



NGH



MODIFICATION APPLICATION

Wollar Solar Farm Access Road Relocation and Subdivision

August 2020

Project Number: 20-179



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ACRONYMS AND ABBREVIATIONS

AHIMS	Aboriginal heritage information management system
BC Act	<i>Biodiversity Conservation Act 2016 (NSW)</i>
CEMP	Construction environmental management plan
Cwth	Commonwealth
DPIE	(NSW) Department of Planning, Infrastructure and Environment
EEC	Endangered ecological community – as defined under relevant law applying to the proposal
EIA	Environmental impact assessment
EPBC Act	<i>Environmental Protection and Biodiversity Conservation Act 1999 (Cwth)</i>
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
FM Act	<i>Fisheries Management Act 1994 (NSW)</i>
ha	hectares
km	kilometres
LALC	Local Aboriginal Land Council
LEP	Local Environment Plan
m	Metres
MNES	Matters of National environmental significance under the EPBC Act (<i>c.f.</i>)
NSW	New South Wales

1. INTRODUCTION

1.1. THE APPROVED PROJECT

The Wollar Solar Farm is located on the western side of Barigan Road, approximately 7km south of Wollar village in the Mid-Western Regional Local Government Area (LGA).

The Development Consent was approved by the Executive Director Department of Planning and Environment (DPE) on February 24, 2020 (Application Number: SSD 9254) under Section 4.38 of the *Planning and Environment Act. 1979*.

The existing consent permits the construction, operation and decommissioning of an approximately 290 Megawatt (MW AC) photovoltaic (PV) solar farm and associated infrastructure including:

- An onsite 330kV substation to connect to the national electricity grid via the existing 330kV transmission line onsite.
- Underground power cabling to connect solar panels, combiner boxes and power conversion units (PCUs)
- An energy storage facility with a capacity of up to 30 MWh
- Access tracks, staff amenities, car parking, laydown area and security fencing.

Refer to Appendix A; Consented layout for reference.

The Environmental Impact Statement (EIS) was completed by NGH Environmental in 2019. The EIS public exhibition period was 14 December 2017 until the 28 January 2018. Development consent was granted on the 24th February 2020.

Table 1-1 below includes the environmental risks assessed in the EIS in Sections 7 & 8. The higher risk assessments required specialist input. The lower risk impacts were assessed as part of the EIS. This table is provided to provide context for the assessment of additional impacts in this Modification Application. The EIS impacts were considered manageable through appropriate mitigation measures.

Table 1-1 Environment risk assessed in the EIS.

Specialist Input – Higher Risk	Lower Risk
<ul style="list-style-type: none"> • Biodiversity • Aboriginal heritage • Land and soil assessment • Compatibility with existing land uses • Hydrology and flooding 	<ul style="list-style-type: none"> • Water use and water quality • Noise and vibration • Historic heritage • Social and economic impacts • Traffic, transport and safety • Bushfire • Electric and magnetic fields • Air quality and climate • Resource use and waste generation • Hazardous materials and development • Cumulative impacts

1.2. THE PROPONENT

Wollar Solar Farm is to be developed by Wollar Solar Development Pty Ltd (ABN 88 621 969 266, incorporated in NSW) (hereafter “WSD” or “the Proponent”), an Australian developer of utility-scale solar generation.

The company is a subsidiary of Solar Megawatt Holding Pty Ltd (a company incorporated in Hong Kong). Solar Megawatt Holding Pty Ltd and its subsidiaries (hereafter refer to as “Solar Megawatt Group”, or the “Group”) was founded by investors with extensive experience in the renewable energy sector in China mainland and Asia-Pacific.

The Group has a dedicated management and development team highly experienced in renewable generation project development and operation, transmission network connection, and renewable project transaction and project financing. The core team members have extensive experience in developing, operating and financing utility-scale renewable generation in Australia and internationally.

The approved Wollar Solar Farm is the first large-scale Solar development proposal by Solar Megawatt Group in Australia. The Group is committed to Australian renewable energy market for the long term. A pipeline of over 1,000 MW of renewable is being assessed and developed. For Wollar Solar Farm, the Group has recently engaged a listed utility company who has been operating large-scale wind and solar projects in NSW since 2014.

1.3. MODIFICATION APPLICATION OVERVIEW

1.3.1. Changes proposed

A Modification Application is now required to:

1. Relocate a section of the main site access route which traverses the TransGrid substation lot.
2. Allowing for subdivision of land within the solar farm site for TransGrid electrical connection infrastructure.
3. Increase the number of over-dimensional vehicle movements from two movements during construction, maintenance and decommissioning, to five movements during construction, maintenance and decommissioning.

Two additional matters that do not constitute *changes to the project* are included in this Modification are as follows:

4. Include a lot that was omitted from Appendix 2 Schedule of Land of the Development Consent due to an administrative error. This lot was always intended to be included in the project and is not a change.
5. Update consented species credit requirements to correct a calculation error in the previous Biodiversity Development Assessment Report. The change to the offset obligation is a result of a correction in species polygon calculations and is not a change to the project.

All other solar farm infrastructure proposed remains as described in the Development Consent. No changes to equipment, materials or traffic is anticipated.

The proposed changes do not impact any additional lots from what was already assessed.

Primarily, the Modification is required to allow Transgrid to efficiently manage their existing assets (Wollar substation) as well as the new electrical connection infrastructure that will be constructed for Wollar Solar Farm. Additionally, some administrative changes to the consent are sought.

1.3.2. Impacts requiring assessment

The relocation of a section of the main site access route would result in a net increase in impact area of 0.3 ha. As the area is outside areas previously assessed, this modification application includes specialist input as follows:

- Field survey, consultation and preparation of Addendum Aboriginal Cultural Heritage Assessment Report (ACHAR; summarised in Section 6 and appended in full Appendix C.1).
- Field survey, consultation and preparation of an updated Biodiversity Development Assessment Report (summarised in Section 6 and appended in full Appendix C.2).

The impact assessment has been based on an indicative alignment for the proposed access road. A realistic, worst case scenario footprint was used to assess impacts caused by this modification. The final alignment of the road would be microsituated within the study area of this modification, as shown in Figure 2-1. Final impact areas may be smaller, but would not be larger, than those described in this modification.

The subdivision of land within the solar farm site for TransGrid electrical connection infrastructure would not generate any physical impacts; all infrastructure required for the project has been

previously described and assessed and is allowable under the Development Consent. Consultation with Council has been undertaken in this regard.

The additional over-dimensional vehicle movements were assessed by the traffic consultant, Amber. Amber found the additional over-dimensional vehicle movements would not have a detrimental impact on the capacity of the road network as the movements would be infrequent. The over-dimensional vehicle movements would not cause any other physical impacts.

A review of the environmental assessment and Development Consent have found that minor impacts would result from the modification (most notably to biodiversity and Aboriginal heritage), and that these are manageable within the existing environmental management framework for the project. Five changes are required to the Development Consent:

1. Update to Appendix A General layout (to reflect the relocated access alignment)
2. Updated biodiversity offset requirement (reflecting the additional impact area of the access alignment)
3. Updated schedule of Aboriginal heritage items (reflecting the additional impact area of the access alignment)
4. Updated list of associated lots (to correct the administrative error).
5. Update over-dimensional and heavy vehicle restrictions to increase the number of over-dimensional vehicle movements from two to five during construction, upgrading and decommissioning.

These are detailed in Section 7.

The changes can be characterised as having a minor environmental impact, in the context of this State Significant Development. This Modification Application is being made under section 4.55(1A) of the *Environmental Planning and Assessment Act 1979*.

1.3.3. Relationship to Commonwealth approval

As the project is a Controlled Activity (approval obtained 8th July 2020), consultation with the Department of Agriculture, Water and Environment (DAWE) is occurring concurrent with this application.

Advice received on 5 May 2020 (pers. comm. K. Lowe, Southern NSW & ACT Assessments DAWE) was that the changes proposed were considered minor.

Advice received on 20 August 2020 (pers. comm. P. Patel, postapproval@environment.gov.au, DAWE) that the impacts of the modification have been factored into the approval condition 4 and a variation may not be needed. This would be confirm when the final approved modified consent under NSW legislation is provided.

1.3.4. Structure of this Modification Report

This report has been prepared to support an application to modify Development Consent SSD 9254. It includes:

- | | |
|--|-----------|
| • Detailed description of the modifications being sought. | Section 2 |
| • Detailed justification for the modification being sought. | Section 3 |
| • Details of the consultation undertaken in relation to the proposed modification. | Section 4 |
| • Legislative context for the Modification Application. | Section 5 |
| • Assessment of relevant additional impacts. | Section 6 |
| • An outline of the amendments sought to the Development Consent. | Section 7 |

This report has been prepared by NGH Environmental on behalf of the Proponent, WSD.

2. PROPOSED PROJECT CHANGES

WSD is progressing the development of this project through the detailed design process and have identified three aspects of the consented project that require amendment. The proposed amendments are:

1. Relocation of the section of the main site access route which traverses the TransGrid substation lot.
2. Allowing for subdivision of land within the solar farm site in order to create a separate parcel of land for the area where TransGrid will construct electrical connection infrastructure.
3. Increase the number of over-dimensional vehicle movements from two to 5 during construction, upgrading and decommissioning.

Two administrative matters included in this Modification are as follows:

4. Update of the Development Consent (Appendix 2 Schedule of Land) to include one Lot that was omitted due to an administrative error.
5. Update consented species credit requirements to correct a calculation error in the previous Biodiversity Development Assessment Report.

All other solar farm infrastructure proposed remains as described in the Development Consent. The approved layout is provided for reference in Appendix A.

No changes to equipment, materials or non-over-dimensional traffic is anticipated. No changes to the subject land or affected lots are required, with the exception of resolving an administrative error that lead to one Lot being omitted from the Development Consent.

Subject to approval, the construction works are planned to be begin September 2020.

2.1. RELOCATION OF SECTION OF THE MAIN SITE ACCESS ROUTE

The modified site access route would require excising 1.86 hectares of project footprint (this section of track would not be required) and adding 2.16 ha of project footprint (to reflect the modified route). This

would result in a net increase of 0.3 ha to the total project footprint area. This is an increase of 0.06% to the approved project footprint.

The modified site access route would increase the area of native vegetation cleared by 0.32 ha. This is a larger area than the net change in footprint as the modified footprint includes proportionally more native vegetation than the consented footprint (that is being excised).

The proposed change in project footprint is shown in Figure 2-1, Figure 2-3 and Figure 2-4.

Note, the footprint shown (and used to assess impacts caused by this modification) remains indicative. The final alignment of the road would be micro-sited within the study area of this modification, as shown in Figure 2-1. Final impact areas may be smaller, but would not be larger, than those described in this modification.

2.2. ALLOWING FOR SUBDIVISION OF LAND WITHIN THE SOLAR FARM SITE

The proposed subdivision would subdivide Lot 106 DP 755430 and Lot 80 DP 755430 to create one additional lot approximately 2.58 ha.

This third lot will incorporate the Transgrid substation components. The subdivision would facilitate the electrical network of the approved solar farm on the subject land.

It is not anticipated this subdivision would result in any changes to the equipment required, when compared to that described for the approved project. The subdivision would not cause any additional physical impacts as the substation within the solar farm site has been approved in the EIS, including necessary fencing and access. The site access to the Transgrid lot would remain as described for the solar farm.

The subdivision area is shown in Figure 2-2, Figure 2-3 and Figure 2-4. The approved project footprint is shown in Appendix A. Correspondence provided to Council with regard to the need for subdivision is included as Appendix E.

2.3. UPDATE OF DEVELOPMENT CONSENT OVER-DIMENSIONAL AND HEAVY VEHICLE RESTRICTIONS

A limit of 2 over-dimensional vehicle movements during construction, upgrading and decommissioning is set by Schedule 3, condition 1 of the Development Consent. However, the project requires a modification to this limit as Transgrid needs up to 5 over-dimensional vehicle movements to transport large, prefabricated elements of the development to the development site. This would result in an increase of 3 movements from the limit set in the Development Consent.

The original over-dimensional vehicle movements were assumed to be one for each of the two electrical transformers. TransGrid have now developed their construction methodology for the project and have identified that they require three additional over-dimensional vehicle deliveries associated with the substation work for stages 2 and 3 of the project.

This change was assessed with Amber, the traffic engineer who conducted the Addendum Traffic Impact Assessment for the project. Amber found the modification would not have a detrimental impact on the capacity of the road network, and that any issues with the additional over-dimensional vehicle movements would be addressed as part of the permits required for these vehicles. These findings are attached in Appendix G.

2.4. UPDATE OF DEVELOPMENT CONSENT SCHEDULE OF LANDS TO INCLUDE OMITTED LAND

Appendix 2 Schedule of Land of the Development Consent lists all Lots/Deposited Plans associated with the development footprint, including the main project site and Barigan Road.

The proposal site assessed within the EIS included Lot 7 DP1090027 (as shown in Figure 2-4 of the Wollar Solar Farm Amendment Report). The same suite of environmental assessments were undertaken for Lot 7 DP109002 as for all other parcels included within the schedule of land. Lot 7 DP1090027 is listed within the Landowner Consent provided to DPIE on 29th January 2020.

The addition of Lot 7 DP1090027 has no effect on the environmental impact of the project, but brings the Schedule of Lands into alignment with the consented project development footprint. As such, no further environmental assessment for this change has been provided.

2.5. UPDATE OF DEVELOPMENT CONSENT SPECIES CREDITS

An update to the consented species credit requirements to correct a calculation error in the previous Biodiversity Development Assessment Report (BDAR) is requested as part of this Modification. The BDAR has been updated to correct this calculation error as well as reflect the increased area of clearing associated with the re-aligned access track. This is discussed further in Section 6. Of note however:

- The recalculation of species credits has been undertaken using the same project footprint as was used for the approved project. Species credits are not relevant to the Modification changes (ie re-aligned access track or subdivision).
- BCD were notified of the correction to species credits on 26 May 2020.
- BCD replied on 11 June 2020, BCD (D.Geering Senior Conservation Planning Officer, North West, BCD) stating that “while the recalculation of the species credit species credit requirement is now technically correct, the staging of the development and the adjustment of the credit requirement from that in the current approval conditions are not matters for BCD and need to be discussed with your contact officer at Planning & Assessment Group”.

Modification Application
Wollar Solar Farm Access Road Relocation and Subdivision



Figure 2-1 Areas to be excised (in blue) and added (in red) for the proposed modification.

Modification Application
Wollar Solar Farm Access Road Relocation and Subdivision



Figure 2-2 Proposed subdivision lot boundaries

Modification Application
Wollar Solar Farm Access Road Relocation and Subdivision

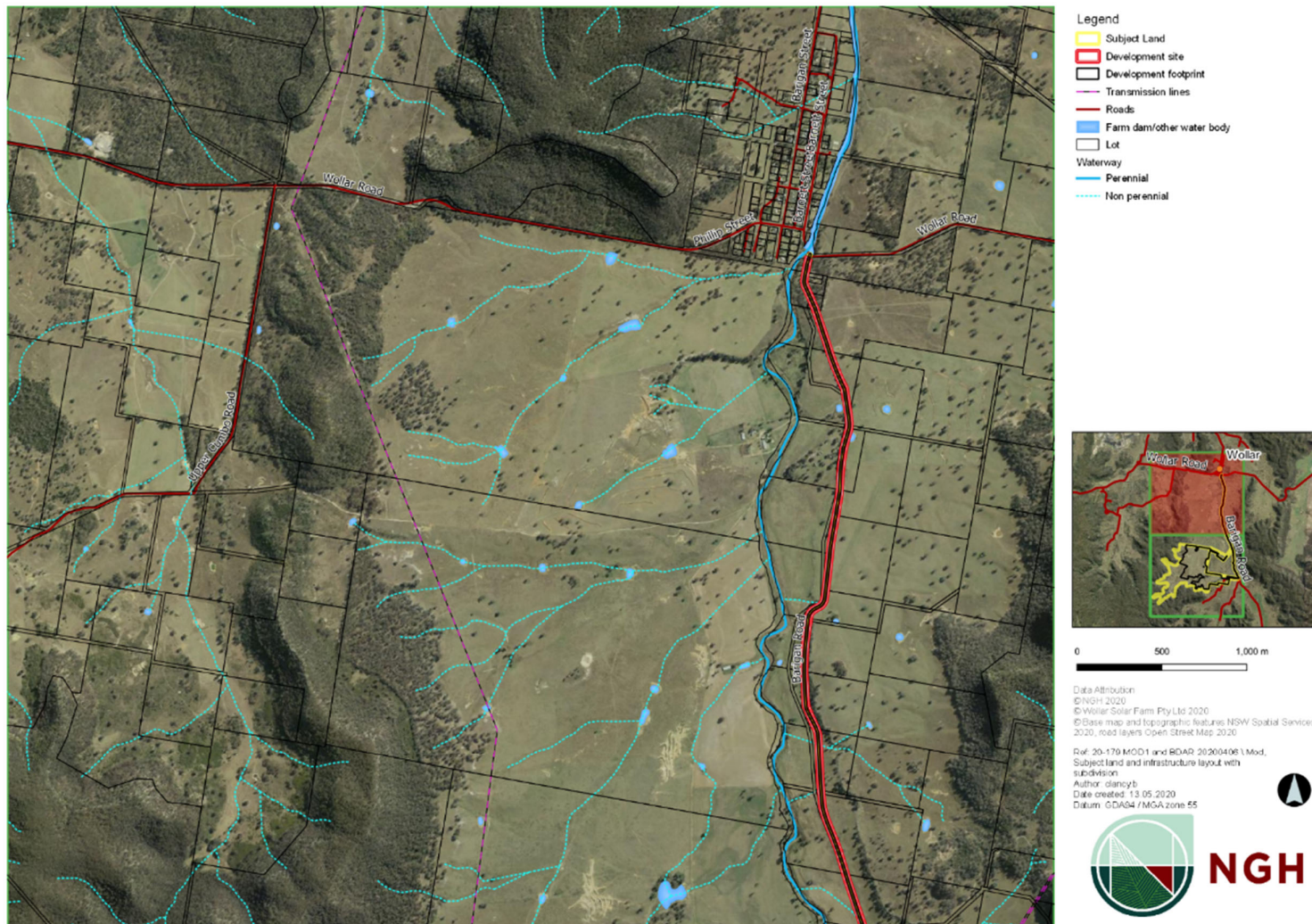


Figure 2-3 Proposed modification footprint to update the General layout in the Development Consent (part 1 of 2)

Modification Application
Wollar Solar Farm Access Road Relocation and Subdivision

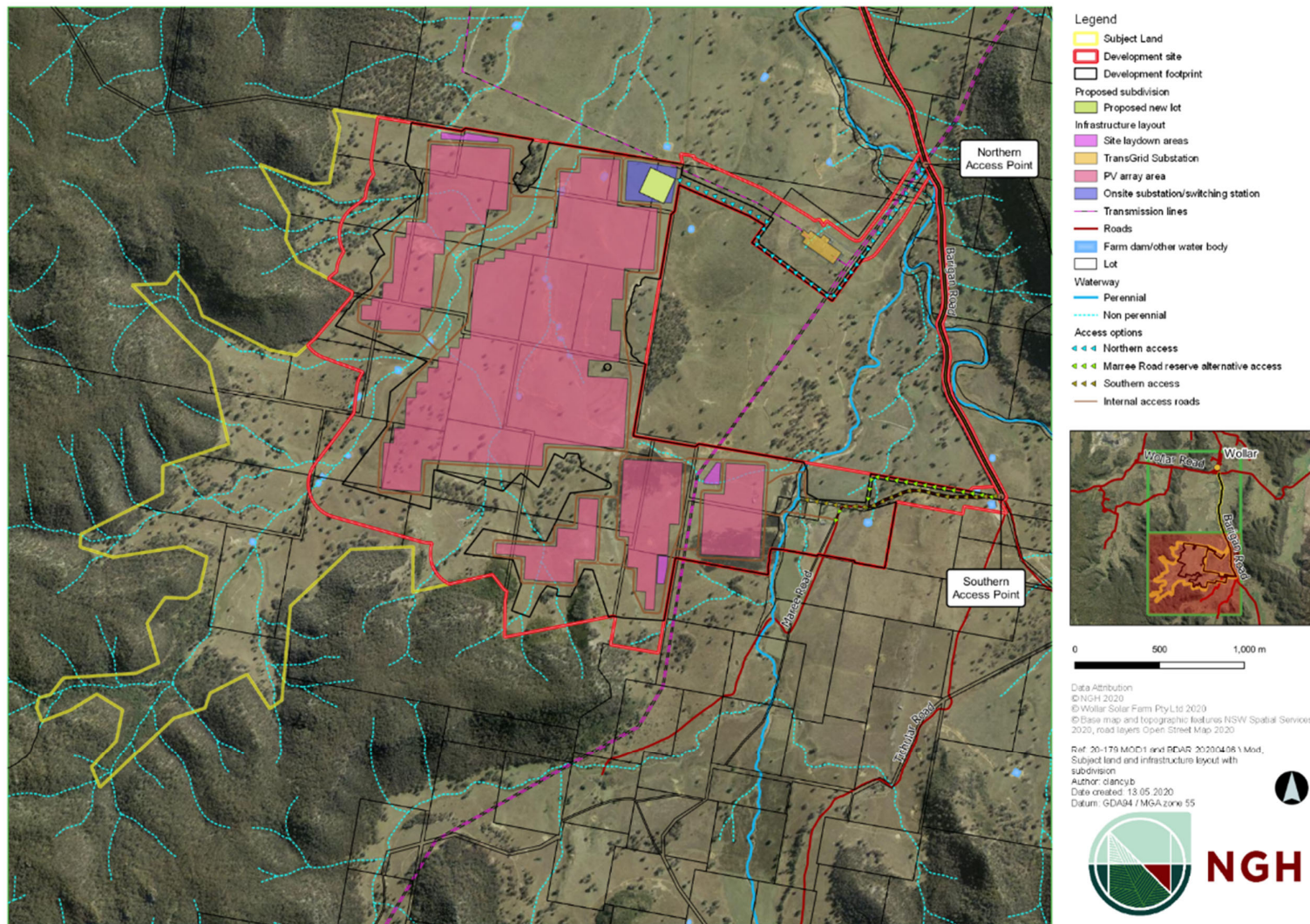


Figure 2-4 Proposed modification footprint to update the General layout in the Development Consent (part 2 of 2)

3. JUSTIFICATION FOR THE MODIFICATION

3.1. RELOCATION OF SECTION OF MAIN SITE ACCESS

TransGrid require the project's access road within Lot 1 DP1090027 (the Transgrid substation lot) to be relocated further away (approximately 60m south) from the existing substation. The relocated access track will remain within the TransGrid substation lot but be closer to the southern boundary, to ensure sufficient space for any future substation expansion by TransGrid which may be required.

3.2. ALLOWING FOR SUBDIVISION OF LAND WITHIN THE SOLAR FARM SITE

Regarding the subdivision, TransGrid has confirmed that it requires the right to own the land underlying its portion of the substation. This allows TransGrid to install appropriate control and protection equipment in the substation to continue to support and ensure safe operation of the electricity network in the western area of NSW and to meet the network control and protection requirements under the National Electricity Rules.

3.3. UPDATE OF OVER-DIMENSIONAL VEHICLE MOVEMENTS

The increase in over-dimensional vehicle movements for stages 2 and 3 of the project allows Transgrid to efficiently transport the required components for the substation installation and install it onsite without causing delays to construction, or impacting the road network for more days than necessary. This is required for the delivery of three pre-fabricated buildings (in addition to the 2 originally approved movements for the substation). The traffic consultants responsible for the original assessment have confirmed (refer Appendix G) increasing the number of over-dimensional movements for the project to 5 will not have a detrimental impact to the capacity of the road network and can be undertaken in a safe manner. Contractors will obtain any permits required for the over-dimensional vehicle deliveries.

3.4. UPDATE TO SPECIES CREDIT OBLIGATION

The proponent seeks a correction of the consented species credit errors and the ability to stage credit retirement so that the project's offset obligation is in accordance with the BC Act. The project should not have to retire additional credits that were due either to calculation errors or to stages of the project that may not eventuate.

Regarding the changes to the BDAR that supports this Modification Application:

- The recalculation of ecosystem credits was required in the updated BDAR to reflect the increased clearing required for the re-aligned access track. This results in 10 additional ecosystem credits. The Modification proposed to the project does not generate any other impacts or offset obligations; ie species credits are not relevant to the Modification.
- The recalculation of species credits has been undertaken to correct an error in the BDAR calculations. It has been undertaken using the same project footprint as was used for the approved project. Species credits are not relevant to the Modification changes (ie are not relevant to the re-aligned access track or subdivision). The updates BDAR has corrected this error which previously overestimated species credits for the consented project. This is detailed in Section 6. The corrected species credit obligation is sought as part of this Modification Application.

- As some stages of the project are proposed well in advance of others (Stage 1 road upgrades) and as some stages of the project may never proceed (Stage 4), the updated BDAR now sets out clearly the credit requirement of each stage of the project, should the proponent wish to explore staging of offsets.

4. CONSULTATION

The following consultation has occurred to support this Modification Application. All landowners have been contacted regarding the Modification (and relevant consents provided to DPIE upon Modification lodgement and included as Appendix F).

4.1. DPIE

A letter of intent to lodge a Modification was submitted to DPIE on 30 March 2020.

DPIE advised in writing that the modification could be assessed under section 4.55(1A) of the *Environmental Planning and Assessment Act 1979*.

A meeting was held with DPIE to discuss the modification on 30 April 2020. Key issues were:

- Ensuring BCD were offered an opportunity to comment on the updated BDAR, including staging of the credit retirement. A copy of the updated BDAR was forward to BCD on 1 June 2020.
- Status of Commonwealth approval – now obtained for the approved project.
- Any other issues that came out of the consultation process.

On 23 August 2020, at the DPIE's request, additional clarification was made regarding the need for the additional over-dimensional vehicle movements and references to the changes in the Biodiversity Development Assessment Report (BDAR). All changes were forwarded to the DPIE before re-lodgement of the Modification Application.

4.2. TRANSGRID

Consultation with TransGrid regarding land tenure in relation to the TransGrid substation lot identified the need to modify the access road alignment. TransGrid require that access road is positioned further away from the existing Wollar substation and closer to the southern boundary of the TransGrid substation lot.

Subdivision of the land around the new substation to be constructed for Wollar Solar Farm is required so that long term tenure can be granted to TransGrid. Concept drawings for the new substation and associated infrastructure were provided by TransGrid to assist in sizing the subdivision proposed in this modification.

The access road realignment, subdivision and over-dimensional vehicle movements are required due to TransGrid requirements.

Landowner consent has been provided for the lodgement of the Modification, Appendix F.

4.3. DAWE

As the project is a Controlled Activity (approval obtained 8th July 2020), consultation with the Department of Agriculture, Water and Environment (DAWE) is occurring concurrent with this application.

Advice received on 5 May 2020 (pers. comm. K. Lowe, Southern NSW & ACT Assessments DAWE) was that the changes proposed were considered minor.

4.4. BCD

NGH consulted with the Biodiversity and Conservation Division (BCD; David Geering) of DPIE on 16 April 2020 to determine the requirements of the biodiversity assessment for the Modification. This advice was provided directly to DPIE.

Formal advice was provided by DPIE (May Patterson) to the proponent on 24 April that the existing BDAR and its credit calculations could be updated to reflect the modifications, but only if the vegetation zone remained the same, no species credits are relevant to this zone and no additional plots were required due to the increase in impact area. The updated BDAR meets these specifications and is provided in Appendix D. A copy was provided to BCD on 1 June 2020, showing all changes clearly with a yellow highlight.

Issues raised with BCD include:

- Regent Honeyeater updated important areas mapping
- Small number of additional ecosystem credits generated by the realigned access track (no species credits)
- Staging of credits
- Calculation of species polygons along Barigan Road; previous overestimation corrected.

BCD replied on 11 June 2020, BCD (D. Geering Senior Conservation Planning Officer, North West, BCD) stating that “while the recalculation of the species credit species credit requirement is now technically correct, the staging of the development and the adjustment of the credit requirement from that in the current approval conditions are not matters for BCD and need to be discussed with your contact officer at Planning & Assessment Group”.

4.5. MIDWESTERN REGIONAL COUNCIL

NGH consulted with Council regarding the need for the modification and specifically regarding the subdivision proposed. Written notification was provided on 22 May 2020 including:

- That minimum lot size would not be met
- Assessment against objectives of the LEP
- Assessment against objectives of the zone

This is provided in Appendix E. Council staff confirmed directly to NGH and to DPIE that Landowners consent would not be provided as the Modification was not relevant to any Council owned land. This correspondence is provided in Appendix E. No further consultation has occurred.

Council were advised of the increase of over-dimensional vehicle movements from 2 to 5 on the 11th June 2020 (refer to Appendix E). Council approved draft Traffic Management Plan, which included a description of this proposed change along with the Amber advice (per Appendix G) on the 19th June 2020 (refer to Appendix E).

4.6. REGISTERED ABORIGINAL STAKEHOLDERS (RAPs)

Consultation with the Aboriginal community was continuous from the initial project and followed the process outlined in the *Aboriginal cultural heritage consultation requirements for proponents 2010*. A notification of the intended modification was sent to all RAPs on the 26th of March 2020.

This project has ten Aboriginal organisations and one individual recorded as RAPs. Of these, three representatives attended the fieldwork undertaken on Thursday 2 April 2020, as follows:

- Larry Foley (representing Murong Gialinga);
- Melissa Hartwell (representing Wellington Valley Wiradjuri Aboriginal Corporation); and
- James Williams (representing the Mudgee LALC).

A copy of the ACHAR Addendum was provided to the RAPs on 14 May 2020. The Wellington Valley Wiradjuri Aboriginal Corporation voiced support for the recommendations outlined in the ACHAR.

Further details regarding the consultation undertaken are detailed in the Aboriginal Cultural Heritage Assessment (ACHA), in Appendix C.2.

4.7. INVOLVED LANDOWNERS

The involved land owners have been consulted regarding the intent to lodge the Modification. Landowner consent to lodge the Modification is included in Appendix F, including:

- TransGrid
- Peabody Pastoral
- Crown Lands
- One private land owner
- (and Mid-Western Regional Council regarding Council administered roads to be upgraded).

Subsequent notification was provided to involved landowners following the inclusion of traffic requirements for over-dimensional vehicles (also attached in Appendix F).

4.8. BROADER COMMUNITY

The modifications would have negligible impact on near neighbours and the broader community and therefore, no consultation regarding the Modification Application has been undertaken or is considered warranted.

4.9. TRANSPORT FOR NSW

Transport for NSW (TfNSW) were advised of the increase of over-dimensional vehicle movements from 2 to 5 on the 11th June 2020 (refer to Appendix H)

TfNSW approved draft TMP which proposed this change and included the Amber advice (per Appendix G), on the 17th June 2020 (refer to Appendix H).

5. PERMISSIBILITY

5.1. APPROVAL STATUS

The NSW Development Consent was approved by the Executive Director Department of Planning and Environment (DPE) on February 24, 2020 (Application Number: SSD 9254) under Section 4.38 of the *Planning and Environment Act. 1979*. Project approval permits the construction, operation and decommissioning of an approximately 290 Megawatt (MW) photovoltaic (PV) solar farm and associated infrastructure.

As the project is deemed to be a Controlled Activity, it was assessed by streamlined assessment (expected approval due on 22 May 2020). Consultation with the Department of Agriculture, Water and Environment is occurring concurrent with this application to bring NSW and Commonwealth approvals into alignment.

5.2. CONSISTENCY WITH EXISTING APPROVAL

Changes which are consistent with the Development Consent do not require a Modification and can be constructed under the existing approval. A review of the modifications against the consent was undertaken (Appendix B) to determine:

- Whether the changes proposed would be substantive changes to the project's nature or description.
- Whether the changes proposed would have a material change to predicted environmental impacts.
- Whether the changes proposed would impact on the ability to meet any Development Consent.

The review concluded that:

- The changes proposed would not substantively change the project. The project would still involve the construction, operation and decommissioning of an approximately 290 MW solar farm.
- Two environmental aspects were identified for closer investigation, to ascertain if material impacts would result:
 - Biodiversity
 - Aboriginal heritage
- Regarding the ability to meet the Development Consent:
 - The changes generally correspond to mapped 'proposed infrastructure', and this is noted as indicative in the EIS.
 - Obligation to minimise harm to the environment: There is minor additional vegetation removal and soil disturbance (potentially generating biodiversity and heritage impacts) that is necessary and can be managed effectively.
 - The impacts will generate an additional biodiversity offset obligation.

5.3. MODIFICATION APPLICATION

This Modification Application is being lodged under Section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Under Section 4.55 of the EP&A Act, an SSD Development Consent can be modified where the:

“development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted”.

In determining an application for a modification under section 4.55 of the EP&A Act, the consent authority must consider such matters referred to in section 4.40 as are relevant to the development. These matters include the likely impacts of the proposed amendments to the Development Consent, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.

Modifications are allowed that are 'substantially the same development'. Section 1(A) and Section 2 of Clause 4.55 differ regarding whether the proposed modification is of minimal environmental impact or not.

Environmental Planning and Assessment Act 1979 extract

4.55 Modification of consents—generally

(1A) Modifications involving minimal environmental impact

A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:

- (a) it is satisfied that the proposed modification is of minimal environmental impact, and*
- (b) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and*
- (c) it has notified the application in accordance with:*
 - (i) the regulations, if the regulations so require, or*
 - (ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a Development Consent, and*
- (d) it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.*

Subsections (1), (2) and (5) do not apply to such a modification.

(2) Other modifications

A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:

- (a) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all), and*
- (b) it has consulted with the relevant Minister, public authority or approval body (within the meaning of Division 4.8) in respect of a condition imposed as a requirement of a concurrence to the consent or in accordance with the general terms of an approval proposed to be granted by the approval body and that Minister, authority or body has not, within 21 days after being consulted, objected to the modification of that consent, and*
- (c) it has notified the application in accordance with:*
 - (i) the regulations, if the regulations so require, or*
 - (ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a Development Consent, and*

(d) it has considered any submissions made concerning the proposed modification within the period prescribed by the regulations or provided by the development control plan, as the case may be.

Subsections (1) and (1A) do not apply to such a modification.

The proposed changes within this Modification Application would involve minimal environmental impact. As such, this Modification Application is being lodged under Section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Additional impacts that may result from the changes in this Modification Application are assessed, in Section 6, below.

6. IMPACT ASSESSMENT

A review of the proposed modifications against the consented project, provided in Appendix B, identified areas where potential for material changes to predicted environmental impacts could result from the project alterations:

- Aboriginal heritage
- Biodiversity
- Traffic

These areas were investigated in greater detail. Specialist reports are appended in Appendix C. Other impacts were also considered commensurate with risk. Refer Table 6-1.

Consultation with Amber traffic consultants regarding the change to traffic requirements is included in Appendix G.

Consultation with TfNSW and Midwestern Regional Council was undertaken regarding the additional over-dimensional vehicle movements. Both stakeholders supported the change.

Table 6-1 Impact assessment for proposed modification

Environmental risk	Relevance to substation subdivision	Relevance to track relocation
Biodiversity	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	<p>The Biodiversity Development Assessment Report was updated to address the relocation of the main site access outside of the previously assessed development site, resulting in a slight increase (0.32ha) of native vegetation impact. BCD allowed an updated BDAR rather than a standalone BDAR in this instance (refer to Section 4.3 of this document). All changes to the BDAR are shown in yellow highlight.</p> <p>The additional biodiversity assessment is documented in the updated Biodiversity Development Assessment Report; BDAR Version 3 in Appendix C.2 of this report. This includes an additional site survey completed on March-April 2020 by accredited BAM assessor Brendan True (BAAS18155; refer to page 18 of BDAR). The survey was required to classify vegetation outside of the previously approved development footprint for the relocation of the main site access. Based on the data collected during the additional site survey, the proposed modification would occur within vegetation Zone 1 classified in the approved project's BDAR as well as within exotic vegetation. Updated mapping showing surveyed vegetation zone boundaries is shown in Figure 6-1. No additional plot data were required to represent the increased impact area in Zone, in accordance with the NSW Biodiversity Assessment Methodology (refer to page 30 and 35 of the BDAR).</p> <p>The updated credit calculations produced an increase in ecosystem credits but no change to species credits. Vegetation Zone 1 from the approved projects BDAR is; PCT 1303 - White Box - Grey Gum - Kurrajong grassy woodland on slopes of the northern Capertee Valley, Sydney Basin Bioregion. This is an Endangered Ecological Community under the NSW BC Act, and a Critically Endangered Community under the Commonwealth EPBC Act. The additional area to be impacted is not associated with any species polygons and would not generate any species credits (refer to Table 4-4 of the BDAR on pages 51-54; no species are relevant to Zone 1).</p> <p>The modification generates an additional 10 ecosystem credits (refer to Table 10-1 of the BDAR on page 122 for Zone 1 changes). The updated credit profile now required in this Modification is set out in Section 7 of this Modification Application: <i>Changes requested to</i></p>

Environmental risk	Relevance to substation subdivision	Relevance to track relocation
		<p><i>Development Consent</i>, alongside the original consent's credit obligation. The updated credit profile is provided in full in the updated BDAR. All changes to the updated BDAR are shown in yellow highlight.</p> <p>The proposed modification would not substantively increase impacts to biodiversity. This impact is considered relatively minor in nature, and would be readily managed within the approved project's environmental management framework.</p> <p>Mitigation remains as proposed for the approved project under the framework of the following management plans:</p> <ul style="list-style-type: none"> • Environmental Management Strategy • Biodiversity Management Plan • Weed Management procedure <p>Additional changes to the BDAR, that do not relate to the Modification:</p> <p>In updating the BDAR, the opportunity was taken to provide more information regarding the credits generated by each stage of the development and to correct an error regarding species credits. The updated BDAR (Version 3) has now:</p> <ol style="list-style-type: none"> 1. Clarified the offset obligation for the four stages of construction. Stage 1 (road upgrades) will proceed in advance of Stages 2 and 3 (site access and solar farm development). Stage 4 (an alternative southern access, referred to above) may never be constructed. This was not based on any new field data but reflects staging information that was not available at the time of the previous BDAR's submission. This is set out in a new section of the BDAR, Section 10.4. <i>Options to retire credits in stages</i>, starting on page 126 of the BDAR. For each stage of the project the ecosystem and species credits are separated so that, for example, the obligations for Stage 4 are 48 ecosystem credits and 175 species credits. 2. Recalculated species credit polygons along Barigan Road (stages 1 & 4), to more accurately reflect trees that would be removed versus trees that would be retained but

Environmental risk	Relevance to substation subdivision	Relevance to track relocation
		<p>indirectly impacted, deleting overlaps that previously overestimated credits. These updates were not based on any new field data but were made upon re-examination of the existing data in the BDAR, correcting an error. This is discussed further below and set out in page 50 of the BDAR: <i>Hollow bearing tree dependent species polygons</i>.</p> <p>In updating the assessment, all vegetation and species impact areas (species polygons) were calculated again, to provide certainty. Polygons for hollow bearing trees were calculated in accordance with instructions in the threatened species database (where available) for each candidate species. As the hollow bearing tree buffers extend further than the direct impact footprint, different rules were applied in calculating the species polygons. Depending on whether the tree was to be removed or was adjacent to the impact area and would be retained, the following areas were calculated and represent the species polygons that generate species credits:</p> <p>a) where the tree would be removed, each species polygon buffer was clipped to the development site; representing the loss of all habitat associated with the tree.</p> <p>b) where the tree was adjacent to the impact footprint (but would be retained), only the area of the polygon that overlapped the impact footprint was used; representing lopping or disturbance from noise and vibration during works.</p> <p>Due to point a), the areas of some species polygon buffers exceeded the maximum areas of vegetation zones within the development footprint. Where this occurred, the maximum vegetation zone for the development footprint was used to calculate the species polygon.</p> <p>As one tree's buffer may overlap an adjacent tree buffer (ie for trees less than 100m or 15 metres apart) where this represented the same species, the polygon was merged so species polygon areas were not duplicated. This was not done for the previous BDAR and has meant a reduction in species polygon areas by approximately 50% from the BDAR Ver 2 calculations. This update now corrects a previous over-estimation that double counted areas for some species. These include: Gang Gang Cockatoo, Barking, Masked and Powerful Owls and the Brush-tailed Phascogale.</p>

Environmental risk	Relevance to substation subdivision	Relevance to track relocation
		<p>The updates are shown clearly in the updated BDAR as yellow highlights. The staging information has no impact on the credit profile, except to show what proportion of credits relate to each stage of construction. The correction to species credits is set out in Section 7: Changes requested to Development Consent, alongside the original consent's credit obligation. The updated credit profile is provided in full in the updated BDAR.</p> <p>BCD were issued with the updated BDAR on 1 June 2020. BCD replied on 11 June 2020, BCD (D. Geering Senior Conservation Planning Officer, North West, BCD) stating that "while the recalculation of the species credit species credit requirement is now technically correct, the staging of the development and the adjustment of the credit requirement from that in the current approval conditions are not matters for BCD and need to be discussed with your contact officer at Planning & Assessment Group".</p>
Aboriginal heritage	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	<p>The realignment of the access road through the TransGrid lot results in ground disturbance in areas that were not previously assessed. Therefore, additional assessment was required in this area.</p> <p>Additional assessment has been undertaken as part of this modification application. Refer to Addendum Aboriginal Cultural Heritage Assessment Report (ACHAR) Addendum in Appendix C.1.</p> <p>In summary, a notification of the intended modification was sent to all Registered Aboriginal parties (RAPs) on the 26th of March 2020.</p> <p>A site survey was undertaken on the 2 April 2020. A survey team of four people, comprised of one qualified archaeologist and three RAP representatives, undertook the site survey. The survey team were spaced evenly and systematically traversed a 50 m corridor along the lot boundary, that included the extent of the proposed modification footprint.</p> <p>Due to the construction of the TransGrid substation nearby to the footprint of the proposed modification and a site history of grazing, accesses track construction and occurring on a powerline easement, the site was considered to have been previously disturbed.</p> <p>One previously recorded site (AHIMS 36-3-0336) could not be relocated during the survey, likely due to the presence of dense grass cover resulting from recent rain.</p>

Environmental risk	Relevance to substation subdivision	Relevance to track relocation
		<p>One artifact (named IF26) was discovered during the field survey: a pink/cream coloured silcrete distal fragment. The artefact was discovered on the northern edge of the existing access track leading the TransGrid substation, outside of the footprint of the proposed modification work, but within the development site of the approved project (refer to Figure 6-2).</p> <p>The updated ACHA made the following recommendations:</p> <ol style="list-style-type: none"> 1. The artefact identified at Wollar Solar Farm IF26 must be salvaged prior to the proposed work commencing and moved to a safe area within the Wollar Solar Farm development footprint, along with the artefacts referenced in Recommendation 4 of the Wollar Solar Farm ACHA and Recommendation 4 of the Wollar Solar Farm ACHA addendum (NGH 2018, NGH 2019). 2. The surface collection and relocation of the artefacts must be undertaken by a suitably qualified archaeologist and representatives of the registered Aboriginal parties. The salvage should be consistent with Requirement 26 of the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales. A new site card must be completed once the artefacts are moved to record their new location on the AHIMS database. 3. As there are four registered AHIMS sites within proximity to the Proposed Modification temporary high visibility fencing along the shoulders of the road corridor is recommended to be erected to ensure the protection of the sites during the development works. <p>Mitigation remains as proposed for the approved project under the framework of the following management plans:</p> <ul style="list-style-type: none"> • These mitigation measures would be incorporated into the approved project's Cultural Heritage Management Plan. <p>The proposed modification would not substantively increase impacts to Aboriginal heritage, and the additional artifact site was found outside the footprint of the proposed modification. This impact is considered relatively minor in nature, and would be readily managed by within the approved project's environmental management framework.</p>

Modification Application
Wollar Solar Farm Access Road Relocation and Subdivision

Environmental risk	Relevance to substation subdivision	Relevance to track relocation
Noise and vibration	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	<p>The work identified in the modification proposal would involve the same construction process and duration as the approved project. The realigned road would be constructed at most 100 meters south of the approved road. Sensitive receivers are all further than 3 km from the approved project's work area. The location of noise sensitive receivers is shown in Figure 6-3.</p> <p>The proposed realigned road would be constructed using the construction methodology would be used. The realignment of the road would not cause construction to occur closer to sensitive receivers. Therefore, the proposed modification is expected to have no material additional impacts to noise or vibration. As such, no additional assessment or mitigation measures are required.</p>
Visual amenity	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	<p>The realignment of the access road would result in no material changes to the visual impacts of the approved project. The road would be substantially the same as the approved project; being constructed in the same manner and nearby to the access road identified in the EIS. The access road would still be constructed nearby to an electrical substation and beneath high voltage powerline easement, it is therefore considered visually consistent with the nearby landscape features.</p> <p>Sensitive receiver locations are illustrated in Figure 6-3. These areas are all in excess of 3 km of the proposed modified work.</p> <p>Therefore, no additional assessment or mitigation measures are required.</p>
Historic heritage	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	There are no historic heritage sites located in the vicinity of the proposed modification. Therefore, no additional assessment or mitigation measures are required.
Traffic, transport and road safety	<p>The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.</p> <p>The increase in number of over-dimensional vehicles movements would not change any of the conclusions reached in the Addendum Traffic Impact Assessment.</p>	The proposed modification would have an impact on the proposed volumes of over-dimensional vehicles. Advice sought from Amber traffic consultants advised this increase would not have a detrimental impact to the capacity of the road network, and permits required for oversized vehicles would address any impacts. Therefore, no additional assessment or mitigation measures are required to make this increase of 3 additional movements.

Environmental risk	Relevance to substation subdivision	Relevance to track relocation
Soils	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	<p>The changes to the access road footprint will affect a minor additional area ground disturbance (0.3 ha). The soils that would be affected remain within the same soil landscape unit as the approved project.</p> <p>The proposed modification would be constructed on the Spring Flat soil landscape, one of the soil landscapes within the footprint of the approved project. The Spring Flat soil landscape is Very deep, poorly drained, Brown and Yellow Kurosols and Chromosols (soloths). It has the following limitations:</p> <ul style="list-style-type: none"> • Widespread salinity hazard. • Localised gully erosion hazard. • Widespread sheet erosion hazard. • Widespread seasonal waterlogging. • Moderate to very high cultivation limitations. • Moderate to high grazing limitations. • Localised seepage scalds. <p>The impact would occur on relatively flat land and would not impact groundwater levels. The road construction that would occur in the proposed modification footprint would involve stabilising subgrades and improving drainage.</p> <p>No material change to impacts is predicted. Mitigation remains as proposed for the approved project under the framework of the following management plans:</p> <ul style="list-style-type: none"> • Soil and water management plan.
Water use and water quality (surface and ground water)	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	<p>An unnamed tributary of Wollar Creek runs to the North of the Wollar TransGrid Substation (refer to Figure 6-4). The proposal modification would realign the access road further south, increasing the distance between the creek and the impact area.</p> <p>The proposed modification footprint would occur about 200 meters west of Wollar Creek. The work would not involve any water crossings. The Construction Environmental Management Plan and Soil and Water Management Plan identified in the approved project would readily manage any impacts cause by the construction of the realigned road.</p> <p>No change to impacts. No change to approved mitigation strategies.</p>

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Wollar Solar Farm Access Road Relocation and Subdivision

Environmental risk	Relevance to substation subdivision	Relevance to track relocation
Flooding	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	The impact areas are not affected by flood. No change to impacts. No change to approved mitigation strategies.
Land use (including mineral resources)	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	The relocated access remains within the project boundary and within the TransGrid land tenure. No change to impacts. No change to approved mitigation strategies.
Resource use and waste generation	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	No change to resource types, quantities would occur. No change to approved mitigation strategies.
Socio-economic and community	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	The relocated access remains within the within the TransGrid land tenure. No change to impacts. No change to approved mitigation strategies.
Climate and air quality	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	The relocated access will impact a minor additional area of ground disturbance within the same soil landscape unit assessment for the approved project. No noticeable change to impacts. No change to approved mitigation strategies.
Hazards (including bushfire and EMF)	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	No impacts.
Cumulative impacts	The proposed subdivision for the onsite substation would not result in any additional physical impacts. No mitigation is required.	The works to construct the relocated access, and traffic during the operational use of the road would be located marginally further from the substation, reducing cumulative impacts in this area. No noticeable change to impacts. No change to approved mitigation strategies.

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Wollar Solar Farm Access Road Relocation and Subdivision

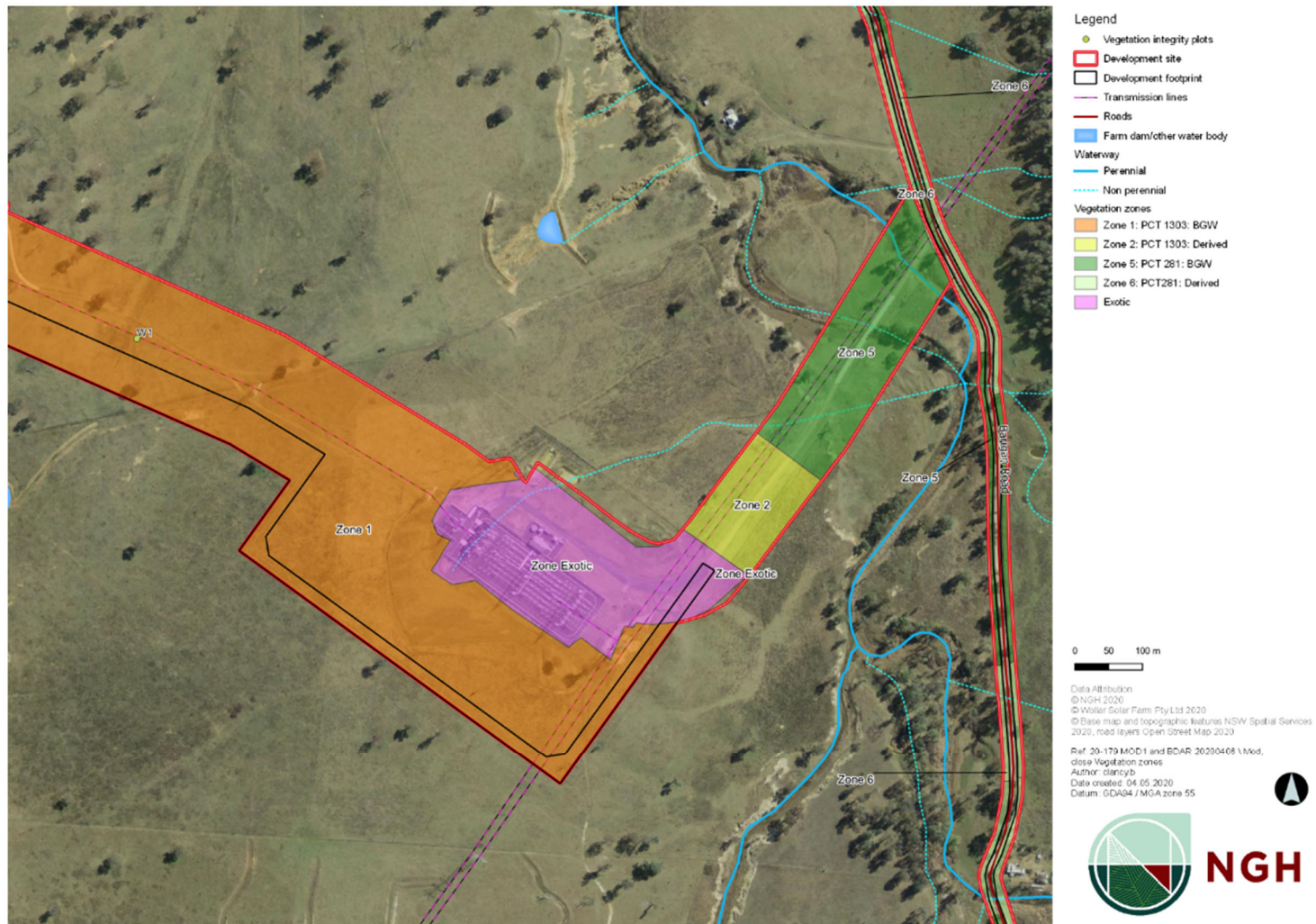


Figure 6-1 Surveyed vegetation zone boundaries and proposed modified development footprint

Modification Application
Wollar Solar Farm Access Road Relocation and Subdivision

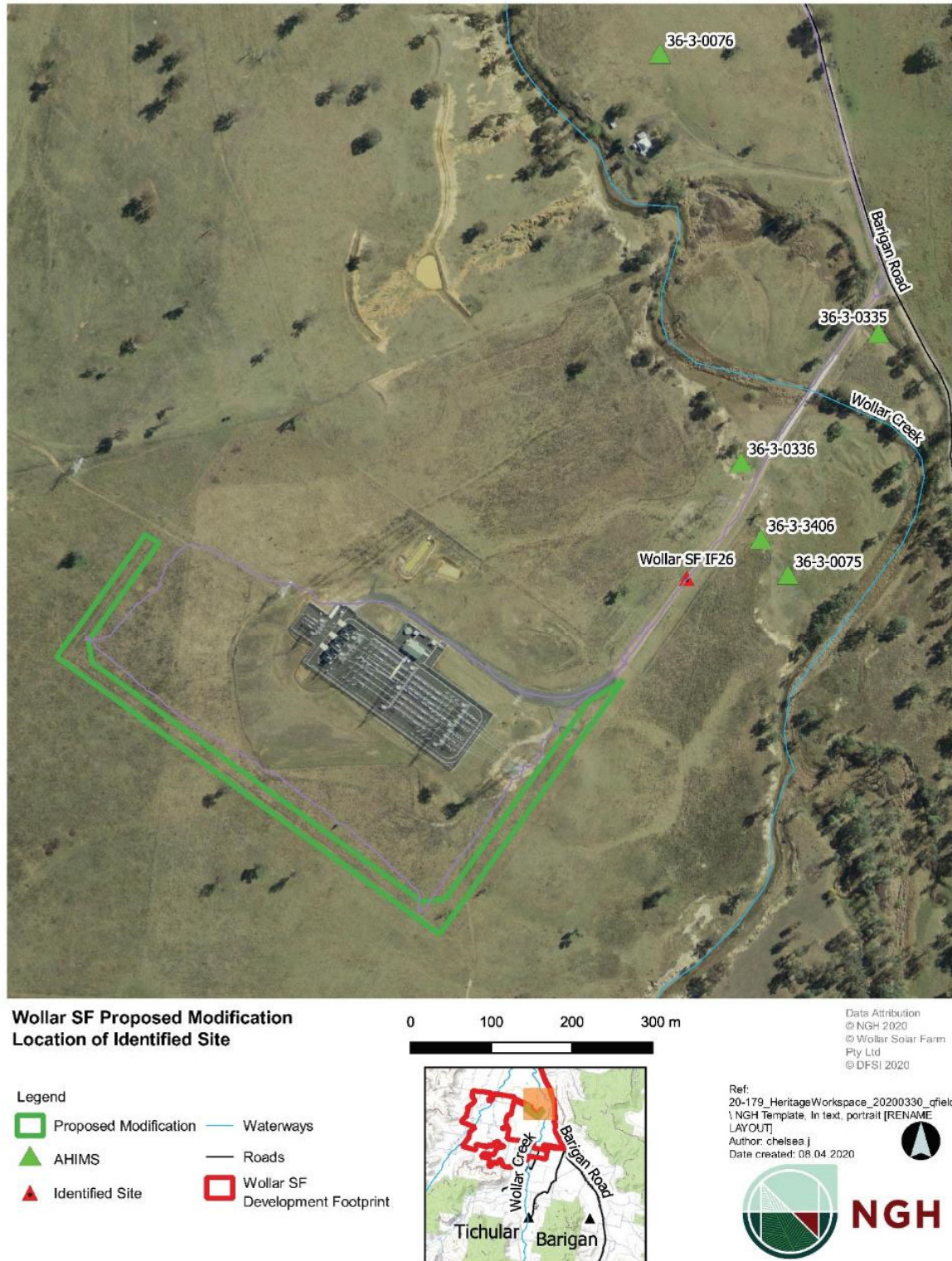


Figure 6-2 Location of Aboriginal heritage item found during additional survey

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Wollar Solar Farm Access Road Relocation and Subdivision

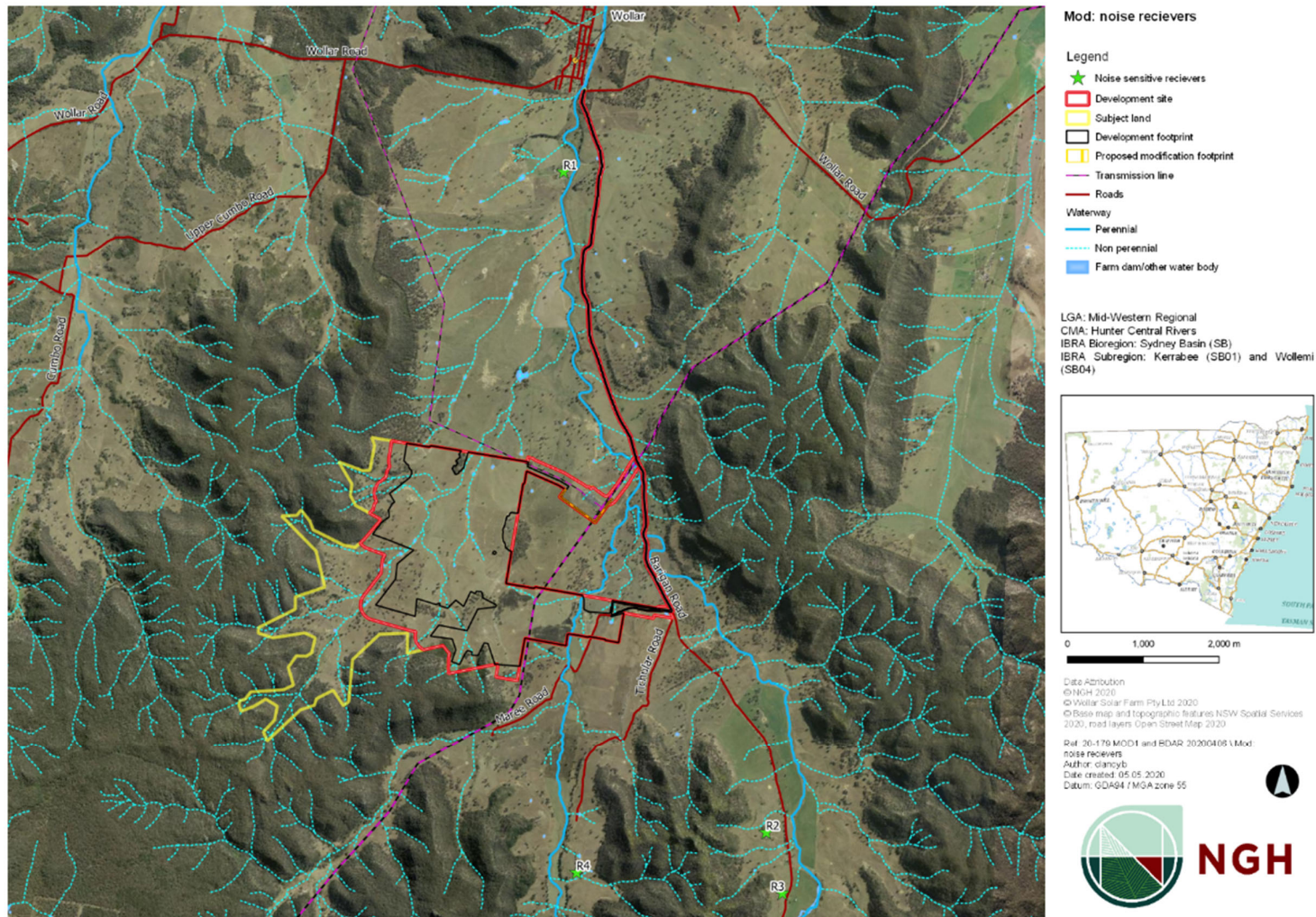


Figure 6-3 Noise sensitive receivers

Modification Application
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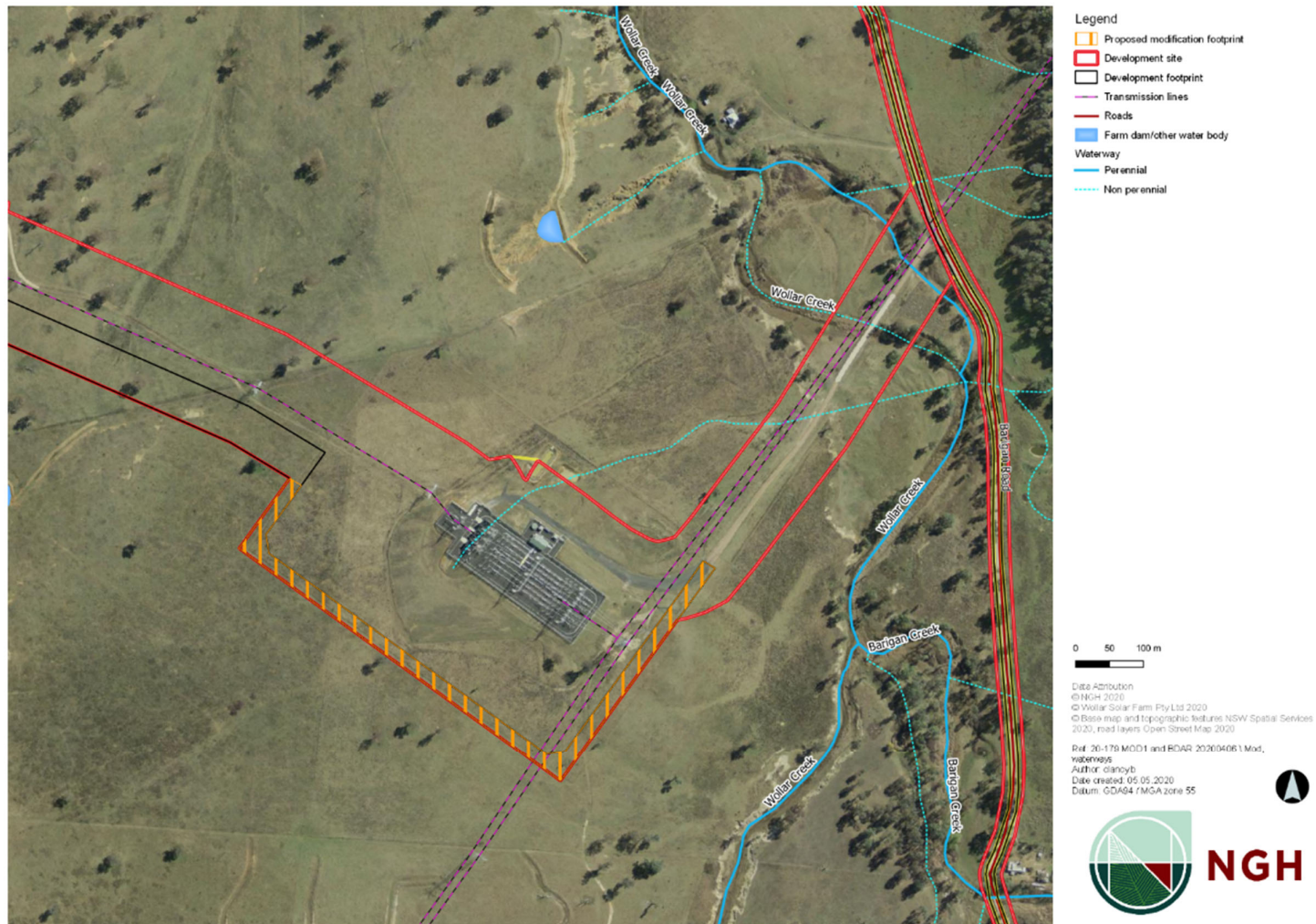


Figure 6-4 Waterways around proposed modification footprint

7. CHANGES TO DEVELOPMENT CONSENT

The Modification triggers five changes to the Development Consent for the project:

1. An updated general layout, provided as Figure 2-4.
2. An updated credit requirement, to reflect the updated BDAR, as set out in Table 7-1.
3. An update to Appendix 5; items to be salvaged as part of the project's salvage works. Now provided as Appendix D.
4. An update to Appendix 2; Schedule of Lands to include Lot 7 DP1090027.
5. An update to Schedule 3, condition 1 to increase over-dimensional vehicle numbers during construction, upgrading and decommissioning to 5.

These are shown the Table 7-1.

Table 7-1 Changes required to the Development Consent: existing consent compared to proposed modified consent

Consent reference Existing condition		Changed required by the modification																		
Schedule 2	2. The Applicant must carry out the development: (a) generally in accordance with the EIS; and (b) in accordance with the conditions of this consent.	The general layout requires updating as per Figure 2-4. The Modification Application should be added to the definition of 'EIS' in the consent.																		
Schedule 3	Vegetation Clearance 12. The Applicant must not clear any native vegetation or fauna habitat located outside the approved disturbance areas described in the EIS.	Vegetation clearance is required outside the approved project disturbance areas, as shown in Figure 2-4. The updated general layout, which has now been assessed, addresses this issue.																		
Schedule 3	13. Prior to commencing development under this consent, the Applicant must retire biodiversity credits of a number and class specified in Table 1 ... Table 1	The condition needs to be updated to account for an additional ecosystem credits and reduced species credits, as follows: Table 1																		
<table border="1"> <thead> <tr> <th>Vegetation community</th><th>PCT</th><th>Credits required</th></tr> </thead> <tbody> <tr> <td>White Box - Grey Gum - Kurrajong grassy woodland on slopes of the northern Capertee Valley, Sydney Basin Bioregion</td><td>1303</td><td>469</td></tr> <tr> <td>Rough-Barked Apple - red gum - Yellow Box woodland on alluvial clay to</td><td>281</td><td>242</td></tr> </tbody> </table>		Vegetation community	PCT	Credits required	White Box - Grey Gum - Kurrajong grassy woodland on slopes of the northern Capertee Valley, Sydney Basin Bioregion	1303	469	Rough-Barked Apple - red gum - Yellow Box woodland on alluvial clay to	281	242	<table border="1"> <thead> <tr> <th>Vegetation community</th><th>PCT</th><th>Credits required</th></tr> </thead> <tbody> <tr> <td>White Box - Grey Gum - Kurrajong grassy woodland on slopes of the northern Capertee Valley, Sydney Basin Bioregion</td><td>1303</td><td>478</td></tr> <tr> <td>Rough-Barked Apple - red gum - Yellow Box woodland on alluvial clay to</td><td>281</td><td>243</td></tr> </tbody> </table>	Vegetation community	PCT	Credits required	White Box - Grey Gum - Kurrajong grassy woodland on slopes of the northern Capertee Valley, Sydney Basin Bioregion	1303	478	Rough-Barked Apple - red gum - Yellow Box woodland on alluvial clay to	281	243
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Consent reference Existing condition				Changed required by the modification																																																						
	<div>loam soils on valley flats in the northern NSW South Western Slopes</div> <div>Bioregion and Brigalow Belt South Bioregion</div>			<div>loam soils on valley flats in the northern NSW South Western Slopes</div> <div>Bioregion and Brigalow Belt South Bioregion</div>																																																						
	White Box - Black Cypress Pine shrubby woodland of the Western Slopes	1601	2	White Box - Black Cypress Pine shrubby woodland of the Western Slopes	1601	2																																																				
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Phascolarctos cinereus Koala	34																																																									
Tyto novaehollandiae Masked Owl	34																																																									
Species Credit Species	Species credits required																																																									
Acacia ausfeldii Austfeld's Wattle	34																																																									
Burhinus grallarius Bush Stone-curlew	34																																																									
Callocephalon fimbriatum Gang-gang Cockatoo	67																																																									
Chalinolobus dwyeri Large-eared Pied Bat	50																																																									
Commersonia procumbens	2																																																									
Monotaxis macrophylla Large-leafed Monotaxis	34																																																									
Ninox connivens Barking Owl	16																																																									
Ninox strenua Powerful Owl	16																																																									
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Schedule 3	<div>Protection of Heritage Items</div> <div>20. The Applicant must ensure the development does not cause any direct or indirect impacts on the Aboriginal heritage items identified in Table 1 of Appendix 5 or located outside the approved development footprint.</div> <div>Prior to carrying out any development that could directly or indirectly impact the heritage items identified in Table 2 of Appendix 5, the Applicant must salvage and relocate the item/s that would be impacted to a suitable alternative location, in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (DECCW, 2010), or its latest version.</div>			<div>One additional Aboriginal heritage item has been identified, outside the development footprint of either the approved project or the proposed modified footprint, but nearby to an access road. This item will be salvaged as part of the project's salvage works and should be added to Schedule 5 of the development consent, as per Appendix D.</div>																																																						

Modification Application
Wollar Solar Farm Access Road Relocation and Subdivision

Consent reference Existing condition		Changed required by the modification
Schedule 3	<p>Over-Dimensional and Heavy Vehicle Restrictions</p> <p>1. The Applicant must ensure that the:</p> <p>(a) development does not generate more than:</p> <ul style="list-style-type: none"> • 26 AV/B-double vehicle movements a day during construction, upgrading and decommissioning; • 46 medium and/or heavy rigid vehicle movements a day during construction, upgrading and decommissioning; • 2 over-dimensional vehicle movements during construction, upgrading and decommissioning; and • 7 AV/B-Double, medium and/or heavy rigid vehicle movements a day during operations; <p>on the public road network;</p> <p>(b) length of any vehicles (excluding over-dimensional vehicles) used for the development does not exceed 19 metres, unless the Secretary agrees otherwise in writing.</p>	<p>The construction methodology provided by Transgrid requires the use of 5 over-dimensional vehicles during construction, as opposed to the approved 2.</p> <p>This amendment is required to Schedule 3, condition 1(a).</p>

8. CONCLUSION

The Wollar Solar Farm Development Consent was obtained in February 2020. In the consented layout, approval was granted for an access road through the TransGrid substation lot, and for the construction of an onsite substation. This Modification relates primarily to these aspects of the project. The realignment of a section of the access road is required to allow TransGrid room for potential future substation expansion. The subdivision for the onsite substation (which would be gifted to TransGrid) is required to provide suitable tenure rights to TransGrid over the land on which their assets are built. This will facilitate their compliance with the National Electricity Rules.

This Modification Application has assessed the key environmental impacts to be:

- Biodiversity – minor increase in impact area and offset obligation (10 ecosystem credits)
- Aboriginal Heritage - minor increase in impact area (one additional artefact to be salvaged).
- Traffic – increase to over-dimensional vehicle movements

These additional impacts are caused by the realignment of the access road within the TransGrid substation lot and transgrid construction methodology. The proposed subdivision would not cause any physical impacts, and the over-dimensional vehicle increase would not have a detrimental effect on the road network capacity or road safety.

The impacts to other environmental aspects were considered negligible. No cumulative impacts are anticipated.

Additionally, a number of corrections to the consent are requested, to include an omitted lot and correct species credits generated for the project. The Modification therefore proposes five changes to the Development Consent for the project:

1. An updated general layout, provided as Figure 2-4.
2. An updated credit requirement, to reflect the updated BDAR.
3. An update to Appendix 5; items to be salvaged as part of the project's salvage works.
4. An update to Appendix 2; Schedule of Lands.
5. An update to Schedule 3, condition 1 to increase over-dimensional vehicle numbers during construction, upgrading and decommissioning to 5.

On balance, the Modification is considered to result in minor additional impacts and to be justifiable. The minor impacts it generates are considered highly manageable within the project's existing environmental management framework.