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20/11/2025

Iwan Davies
Director Energy Assessments
Planning and Assessment
Department of Planning, Housing and Infrastructure

Goulburn River Solar Farm (SSD-33964533): Request for Planning Secretary approval for out of hours works under development consent Condition B19 & change to access route under Condition B3 (v2)

Dear Iwan,

On behalf of Lightsource bp, our substation delivery partner TransGrid and their construction contractor Enerven are seeking the Planning Secretary's approval to undertake limited Out-of-Hours (OOH) works at the Goulburn River Solar Farm substation. This request to make a temporary change to construction hours (Condition B17) is made in accordance with Condition B19 of the Project's Development Consent.

The proposed OOH activities relate to two transformer bund concrete pours, which are critical, continuous operations requiring uninterrupted concrete placement to ensure structural integrity and compliance with engineering specifications. Each pour will involve approximately 240 m^3 of concrete, with work currently scheduled for 25 November 2025 and 11 December 2025, subject to weather and construction schedules.

Approval is sought to allow an early commencement from 4:00am, enabling concrete deliveries to arrive from 4:00am and pouring to be completed by midday, with finishing and curing extending until 10:00pm (if required). The early start is necessary to maintain concrete quality and complete the pour with the least amount of impact. All heavy-vehicle movements and onsite operations would comply with the approved Traffic Management Plan (TMP) and relevant project conditions.

A Noise Assessment has been completed in accordance with the *Interim Construction Noise Guideline* (ICNG, 2009), the *TfNSW Construction Noise and Vibration Guideline* (CVNG, 2016), the DTI Noise and Vibration Management Sub-Plan, and the EIS Noise and Vibration Impact Assessment. Results confirm that predicted noise levels are well below applicable Noise Management Levels (NMLs) and that the nearest residential receivers (5.5km away) is significantly outside the modelled noise impact extent. No exceedances or additional mitigation measures are required beyond standard controls.

As required by Condition B19, this submission includes:

- A detailed description of the proposed OOH works
- Identification of potentially affected receivers
- A noise impact assessment and mitigation plan
- Demonstration of consistency with all applicable project approvals and guidelines

Vehicle access route & consistency with the EIS

The concrete trucks will originate from Ulan Coal Mine batching plant. In order to be consistent with Condition B3, the majority of concrete truck movements will travel to and from site via Ulan Road, the Golden Highway and Ringwood Road (a one-way journey time of approximately 90 minutes), as opposed to approaching the Project site from the south (which would be a journey time of 40 minutes but is not generally in accordance with the terms of consent).

Attachment B describes how the heavy vehicle movements originating from west of the Project site are generally in accordance with the terms of consent. Attachment B also requests Planning Secretary discretion against Condition B3 to allow for a maximum of eight (8) concrete trucks to approach the Project site via the Wollar Road/Ringwood Road intersection. These would be one-way movements, accessing the Project site from the south before exiting the site to the north via the Ringwood Road/Golden Highway intersection.

A relaxation of Condition B3 for the two days of the concrete pours would mean that the out of hours concrete truck movements (between 0400 and 0700) could avoid coming into Merriwa township to turn outside of standard construction hours. It would only be if they were very efficient that their second trip to site may be just before 0700, via the turning area in Merriwa. This change would save significant time (40 vs 90 minutes) and reduce the potential for disruption to the community, given the relatively fewer residences the trucks would pass outside of standard construction hours.

Notwithstanding this, the Project intends to submit a separate Request to the Planning Secretary under Condition B3 to conclusively allow for heavy vehicles to access the Project from the west and to better account for the potential access routes which will be taken by heavy vehicles requiring escort. This request will be submitted within the coming month(s) and would also result in a change to the TMP.

Conclusion

We respectfully request the Departments approval to undertake the proposed OOH works as detailed in attachment A, inclusive of our request for an alternative access route (attachment B).

Please do not hesitate to reach out if you would like to discuss any of the items presented in this request.

Sincerely,

Beth Kramer
Principal Environmental Planner, Lightsource bp
0428 379 894

Cc: Glenn Tilley (Senior Project Manager)

Attachment A – Details of OOHW request (B19)

Out of Hours Request (OOHR-002)

Project:	Goulburn River Solar Fam
Proponent:	Lightsource Bp
Contractor:	Enerven / TransGrid
Request Type:	Out of Hours (OOH) – Multiple events requiring early start and potential late finish
Purpose of OOH:	To facilitate transformer concrete pours
Date Requested:	20 November 2025

1. Scope

The purpose of this Out-of-Hours Request (OOHR) is to:

- Describe the proposed OOH works activities
- Identify potentially sensitive receivers
- Provide a noise assessment for the proposed works
- Assess potential impacts and outline mitigation measures
- Demonstrate compliance with project approvals and relevant statutory guidelines

2. Proposed Out of Hours Work

2.1. Description of Works

TransGrid, on behalf of Lightsource bp, is delivering the substation and power connection for the Goulburn River Solar Farm (GRSF), with Enerven engaged as the construction contractor.

To meet key project milestones and align with the delivery of major substation components, Enerven proposes to undertake two transformer bund concrete pours outside standard construction hours. Each pour requires approximately 240m^3 of concrete and must be continuous to ensure structural integrity and achieve uniform curing.

OOH approval is being sought to allow for early commencement (first trucks arriving to site from approximately 4.00am), with pouring targeted to finish by midday and finishing/curing continuing into the evening, if required (potentially until 10.00pm). Early commencement is essential to allow the concrete placement to occur during cooler ambient temperatures, avoiding midday heat which can adversely affect concrete curing, surface finish quality, and worker safety. High daytime temperatures increase the risk of premature setting and thermal cracking, particularly for large-volume pours. The early start also reduces the likelihood of the pours extending into the evening.

Figure 1. Transformer bund location on the substation bench

Due to the remote location of the site, high volumes of ready-mix concrete cannot be sourced locally. The volumetric plants proposed for use on site, which differ from conventional batch plants, have lower production rates, resulting in longer pour durations and the need for an earlier start to ensure completion within a single continuous operation.

In addition, the size and configuration of each transformer bund cannot be reduced, as the bunds must form a single, homogenous structure to maintain integrity and minimise the risk of oil leaks in the event of a transformer failure.

To maintain a continuous supply, Enerven would operate two onsite volumetric concrete plants, with approximately 50% of concrete being sourced from external batch plants. A contingency allocation of 45 heavy vehicle movements per pour day (of the total 55 permitted under condition B1(a)(i)) has been agreed with other site contractors to manage any potential delays or equipment failures and remain compliant with heavy vehicle movement limits on public roads. See Attachment B for details of vehicle movements and the proposed access route. There will be a minimum of 15 minutes between each concrete truck movement.

While the Planning Secretary's existing OOH approval (SSD-33964533-PA-36) limits heavy vehicle movements on public roads between 6 pm and 7 am, this request specifically seeks an exception for early-morning concrete deliveries prior to 7 am on the two nominated pour days. The exception is required to enable continuous concrete placement during the cooler morning period and to ensure each transformer bund can be completed in a single, uninterrupted pour, consistent with engineering specifications, concrete quality standards, and WHS obligations.

2.2. Proposed Duration

Table 1: Proposed Out-of-Hour Work Schedule

Date*	Time	Activities
25/11/2025 & 11/12/2025	4:00 am to 7:00 am	Onsite plant start-up, arrival of concrete trucks to site, operation of 2x volumetrics and a concrete pump.
25/11/2025 & 11/12/2025	6:00 pm to 10:00 pm	Finishing works including trowelling/chopper and hand tools

**Exact dates may vary depending on weather or other unforeseen events.*

2.3. Plant and Equipment

Plant and machinery to be used during OOH works include:

- 2 x mobile volumetric plants[1]
- 4 x (or 6x) concrete agitator trucks on rotation (on rotation)
- 6 x light vehicles
- Concrete pump
- Concrete vibrators and finishing tools
- Lighting towers and generators
- Small chopper
- Hand tools

2.4. Surrounding Environment and Receivers

OOH works would occur on the substation bench at the southern end of the Project's central precinct, within a rural agricultural setting bounded by the Goulburn River National Park. The area experiences low background noise, primarily from natural sources such as wind, insects and vertebrate fauna, along with intermittent vehicle movements along local roads. Surrounding this is rural residential farmland (RU1 Primary Production).

As the project is within a rural region, the minimum RBLs of 35 dB(A) for the day and 30 dB(A) for the evening and night periods have been set in accordance with the requirements of the *Noise Policy for Industry* (NPfI, EPA 2017).

The nearest potentially affected receivers are rural residences located to the north, west, and south of the site. All are zoned RU1 and are sparsely distributed with significant separation from the proposed work area. There

[1] Note that mobile volumetric plants are being preferentially used by the Project for concrete production. Volumetric trucks are considered to be more sustainable than ready-mix concrete trucks, as they typically produce less waste by creating only what is needed. This reduces material overuse and the need to return excess concrete to the point of origin. They are also best for remote sites as there is no risk of concrete setting on the way to site. Use of on-site mobile volumetric plant is critical for this Project to reduce heavy vehicle movements on the public road network. In addition, ready-mix concrete trucks require washout in a designated washout area on-site after delivery to avoid hardened concrete in the drum. Volumetric trucks require significantly less water for washing out and are also less wasteful and more environmentally friendly, as unused materials can be saved for future use.

is significant natural attenuation between to project site and any residential properties. No other sensitive land uses (such as schools or places of worship) are within or surrounding the Project Area. Three representative Noise Catchments Areas (NCAs) have been identified, representing the nearest properties in each direction from the proposed OOH work location:

- **NCA1** – sensitive receivers to the north
- **NCA2** – sensitive receivers to the west
- **NCA3** – sensitive receivers to the south

The nearest residential receivers for each NCA are shown in Figure 2 and summarised below.

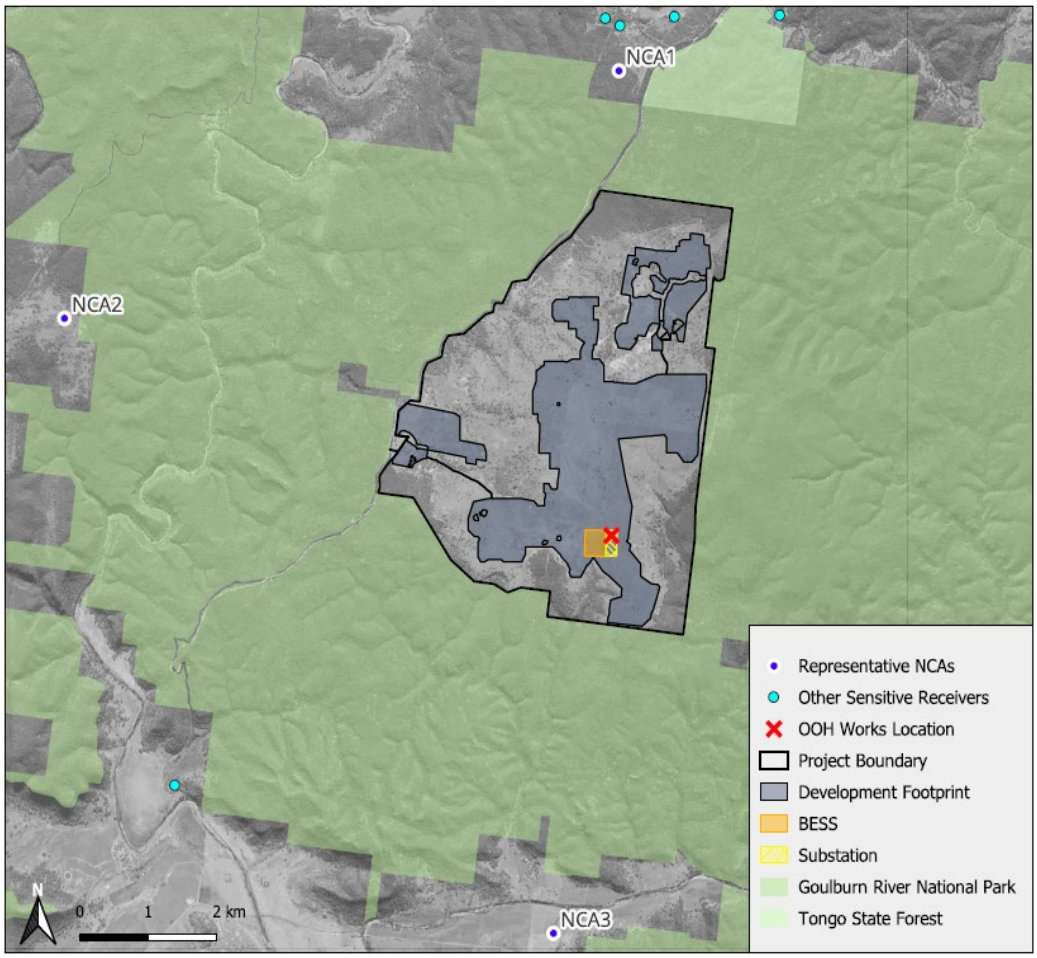

Figure 2. Nearest Residential Receivers and Surrounding Environment Relative to the Works

Table 2: Distances from the Proposed Work Area to Nearest Receivers

NCA	Direction	Receiver No.	Distance from project boundary	Distance from OOH works
NCA1	North	R1	1.7 km	6.5 km
NCA2	West	R7	5.1 km	8.5 km
NCA3	South	R6	4.5 km	5.5 km

3. Noise Assessment

This construction noise assessment has been undertaken in accordance with the *Interim Construction Noise Guideline* (ICNG, DECC 2009), the *Construction Noise and Vibration Guideline* (CNVG, TfNSW 2016), the DT Infrastructure (DTI) Noise and Vibration Management Sub-Plan (NVMP) and the Goulburn River Solar Farm Environmental Impact Statement (EIS) – Appendix 14 – Nosie and Vibration Impact Assessment.

3.1. Noise Management Levels

Noise Management Levels (NMLs) represent the external noise criteria applicable at the nearest sensitive receivers during construction. They are based on the ICNG and adopted in the DTI NVM.

Under the ICNG, residential NMLs are derived from the Rating Background Levels (RBLs) as follows:

- Daytime (Standard hours) = Rating Background Level (RBL) + 10 dBA $LAeq_{,15min}$
- Outside standard construction hours = RBL + 5 dBA $L_{Aeq,15min}$
- Highly noise affected threshold = 75+ dB(A) $L_{Aeq,15min}$
- Passive recreation = 60 dB(A) $L_{Aeq,15min}$

The EIS NVIA adopted conservative RBLs of 35 dB(A) for daytime and 30 dB(A) for evening and night periods in line with the NPfI. The resulting NMLs, consistent with the NVMP, are summarised below:

Table 3: Project Construction Noise Management Levels (per the NVMP and EIS)

	Noise Limit (dBA)			
	Standard Hours		OOH Work	
Receiver	**Daytime 7am – 6pm**	**Highly Noise Affected**	**Evening / Night 6pm – 7am**	**Sleep Disturbance (NPfI)**
All residences	45 dBA	75 dBA	35 dBA	52 dBA

3.2. Assessment Methodology

Noise predictions for the proposed works were undertaken using the *TfNSW Construction Noise and Vibration Modelling Tool*, consistent with the methodology outlined in the CNVG and the NVMP. Representative Sound Power Levels (SWLs) were selected from the CNVG database to reflect the cumulative operation of typical concrete pour plant. The following plant was used for this assessment:

- 2 x Batch plant (as a proxy for the volumetric plant)
- 1 x Concrete pump
- 4 x Concrete trucks
- 4 x Concrete vibrators
- 1 x Concrete saw
- 2 x Generators
- 4 x Light vehicles

- 4 x People onsite
- 2 x Small hand tools
- 1 x >20 tonne truck

The Individual Plant Estimator Tool was used to model the cumulative operation of all selected plant. The scenario was based on a rural, undeveloped greenfields setting, consistent with the surrounding environment of the Goulburn River Solar Farm, and a conservative 5 dB(A) attenuation allowance was applied for natural screening from vegetation and topography.

The model outputs provide a cumulative prediction of noise emissions for the transformer bund concrete pour, identifying a maximum distance of potential impact of 1,120 metres. The nearest sensitive receiver for the OOH work area (R6 – south) is located approximately 5.5 kilometres away, well beyond the extent of predicted impacts, no audible impact is anticipated.

Noise assessments are provided in Appendix 1.

3.3. Predicted Noise Levels

The proposed OOH work has been assessed against the nighttime noise management level (NML). This assessment suggests that the noise associated with the concrete pour will be inaudible at the closest receivers.

Table 4: Predicted Noise Levels at Nearest Receivers (Cumulative Impact)

NCA	Receiver Condition	Distance from works	NML dB(A)	Predicted noise level (dBA)	NML Exceedance [2]	Recommended additional mitigation measures
NCA1 - North	Attenuated	6.5 km	35	Nil	0	-
NCA2 – West	Attenuated	8.5 km	35	Nil	0	-
NCA3 - South	Attenuated	5.5 km	35	Nil	0	-

3.4. Discussion

Modelled results confirm that the maximum extent of potential noise impact is approximately 1,120 metres from the noise source. The nearest residential receiver is located more than 5 times further away from the predicted limit.

2 Exceedance impact levels, as defined in the TfNSW Noise Modelling Tool, are:

- Minor* 0-5 dBA
- Noticeable 5-10 dBA
- Clearly Audible 10-20 dBA
- Moderately Intrusive 20-30 dBA
- Highly Intrusive >30 dBA

**Exceedances of up to 5dBA are generally considered minor and not likely to be perceptible or cause disturbance, particularly for daytime works.*

Given this distance and the natural acoustic screening provided by vegetation and topography, construction noise at all residential receivers as a result of the OOH work is anticipated to be negligible. Predicted levels are well below the applicable NMLs, and no exceedances are expected under any operational scenario.

The potential for sleep disturbance has been considered for both offsite sensitive receivers and Project personnel accommodated at the temporary workers accommodation (TWA). Section 3.1, Table 3 determines sleep disturbance to be an exceedance of 52 dBA. The TWA is located more than 3km from the works, which is well beyond the predicted maximum impact distance of 1.1km. Based on this, no impact is predicted at the TWA. The early-morning concrete deliveries are low in number and short duration pass-bys rather than ongoing noise sources.

Project pre-start is at 6.30am, so Project workers would typically be awake well before this. The maximum impact to personnel staying onsite in the TWA would be one rotation (up to six trucks) arriving to site before workers would be reasonably expected to be awake for the start of their shift. The trucks will travel at a maximum of 20km/hr past the TWA (within the Project site).

The potential of sleep disturbance to neighbours as a result of the heavy vehicle movements will be further minimised by eight (8) one-way concrete truck movements travelling from Ulan Coal Mine Batching Plant along Wollar Road to the Site before 0700 (under a Condition B3 request to the Planning Secretary and described in Appendix 2). This route bypasses fewer private residences than if the concrete trucks approached the site from the Ringwood Road/Golden Highway intersection. As stated in the NVMP, construction traffic noise levels comply with the *NSW Road Nosie Policy* (RNP, 2011) and project-related heavy vehicle movements are predicted to remain acceptable for up to 60 movements per day. Accordingly, no additional reasonable or feasible mitigation measures are required. However, heavy vehicle operators would be instructed to limit the use of engine compression breaks when travelling to and from the site.

No further noise mitigation is required beyond the standard controls specified in the project CEMP and Noise and Vibration Management Sub-Plan (NVMP) – refer Section 4. The assessment concludes that noise impacts associated with the proposed OOH transformer bund pours are not anticipated to have any adverse environmental impact.

4. Mitigation Measures

Mitigation measures that are to be applied for all OOH works, as detailed in the Project NVMP, are as follows:

Table 5: Noise and Vibration Mitigation Measures (per NVMP)

No.	Requirement
MM1	All sensitive receivers likely to be affected should be notified at least 7 days prior to commencement of any works associated with the activity that may have an adverse noise or vibration impact. The notification should include: • details of the Project • the construction period and construction hours

No.	Requirement
	• contact information for Project management staff • complaint and incident reporting • how to obtain further information.
MM2	All employees, contractors and subcontractors are to receive an environmental induction. The induction must include at a minimum, all applicable mitigation measures; hours of works; any limitations on high noise-generating activities; location of nearest sensitive receivers; designated parking areas; relevant approval conditions and incident procedures.
MM3	Contractors should keep noise to a minimum, including limiting the use of loud stereos/radios, shouting on site and car door slams.
MM4	Where practical, no dropping of materials from height or throwing of metal items.
MM5	The noise levels of plant and equipment should have operating sound power levels consistent with those nominated in Table 8.
MM6	Noise emitting plant to be directed away from sensitive receivers and to be throttled down or shut down when not in use.
MM7	Non-tonal reversing beepers could be fitted and used on construction vehicles and mobile plant used regularly on site and for any out of hours work.
MM8	Limit the use of engine compression brakes.
MM9	Where feasible and reasonable, work generating high noise and/or vibration should be scheduled during less sensitive time periods.

Table 6: Relevant Noise Control Strategies to be implemented as per the Holcim Environmental Management Plan for use of Volumetric Plant

No.	Requirement
NCS1	Line receiving hoppers internally with wear-resistant impact resilient material
NCS2	Operate modern, well-maintained roadworthy concrete and aggregate delivery trucks and fit high efficiency mufflers
NCS3	Maintain equipment in good condition to prevent additional noise from metal-to-metal impact
NCS4	Enclose any drop chute areas
NCS5	Fit warning lights on mobile equipment and limit the use of audible sirens or beepers where possible

Note that the Project has established noise monitoring equipment at three fixed locations for continuous unattended noise monitoring. The equipment used provides 24/7 real-time data streaming, including alerts, weather integration, and directional noise with short audio/image snippets, which will allow us to quickly identify any noise exceedances and whether they are Project related. This measure was implemented following the Planning Secretary's previous approval for OOHW (Saturday afternoon and Sunday; SSD-33964533-PA-36). One of the noise monitors is set up to the south of the substation bench, and two are on private properties to the north.

5. Notification / Consultation

Upper Hunter Shire Council have been provided with a copy of this OOHW assessment and have confirmed that they have no objections.

Residents along Ringwood and Wollara Roads have been alerted to the OOHW through a 'Keeping You Informed' slip, which was delivered by Australia Post to approximately 30 residences on 19th November, seven (7) days ahead of the first potential OOHW. The notification was also emailed to residents along these roads who have shared their email address with the Project team. A copy of this notification is included as Appendix 1.

6. Complaint Management

Complaints are able to be received through the established Construction Response Line (1300 429 152) and email address (goulburnriversolar@dtiinfrastructure.com.au) have been communicated to the community. Complaints are acknowledged within 2-hours (emails) and investigated, with an update or final response aimed to be provided to the complainant within 24 hours. All complaints and inquiries are tracked and made publicly available in accordance with condition C10(a)(vii).

Appendix 1 – Noise Assessments

Transport for NSW

Noise Estimator (Individual Plant)

Steps:
1. Enter project name (cell C9).
2. Enter scenario name (cell C10).
3. Enter receiver address (cell C11).
4. Select area ground type (cell C12) - water, undeveloped green fields (e.g. rural areas with isolated dwellings) or developed settlements (e.g. urban and suburban areas)
5. Select the type of background noise level input - Representative noise environment (to make assumptions) or user input (where noise monitoring data is available):
   (a) where representative noise environment is selected - select the appropriate noise area category (cell C16). The worksheet titled 'Representative Noise Environ.' provides a number of examples to help select the noise area category.
   (b) where user input is selected - enter the measured background noise level for each time period (cells D17 to D19).
6. Is all plant at the same representative distance to the receiver? Select Y or N (cell C24):
   (a) where Y is selected - enter the representative distance in cell C25.
   (b) where N is selected - go to step #7
7. For the scenario (e.g. shallow excavation), select plant from the drop-down list in cells A28 to A47 (e.g. dump trucks + excavator).
   (a) enter quantity for each selected plant in cells D28 to D47.
   (b) where N is selected from step #6 - enter the distance to receiver for each individual plant in cells E28 to E47.
   (c) is there line of sight to receiver? select from drop down list in cells F28 to F47. Solid barrier can be in the form of road cutting, solid construction hoarding, acoustic curtain, timber lapped and capped fence, shipping container, site office, etc. Please note that vegetation and trees are not considered to be a form of solid barrier.
8. Identify the level above background and/or noise mangement level (see rows 57 to 62).
9. Identify and implement standard mitigation measures where feasible and reasonable. Include any shielding implemented as part of the standard mitigation measures by changing the selection in the 'Is there line of sight to receiver' drop-down list.
10. Identify and implement feasible and reasonable additional mitigation measures (see rows 63 to 65).
11. Document a summary report detailing:
   (a) project description (including location, duration, hours of work, construction methodology, plant , potentially impacted receivers, etc.).
   (b) background noise levels.
   (c) noise management levels .
   (d) predicted noise levels for each time period.
   (e) sleep disturbance affected distance for night works.
   (f) mitigation measures.
   (g) team member responsible for implementing mitigation measures and managing noise and vibration.

Please input information into yellow cells

Please pick from drop-down list in orange cells

Project name	Goulburn River Solar Farm
Scenario name	OOH Transformer Bund Concrete Pour
Receiver address	Maximum Distance of Impact
Select area ground type	Undeveloped green fields (rural areas with isolated dwellings)
Select type of background noise level input	User Input

		Representative Noise Environment	User Input
Noise area category			
RBL or L_{A90} Background level (dB(A))	**Day**		35
	Evening		30
	Night		30
$L_{Aeq(15minute)}$ Noise mangement level (dB(A))	**Day**		45
	Day (OOHW)		40
	Evening		35
	Night		35

Is all plant at the same representative distance to the receiver? Y/N	Y
Representative distance (m)	1120

All at Representative Distance

Type/ model plant (See Sources Sheet)	SWL L_{Aeq} (dB(A))	SPL @7m (dB(A))	Quantity	Individual distance to receiver (m)	Is there line of sight to receiver? Y/N	Quantity correction (dBA)	Shielding correction (dBA)	Distance used in calculation (m)	Contribution SPL (dB(A))
Batch Plant (all attached machinery	110	85	2	5000	No (behind solid barrier)	3	-5	1120	24
Concrete pump	109	84	1	5000	No (behind solid barrier)	0	-5	1120	20
Concrete saw	118	93	1	5000	No (behind solid barrier)	0	-5	1120	29
Concrete Truck	109	84	4	5000	No (behind solid barrier)	6	-5	1120	26
Concrete vibrator	113	88	4	5000	No (behind solid barrier)	6	-5	1120	30
Generator	103	78	2	5000	No (behind solid barrier)	3	-5	1120	17
Light Vehicles (eg 4WD)	103	78	4	5000	No (behind solid barrier)	6	-5	1120	20
People Talking	76	51	4	5000	No (behind solid barrier)	6	-5	1120	-7
Small Hand Tools	105	80	2	5000	No (behind solid barrier)	3	-5	1120	19
Truck (>20tonne)	106	81	1	5000	No (behind solid barrier)	0	-5	1120	17
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888

Total SPL $L_{Aeq(15minute)}$ (dB(A))	***35***

		Residential receiver	*Non-residential receivers*						
			Classroom at schools and other educational institutions	*Hospital wards and operating theatres*	*Place of worship*	*Active recreation*	*Passive recreation*	*Industrial premise*	*Offices, retail outlets*
Noise Management Level (dB(A))	**Standard hours**	***45***	**55**	**65**	**55**	**65**	**60**	**75**	**70**
	Day (OOHW)	***40***	**55**	**65**	**55**	**65**	**60**	**75**	**70**
	OOHW Period 1	***35***		**65**	**55**	**65**	**60**	**75**	**70**
	OOHW Period 2	***35***		**65**	**55**			**75**	**70**
Level above background (dB(A))	**Standard hours**	***0***							
	Day (OOHW)	***0***							
	OOHW Period 1	***5***							
	OOHW Period 2	***5***							
Level above NML (dB(A))	**Standard hours**	-							
	Day (OOHW)	-							
	OOHW Period 1	***0***							
	OOHW Period 2	***0***							
Additional mitigation measures	**Standard Hours**	-	-	-	-	-	-	-	-
	Day (OOHW)	-	-	-	-	-	-	-	-
	OOHW Period 1	-		-	-	-	-	-	-
	OOHW Period 2	***N***		-	-			-	-

Transport for NSW

Noise Estimator (Individual Plant)

Steps:
1. Enter project name (cell C9).
2. Enter scenario name (cell C10).
3. Enter receiver address (cell C11).
4. Select area ground type (cell C12) - water, undeveloped green fields (e.g. rural areas with isolated dwellings) or developed settlements (e.g. urban and suburban areas)
5. Select the type of background noise level input - Representative noise environment (to make assumptions) or user input (where noise monitoring data is available):
   (a) where representative noise environment is selected - select the appropriate noise area category (cell C16). The worksheet titled 'Representative Noise Environ.' provides a number of examples to help select the noise area category.
   (b) where user input is selected - enter the measured background noise level for each time period (cells D17 to D19).
6. Is all plant at the same representative distance to the receiver? Select Y or N (cell C24):
   (a) where Y is selected - enter the representative distance in cell C25.
   (b) where N is selected - go to step #7
7. For the scenario (e.g. shallow excavation), select plant from the drop-down list in cells A28 to A47 (e.g. dump trucks + excavator).
   (a) enter quantity for each selected plant in cells D28 to D47.
   (b) where N is selected from step #6 - enter the distance to receiver for each individual plant in cells E28 to E47.
   (c) is there line of sight to receiver? select from drop down list in cells F28 to F47. Solid barrier can be in the form of road cutting, solid construction hoarding, acoustic curtain, timber lapped and capped fence, shipping container, site office, etc. Please note that vegetation and trees are not considered to be a form of solid barrier.
8. Identify the level above background and/or noise mangement level (see rows 57 to 62).
9. Identify and implement standard mitigation measures where feasible and reasonable. Include any shielding implemented as part of the standard mitigation measures by changing the selection in the 'Is there line of sight to receiver' drop-down list.
10. Identify and implement feasible and reasonable additional mitigation measures (see rows 63 to 65).
11. Document a summary report detailing:
   (a) project description (including location, duration, hours of work, construction methodology, plant , potentially impacted receivers, etc.).
   (b) background noise levels.
   (c) noise management levels .
   (d) predicted noise levels for each time period.
   (e) sleep disturbance affected distance for night works.
   (f) mitigation measures.
   (g) team member responsible for implementing mitigation measures and managing noise and vibration.

Please input information into yellow cells

Please pick from drop-down list in orange cells

Project name	Goulburn River Solar Farm
Scenario name	OOH Transformer Bund Concrete Pour
Receiver address	R6 - south
Select area ground type	Undeveloped green fields (rural areas with isolated dwellings)
Select type of background noise level input	User Input

		Representative Noise Environment	User Input
Noise area category			
RBL or L_{A90} Background level (dB(A))	**Day**		35
	Evening		30
	Night		30
$L_{Aeq(15minute)}$ Noise mangement level (dB(A))	**Day**		45
	Day (OOHW)		40
	Evening		35
	Night		35

Is all plant at the same representative distance to the receiver? Y/N	Y
Representative distance (m)	5000

All at Representative Distance

Type/ model plant (See Sources Sheet)	SWL L_{Aeq} (dB(A))	SPL @7m (dB(A))	Quantity	Individual distance to receiver (m)	Is there line of sight to receiver? Y/N	Quantity correction (dBA)	Shielding correction (dBA)	Distance used in calculation (m)	Contribution SPL (dB(A))
Batch Plant (all attached machinery	110	85	2	5000	No (behind solid barrier)	3	-5	5000	#N/A
Concrete pump	109	84	1	5000	No (behind solid barrier)	0	-5	5000	#N/A
Concrete saw	118	93	1	5000	No (behind solid barrier)	0	-5	5000	#N/A
Concrete Truck	109	84	4	5000	No (behind solid barrier)	6	-5	5000	#N/A
Concrete vibrator	113	88	4	5000	No (behind solid barrier)	6	-5	5000	#N/A
Generator	103	78	2	5000	No (behind solid barrier)	3	-5	5000	#N/A
Light Vehicles (eg 4WD)	103	78	4	5000	No (behind solid barrier)	6	-5	5000	#N/A
People Talking	76	51	4	5000	No (behind solid barrier)	6	-5	5000	#N/A
Small Hand Tools	105	80	2	5000	No (behind solid barrier)	3	-5	5000	#N/A
Truck (>20tonne)	106	81	1	5000	No (behind solid barrier)	0	-5	5000	#N/A
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888

Total SPL $L_{Aeq(15minute)}$ (dB(A))	***#N/A***

		Residential receiver	*Non-residential receivers*						
			Classroom at schools and other educational institutions	*Hospital wards and operating theatres*	*Place of worship*	*Active recreation*	*Passive recreation*	*Industrial premise*	*Offices, retail outlets*
Noise Management Level (dB(A))	**Standard hours**	***45***	**55**	**65**	**55**	**65**	**60**	**75**	**70**
	Day (OOHW)	***40***	**55**	**65**	**55**	**65**	**60**	**75**	**70**
	OOHW Period 1	***35***		**65**	**55**	**65**	**60**	**75**	**70**
	OOHW Period 2	***35***		**65**	**55**			**75**	**70**
Level above background (dB(A))	**Standard hours**	***#N/A***							
	Day (OOHW)	***#N/A***							
	OOHW Period 1	***#N/A***							
	OOHW Period 2	***#N/A***							
Level above NML (dB(A))	**Standard hours**	***#N/A***	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**
	Day (OOHW)	***#N/A***	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**
	OOHW Period 1	***#N/A***		**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**
	OOHW Period 2	***#N/A***		**#N/A**	**#N/A**			**#N/A**	**#N/A**
Additional mitigation measures	**Standard Hours**	***#N/A***	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**
	Day (OOHW)	***#N/A***	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**
	OOHW Period 1	***#N/A***		**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**	**#N/A**
	OOHW Period 2	***#N/A***		**#N/A**	**#N/A**			**#N/A**	**#N/A**

Appendix 2 – Community ‘keeping you informed’ slip

Keeping You Informed

November 2025

Goulburn River Solar Farm - Extended Working Hours for Concrete Pours

On **25th November** and **11th December**, Transgrid will have approximately four concrete trucks arriving at and leaving the main farm site between 4:00AM and 7:00AM. These extended working hours will be in effect for these two days only. Concrete deliveries will commence from 4:00AM, with finishing and curing works potentially extended until 10:00PM.

These concrete pours require uninterrupted placement to ensure structural integrity and compliance with engineering specifications, making the early start necessary to maintain concrete quality.

We have completed a noise assessment which shows that works should be inaudible off-site.

Please note that delivery dates are weather-dependant and subject to change. To be notified of the specific date for this work, please contact our team using the details below.

For more information or questions, contact the DTI team at **1300 429 152** or goulburnriversolar@dtinfrastructure.com.au

Details on this change to construction hours will be found at https://lightsourcebp.com/au/project/goulburn-river-solar/ (under Project documents/Statutory approvals).

To receive notifications electronically, email us or register via the QR code.

Attachment B – Details of access route request (B3)

Request to the Planning Secretary (Condition B3)

Project:	Goulburn River Solar Fam
Proponent:	Lightsource Bp
Contractor:	Enerven / TransGrid
Request Type:	Change to Access Route (Condition B3)
Purpose of Request:	To facilitate transformer concrete pours
Date Requested:	20 November 2025

1. Scope

The purpose of this Request to the Planning Secretary is to:

- Describe the activities which would benefit from Planning Secretary discretion
- Demonstrate compliance with project approvals and relevant statutory guidelines
- Describe the consultation undertaken.

2. Relevant Activity

The concrete trucks will originate from Ulan Coal Mine batching plant. In order to be consistent with Condition B3, the majority of concrete trucks will travel to and from site via Ulan Road, the Golden Highway and Ringwood Road (a one-way journey time of approximately 90 minutes), as opposed to approaching the Project site from the south (which would be a journey time of 40 minutes but is not generally in accordance with the EIS).

We are requesting Planning Secretary discretion against Condition B3 to allow for a maximum of eight (8) concrete trucks to approach the Project site via the Wollar Road/Ringwood Road intersection on each of the two days of concrete pour. These would be one-way movements, accessing the Project site from the south before exiting the site to the north via the Ringwood Road/Golden Highway intersection.

3. Consistency with the relevant Terms of Consent

3.1. Use of turning area in Merriwa

Condition B3 identifies the requirement that '*all heavy vehicles and heavy vehicles requiring escort associated with the development must travel to and from the site via the Golden Highway / Ringwood Road intersection as shown in Figure 3 and Figure 4'*. Condition B3 does not however explicitly require all heavy vehicles to use the Barnett Street turnaround, nor does it explicitly require all heavy vehicles to follow the route shown in Figure 4. Figure 3 shows the heavy vehicle requiring escort transport route and is not relevant to this Request.

Figure 4 is titled '*Transport Route – Barnett Street turnaround area'*. The wording used in Condition B3 suggests that Figure 4 is referenced to specify the location of the Golden Highway / Ringwood Road intersection.

Condition B4 requires all vehicles associated with the development to access Ringwood Road by turning left from Golden Highway and to exit by turning left from Ringwood Road.

Condition B5 requires all vehicles which need to travel east along the Golden Highway to use the turnaround point at Barnett Street.

In addition, Condition B3 also states '*Unless otherwise agreed by the Planning Secretary*'. The Planning Secretary approved the Traffic Management Plan (TMP) under Condition B10, including '*(a) details of the transport route to be used for development-related traffic*'. Section 3.7 of the TMP (Turning Areas) contemplates traffic travelling to site from the west and turning around in Merriwa, noting that use of these local roads by construction (heavy) vehicles would be subject to swept paths and sight distance checks prior to their use by the Project and that Upper Hunter Shire Council would be consulted if regular use of the local road network in Merriwa is required. Approval of the TMP under Condition B10 could therefore be considered as the Planning Secretary agreeing to development-related traffic utilising that alternative route.

Swept paths and safe intersection sight distance checks were completed for the turning point in Merriwa which will be utilised by the concrete trucks as part of the previous Request to the Planning Secretary for overlength vehicles associated with the temporary workers accommodation buildings (SSD-33964533-PA-28). Those assessments showed that vehicles (up to 21m in length; noting this present request does not relate to overlength vehicles) could safely make the turns through Dutton, Blaxland and Bow Streets in Merriwa.

The turning area in Merriwa which will be used by the concrete trucks accessing the Project site as part of this OOHW Request is shown in Figure 1. Evidence of consultation with Council on the use of this turning area has been provided as part of this Request.

Figure 1 Turning point in Merriwa for heavy vehicles approaching the Project site from the west

Use of concrete trucks originating west of the Project Site and turning in Merriwa for the OOHW concrete pour is therefore considered to be generally in accordance with the Terms of Consent for the following reasons:

1. Compliant with Condition B3, as the concrete trucks will travel to and from the site via the Golden Highway / Ringwood Road intersection.
2. Compliant with Condition B4, as the concrete trucks will access and exit Ringwood Road by turning left.
3. Compliant with Condition B5, as the concrete trucks do not need to travel east and therefore do not need to use the turnaround point at Barnett Street.
4. Compliant with the turning areas specified in the approved TMP, as Merriwa is contemplated for vehicles travelling from the west, where swept paths and sight distance checks are complete, and where Council is consulted. Both of these actions have been undertaken.

3.1. Use of Wollar Road / Ringwood Road

A relaxation of Condition B3 for the two days of the concrete pours would mean that the out of hours concrete truck movements (between 0400 and 0700) could avoid coming into Merriwa township to turn outside of standard construction hours. It would only be if they were very efficient that their second trip to site may be just before 0700, via the turning area in Merriwa. This change would save significant time (40 vs 90 minutes) and reduce the potential for disruption to the community, given the relatively fewer residences the trucks would pass outside of standard construction hours.

This approach would aid in de-risking the likelihood of concrete setting in the truck and shorten the period of time that the pour occurs over.

The intersection performance at Wollar Road/Ringwood Road was assessed through the EIS. SISD were not achieved for this intersection; as described in the following excerpt from the TTIA (Dec 2023; s2.3.3 & Appendix D - the TTIA is from page 65 portal link): *At the Wollar Road / Ringwood Road intersection, the required SISD of 294 metres is achieved for a vehicle on Ringwood Road looking east. The required SISD of 313 metres is not achieved for a vehicle on Ringwood Road looking west. Currently an SISD of 170 metres is achieved, which is deficient by 143 metres*.

We are removing this concern from our request by limiting concrete trucks to a left turn into Ringwood Road from Wollar Road, with a minimum 15-minute gap between movements, and ensuring that egress from site is to the north.

4. Notification / Consultation

Upper Hunter Shire Council have been consulted on their preferred turning area in Merriwa. They confirmed that their preference is Dutton, Blaxland and Bow Streets for the purpose of bringing concrete trucks to the Project site for the substation concrete pour. Their consent is included as supporting information to this request.

Mid-Western Regional Council have been consulted about the ability for a limited number of concrete truck movements to access the Project site from Wollar Road. Their consent is also included as supporting information to this request.

Transport for New South Wales have been contacted and evidence of consultation is included as supporting information.

Residents along Wollara Road to the south of the Project Site will be informed of the limited heavy vehicle movements which will come from Wollar Road via a 'Keeping You Informed' slip, which will be delivered via letter box drop. The Wollar Progress Association will be informed via email and phone.

5. Complaint Management

Complaints are able to be received through the established Construction Response Line (1300 429 152) and email address (goulburnriversolar@dtiinfrastructure.com.au) have been communicated to the community. Complaints are acknowledged within 2-hours (emails) and investigated, with an update or final response aimed to be provided to the complainant within 24 hours. All complaints and inquiries are tracked and made publicly available in accordance with condition C10(a)(vii).