

Appendix J

Temporary Workers Accommodation – Concept Plans and Supplementary Assessment

J.1 Introduction

This appendix has been prepared in response to a Request For Information (RFI) received from the Department of Planning, Housing and Infrastructure (DPHI) on 23 January 2025 regarding Temporary Workers Accommodation (TWA) facilities for the Mallee Wind Farm Project (the Project) (SSD- 53293710).

J.2 Description of Proposed TWA

As stated in Section 3.4.8 of the Project's EIS (Umwelt, 2024), a TWA facility will be required during construction of the Project. The TWA facility would take up an area up to approximately 3.5 ha and will be located in the northern extent of the disturbance footprint, north of Arumpo Road as shown in **Figure J.1**.

The TWA layout is shown conceptually in **Figure J.1**. The TWA facility will include accommodation and amenity facilities, car parking, food and catering facilities, recreation facilities, first aid facilities and telecommunications facility for personnel use. The TWA facility will consist of prefabricated demountable units, that will be delivered and installed on site. The TWA will meet the relevant requirements of the Building Code of Australia.

The TWA facility will be established during pre-construction minor works (i.e. within the first six (6) months of works commencing) and will accommodate up to 300 workers. The TWA will include:

- modular and relocatable single rooms/quarters
- office building(s)
- mess area (including stores, kitchen and dining area)
- laundry facilities
- toilet and shower facilities
- car and shuttle bus parking area
- a medical centre or first aid room staffed by personnel with suitable first aid/medical training
- recreation areas.

During construction, the accommodation facilities will require water, telecommunications, sewage treatment, electricity, diesel, grease and waste management. This includes the following:

- Potable water will be delivered by truck and stored in tanks that are connected to the units and communal infrastructure.
- Rainwater tank/s will be installed to capture water that can be used for non-potable functions such as toilet flushing, laundry, vehicle washing and landscape irrigation.
- An on-site sewage treatment plant will be installed and will produce treated wastewater that can be used during construction of the Project. Subject to appropriate treatment, treated water may be used to supplement rainwater captured for non-potable functions such as toilet flushing. Any wastes associated with the sewage treatment plant that are not suitable for re-use on-site will be disposed of off-site to a suitably licenced facility. On-site sewerage collection/treatment infrastructure will continue to be used during operation.

- The cellular network will be used for telecommunications during construction.
- Electricity may be sourced from the local distribution network (where available), on-site using solar panels/batteries and diesel generation where access to the grid is unavailable.
- Diesel will be delivered and stored within bunded storage tanks that comply with the relevant standards.
- The accommodation facilities kitchens will be equipped with a grease trap that will be pumped out regularly.
- The accommodation facilities will generate putrescible waste, recyclable waste and general waste. Waste will be collected and stored in waste bins that are emptied and removed by truck to licensed landfill and recycling centres, which have the required capacity, at least weekly. No waste will be deposited on site.
- Minimal night lighting is expected to be required at the TWA and would be limited to locations within the camp where it is essential for safety reasons. Where lighting is required low brightness lights will be used that would not be visible to off-site receptors.

The layout of the TWA facilities will be determined during detailed design. The facilities will use modular and relocatable single rooms/quarters and will be 'scaled up' and 'scaled down' based on construction workforce requirements.

Additionally, a construction compound including additional parking, storage areas, material stockpile and temporary power supply for construction will be located immediately west adjoining the TWA facility during construction.

Upon completion of the construction works, the TWA will be decommissioned and all disturbed areas rehabilitated, as outlined in **Section J.5**.

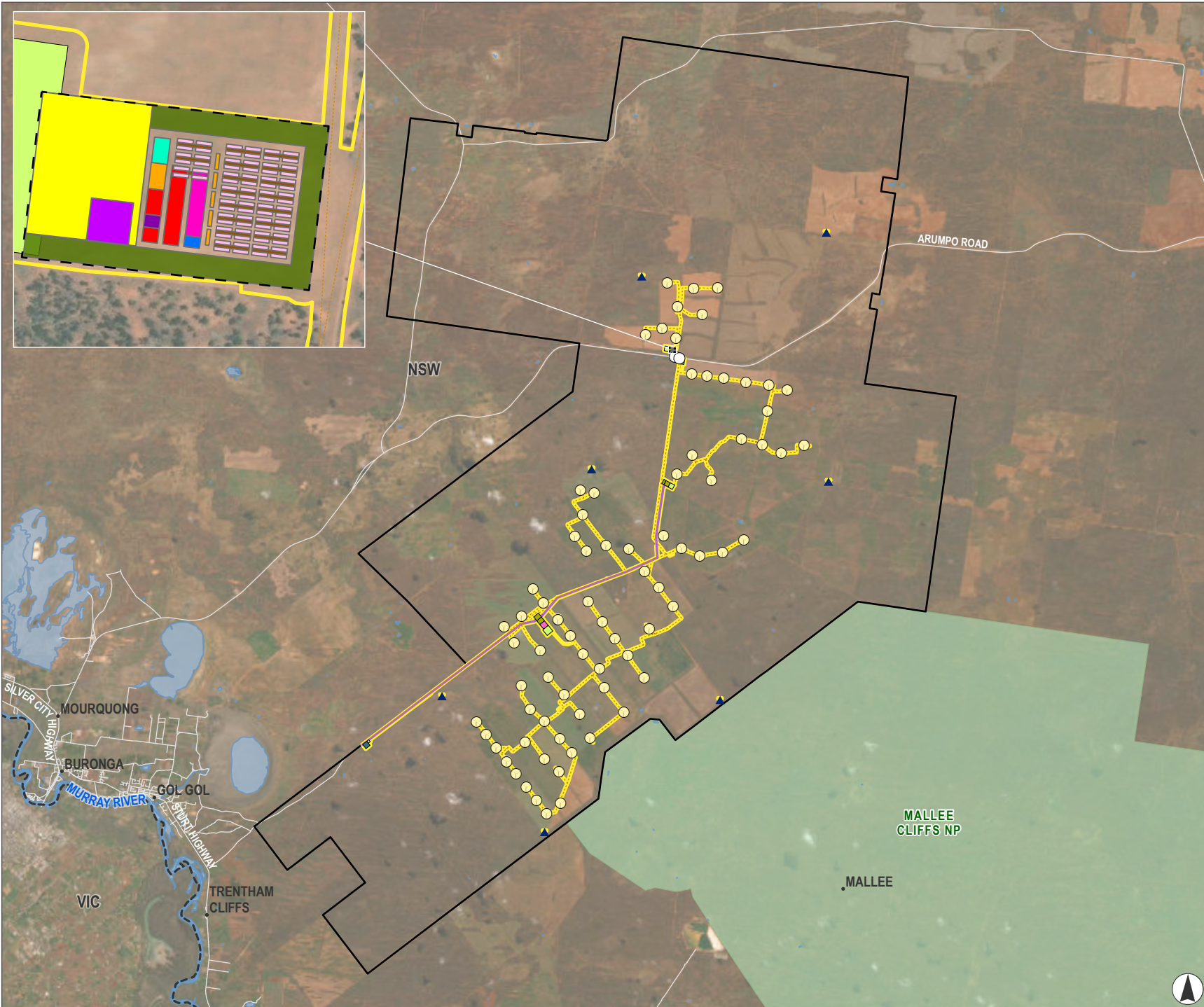


FIGURE J.1
Location and Conceptual
Layout of Proposed TWA
Facility

- Legend**
- Project Boundary
 - Disturbance Footprint
 - Road
 - Watercourse
 - Waterbody
 - NPWS Reserve
 - State Border
- Project Layers**
- Access Points
 - Wind Turbine Generators
 - Permanent Meteorological Masts
 - Access Tracks
 - HV Transmission Line
 - Collector Substation and Switchyard
 - Operations and Maintenance Facility
 - Construction Compound
 - Switchyard
 - Battery Energy Storage System (BESS)
- TWA Facility - Conceptual Layout**
- | | |
|----------------------------|------------------------------|
| Boundary | Offices |
| Accommodation | Outside areas |
| Ancillary Services | Recreation and Entertainment |
| Carpark | Truck Loading Bay |
| Dining | Verandah |
| Generator and Fuel Storage | Water/Gas Storage |
| Medical | |



Kilometres
 Scale 1:220,000 at A4
 GDA2020 MGA Zone 54



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J.3 Access Arrangements

The TWA is accessed from Arumpo Road via Site Access 1 as shown in **Figure J.1**. No secondary or emergency access or egress route is proposed.

J.4 Amended Construction Schedule

The TWA would be constructed during pre-construction minor works, within the first six (6) months of works commencing. A schedule showing the various phases of Project pre-construction and construction, and resulting traffic generation, is provided in the Revised Traffic and Transport Impact Assessment (TTIA) in Appendix B of the Amendment Report (Umwelt, 2026).

J.5 Decommissioning Strategy

At the conclusion of the construction period, all TWA buildings and above ground infrastructure will be removed and all areas of disturbance will be rehabilitated, with the exception of any roads, fences or the like which may be required for ongoing farming purposes.

In ground infrastructure, such as pipes or cabling may be left in situ and covered in clean fill material to a suitable depth, with the land returned to approximate prior condition and use as far as practicable.

A general Decommissioning and Rehabilitation Strategy (DRS) for the Project is provided in Appendix 14 of the EIS. A targeted Decommissioning and Rehabilitation Management Plan (DRP) for the TWA will be prepared as part of the Project's Construction Environmental Management Plan (CEMP), to meet the specific rehabilitation criteria identified in the Development Consent (if granted), however, the following general principles will be adopted:

- Any areas excavated during the decommissioning process will be refilled with clean, compatible sub-grade material, compacted and contoured to blend as seamlessly as practicable with the natural landform. Subsequently, topsoil will be reinstated to mirror the density and consistency of the neighbouring terrain.
- Areas which have been compacted by heavy machinery during decommissioning will be restored through ripping and topsoil replenishment and graded to mimic the slope and contour of the natural landscape.
- Areas designated for pasture restoration will be seeded with an agreed-upon mix selected in consultation with landowners and the appropriate regulatory authority, aimed at meeting the approved final land use objectives of the Project.
- To facilitate plant growth, all revegetated areas will be fertilized during seeding and maintained until sufficient coverage is achieved.
- Erosion control measures will be implemented during the decommissioning and rehabilitation phases. This may include but is not limited to:
 - Fencing around newly rehabilitated areas to prevent livestock and pest access.
 - Mulching around newly established vegetated areas.
 - Adequate levelling and contouring of the rehabilitated areas.

Rehabilitation performance standards for the Project will be established for the Project through the Development Consent process and will be addressed in the DRP for the TWA. It is anticipated these criteria, will as a minimum, provide that the TWA area:

- Is safe, stable, and non-polluting.
- Is free draining.
- Is free from any physical hazards that could endanger people or wildlife, e.g., by removal of infrastructure, and covering of foundation pads with soil.
- Meets the specified Land and Soil Capability (LSC) classification, being either consistent with the LSC prior to operations, or as otherwise specified within the Development Consent.
- Has appropriate bushfire hazard controls, based on advice from the NSW Rural Fire Service.

Spark Renewables has not entered into any agreements with third parties for the shared or ongoing usage of the TWA following project construction. Should such an arrangement be contemplated in future, it would be subject to separate approvals and would be considered in consultation with key stakeholders and Government agencies, including Wentworth Council (Council).

J.6 Bushfire Risk

A Bush Fire Hazard Assessment (Peak Land Management, 2024) was provided in Appendix 17 of the EIS. Consistent with the findings of this assessment, Spark Renewables has committed to a range of bushfire mitigation measures which will be relevant to the TWA, including:

- TWA buildings will be constructed to Bushfire Attack Level (BAL) 12.5 and will comply with Sections 3 and 5 of Australian Standard AS3959-2018 'Construction of buildings in Bush Fire-prone areas', except as modified by Section 7.5 of Planning for Bushfire Protection 2019 (PBP) (NSW RFS).
- A 25 m wide Asset Protection Zone (APZ) will be established and maintained around TWA residences, consistent with PBP 2019 (NSW RFS).
- Internal access roads, including access to the TWA, will comply with PBP 2019 (NSW RFS).
- A dedicated water supply will be established and maintained for fire fighting purposes.
- Provision of bushfire training and firefighting equipment for personnel.

It is not practical to develop detailed emergency plans or evacuation procedures for the Project until detailed design occurs and further targeted stakeholder consultation is undertaken. However, Spark Renewables has committed to prepare a detailed Bush Fire and Emergency Management Operations Plan (BFEMOP) in consultation with the RFS, FRNSW and NPWS. The purpose of the BFEMOP is to identify all relevant risks and mitigation measures associated with the construction, operation and decommissioning of the Project. This BFEMOP will detail bush fire emergency planning for each phase of the Project, including during the establishment and use of the TWA. The BFEMOP will specify evacuation routes, evacuation triggers and identify how, when and where workers are to take refuge during a bushfire.

J.7 Traffic

A Revised TTIA is provided in Appendix B of the Amendment Report (Umwelt, 2026). The Revised TTIA includes:

- A construction schedule showing the various phases of Project pre-construction minor works and construction, and resulting traffic generation
- Details of proposed arrangements for worker traffic movements into and out of the TWA.

In summary:

- It is assumed that 75% of the peak construction workforce (300 workers) would reside in the TWA.
- Of the 300 workers residing in the TWA, it is assumed that 90% (270 workers) would travel into and out of the TWA by minibus. Minibus pick up and drop off locations within the nearby townships would be confirmed during detailed design but will be selected to maximise connectivity to key transport links (e.g. Mildura airport and train station).
- The remaining 30 workers would travel to the TWA using their own transport (assuming one (1) person per vehicle). Workers using their own transport will be instructed to travel into and out of the TWA outside of AM and PM peak periods, including any ad hoc trips to nearby towns (refer to TWA02 in Appendix C of the Submissions Report).
- Assumed traffic movements associated with the establishment and use of the TWA have been reflected within the Revised TTIA and have been factored into the proposed road upgrades and the design of internal access roads as outlined in the Amendment Report (Umwelt, 2026).
- A large car parking area has been identified within the TWA facility as shown in **Figure J.1**. This parking area has been sized to comfortably accommodate peak construction traffic, including minibuses, private vehicles and service vehicles for the maintenance of the TWA (e.g. delivery vehicles, waste collection, water trucks etc).

J.8 Hydrology

There are no streams or drainage depressions located within the TWA compound (refer to **Figure J.2**).

The TWA Facility has been located away from areas where depths of flow are deeper than 250mm during the modelled 1% Annual Exceedance Probability (AEP) flood event, which is the principal flood planning event for the Project (refer to Appendix 13 of the Project EIS). As shown in **Figure J.2**, small areas within the TWA compound and the surrounding area are mapped Flood Hazard Category H1 during a 1% AEP flood event. H1 is defined as generally safe for vehicles, people and buildings.

Consistent with the recommendations of the Water Resources Impact Assessment (Appendix 13 of the EIS), Spark Renewables has committed to a range of measures to manage erosion and sedimentation risks, impacts to overland flow and flood hazards in relation to the TWA. These include:

- Preparation of a Construction Soil Water Management Plan (CSWMP) and Erosion and Sediment Control Plan (ESCP).
- Erosion and sediment control measures will be implemented and maintained at all work sites in accordance with the principles and requirements in Managing Urban Stormwater – Soils and Construction, Volume 1 and Volume 2D of Blue Book.

- Creation of catch/diversion drains and sediment fences at the downstream boundary of construction activities where practicable to support containment of sediment-laden runoff.
- During construction design flood risk will be considered and include, as a minimum, a review of temporary infrastructure layouts and arrangements to a) avoid and/or minimise obstruction of overland flow paths, b) limit the extent of flow diversion, c) include stormwater management controls to avoid/minimise the impact of flooding, and d) consider measures to mitigate alterations to local runoff conditions due to on-site works and activities.
- Flood emergency management measures for the construction phase would be prepared and included in applicable environmental and safety management documentation i.e. the CEMP, CSWMP and ESCP noted above, as relevant.
 - As a minimum this would include identification of flood related risks and their management, and processes to monitor and communicate weather warnings. In this regard, construction staff will have access to the following facilities for early severe weather warnings: The Bureau of Meteorology's (BoM) "MetEye" and BoM "RSS feeds". Radio and BoM information will be reviewed frequently for potential major storm events and to ensure on-site personnel and visitors are aware of potential flooding events and road closures.
- Flood emergency management measures for the operational phase would be prepared and included in applicable environmental and safety management documentation i.e. the BFEMOP and OEMP noted above, as relevant. In this regard, operations staff will have access to the following facilities for early severe weather warnings: The BoM "MetEye" and BoM "RSS feeds". Radio and BoM information will be reviewed frequently for potential major storm events and to ensure on-site personnel and visitors are aware of potential flooding events and road closures.
- Evacuation routes will be designed during the detailed design phase and will consider zones of flood hazard. These routes would be included in the BFEMOP.

These commitments are reflected in Appendix C of the Submissions Report.

J.9 Visual Impacts

There are no non-associated dwellings in close proximity to the TWA facility. The nearest non-associated dwelling (R1148) is located approximately 13 km north of the facility.

The TWA is setback approximately 200 m from Arumpo Road. While views of the TWA may be possible within the road corridor, it is noted that:

- The 200 m setback area contains scattered vegetation which is expected to partially mitigate visual impact from the road corridor.
- Any views would be fleeting while travelling at speed along Arumpo Road.
- Any views would be temporary and limited to the duration of the construction period and subsequent rehabilitation period.

As discussed in **Section J.1**, minimal night lighting is expected to be required at the TWA and would be limited to locations within the camp where it is essential for safety reasons. Where lighting is required low brightness lights will be used that would not be visible to off-site receptors.

J.10 Services

With respect to on-site services at the TWA, as stated in **Section J.2**:

- **Water supply:**
 - Potable water will be delivered by truck and stored in tanks connected to the TWA units and communal infrastructure.
 - Rainwater tank/s will be installed to capture water that can be used for non-potable functions such as toilet flushing, laundry, vehicle washing and landscape irrigation.
- **Effluent and liquid waste:**
 - An onsite sewage treatment plant will be installed and will produce treated wastewater. Subject to appropriate treatment, treated water may be used during construction to supplement rainwater captured for non-potable functions such as toilet flushing. Any wastes associated with the sewage treatment plant that are not suitable for re-use on-site will be disposed of off-site to a suitably licenced facility.
 - The accommodation facilities kitchens will be equipped with a grease trap that will be pumped out regularly and disposed of off-site to a suitably licenced facility.
- **Solid waste:** The TWA facility will generate putrescible waste, recyclable waste and general waste. Waste will be collected and stored in waste bins that are emptied and removed by truck to licensed landfill and recycling centres, which have the required capacity, at least weekly. No waste will be deposited on site.
- **Electricity:** Electricity may be sourced from the local distribution network (where available), onsite using solar panels/batteries and diesel generation where access to the grid is unavailable.

It is anticipated that formal agreements will be negotiated with Council or other local commercial service providers with respect to water supply and waste disposal associated with the TWA prior to construction. Consultation with Council is discussed further in Section 3.2 of the Submissions Report.

J.11 Off-site Accommodation

As discussed in **Section J.4** above, the TWA would be constructed during pre-construction minor works and its construction would take approximately six (6) months.

Prior to the completion of the TWA, the Project workforce would be limited to a maximum of 100 staff at any one time. These workers would reside off-site, commuting daily from the adjacent areas of Mildura, Buronga, Gol Gol and Wentworth.

Once the TWA is established, it is anticipated that approximately 75% of the peak Project workforce (300 workers) would be housed at the on-site TWA facility. The remaining 25% of the Project's peak workforce (100 workers) would be based in Mildura, Buronga, Gol Gol and Wentworth, including local residents. These off-site workers would commute to site each day by private vehicle.

Section J.13 below provides further discussion regarding the capacity of local off-site accommodation.

J.12 Biodiversity and Heritage

The TWA facility, including all associated disturbance and proposed APZ, is incorporated within the Project's Disturbance Footprint. Direct biodiversity and heritage impacts within the Disturbance Footprint have been comprehensively assessed in the Revised Biodiversity Development Assessment Report (Appendix D of the Submissions Report) and the Updated Aboriginal Cultural Heritage Assessment (Appendix E of the Submissions Report). In summary, the TWA is wholly located within Category 1 – Exempt Land which has been heavily disturbed and there are no recorded Aboriginal sites present within or immediately adjacent to the TWA facility (refer to **Figure J.2**).

Indirect impacts, including incidental disturbance and edge effects in the vicinity of the Disturbance Footprint are also addressed in both assessments, and Spark Renewables has committed to a range of mitigation measures to manage these impacts (refer to Appendix C of the Submissions Report). These include:

- B40: Exclusion zones will be set up at the limit of clearing.
- B04: Preparation and implementation of a Biodiversity Management Plan (BMP), incorporating monitoring against specified performance measures and adaptive management and remedial actions to be undertaken where unforeseen impacts occur.
- B06: Avoidance of barbed wire fencing to minimise harm to fauna.
- B24: Implementation of speed limits on newly formed internal access tracks.
- ACH02: Preparation of an Aboriginal Cultural Heritage Management Plan (ACHMP) including measures to protect Aboriginal sites outside the Disturbance Footprint and to protocols to be implemented in the event of unexpected finds, including human remains.

J.13 Other Issues

Permissibility

The TWA is ancillary to 'electricity generating works' as defined under State Environmental Planning Policy (Transport and Infrastructure) 2021 (TI SEPP). Clause 2.36(1)(b) of the TI SEPP provides that development for the purpose of electricity generating works may be carried out by any person with consent on any land in a prescribed non-residential zone, including RU1 Primary Production. As such, the Project, incorporating the proposed TWA, is permissible with consent.

Social Impacts

The Social Impact Assessment (SIA) presented in Appendix 11 of the EIS included consideration of impacts to housing and health services (see in particular Section 4.4 of the SIA). Key assessment findings are summarised below.

Accommodation

While the proposed TWA facility would accommodate up to 75% of the peak construction workforce, the Project would require limited usage of accommodation facilities within the nearby townships during pre-construction and construction.

As discussed in **Section J.11**, prior to the completion of the TWA, the Project workforce would be limited to a maximum of 100 staff at any one time. These workers would reside off-site, commuting daily from the nearby townships (e.g. Mildura, Buronga, Gol Gol and Wentworth).

After the TWA is established, the SIA identified two (2) potential workforce scenarios for the Project:

- Scenario 1 – assumes 10% of the Project workforce will be sourced locally, and a total of 90% of the workforce would need to migrate to the area for the construction period and thus require accommodation within the region. This is considered the most likely, and highest impact scenario, with between 25–40 FTE local jobs sourced from the area during construction, and approximately 200–360 workers relocating temporarily to the area. Under this scenario, 15% of the non-local workforce (i.e. 60 workers) may be housed off-site in the nearby townships.
- Scenario 2 – assumes 25% of the Project workforce will be sourced locally, and a total of 75% of the workforce will migrate to the area for the construction period. This scenario is the aspirational target for the Project and equates to between 56–100 workers being sourced locally and approximately 170–300 workers relocating temporarily to the area, (for average FTE and peak workforce numbers). This is the lowest impact scenario, where all non-local workers could be accommodated within the TWA facility.

The SIA indicates that there is a total supply of 1,389 short term rooms available across the localities of Mildura, Red Cliffs, Wentworth, Buronga and Gol Gol which could be utilised by the Project. Consultation undertaken for the SIA indicates that there is general willingness among local accommodation providers to support the Project workforce, noting there is a need to balance workforce demand with existing clientele. Stakeholder feedback suggests that a coordinated approach, with adequate advance planning and potentially some investment in new or upgraded facilities, is achievable to meet the temporary accommodation needs of the Project workforce while minimising disruption to the local short term accommodation market, and without unduly impacting the local rental market for longer term housing, which is relatively constrained.

Health Services

The SIA recognised that an influx of workers would increase demands on health services, particularly at the general practitioner (GP) level. The SIA estimates that the Project may result in approximately 178 worker visits (for the average workforce) or 317 worker visits (peak workforce) to a GP per year.

To mitigate this impact, a medical centre or first aid room staffed by personnel with suitable first aid/medical training will be provided within the TWA (refer to **Section J.2**). Additionally, Spark Renewables will investigate additional measures to mitigate strain on local health services during detailed Project design, in line with the recommendations of the SIA. These measures may include:

- Having a visiting GP/nurse or medic at the TWA facility
- Provision of telehealth services for workers within the TWA.

This commitment is reflected in Appendix C of the Submissions Report.

Noise

As discussed in **Section J.9** above, there are no non-associated dwellings in close proximity to the TWA facility. The nearest non-associated dwelling (R1148) is located approximately 13 km north of the facility.

The Noise and Vibration Impact Assessment (NVIA) (Appendix 10 of the Project's EIS) included an assessment of construction noise impacts generated by the Project. As most construction activities are proposed to be limited to standard construction hours (i.e. daytime), modelled construction noise scenarios focused on day-time activities when the most significant noise generating activities would occur. As such, these scenarios did not specifically consider noise generated by the TWA, which would likely only be partially occupied during the day, and noise generated by the TWA would likely be indistinguishable from other day-time noise sources.

Outside of standard construction hours, noise generated at the TWA expected to be inaudible at non-associated dwellings. Measures to minimise amenity impacts are reflected within Appendix C of the Submissions Report, and include:

- TWA03: No sound amplification is permitted at the TWA outside of standard construction hours unless:
 - It is required for emergency announcements, or
 - It is inaudible at non-associated dwellings.
- TT06: Preparation and implementation of a Driver's Code of Conduct outlining acceptable behaviour for individual drivers and establishing complaints and disciplinary procedures.

Air Quality

The Air Quality Impact Assessment (AQIA) (Appendix 15 of the Project's EIS) included an assessment of construction dust impacts generated by the Project. The AQIA considered dust emissions associated with the establishment of the TWA as part of the Project's broader construction phase, and within the general activity categories of 'earthworks', 'construction' and 'track out' emissions.

The nearest non-associated dwelling (R1148) is located approximately 13 km north of the facility. Due to this separation distance, the AQIA concluded that the pre-mitigated risk of dust impacts to host dwellings and non-associated dwellings north of the Project Area are likely to be very low.

Notwithstanding this, the AQIA included a range of recommended measures for the best practice management of dust emissions on site. These measures will apply (as relevant) to the establishment of the TWA.

These proposed mitigation measures are reflected in Appendix C of the Submissions Report and include:

- AQ07: Dust suppression measures, such as the use of water carts or soil binders, will be used in any unsealed surfaces and other exposed areas as required.
- AQ08: Further stabilisation should be considered for high-use access tracks, particularly those in closer proximity to sensitive receptors such as residential dwellings. Stabilisation may include sealing or the use of lower silt content material such as gravel.
- AQ11: Activities that generate dust will be avoided or modified during high wind periods.
- AQ13: Ensure rumble grids and wheel washes are placed at all site exit points and that gravel or sealed surfaces are maintained between the wheel wash and the exit to avoid recontamination of tyres.

Additionally, at the conclusion of construction, the TWA will be decommissioned and disturbed areas rehabilitated as generally outlined in **Section J.5** above.

J.14 Consultation

Table J.1 below provides a summary of TWA-related issues raised by key agencies in their submissions on the EIS and, where relevant, in targeted consultation undertaken by Spark Renewables.

Table J.1 Summary of TWA Related Issues Raised By Agencies

Agency	TWA Related Issues Raised	Reference
RFS	No specific issues raised in submission, however, general comments regarding emergency planning are addressed in Section 4.2.15 of the Submissions Report.	Section 4.2.15 of the Submissions Report
FRNSW	No specific issues raised in submission, however, general comments regarding emergency planning are addressed in Section 4.2.4 of the Submissions Report.	Section 4.2.4 of the Submissions Report
Council	No specific issues raised in submission or targeted consultation during preparation of the EIS or the Submissions Report	EIS Section 5.6 and Sections 3.2.1 and 4.1 of the Submissions Report
TfNSW	<ul style="list-style-type: none"> Clarification regarding workforce accommodation traffic scenarios 	Refer to the Revised Traffic and Transport Impact Assessment in Appendix B of the Amendment Report (Umwelt, 2026)
NSW DCCEEW - Water	<ul style="list-style-type: none"> Water demand Effluent management 	Section 4.2.7 of the Submissions Report
NPWS	No specific issues raised in submission or targeted consultation during preparation of the EIS.	EIS Section 5.6 Section 4.2.14 of the Submissions Report
EPA	No specific issues raised in submission, however, general EPA comments are addressed in Section 4.2.13 of the Submissions Report.	Section 4.2.13 of the Submissions Report
CPHR	No specific issues raised in submission, however, general comments regarding emergency planning are addressed in Section 4.2.6 of the Submissions Report.	Section 4.2.6 of the Submissions Report

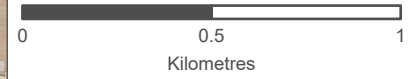
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FIGURE J.2
Key Constraints - TWA Facility

- Legend**
- Project Boundary
 - Disturbance Footprint
 - Road
 - Waterbody
 - State Border
 - Category 1 - Exempt Land, Cleared, Road and Tracks
 - Mallee Bird Community of the Murray Darling Depression Bioregion EEC
- Strahler Stream Order**
- 1
 - 2
- 1% AEP Flood Hazard**
- H1
 - H2
 - H3
- Project Layers**
- Access Points
 - Wind Turbine Generators
 - Access Tracks
 - Operations and Maintenance Facility
 - Construction Compound
 - TWA Facility

NOTE: Aboriginal sites have been redacted



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