

Iwan Davis
Team leader - Energy Assessments
NSW Department of Planning, Industry & Environment

16 September 2021

Dear Mr Davis,

**New England Solar Farm (SSD-9255)
Commencement of Construction**

Planning approval for the New England Solar Farm (“**NESF**”) was granted on 9 March 2020, and a subsequent development application modification on 19 February 2021. UPC/AC Renewables (“**UPC\AC**”) is the applicant for NESF.

Schedule 3 Condition 4 of the project’s Conditions of Consent (“**COC**”) requires the road upgrades to be implemented to the satisfaction of the relevant road authority prior to commencing construction, unless the Secretary agrees otherwise.

UPC\AC is seeking the Secretary’s discretion to finalise sections of the road upgrades in parallel with the commencement of construction within the grid substation zone as detailed in this letter and the attached letter (Attachment A) from Green Light Contractors, the Principal Contractor for NESF.

Consultation

UPC\AC has undertaken consultation with Transport for NSW (TfNSW), Uralla Shire Council (USC), John Holland Country Rail Network (JHCRN) and local residents and neighbours of the project. Consultation with each entity or group is attached.

Request

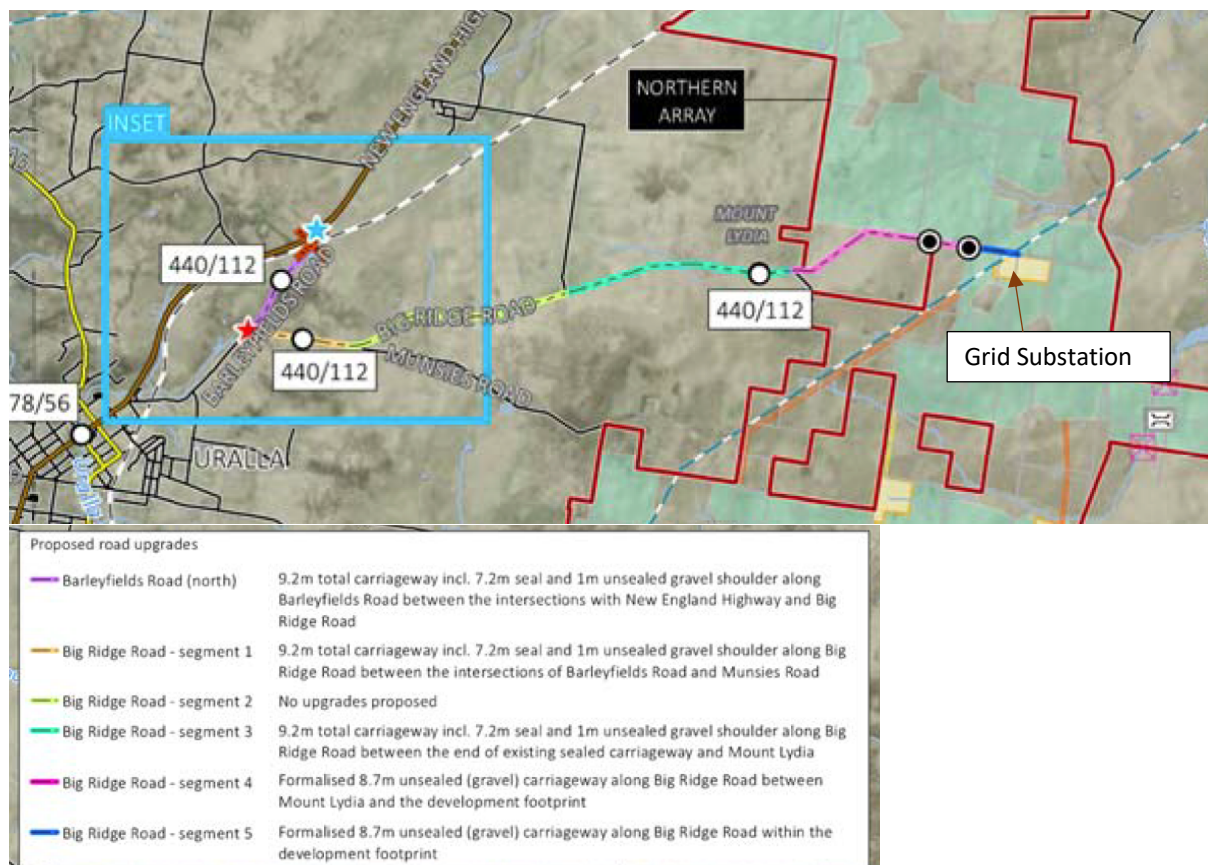
UPC\AC is seeking the Secretary’s discretion to commence construction of works within the grid substation zone only following completion of the following segments of the road upgrades –

1. Big Ridge Rd – Segments 1, 3 and 4 (note, no work is required on Segment 2)
2. Barleyfields Rd / Big Ridge Rd intersection.

UPC\AC will complete the road widening at the Barleyfields Rd railway crossing within 4 weeks of receiving approval from Transport for NSW (TfNSW).

UPC\AC will complete the remaining road upgrades (the New England Hwy and Barleyfields Rd intersection, Barleyfields Rd (north) and Big Ridge Rd Segment 5) before any other construction works are commenced within the solar farm site outside of the grid substation zone.

For ease of reference, the segments are depicted in the following extract for Appendix 4 of the Conditions of Consent –



Discussion

The construction works proposed to commence within the grid substation zone includes the construction of the switchyard by TransGrid, the NESF substation and associated infrastructure.

It is proposed to complete Big Ridge Rd (segments 1, 3 and 4) prior to commencement of construction within the grid substation zone. The completion of these works will provide direct access from all properties on Big Ridge Rd, and access from Munsies Rd, to completed road upgrades, with access for local residents to Uralla and Armidale available through Barleyfields Rd (south). It is considered that these works once implemented will meet the intent of the Schedule 3, Condition 4 of the Conditions of Consent, where the interaction of

construction traffic and traffic generated by the local community will be on roads upgraded to the specified standard.

As per the letter of support from Uralla Shire Council, no work will be undertaken outside of the grid substation zone until all the road upgrades (except the railway level crossing upgrade at Barleyfields Rd) are complete. The railway level crossing upgrade will be completed within 4 weeks of approval from Transport for NSW.

The status of the remaining roadworks is as follows -

1. New England Highway Intersection upgrade – TfNSW issued Possession of Site to UPC\AC on 10 August 2021 to commence these works. The works have commenced and must be completed ‘expeditiously’ in accordance with the Works Authorisation Deed entered into between TfNSW and UPC\AC. During the works traffic on the New England Highway will be subject to traffic control in accordance with the approved Traffic Management Plan. TfNSW has been consulted and raised no objection to the commencement of construction of the solar farm in parallel with these works.
2. Barleyfields Rd Railway Crossing – these works are not specifically mentioned in the Conditions of Consent. The design of the railway crossing upgrade has been approved for construction. UPC\AC is awaiting resolution between TfNSW, JHCRN and USC regarding licencing for these works to proceed. It is UPC\AC’s intent, if possible, to undertake these works during the current closure of Barleyfields Rd, but whether this can occur is unclear. JHCRN has been consulted and raised no objection to commencement of construction of the solar farm as it has advised that the current railway level crossing is compliant.
3. Barleyfields Rd (North) – this section of road is currently closed to traffic to allow the road reconstruction works to occur. Construction vehicles will continue to use this section of Barleyfields Rd in accordance with the Development Consent, however, it will remain closed to the public until the road works are complete.
4. Big Ridge Rd – Segment 5 – this segment falls wholly within the development footprint of the solar farm, beyond the Site Access points. During the period of construction of the solar farm there will be no public access to Segment 5 as it is within the solar farm site.

A more detailed description of the works and management measures that will be put in place by Green Light Contractors is provided in the attached letter (Attachment A). UPC\AC supports this request, which will allow for the commencement of critical path works in the substation and the commencement of the switchyard works by TransGrid.

Please do not hesitate to contact me should you require any further information.

Kind Regards,

UPC\AC Renewables Australia



Tim Greenaway
NESF Project Director

Attachments –

- A. Letter from Green Light Contractors – 16 September 2021, includes consultation

16 September 2021

NESF Project Director
UPC/AC Renewables Australia
Hobart: Battery Point, TAS, 7004

Dear Tim,

RE: New England Solar Farm – Road upgrades

1 Introduction

I refer to the letter from Green Light Contractors Pty Ltd (GLC) dated 16 July 2021 regarding road upgrades and working hours for the New England Solar Farm (the Project). Following provision of this letter, various discussions have been undertaken between GLC, UPC\AC Renewables Australia Pty Ltd (UPC\AC) and stakeholders including Transport for NSW (TFNSW), Uralla Shire Council (USC), John Holland Rail (JHR) and nearby sensitive receptors.

As an outcome of consultation with these stakeholders, GLC has reviewed and refined the scope of the request to the Secretary. GLC is now seeking agreement from the Secretary (in accordance with Schedule 3, Condition 4) for approval to commence construction in the substation footprint concurrent with finalisation of the road upgrades, subject to the completion of the following road upgrades:

- Big Ridge Road Segments 1, 3 and 4.
- The Barleyfields Road and Big Ridge Road intersection.

Construction outside the substation footprint, but within the approved development footprint, is proposed to commence following completion of upgrades to Barleyfields Road (north) (excluding the rail level crossing) and Big Ridge Road Segment 5. GLC commits to completing the remaining road upgrades as soon as practical (subject to approval from the relevant road authorities, and in consideration of ongoing inclement weather and COVID-19 restrictions).

Following discussions with stakeholders, GLC is no longer seeking agreement from the Secretary to conduct road upgrades on Barleyfields Road (north) between 9 am and 5 pm on Sundays. GLC is also no longer proposing to preclude GLC-related oversize, overmass (OSOM) vehicle movements from accessing site prior to completion of the road upgrades as this will facilitate development in the substation footprint.

Updated management and mitigation measures (i.e. reflective of the change in scope described above and in consideration of discussions with USC) to prevent adverse effects on network efficiency and safety are described below.

2 Background

The development consent requires several conditions to be satisfied prior to the commencement of construction including the approval of management plans, retiring of biodiversity credits, and submission to the Secretary of detailed plans of the final Project layout. In preparation for construction, GLC has progressively addressed the applicable obligations of the development consent, as reflected in the reconciliation table provided in Attachment 1.

The Project development schedule maintained by GLC includes commencement of construction in September 2021. Maintaining the Project schedule is considered a critical priority due to international shipping of solar array components and other equipment (much of which has begun transit), scheduling of skilled workforce, development of other Project-related infrastructure by other contractors (including the TransGrid sub-station), and other factors such as electricity generation targets.

GLC considers that a delay to commencement of construction would cause an unacceptable impact on workforce continuity and the overall Project timeline.

Status of road upgrades

Prior to and following approval of MOD1 on 19 February 2021 (which assessed additional disturbance required to facilitate the road upgrades), detailed design of the road upgrades has progressed as a matter of priority, and has culminated in the progressive finalisation and submission of all road segment upgrade designs to the relevant authorities for approval to commence works.

The detailed designs for the Big Ridge Road segments 1, 3, 4 and 5 were developed in consultation with USC and submitted for approval between August 2020 and May 2021. The relevant approvals to commence works on these segments were obtained between December 2020 and June 2021. Roadworks in these segments are in progress with finalisation expected in September 2021, although current COVID-19 restrictions and ongoing inclement weather are impacting progress significantly. Figures 1a to 1f show the current status of the pavement along Big Ridge Road.



Figure 1a Big Ridge Road Segment 1 (05 August 2021)



Figure 1b Big Ridge Road Segment 1 (05 August 2021)



Figure 1c Big Ridge Road Segment 3 (05 August 2021)



Figure 1d Big Ridge Road Segment 3 (05 August 2021)



Figure 1e Big Ridge Road Segment 4 (05 August 2021)



Figure 1f Big Ridge Road Segment 4 (05 August 2021)

The detailed designs for Barleyfields Road (north) and the New England Highway intersection were developed in consultation with USC, TfNSW and JHR and submitted for approval between October 2020 and June 2021. The relevant approvals to commence works on Barleyfields Road (north) were obtained in June/July 2021, except for the rail level crossing within the JHR corridor. Roadworks on Barleyfields Road (north), and approval for the level crossing and New England Highway intersection have been significantly delayed due to several factors including:

- Changes to the upgrade treatment for the New England Highway intersection, from a channelised right turn (CHR) to a shortened channelised right turn (CHR-S) as agreed by TfNSW and approved by DPIE on 24 February 2021.
- Several changes to the design and location of signals at the rail level crossing within the JHR corridor, which has been a result of iterative design improvements in consultation with USC, TfNSW and JHR.
- Effects of the COVID-19 pandemic, which has impacted design review progress, external and internal face-to-face communication, delivery of plant and equipment, and workforce availability.
- Ongoing inclement weather, which has affected roadworks on Big Ridge Road to various degrees for several weeks.

Table 1 demonstrates the significant progress in implementing the road upgrades to date. GLC commits to completing these works in a professional and timely manner, and has targeted completing the remaining road upgrades (except the rail level crossing) in September 2021 (subject to the extent of COVID-19 restrictions and inclement weather delays). The rail level crossing is expected to be completed approximately 4 weeks following receipt of relevant works approvals, which is anticipated in September 2021.

Attachment 2 includes an indicative schedule showing the remaining road upgrades and proposed commencement of construction.

Table 1
Current status of road upgrades

Location	Relevant authority	Initial design and 3 rd party review	Construction TMP	Final design submitted to authority	Approval to commence	Road sub-grade and drainage	Road sub-base	Sealed
BRR Segment 5	USC	✓	✓	✓	✓	✓	✓	N/A
BRR Segment 4	USC	✓	✓	✓	✓	✓	✓	N/A
BRR Segment 3	USC	✓	✓	✓	✓	✓	✓	
BRR Segment 1	USC	✓	✓	✓	✓	✓	✓	
BRR and Barleyfields Rd Intersection	USC	✓	✓	✓	✓	✓	✓	
BFR (BRR intersection to rail level crossing)	USC	✓	✓	✓	✓			
BFR (rail level crossing to NEH intersection)	USC	✓	✓	✓	✓			
NEH intersection	TfNSW	✓	✓	✓	✓			
BFR rail level crossing	JHR/ TfNSW	✓	✓	✓				

TMP=Traffic Management Plan; BRR=Big Ridge Road; BFR=Barleyfields Road (north); NEH=New England Highway; USC=Uralla Shire Council; JHR=John Holland Rail; TfNSW=Transport for NSW.

3 Construction during road upgrades

To minimise potential flow-on effects of the roadwork delays to the broader Project schedule, GLC is seeking Secretary discretion to commence construction in the substation footprint concurrent with completion of the remaining road upgrades, subject to the completion of the following road upgrades:

- Big Ridge Road Segments 1, 3 and 4.
- The Barleyfields Road and Big Ridge Road intersection.

Construction outside the substation footprint, but within the approved development footprint, is proposed to commence following completion of upgrades to Barleyfields Road (north) (excluding the rail level crossing) and Big Ridge Road Segment 5.

The indicative substation footprint is shown as the “grid substation” (i.e. substation area 1) on Figure 2 below, and in Appendix 1 of the Development Consent.

Conducting these works concurrently will have a key benefit of reducing the overall duration of impacts to the community associated with construction and roadwork.

The location of the expected remaining road upgrades on Barleyfields Road (north) and Big Ridge Road to be completed during construction is shown on Figure 2.

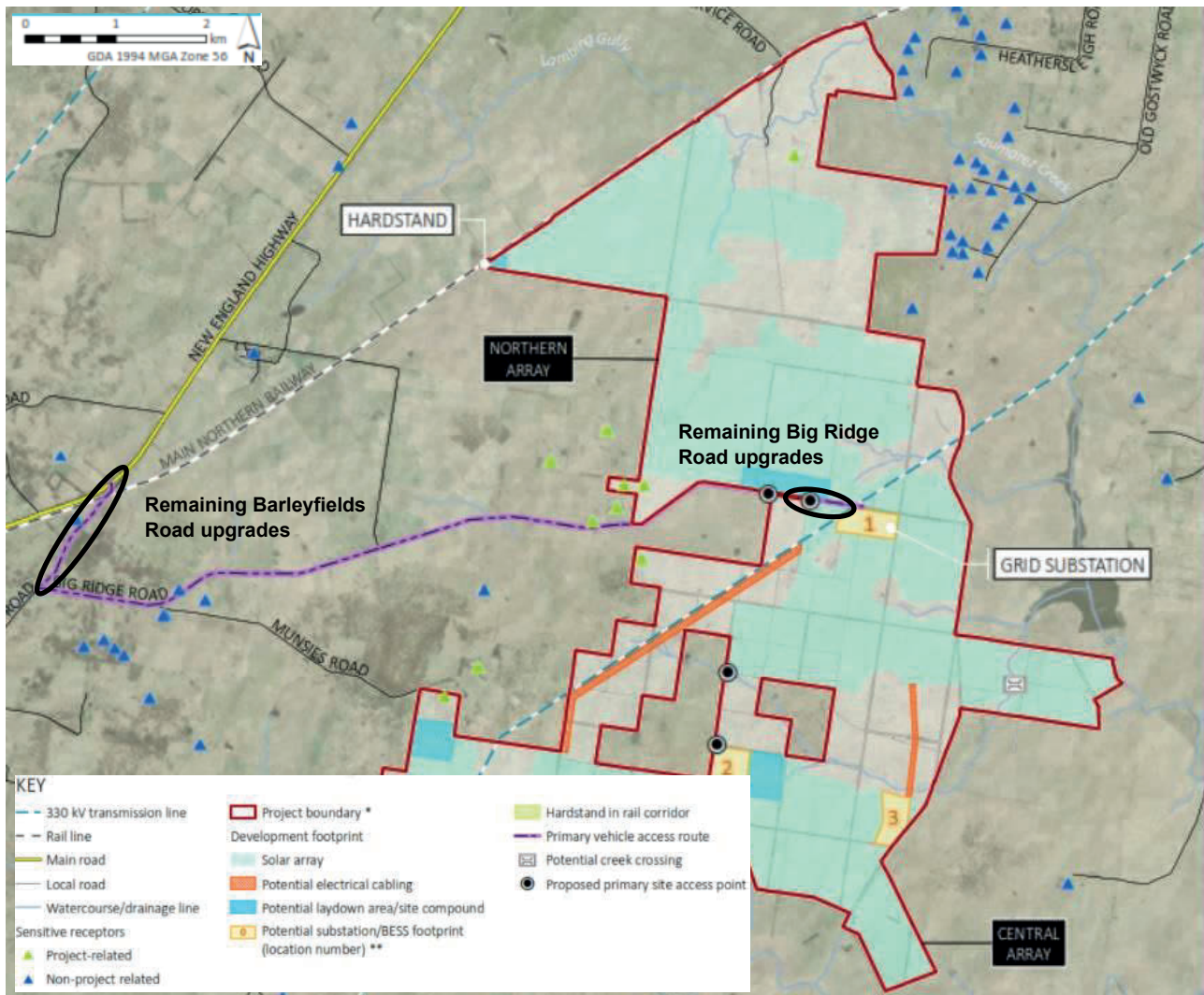


Figure 2 Location of remaining road upgrades, indicative substation footprint and sensitive receptors

Plant and equipment required for construction activities in the substation footprint would include earthmoving machinery and equipment for site preparation (e.g. graders, excavators and trucks), cable trenching and laying equipment, and water trucks for dust suppression. GLC would preferentially make use of plant and equipment from the upgrades on Big Ridge Road and Barleyfields Road (i.e. to minimise demobilising and remobilising of the fleet).

Construction would also involve light vehicle traffic associated with construction personnel travelling to and from site, and heavy vehicle traffic associated with delivery of any additional plant and equipment (as well as initial deliveries of solar array components which are currently in transit). OSOM vehicles may be required for delivery of transformers to the substation.

All vehicle movements associated with construction activities and deliveries associated with construction would be consistent with that described in the EIS and within the limitations described in Schedule 3, Condition 1. In addition, all noise generated by construction would be consistent with that assessed and approved for the Project (noting that the substation footprint is located more than 2 km from the nearest non-project related sensitive receptors).

4 Management and mitigation measures

Traffic volumes

Figure 3 shows the one-way construction traffic movements assessed in the EIS, which demonstrates that traffic during the initial months of construction is expected to be significantly less than peak volumes. It is also noted that traffic movements associated with the road upgrades would reduce as Big Ridge Road is completed.

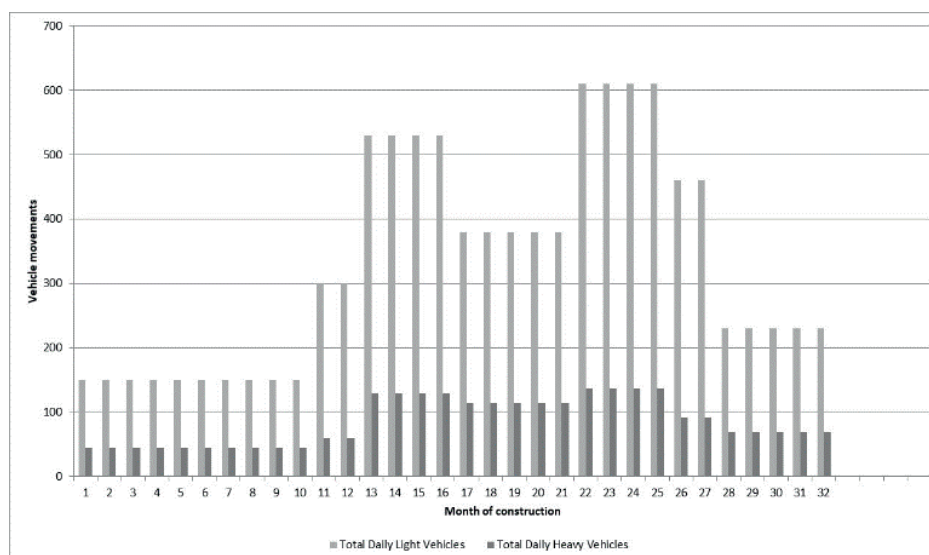


Figure 3 EIS predicted one-way traffic movements during construction (Source: EMM [2018])

Section 3.15 of the approved Traffic Management Plan (TMP) describes that a schedule for delivery of construction equipment and materials to site would be used to manage vehicle movements and avoid convoy lengths or platooning on roads. This schedule would be updated to include the concurrent construction and road upgrade works in order to ensure that combined traffic would not exceed 56 return heavy vehicle movements a day (as required by Schedule 3, Condition 1).

By completing the road upgrades as soon as practical, GLC will be able to utilise the heavy vehicle quota entirely for construction (rather than apportioning the quota between road upgrade-related activities and construction-related activities).

Traffic safety

Sections 2.5 and 3 of the approved TMP describe traffic management measures to minimise adverse impacts on the road network efficiency and safety. Specific measures to be implemented during the concurrent remaining road upgrades and construction works will be documented in the Construction Traffic Management Plans (CTMPs) and would include:

- Prior to CHR-S roadworks: Implementation of a “drive-by” measure for construction-related northbound vehicles on New England Highway that intend to turn right into Barleyfields Road. These vehicles would drive north and perform a U-turn manoeuvre at the Uralla Road roundabout and turn left onto Barleyfields Road using the existing auxiliary left turn lane. It is noted that the majority of traffic for construction (prior to the CHR-S upgrade) would travel to site from Armidale.

- During CHR-S roadworks: Traffic controls would be put in place to reduce speed through the intersection. If safe, a temporary CHR-S would be implemented to allow construction traffic to turn right from the New England Highway onto Barleyfields Road (or otherwise, continuation of the “drive-by” measure for construction-related vehicles).
- Traffic Control Plans (TCP) would be used to assist in safely managing vehicle movements through the roadworks. Relevant measures may include traffic light systems, traffic controllers, signage and reduced speed limits through road upgrade segments that have not been completed (similar to current roadwork measures).

By completing the road upgrades as soon as practical, GLC will be able to minimise the duration (and thereby cost) of additional road upgrade-related safety measures.

General traffic safety measures would be implemented throughout construction as described in the approved TMP. For example, all roadwork will continue to be managed under GLC’s Workplace Health and Safety Management System and related safety management plans prepared by relevant sub-contractors.

Through implementation of the approved TMP measures as well as additional specific measures to be documented in the CTMPs, construction-related traffic would be safely managed and traffic impacts on the existing road network would remain consistent with that assessed and approved for the Project. Please note GLC does not believe an update to the approved TMP is required for this request.

Consultation has been undertaken with USC, TfNSW and JHR to confirm that the proposed management measures are appropriate. Correspondence regarding the request is provided in Attachment 3.

Amenity

One non-project related sensitive receptor is located on Barleyfields Road (north) adjacent to the required road upgrades (refer to Figure 2). An additional sensitive receptor is located on the New England Highway approximately 500 m north-west of the New England Highway intersection.

For these receptors, additional cumulative noise and air quality impacts associated with construction and earthworks on-site during remaining roadwork is not expected due to the distance from the receptors to the location of the solar array development footprint (more than 5 km east) and proximity to existing traffic noise from the New England Highway.

Additional cumulative noise and air quality impacts associated with construction and earthworks on-site during remaining roadworks are not expected for non-project related sensitive receptors along Big Ridge Road (refer to Figure 2) due to their distance from the remaining roadworks (between approximately 1 and 3 kms) and distance from the substation (between 3 and 8 kms).

Furthermore, cumulative road noise and air quality impacts associated with construction-related deliveries on Barleyfields Road during roadworks would be consistent with that assessed and approved for the Project given that heavy vehicle movements would not exceed 56 per day, and given that light vehicle movements would be significantly less than the peak predicted in the EIS (refer to Figure 3).

Consultation has been undertaken with sensitive receptors along Barleyfields Road (north) and Big Ridge Road regarding the proposed commencement of construction. Correspondence regarding the request is provided in Attachment 3.

5 Conclusion

GLC has made significant progress in implementing the road upgrades required by the Project's development consent, and commits to completing these works in a professional and timely manner.

Notwithstanding, due to several factors out of GLC's control (including ongoing inclement weather and COVID-19 restrictions), road upgrade works have been delayed. Accordingly, GLC is seeking agreement from the Secretary (in accordance with Schedule 3, Condition 4) for approval to commence construction in the substation footprint concurrent with finalisation of the road upgrades, subject to the completion of the following road upgrades:

- Big Ridge Road Segments 1, 3 and 4.
- The Barleyfields Road and Big Ridge Road intersection.

Construction outside the substation footprint, but within the approved development footprint, is proposed to commence following completion of upgrades to Barleyfields Road (north) (excluding the rail level crossing) and Big Ridge Road Segment 5.

A range of mitigation and management measures would be implemented during the remaining road upgrade activities to prevent adverse effects on network efficiency, safety and amenity associated with the commencement of construction. Through implementation of these measures, GLC considers that there would be no additional impacts beyond that assessed and approved for the Project.

Consultation has been undertaken with USC, TfNSW and JHR to confirm that the proposed management measures are appropriate. Consultation has also been undertaken with sensitive receptors near Barleyfields Road and Big Ridge Road. Correspondence regarding the request is provided in Attachment 3.

It would be greatly appreciated if the Secretary could provide their support for the intent of this letter.

Regards



Volodymyr Koziy
Project Manager

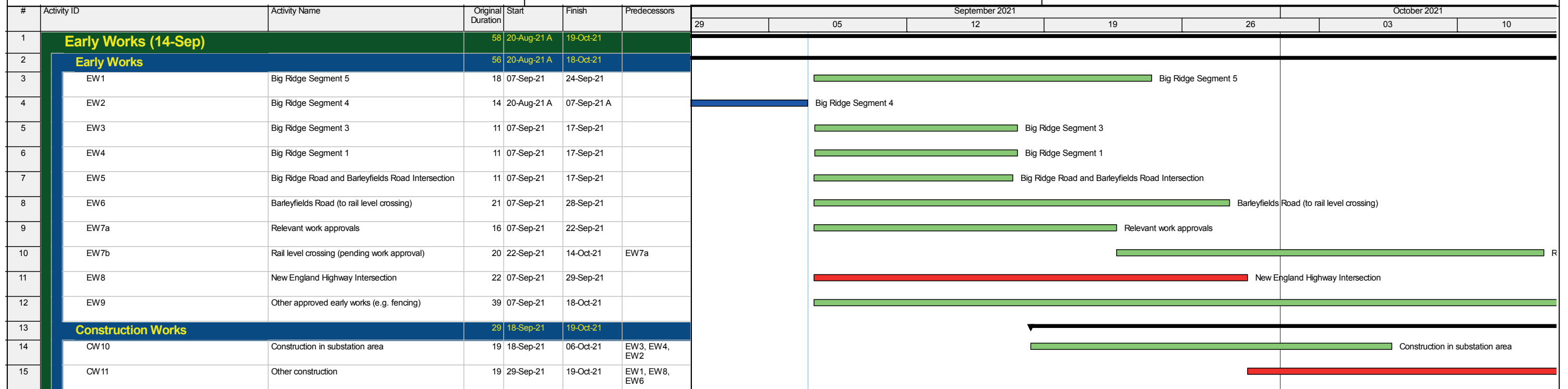
Attachment 1 Development Consent conditions to be satisfied prior to construction

Schedule/ Condition No.	Condition	Comment
Schedule 3, Condition 4	Prior to commencing construction, the Applicant must implement the road upgrades identified in Appendix 4. These upgrades must be carried out to the satisfaction of the relevant roads authority, unless the Secretary agrees otherwise.	GLC is seeking agreement from the Secretary to complete the road upgrades concurrently with the commencement of construction.
Schedule 3, Condition 6	Prior to commencing the development, the Applicant must prepare a Traffic Management Plan for the development in consultation with TfNSW and Council, and to the satisfaction of the Secretary...	The Secretary has approved the Traffic Management Plan.
Schedule 3, Condition 10	Prior to commencing the development under this consent, the Applicant must retire biodiversity credits ... to the satisfaction of BCS, unless the Secretary agrees otherwise.	All biodiversity credit requirements have been retired for the Project.
Schedule 3, Condition 11	<p>Prior to commencing the development, the Applicant must prepare a Biodiversity Management Plan for the development in consultation with BCD, and to the satisfaction of the Secretary.</p> <p>(a) include a description of the measures that would be implemented for:</p> <ul style="list-style-type: none"> • protecting vegetation and fauna habitat outside the approved disturbance areas; • managing the remnant vegetation and fauna habitat on site; • minimising clearing and avoiding unnecessary disturbance of vegetation that is associated with the construction and operation of the development; • minimising the impacts to fauna on site and implementing fauna management protocols; • avoiding the removal of hollow-bearing trees during spring to avoid the main breeding period for hollow-dependent fauna; • rehabilitating and revegetating temporary disturbance areas with species that are endemic to the area; • maximising the salvage of vegetative and soil resources within the approved disturbance area for beneficial reuse in the enhancement or the rehabilitation of the site; and • controlling weeds and feral pests; and <p>(b) include details of who would be responsible for monitoring, reviewing and implementing the plan, and timeframes for completion of actions.</p> <p>Following the Secretary's approval, the Applicant must implement the Biodiversity Management Plan.</p>	The Secretary has approved the BMP.
Schedule 3, Condition 17	Prior to commencing the development, the Applicant must undertake consultation with Aboriginal stakeholders, in accordance with the <i>Aboriginal Cultural Heritage Consultation Requirement for Proponents 2010</i> (DECCW, 2010), or its latest version.	Consultation with stakeholders has been undertaken and is documented in Section 2 of the AHMP.

Schedule/ Condition No.	Condition	Comment
Schedule 3, Condition 19	<p>Prior to commencing the development, the Applicant must prepare a Heritage Management Plan for the development to the satisfaction of the Secretary. This plan must:</p> <ul style="list-style-type: none"> (a) be prepared by suitably qualified and experienced persons whose appointment has been endorsed by the Secretary; (b) be prepared in consultation with Heritage NSW, Aboriginal Stakeholders and Council; (c) include a description of the measures that would be implemented for: <ul style="list-style-type: none"> • protecting the Aboriginal heritage items identified in Table 1 of Appendix 5 or items located outside the approved development footprint, including fencing off Aboriginal heritage items prior to commencing construction and providing ongoing access and management opportunities for Aboriginal people to NE09 and NE68; • salvaging and relocating the Aboriginal heritage items located within the approved development footprint, as identified in Table 2 of Appendix 5; • protecting the historic heritage items identified in Table 1 of Appendix 6 or items located outside the approved development footprint; • managing the impact of the development on the historic heritage items identified in Table 2 of Appendix 6, including photographic archival records prepared in accordance with Heritage Council of NSW Guidelines for archival recordings; • a contingency plan and reporting procedure if: <ul style="list-style-type: none"> - previously unidentified heritage items are found; or - Aboriginal skeletal material is discovered; • ensuring workers on site receive suitable heritage inductions prior to carrying out any development on site, and that records are kept of these inductions; and • ongoing consultation with Aboriginal stakeholders during the implementation of the plan; (d) include a program to monitor and report on the effectiveness of these measures and any heritage impacts of the project. <p>Following the Secretary's approval, the Applicant must implement the Heritage Management Plan.</p>	The Secretary has approved the AHMP and HHMP.
Schedule 3, Condition 20	<p>Prior to the commencement of the development the Applicant must demonstrate to the satisfaction of the Secretary that the Applicant has sufficient water for all stages of the development, and if necessary, adjust the scale of the development to match its available water supply.</p>	The Secretary has approved the Water Supply Strategy.
Schedule 3, Condition 23	<p>Prior to commencing construction of the battery storage facility, unless the Secretary agrees otherwise, the Applicant must prepare a Fire Safety Study for the development, in consultation with FRNSW and RFS and to the satisfaction of FRNSW and the Secretary. The study must:</p> <ul style="list-style-type: none"> (a) be consistent with the: <ul style="list-style-type: none"> • Department's <i>Hazardous Industry Planning Advisory Paper No. 2 'Fire Safety Study'</i> guideline; and • NSW Government's <i>Best Practice Guidelines for Contaminated Water Retention and Treatment Systems</i>; and (b) describe the final design of the battery storage facility. <p>Following the Secretary's approval, the Applicant must implement the measures described in the Fire Safety Study.</p>	A Fire Safety Study will be prepared prior to commencing construction of the battery storage facility.

Schedule/ Condition No.	Condition	Comment
Schedule 3, Condition 28	<p>Prior to commencing construction, the Applicant must prepare an Accommodation and Employment Strategy for the development in consultation with Council, and to the satisfaction of the Secretary. This strategy must:</p> <ul style="list-style-type: none"> (a) propose a strategy to ensure there is sufficient accommodation for the workforce associated with the development; (b) consider the cumulative impacts associated with other State significant development projects in the area; (c) investigate options for prioritising the employment of local workers for the construction and operation of the development, where feasible; (d) include a program to monitor and review the effectiveness of the strategy over the life of the development, including regular monitoring and review during construction. <p>Following the Secretary's approval, the Applicant must implement the Accommodation and Employment Strategy.</p>	The Secretary has approved the Accommodation and Employment Strategy.
Schedule 4, Condition 1	<p>Prior to commencing the development, the Applicant must prepare an Environmental Management Strategy for the development to the satisfaction of the Secretary. This strategy must:</p> <ul style="list-style-type: none"> (a) provide the strategic framework for environmental management of the development; (b) identify the statutory approvals that apply to the development; (c) describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development; (d) describe the procedures that would be implemented to: <ul style="list-style-type: none"> • keep the local community and relevant agencies informed about the operation and environmental performance of the development; • receive, handle, respond to, and record complaints; • resolve any disputes that may arise; • respond to any non-compliance; • respond to emergencies; and (e) include: <ul style="list-style-type: none"> • references to any plans approved under the conditions of this consent; and • a clear plan depicting all the monitoring to be carried out in relation to the development. <p>Following the Secretary's approval, the Applicant must implement the Environmental Management Strategy.</p>	The Secretary has approved the Environmental Management Strategy.
Schedule 4, Condition 4	<p>Prior to commencing the construction, operations, upgrading or decommissioning of the development or the cessation of operations, the Applicant must notify the Department in writing via the Major Projects website portal of the date of commencement, or cessation, of the relevant phase.</p> <p>If any of these phases of the development are to be staged, then the Applicant must notify the Department in writing prior to commencing the relevant stage, and clearly identify the development that would be carried out during the relevant stage.</p>	Notification prior to commencing construction will be provided to the Department pending the outcomes of this request.
Schedule 4, Condition 5	<p>Prior to commencing construction, the Applicant must submit detailed plans of the final layout of the development to the Secretary, including details on the siting of solar panels and ancillary infrastructure, via the Major Projects website.</p>	Detailed plans of the final layout have been approved by DPIE.

Attachment 2 Indicative road upgrades and construction schedule



Attachment 3 Stakeholder correspondence

2 September 2021

Responsible Officer: TS

In reply, please quote: UO/21/3355

Tim Greenaway
NESF Project Director
UPC\AC Renewables Australia

By email: tim.greenaway@upc-ac.com

Dear Tim

Request for Modification of Consent Conditions

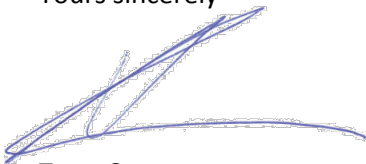
Council has considered your request for a letter of support in regards to your proposal to request the Secretary approve a modification to the consent conditions to allow the commencement of construction works in the substation zone **only** in parallel with finalising the roadworks after completion of:

- Big Ridge Rd – Segments 1, 3 and 4
- Big Ridge Rd / Barleyfields Rd intersection

Council has no objection to the proposal as detailed above provided that:

- the road widening at the rail crossing on Barleyfields Road is completed within 4 weeks of receiving TfNSW approval, and
- all of the other road upgrades identified in Appendix 4 (including the New England Highway and Barleyfields Road intersection, Barleyfields Road north and Big Ridge Road Segment 5) are completed before any other construction works with the site are commenced.

Yours sincerely



Terry Seymour
Director Infrastructure and Development

Subject:

RE: NESF1 - Road upgrades consultation - JHR

----- Forwarded message -----

From: **VOLODYMYR KOZIY** <vkoziy.atersa@elecnor.com>

Date: Tue, 14 Sept 2021 at 12:17

Subject: Re: NESF1 - Road upgrades consultation - JHR

To: David Ginns-JHG <David.Ginns@jhg.com.au>Cc: CARLOS MIRALLES SANCHEZ <cmiralles@elecnor.es>, Tim Greenaway <tim.greenaway@upc-ac.com>, Marcus Burt-JHG <Marcus.Burt@jhg.com.au>

Hi David,

I hope this email finds you well,

Further to my letter dated 15 July 2021, and your subsequent response, we would like to notify you that the request has been formally lodged to DPIE.

Prior to lodgement, Uralla Shire Council provided feedback that resulted in changes to the request (summarised in the table below). We believe the updates to the request have effectively no change on the rail level crossing (i.e. we are still proposing to commence construction works in parallel to the crossing upgrade).

Please let me know if you have any queries regarding the request and thanks again for your ongoing support for the Project.

Original request	Finalised request to Secretary
Request for approval to commence construction concurrent with finalisation of the road upgrades	<p>Changed following USC feedback as follows:</p> <p>Request for approval to commence construction concurrent with finalisation of the road upgrades in the substation footprint subject to the completion of the following road upgrades:</p> <ul style="list-style-type: none">• Big Ridge Road Segments 1, 3 and 4.• The Barleyfields Road and Big Ridge Road intersection. <p>Construction outside the substation footprint proposed to commence following completion of upgrades to Barleyfields Road (north) (excluding the rail level crossing) and Big Ridge Road Segment 5.</p>
Request for approval to conduct road upgrades on Barleyfields Road	No longer requested following USC feedback

(north) between 9 am and 5 pm on Sundays	
Commitment to exclude OSOM vehicle deliveries	Commitment removed following USC feedback

Kind regards,

Volodymyr Koziy
Project Manager



Green Light Contractors Pty Ltd

2B / 120 Wickham Street

Fortitude Valley QLD 4006

Email: volodymyr.koziy@elecnor.com

M: 0455 054 439 (Australia)

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On Thu, 15 Jul 2021 at 09:34, VOLODYMYR KOZIY <vkoziy.atersa@elecnor.com> wrote:

Hi David,

Thank you very much for your quick response. It's noted and all good from our side.

Kind regards,

Volodymyr Koziy
Project Manager



Green Light Contractors Pty Ltd

2B / 120 Wickham Street

Fortitude Valley QLD 4006

Email: volodymyr.koziy@elecnor.com

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On Thu, 15 Jul 2021 at 09:20, David Ginns-JHG <David.Ginns@jhg.com.au> wrote:

Thank you for the opportunity to make comment on the considerations contained in the attached correspondence.

It is firstly appropriate to note that, as the operator and manager of the NSW Country Regional Network (CRN) on behalf of the network owner (NSW Government), John Holland Rail (JHR) assessed the original level crossing upgrade application by the solar project proponent. Following consideration of the traffic flows, period of time construction traffic would be operating, road type, rail traffic frequency and existing placement of railway signalling equipment, JHR found that the level crossing was compliant with the relevant CRN standards and did not require modification. We understand that modification of the level crossing was a planning consent condition imposed by a third party, it was not a condition imposed by JHR.

With regard to the level crossing modification project, JHR is in the process of working with green light to finalise the relevant approvals and licencing matters that will permit the proposed civil and signalling works on the level crossing to be concluded on, or close to, the current proposed construction schedule.

Given that the level crossing is currently compliant with the relevant standards, and that previous assessment of the level crossing did not identify any significant hazards associated with the proposed solar project construction traffic, JHR would not be concerned if the construction program was modified in the manner proposed in the attached correspondence.

Regards

David Ginns

Business Development Manager

Country Regional Network

**JOHN
HOLLAND**

117-119 Maitland Rd Mayfield, NSW 2304

P. 02 40289416 | M. 0417 14 72 26

From: VOLODYMYR KOZIY <vkoziy.atersa@elecnor.com>

Sent: Thursday, 15 July 2021 8:01 AM

To: David Ginns-JHG <David.Ginns@jhg.com.au>

Cc: CARLOS MIRALLES SANCHEZ <cmiralles@elecnor.es>; Tim Greenaway <tim.greenaway@upc-ac.com>
Subject: NESF1 - Road upgrades consultation - JHR

Morning David,

In parallel to the road works we are currently undertaking GLC is seeking agreement with the Secretary of the Department of Planning, Industry and Environment to commence construction of the New England Solar Farm concurrently to finalisation of remaining roadworks, and conduct roadworks on Barleyfields Road (including the level crossing within the JHR corridor).

To expedite the Secretary's consideration of these matters, we are seeking JHR's feedback and support that the measures proposed to be implemented at the level crossing would be appropriate (assuming the Secretary agrees to GLC's request). It is noted that other stakeholders (including TfNSW, USC and sensitive receptors) are also being consulted in parallel.

We are seeking to submit our request to the Secretary on Monday 19 July. Accordingly, **it would be greatly appreciated if JHR could provide any preliminary feedback on Friday 16 July**. To assist, we would be happy to have a quick teleconference tomorrow to run you through the intent of the letter as well as the request to the Secretary.

I will follow up with a phone call in the morning.

Kind regards,

Volodymyr Koziy
Project Manager



Green Light Contractors Pty Ltd

2B / 120 Wickham Street

Fortitude Valley QLD 4006

Email: volodymyr.koziy@elecnor.com

M: 0455 054 439 (Australia)

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To: VOLODYMYR KOZIY
Subject: RE: NESF1 - Road upgrades consultation - TfNSW

----- Forwarded message -----

From: **VOLODYMYR KOZIY** <vkoziy.atersa@elecnor.com>
Date: Tue, 14 Sept 2021 at 12:22
Subject: Re: NESF1 - Road upgrades consultation - TfNSW
To: Development Northern <development.northern@transport.nsw.gov.au>
Cc: Tim Greenaway <tim.greenaway@upc-ac.com>, CARLOS MIRALLES SANCHEZ <cmiralles@elecnor.es>, Leisa Sedger <Leisa.SEDGER@transport.nsw.gov.au>, Neil Gendle <Neil.Gendle2@transport.nsw.gov.au>, Freddy Becerra <Freddy.Becerra@transport.nsw.gov.au>

Hi Matt,

I hope this email finds you well,

Further to my letter dated 15 July 2021, and your subsequent response, we would like to notify you that the request has been formally lodged to DPIE.

Prior to lodgement, Uralla Shire Council provided feedback that resulted in changes to the request (summarised in the table below). The request is generally more constrained (i.e. construction works are more limited and Sunday works are not proposed) therefore we don't expect any change to the process for NEH intersection works.

Please let me know if you have any queries regarding the request and thanks again for your ongoing support for the Project.

Original request	Finalised request to Secretary
Request for approval to commence construction concurrent with finalisation of the road upgrades	<p>Changed following USC feedback as follows:</p> <p>Request for approval to commence construction concurrent with finalisation of the road upgrades in the substation footprint subject to the completion of the following road upgrades:</p> <ul style="list-style-type: none">• Big Ridge Road Segments 1, 3 and 4.• The Barleyfields Road and Big Ridge Road intersection. <p>Construction outside the substation footprint proposed to commence following completion of upgrades to Barleyfields Road (north) (excluding the rail level crossing) and Big Ridge Road Segment 5.</p>

Request for approval to conduct road upgrades on Barleyfields Road (north) between 9 am and 5 pm on Sundays	No longer requested following USC feedback
Commitment to exclude OSOM vehicle deliveries	Commitment removed following USC feedback

Kind regards,

Volodymyr Koziy
Project Manager



Green Light Contractors Pty Ltd

2B / 120 Wickham Street

Fortitude Valley QLD 4006

Email: volodymyr.koziy@elecnor.com

M: 0455 054 439 (Australia)

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On Tue, 27 Jul 2021 at 16:13, Development Northern <development.northern@transport.nsw.gov.au> wrote:

Hi Volo

Thanks for the update.

Let me know if you need anything further from TfNSW.

Best Regards

Matt Adams
Team Leader, Development Services

From: VOLODYMYR KOZIY [<mailto:vkoziy.atersa@elecnor.com>]

Sent: Tuesday, 27 July 2021 1:53 PM

To: Development Northern <development.northern@transport.nsw.gov.au>

Cc: Tim Greenaway <tim.greenaway@upc-ac.com>; CARLOS MIRALLES SANCHEZ <cmiralles@elecnor.es>; Leisa Sedger <Leisa.SEDGER@transport.nsw.gov.au>; Neil Gendle <Neil.Gendle2@transport.nsw.gov.au>; Freddy Becerra <Freddy.Becerra@transport.nsw.gov.au>

Subject: Re: NESF1 - Road upgrades consultation - TfNSW

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Hi Matt,

Thank you for your email and for addressing the last point.

It's all clear from our side regarding control measures within the CEMP and CTMP and that's what we are going to be following through the whole construction process.

We have also been consulting with Uralla Shire Council since last week and should be able to see if there's anything else required by the end of this week.

Kind regards,

Volodymyr Koziy
Project Manager



Green Light Contractors Pty Ltd

2B / 120 Wickham Street

Fortitude Valley QLD 4006

Email: volodymyr.kozyi@elecnor.com

M: 0455 054 439 (Australia)

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On Thu, 22 Jul 2021 at 15:00, Development Northern <development.northern@transport.nsw.gov.au> wrote:

Hi Volodymyr,

Thank you for seeking further clarification and apologies for not addressing this point in my previous response.

Where the need for works to be undertaken on Sunday's are justified to the satisfaction of the Secretary, then the impacts of such works on the travelling public and nearby receivers is expected to be appropriately managed in accordance with an approved CEMP under the SSD consent. The WAD agreement entered between TfNSW and NESF identifies the requirement to undertaken works in accordance with relevant specifications. For background I note that TfNSW crews do not typically undertake TfNSW-led road works on Sundays or public holidays unless relating to emergency works. I understand that specifications do apply to the undertaking of such works on State highways.

In response, TfNSW has no objection to road works being conducted on Sundays subject to the Secretary's approval and requests that updates be made to the approved the CEMP and CTMP, and the associated WAD and ROLs, as required to address this change. Please contact our appointed Project Manager, Mr Freddy Becerra, with respect to any questions regarding the WAD process and to obtain relevant specifications for works outside of normal hours (QA SPECIFICATION G36 clauses 3.6, 3.7 and 4.6).

TfNSW notes that GLC will consult with Uralla Shire Council.

Please let me know if you have any further questions.

Best Regards

Matt Adams
Team Leader, Development Services

Community and Place | Region North

Regional & Outer Metropolitan
Transport for NSW

P 02 6640 1362

M 0400 474 068

E development.northern@transport.nsw.gov.au
A Level 1, 76 Victoria Street, Grafton NSW 2460



I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: VOLODYMYR KOZIY [<mailto:vkoziy.atersa@elecnor.com>]

Sent: Wednesday, 21 July 2021 3:52 PM

To: Development Northern <development.northern@transport.nsw.gov.au>

Cc: Tim Greenaway <tim.greenaway@upc-ac.com>; CARLOS MIRALLES SANCHEZ <cmiralles@elecnor.es>; Leisa Sedger <Leisa.SEDGER@transport.nsw.gov.au>; Neil Gendle <Neil.Gendle2@transport.nsw.gov.au>; Freddy Becerra <Freddy.Becerra@transport.nsw.gov.au>

Subject: Re: NESF1 - Road upgrades consultation - TfNSW

Hi Matt,

Thanks for your prompt response.

We understand TfNSW is satisfied with the commencement of on-site construction activities, conducted in accordance with the approved Construction Traffic Management Plan (CTMP) and Works Authorisation Deed (WAD).

Could you please clarify whether TfNSW has any concerns with GLC's request to the Secretary regarding conducting roadworks at the New England Highway intersection between 9 am and 5 pm on Sundays? We've also

performed consultation with the neighbours and they were fine with our proposal as this would reduce the total duration of the works.

We have a meeting scheduled with Uralla Shire Council tomorrow to discuss the proposed activities and the local road network. We will inform you if any additional management/mitigation measures are agreed to that may affect the highway intersection or rail crossing. Correspondence with USC will also be provided to DPIE for their consideration.

Feel free to contact me if you would like to discuss further.

Kind regards,

Volodymyr Koziy
Project Manager



Green Light Contractors Pty Ltd

2B / 120 Wickham Street

Fortitude Valley QLD 4006

Email: volodymyr.koziy@elecnor.com

M: 0455 054 439 (Australia)

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On Wed, 21 Jul 2021 at 13:41, Development Northern <development.northern@transport.nsw.gov.au> wrote:

Hi Volo

I can confirm that TfNSW had internal discussions as mentioned last Friday.

I note that TfNSW has already endorsed the approved Construction Traffic Management Plan (CTMP) and recently approved Road Occupancy Licences (ROLs) for implementation of a Traffic Guidance Scheme (TGS) to manage temporary traffic impacts at the New England Highway intersection generated by road works being completed on local roads between the highway and the project site. I further note that NESF has entered a Works Authorisation Deed (WAD) with TfNSW for the conditioned intersection works on the New England Highway and that these road works are expected to commence in the next 1-2 months.

From TfNSW perspective the commencement of on-site construction activities, conducted in accordance with the approved CTMP and the WAD is acceptable. NESF and GLC remain responsible for managing construction traffic impacts in accordance with the CTMP and ensuring all temporary management measures are implemented in accordance with the CTMP, which is a condition of the ROLs granted for the New England Highway.

It is highlighted that the commencement of construction activities will increase traffic demands at the New England Highway intersection and along the local access roads during construction of road works. This may require further consideration of the approved CTMP and supporting TGS to manage additional construction traffic demands occurring concurrently with completion of road works.

NESF should consult Uralla Shire Council with respect to the affected local roads to inform the Secretary's consideration.

Please let me know if you have any questions.

Best Regards

Matt Adams
Team Leader, Development Services

Community and Place | Region North

Regional & Outer Metropolitan
Transport for NSW

P 02 6640 1362

M 0400 474 068

E development.northern@transport.nsw.gov.au
A Level 1, 76 Victoria Street, Grafton NSW 2460



**Transport
for NSW**

I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: VOLODYMYR KOZIY [mailto:vkoziy.atersa@elecno.com]

Sent: Thursday, 15 July 2021 3:27 PM

To: Matt Adams <Matt.ADAMS@transport.nsw.gov.au>

Cc: Tim Greenaway <tim.greenaway@upc-ac.com>; CARLOS MIRALLES SANCHEZ <cmiralles@elecnor.es>;
Development Northern <development.northern@transport.nsw.gov.au>

Subject: Re: NESF1 - Road upgrades consultation - TfNSW

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Hi Matt,

Your prompt response is greatly appreciated and is in a timely manner as always.

We have amended the letter to reflect your comment by clarifying that the amended CHR-S treatment was agreed to (not requested) by TfNSW. This update will also be incorporated into our submission to the Secretary. We appreciate TfNSW's support for the Project to date, and hopefully the letter is now clear that TfNSW has not created the delay to the Project.

Our strong preference would be for TfNSW's response to be provided to GLC rather than DPIE, so we can consider and address any further issues directly. GLC can describe in communications with DPIE that consultation between GLC and TfNSW is ongoing, and that GLC will re-submit the application if TfNSW identifies any issues resulting in a change to the application.

We would still be happy to hold a teleconference tomorrow to go through our query and make sure we're addressing TfNSW so if you are free anytime before next Friday please let us know and we will accommodate to your availability.

Please let me know if that is acceptable and we will look forward to your response by Friday 23 July 2021.

Kind regards,

Volodymyr Koziy
Project Manager





Green Light Contractors Pty Ltd

2B / 120 Wickham Street

NEW ENGLAND SOLAR FARM - ROAD UPGRADES CONSULTATION LOG

Receptor Reference No.	Date	Time	UPC / GLC personnel	Method of Consultation	Consultation Notes
1	14/09/2021	8:30	Robert Bell (UPC) Volodymyr Krasiy (GLC)	Letter and discussion	UPC and GLC delivered an update about the current construcion status of the access roads. Discussed about the new request to USC and DPIE to begin NESF1 construction in concurrence to the end of some segments of the public roads and remarked that UPC and GLC are happy to be contacted for any issues that may arise. The neighbour was supportive with the request.
2	14/09/2021	9:00	Robert Bell (UPC) Volodymyr Krasiy (GLC)	Letter and discussion	UPC and GLC delivered an update about the current construcion status of the access roads. Discussed about the new request to USC and DPIE to begin NESF1 construction in concurrence to the end of some segments of the public roads and remarked that UPC and GLC are happy to be contacted for any issues that may arise. The neighbour was supportive with the request.
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-  Non Project-related sensitive receptor
-  Project sensitive related receptor

NEW ENGLAND SOLAR FARM - ROAD UPGRADES CONSULTATION LOG

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2	17/08/2021	8:50	Robert Bell (UPC) Volodymyr Krsiy (GLC)	Letter	The neighbour was not at home. The letter was left at the doorway. Note: Receptor 1 is the owner of this property.
3	17/08/2021	8:55	Robert Bell (UPC) Volodymyr Krsiy (GLC)	Letter and discussion	UPC and GLC delivered an update about the current construcion status of the access roads. Discussed about the new request to USC and DPIE to begin NESF1 construction in concurrence to the end of some segments of the public roads and remarked that UPC and GLC are happy to be contacted for any issues that may arise. The neighbour was supportive with the request.
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