIFICATION AGENDA

1. Introductions
2. Modification overview by Wollar Solar Development
3. Points of discussion regarding proposed changes:
  - a. Traffic assessment and mitigation measures that cover the proposed Modification.
  - b. Increase in construction workers required including the reason for the increase and any foreseeable impacts from this increase.
  - c. Any additional items not provided previously
4. Steps to follow for the Modification
5. Close of meeting.

### MEETING MINUTES 21/10/2021

- Proposed change of increase in traffic numbers has previously discussed with Council. Secretarys Discretion has previously been sought to increase the number of Oversize vehicles as traffic consented originally not sufficient for this size Project.
- Subcontractor requires significant amount of OS vehicles – Amber Consulting has undertaken assessment of local roads to determine that they can handle the number of Oversize vehicles required.
- Increasing construction worker number – the EIS assessed impacts based on 500 construction workers, this was then refined following public exhibition to 320 people – discussions with the EPC and substation contractor have found the required number would be the originally assessed 500.
- Number of workers on site – restriction in people not necessary as same amount of shuttle buses, light vehicles has already been assessed having no additional impacts on the local road network.
- Local accommodation possible increase – An update AES will be provided prior to construction of the Solar Farm to start approximately February.
- EPC has not yet been engaged – the AES will be one of the first requirements from them, with hopes to have that ready in December.
- Modification time sensitive – substation works to commence 30<sup>th</sup> November – DPIE approval prior to this date as a lot of the oversize vehicles e.g. earthwork machinery –are required for the beginning of the substation construction.
- Number of oversize vehicles unknown in the early stages of planning and the transport of machinery/earthworks vehicles was not known to be oversized vehicles, therefore not considered when seeking consent number. Different contractors have different requirements.



**NGH**

- Council seeks which conditions are being changed and clear justification for the changes. The letter of intent and supporting documents to be provided to Council to justify the need for the Modification.
- Once Council receives the letter of intent approximately 14 days for Council to review assuming there is no need for further information. Pertinent to provide as much information as possible to Council.
- WSD has been in conversations with Council regarding a memorandum of understanding with money set aside for any potential road damage done to Council roads during life of the Project – to be included as part of the justification for the oversized vehicles.
- Council needs to see that impacts regarding road safety for other users, not just financial implications to Council infrastructure have been considered and mitigated.
- Increased workforce may have pressure on accommodation providers – great for economy, however securing accommodation is a critical issue – the sooner accommodation is secured the better. Managing vehicle impacts of workers at accommodation and within towns. A workforce transport plan will be part of the AES to manage impacts of worker vehicles e.g. parking at accommodation.

**From:** [Julie Robertson](#)  
**To:** [Duncan Upton](#)  
**Cc:** [Chirag Kakadiya](#); [Jingqi Zhang](#)  
**Subject:** RE: Wollar meeting recap  
**Date:** Friday, 1 April 2022 10:36:31 AM  
**Attachments:** [image003.jpg](#)  
[image005.jpg](#)

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Hi Duncan,

Thanks for the meeting on Wednesday and update on the proposed modification to the Wollar Solar project.

Based on the Draft report provided, there appears to be no major concerns for Council in relation to the traffic and transport amendments proposed. The main issues discussed were the importance of working with relevant stakeholders along the route to advise of the traffic changes (eg. local mines, local school bus operators, local media), alternate access route for 2 x OSOM vehicle movements and to minimise the traffic around peak times. These issues can be adequately managed via relevant conditions of consent, transport plans and permits. Council will review the Final modification report and provide a formal submission during the public exhibition period.

As discussed at our meeting on Wednesday, Council has serious concerns in relation to the draft Accommodation and Employment Strategy. The key points at this stage:

- Low local employment targets – suggestions were made about contacting local employment agencies and placing advertising in the Mudgee Guardian and employment sites such as Seek. This is where job seekers typically go to look for jobs. I also recommended utilisation of the Mudgee Jobs site to advertise upcoming positions. If greater local employment opportunities can be provided, this will reduce the reliance on local accommodation.
- Conflict with local tourism industry – Mudgee was recently crowned “Best Tourism Town in Australia”. In the last 18 months, the region has received record tourism visitation numbers (where as it was always a popular weekend destination, there has been a significant uptake in mid-week visitation and year rounds occupancy rates). The tourism industry plays a critical role in the strength of the local economy with around 700,000 visitors per year spending an average of \$288 per trip (an economic contribution of \$200 million per year). The A&E Strategy does not recognise the importance of the tourism industry to the region and the impact on visitation if all of the accommodation in the region is permanently occupied by construction workforces associated with state significant development projects.
- Cumulative impacts - whilst it is acknowledged that 400 construction workers for the Wollar Solar project will not take all of the available tourism beds in the region, the A&E Strategy identifies that the cumulative impacts may (for example in the draft A&E strategy in 2023 the demand for beds is approx. 1,600 beds which is 50% of the total number of beds in the region). A critical concern is that the demand for 1,600 beds assumes that 50% of the workers required will be locally sourced by other SSD projects. This assumption needs to be revised because as Wollar Solar has recognised, low unemployment rates in the region will make it extremely difficult to reach this target. The A&E Strategy should be run with two scenarios (ie. assuming 50% local employment and assuming 10% local employment which is much closer to what Wollar Solar has

indicated is reality). In the worst case scenario, where 100% of workers are non-local, the cumulative number of beds required would double from 1,600 beds to 3,200 beds (ie. all tourism beds in the region).

- Number of Beds Available in 2022 and 2023 – the A&E strategy analyses the needs of the Wollar Solar project (eg. up to 400) relative to the number of beds “available”. It is important to note that whilst the number of beds “available” does represent the supply, it does not recognise forward bookings already made (ie. occupancy figures are not reflected in these numbers). Some further analysis should occur which takes occupancy rates into account as Council is aware of forward bookings of up to 2 years for some accommodation providers. Given Wollar Solar is yet to actually book accommodation, there are serious concerns that accommodation will not be readily available in Mudgee/Gulgong in accordance with the proposed construction timeframes.
- Accommodation outside the region – the A&E strategy makes some references to seeking accommodation outside the region in places like Scone, Dubbo and Muswellbrook. It is important to note that whilst this may provide an accommodation solution (if in fact there is sufficient available accommodation in these towns) for the project, the current traffic assessment does not take this into consideration. We expect there would need to be some revision to existing traffic plans and/or at least some consideration of the transport related matters associated (eg. any changes to shuttle bus usage, transport routes, traffic volumes etc).

We also discussed the difficulties for Council in providing detailed comments at the “draft” stage for all of the relevant documents. As there is some missing and inaccurate information in the draft document, we cannot make a full and proper assessment until the documentation is provided in a final form.

If you wish

Kind regards,  
Julie

---

**From:** Duncan Upton <duncan.upton@bjceaustalia.com>  
**Sent:** Friday, 1 April 2022 9:08 AM  
**To:** Julie Robertson <Julie.Robertson@midwestern.nsw.gov.au>  
**Cc:** Chirag Kakadiya <chirag.kakadiya@bjeiaustralia.com>; Jingqi Zhang <jingqi.zhang@bjeiaustralia.com>  
**Subject:** Wollar meeting recap

Hi Julie,

Thanks for meeting us on Wednesday.

Are you able to provide some feedback in writing of the Mod report and AES.

Perhaps with the Mod report the best thing you can do is say that Council have no further comments at this moment. Then we can submit the mod report to DPIE next week.

With the AES, I will pass through the verbal advice from our discussion to our Contractor. We will increase the number of local workers as well as further investigate how we can take pressure off the accommodation availability. Please pass through your review of the AES when you are ready,

but for now the Mod Report feedback is on the critical path.

Cheers,

Duncan

### Project Manager



### Beijing Jingneng Clean Energy (Australia)

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