

**LEVEL 10
477 COLLINS STREET
MELBOURNE VIC 3000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

ADVERTISED PLAN

17th April 2023

Marty Vahala
Senior Planner Development Approvals and Design, Statutory Planning Services
The Department of Transport and Planning
Via Email: marty.vahala@delwp.vic.gov.au

Dear Marty,

BARWON SOLAR FARM - PLANNING PERMIT PA2201886 SECTION 50 AMENDMENT APPLICATION

Urbis continues to Act on behalf of Elgin Energy, in relation to the above planning permit application to construct and operate a renewable energy facility at 1000 Little River-Ripley Road, Little River.

We write to provide amended application plans pursuant to Section 50 of the Planning and Environment Act 1987. Details of the proposed modifications are included within this letter.

Further to ongoing discussions with The Department, please find enclosed the following documentation to support this submission:

- Updated Planning Report prepared by Urbis, dated April 2023
- Updated Noise Assessment prepared by NDY, dated 15 April 2023
- Updated Hydrology Assessment prepared by Ecological Australia, dated April 2023
- Hydrology Memorandum prepared by Richard Cresswell, dated 5 April 2023
- Updated Transport Impact Assessment prepared by Urbis, dated April 2023
- Updated Landscape and Visual Impact Assessment, dated March 2023
- Fire Risk Assessment prepared by Ecological Australia, April 2023
- Amended site plans and elevations prepared by Urbis dated 11 April 2023

PROPOSED CHANGES

This application seeks to formally submit changes to proposed Battery Energy Storage System (BESS) and internal road network.

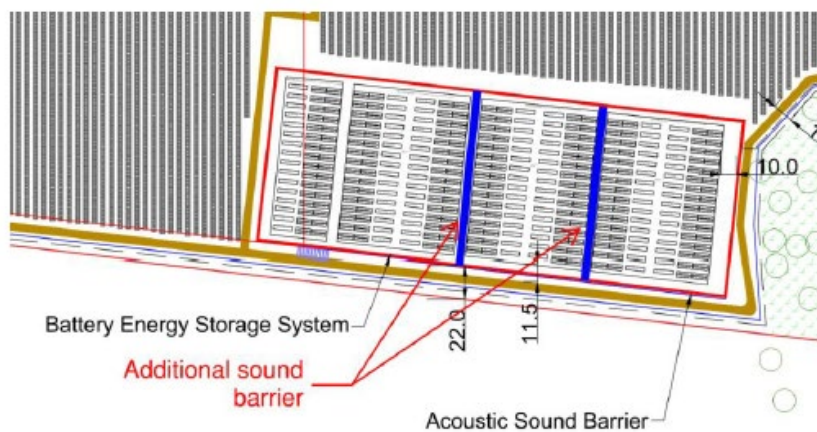
Our goal is to enhance the BESS, by increasing the storage capacity up to approximately 500MW. This minor upgrade will require a slight expansion of the storage system by approximately 0.8 hectares north of the proposed system. These adjustments to the BESS capacity, will guarantee that

the facility can meet energy demands during peak generation periods, while also providing power system flexibility which enables improved integration of renewable energy within the grid.

The expansion of the BESS towards the north of the subject site is relatively small and, as a result, it will not have a noticeable impact on the surrounding sensitive viewpoints. This is mainly due to the existing vegetation throughout the landscape and the upward slope of the topography, which limits its visibility.

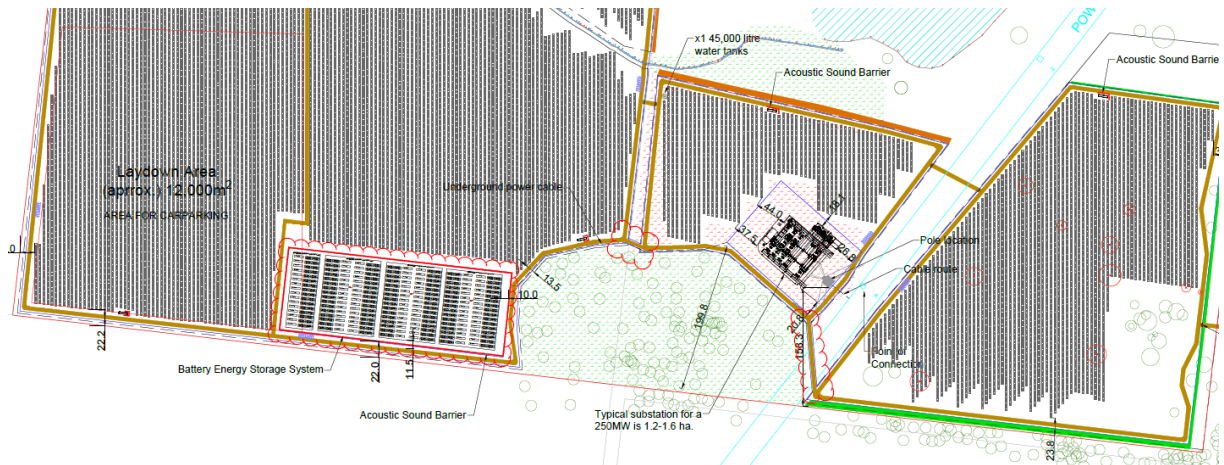
As a result of the increased capacity of the BESS, there have been some changes to the noise criteria, which has led to minor adjustments being made to the acoustic barriers around the BESS. Specifically, two intermediary barriers have been added to help mitigate the noise in accordance with EPA publication 1826.4.

Figure 1 Additional Sound Barriers



Additionally, two connecting road are proposed for improved service vehicle access within the southern region of the site. The primary function of these roads is to service and clean the panels. As these roads are not perimeter or site access roads, they are not subject to the same CFA requirements as the ring roads. As suggested by Richard Creswell of Ecological, the additional 2 small tracks will be graded to match the existing topography and therefore will also not have any significant impact on surface water flow paths nor depths and velocities under the modelled conditions.

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CONCLUSION

We trust the above and enclosed provides sufficient information for the Department's consideration and approval of the amended plans and supporting documentation.

Kind regards,

Callum Goldby
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